

Civic Hospital Neighbourhood Association

*Comments and Recommendations regarding
D07-12-21-0159
The Ottawa Hospital Site Plan Control -Phase 2 Project:
Parking Garage and Green Roof*

The Civic Hospital Neighbourhood Association (CHNA) has invested countless hours in the past few years in working with The Ottawa Hospital (TOH) to ensure that the new Civic Campus is a success. Like most people in Ottawa and the region, our members have benefited from the exemplary healthcare provided by TOH and the University of Ottawa Heart Institute.

This submission is limited to and focussed on the issues and concerns related to the proposed parking garage and green roof site plan application.

Notwithstanding our initial desire to see onsite parking to be completely underground (with some exceptions), and the improvements made to the initial design in the meantime, we still have some significant concerns we request be addressed.

Karen Wright – President Civic Hospital Neighbourhood Association (CHNA)
Peter Eady – VP and Chair of the CHNA Civic Hospital Relocation Committee

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1. Green Roof and Surrounds

We recognize that there have been improvements to the overall design of the garage, the green roof, and surrounds. However, we have continued concerns/comments as follows:

- As per the presentation at the Urban Design Review Panel (UDRP) on Nov. 5th, the renderings presented represent a “20 year view” showing mature growth and screening. We would like to see a rendering of the

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timeline so people can see how it will look in the initial stages and beyond.

- Further, to realize that 20 year vision, there must be adequate soil, space, and irrigation for root growth of trees and shrubs; we have seen recent failures in this regard in the area where inadequate trenching and irrigation was provided and even the small decorative trees struggle to survive.
- Species selected must be indigenous and capable of surviving the local climate and originate from locally sourced populations; also the largest specimens practicable for successful transplanting. Most of the proposed species are local except the Vine Maple (*Acer circinatum*), which we believe should be replaced with a local variety.
- As per Mr. Stewart of the UDRP, we agree that the proponent should consult the Dominion Arborist for species selection, placement, and maintenance plans given their historical expertise.
- There will need to be adequate funding to support the initial planting and maintenance/replacement; as well, ongoing annual budgets to maintain and enhance all plantings and landscaping including the “green roof”, berms, thickets, wetlands, etc.)
- Regarding funding, we have serious concerns when the proponent’s consultant said they were “looking for partners” to financially support these goals; that is not enough. There needs to be a firm plan and commitment in place from the start to support the proposed vision presented to the community and to ensure the ongoing health of the project in perpetuity.
- Many UDRP panelists commented on the placement of the proposed Innovation Centre at the corner of Preston and Carling; apart from architectural and streetscape considerations, we agree that it would be better to further set back that building to allow a continuity of the greenery to further protect that corner and tie in with the “masking” of the garage.

2. Pedestrian and Cycling Paths

- Bike paths should be wider at a 5m minimum, physically and meaningfully separated from vehicular traffic, and designed to specifications consistent throughout and around the campus with access to all the various buildings.
- Bicycle parking should be provided at each building on campus including sheltered facilities for visitors to account for inclement weather.

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- Bike paths should have good connectivity to the existing neighbourhood and should be enhanced, including the surrounding streets such as Sherwood, Bayswater and Hickory (which connects to the bridge over the O-train).
- Crossings should be raised and stop-controlled similar to the existing crossing at Carling and the MUP on the eastern side of the O-Train (which is not raised at present).
- Access from the LRT should accommodate bikes for those taking the train along with their bikes.
- Adequate clearing of all pedestrian and bike paths through and around the campus during winter must be a high priority – especially considering many people arriving and departing will have mobility challenges.

3. Parking for Construction Workers

- Provision for adequate on site parking while the garage is being constructed from the first day of construction.
- That the construction management company (and on behalf of all contractors, sub-contractors, and material suppliers) develop a plan for same to submit to the City for review and approval and other stakeholders be able to review and comment.
- Under no circumstances should parking be permitted on adjacent side streets.
- That this plan, once finalized, and in all directions to the trades, avoids the use of public right-of-ways and local residential streets.
- This plan should be part of the site orientation that workers are given along with the usual site safety and other regulations.

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4. Trucking Plan for Construction and Servicing

- An enforceable trucking plan must be developed to ensure that the approved truck route of Preston Street be used and not residential streets such as Parkdale, Bayswater, Sherwood, Champagne, etc.
- This plan and the development of same must be an ongoing condition of site plan approval.
- This plan should be part of the site orientation that workers are given along with the usual site safety and other regulations.