



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Canada Science and Technology Museum Site Master Plan

Board of Directors , April 5-6, 2017



Purpose of the Submission

To obtain Final Approval for the proposed Site Master Plan of the Canada Science and Technology Museum at 2421 Lancaster Road, Ottawa

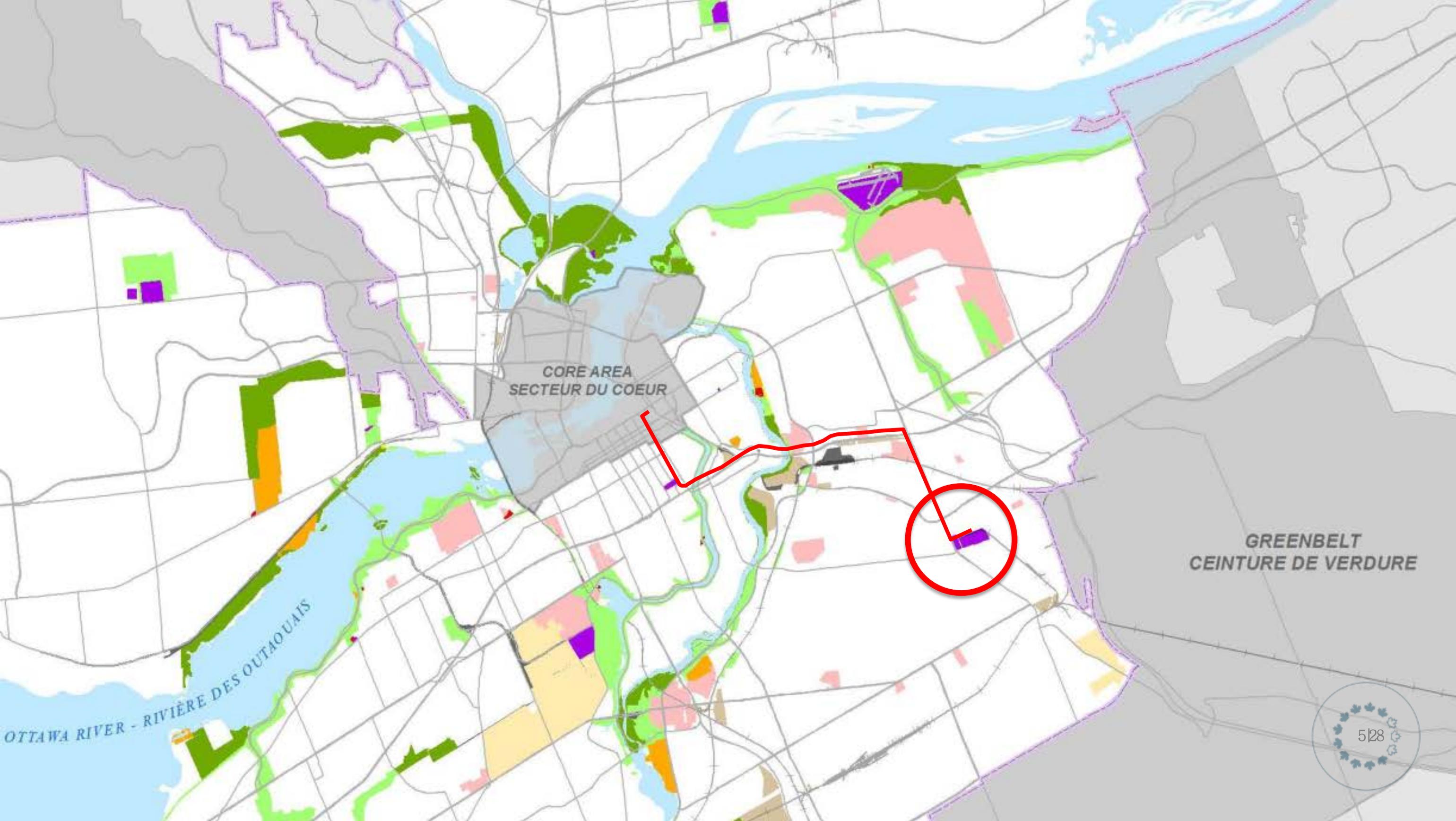
Approbation fédérale antérieure



CANADA 150



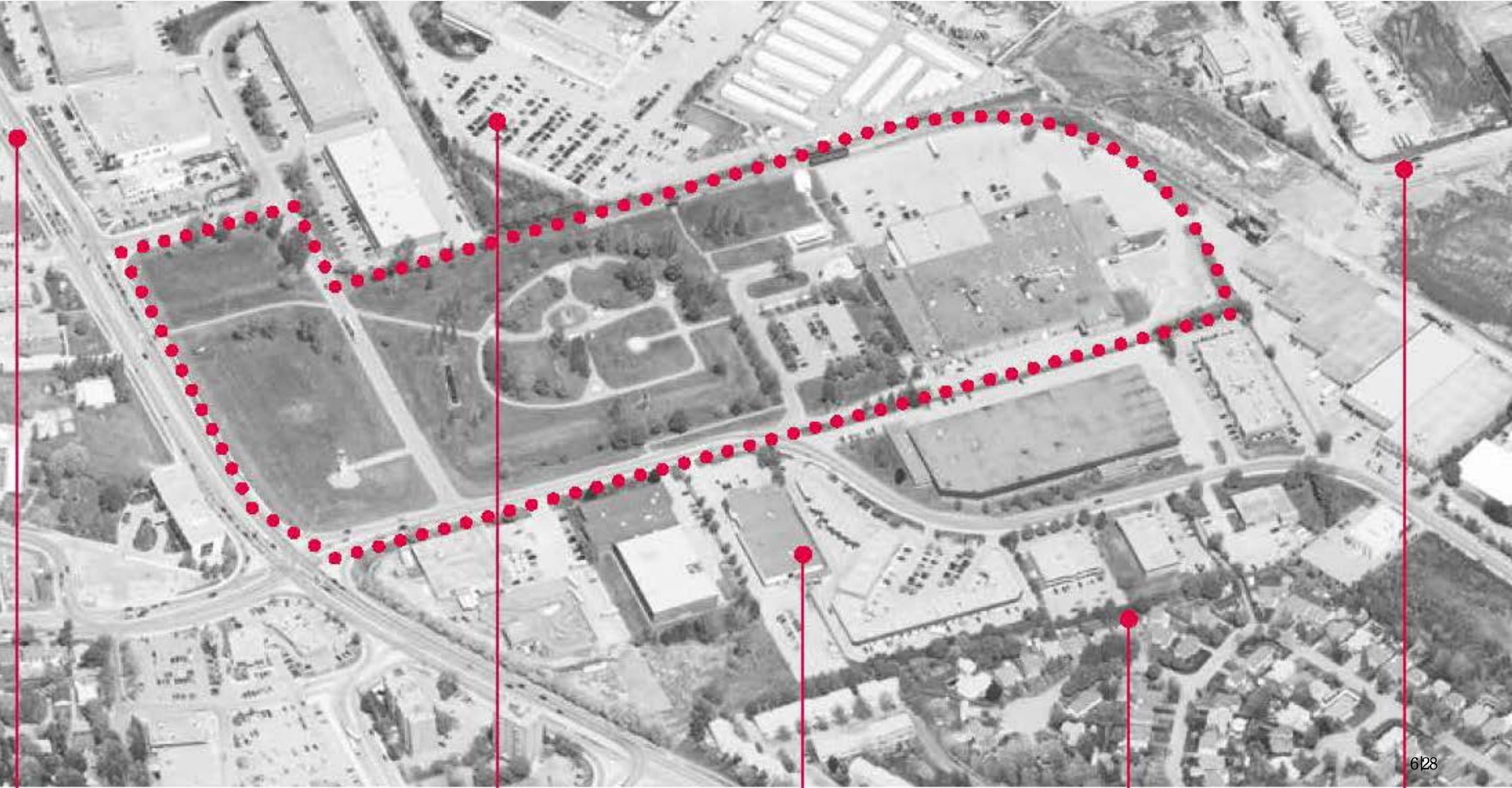
NCC Planning Context



CORE AREA
SECTEUR DU COEUR

GREENBELT
CEINTURE DE VERDURE

OTTAWA RIVER - RIVIÈRE DES OUTAOUAIS



ST-LAURENT BOULEVARD
MAIN COMMERCIAL ARTERY

INDUSTRIAL AND
COMMERCIAL AREA

MIXED-USE
SECTOR

RESIDENTIAL SECTOR
SHEFFIELD GLEN

INDUSTRIAL
SECTOR

Master Plan Vision

“To create a world class museum campus that exposes the visitors to science and technology in Canada through a unique, immersive and interactive experience both inside and outside the museum buildings.”

“Organize the museum campus around a large park in which green spaces, buildings, roads and parking areas contribute to the campus typology.”

Site Program

1. Museum Building
2. Collection Conservation Centre
3. Museum Park
4. Parking
5. Drop-off area for car and bus
6. Service areas
7. Steam train
8. New site entrance
9. Closure of Gladwin Crescent

* Note 1

1A

1B

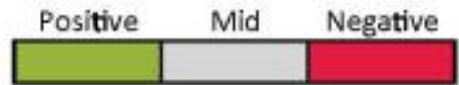
1C

1D

2A

2B

2C



Criteria

Site

- "Campus" environment
- Visibility of Museum bldg. from St-Laurent
- Urban presence of Museum "Campus"
- Relocation of infrastructures necessity
- Gladwin street closure/acquisition necessity
- Vehicular presence on site

Access

- Visitor access from main road
- Visitor access to Museum bldg.
- Pedestrian access
- Segregation of visitor / service circulations

Museum

- Visual inside/outside relationship
- Direct access (restaurant, gift shop, etc.)
- Expansion possibility

Archive Building

- Connection to Museum possibility
- Move Large Rail Artifacts
- Expansion possibility
- Economy of building enveloppe
- Economy of operation
- Delivery efficiency

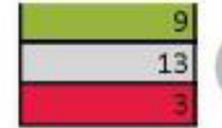
Science Park

- Visibility from Main Roads
- Expansion possibility
- Relationship to Museum

Parking

- Parking integration
- Clarity of Access
- Expansion possibility (surface parking)

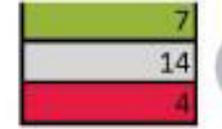
	1A	1B	1C	1D	2A	2B	2C
"Campus" environment	Mid	Positive	Positive	Mid	Positive	Mid	Positive
Visibility of Museum bldg. from St-Laurent	Mid	Negative	Negative	Positive	Mid	Mid	Negative
Urban presence of Museum "Campus"	Positive	Negative	Mid	Positive	Positive	Positive	Positive
Relocation of infrastructures necessity	Positive	Mid	Negative	Negative	Positive	Positive	Positive
Gladwin street closure/acquisition necessity	Mid	Positive	Positive	Positive	Positive	Mid	Mid
Vehicular presence on site	Positive	Positive	Positive	Positive	Mid	Mid	Mid
Visitor access from main road	Positive	Positive	Positive	Positive	Mid	Mid	Mid
Visitor access to Museum bldg.	Mid	Mid	Mid	Mid	Positive	Positive	Positive
Pedestrian access	Positive	Mid	Mid	Mid	Positive	Positive	Positive
Segregation of visitor / service circulations	Mid	Mid	Mid	Mid	Positive	Mid	Mid
Visual inside/outside relationship	Mid	Mid	Mid	Mid	Positive	Positive	Positive
Direct access (restaurant, gift shop, etc.)	Mid	Mid	Mid	Mid	Positive	Positive	Positive
Expansion possibility	Mid	Mid	Mid	Negative	Positive	Positive	Positive
Connection to Museum possibility	Mid	Mid	Positive	Mid	Mid	Negative	Negative
Move Large Rail Artifacts	Positive	Positive	Positive	Positive	Mid	Mid	Negative
Expansion possibility	Mid	Mid	Mid	Mid	Positive	Positive	Positive
Economy of building enveloppe	Negative	Mid	Mid	Mid	Positive	Mid	Mid
Economy of operation	Negative	Mid	Mid	Mid	Positive	Mid	Mid
Delivery efficiency	Positive	Positive	Positive	Positive	Mid	Mid	Mid
Visibility from Main Roads	Positive	Mid	Mid	Mid	Mid	Mid	Mid
Expansion possibility	Positive	Negative	Negative	Positive	Negative	Negative	Positive
Relationship to Museum	Mid	Mid	Mid	Mid	Positive	Positive	Positive
Parking integration	Mid	Mid	Mid	Negative	Positive	Positive	Positive
Clarity of Access	Mid	Mid	Mid	Mid	Positive	Positive	Positive
Expansion possibility (surface parking)	Negative	Negative	Negative	Negative	Positive	Mid	Mid



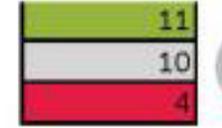
1A



1B



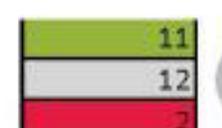
1C



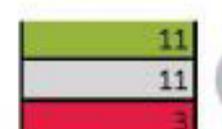
1D



2A

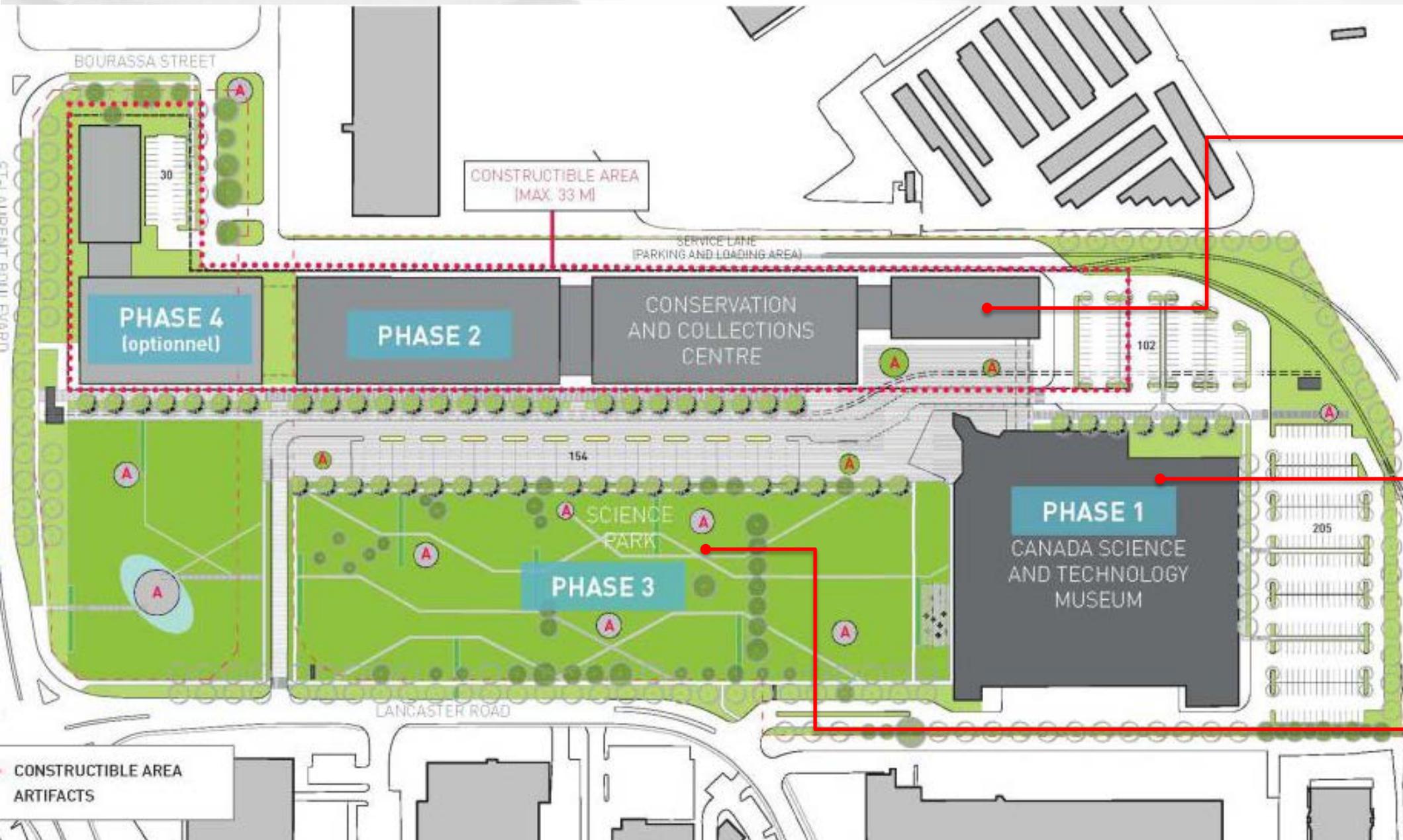


2B

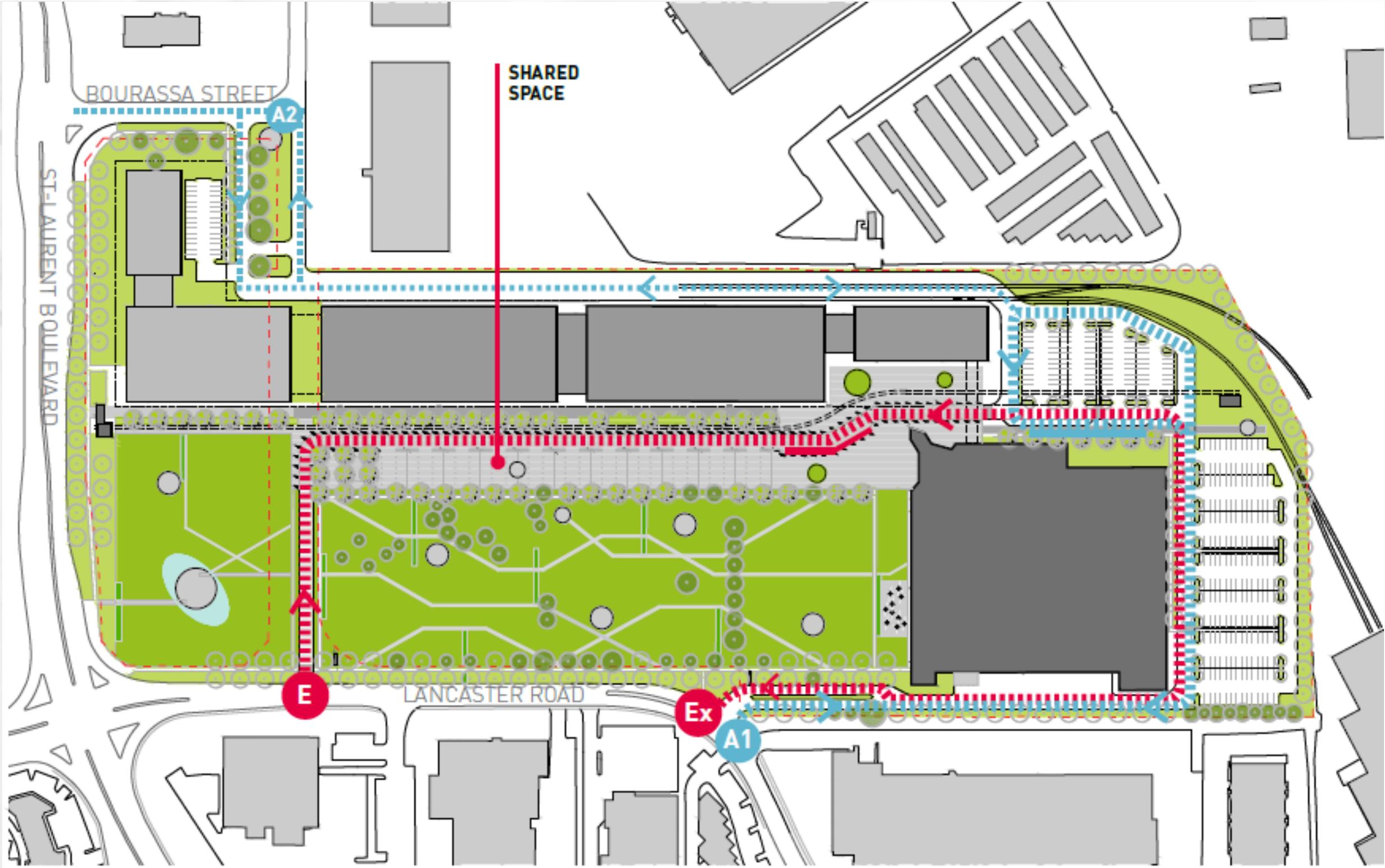


2C

Phasing



Vehicular Circulation



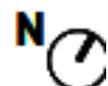
■■■ VEHICULAR PATH FOR VISITORS

E VEHICULAR ENTRANCE FOR VISITORS

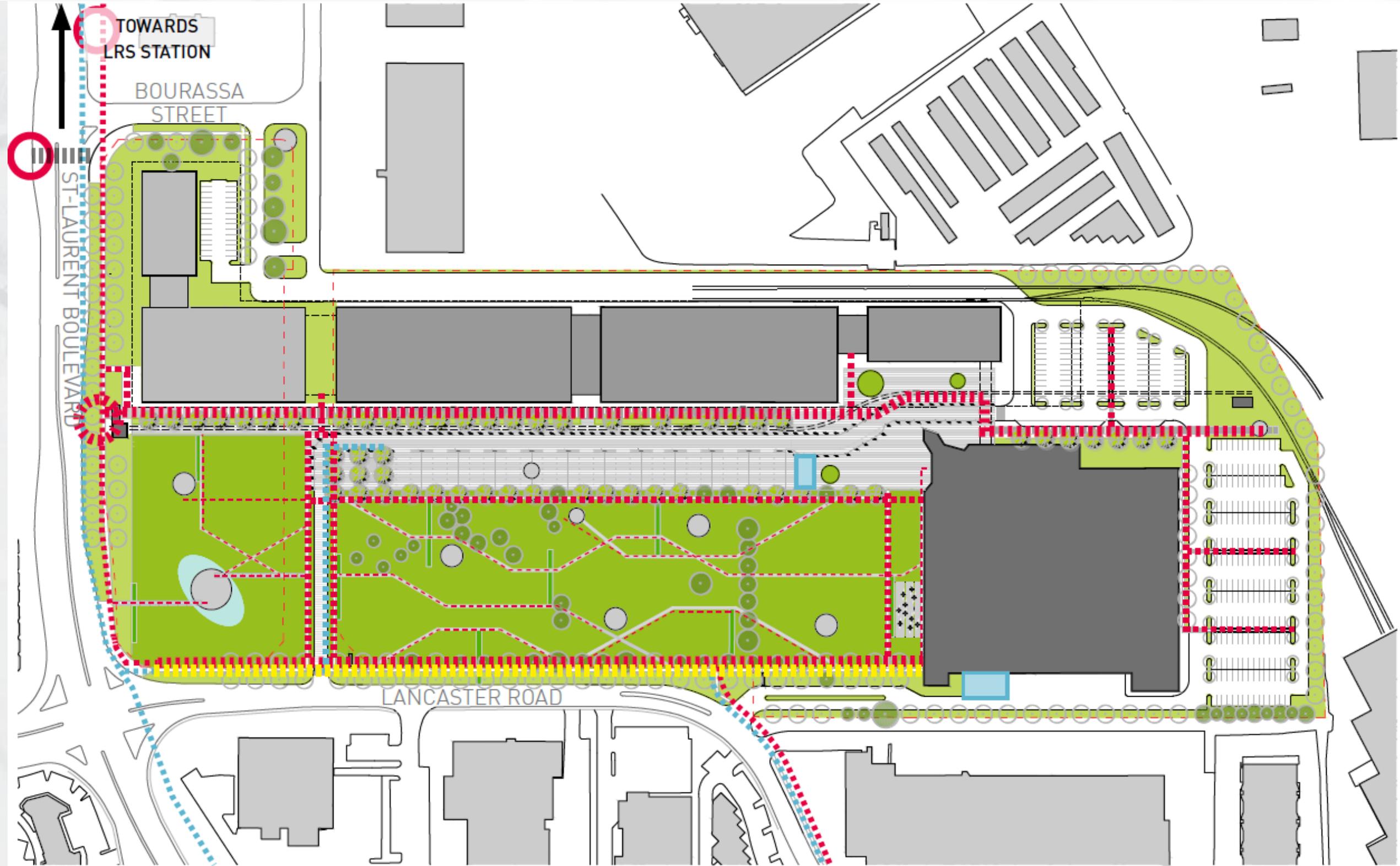
A VEHICULAR ACCESS FOR BUS

■■■ VEHICULAR PATH FOR BUS

Ex VEHICULAR EXIT FOR VISITORS



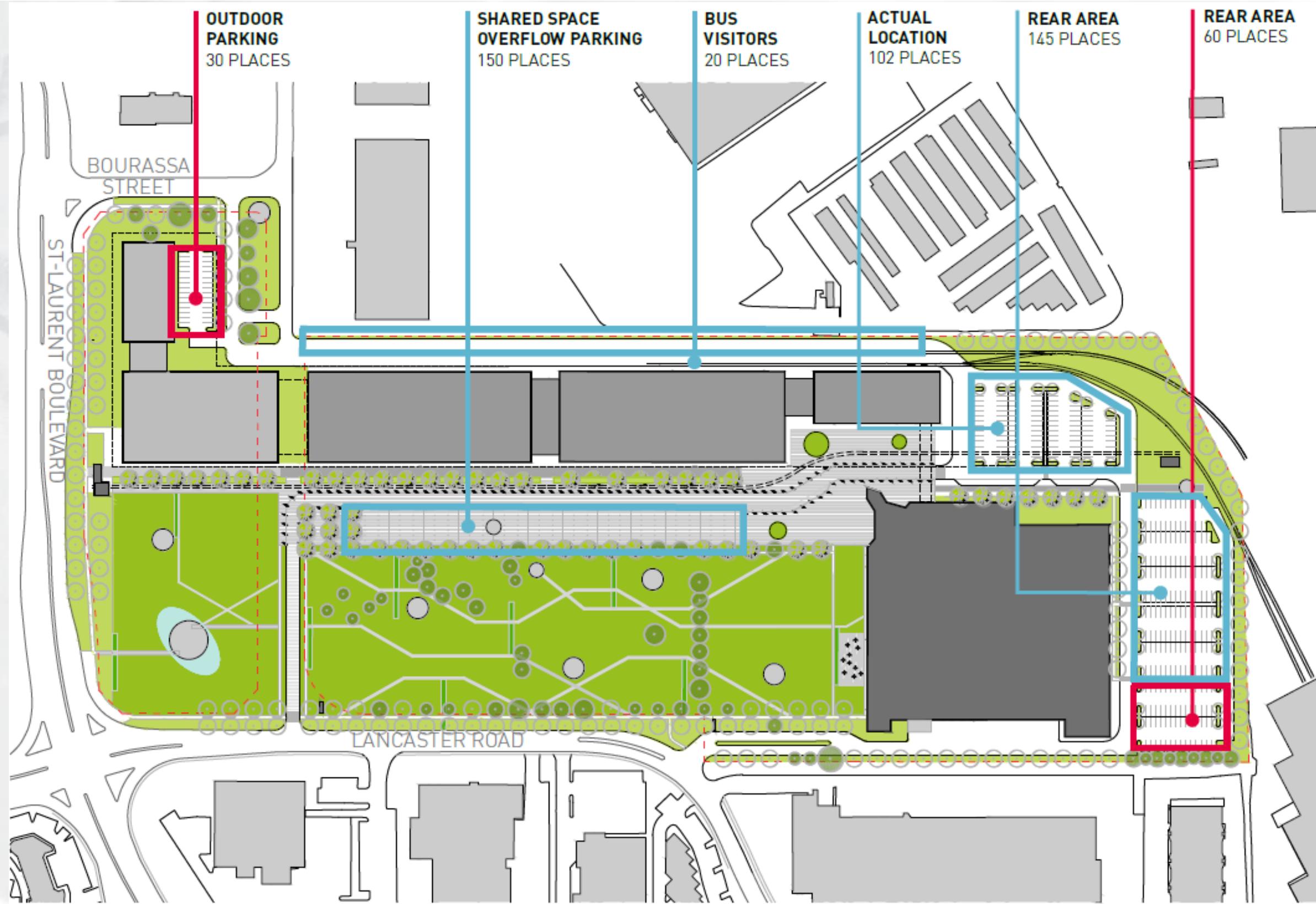
Non-vehicular Circulation



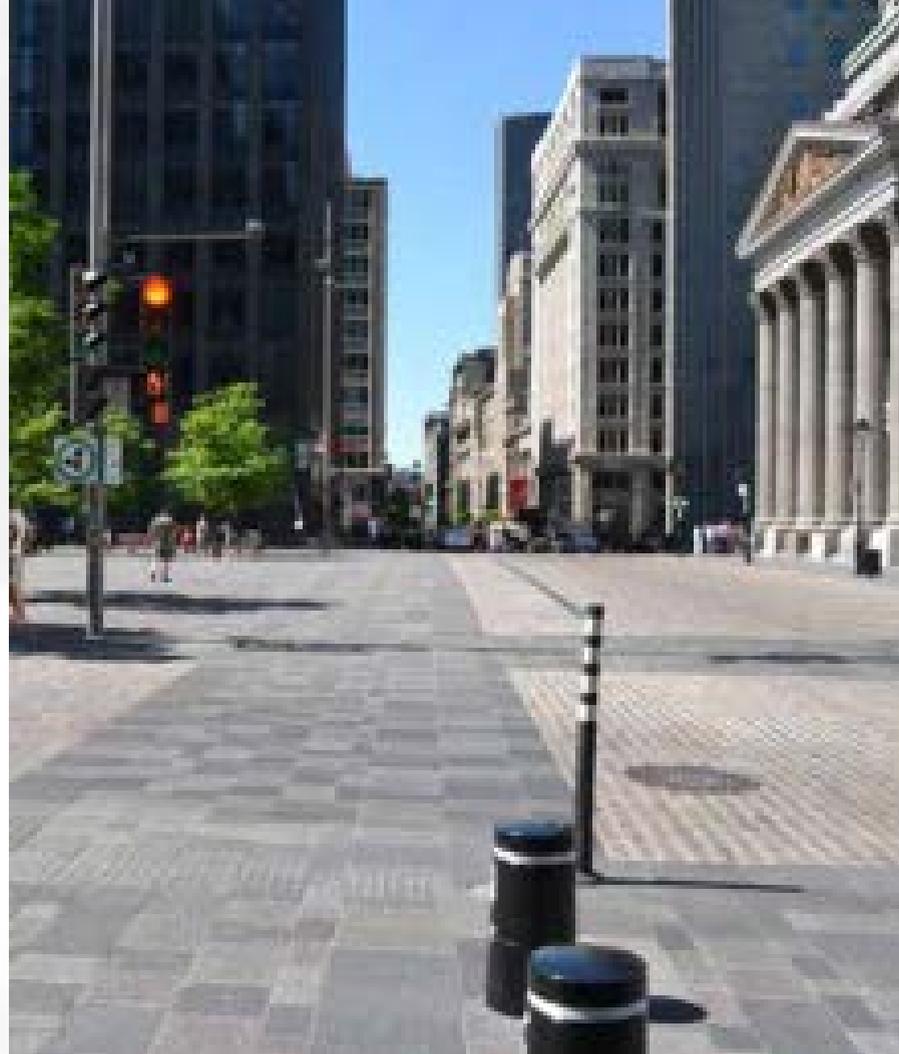
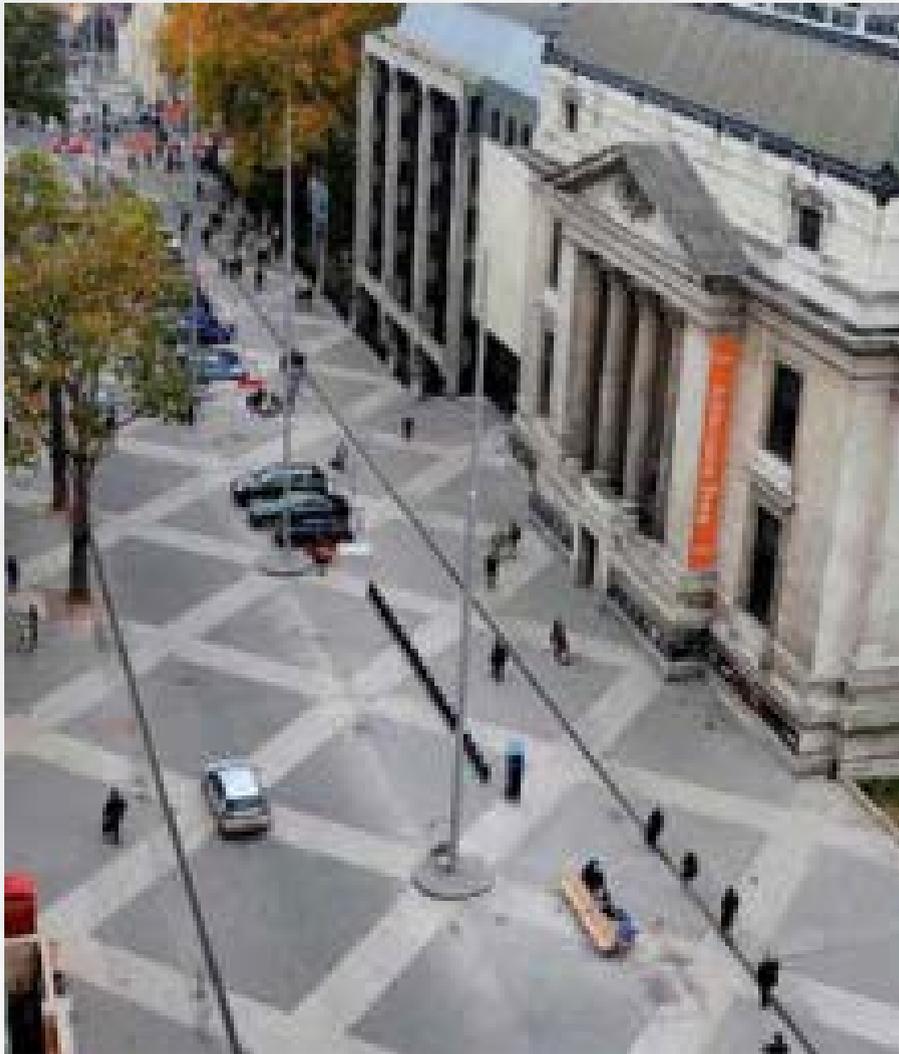
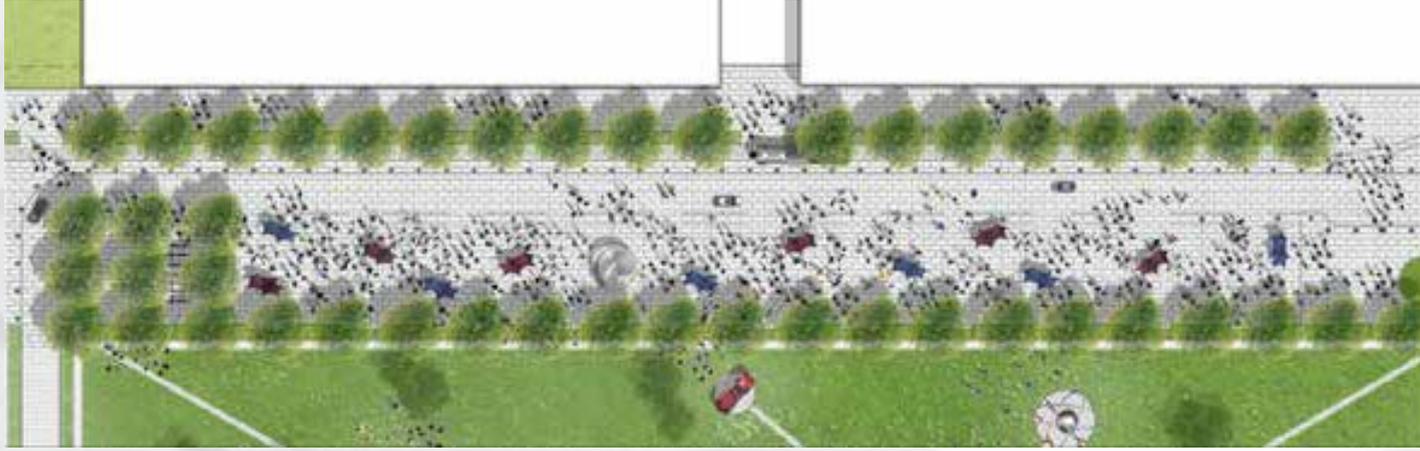
- MAIN PEDESTRIAN PATH
- SECONDARY PEDESTRIAN PATH
- BUS STOP
- RELOCATION OF BUS STOP
- BICYCLE PARKING AREAS
- EXISTING CYCLING LANE
- FUTURE CYCLING LANE



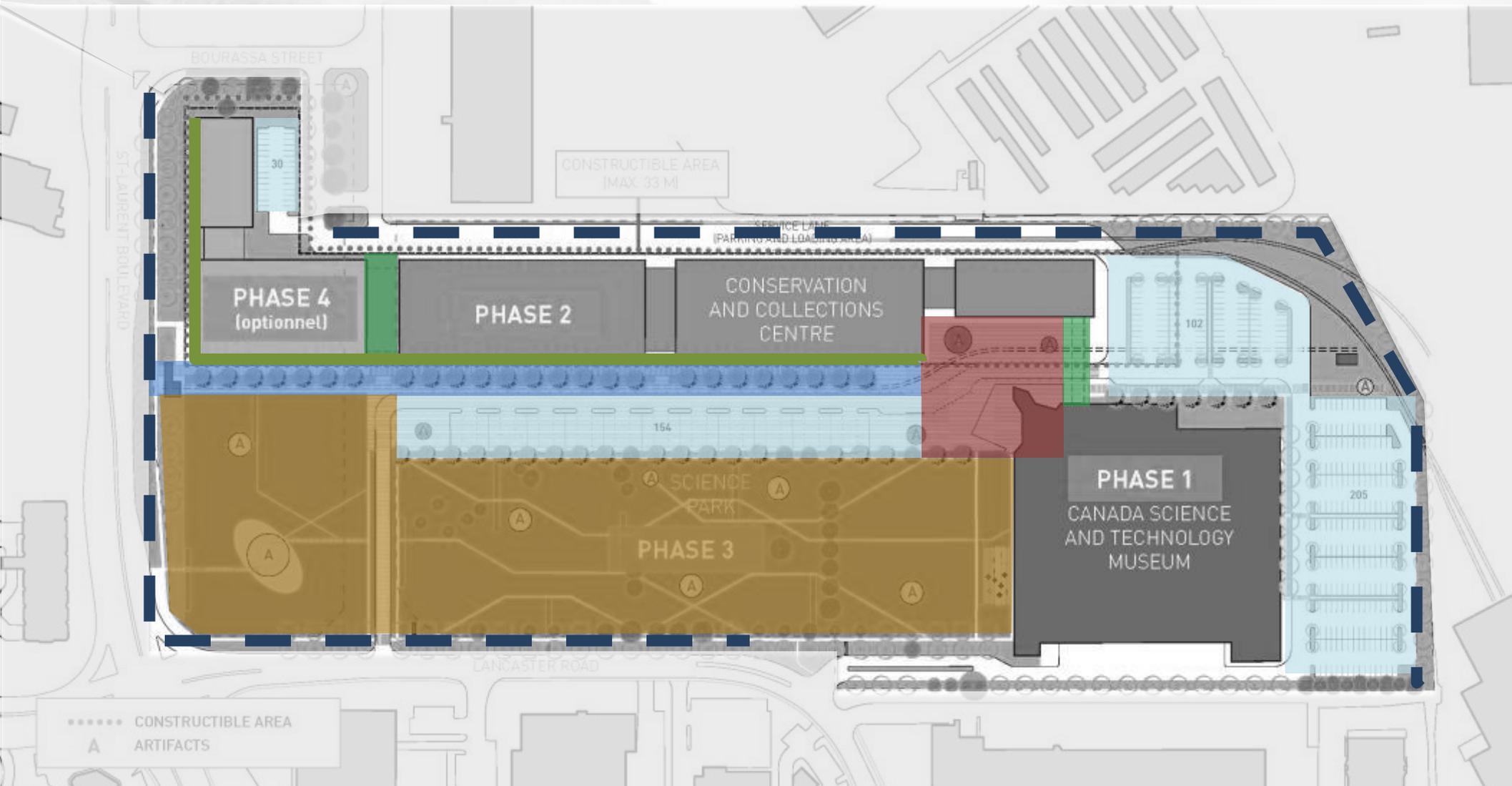
Parking



Shared Space



Design Principles – Urban Components

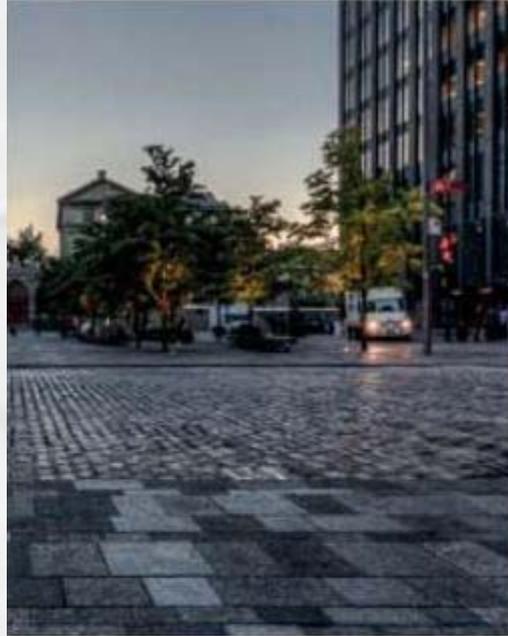


- Pedestrian Axis
- Visitors Drop-Off / Forecourt
- Site Boundaries
- Architectural Expression
- Building Connections
- Parking
- Museum Park

Design Principles – Pedestrian Axis



Design Principles – Visitors Drop-off



Design Principles – Site Boundaries



Design Principles – Architectural Expression



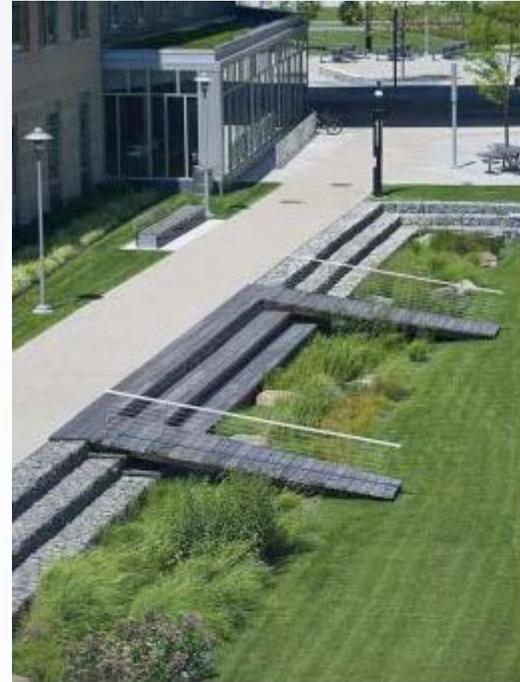
Design Principles – Buildings Connections



Design Principles – Museum Park



Design Principles – Sustainability



Recommendations

THAT the Federal Land Use and Design approval for the Site Master Plan of the Canada Science and Technology Museum be granted subject to the following condition:

Cohesive, innovative and sustainable approaches to:

- Stormwater management
- Winter considerations
- Signage/wayfinding
- Lighting
- Urban furniture and
- Site programming

be developed and implemented through the Museum Park Project and in future phases of site development to ensure effective and context-appropriate solutions in consultation with NCC staff and , at the satisfaction of the Executive Director, Capital Planning before submitting for final design approval.

Recommendations (cont' d)

THAT the preparation and signature of the Federal Land Use and Design Approval document for the Site Master Plan of the Canada Science and Technology Museum be delegated to the Executive Director, Capital Planning Branch.

Thank You

