

CHECKPOINT



Designing for the future: Stress-free parking

For patients who need to drive to hospital, parking can be a stressful and frustrating experience. A new parking structure at The Ottawa Hospital's new Civic development presents an opportunity to improve that experience using innovative design solutions and exploring new technology.

"The new hospital will serve a large region. Many of our patients live several hours away and need to drive to Ottawa for specialist care," said Joanne Read, Executive Vice President, and Chief Planning and Development Officer for The Ottawa Hospital.

"Finding a parking spot at the end of the drive to hospital shouldn't add to anyone's stress levels."

The garage will accommodate 2,500 spaces for people who must park as close as possible to the entrance. This includes 72 accessible spaces and 144 spaces for people with limited mobility.

"The design team is reviewing scenarios whereby autonomous vehicles may cause a shift in access, drop off and parking requirements," said Jason-Emerly Groen, Vice President and Design Director at HDR Inc.

"The team is also exploring both open and enclosed bicycle parking and storage options as part of the parkade including a bike shop for ongoing repairs and tuning, available to the whole community."

The parking facility would be built first, beginning in the spring of 2022, to accommodate parking for the approximately 2,000 construction and trades workers who will then build the new hospital.

"We've heard from the local trades community that providing parking for the workers who will build the hospital is

important," added Joanne. "We want to be sure we eliminate the need for parking on local streets."

The route from the parking garage to the hospital will allow for direct access, aligned with the same floor as the main entrance, and could be equipped with mobility aids such as moving sidewalks.

One floor of the structure will be underground on the bedrock. The roof will be buried under 6 to 8 feet of soil to accommodate an accessible six-acre public park on the roof for outdoor recreation, walkways, and social activities.



View towards the new campus over Dow's Lake.

The transit-oriented hospital: Creating the best connections to the new campus

Every day, thousands of people will come to The Ottawa Hospital's new campus by light rail and bus. Whether they use transit for their daily commute to work, study or volunteer, or as a convenient way to visit a loved one in hospital, an easy and safe connection from transit to the hospital will be essential.

To plan the connection to Dow's Lake Station and ensure that it works well for both the hospital's site plan and Ottawa's long-term LRT plans, the project team is working closely and collaboratively with the City of Ottawa Planning Department.

"This will be a truly transit-oriented hospital," said Joanne Read, The Ottawa Hospital's Executive Vice President and Chief Planning and Development Officer. "To achieve that, we need to make sure that the site is well connected to LRT and bus lines. We're working closely with the City to find the best

solutions."

As part of TOH's planning application to the city, the master site plan includes a Dow's Lake Station along the Trillium Line alignment on the south side of Carling Avenue. The site plan also includes a pedestrian connection to parking and LRT station that would take people from the station and the parking garage to the main hospital building.

The hospital and the City are exploring several possibilities for the connection including a weather-protected walkway over Carling Avenue from the north side to the south is one option being considered and the possibility of a second rail trench on the south side of Carling Avenue to accommodate hospital staff, patients, and visitors. However, no decisions have yet been made.

More information will be shared as planning moves forward.



A rendering of a possible LRT connection on the south side of Carling Ave.

Tree conservation: A commitment to the canopy at the New Civic Campus

As plans for the new Civic development evolve, The Ottawa Hospital remains firmly committed to preserving as many trees as possible on the site and has been exploring opportunities to increase the site's overall tree canopy over time.

The hospital will plant five new trees for every tree that needs to be removed, in partnership with the Central Experimental Farm, Agriculture and Agri-Foods Canada, and the City of Ottawa.

An updated Environmental Impact Study and tree count review for the new Civic development completed at the end of July indicates that 523 trees will need to be removed from the site, 157 fewer trees than initially estimated. The trees slated for

removal have been selected to allow the construction of buildings and infrastructure on the site, as well as the expansion of the LRT line that crosses the site.

The assessment identifies trees measuring greater than 10 cm "diameter at breast height" or DBH, slated for removal. DBH is defined as 1.35m up from the highest point of ground at the tree's base, and is a standard measurement used to estimate the volume, biomass, and carbon storage of trees.

The tree removal totals were refined based on the updated Master Site Plan, which included confirmation of the tree count along the gradient change on the site, and the preservation of additional trees along the boundaries of site.



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Safety and accessibility: key principles for the New Civic

Getting to the hospital should be easy and safe. Accessibility is one of the core design principles for The Ottawa Hospital's new campus to ensure that the site is barrier-free for everyone.

"We envision a fully-protected indoor walkway with moving sidewalks, access for those at different grades by elevators and escalators that will increase mobility for pedestrians accessing from the exterior, but also for people parking in the garage,"

said Marnie Peters, the project's accessibility advisor. "Universal accessibility is a key principle for the new build. We plan to open the most inclusive and user-friendly hospital anywhere in the world."

The new campus will not only meet the Health Care Accessibility Standard for the province of Ontario – and the team is working to exceed current accessibility codes and standards.

"In planning the new hospital, we will also take into consideration the new AODA Health Care Standard – 2021 initial recommendations report, which is now under review as part of the process of becoming the newest Accessibility Standards for Hospitals in Ontario," Marnie added. "We want to design for the future, not just what is acceptable today."

The connection to Dow's Lake LRT Station will allow people to arrive on the campus and link them to the proposed enclosed elevated pedestrian walkway that will be at grade with the hospital entrance, eliminating the need to cross Carling Avenue or Preston Street – or even go outside.

The hospital is also working with OC Transpo to adjust or increase the bus stop locations to optimize accessibility to the new Civic development from Carling Avenue.



Marnie Peters is the project's accessibility advisor.

Para-Transpo will drop people off at the front door of the hospital for ready access to both in-patient and outpatient areas. The new facility will feature glass façade waiting areas for easy viewing and pick up.

Valet service, taxis and taxi alternatives will accommodate people being dropped off at the main entrance of the hospital as well as at the separate emergency entrance.

To increase site safety and efficiency, ambulances and emergency vehicles will

use a designated, restricted-access route on Maple Drive.

"When the time comes, we will be working with the City on the safest integration and redesign of the Carling Avenue and Preston Street to ensure that the cycling and pedestrian routes leading to and from the new campus are as safe as possible for users of all ages and abilities," Marnie said. "Feedback from the public has been invaluable on these issues of safety for the future."



CheckPoint is a newsletter of the New Civic Project Development Team

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