

## **Civic Hospital Neighbourhood Association**

### **Minutes of Spring General Meeting**

**June 9, 2021 at 7pm - VIRTUAL**

#### Present:

Karen Wright - President, Peter Eady - Vice President, Julie Westall - Treasurer, Lee Anne Graston - Secretary, Shane Quinn - Safety, Luanne Calcutt - Transportation, Laurel McIvor – Environment, Susan Chell - Membership, Matt Lemay – History and Heritage, Linda Niksic - Planning and Development  
Christopher O’Gorman – Marketing

CHNA members

#### **1. Introduction and general remarks – Karen Wright**

Karen welcomes members and new members, especially lifetime members.

Karen informs members that tonight’s meeting is being recorded. She explains that this meeting’s format is like the Fall Annual General Meeting, and she explains the format, including how members can ask questions through the Q&A/Chat.

She notes that normally we would discuss the Association’s events, but unfortunately, there have been none this year, so it was decided that it would be a good idea to hold this meeting to discuss the latest on the new Civic Hospital, including what the CHNA has been doing. The timing is good because the City has published the Hospital’s plans, and CHNA has been busy, working through the many, voluminous documents. For example, the Transportation Study alone is over 1,000 pages long. We are going to share areas of concern that we have so far identified.

#### **2. Welcome to New Board Member – Christopher O’Gorman**

Karen says that she is happy to announce that Chris has joined the Board as new Communications director. Chris has a background in marketing, social media, journalism and communications, and he is currently Manager of Marketing and Design at Shepherd’s of Good Hope. Chris introduces himself.

#### **3. Introduction to the Project - what is it, what’s happened, where are we – Peter Eady**

Karen informs members that Peter, our VP and Chair of Civic Hospital Relocation Committee, and a representative on the Campus Engagement Committee, will provide us with an update. He will highlight some areas of concern, and touch upon plans for the Old Civic, a topic of interest to some of you. He will be followed by Luanne Calcutt, the chair of the Transportation Committee. Karen notes that the CHNA has been working with other groups, like Bike Ottawa, Heritage Ottawa, Friends of the

Farm, Greenspace Alliance, to name a few. Our special contribution is our knowledge of current transportation issues, which is helpful as our neighbourhood will bear the brunt of these. Karen says she will inform members where they can find the documents, how they can participate, etc. and then open up the floor to questions.

Peter explains that the Civic Hospital Relocation Committee (CHRC) was struck 5 years ago, at time of site selection. Also on this committee is Luanne as Chair of the Transportation Committee and Linda, Chair of Planning and Development Committee. Kathy Kennedy, who is present at the meeting, continues to participate, although no longer on Board. The site selection dates to 2016 after fairly exhaustive NCC consultations. We know that despite what NCC recommended, the present site selected and although many of us are disappointed with this decision, we are now dealing with what is going to happen and focus on mitigation.

We participate on the Campus Engagement Committee (CEG), a creation of the Hospital's Board of Governors, meant to offer a deliberative process, with 22 stakeholders, starting in 2018. We did some good work, sorted through some governance issues, but then the pandemic hit and we heard nothing for almost a year, the last physical meeting was February 2020. We didn't hear from the Hospital or their consultants until October 2020 when we learned that a great deal of planning had been done during this time and members of CEG were not informed. We had to request a copy of the Transportation Study through Access to Information. CEG didn't see any documents until disclosed by City a few weeks ago. Just a few days ago, the CEG was dissolved. Former CEG members now feel that now the plans are in the hands of the City and outside of purview of Hospital, therefore it would be better to advocate directly to the City. We remain committed to being an ad hoc group, but not in a formal role under the Hospital's umbrella.

Peter mentions that there is a June 18 deadline for public comments on the Stage 2 plan. It is not a hard deadline as there will be another opportunity to comment when it goes before the City's planning committee and then the NCC, before its Board is asked to approve, so feel free to send comments after this date.

Peter reminds members that this is a 30-year project, starting with the rail trench widening project at Carling in 2021. In 2022, construction of the parking garage will start, to give a place for construction workers to park. Construction of the Hospital to start in 2024. Central utilities plant in 2026, with the opening of the new Hospital in 2028. The Dows Lake LRT station is set to open around the same time. In 2029, the Ottawa Hospital Research Institute towers will open, with other towers to follow. In 2037, the Hospital expansion will take place, and around 2047, the Heart Institute will be relocated to this campus. The existing campus expected to become a post-acute care facility. Some members have indicated concerns about this health care services corridor from the new Hospital to the Royal Ottawa.

#### **4. Areas of Concern - Part 1 - Greenspace, Built Heritage – Peter Eady**

What some people don't know is that there are several residential towers that are planned around Carling and Preston. This raises many questions regarding greenspace, wildlife, and the heritage status of the Farm. Many people rely on the Farm, especially during COVID. Peter explains that he has

reached out to Heritage Ottawa, Greenspace Alliance, Friends of the Farm and they share these concerns. Maple Lane will be accessed by ambulances and shuttle buses taking people between the hospitals and off-site parking, which will degrade this area of the Farm. Christina Cameron, who is a world-renowned built heritage expert and in attendance tonight, is working with us on these issues.

Peter wants to highlight that 680 trees are proposed to be removed – 312 of which are considered distinctive by the size of their trunk. This is a significant logging exercise. Peter asks that we all keep an eye on this.

Peter says that Board is advocating to City, MPs, MPPs, etc. He encourages people to reach out, phone and email these people, and post on the Hospital's consultations portal on their website. Asks members that if anyone has any expertise in planning, etc., reach out to assist us. Our increased membership and the fact that we are an incorporated association helps as it gives us clout. Karen will be posting all these links on the CHNA website. Peter confirms that some of the CEG concerns were incorporated, although they hoped to have played a larger role.

## **5. Areas of Concern - Part 2 – Transportation – Luanne Calcutt**

Luanne first wishes to acknowledge the hard work of the Transportation Committee members, who are working on identifying issues of concern that will form part of our comments, due in two short weeks. The Transportation Study is short on solutions and remedies with respect to traffic issues and we need to find these. Some of the issues include, as an example, 3,200 parking spaces that seems excessive, along with the above ground garage parking and 700 other surface parking spots on the campus, as well as the use of Maple Lane by shuttle buses.

Areas of concern include neighbourhood traffic management (found at Section 5 of the application), where it is assumed that people will take the most direct route using collector (Sherwood) and arterial (Parkdale) roads. Highway signage remains a concern, and the CHNA has been working hard to get the H sign relocated back to its original location at the Carling exit on the 417, being the fastest route to the current hospital.

Luanne points out that Appendix L of the application states that there will be aggressive traffic growth on Sherwood, 400 vehicles per hour. This is hard to assess as there is no baseline data or traffic impacts on neighbourhoods, as we have never had a traffic management study, despite the fact we have repeatedly requested this. The application simply says that if there are issues, the City will apply its own protocols to resolve. We will be recommending that the City specifically assign a traffic planner.

Luanne explains that another area of concern is public transit, how it will be used by employees and visitors, as this can alleviate traffic on our neighbourhood streets. We should advocate for the timelines for Dow's Lake Station and bus routes to be accelerated. The application indicates that the modal share (cars to transit) will be 60-40, but over time, will switch to 40-60. This remains to be seen. There is not much information on buses.

Luanne confirms that the proposed parking spaces seems excessive and not green.

As for accessing the new Hospital, the exit off the 417 is still Parkdale. But there is no traffic volume data in this report. Jeff Lieper doesn't favour strategies to take the burden off of Parkdale. This will be part of our comments: change the location of the H sign, use the Rochester exit from the west, or Bronson from the east. We intend to engage with the MTO on this issue.

In terms of cycling, we are meeting with Bike Ottawa tomorrow to piggyback on their views regarding cycling. A key point is that currently there are no or few segregated bike lanes for access, although the application points to bike lanes on Rochester. Our proposal would be to provide for segregated bike lanes on Sherwood.

Luanne answers a question from a member (Ted) who asks whether any traffic mitigation measures, including restrictions, are planned. Luanne confirms that while the site plan application doesn't provide for traffic mitigation measures, members should raise these in their comments and to CHNA.

Luanne mentions the 12 proposed developments on Carling-Preston and that the Association's comments will ask for traffic impact of these developments to be included.

Finally, the Association will raise concerns with access to the Hospital. The primary access is Champagne and Carling, with the secondary/ambulance access to Maple Lane (south from Prince of Wales and north from Carling). It appears that based on comments from the planners, moving the primary access to Champagne from Sherwood is sufficient to address any traffic concerns. We will include comments on the heritage significance of the Dominion Conservatory and other buildings on the Farm.

Time is spent going through some of the comments and questions relating, among others, to parking, trees, ambulance access, media attention.

## **6. Process and Timelines for Comments and Approvals – Karen Wright**

Karen confirms we will send out a cheat sheet with timelines, and a link to the Association's comments. The City will share comments with the Hospital, who will reply. There are also public open houses, which would allow for further comments by the public. There is a planning committee meeting scheduled for August 26, but Karen suggests that this is premature considering NCC's approved process won't be before October. Karen invites members to send in their comments and share these with the Association.

## **7. Q&A**

Noel Lomer thanks Peter and Luanne for their work. Barry Padolsky, leading architect in Ottawa, supports Peter's idea to have a planner to comment on the study, considering that the plan has many problems (access by east, rural south, western Quebec), the Carling /Preston secondary plan is almost deliberately avoided, there are 20 buildings going up that aren't included in traffic study, etc., plans for bus and ambulance lanes on Carling, etc. He believes we should be raising these issues with the

Ontario government, who also has to approve these plans. Luanne responds to some of these comments.

Karen says in reply to some comments on trees, she will circulate a link to the tree inventory. Also found in the ecological study posted by the City. Peter suggests that he and Laurel can review what is proposed. Deborah mentions a 2017 tree canopy study, for which she will send the link.

Edward questions Peter who has said that the horse has left the barn in terms of site selection, but is this true during the pandemic where Tunney's Pasture has been cleared of public servants working from home? Peter says that the short answer is that the decision was overturned by politicians, and we don't have the political pull to get the decision reversed, although we tried.

Susan Bailey says that she will be knocking on the doors of her neighbours at Botanica, who will be very interested in the trees. She invites the Association to come and speak about this to residents.

Peter answers Hilda's questions regarding access to the Hospital by persons with disabilities by train or bus. Peter informs the members that there are groups advocating on these issues.

Tanis wishes to echo Noel's comments that access by rural residents hasn't been taken into consideration.

George Laing raises the noise study, and the fact that helicopter pad will be located on the roof of the tallest building, which would be noisier than if it was located on ground level as it is currently. He is also concerned by the number of cars on Sherwood (average of 250 cars each way per hour), of a total of 9,500. There are 3,000 cars per day on Bayswater and this is already a lot of cars. This would turn Sherwood into Parkdale, so anything we can do to steer cars away from Sherwood and Parkdale would be good. Luanne replies to these comments.

Lucy asks where to find the traffic data or information on Champagne. Luanne confirms that this is at Section 5, at pages 76.

## **8. Adjournment**

Peter moves to adjourn the meeting, Susan Chell seconds. Motion carried. Meeting adjourned.