Queensway Carleton Hospital
Part 4 Expansion

Urban Design Brief | Submission

3045 Baseline Road
Ottawa, ON. K2H 8P4
QCH – UDB Submission
Issued for City of Ottawa/NCC: 2025-11-28th

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1.0 PROJECT DESCRIPTION

1.1 Brief Description

This Urban Design Review Brief was prepared in support of the application for Site Plan Control for the land known as 3045 Baseline Road in Ottawa, Ontario. As illustrated in Figure 1, the subject land, Queensway Carleton Hospital, is located immediately on the north side of Baseline Road, and on the east side of the Veterans Memorial Hwy, and south side of Richmond Road. The area next to the hospital site serves as a local commercial hub for the surrounding neighbourhood and for the City of Ottawa. The hospital is located within a vibrant residential community area as well as mixed use of commercial and agricultural zones.

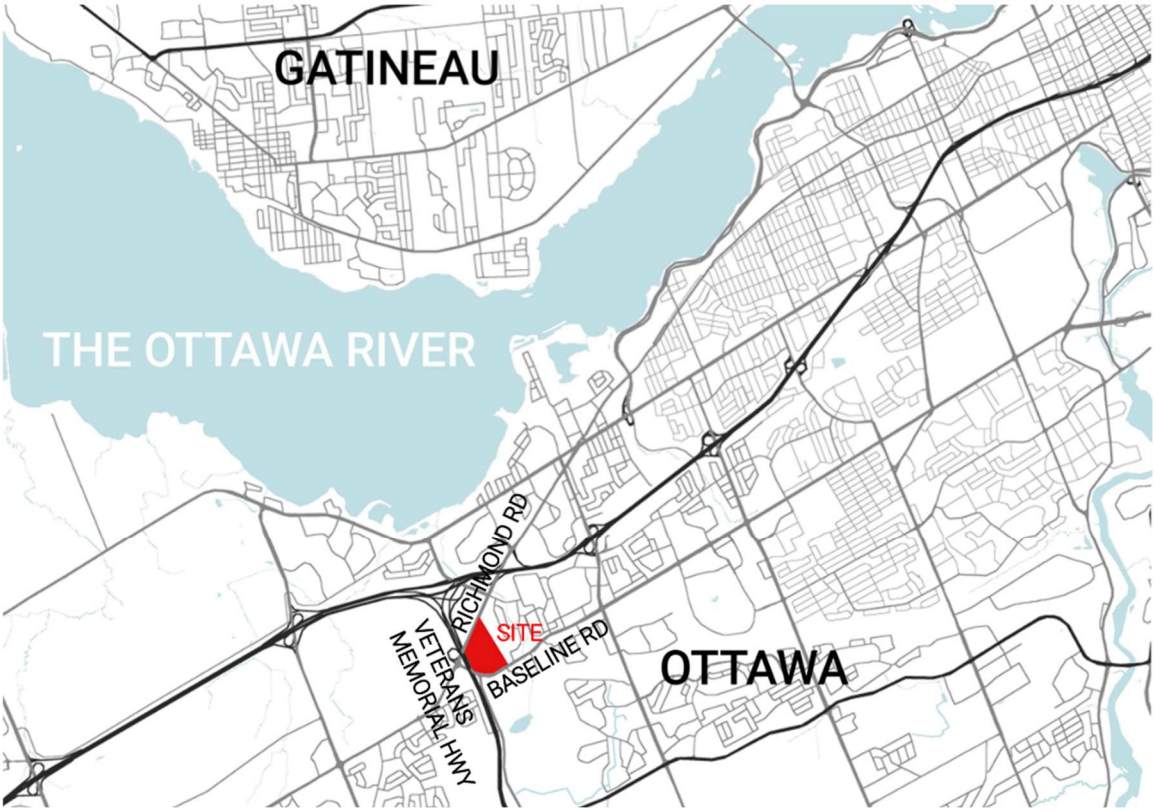


Figure 1

The Queensway Carleton Hospital (QCH) is a full-service hospital in west Ottawa, providing critical and comprehensive healthcare services. The hospital's establishment on the site reflects a deliberate integration of healthcare infrastructure within the Greenbelt's broader ecological and recreational context. Originally built in 1976, QCH is situated on the federally controlled greenbelt administered by the National Capital Commission (NCC). Initially designed as a 100,000 sq ft "pavilion in the park", it was meant to provide accessible community-based health care to the residents of the growing west end of Ottawa. The master plan of the facility is divided into "Parts" representing the different eras of construction. Since 1999, the first three parts have been successfully realized as the final elements of Part 3 were just recently completed in 2023. This submission looks forward to the next stages of QCH's growth consistent with the Master Program and Master Plan.

Part 4 follows NCC's Capital Planning Framework and design guidelines, while also addressing the hospital's growing demand without compromising care quality or operational efficiency. Part 4 aims to expand the hospital by approximately 415,000 bgsf in the 5-year time frame, with a focus on additional Inpatient Beds, Emergency Department expansion, Materials

Management, and Ambulatory Care (Urgent Care Centre). Part 4 adds 90 medical/surgical inpatient beds and 72 transitional care inpatient beds.

1.1.1 Design Criteria for the Proposed Development

QCH stands out among other local hospitals for its exceptional greenery and access to nature, due to its location within the Greenbelt, and history of partnership with the National Capital Commission (NCC). The design team aims to preserve and enhance these natural qualities, making them a key part of the healing process, and guiding decision point regarding all proposed exterior improvements.

With the concept of integrating the natural qualities of the site with the healing process that occurs at the hospital, the design team created several guiding principles for the overall site design of the QCH expansion:

- We will retain and respect the street character that feels low-scale and open, or unimposing.
- We will provide a pedestrian environment that will bring and keep people and patients using the hospital site.
- We recognize that the design may warrant consideration of building heights beyond the current zoning limits, which would be done on the basis that further public benefits are provided.
- We will design the new building additions with architectural articulation respecting the hospital existing character and details to form a strong 1storey addition base.
- We will design the new building tower addition over the existing building base, with architectural edges respecting the hospital existing character and details to form additional 3 storey addition.
- We will ensure that redevelopment opportunities incorporate pedestrian-oriented uses at street level.
- We will address the public realm with interesting facades and special architectural design and features that represent, enliven, or strengthen the character of the surrounding community.
- Our new development in the community will respect the 'village character' and retain the existing human-scale but also refresh the community character through inspiring physical design. Our proposed intensive development will respect adjacent lower-scale main road buildings and provide a continuity of a vibrant, attractive and enjoyable community.
- Ensure that development of QCH is consistent with community needs and sustainable practices.
- Strengthen the site's physical relationship to the NCC Greenbelt.
- Accommodate growth through intensification.
- Enhance access to the site.
- Foster working and healing environments leveraging the benefits of ecological views and engagement.
- Naturalize the portions of the site that are not required for development.
- Improve staff and patient access to outdoor environments.
- Create outdoor terraces, pathways, courtyards for use by staff and patients.

1.1.2 Design Statement

The Queensway Carleton Hospital (QCH) continues to adapt to the growing needs of the expanding and aging community that it serves. Contemporary analysis illustrates an enduring requirement to align the growth of QCH's clinical, support and administrative capacities with the growth in community demand in all QCH's patient services.

Consistent with QCH's values and strategic plan, we continuously strive to optimize access to existing services through innovation and efficiency, creative scheduling and enhanced collaboration with patients, families and community providers. Complementary growth and renewal remain essential to the Hospital's success.

Since its inception, QCH has evolved through timely, measured redevelopment – addressing immediate needs within a well-articulated strategic context. The recently updated Master Plan is divided into seven "Parts" anticipating the hospital's future

growth in accordance with the Master Program, until the current site reaches its full capacity. Part 3 of the Master Plan was most recently completed, including expansions of the hospital's Surgical Services, Ambulatory Care, Day Surgery, PACU, Cardio Diagnostics, Diagnostic Imaging, Laboratory, Outpatient Rehab, and Pharmacy.

Due to forward thinking planning, this next Part 4 redevelopment can be implemented without legacy constraint, without wasteful redundancy and with maximum patient care impact. Although any of QCH's services could benefit from renewal, there are identifiable gaps that must be addressed as priorities.

The following proposed building additions and expansion are encompassed with the Part 4 redevelopment stage. The new buildings will be constructed throughout different design phases, and they are located within the existing hospital site, a prominent location ideal for an architectural expression that evokes a sense of landmark.

Phase 1 Parking Garage

The current parking on site meets QCH's needs, however existing parking resources are fully utilized during peak clinical activity. A recent comprehensive study of staff and public parking utilization illustrated a consistent peak-period utilization that allowed only +/- 30 "swing" spots in public parking and a similar +/- 30 spots in staff parking areas. Swing spots have a direct impact on the ability of parking resources to support turnover in response to overlapping clinic schedules and staff shift changes.

To provide for the needs of the proposed expansion, traffic analysis has shown that QCH will need to construct a second, 550 spot multi-level parking structure for hospital staff as anticipated in the QCH's Master Plan. This second structure will be accompanied by a number of complementary improvements to patient drop off areas and staff circulation patterns. A new enclosed and secure bicycle parking area accommodating up to 42 bikes is being provided within this new parking structure, with capacity to support E-bikes and other types of micro-mobility devices. Showers and change areas associated with the bicycle parking are within the hospital.

It is possible that future improvements to transit infrastructure may reduce these numbers, however that possibility has yet to be realized and involves reliance on external service providers to provide the service and connections needed to efficiently bring patients and staff to site. The access road for the new and existing garage is proposed to be realigned to the west side of the site, consistent with the hospital's campus master plan. The existing parking garage's access points are also proposed to move to the west road. This reorganization of will more efficiently and safely distribute traffic on site.

Staff entering from Richmond Road, will have direct access to the new and existing parking garage entrances in a way that will enable an efficient flow of vehicles in and out during shift-changes. Patients entering from the north will have a more direct access to the entry of the existing public parking lot at the south end of the site. Optimizations and improvements are being proposed to several of the existing surface lots to accommodate anticipated growth in public parking needs on the site, as staff parking will be reallocated to the new parking garage. This will separate staff and public vehicle traffic, and pedestrian traffic from transport trucks, which enter from the north of the site and toward the loading docks in the middle of the north end of the site, and ambulances, which if entering from Richmond, will loop around the ring road to the ambulance garage at the east side of the site.

The ideal position for the new parking garage to manage traffic flows on site is directly north of the existing parking garage. Due to this location, the new parking garage forms entrance experience from the north entrance off Richmond Road. This is the primary entrance for staff and materials handling, while patient traffic is split approximately 50/50 with the Baseline "Main" entrance. To address this entry experience, the pre-cast parking structure is primarily wrapped in a white architectural mesh, which serves the purpose of maintaining airflow, addressing security concerns and keeping birds out of the open-air structure. The architectural mesh will effectively screen the cars within. It has an ephemeral appearance, presenting as more solid during the day, and becoming more transparent and glowing during the dusk through night-time hours. The directionality of the mesh

also efficiently sheds water and snow accumulation, and prevents upcast light, in order to not interfere with birds or other animals' behaviours and cycles and to reduce sky shine or casting light into the nearby hospital. Visual slots are cut into the exterior at the corners to allow a view outward to the natural surroundings at each level to the west and north of the new garage. The parking garage is being equipped with a roof to eliminate the need for snow clearing operations and will have over 2,200m² of solar-ready area in accordance with the proposed High Performance Development Standard (HPDS) guidelines.

Phase 2 Support Services Addition

The proposed development of the new inpatient towers and expanded emergency departments will put additional demands and requirements on the hospital's material handling, environmental services (janitorial/waste management), and food services departments. A new extension to the loading dock is proposed to expand from 3 existing docks to 6. A separate waste handling area is also proposed to effectively separate that activity from all others on site. An organizing factor of these functional areas was to separate and hide this activity from the rest of the traffic on site, particularly the public and staff experience. Currently, the entry to the site from the north is mingled with the loading dock and waste traffic, as they all enter from a shared connection to John Sutherland Drive. The previous phase established a new road for staff and public traffic, to remove them from the functional zone of the site. Further enhancements are proposed in this phase:

1- The existing propane tank island that forms the turning radius for trucks entering the loading dock also inhibits any northward expansion. The location of this tank is also unsafe, as current CSA standards require a 50ft (15.2m) setback from any building opening or sidewalk. There is no location within the ring road that would accommodate this setback; thus, the new tank location is proposed north of the ring road. This location will replace an existing staff surface parking lot, which is made redundant by the new parking garage.

2- Separation of clean and soiled traffic. Currently all traffic at the loading docks is mixed, incoming sterile materials and food share the same space with outgoing biohazardous waste and garbage. Contemporary infection control standards for hospitals recommend that these traffic flows be separated to the greatest extent possible. The new waste handling area will separate outgoing waste from the incoming clean materials. The additional loading dock capacity will allow incoming clean materials to be separated from soiled materials such as used linens and medical waste containers.

Visually the new additions will be more separated from public view than they are currently. The new addition will maintain the character of brick construction that is seen in the lower level of the campus

Phase 3 James Beach Tower Expansion for Medical/Surgical Inpatient Services

QCH's James Beach Building was completed in 2013 with the ACE (Acute Care for the Elderly) inpatient unit subsequently completed in 2016. The building was constructed with the capacity for future vertical expansion in keeping with QCH's Master Plan.

This phase proposes the addition of (3) new inpatient medical/surgical floors for a total of (90) new, single-occupancy beds, including (18) new airborne isolation rooms, to align with contemporary hospital standards for inpatient accommodation. These beds are proposed to accommodate anticipated increases to inpatient admissions, in alignment with the province's healthcare funding priorities. Existing structural, electrical, heating, elevator, medical gases, exit capacities, etc. were previously planned to anticipate this vertical expansion, which can proceed with minimal disruption to existing clinical areas. A new generator facility is also proposed in this phase, as additional emergency power capacity is required for any additional development on campus. This facility will be mostly buried at the basement level but will include a newly landscaped plaza as the current road providing access to the loading dock will be removed to provide the space for the generator facility.

For the design of the new tower expansion, a key goal was to present a clean and organized exterior to reflect a professional standard that one would except to receive from the care activities inside. While the function inside is a fairly repetitive organization of single patient bedrooms along the exterior, the design proposed embraced the human-scale portions that were available, articulating common gathering spaces, set off from the repetitive aspect of the single rooms.

In materiality, it was important to understand and respect the context and history of the existing campus. The existing building has a history embedded in the previous agricultural use of the site and surrounding area, as the hospital grew from servicing its local rural population, to servicing a major metropolitan centre with a huge catchment area. The existing exterior materials for the campus at the lower levels are primarily stone and brick. The new expansion proposes that the first and second levels remain in keeping with the existing massing and materiality of the campus and forming an approachable pedestrian-level podium, featuring natural and warmer materials. The new, taller tower rises from this podium, constructed out of visually lighter materials and the forms are visually broken up as to not overwhelm the existing structures.

Research has shown that when in recovery, a view of a natural setting can have a tremendous impact on the healing process. Windows in patient rooms and other gathering spaces are oriented to take advantage of the excellent views of the site. With the extended height of the inpatient tower, these new levels will enjoy expansive views of the surrounding Greenbelt, the city, and even the Ottawa River and Gatineau hills beyond.

It is also important to respect the context of the site and surroundings in any design proposed. The hospital itself sits on leased NCC-owned land. To the west of the proposed tower is an ecological corridor on NCC lands. Thus, Bird Safe Design concerns were considered for the tower vertical expansion. The articulated facade avoids large expanses of uninterrupted glazing, and all of the development for the vertical expansion occurs both above the adjacent treeline and above 16m from existing grade.

Further west of the ecological corridor is the 416 “Veteran’s Memorial” Highway. This entry point into the city is designated by the NCC as a “Capital Arrival” view. In analyzing the height difference of the highway and the site and considering the heavily vegetated cover of the ecological corridor between the two, it has been determined that the new tower will not be significantly visible from the highway, and thus the capital arrival experience will remain unchanged due to this development.

Phase 4 Emergency Department

QCH’s Emergency Department currently operates well beyond the 63,000 annual visit capacity anticipated in 2003. HCM demographic analyses affirm a service requirement exceeding 103,000 visits by years 2031/32. The proposed addition extends the existing Emergency Department to the north and east of the existing footprint in newly constructed space, providing additional CTAS 1,2 &3 triage, resuscitation, observation and isolation capabilities. The location, circulation and connectivity of this addition is fully aligned with the established directions and design parameters of the campus Master Plan. Structural and infrastructure planning for this addition will anticipate future vertical growth in the next proposed phase.

This phase also proposes expanding Ambulatory Care services to reduce pressure on the emergency department, as in keeping with Ministry of Health’s direction, future growth of low acuity activity is excluded from QCH’s planning analysis for the Emergency Department. Those needs are accommodated in the Hospital’s Master Plan through the expansion of ambulatory care capacity. There are also new Public Spaces proposed such as Spiritual Care, a Conference Room, and Retail Pharmacy and Food Areas, as these are displaced to make room for new clinical space, and to provide new revenue generating spaces for the hospital.

The expansion of the Emergency Department shifts the Hospital’s ring road, John Sutherland Drive slightly to the east of where it currently lies. This is done in order to create enough space of the needs of the emergency department expansion itself, and to provide space to related exterior traffic, such as ambulance traffic, police, walk-in drop off and short-term parking.

This has the added benefit of enabling the opportunity to move some of the green space of the site closer to the hospital to be able to more easily utilized by patients. Along with the functional requirements previously described, the expansion will also include a Healing Garden and Indigenous Ceremony Circle, related directly to the Spiritual Care space. This greenspace, located at the southeast corner of the building also forms part of the initial impression of the building when entering from Baseline Road.

The proposed 1 storey structure of the expansion utilizes similar materiality to the existing ground level areas of the hospital, applying more natural materials such as brick, stone and wood. The public entrance and public areas are designed to be easily recognizable and approachable. Large exterior canopies clearly indicate entrances and drop off areas, aiding in wayfinding. Large windows along the eastern façade will allow connection between the inside and the adjacent greenspace, and the clean and organized interior space, allowing those inside to appreciate the greenery of the site as they wait.

This phase also proposes an additional multi-use path to loop around the site east to north, creating another connection from the Baseline Road bike lane with the NCC Multi-use path that extends from Cedarview Road past Richmond Road. This new pathway loop will enhance access to the naturalized areas of the site for patients, staff, and adjacent neighbours, providing recreational and exercise opportunities with will aid in both healing and the promotion of healthy living. This pathway will also enhance the greenery of the landscape berms on site, providing additional buffering from the adjacent neighbourhood and the hospital activities.

Phase 5 ICU and Transitional Care Inpatient Tower

QCH currently leases 56 transitional care beds in a nearby retirement home setting. In order to accommodate further growth of the program and meet MoH/CSA standards for new inpatient facilities, it is recommended to build these beds on site. The new tower is proposed to contain 72 transitional care beds over 2 floors, with a third reserved for an additional 36. The tower will also have space reserved for a future ICU expansion, and a 3rd floor mechanical level.

The design of this tower will echo the design theme established with the James Beach tower expansion. This will enable towers to form a backdrop to the main entrance and not overwhelm the site with too many architectural themes. The location and orientation of the tower was chosen both for efficiency in terms of construction (it utilizes the new emergency department as a foundation) and medical needs (it forms an important connection between the Emergency, Surgical and ICU departments that is lacking) but also presents the minimal presence to the adjacent neighbourhood.

This phase also proposes a new northern entrance to campus. While not an official drop-off point for patient, this entrance is well located to be a primary entrance for staff, and is well located near lockers and gym facilities, providing a connection to the site's recreational pathway system.

1.1.3 Zoning and Performance Standards

The Subject Site is zoned under the City of Ottawa's Zoning By-law 2008-250 Consolidation as Rural Institutional Zone RI [307r] H(20), with a maximum height limit of 20 meters.

The QCH proposes to modify the maximum building height to 31.09 meters. The changes suggested which propose to increase the permitted building height results from a thoughtfully designed development.

Table – Performance Standards (metric system)

Based on Table 223 – RI Zone Provisions & Exceptions 301r-320r.

Zoning Provisions	Required	Provided				
		Parking Garage	James Beach Tower	Materials Management	Emergency Department	Transitional Care Inpatient Tower
Minimum Lot Area (sqm)	2000	-	-	-	-	-
Minimum Lot Width (m)	30	-	-	-	-	-
Minimum Front Yard Setback (m)	6	33.64	30.601	235.96	139.225	172.473
Minimum Rear Yard Setback (m)	7.5	-	-	-	-	-
Minimum Interior Side Yard Setback (m)	6	> 96.984	> 249.60	> 242.743	> 219.896	> 229.254
Minimum Corner Side Yard Setback (m)	6	-	-	-	-	-
Maximum Building Height (m) (Exceptions 301r-320r)	20	21.98	31.09 (32m buffer)	5.369	5.369	31.09 (32m buffer)
Maximum Lot Coverage (%) (Exceptions 301r-320r)	30	-	-	-	-	-
Minimum Landscape Area (%)	20	-	-	-	-	-

1.2 Project Statistics

Gross Floor Area

Gross floor area (m²) per level and phase

	Part 4a	Part 4b	Part 4c	Part 4d	Total
Level 1	–	3,264.2	–	2,558.1	**5,822.3**
Level 2	–	–	6,571.8	3,284.7	**9,856.6**
Level 3	–	–	–	2,713.8	**2,713.8**
Level 4	–	–	–	–	**0.0**
Level 5	2,149.9	–	–	2,728.2	**4,878.2**
Level 6	2,149.9	–	–	2,728.2	**4,878.2**
Level 7	2,149.9	–	–	2,728.2	**4,878.2**
Total	6,449.8	3,264.2	6,571.8	16,741.3	**33,027.2**

Part 4a Expansion: Gross floor area (m²) per level and use

	Inpatient Units
Level 5	2149.9
Level 6	2149.9
Level 7	2149.9
Total	**6449.8**

Part 4b Expansion: Gross floor area (m²) per level and use

	Level 1
Environmental Services	1463.3
Materials Management	1200.8
Food Service	600.0
Total	**3264.2**

Part 4c Expansion: Gross floor area (m²) per level and use

	Level 2
Emergency	5,304.1
Public Areas	728.2
Diagnostic Imaging	539.5
Total	**6,571.8**

Part 4d Expansion: Gross floor area (m²) per level and use

	Level 1	Level 2	Level 3	Level 5	Level 6	Level 7	Total
Materials Management	1,645.8	–	–	–	–	–	**1,645.8**
Environmental Services	482.3	–	–	–	–	–	**482.3**
Food service	430.0	–	–	–	–	–	**430.0**
Diagnostic Imaging	–	2,418.9	–	–	–	–	**2,418.9**
Ambulatory Care	–	485.9	–	–	–	–	**485.9**
Offices	–	380.0	–	–	–	–	**380.0**
Intensive Care Unit	–	–	2,713.8	–	–	–	**2,713.8**
Transitional Care Inpatient	–	–	–	2,728.2	2,728.2	2,728.2	**8,184.6**
Total	2,558.1	3,284.7	2,713.8	2,728.2	2,728.2	2,728.2	**16,741.3**

Gross floor area (m²) per use and phase

	Part 4a (Levels 5–7)	Part 4b (Level 1)	Part 4c (Level 2)	Part 4d (Levels 1–7)	Total
Inpatient Units	6,449.8	–	–	–	**6,449.8**
Environmental Services (EVS)	–	1,463.3	–	482.3	**1,945.7**
Materials Management	–	1,200.8	–	1,645.8	**2,846.6**
Food Service	–	600.0	–	430.0	**1,030.0**
Emergency	–	–	5,304.1	–	**5,304.1**
Public Areas	–	–	728.2	–	**728.2**
Diagnostic Imaging	–	–	539.5	2,418.9	**2,958.4**
Transitional Care Inpatient	–	–	–	8,184.6	**8,184.6**
Intensive Care Unit (ICU)	–	–	–	2,713.8	**2,713.8**
Ambulatory Care	–	–	–	485.9	**485.9**
Offices	–	–	–	380.0	**380.0**
Total	6,449.8	3,264.2	6,571.8	16,741.3	**33,027.2**

Inpatient Units

Part 4a Expansion: Proposed Medical/Surgical Inpatient Beds

	Level 5	Level 6	Level 7	Total
General	22	22	22	**66**
Isolation	6	6	6	**18**
Bariatric	2	2	2	**6**
Total	30	30	30	**90**

Part 4d Expansion: Proposed Transitional Care Inpatient Beds & Intensive Care Unit (ICU) Beds

	ICU	Transitional Care Inpatient			Total
	Level 3	Level 5	Level 6	Level 7	
General	16	28	28	28	**100**
Isolation	6	6	6	6	**24**
Bariatric	2	2	2	2	**8**
Total	24	36	36	36	**132**

Lot Coverage

Lot coverage per phase

Phase	Building footprint (m²)		Lot coverage
	Proposed	Total	
Existing conditions	N/A	**26,247.8**	**13%**
New Parking Garage	2,736.0	**28,983.8**	**14%**
Part 4a Expansion	1,111.6	**30,095.4**	**15%**
Part 4b Expansion	940.9	**31,036.3**	**15%**
Part 4c Expansion	6,002.5	**37,038.8**	**18%**
Part 4d Expansion	2,037.0	**39,075.8**	**19%**

Parking

Vehicle parking spaces per phase

Phase	Standard		Accessible		Electric vehicles		Total	
	Proposed	Total	Proposed	Total	Proposed	Total	Proposed	Total
Existing conditions	N/A	**1,244**	N/A	**43**	N/A	**4**	N/A	**1,287**
New Parking Garage	+582	**1,826**	+15	**12**	+8	**12**	+605	**1,884**
Part 4a Expansion	-182	**1,644**	-2	**56**	0	**12**	-184	**1,700**
Part 4b Expansion	+48	**1,692**	0	**56**	0	**12**	+48	**1,748**
Part 4c Expansion	+12	**1,704**	-2	**54**	0	**12**	+10	**1,758**
Part 4d Expansion	-17	**1,687**	+1	**55**	0	**12**	-16	**1,742**

Bicycle parking spaces per phase

Phase	Proposed	Total
Existing conditions	N/A	**44**
New Parking Garage	+42	**86**
Part 4a Expansion	0	**86**
Part 4b Expansion	0	**86**
Part 4c Expansion	+26	**112**
Part 4d Expansion	0	**112**

Building Heights

Proposed building heights of each phase

Phase	Building height (mm)
New Parking Garage	26,910
Part 4a Expansion	31,090
Part 4b Expansion	4,267
Part 4c Expansion	4,572
Part 4d Expansion	31,090

1.3 Rendering of the Proposal

2.0 DESIGN DIRECTIVE(S)

2.1 Policy and Design Considerations

Design considerations for 3045 Baseline Rd focus on issues of integration, growth, compatibility and how the project fits into the evolving urban environment in the Ottawa region.

The new Official Plan honours and recognises that Ottawa is located on unceded territory of the Algonquin Anishinabe Host Nation. The peoples of the Algonquin Anishinabe Host Nation have lived on this territory for millennia.

2.1.1 City of Ottawa Official Plan

The City of Ottawa's new Official Plan was approved by the province on November 4, 2022. The new official plan outlines a comprehensive land use policy framework to guide growth and development within the city to the year 2046. The Official Plan wants the city of Ottawa to be flexible, resilient, and a city where people want to live, work and play. Ottawa's population is projected to grow over 1.4 million people by 2026, and with an Ottawa-Gatineau region will surpass 2 million people. This represents a significant increase as compared to the rates of growth seen previously and this as we grow, we will face crucial challenges. The Official Plan wants to achieve its vision and make Ottawa "the most liveable mid size" city in Canada. The Official Plan recognises that Ottawa has strong neighbourhoods and cultural communities. There are incredible parks and greenspaces, stable and increasingly diverse economy, including extensive educational and health care systems. The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace within the Greenbelt Transect of the City of Ottawa Official Plan.

The Official Plan focuses on 5 big moves that are set out in Section 2. Strategic Directions: growth management (intensification); mobility (sustainable transportation); urban and community design (good urbanism at all scales); climate, energy and public health (resiliency); and economic development. As Canada's capital and part of a larger metropolitan area that includes the Ville de Gatineau and surrounding municipalities in Ontario and Québec public health care system will also require important expansion to respond to population growth in the region.

Parkin's proposal contributes to the 5 big policy moves by providing healthcare use within the urban area. The Queensway Carleton Hospital site is located in proximity to existing and future pedestrian, cycling, and transit infrastructure which will support the use of more sustainable transportation modes to access the site. The hospital and the proposed expansions have been designed to meet the needs of the hospital use while maintaining the character of the neighbouring area. Parkin's proposal will efficiently use the Subject Site while maintaining large areas of soft landscaping. This will help support climate resilience on the site, in addition, the expansion of the hospital use will support health resiliency by providing for a greater level of healthcare services to accommodate both an aging population and the population growth in the region. The expansion of the existing hospital use will also support employment growth and economic development in the city.

Ottawa needs to improve and to expand its health care system in ways that support liveable communities and healthy environments. Section 3 of the Official Plan provides a growth management framework for the city. The proposal shares the city's goals and objectives intended to the importance of managing and directing the physical growth in the region of Ottawa by providing a thoughtful urban and architectural expansion to the existing healthcare uses within the urban area. The proposed expansion will help meet the demands of a growing population by providing improved healthcare facilities that will support liveable communities and healthy environments. The proposal is well located near a mix of uses, transit, and active transportation that will support a range of users and will accommodate the needs of an aging population.

The Subject Site is well located to support large-scale institutional use such as a hospital. The proposed expansion of the Queensway Carleton Hospital will support existing and future transit infrastructure in the neighbourhood. The QCH site is well serviced by transit along Baseline Road and John Sutherland Drive. In addition, a future Transitway is identified along Baseline Road while Richmond Road is designated as a Transit Priority Corridor. The proposed expansion will better utilize this future infrastructure and will reduce the consumption of land and other resources outside of the urban boundary.

The proposal complies with the policies of the Greenbelt Transect as it provides institutional use with a mid-rise height that is located in proximity to Veterans Memorial Highway and 2 arterial roads. Existing and future transit infrastructures are also available to service the site. The proposal is also consistent with the policies of the National Capital Commission, and it is also consistent with the Greenbelt Rural, Greenbelt Facility, and Greenspace designations. The QCH site contains a hospital use, which is a permitted institutional use, and it will maintain generous soft landscaping and a rural character in line with the policies of the Official Plan.

The proposal conforms to the design objectives and principles for urban and community design, in terms of built form, open spaces and access to infrastructure. The compact design proposal is community design driven and it will strengthen the City's neighbourhoods and cultural communities. The design of the proposed expansions on the QCH site will fit in well with the surrounding context, including the incredible parks and green spaces, mixed-use and residential buildings, and variety of retail and commercial uses. The proposed principal entrances are one level high with the exception of the proposed new tower and the new parking garage. However, all of the proposed expansions will be surrounded with new landscaping and seating areas at ground level to provide an animated and vibrant street level. The proposal will not negatively impact the Scenic Capital Entry Route, and it will contribute to views of the Greenbelt by ensuring that a treed landscape buffer is provided between the buildings and the Veterans Memorial Highway, Highway 416.

The design of buildings, landscapes, and adjacent public spaces will work together to complement or enhance the unique aspects of the community's history, landscape, and culture. The proposed development has a clearly articulated built form with a distinct identity. It will help enhance the sense of community through its function as a landmark gateway. The proposal promotes sustainability by adding high density and mixed uses to existing infrastructure.

The proposed expansion development for Queensway Carleton Hospital (QCH) meets the general intent and objectives of the Official Plan. The urban and architectural proposed expansions are compact and seeks to keep the boundaries of the existing hospital by growing vertically. The new expansions will offer crucial health care services to accommodate the constantly growing population in the region. The proposal further supports growth management to ensure Ottawa's communities are healthy and live in a healthy environment with greater potential for reducing carbon footprint. The health resiliency and well being of its residents are important for the city social cohesion and economy.

More details can be found in the Planning Rationale prepared by Novatech.

2.1.2 The City of Ottawa Zoning By-law 2008-250

The main tool used to translate Official Plan and Secondary Plan land use policies into consistent decisions and 'on the ground' actions is the Zoning By-law. While an Official Plan sets out the municipality's general policies for future land use, zoning by-laws put the plans into effect and provide for its day-to-day administration. The Zoning By-law sets out controls for the permitted uses and type of development by setting specific requirements that developments must follow. These standards include how land may be developed, the types of buildings that are permitted and how they may be used, building heights, parking requirements, setbacks from the street, lot sizes and so forth. In 2008, City Council approved the new Comprehensive Zoning By-law 2008-250, which harmonized the existing 36 zoning by-laws from the former municipalities into one by-law. The new By-law supports and implements many of the policies of the City's 2003 Official Plan, which focuses growth within the urban part of the City; promotes increased transit ridership; emphasizes good urban design; and will achieve compact mixed-use communities over the next decades.

The Queensway Carleton Hospital (QCH) site is zoned under the City of Ottawa's Zoning By-law 2008-250 Consolidation as Rural Institutional, Rural Exception Zone RI [307r] H(20), with a maximum height limit of 20 meters. Parkin's proposal intends to modify the maximum building height to 31.09 meters (32 meters buffer). A Zoning By-law Amendment will be required to permit an increased building height of 32 metres on the Subject Site.

The changes suggested which propose to increase the permitted building height results from a thoughtfully designed development. In order to ensure that the design of the proposed expansions developments integrate into the existing building fabric of the streetscape and maintain a rural village character, we can demonstrate how the key elements of scale and detail from the existing one (1) to four (4) storey buildings at the site and the wide lot sizes of the hospital have been have been incorporated into our building design.

The new hospital tower height is approximately 12 meters over the maximum height sets out by the Zoning By-law. Despite this increase in height, the proposal will have minimal shadowing impacts on the abutting residential buildings. This is due to the generous setbacks and building transitions that are proposed as part of the expansion, which will minimize adverse impacts on neighbouring properties. The proposed building will also include articulation and changes in materiality which will break up the massing and contribute to a well-designed public realm. The new tower façade will include openings that are designed to be bird-safe and exterior finishes that are pleasant and calming to the eyes

Through the use of sensitive and expressive architectural form for the new expansion of the buildings, the proposed development seeks to become a community landmark. The expansions on the East side of the existing building have similar architectural typology of one (1) storey floor with similar architectural structure that uses same look of existing building materials such as brick and glass. The new proposed parking garage is identical in height and shape to the existing parking garage to the North of the lot. The new proposed tower is a compact and vertical expansion that consists of only three (3) new levels that are approximately 16.458 meters in height. However, the new tower will be located above of an existing building that consist of three (3) levels with approximately 14.63 meters, which doesn't include the one (1) level existing basement. Having said that, the new proposed tower will have a total building height of approximately 31.09 meters. The new charming medical/surgical tower design will encourage and attract pedestrians' interaction, promoting a vibrant streetscape, creating a unique landmark for the Queensway Carleton Hospital.

More details can be found in the Planning Rationale prepared by Novatech.

2.1.3 The City Urban Design Guidelines

The City of Ottawa's Official Plan defines urban design as "the process of applying desired functional and aesthetic parameters to the design of the city and its parts. Urban design is about creating public friendly environments such as, charming streetscapes, bustling markets, distinct town centres, safe neighbourhoods, beautiful parks, trails, and public squares.

To implement a successful and creative urban design, Parkin Architects directly engaged with other disciplines and designers such as planners, landscape architects, civil, mechanical, electrical and structural engineers, staff members and users of the hospital as well as the Queensway Carleton Hospital (QCH). The result of this new proposal design has been a collaborative effort amongst many people and professions with clear objectives to create and maintain a highly functional and beautiful urban design that our communities can identify with, use and enjoy.

More specifically, Parkin's proposal is aligned with the City Urban Design Guidelines and wants the new hospital expansions to be focused on creating an urban design and friendly environments such as, charming streetscapes and buildings, safe neighbourhoods, beautiful greenspaces, walking and cycling trails, and public amenities. Some of Parkin's criteria were highlighted in this report in Section 1.1.1 Design Criteria for the Proposed Development.

Parkin shares and supports the City of Ottawa's Design Objectives such as follow: create unique communities, promote quality developments, enhance safety and accessibility, respect established character, incorporate adaptability and diversity, and protect natural systems.

The unique design of the new proposed expansions will strengthen the look and feel of the existing hospital, including the surrounding landscape. Ottawa's community is familiar with the existing hospital, and it is already considered as a focal point and part of our communities' identity. Parkin's proposal respects the communities' values by respecting the existing site and its architecture. Through landscape and public amenities connecting to regional greenbelt systems, the proposed landscape respects the existing greenfield and reflects the local history by maintaining and restoring indigenous planting and integrating healing gardens and outdoor spaces that support well-being of the local community.

Thoughtful wayfinding, barrier-free access, and inclusive design create a safe, welcoming environment for all users. The new expansions on the East side respect the existing building façade and it uses similar construction materials for the new facades that strengthen the main hospital public entrance and provides a welcoming view. These policies position the hospital as a forward-thinking, climate-resilient health facility embedded in a sustainable and restorative landscape.

Throughout the City of Ottawa, design quality has become a civic signature and a symbol of our national identity. Parkin's team has done multiple proposals with different drawings, sketches and renders throughout the design process. Our new proposal maintains an image of national identity and provides a public development that carefully has considered the aesthetic and functional relationships that exist between public and private spaces. Our renders and images of the new proposal attached in this report show our attention to existing site considerations. Our compact architectural design including the professional landscaping form compatible additions that with the existing spaces will create beautiful places that are easy to maintain and access, supporting a better high quality of care to the community and for the patients as well.

The proposed design enhances the safety and accessibility of the existing hospital and provides interior routes that can be used by the public. Through the main interior streets of the site such as John Sutherland Dr. there are direct connections, and bus stops along the site that provide safe access to the hospital. Our proposal maintains and strengthens the active lifestyle in the hospital where people can feel confident and comfortable to walk, bike and use the public transit system. To improve safety and access throughout the hospital our proposal integrates site features such as strategic exterior lighting, surveillance system and way finding that also create a pleasant aesthetic and safe environment for the places that are intended for use after dark.

Parkin's proposal recognizes the established historical values of the existing hospital and complements the unique qualities and positive characteristics that make the surrounding community special. Our proposal reinforces the landmark character of the site, respects and complements the surrounding scale, mass and rhythm with compatible architectural design that is common to nearby developments.

As demonstrated in Section 2.1.1 City of Ottawa Official Plan of this report, as time passes, economic conditions and demographics shift, resulting in new demands and needs for public services and land use are imminent. To ensure that our communities can adapt to future conditions, Parkin's design proposal and development are responds to the challenges of the demographic and economic changes that the City of Ottawa is facing. The new expansions are answers to the anticipated changes and an appropriate design contribution to major trends such as our aging population and local growth projections.

As mentioned previously, the proposed new development protects natural resources and integrates environmental design such as the use of compact development, that reduces the urban sprawl, minimizes the consumption of the land and uses the public transit. The protection and maintenance of greenspaces, indigenous planting and preserving trees, will have a great impact and will protect air and water qualities. Our proposal will incorporate environmentally friendly design features such as permeable site surface, onsite grades and as well bird-safe glass. Birds are an essential part of our environment and their ability to survive in the city is threatened in part by its buildings.

3.0 SITE, CONTEXT, AND ANALYSIS

3.0.1 The Site - 3045 Baseline Road

Queensway Carleton Hospital (QCH) area is bounded by Baseline Road to the south, Richmond Road to the north, Veterans Memorial Hwy to the west and John Sutherland Drive to the east (Mix of Dwelling Types), as illustrated in Figure 2.

The subject property, 3045 Baseline Road is a northeast corner site and a rectangular shaped lot which has approximately 419 meters of frontage on Baseline Road, with its greatest lot depth of 503 meters along John Sutherland Drive and is approximately 201,975.00 m² (20.19 ha) in lot area (for more details refer to the Planning Rationale prepared by Novatech). Currently, the subject site is developed with multiple hospital buildings with varying heights from 1 to 4 storeys. The existing buildings areas, footprint, is approximately 26,247.80 m² including existing parking garage.

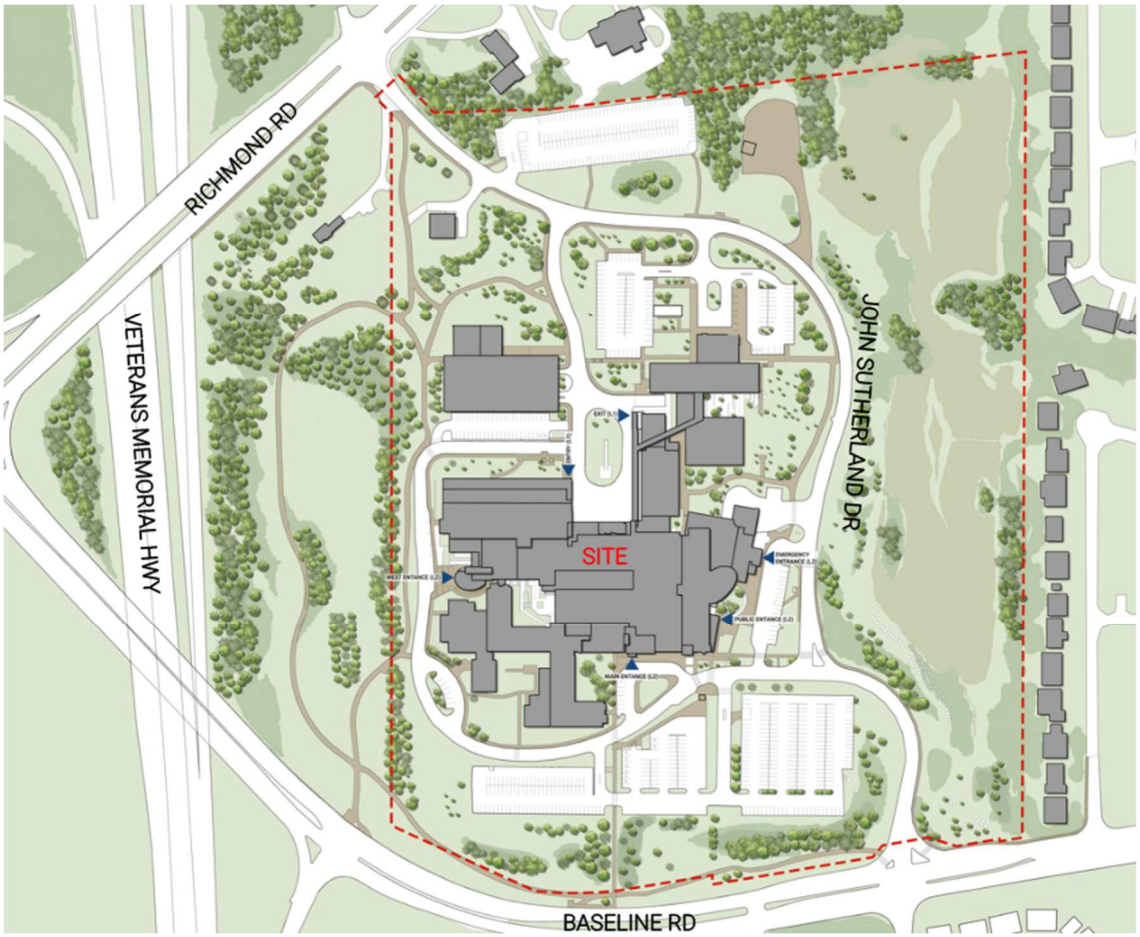


Figure 2

3.0.2 Community Context

The subject property and its immediate surroundings are designated as Rural Institutional Zone (RI) and Residential (R) in the Zoning By-law. They were planned as compact, mixed-use, pedestrian-oriented streets providing good access and movement by foot, cycle, transit and automobile. Most of the Baseline Road, Richmond Road and Veterans Memorial Hwy area reflect the traditional rural character, however, there are many sites that exemplify qualities of post 1945 main streets such as larger sites with high-rise buildings, setback from the street or parking lot uses.

The (RI) and (R) designation offer significant opportunities in the city to build or reinforce a lively, concentrated mix of uses and a pedestrian environment with a design-oriented focus on development. Within the immediate context of the site there is a mix of low-rise and mid-rise residential buildings, with some residential buildings with heights up to 14 storeys. There are also few low-rise commercial uses further to the east. The broader area contains retail / commercial and residential type uses and buildings. The subject property is centrally located between a number of surrounding neighbourhoods including those located in Ward 8 and 9.

The surrounding neighbourhoods are zoned for a variety of uses, including a range of residential uses, local employment, commercial, and institutional uses. For more details on zoning designations refer to 3.7 Adjacent Properties of this report. Queensway Carleton Hospital (QCH)'s new proposed development must relate to existing community character, and build upon desirable, established patterns and built form.

3.0.3 Contextual Analysis

North and South

The properties immediately to the north are a low-rise 2 storey rural commercial and institutional buildings with a low urban intensification and including tennis court and parking lots.

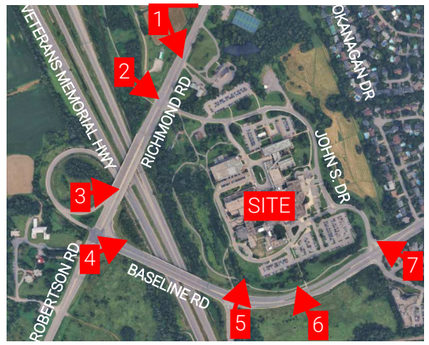
To the south of the subject site along Baseline Road are a collection of rural institutional uses as well as several residential buildings ranging in height from 1 to 14 storeys with a generally distinctive level of detailing defining the facades. The uses are a combination of residential apartments and commercial enterprises. A series of commercial mid-rise and high-rise residential and commercial uses lie further to the east of Baseline Road.

East and West

The architecture to the east side of the site is different from the west side. A number of local and traditional mix of dwelling types are immediately located to the east boundary of QCH site. Generally, the concentrated residential area to the east contains few parks and low-rise residential buildings with front yards, rear yards, and some rear yard features such as summer pools.

The west side barely contains buildings, and it is made up of parks, agriculture, and rural commercial uses. The Veterans Memorial Hwy acts as a strong physical barrier between the hospital and the rural area to the west. However, the highway is at a lower grading than QCH hospital, reducing visibility of the hospital from the highway.

3.1 Street Views Context Images



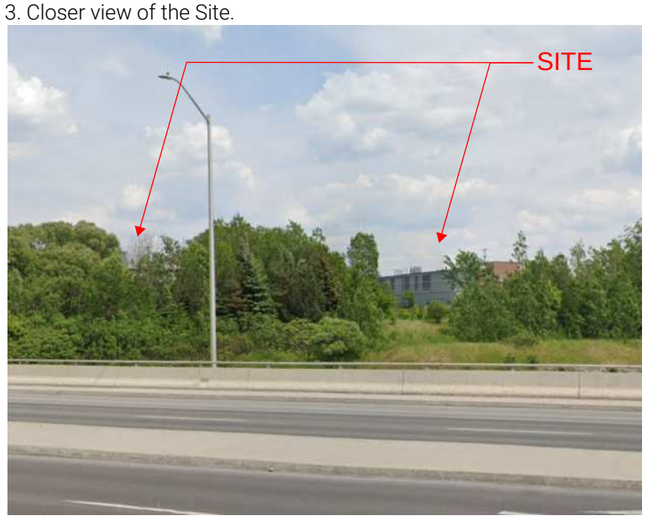
KEY PLAN

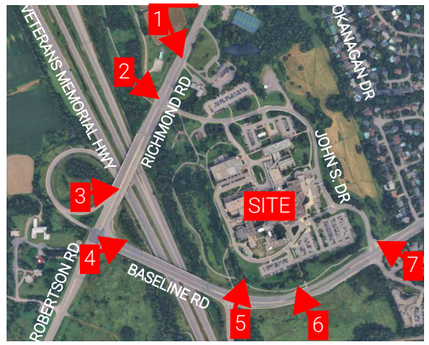
1. Looking South East direction from Richmond Road at Academie de la Capitale- Elementary School entrance.

2. Looking South East direction from the intersection of Richmond Road and John Sutherland Drive.

3. Looking North East direction from Richmond Road at the South Prescott exit, round about.

3. Closer view of the Site.

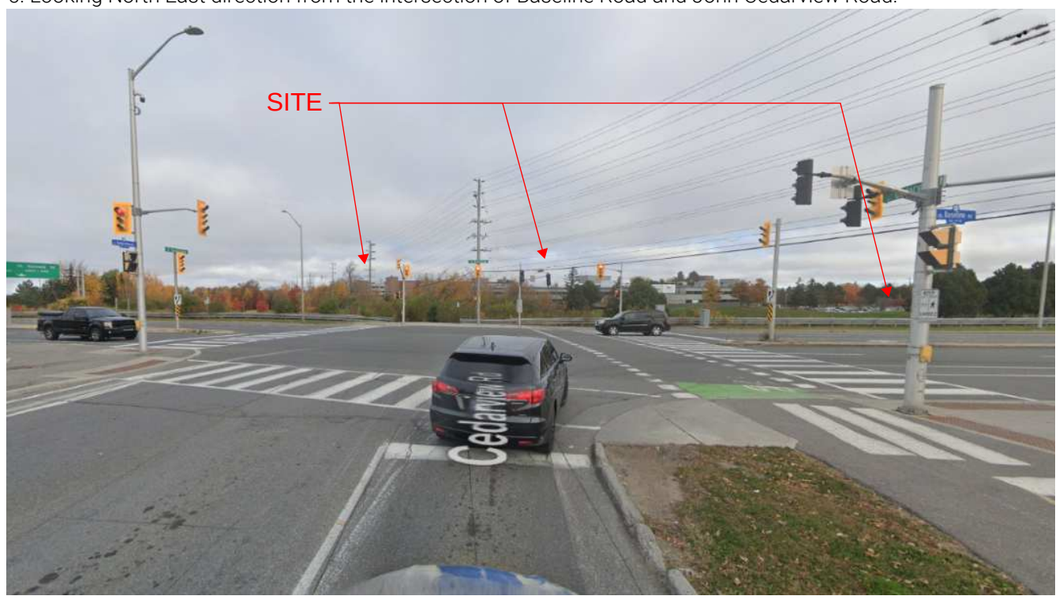




KEY PLAN

4. Looking North East direction from the intersection of Richmond Road and Baseline Road.

5. Looking North East direction from the intersection of Baseline Road and John Cedarview Road.



6. Looking North West direction from Baseline Road.

7. Looking North West direction from the intersection of Baseline Road and John Sutherland Drive.

3.2 Site Architectural Images

Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

1. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

2. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

3. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

4. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

5. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

6. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

7. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

8. Queensway Carleton Hospital - Aerial perspective view toward existing buildings and site.

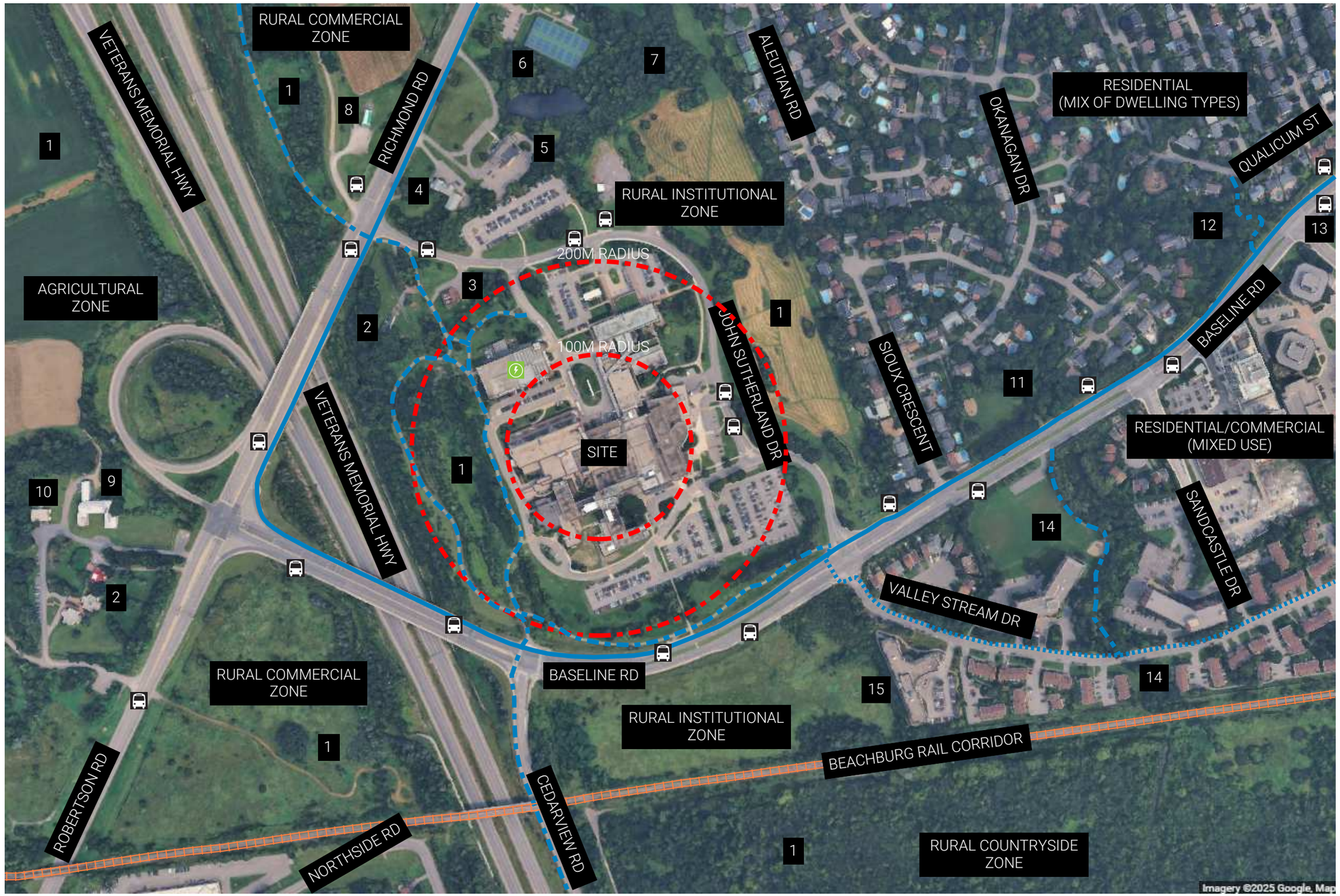
3.3 Heritage Features

The site in which QCH is standing today was once owned by the local farming community in the Former Township of Nepean. Over time, the property was acquired by the National Capital Commission (NCC) and incorporated into the broader expanse of the National Capital Greenbelt, a key component of the region's natural heritage. Today, QCH operates on this land under a lease agreement with the NCC.

The parcel has been subject to prolonged agricultural disturbance, including repeated tilling and soil turnover. No subsurface features or artifacts of archaeological or structural significance have been identified in prior investigations. As a result, the site does not satisfy any recognized thresholds for cultural heritage value or archaeological potential and therefore does not qualify for heritage designation.

The facility's design draws inspiration from the site's rural heritage, blending built form with the surrounding green spaces in a way that respects the natural character of the area. Over the years, this integration has remained a defining feature of the campus, with thoughtfully maintained landscapes offering spaces of respite and reflection. These outdoor areas are valued not only by patients and hospital staff, but also by residents from nearby communities, who regularly engage with the site as an extension of the public greenbelt.

3.4 Context Plan



LEGEND:

1. GREENBELT
2. NCC OWNED RESIDENTIAL BUILDINGS
3. EXISTING HYDRO OTTAWA BUILDING
4. ACADEMIE DE LA CAPITALE- ELEMENTARY SCHOOL
5. TUBMAN FUNERAL HOMES
6. VALLEYSTREAM TENNIS COURTS
7. VALLEYSTREAM PARK
8. SHOULDICE FARMS
9. OTTAWA CARLETON ASSOCIATION FOR PERSONS WITH DEVELOPMENTAL DISABILITIES
10. CREATIVE SPACE FOR ALL - SILVER SPRING STUDIO
11. OKANAGAN PARK
12. QUALICUM PARK
13. GRAHAM CREEK GREEN SPACE
14. BRUCELANDS PARK
15. RETIREMENT APARTMENT BUILDING VALLEY STREAM

100M-200M RADIUS FROM SITE
MULTI-USE PATHWAY (BIKE PATH)
CONNECTOR ROUTE
BIKE LANE ON ROAD
BUS STOP
ELECTRICAL VEHICLE CHARGING STATIONS (INSIDE)
BAYSHORE TRANSITWAY STATION (CLOSEST STATION AT 2.4KM - 32MIN WALKING DISTANCE)

3.5 Adjacent Streets and Public Realm

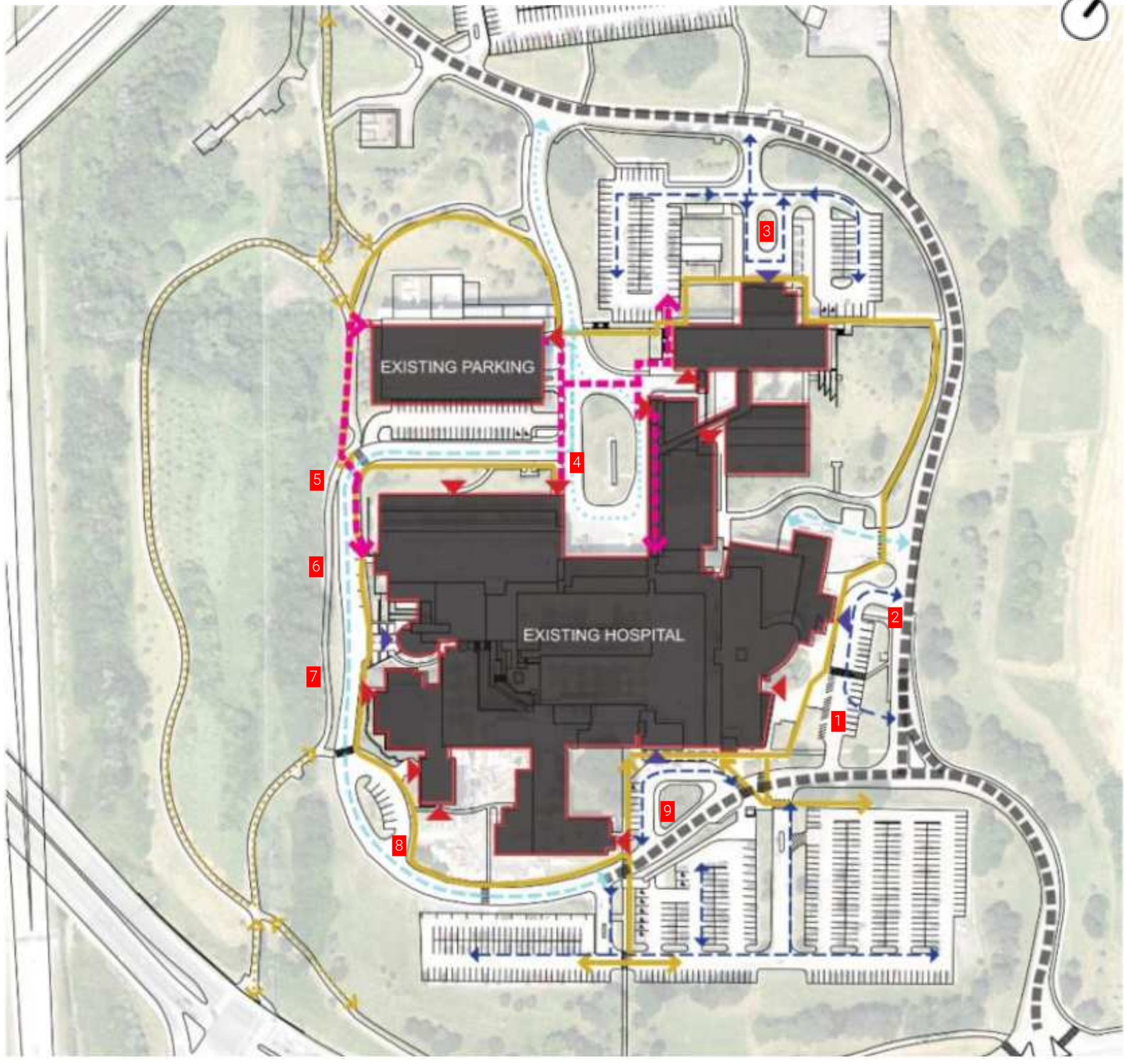
KEY PLAN

LEGEND:

- Primary Entrance
- Secondary Entrance
- Existing Pedestrian Circulation
- Existing Hospital Worker Circulation
- Existing Recreational Circulation
- Existing Primary Driveway
- Existing Driveway for Public Access
- Existing Driveway for Private Access
- Existing Fire Route

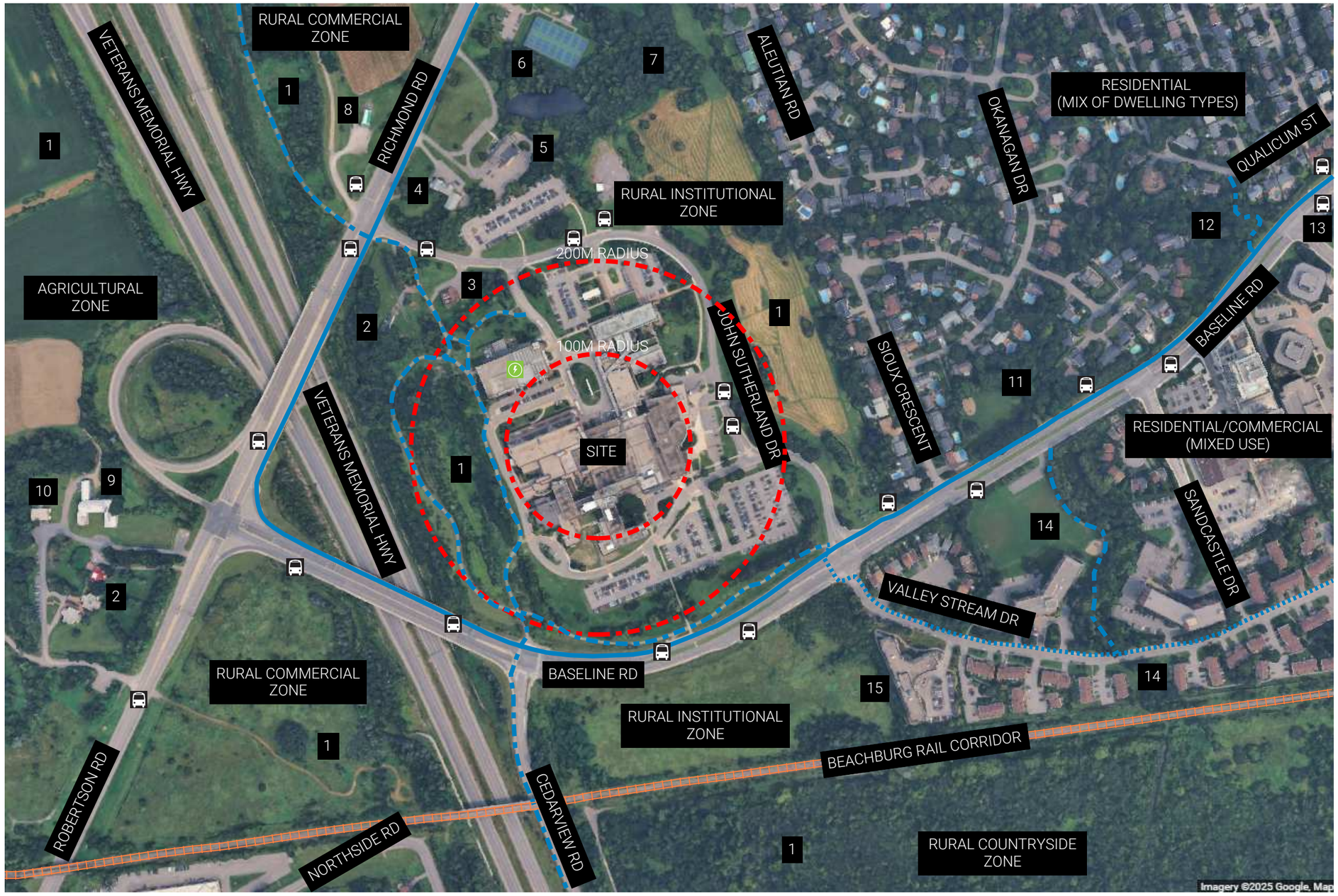
Characteristics of existing adjacent street and public realm - Interior circulation

NORTH



PARKIN Designed with care.

3.6 Mobility Network and Context Plan



LEGEND:

1. GREENBELT
2. NCC OWNED RESIDENTIAL BUILDINGS
3. EXISTING HYDRO OTTAWA BUILDING
4. ACADEMIE DE LA CAPITALE- ELEMENTARY SCHOOL
5. TUBMAN FUNERAL HOMES
6. VALLEYSTREAM TENNIS COURTS
7. VALLEYSTREAM PARK
8. SHOULDICE FARMS
9. OTTAWA CARLETON ASSOCIATION FOR PERSONS WITH DEVELOPMENTAL DISABILITIES
10. CREATIVE SPACE FOR ALL - SILVER SPRING STUDIO
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12. QUALICUM PARK
13. GRAHAM CREEK GREEN SPACE
14. BRUCELANDS PARK
15. RETIREMENT APARTMENT BUILDING VALLEY STREAM

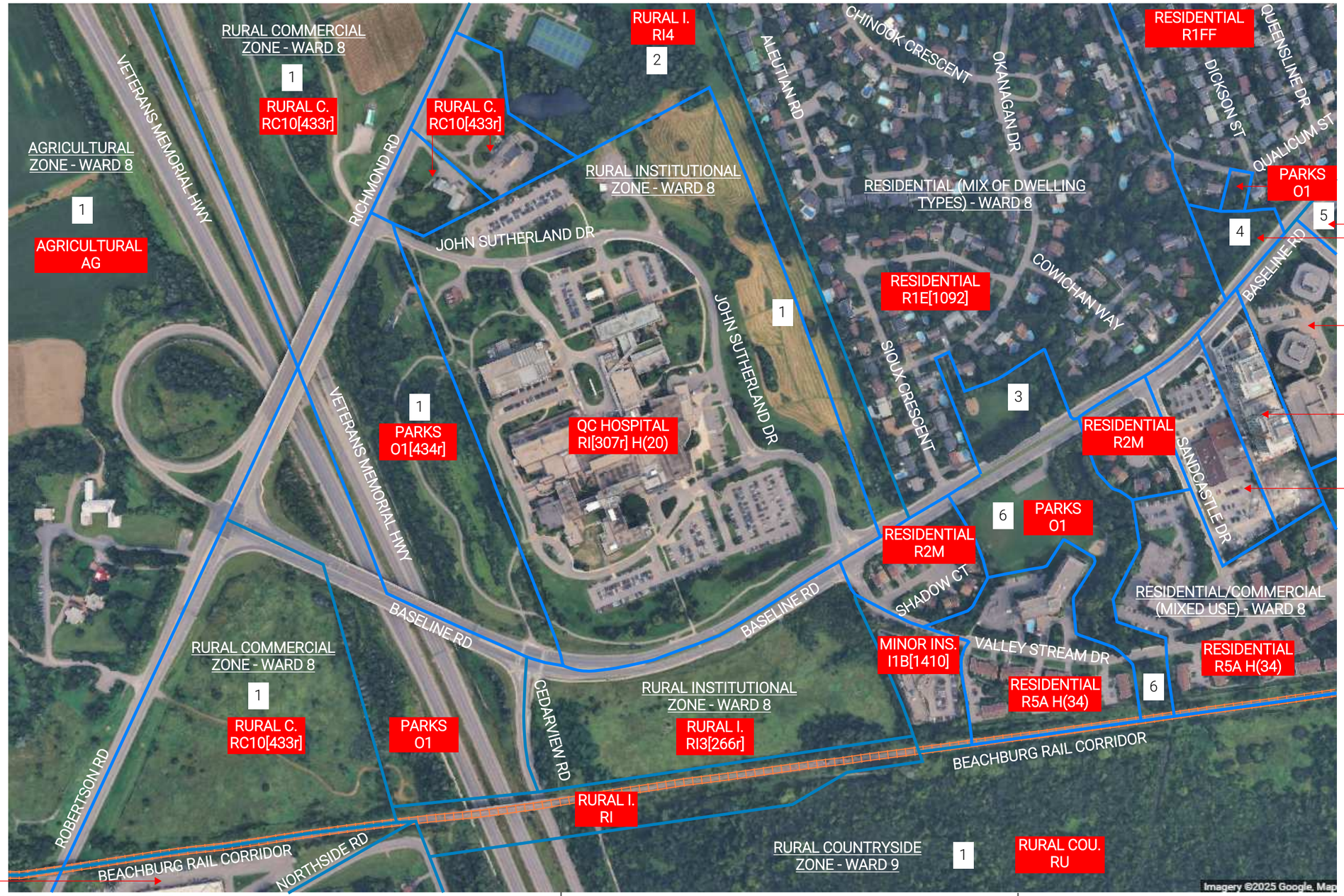
100M-200M RADIUS FROM SITE
MULTI-USE PATHWAY (BIKE PATH)
CONNECTOR ROUTE
BIKE LANE ON ROAD
BUS STOP
ELECTRICAL VEHICLE CHARGING STATIONS (INSIDE)
BAYSHORE TRANSITWAY STATION (CLOSEST STATION AT 2.4KM - 32MIN WALKING DISTANCE)

3.7 Adjacent Properties

NEIGHBOURING PROPERTIES AND SHARED COMMON BOUNDARIES - KEY PLAN

LEGEND:

1. GREENBELT
2. VALLEYSTREAM PARK
3. OKANAGAN PARK
4. QUALICUM PARK
5. GRAHAM CREEK GREEN SPACE
6. BRUCELANDS PARK



ZONING AND BUILDING HEIGHT:

RI[307r] H(20) = RURAL INSTITUTIONAL ZONE
20 METER PERMITED BUILDING HEIGHT (GEOOTTAWA) (TABLE 223=10M)

O1[434r] = PARKS AND OPEN SPACE ZONE
11 METER PERMITED BUILDING HEIGHT (TABLE 179)

R1E[1092] = RESIDENTIAL FIRST DENSITY ZONE
11 METER PERMITED BUILDING HEIGHT AND 8.5 METER AS PER SCHEDULE 342 (TABLE 156A)

RC10[433r] = RURAL COMMERCIAL ZONE
20 METER PERMITED BUILDING HEIGHT (TABLE 218B)

RI4 = RURAL INSTITUTIONAL ZONE
12 METER PERMITED BUILDING HEIGHT (TABLE 224B)

AG = AGRICULTURAL ZONE
12 METER PERMITED BUILDING HEIGHT (TABLE 211)

RI3[266r] = RURAL INSTITUTIONAL ZONE
12 METER PERMITED BUILDING HEIGHT (TABLE 224A)

RI = RURAL INSTITUTIONAL ZONE
10 METER PERMITED BUILDING HEIGHT (TABLE 223)

O1 = PARKS AND OPEN SPACE ZONE
11 METER PERMITED BUILDING HEIGHT (TABLE 179)

RU = RURAL COUNTRYSIDE ZONE
12 METER PERMITED BUILDING HEIGHT (TABLE 227)

R1FF = RESIDENTIAL FIRST DENSITY ZONE
8.5 METER PERMITED BUILDING HEIGHT (TABLE 156A)

R2M = RESIDENTIAL SECOND DENSITY ZONE
9.5 METER PERMITED BUILDING HEIGHT AND 8.5 METER AS PER SCHEDULE 342 (TABLE 158A)

I1B[1410] = MINOR INSTITUTIONAL ZONE
18 METER PERMITED BUILDING HEIGHT (TABLE 170B)

R5A H(34) = RESIDENTIAL FIFTH DENSITY ZONE
34 METER PERMITED BUILDING HEIGHT(GEOOTTAWA)
(TABLE 164A = 11 TO 15 METER)

IP = BUSINESS PARK INDUSTRIAL ZONE
11 OR 22 METER PERMITED BUILDING HEIGHT (TABLE 205)

EP = ENVIRONMENTAL PROTECTION ZONE
11 OR NO MINIMUM METER PERMITED BUILDING HEIGHT
(TABLE 183)

GM[2138] S325 = GENERAL MIXED-USE ZONE
18 METER PERMITED BUILDING HEIGHT (TABLE 187)
(h=LOWER HEIGHT)

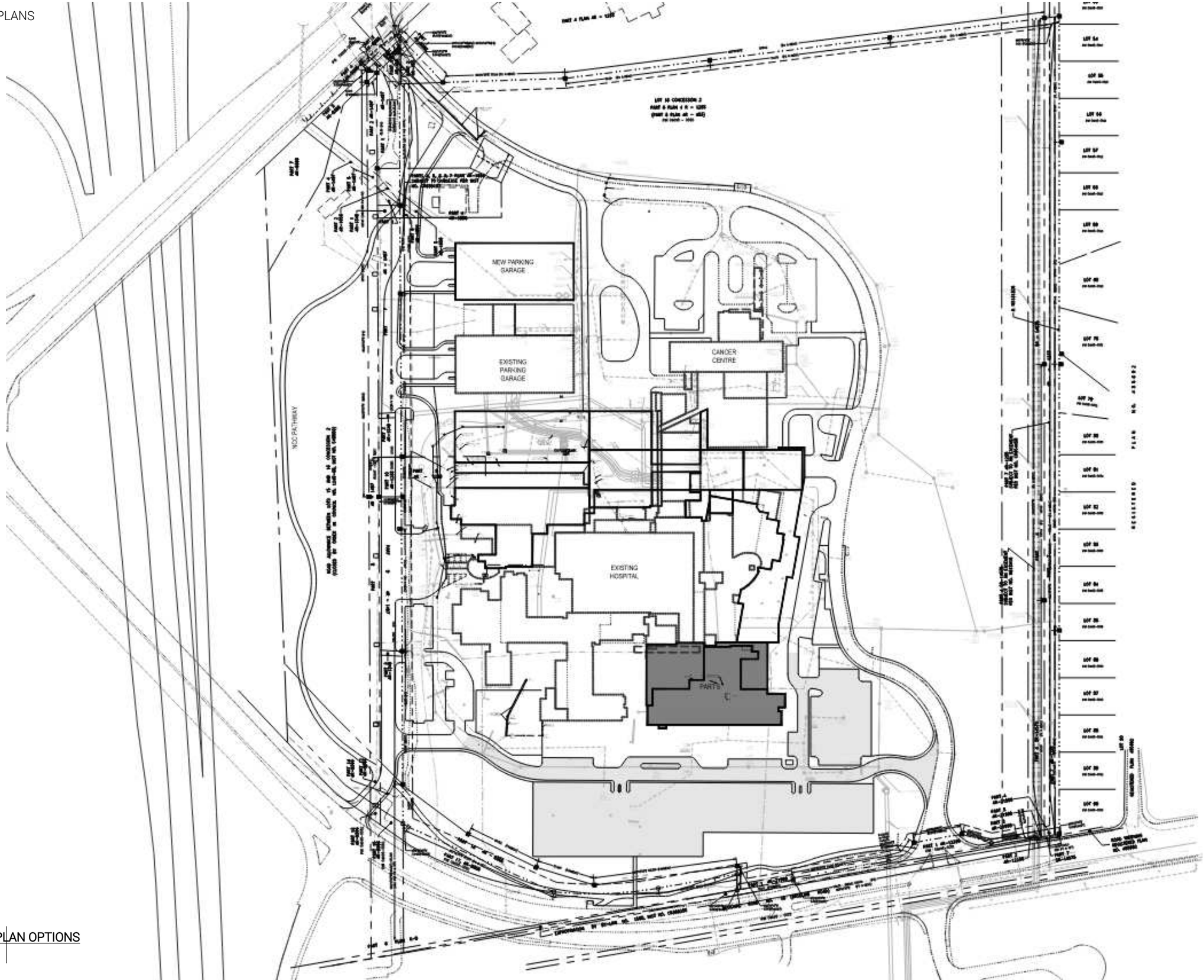
IP[1565] F(0.75) = BUSINESS PARK INDUSTRIAL ZONE
11 OR 22 METER PERMITED BUILDING HEIGHT (TABLE 205)

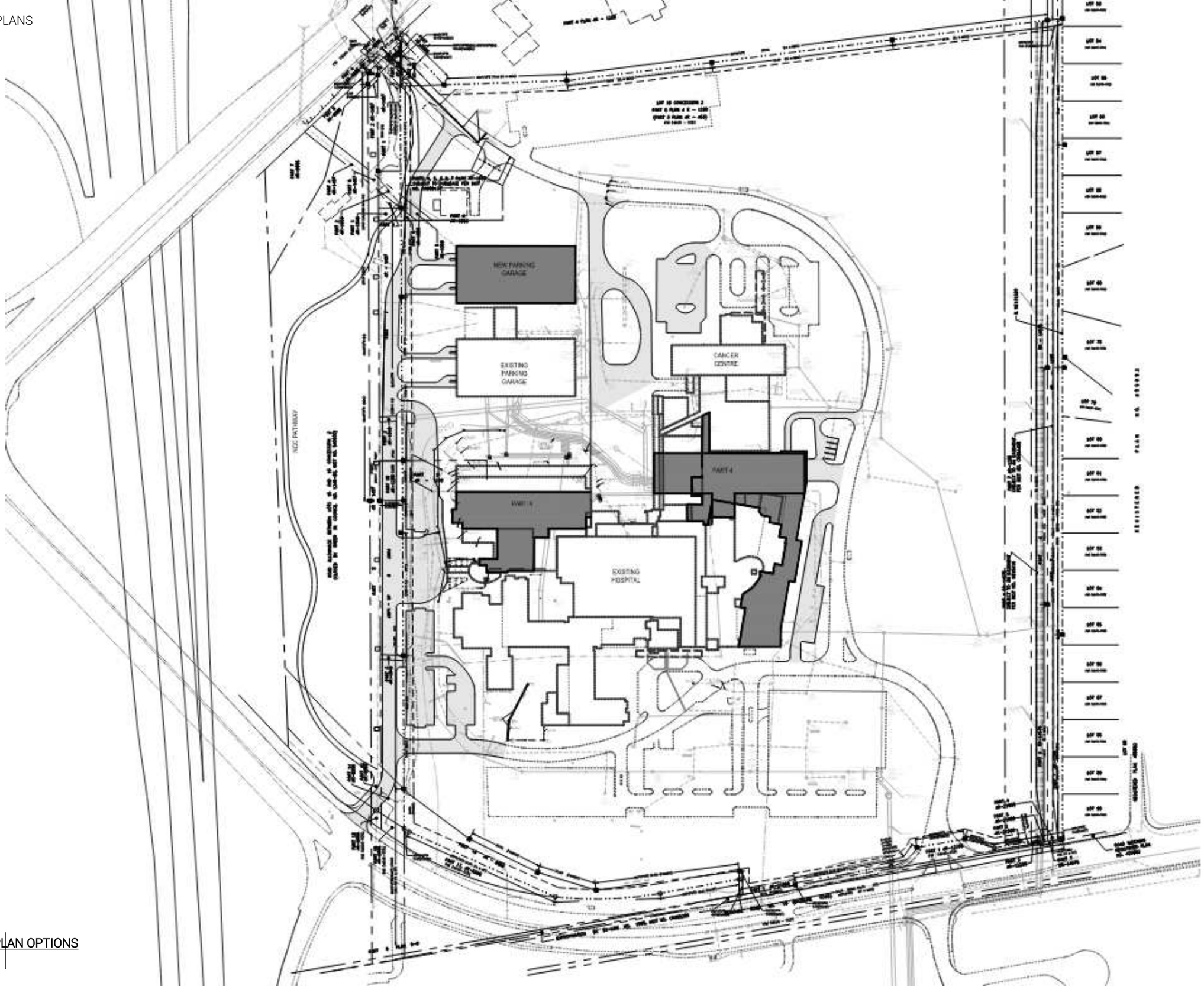
PARKIN Designed with care.

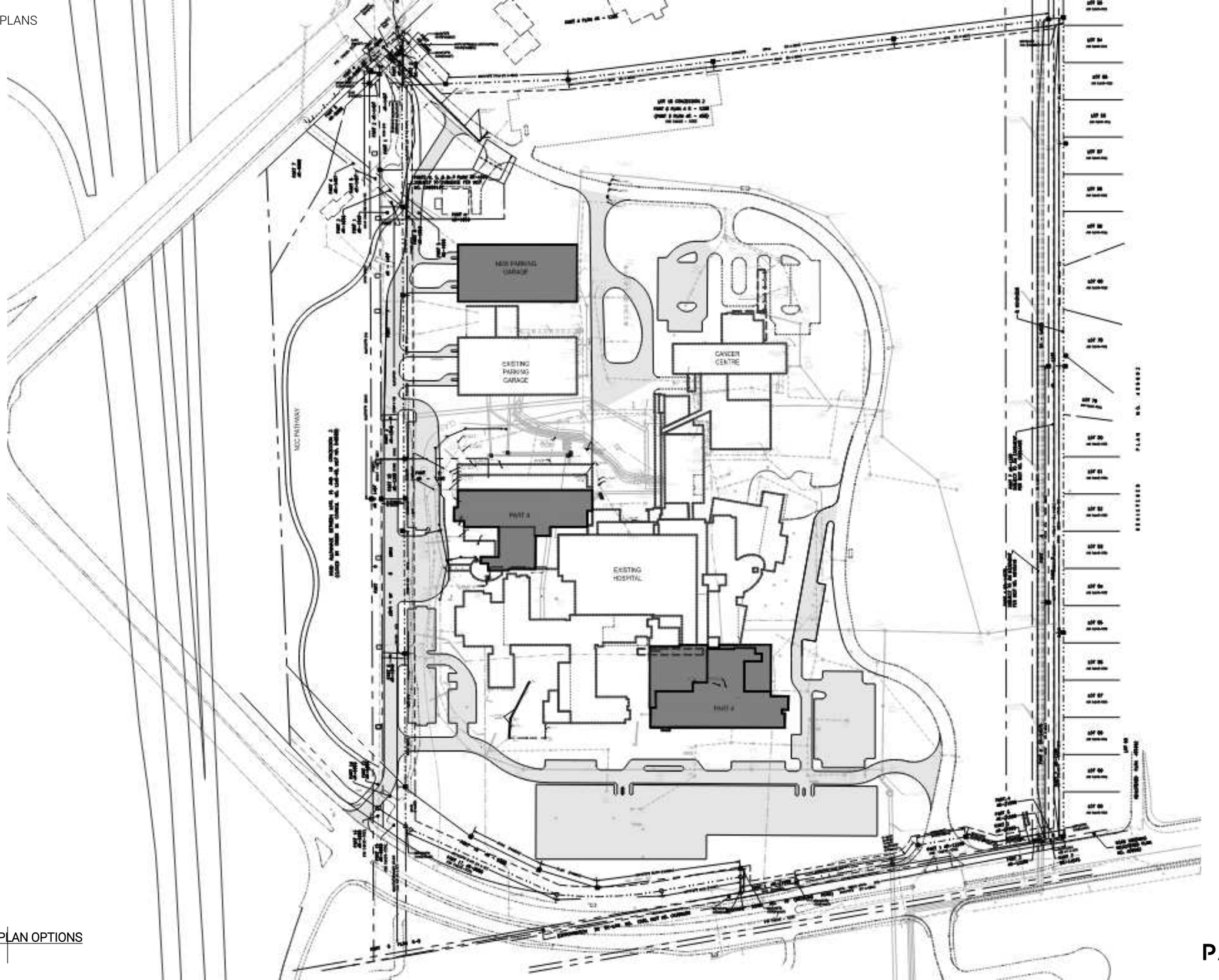
4.0 DESIGN RESEARCH

4.1 Alternative Site Plan Options


NEW PARKING GARAGE
EXISTING PARKING GARAGE
CANCER CENTRE
PART 4
PART 4
EXISTING HOSPITAL


NEW PARKING GARAGE
EXISTING PARKING GARAGE
CANCER CENTRE
EXISTING HOSPITAL
PART 'C'
NOO PATHWAY

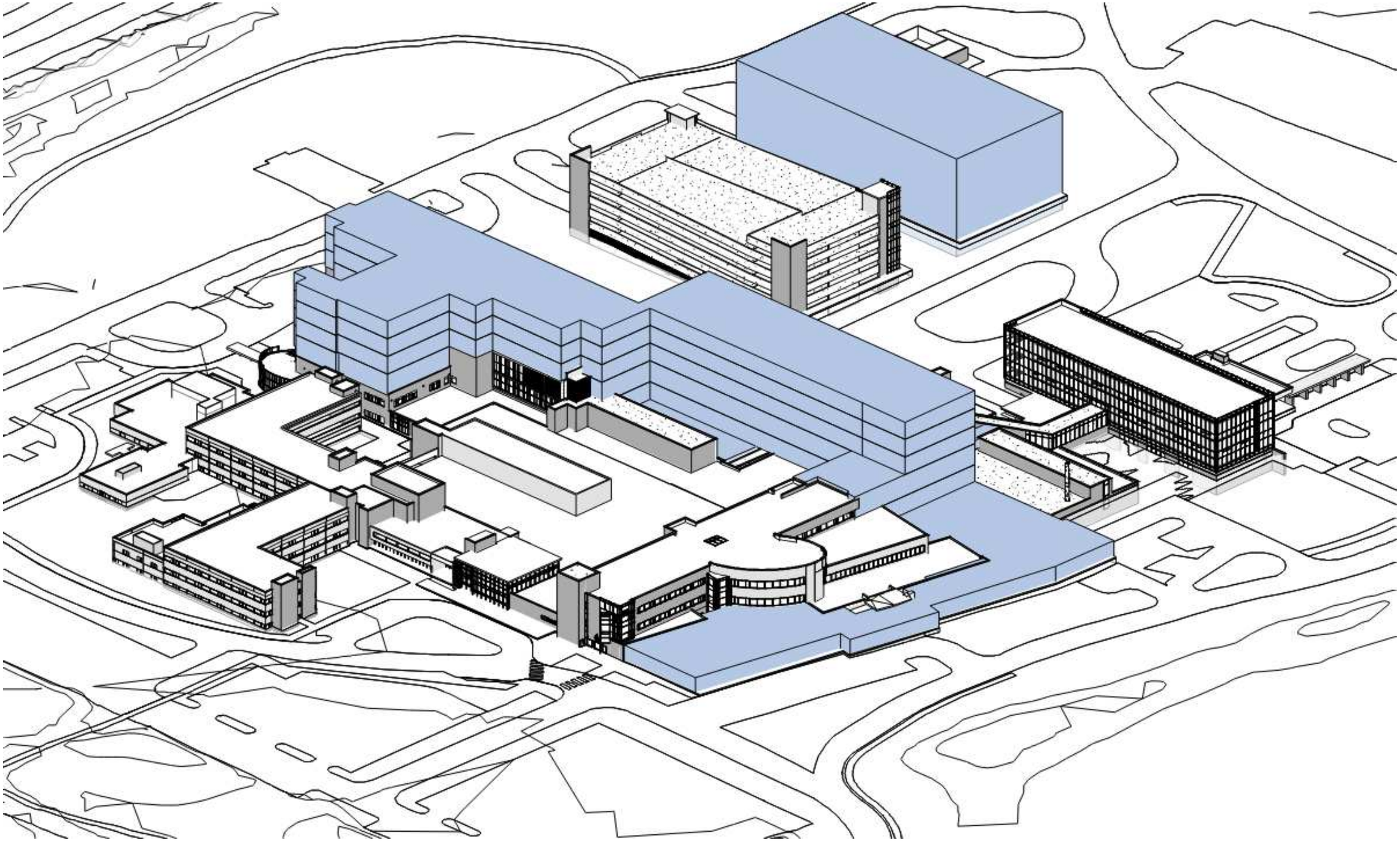

NEW PARKING GARAGE
EXISTING PARKING GARAGE
CANCER CENTRE
PART 4
PART 5
EXISTING HOSPITAL
NCC PATHWAY


NEW PARKING GARAGE
EXISTING PARKING GARAGE
CANCER CENTRE
PART A
EXISTING HOSPITAL
PART A
MOC PATHWAY

4.2 Alternative Massing Options

LEGEND

PART 4

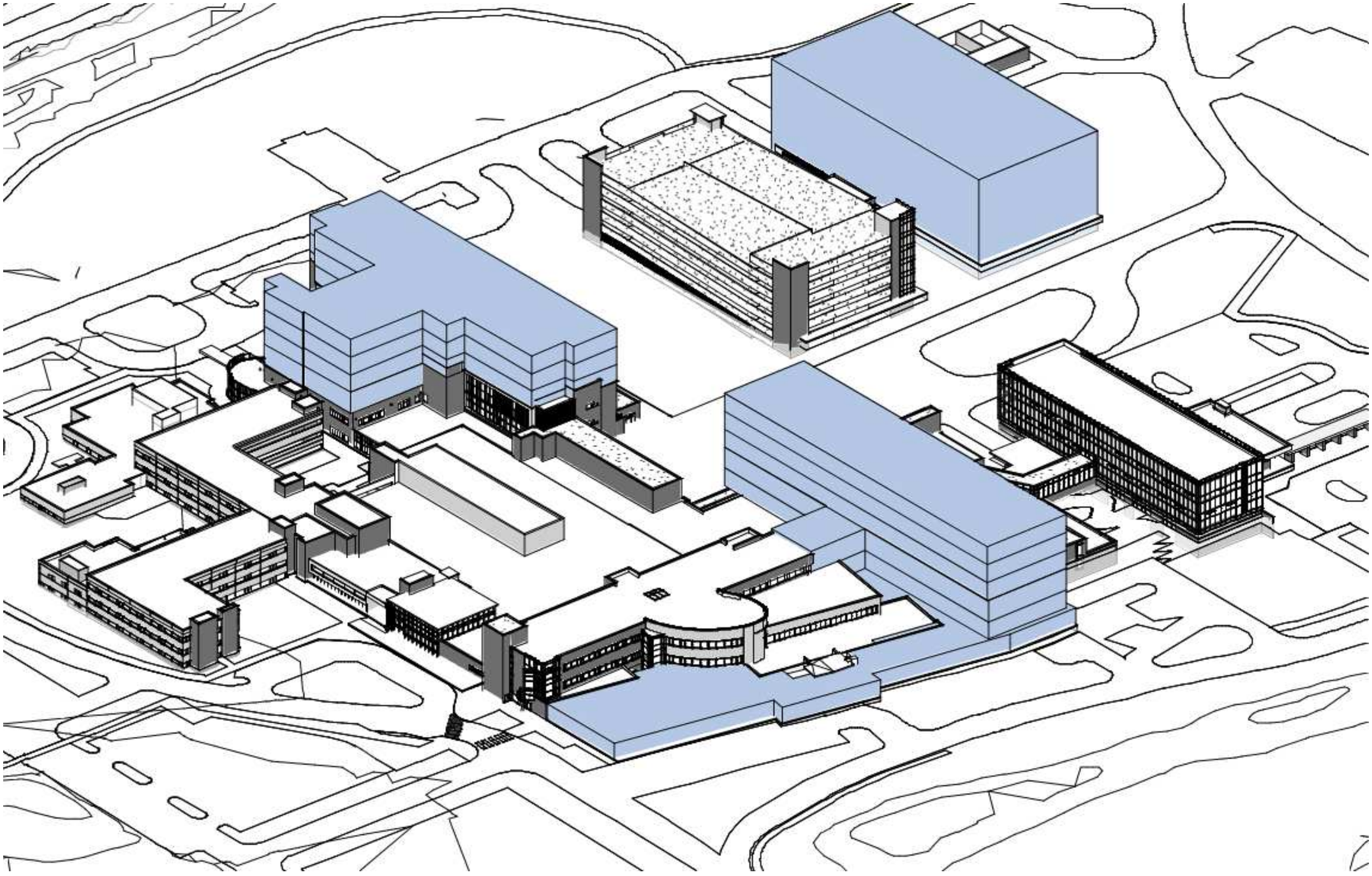


OPTION 2 - PART 4 MASSING MODEL

THIS OPTION WAS NOT CHOSEN BECAUSE IT PLACED THE TOWER TOO CLOSE TO THE EASTERN EDGE OF THE SITE AND WOULD PRESENT MORE MASS TO THE NEIGHBOURS TO THE EAST.

LEGEND

PART 4

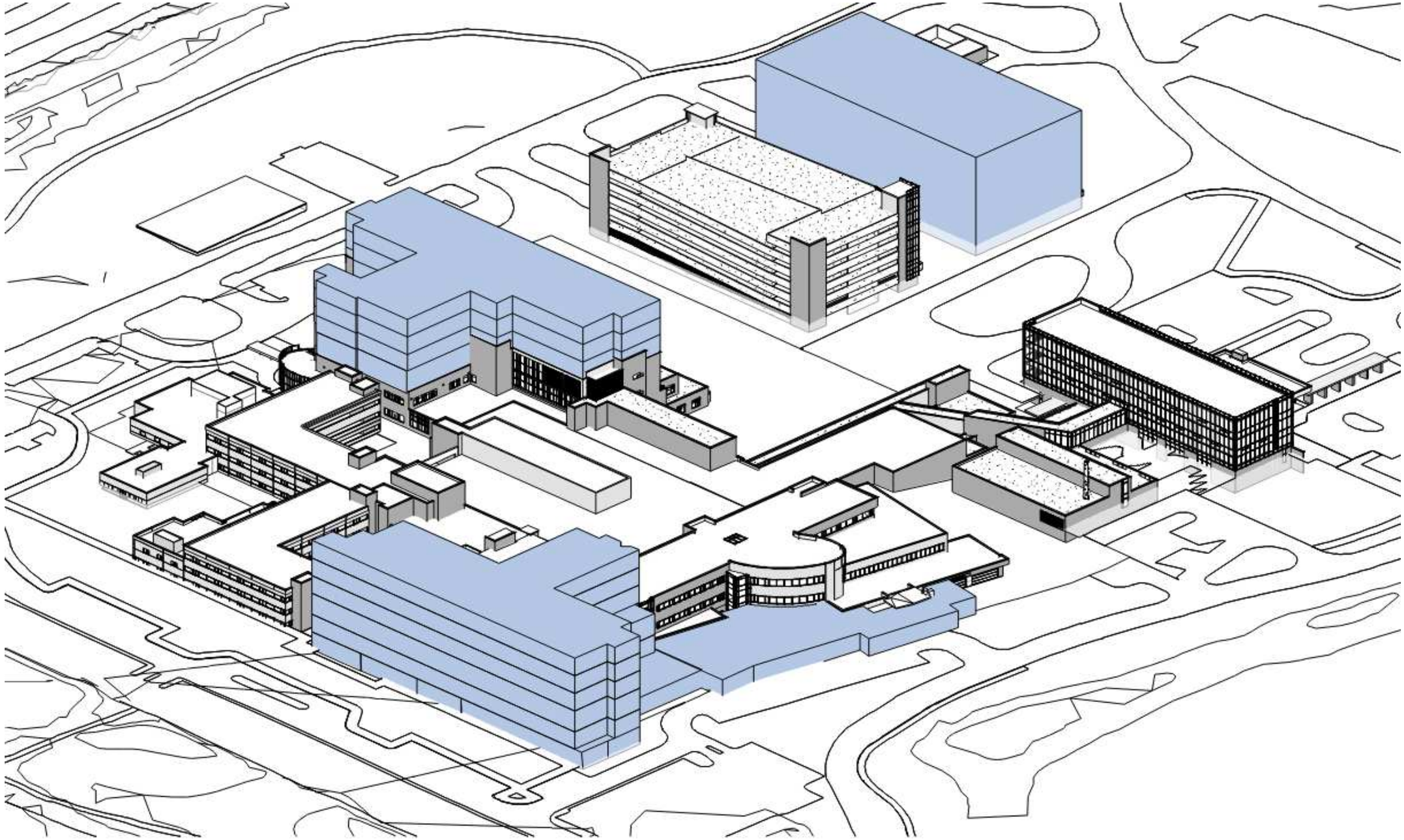


OPTION 3 - PART 4 MASSING MODEL

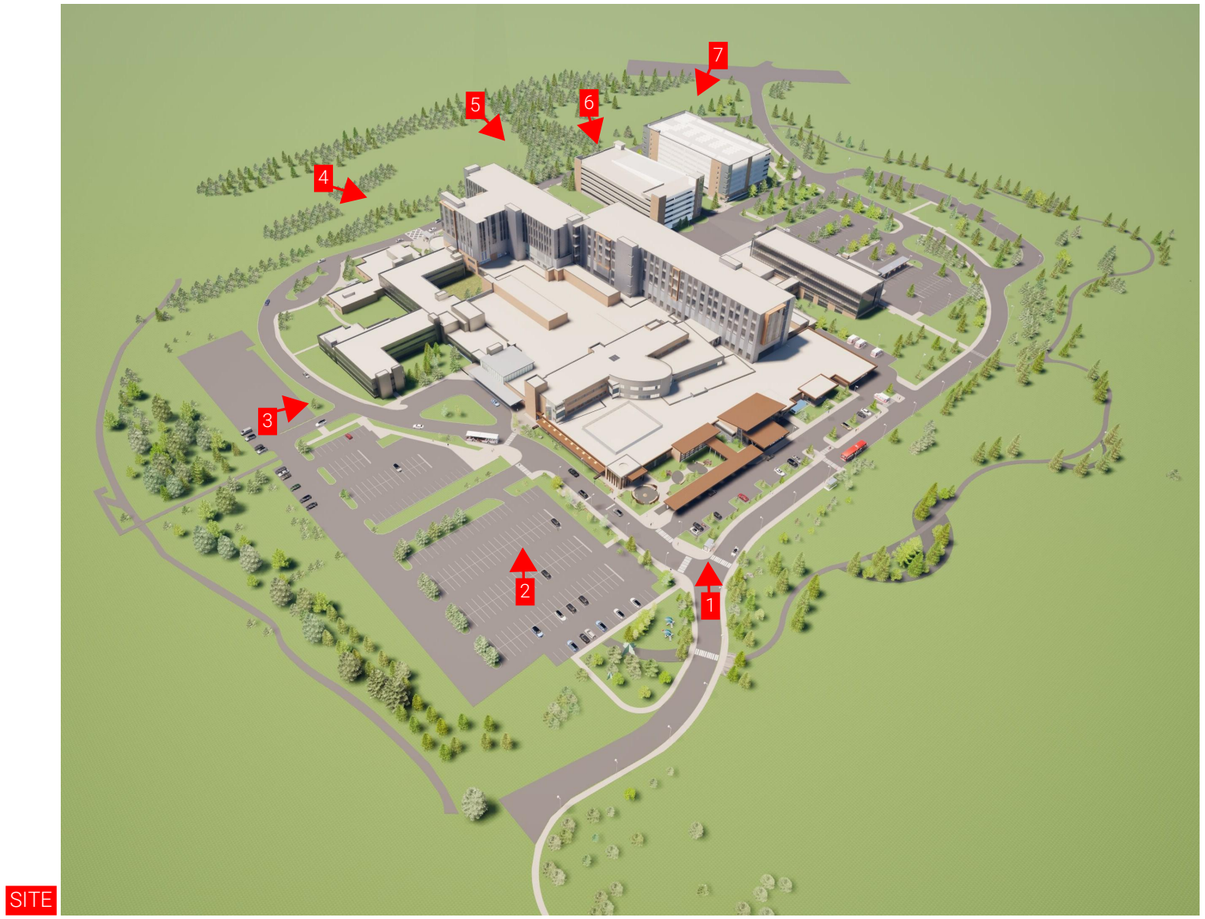
THIS OPTION WAS NOT CHOSEN BECAUSE THE LOCATION OF THE ADDITION DID NOT INTEGRATE WELL WITH THE EXISTING EMERGENCY DEPARTMENT AREA, AND THE DISRUPTION TO THE MAIN ENTRANCE WOULD HAVE BEEN LOGISTICALLY PROHIBITIVE.

LEGEND

PART 4



4.3 Proposal Renderings and Massing Context



SITE

1

2

3

4

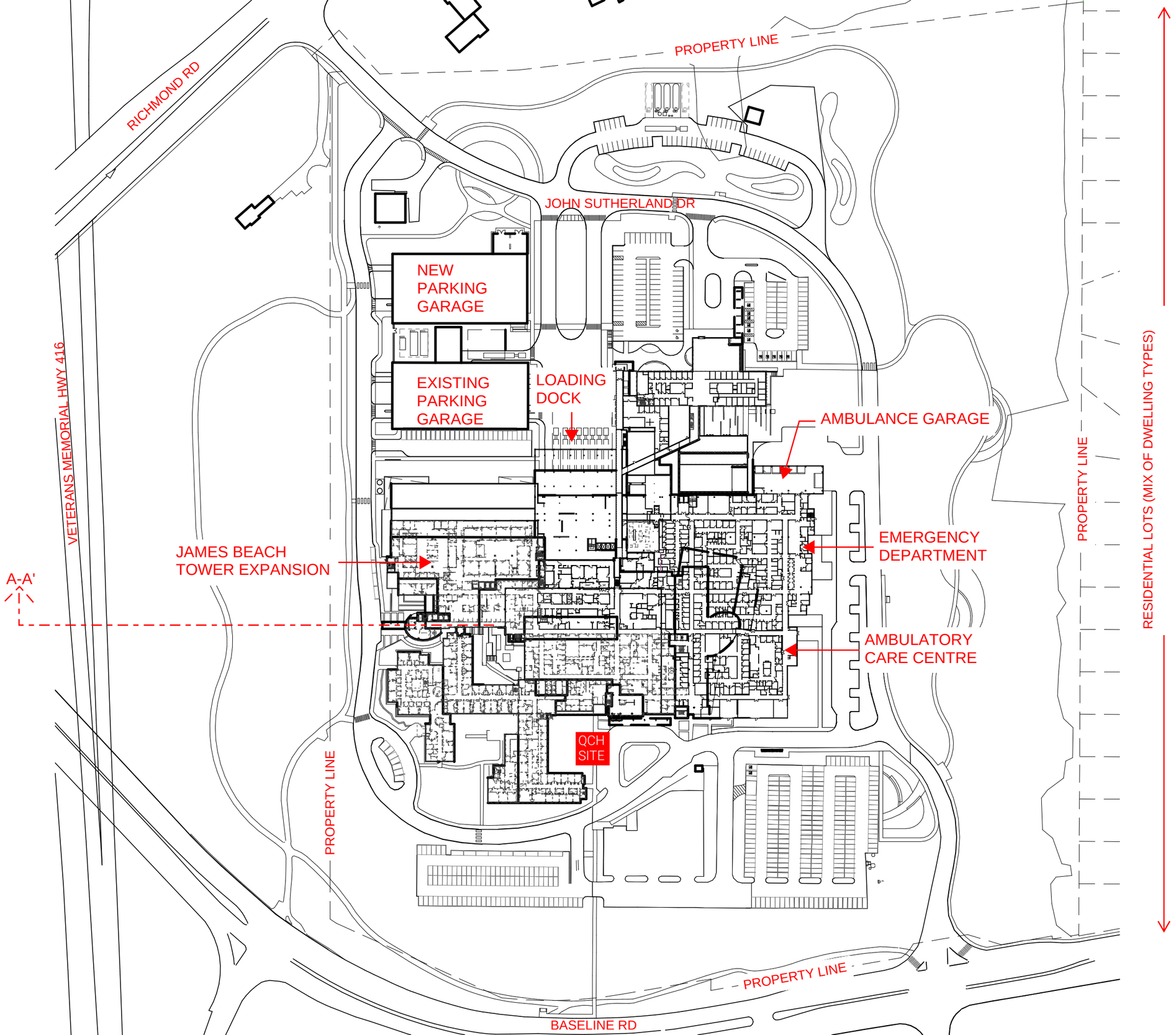
5

6

7

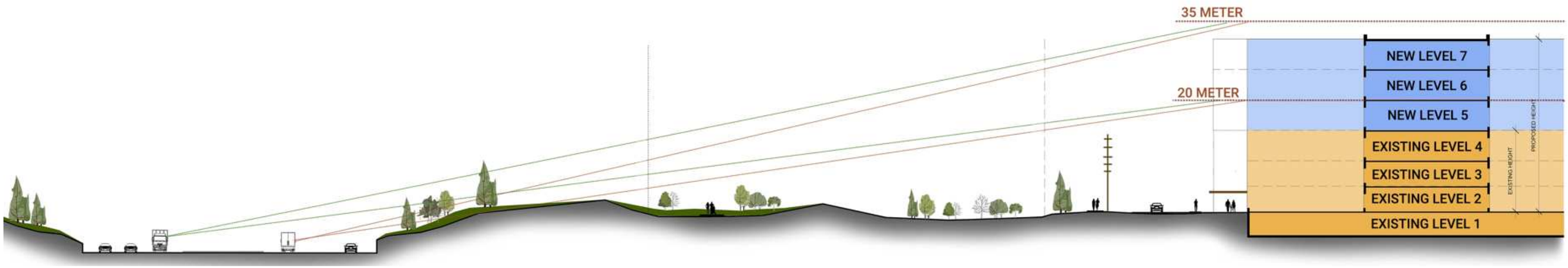
4.4 Building Transition

QCH KEY PLAN
Street Cross Section.

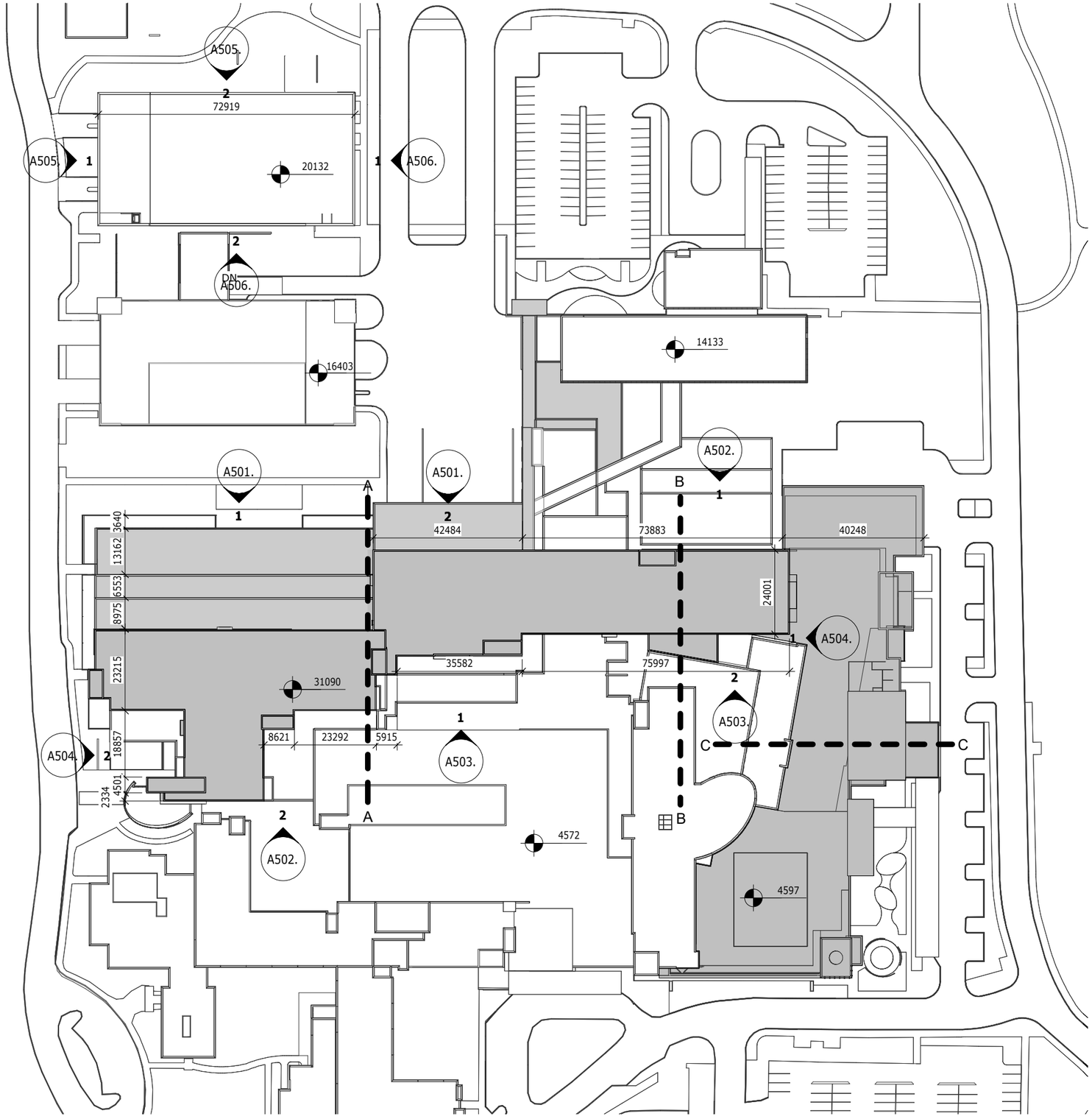


PARKIN Designed with care.

Overall Building Transition - Street Cross Section.



A-A' Section: Veterans Memorial Highway 416



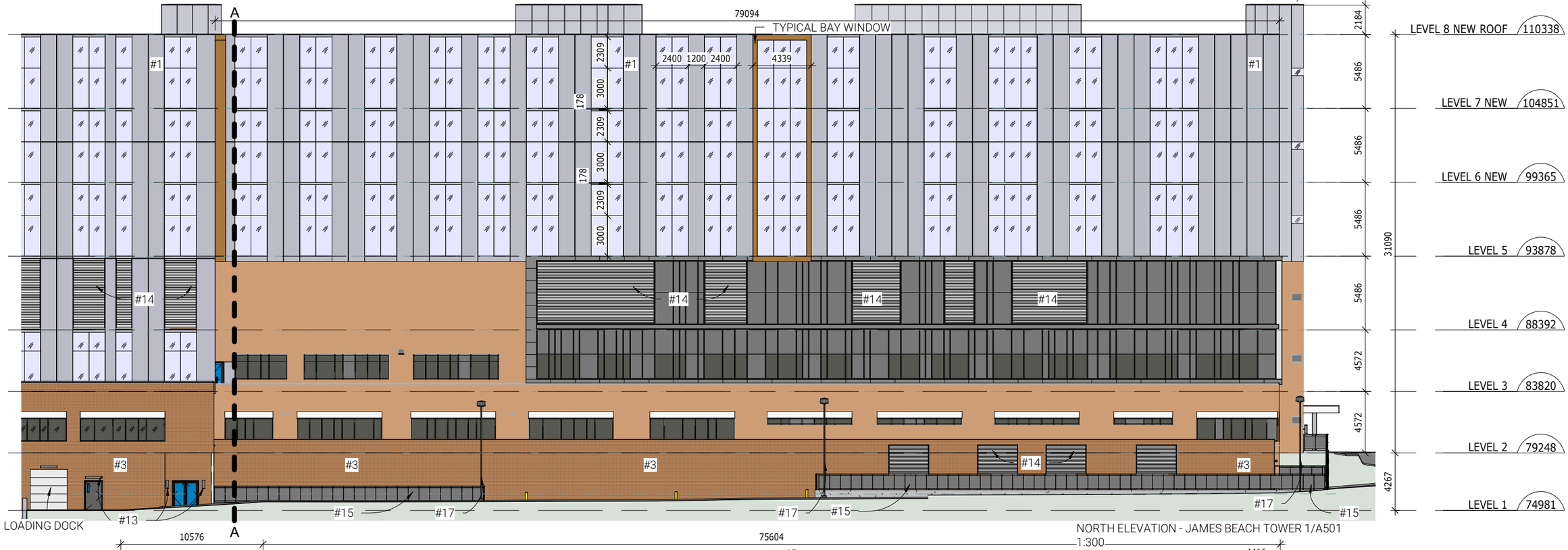
SITE KEY PLAN 1/A500
1:1250

LEGEND:

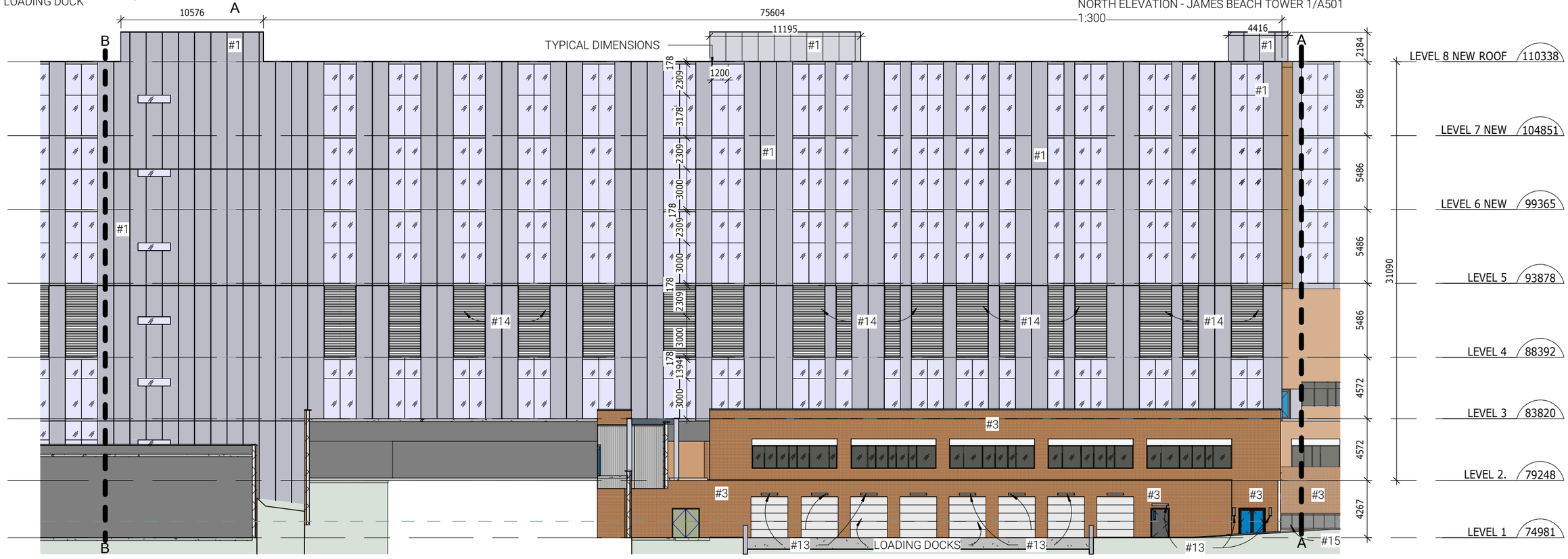
//	DOUBLE GLAZED CURTAIN WALL SYSTEM, KAWNEER 1600 WALL SYSTEM 1 CURTAIN WALL OR SIMILAR
#1	ANODIZED METAL CLADDING PANEL SYSTEM
#2	ANODIZED METAL CLADDING
#3	BRICK FINISH TO MATCH EXISTING
#4	ALUMINIUM COMPOSITE PANEL CLADDING
#5	ALUMINIUM FINISH
#6	STONE FINISH TO MATCH EXISTING
#7	BRICK FINISH TO MATCH EXISTING
#8	DECORATIVE FROSTED GLASS
#9	METAL WITH WOOD-LOOK FINISH
#10	STONE PAVEMENT
#11	ARCHITECTURAL MESH
#12	OPENING
#13	LIGHT FIXTURE
#14	LOUVERS
#15	SAFETY GUARDS
#16	SPANDREL PANEL CURTAIN WALL
#17	EXTERIOR LIGHT POLE FIXTURE

This key plan shows location of elevations markers. Refer to next pages for building transition.

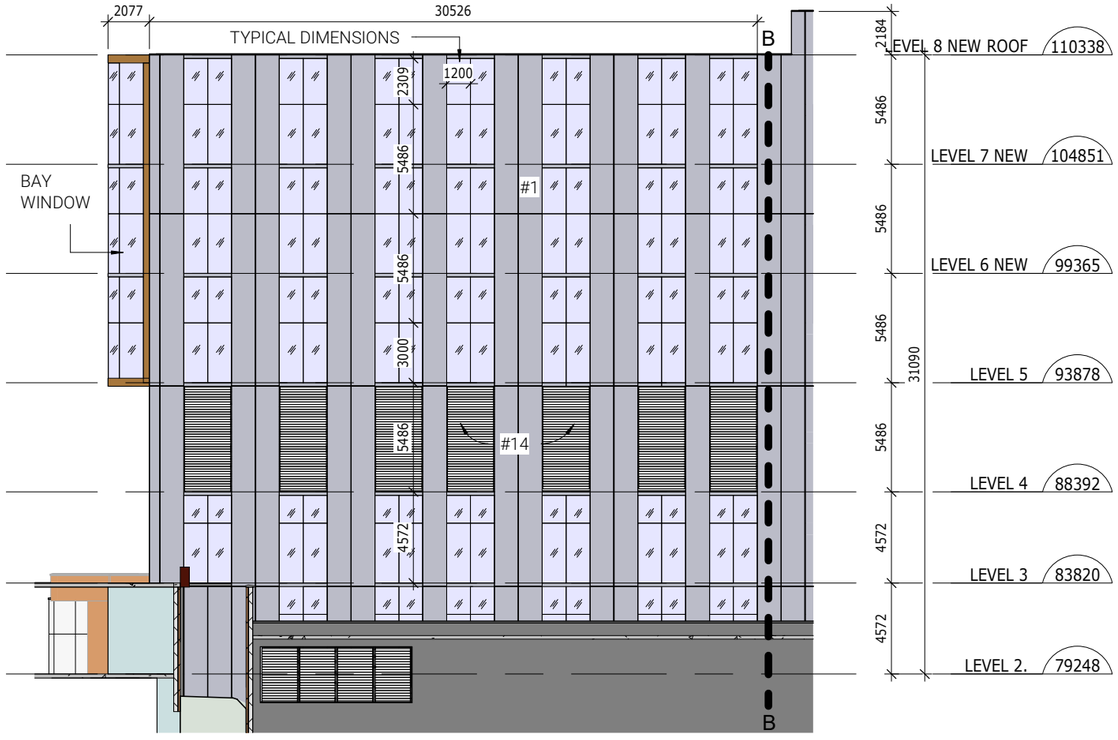
PARKIN Designed with care.



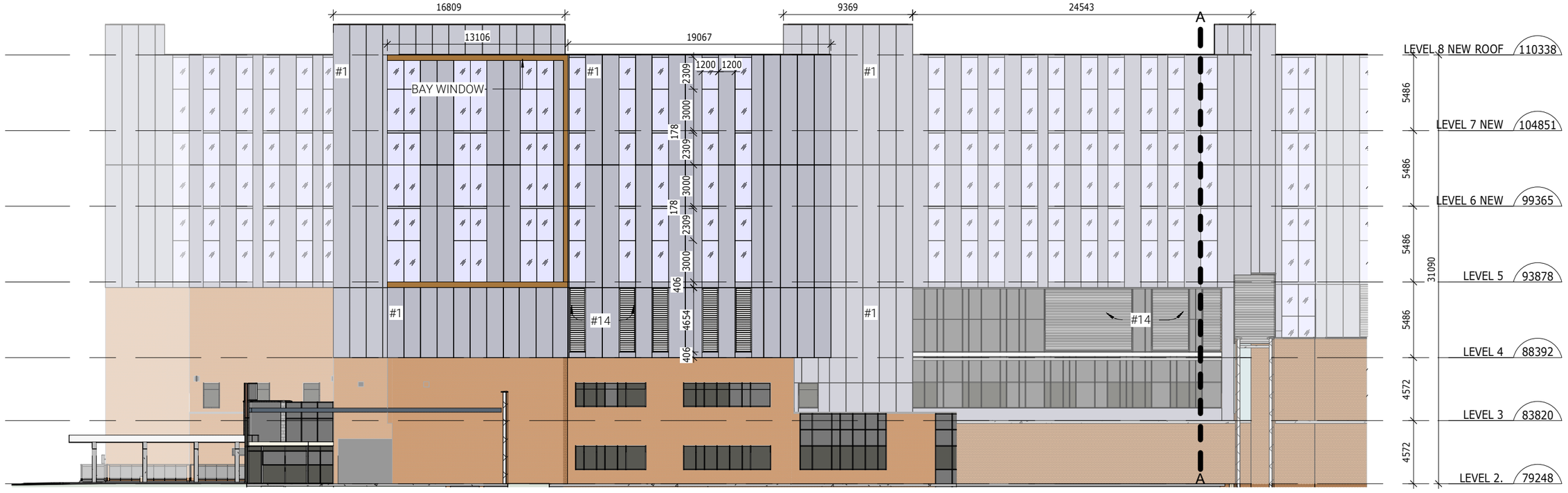
NORTH ELEVATION - JAMES BEACH TOWER 1/A501
1:300



NORTH ELEVATION -TRANSITIONAL CARE TOWER 2/A501
1:300

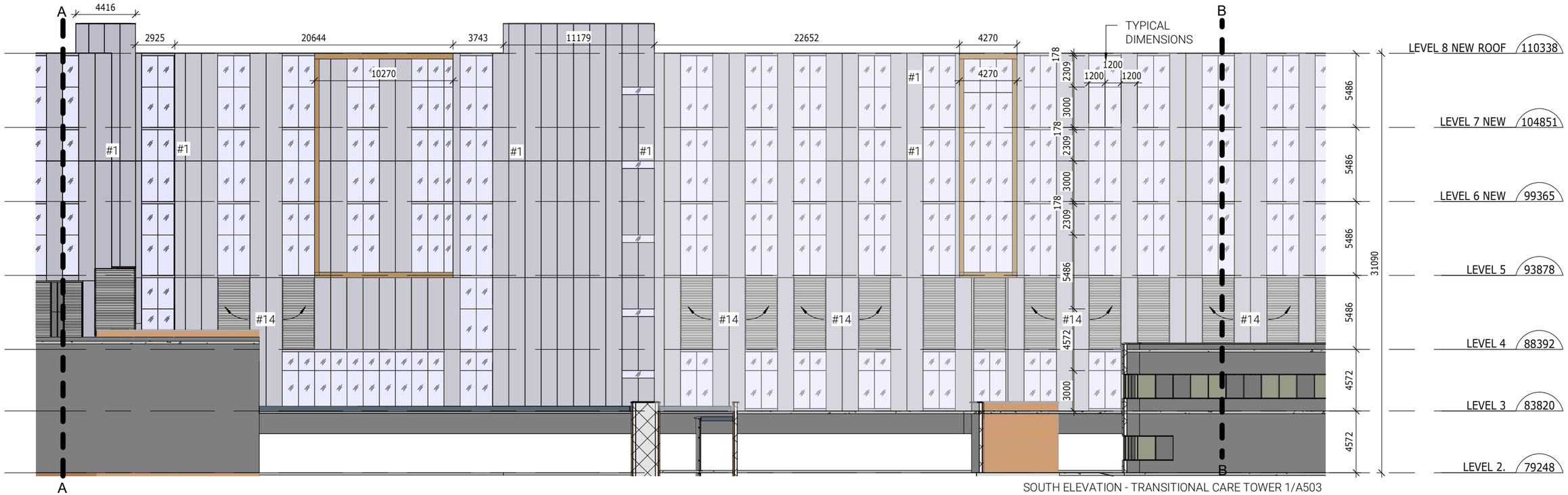


NORTH ELEVATION - TRANSITIONAL CARE TOWER 1/A502
1:300

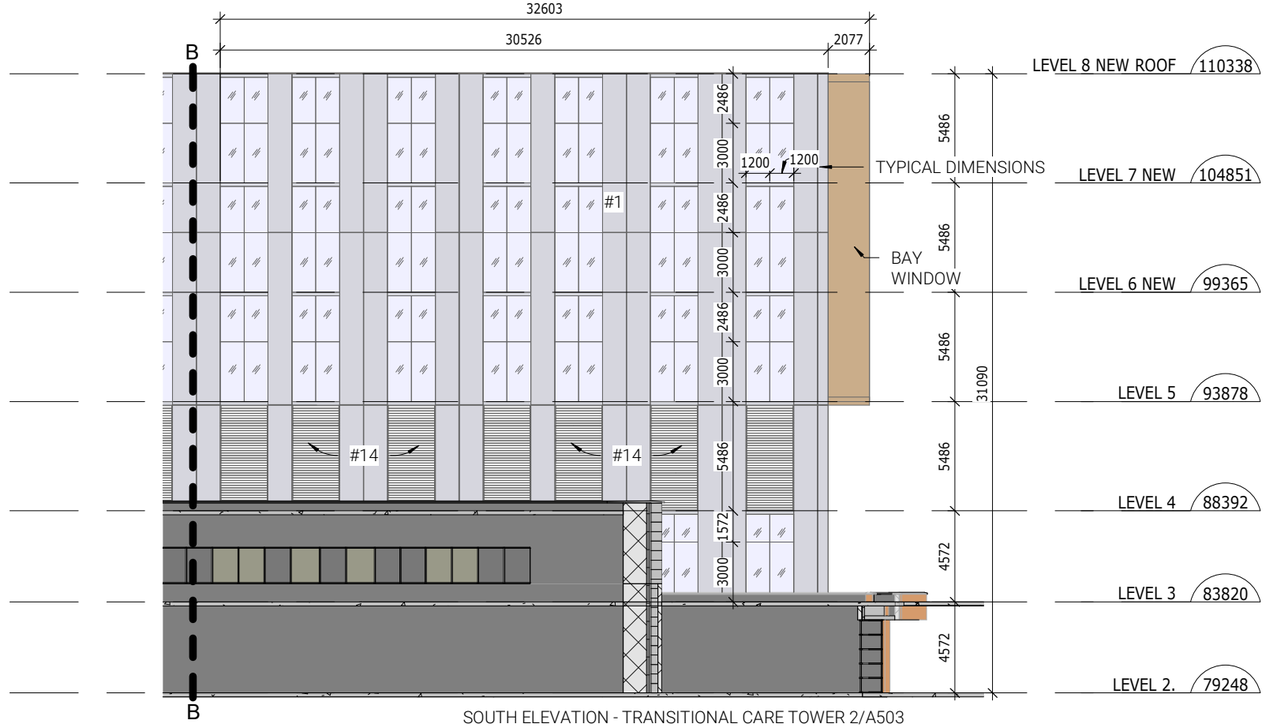


SOUTH ELEVATION- JAMES BEACH TOWER 2/A502
1:300

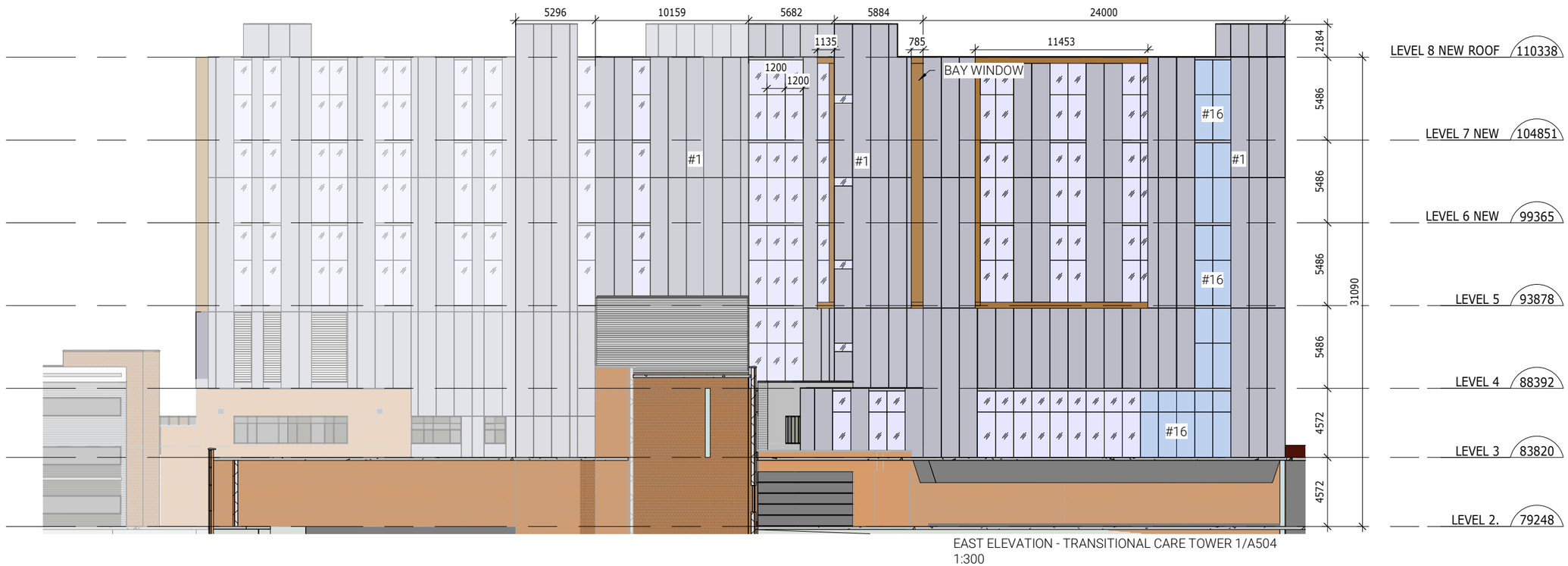
PARKIN Designed with care.



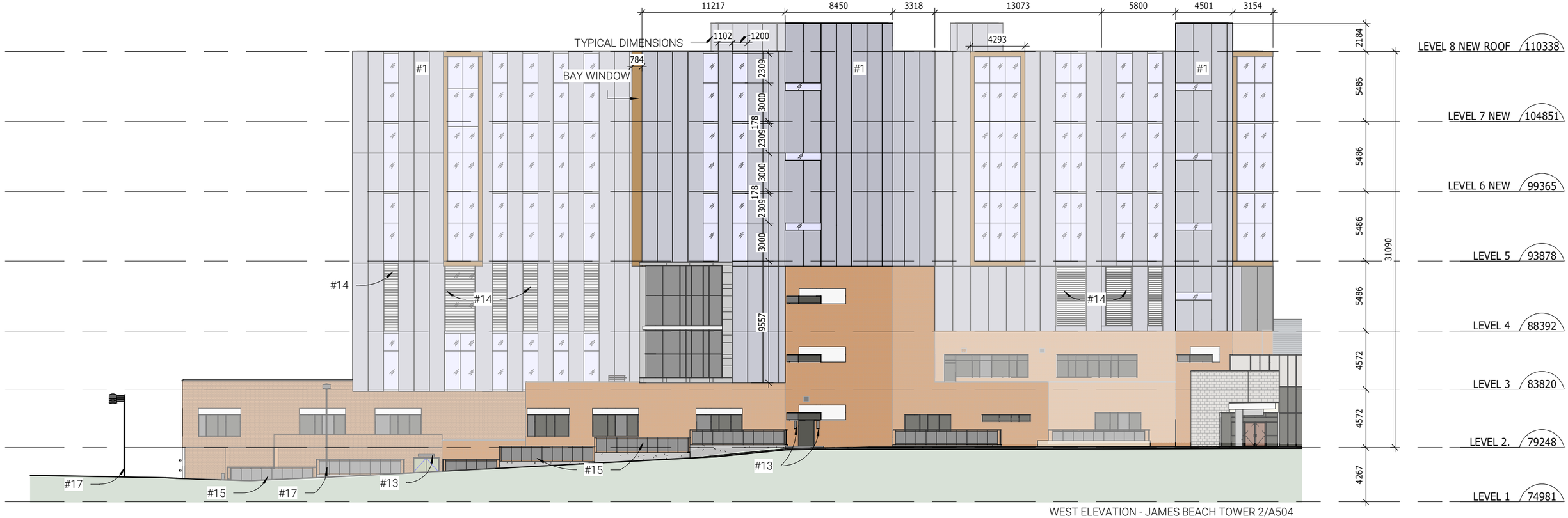
SOUTH ELEVATION - TRANSITIONAL CARE TOWER 1/A503
1:300



SOUTH ELEVATION - TRANSITIONAL CARE TOWER 2/A503
1:300



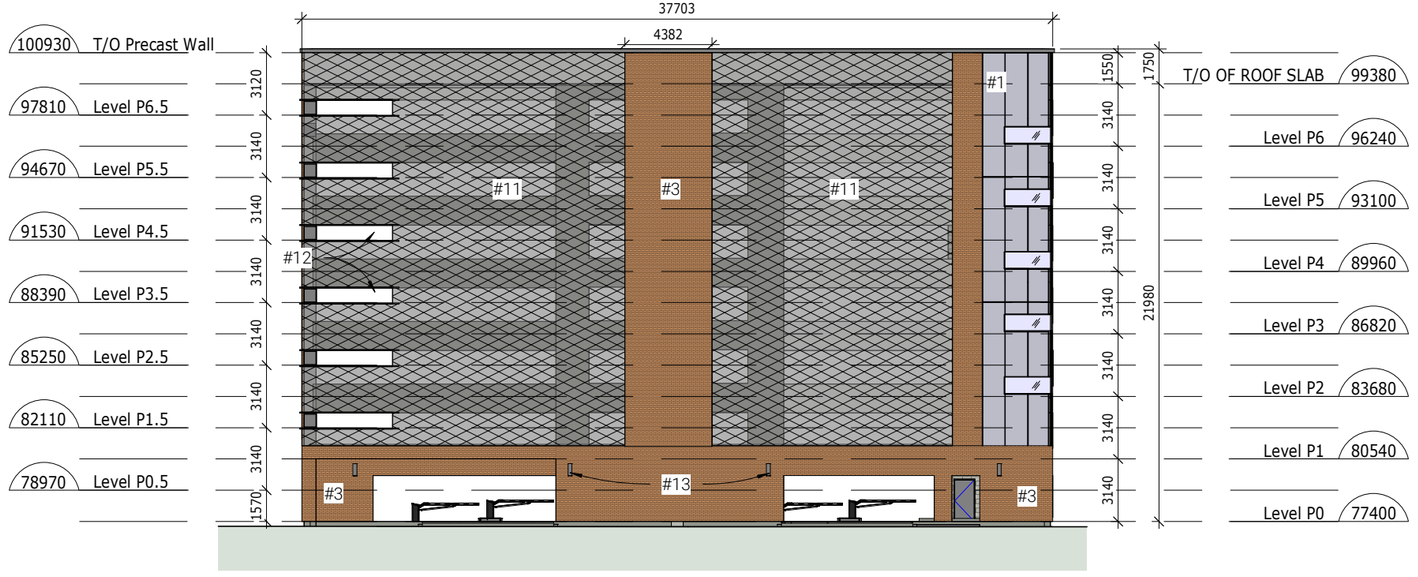
EAST ELEVATION - TRANSITIONAL CARE TOWER 1/A504
1:300



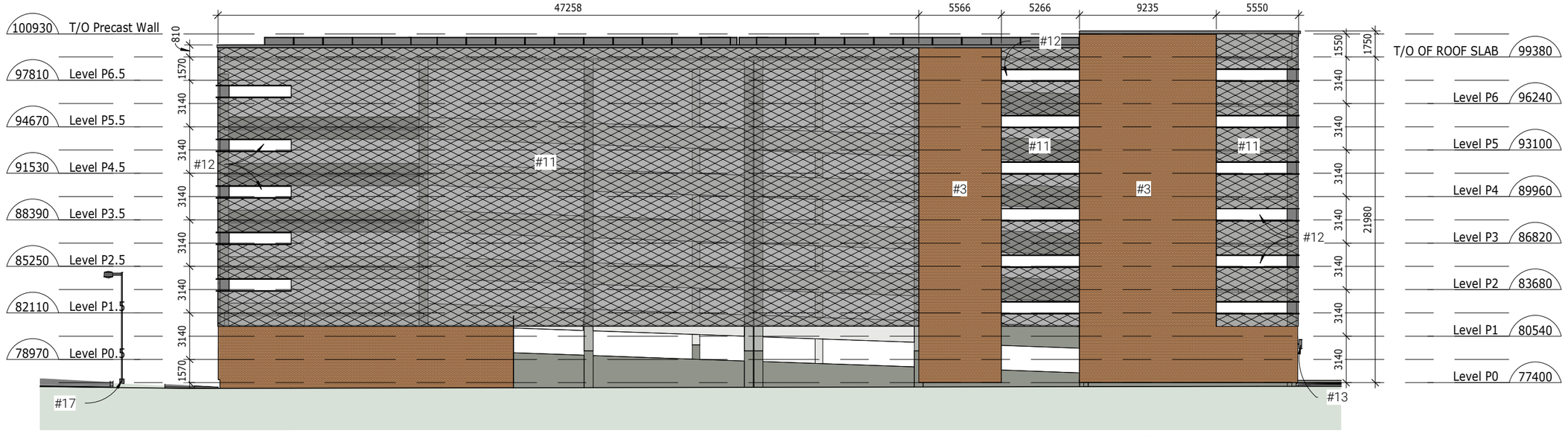
WEST ELEVATION - JAMES BEACH TOWER 2/A504
1:300

4.4 BUILDING TRANSITION

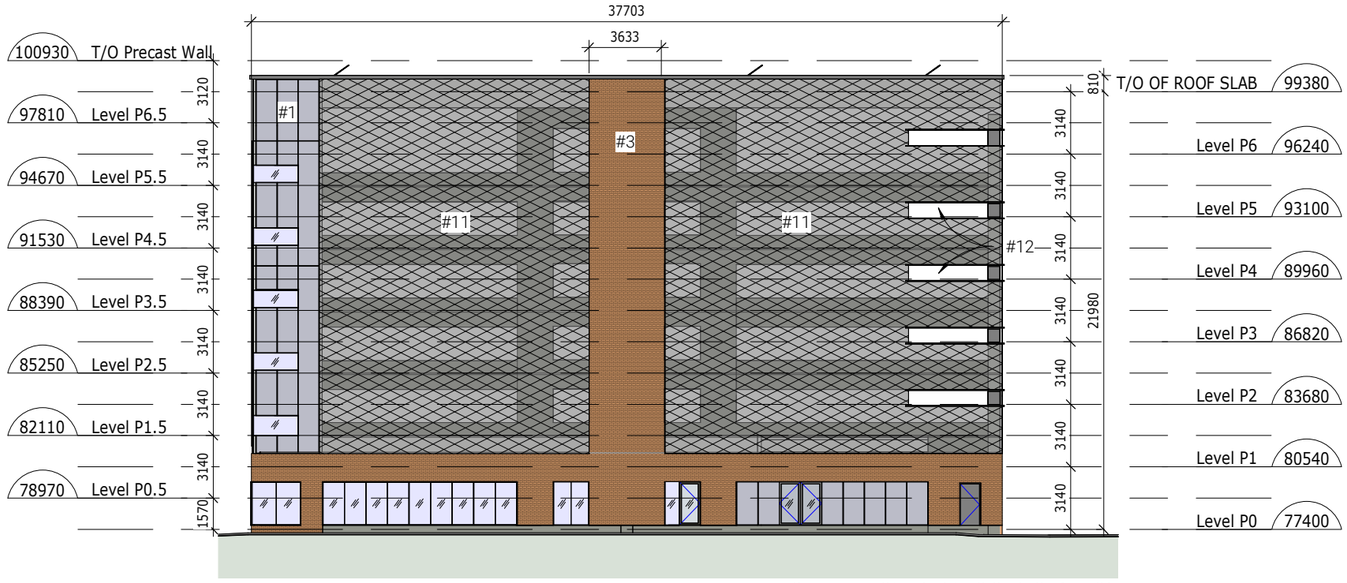
PARKIN Designed with care.



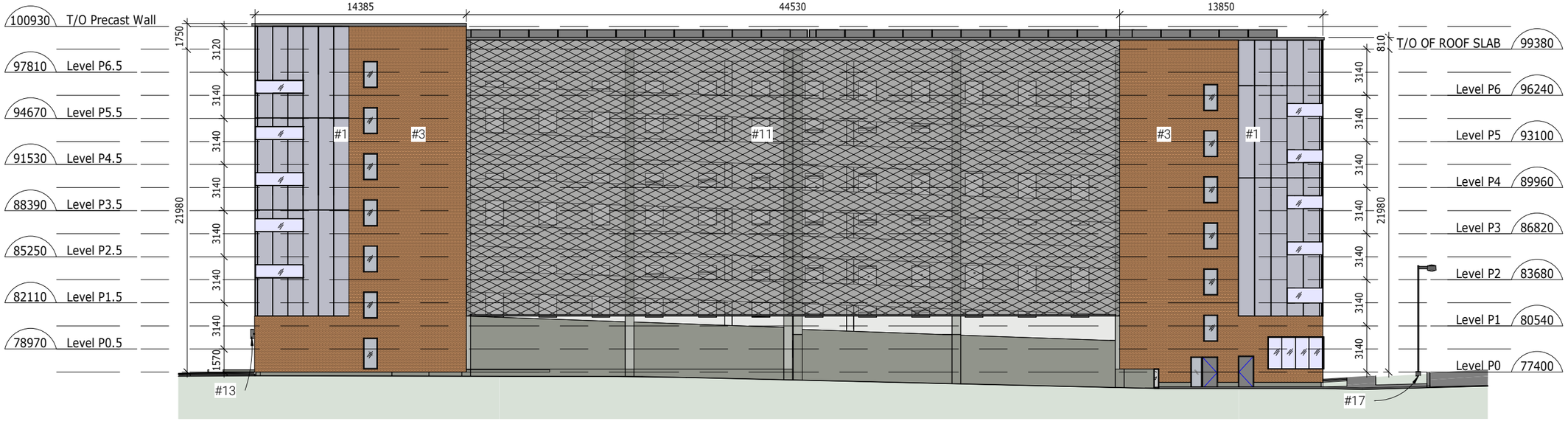
WEST ELEVATION - PARKING GARAGE 1/A505
1:300



NORTH ELEVATION - PARKING GARAGE 2/A505
1:300

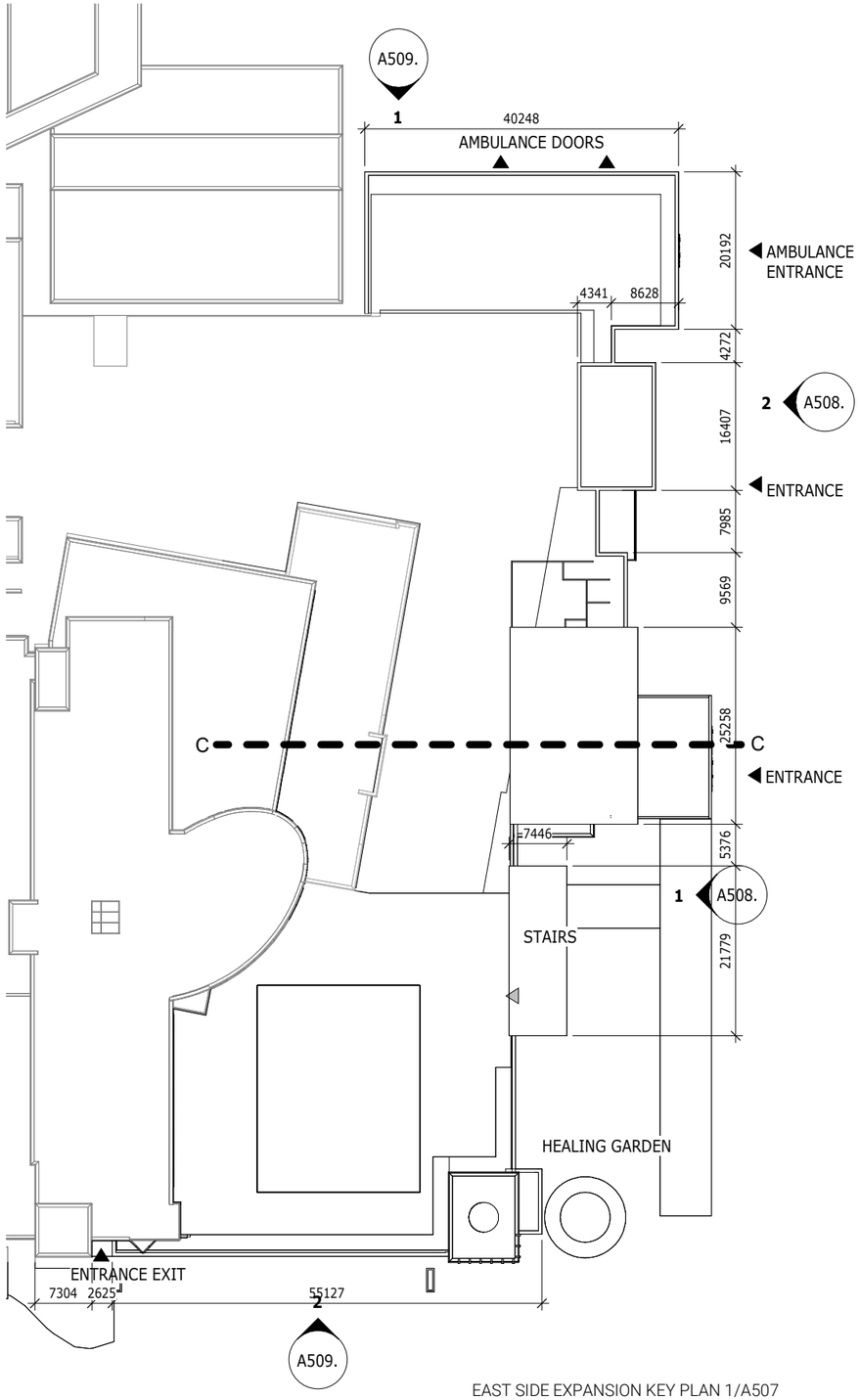


EAST ELEVATION - PARKING GARAGE 1/A506
1:300



SOUTH ELEVATION - PARKING GARAGE 2/A506
1:300

PARKIN Designed with care.



EAST SIDE EXPANSION KEY PLAN 1/A507
1:750

LEGEND:

//	DOUBLE GLAZED CURTAIN WALL SYSTEM, KAWNEER 1600 WALL SYSTEM 1 CURTAIN WALL OR SIMILAR
#1	ANODIZED METAL CLADDING PANEL SYSTEM
#2	ANODIZED METAL CLADDING
#3	BRICK FINISH TO MATCH EXISTING
#4	ALUMINIUM COMPOSITE PANEL CLADDING
#5	ALUMINIUM FINISH
#6	STONE FINISH TO MATCH EXISTING
#7	BRICK FINISH TO MATCH EXISTING
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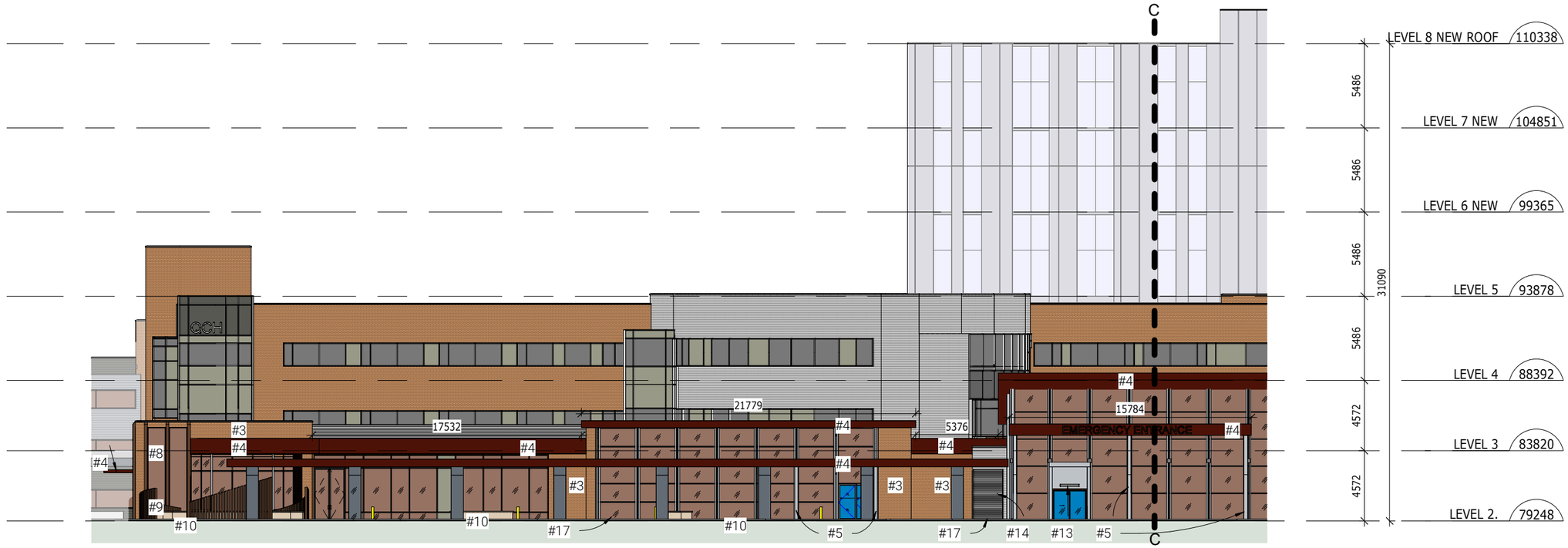
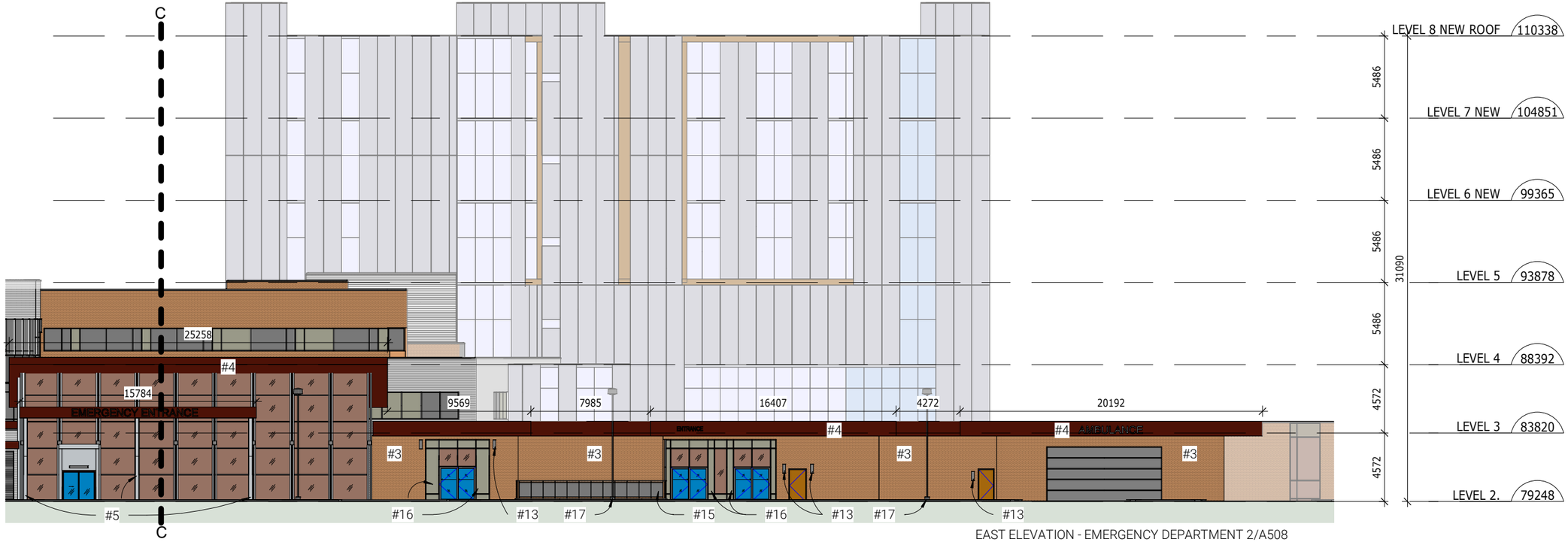
#11	ARCHITECTURAL MESH
#12	OPENING
#13	LIGHT FIXTURE
#14	LOUVERS
#15	SAFETY GUARDS
#16	SPANDREL PANEL CURTAIN WALL
#17	EXTERIOR LIGHT POLE FIXTURE

This key plan shows location of elevations markers. Refer to next pages for building transition.

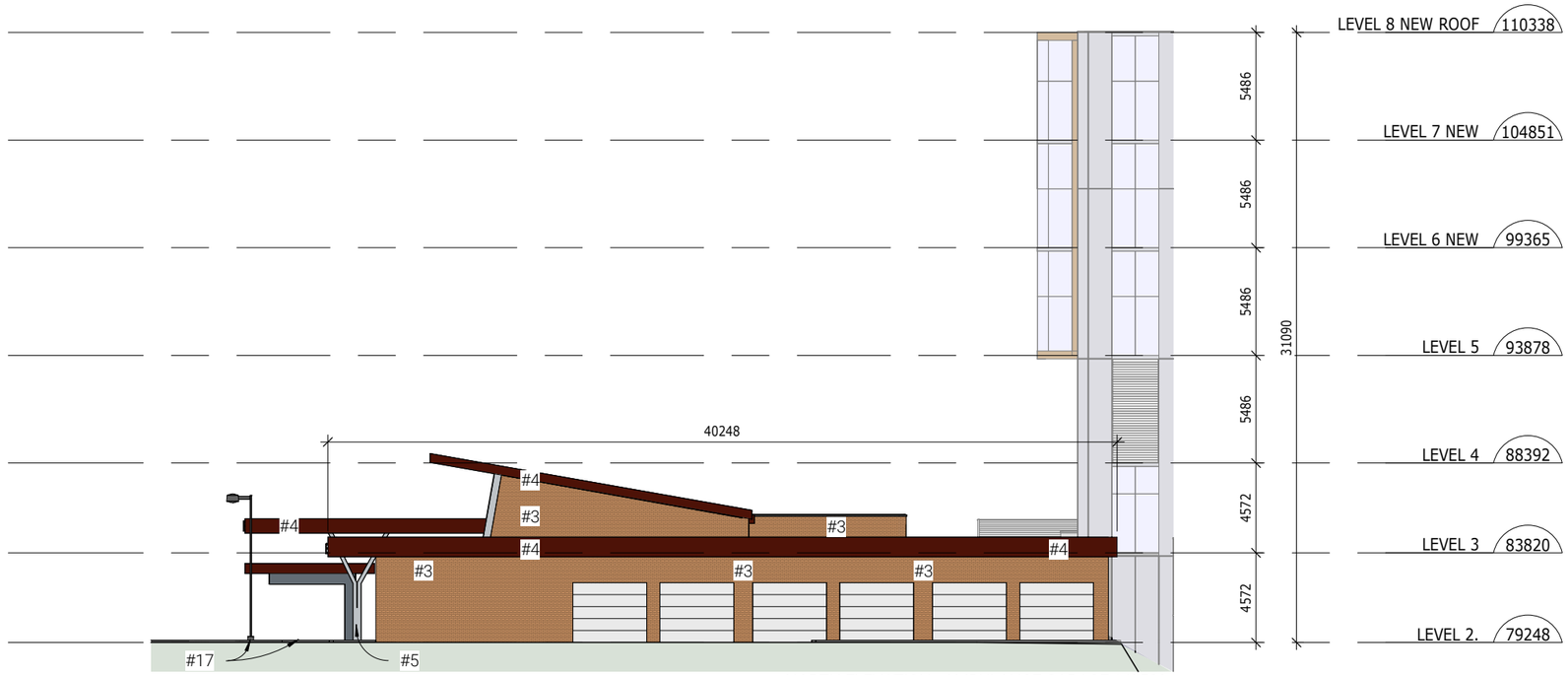


EAST ELEVATION - EMERGENCY DEPARTMENT 1/A508
1:300

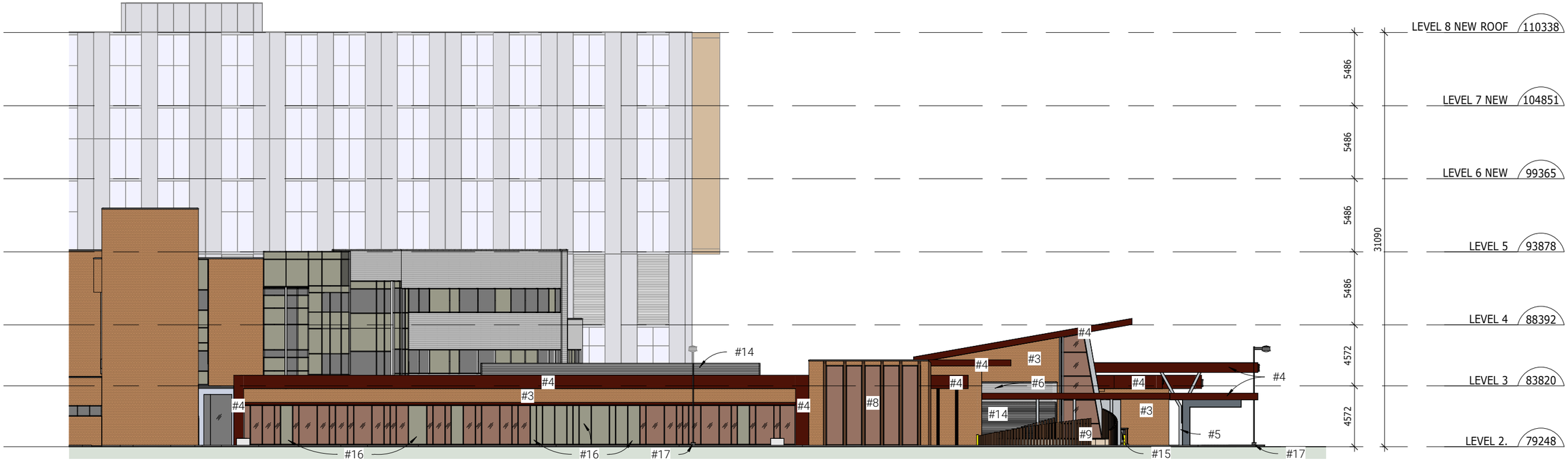


EAST ELEVATION - EMERGENCY DEPARTMENT 2/A508
1:300

PARKIN Designed with care.



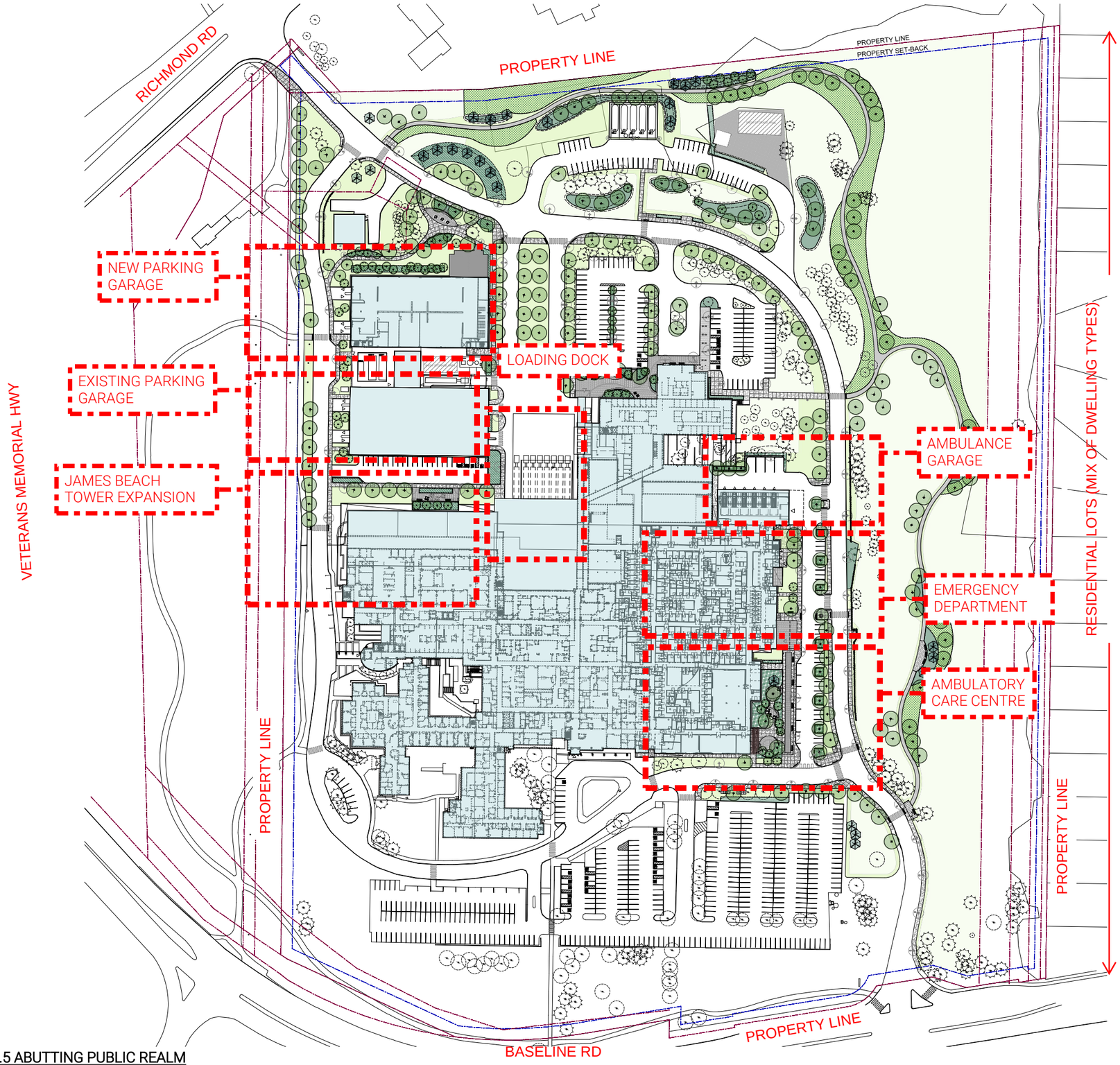
NORTH ELEVATION - AMBULANCE GARAGE 1/A509
1:300



SOUTH ELEVATION - EMERGENCY DEPARTMENT 2/A509
1:300

PARKIN Designed with care.

4.5 Abutting Public Realm



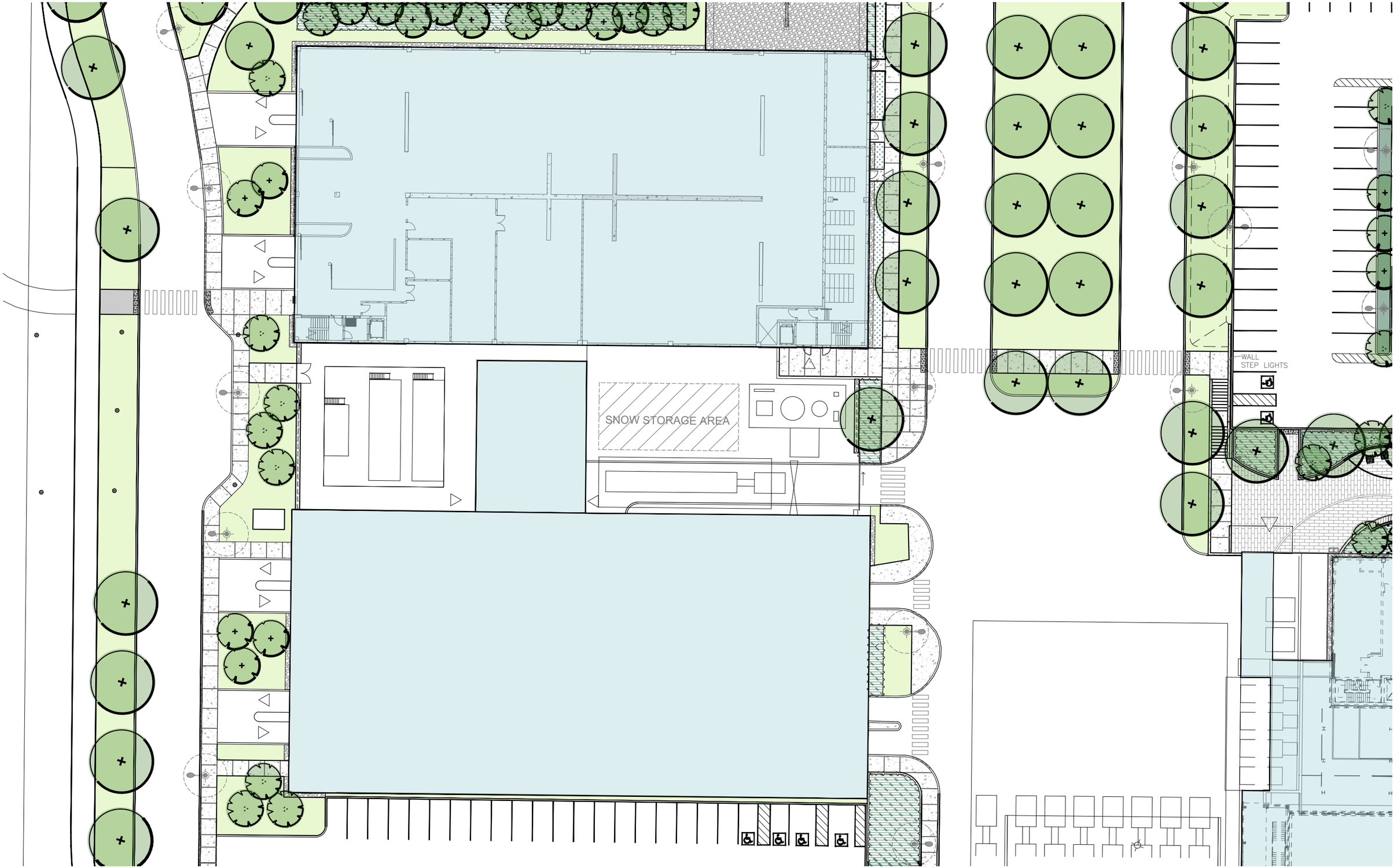
LEGEND - CSW

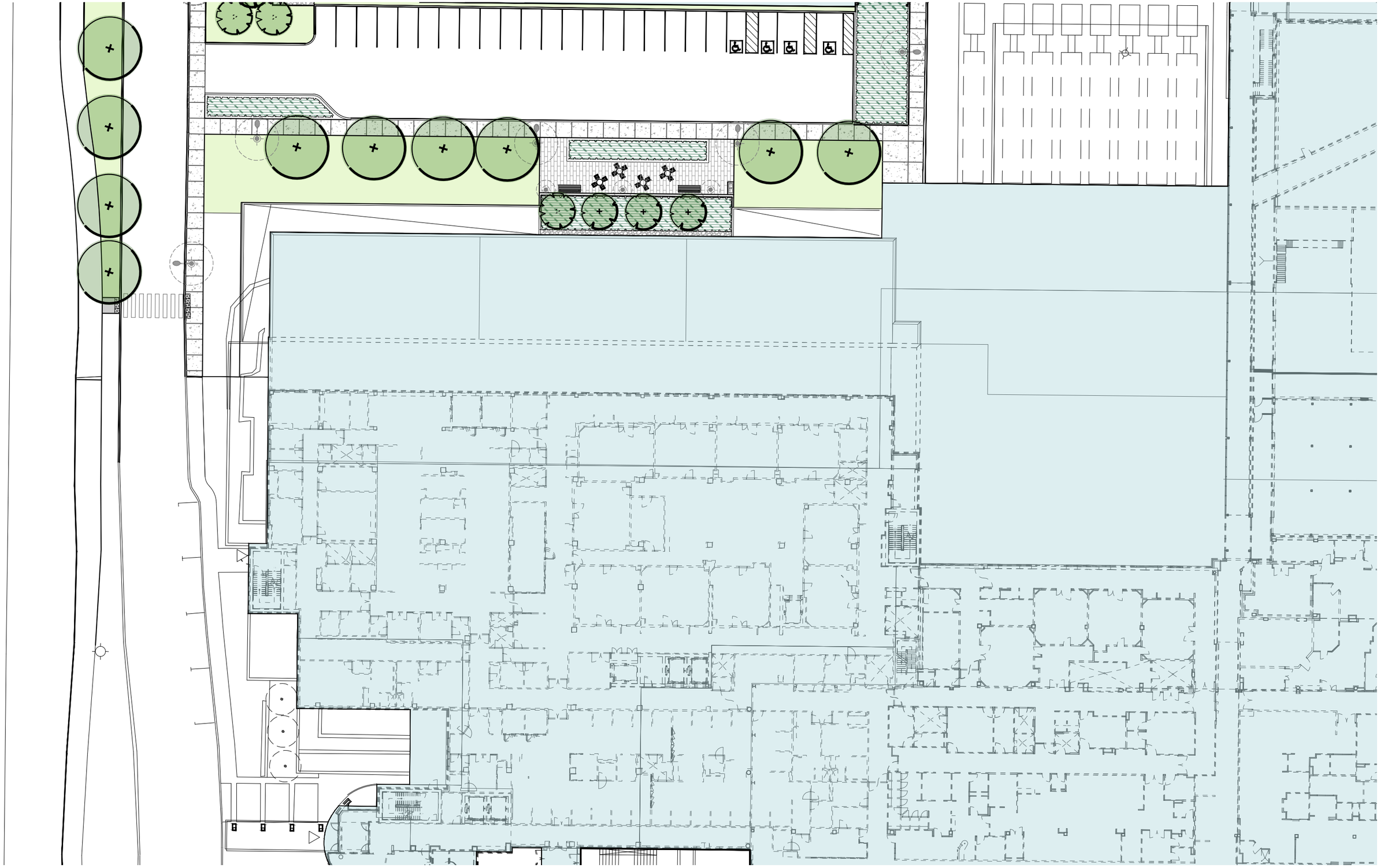
- DECIDUOUS TREE
- CONIFEROUS TREE
- EXISTING TREES TO REMAIN
- EXISTING TREES TO BE REMOVED
- PLANTING BED
- GRASS - SEED +100 MM TOPSOIL
- CONCRETE PAVING PEDESTRIAN
- ASPHALT MUP
- UNIT PAVING TYPE 1
- UNIT PAVING TYPE 2
- GRAVEL SURFACE
- CONCRETE RETAINING WALL
- ARMOUR STONE RETAINING WALL
- PRECAST CONCRETE SEATING /PLANTER WALL
- BIKE RACKS
- BENCH
- TACTILE WALKING SURFACE INDICATOR
- WASTE RECEPTACLE
- GUARDRAIL

0 10 30 75 150 250 Meters

CSW

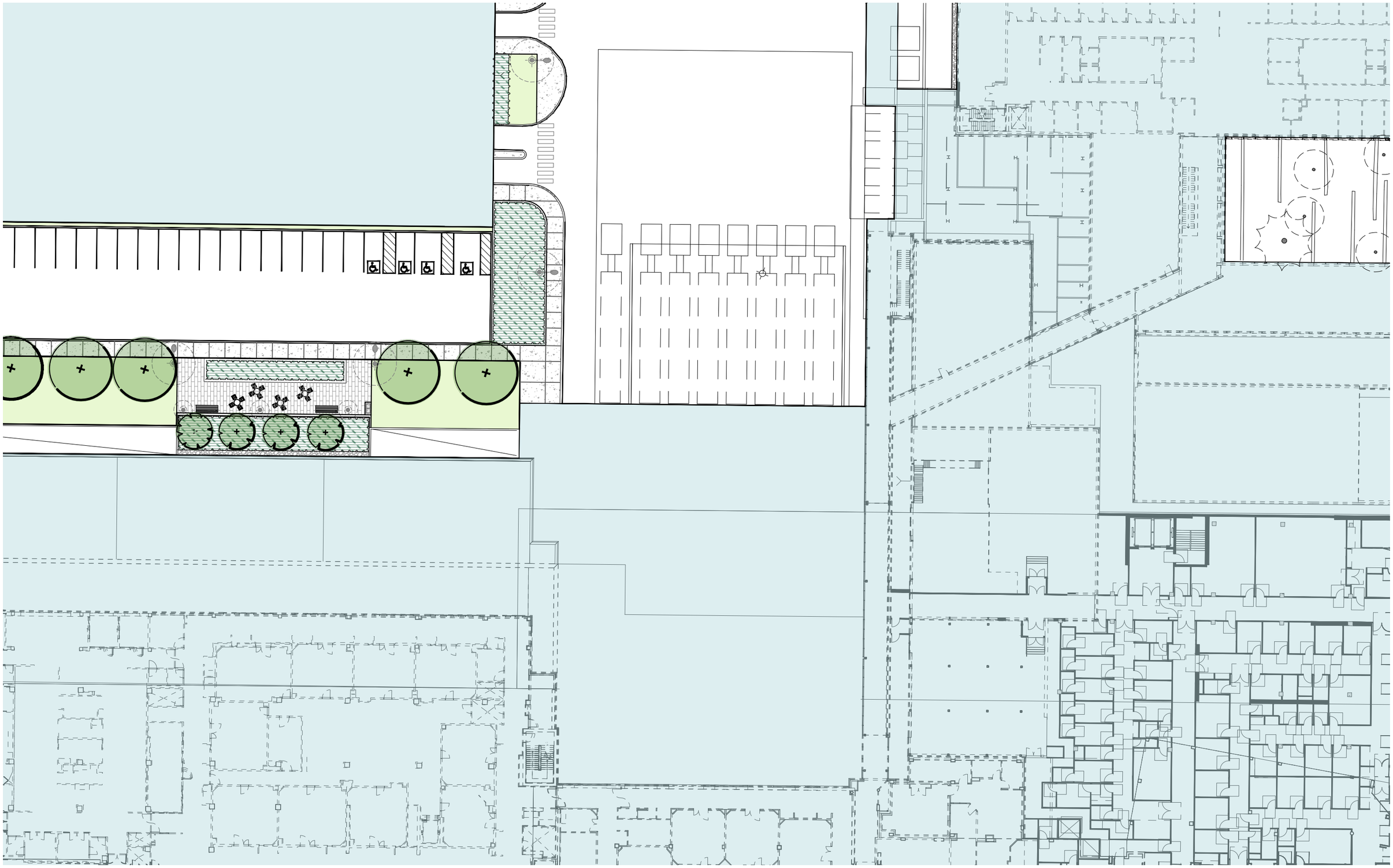

WALL
STEP LIGHTS
0 2 5 10 25 50 Meters


SNOW STORAGE AREA
WALL
STEP LIGHTS
0
2
5
10
25
50 Meters



CSW

LOADING DOCK

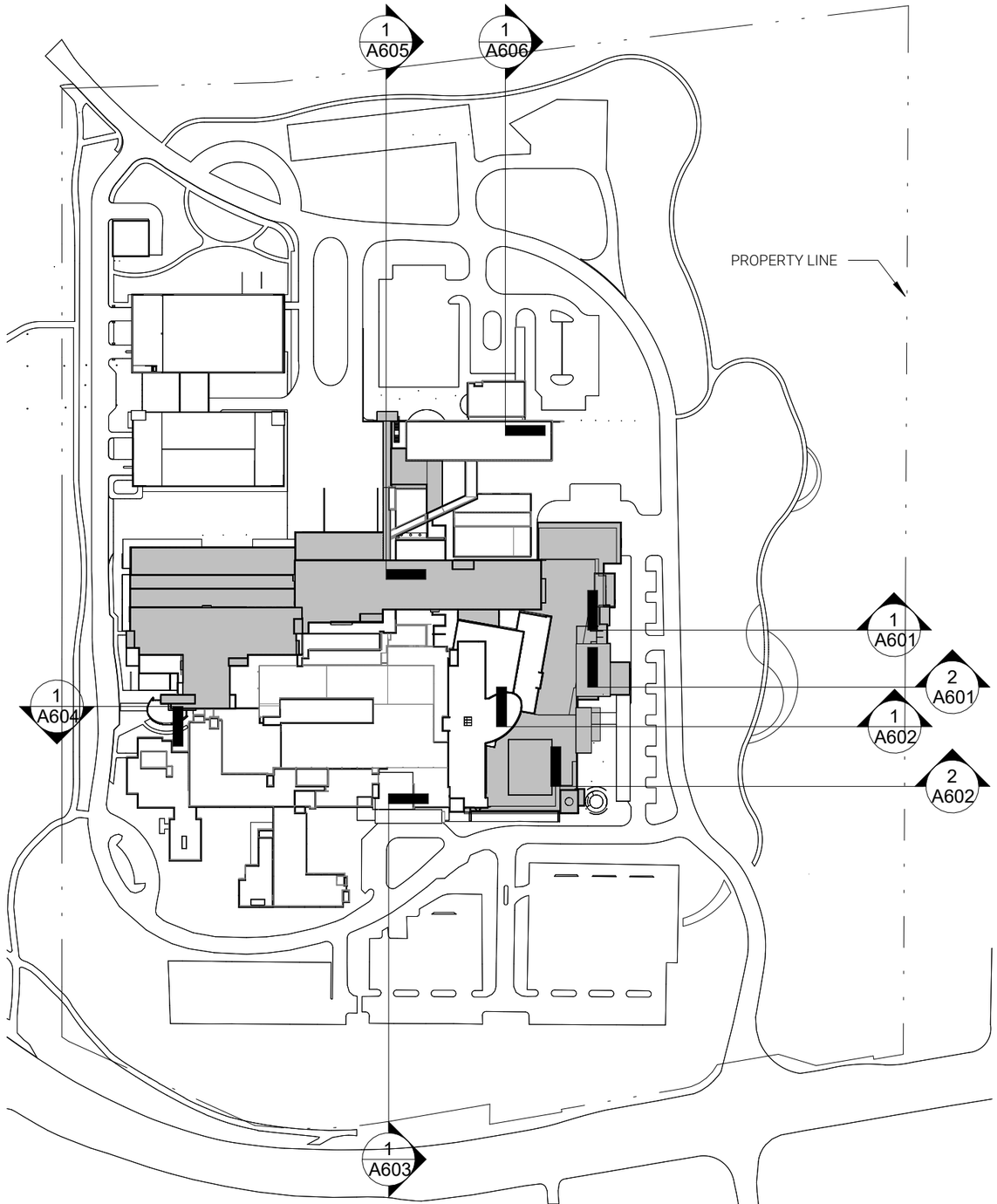



0
2
5
10
25
50 Meters

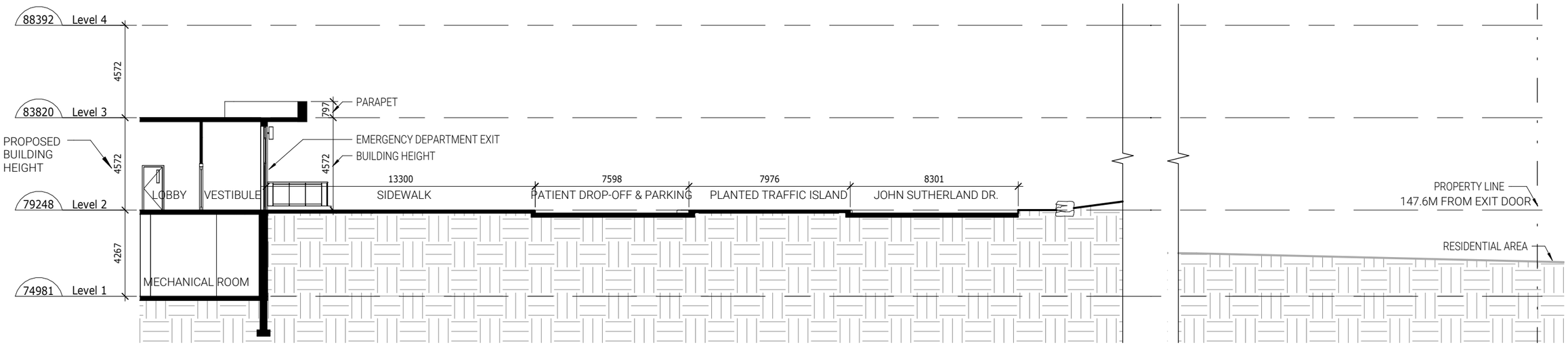

0 2 5 10 25 50 Meters


0 2 5 10 25 50 Meters

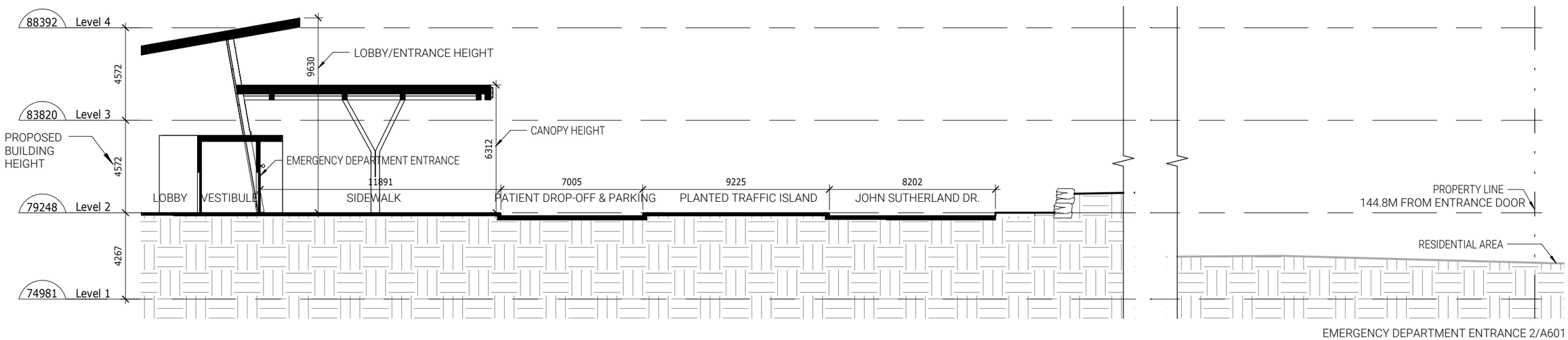
4.6 Street Cross Sections



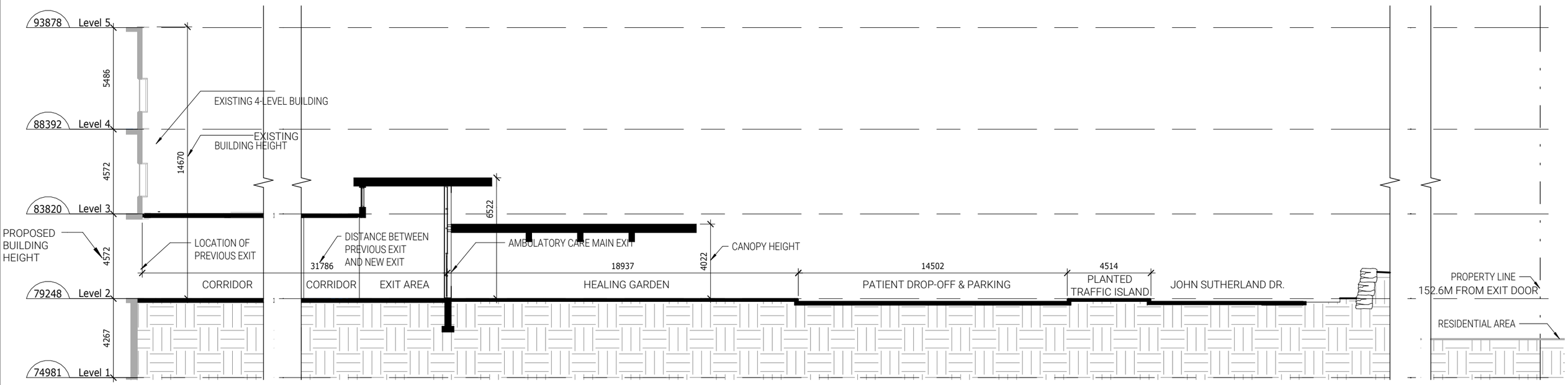
SITE KEY PLAN - STREET CROSS SECTIONS 1/A600
1:2500



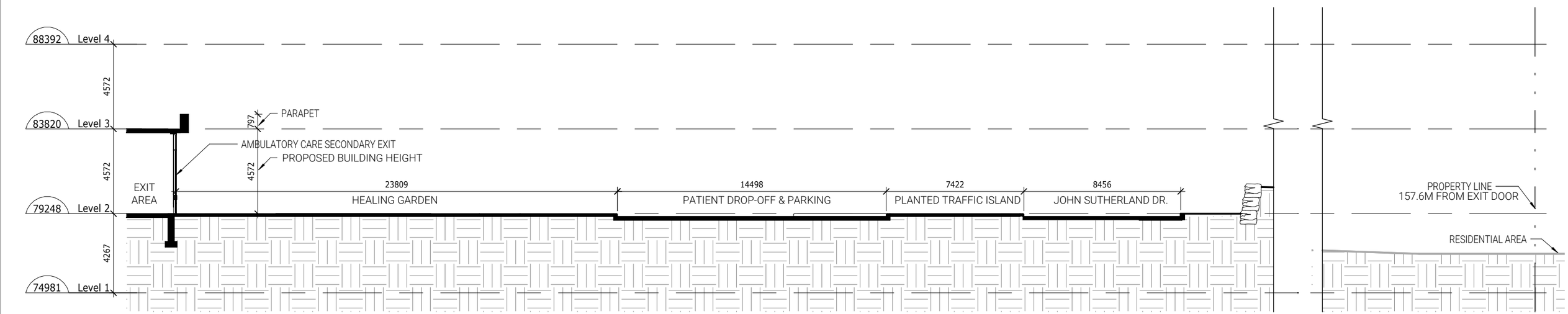
EMERGENCY DEPARTMENT EXIT (NORTH) 1/A601
1:200



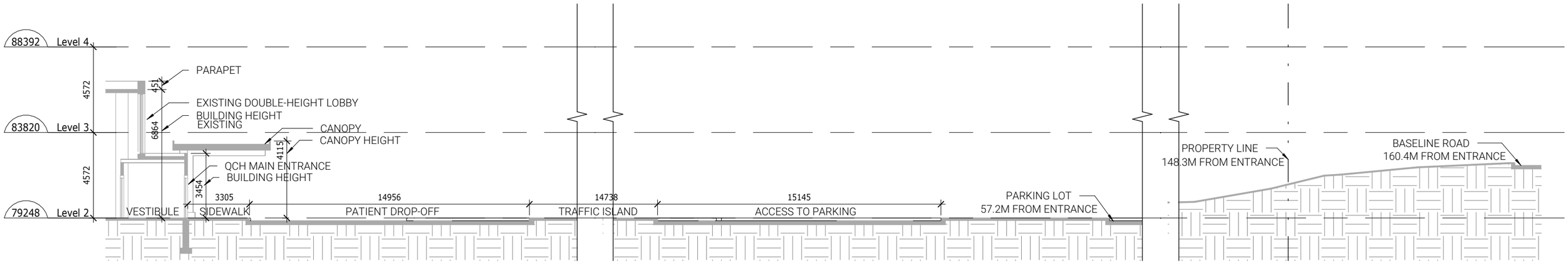
EMERGENCY DEPARTMENT ENTRANCE 2/A601
1:200



AMBULATORY CARE MAIN EXIT 1/A602
1:200

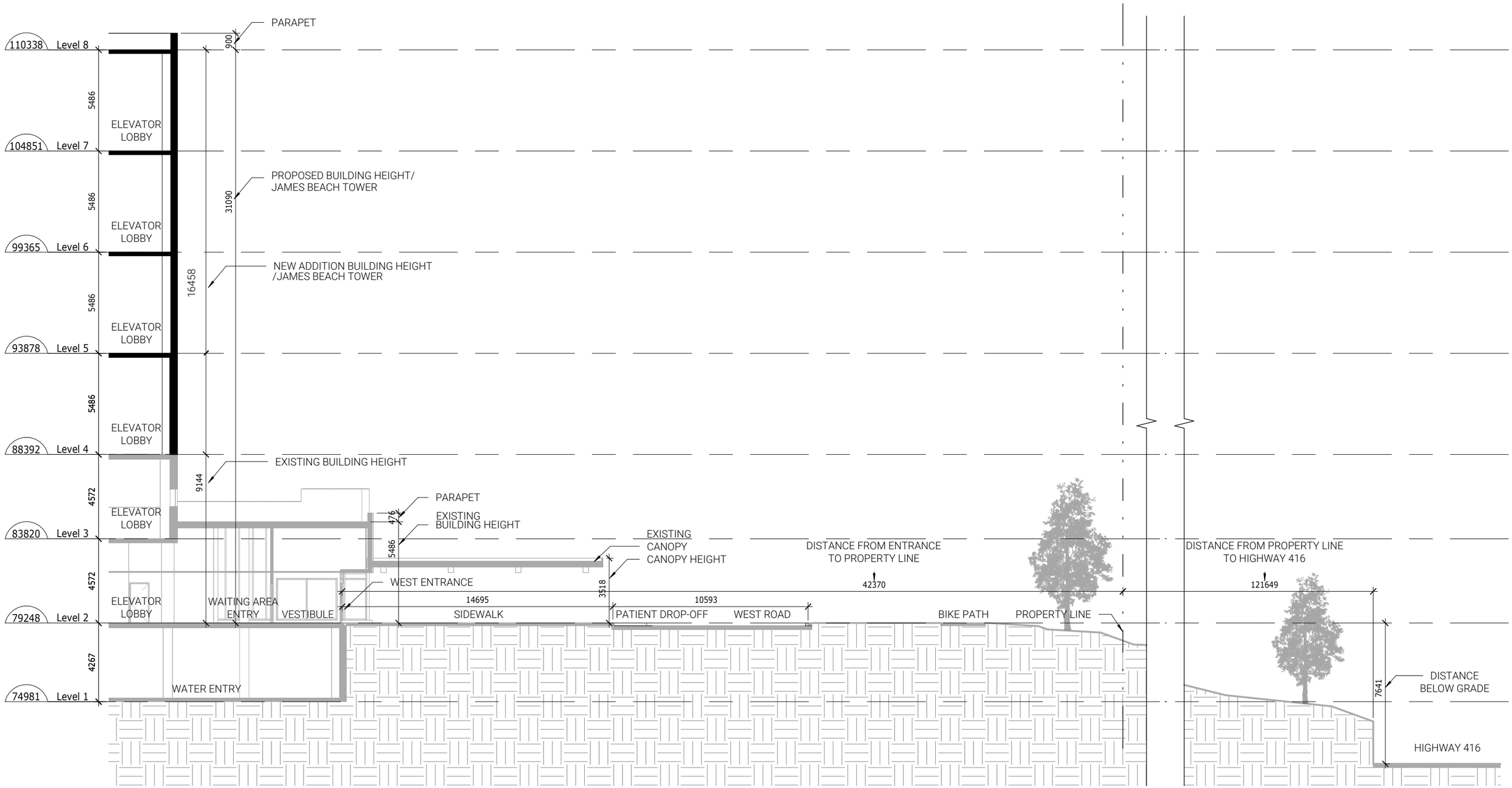


AMBULATORY CARE SECONDARY EXIT 2/A602
1:200

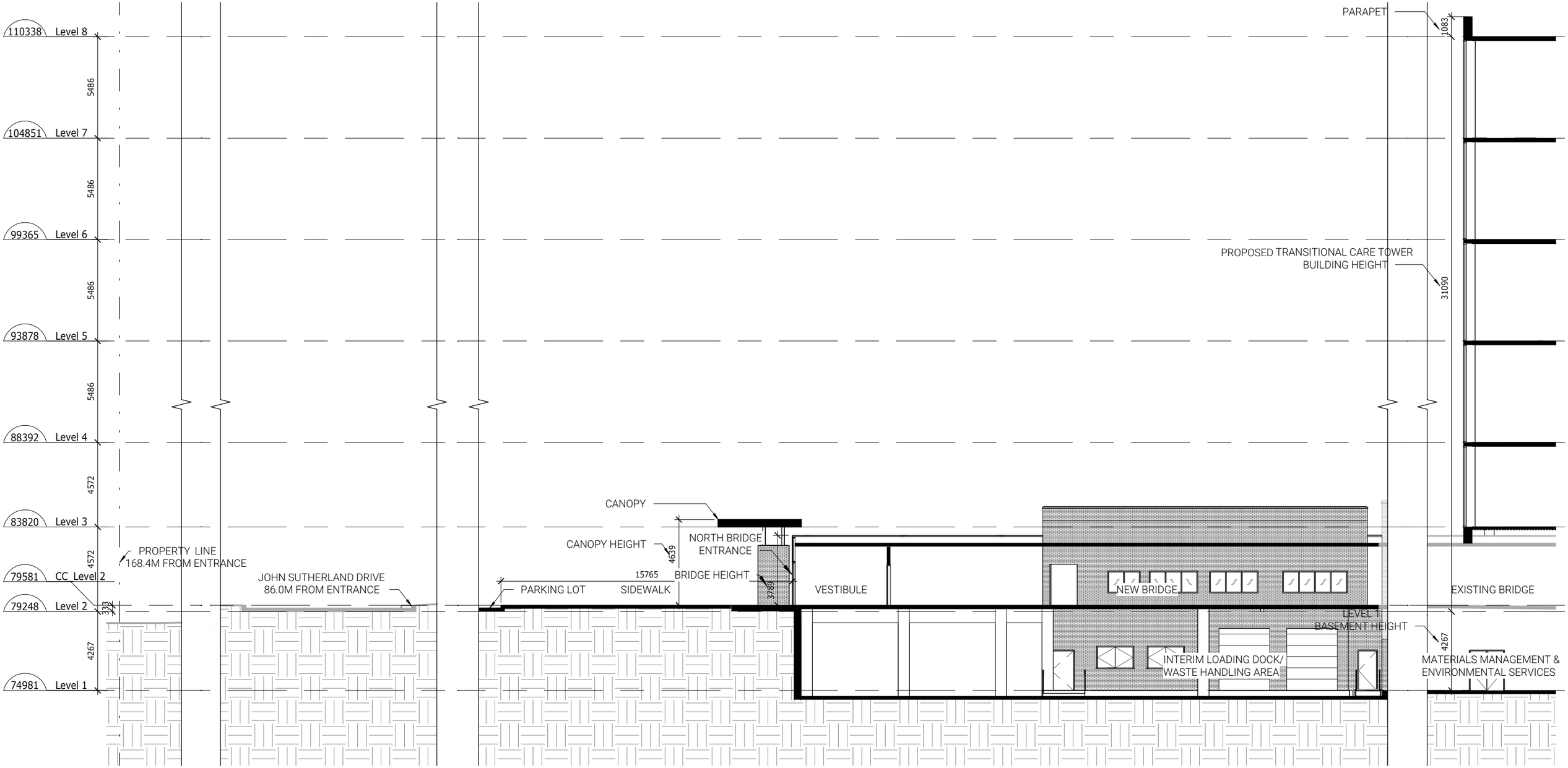


MAIN ENTRANCE 1/A603
1:200

PARKIN Designed with care.

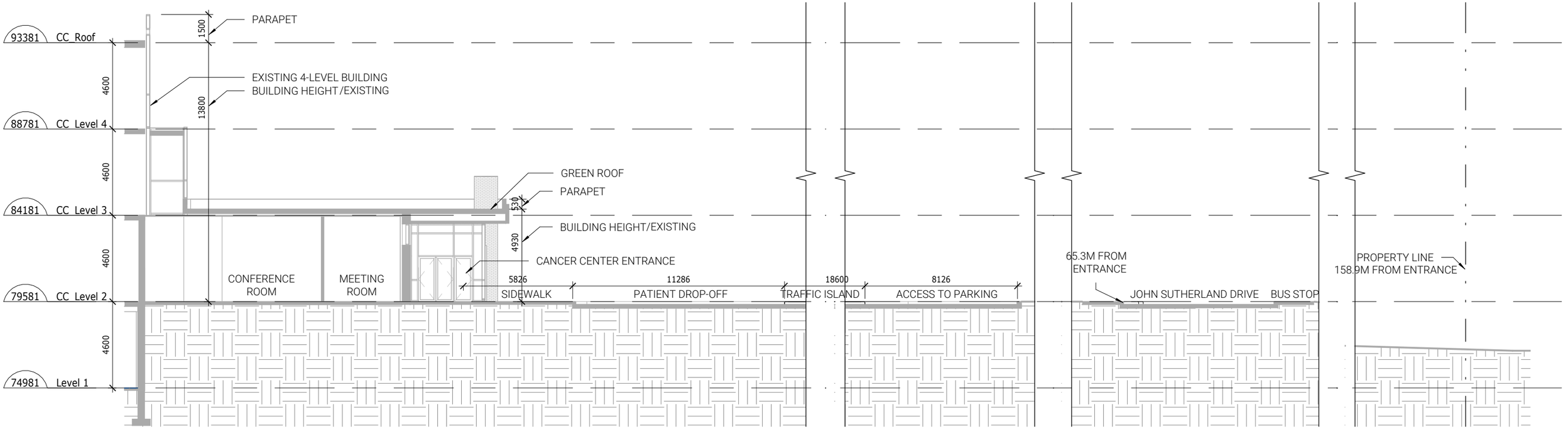


WEST ENTRANCE 1/A604
1:200



NORTH BRIDGE ENTRANCE 1/A605
1:200

PARKIN Designed with care.



CANCER CENTER ENTRANCE 1/A606
1:200

4.7 Sustainability Features

The proposed development supports mobility, sustainable transportation and encourages walking, cycling and the use of public transportation such as buses. The new development utilizes the interior active streets of the site such as John Sutherland Dr. to provide access for vehicle traffic, public transit, and carpool parking spaces. Thanks to the nearby access to the LRT (Bayshore Transitway Station is within 30 minutes walking distance, 2.3 km) the hospital is more accessible to the public transit system which is of a great benefit to sustainable transportation.

Additional sustainability approaches including EV charging stations and bicycle parking are provided through the QCH site to promote opportunities for free and easy access. The City plans to invest in transit particularly for the construction of the Baseline Bus Rapid Transit Corridor and Stage 3 LRT and to expand the O-Train network to Barrhaven, Kanata and Stittsville. The QCH development will benefit from the transit investments as they are part of efforts to increase sustainable transportation infrastructure.

The proposal promotes sustainability by managing population growth and providing a greater density of development which will better utilize existing infrastructure and support more sustainable development. Compact development forms such as the proposal will reduce the consumption of land and other resources and will better utilize existing roads and other infrastructure rather than building new facilities. The proposal further supports growth management to ensure Ottawa's communities are healthy and live in a healthy environment with a greater potential for reducing its carbon footprint.

The proposal will strengthen the site's physical relationship to the NCC Greenbelt by protecting the greenspaces on site, which will support a healthier environment and make the site more vibrant and accessible to hospital patients and the broader community. The proposal reduces hard surfaces by replacing expansive surface parking lots with efficient structured parking. This not only minimizes surface water runoff but also frees up land for more sustainable and community-oriented benefits. Investment in pedestrian, cycling, and transit infrastructure promotes active transportation and reduces reliance on cars, aligning with broader sustainability goals. The new proposal integrates green spaces and stormwater-friendly landscaping, including a continuous green loop of recreational pathways and healing gardens, which enhance both environmental performance and patient well-being.

While the High-Performance Development Standards (HPDS) are not yet in effect, the proposed development intends to meet all of the Site Plan Metrics Tier 1 requirements. Many of the Tier 2 requirements are also intended to be met, however some of the Tier 2 requirements are not compatible with a hospital use.

While not seeking LEED designation at this time, the proposed development plans to address several different avenues for sustainability. As the development is a series of new hospital additions, the client is interested in durable low carbon, long lasting construction which naturally contributes to sustainable principles, as compared to the quick, cheap construction materials typically used in other developments.

Although no rooftop amenity area is proposed, the rooftop will include a green roof space to offset urban heat sink. Unoccupied and Mechanical roofs will be constructed with white ballast/membranes to reflect the heat from the conditioned space, and roof pavers will be selected to balance light reflectivity with occupant comfort.

The new design prioritizes energy efficiency through upgraded mechanical, electrical, and plumbing (MEP) systems, lowering the facility's operational footprint. Key strategies are focused on optimizing natural light, enhancing thermal comfort, and improving energy efficiency to support patient recovery and staff wellbeing.

High R-value insulating glazing units will be used to significantly reduce thermal transmittance, thereby minimizing both heat loss in winter and heat gain in summer. The new design will include high-performance wall assemblies that incorporate continuous insulation and framing techniques to limit thermal bridging and increase overall energy efficiency. Bird-safe glazing solutions that will reduce avian collisions while maintaining natural daylight and visibility.