

Preston-Carling Public Realm & Mobility Study

Response to Preliminary Directions from the Civic Hospital Neighbourhood Association (CHNA)

“Intensification of housing needs to be matched by intensification of amenities. It must be sensitive to heritage and design values, and needs to proceed in a way that takes communities with it.”

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This response reflects input from residents of the Civic Hospital Neighbourhood Association (CHNA). The Civic Hospital Neighbourhood, which is bound by Island Park to the west, the Queensway to the north, the O-train corridor to the east, and Carling Avenue to the South, is directly impacted by the Preston-Carling CDP. Therefore, the Neighbourhood took this response very seriously and dedicated many hours in planning, discussing and preparing this document.

CHNA trusts that this consultation process is meaningful and that CHNA input will be carefully considered in developing the final public realm and mobility strategy. CHNA residents have, to date, seen no public gain for them or their neighbourhood from intensification. It appears to them that only in the public realm will any gains be realized.

Input to this response was received through a variety of mechanisms: e-mail correspondence, submissions to the CHNA website and discussion at a residents-only consultation meeting held on Sept. 4th. Residents support many of the initial thoughts in the presentation. However, there are some areas where residents and planners have opposing perspectives, and this report will explain residents' points of view.

This response is organized in line with the typologies of the Framework. However, residents have identified other areas where they have comments and these are captured in additional headings, as follows:

1. Streets
2. Parks & Open Space
3. Special Sites
4. Mobility
5. Other, including canopy and setbacks

Section 1: Streets

A key message from Civic Hospital residents is that their neighbourhood is a family neighbourhood, not a thoroughfare for outside traffic. They would like to see serious enforcement of speed limits. They also see a dangerous growing trend of speeding cars running stop signs (in particular on Bayswater at Sherwood and Bayswater at Young). They want to put a stop to truck traffic on their residential streets.

a) Avenue:

Most residents are in favour of the vision of Carling Avenue as a multi-lane (6) road while adding a more protected cycling lane and greening the median. They currently experience the dangerous and unpleasant sensation of cycling and walking beside cars that are traveling well above the posted speed limit. In fact, a pedestrian was killed near the corner of Sherwood and Carling a few years ago. Residents recommend that there be a physical separation between the traffic lanes and cyclists and pedestrians. Therefore, they would re-assign the segregated lanes as follows:

Sidewalk / bike lane / barrier / travel lane / travel lane / travel lane / treed median / etc.

Additional comments on Carling Avenue:

- Some residents felt that a traffic study be undertaken to determine if it is viable to consider parking along Carling Avenue during non-peak hours and weekends. This could serve to slow the speeding cars.
- While the study seems to limit the changes to Carling Avenue to the study area, some residents suggested that the changes should be extended up to Bronson Avenue to offer better protection to the many high school students from the Civic Hospital area walking or cycling to Glebe Collegiate Institute.
- One resident suggested that the City borrow an initiative from other cities that institute a “hospital zone” - an area around the Civic Campus of the Ottawa Hospital that is “quiet” with reduced traffic speeds, etc. This could include an area in some radius around the hospital that starts at Carling Avenue within the study area.
- Residents were in agreement that greening the median on Carling Avenue is important and that it is equally important “that plantings and greenery be added to residential streets”. As one resident noted: “Large trees on the Carling median would really improve the aesthetics of what is now one of Ottawa’s ugliest streets”.

b) Main Street:

While Preston Street is not part of the Civic Hospital Neighbourhood, it is a destination street for many CHNA residents.

Some residents expressed a desire for more greening of Preston Street, noting that the current greening initiatives are inadequate.

Residents also expressed concerns that additional bus and vehicular traffic on the street has made the street less bicycle friendly. However, they also note that the multi-use pathway (bike route) along the O-train corridor provides a safe cycling route parallel to part of Preston Street.

Residents also noted that measures to direct westbound 417 traffic from Carling and Prince of Wales to Rochester Street by opening the Carling median at Rochester, would ease traffic on Preston Street and also re-direct it away from the Civic Hospital neighbourhood. As one resident noted: “The traffic from Prince of Wales should be funneled to Preston Street, and then when Preston meets Carling, there should be two lanes turning right, directing cars to travel to Rochester Avenue. Rochester is a large four-lane street, with government buildings, no (or few) residential homes, and where

traffic can move at a more reasonable pace. This move would also take a lot of the pressure off Preston Street, which at the moment, is also turning into a swamp.”

c) Neighbourhood Connectors:

i) The Prince of Wales to Carling “contemplated connector”:

CHNA residents strenuously object to this connector. At the residents-only consultation on September 4th, the 30 participants at the meeting were unanimous in their rejection of the contemplated “neighbourhood connector” from Prince of Wales to Carling through Queen Juliana Park – a federally owned property. The CHNA and its residents strongly and absolutely reject the notion of this area ever becoming a roadway of any kind.

Residents are adamant that this contemplated connector does not, in fact, connect any neighbourhoods and that such a street would have strong and negative traffic impacts on the Civic Hospital neighbourhood, encouraging even more commuter traffic to pass through CHNA neighbourhood streets. Residents who live on Sherwood Drive, Bayswater Avenue & Breezehill Avenue in the study area (as well as Fairmount Avenue, outside the study area) noted that their streets are already under stress from commuter traffic (north/south traffic via Bayswater & Breezehill [& Fairmount] and from/to the Queensway on/off ramps via Sherwood to Parkdale).

Residents also noted that there are OC Transpo stops on the north and south sides of Carling Avenue near the contemplated connector. They believe the present traffic routes via Preston Street and Carling Avenue should remain the principal method for vehicular traffic coming to/from the south on Prince of Wales Drive. (They also have ideas for streaming traffic to Rochester Street, which are explored in other areas of this report).

Further, residents stated that this contemplated neighbourhood connector completely contradicts the City of Ottawa's stated desire of increasing cycling and public transit use as modal choices. In fact, a Delcan representative at the August 14 Resident Focus Group meeting stated that "the existing roadways in the city core are what they are - there is no room or need to expand them".

Residents strongly recommended that Queen Juliana Park remain a park - with open green space, crossed by a multi-use pathway (MUP) where many festivals, charitable and cultural events are held. The park facilitates recreational activities by various sports leagues, and there is regular pedestrian and bicycle traffic through the paths to the Arboretum and Dow's Lake areas. As one resident noted: “If 2,000 new residents are moving in, existing parkland/green space must be maintained, not lost! Therefore, no vehicular transit through what is currently called Queen Juliana Park.”

CHNA has been in contact with federal elected officials to inform them of the contemplated neighbourhood connector and to elicit their cooperation in protecting this green space for use by pedestrians, cyclists and for special events. Residents see no reason why the park should not be included in the protected lands adjacent to federal

lands owned by Parks Canada, the National Capital Commission and Agriculture Canada, which form part of the UNESCO World Heritage Site (the Rideau Canal at Dow's Lake). *(An example of this correspondence is included as an attachment to this report as Attachment A).*

Additional comments:

- Some residents put forward an option for a connector that they feel could alleviate at least a part of the issue for which the Queen Juliana “contemplated connector” was proposed – to create an extension of Prince of Wales/The Driveway at either Booth or Rochester Streets. This would provide easy access for a great number of commuters (Agriculture Canada, Canadian Food Inspection Agency, JDS Uniphase and RCMP) who work at the Baseline Road office complex, or the office complexes on Prince of Wales and Colonnade Roads who commute to and from Quebec. This could even provide for the possible elimination of the current link from Prince of Wales to Preston which would alleviate congestion on Preston, address concerns of the Preston Street Business Association and allow for the extension of Queen Juliana Park (*see section on Parks & Open Spaces for additional input on this Park*). It is also possible to connect this route to the westbound Rochester ramp onto the Queensway and thus also reduce the traffic congestion issues on Parkdale Avenue rather than to exacerbate the problem which is what an extension on Sherwood would serve to do.

ii) Sherwood Drive:

Residents find it “inconceivable” that Sherwood Drive, one of Ottawa’s most beautiful boulevards, is characterized as a neighbourhood connector and being compared to a small section of Rochester Street south of the Queensway. In fact, they argue that Sherwood Drive bears a good resemblance to the picture on slide 14 (Toronto Annex) and slide 56 (Arbutus Walk, Vancouver).

Sherwood Drive consists primarily of single-family detached residences. There are no commercial buildings on Sherwood except the small building at the corner of Breezehill and Sherwood that houses the Sherwood Market & Deli. In effect, that is one purely commercial property to over 70 residential properties! Sherwood Drive does not meet any of the criteria described in the Study presentation. The number and proportion of commercial properties on both Fairmont and Beech streets already exceeds that of Sherwood Drive and yet Beech is classified as Green Connector and Fairmont appears to be classified as residential.

In comparison, Rochester Street is a road directly connected to the 417. Rochester south of the Queensway (both south & north of Beech) is essentially institutional, with no (or few) single-family residences, no parks nor any open spaces.

A drive or walk down Sherwood Drive underscores that it is primarily a residential street. It is lined with single-family dwellings (all R1QQ zoning) inhabited by families of all age

groups. It is in close proximity to two parks. Parents and children, dog walkers and joggers cross/use Sherwood Drive to access these parks all year round (for skating, hockey, tennis, play structures, sledding). Residents believe that Sherwood should be characterized as a local residential street, comparable to Bayswater & Fairmont. At the most, it could be considered a green connector.

Residents pointed out that the document does not seem to fully depict the corridor of green space that runs along Sherwood from Carling to Parkdale that is lined with mature trees on the north side of Sherwood. Some residents would like to accentuate the park-like, residential feel of Sherwood Drive, and suggest that park benches be installed at regular intervals on the street. They also feel that Sherwood Drive needs a greening component at its direct entry off Carling (*see recommendations under Small Parks*).

Additional Comments on Sherwood Drive:

- Some residents noted that traffic-calming measures for the corner of Bayswater and Sherwood (adjacent to the study area) were approved in 1996 (PATS Study 1996) but have yet to be implemented. These traffic-calming measures (removing a right turning channel from Bayswater to Sherwood while leaving a space/gap for bicycles adjacent to the curb) would be of benefit to traffic calming on both Sherwood and Bayswater. After waiting 17 years, residents would like these measures implemented.
- Residents continue to push for a 40K speed limit on Sherwood Avenue starting at Carling within the study area. They point to 40k speed limit on Meadowlands Drive, Island Park Drive, and King Edward Street as indicators that a 40k speed limit would not be an impediment to the effective movement of traffic on Sherwood yet would be more complementary with the feel of this residential street.
- One resident provided an historical perspective on the Sherwood: “I have lived on Sherwood for almost thirty years, having moved here when my kids were teenagers and could play football on the street. I have watched the changes taking place and now see myself as the old fogie on the block and one who must cry out on behalf of the young families who have since moved into the area and whose children play on the street, ride their bicycles on the street and head off to school on the street. The joggers running along the indicated bicycle route on both sides of the roadway also contribute to the fact this is and should continue to be a residentially appointed road system. Sherwood is a residential drive and as such should never have the possibility of traffic coming out of Prince of Wales into our neighbourhood - this traffic includes large trucks. The City of Ottawa has to improve their traffic planning and ensure the urban neighbourhoods remain as such and not be polluted by suburban and highway vehicles entering at excessive speeds into our residential area... Sherwood Drive goes as far as Parkdale Avenue which has become a swamp of cars trying to enter the Queensway, or trying to head to the River Parkway either heading east or west. Parkdale is unable to cope

with this influx of cars and Sherwood becomes backed up with those cars trying to barge onto Parkdale Avenue. This traffic is ongoing, seven days a week. Not only is the traffic backing up on Sherwood, but also on the Queensway both east and west ramps. This could be the cause of some dreadful accidents in the near future.”

d) Green Connectors:

Residents noted that Sherwood Drive currently meets the criteria of a Green Connector (as defined on the slides), not a Neighbourhood Connector. Rochester Street does not currently meet the criteria of Green Connector, but more closely resembles a Neighbourhood connector.

Residents noted that the Sherwood corridor is similar to the photo of the Toronto Annex area on slide 14 as an example of a residential or green commuter street.

Residents wonder how it is possible that the green / neighbourhood connector criteria were misapplied.

Additional Comments:

Residents were in favour of better landscaping, more trees, better lighting of green connectors and noted that increasing the size of the sidewalk on Beech is great.

e) Residential/Local Streets:

Residents are in agreement with the objective of looking for opportunities to green residential streets, calm traffic and add lighting. This meshes with the CHNA’s objective to reduce speed on neighbourhood residential streets (including Sherwood Drive) in an effort to make our residential streets safer and more comfortable for pedestrians and cyclists. They feel that additional traffic calming measures may be needed should traffic continue to increase on some of the more heavily used residential streets.

f) Lane/Mews:

While the mews are not located in the Civic Hospital neighbourhood, CHNA residents are in complete agreement with Dalhousie residents that the proposed mews are non-starters for a number of reasons, including the fact that the neighbourhood streets are too narrow to support them. In addition, their proximity to the MUP is inconsistent with the objectives of this green initiative.

g) Bridges (road/pedestrian):

Residents agree with the proposed pedestrian / cycling bridge over the O-train corridor linking Hickory to Adeline as an excellent and safe connector from the Civic Hospital neighbourhood to the multi-use pathway along the O-rain corridor. This would also

encourage more Civic Hospital pedestrian traffic to Preston.

Residents were very pleased when Planning Committee listened to their concerns and acted to set aside the proposed car bridge. Residents do not want more car bridges over the O-train. As one resident succinctly noted: “The addition of vehicles crossing the MUP removes one of the main benefits of a dedicated MUP: safety.” Not only would car bridges make the MUP more dangerous, they would direct even more traffic through CHNA’s small residential streets (Hickory, Young & Railway).

Additional comments:

- There was some concern that no maps or drawings illustrate a bridge across Carling at the O-Train for pedestrians crossing to take the bus or for the continuation of the MUP to Dow's Lake. Is this an oversight?
- One resident’s number one priority was “NO vehicular traffic on the east side of the O-Train along the current walking path corridor. Suggestion: Any extra turning lanes for the high rises should be on THEIR land, not on public city land.”
- One resident suggested that the Hickory bridge be built “small scale” so it could never be converted into an automobile bridge.

Section 2: Parks & Open Space

a) Ev Tremblay Park:

Residents support the proposed extension of Ev Tremblay Park to encompass the lot across from it on Champagne Avenue (which now contains the Beechgrove Apartments). Residents also suggest unifying the current and proposed park by greening part of Champagne Avenue instead of making it into a pedestrian-first area to allow passage between the two halves of the park. (*See Attachment B for an illustration*).

Residents see no justification for dividing the park post expansion, as it will create a space that is dangerous, therefore counter-intuitive to the *raison d’être* for parks – i.e.: safe and relaxing green meditative and play spaces for children and adults.

Residents suggest grassing Champagne from the corner of Champagne and Beech to the edge of 101 Champagne, and engineering a turning circle for vehicles near 101 Champagne. This would effectively enlarge the park and prevent vehicles from exiting by way of Beech. As well, it would give the City an immediate opportunity to add much needed space to Ev Tremblay Park to offset the fact that this small park is slated to lose 6 feet along the LRT corridor. This greening would address many of the traffic concerns of residents living near the developments, but only if this measure is taken in conjunction with a barrier at Champagne and Hickory to ensure that vehicles leave the neighbourhood by way of Carling (see also Mobility for more on traffic).

Additional comments on Ev Tremblay Park:

- Residents have questions about the City's commitment with respect to the proposed extension of Ev Tremblay Park. Has the city approached the owner of the Beechgrove Apartments and is the owner willing to sell? Also, how much Section 37 money has the City received from developments in the area to provide community benefits such as enlarging Ev Tremblay Park?
- Civic Hospital residents are dismayed by the lack of attention given to Ev Tremblay Park – one of the most used parks in the municipality and one of the most unique. Wading pools and play structures exist alongside a bocce pit and a remodeled tennis court alternately used by bike polo & road hockey teams in the summer and hockey & skaters in the winter. Unfortunately, the park benches and tables are in a deplorable state and the bocce pit is unusable in its current condition.
- While CHNA recognizes that enlarging the park is a gain, it is a lower priority than traffic calming and diversion for people in the Preston-Carling district.

b) Small Parks:

In reviewing the proposed/current small parks in the study area, CHNA residents noted that there are no small parks in the Civic Hospital portion of the study area, while there are a number of small parks in the Dalhousie portion. They also note that Slide 3 does not seem to fully identify all of the existing open spaces that currently exist in the circled area of the map. Small parks would be a welcome addition to the neighbourhood, and residents proposed two, as follows:

i) Sherwood & Bayswater:

Residents propose the creation of a small park in the lot identified as PIN 041020201 in a 648 sq m portion of the lot (currently zoned residential) at the southeast corner of the intersection of Bayswater Avenue and Sherwood Drive. This lot is currently bordered by handsome, mature white pine trees, and is sometimes used by neighbourhood residents to walk dogs or throw baseballs.

This proposed park could also incorporate a significant or large public art component, benches and even tables and game boards, and would add a greening component to the entry to the Civic Hospital Neighbourhood.

Additional comments on the small park:

- The entrance to the Civic Hospital Neighbourhood is along Sherwood Ave from Carling. The gateway would be at Bayswater Avenue. A pair of stone cairns could elegantly mark the entrance as has been done for Island Park Drive.

ii) Sherwood, Kenilworth & Fairmont:

Residents propose a small park at the corner of Sherwood Drive, Kenilworth and Fairmont - a 5 stop street point where there is a large triangle parcel of land that is not in use at the moment. Some time ago, residents had suggested a memorial be placed there, with a small park, perhaps enhanced by the addition of benches, shrubbery, and even tables and game boards.

c) Queen Juliana Park:

As noted in the Neighbourhood Connectors section, residents recommended that Queen Juliana Park remain a park. It currently features an open, maintained lawn and green space and a paved pathway suitable for pedestrians and cyclists. It is regularly used for festivals (Victoria and Canada Day) and charitable & cultural events (Pow-wows). For example, it was used recently (September 3) as the finish area for a charity walkathon (Wiggle Waggle Walkathon for the Humane Society). The park facilitates recreational use by various sports leagues (ultimate Frisbee & soccer), and there is regular pedestrian and bicycle traffic through the paths to the Arboretum and Dow's Lake areas.

CHNA has been in contact with federal elected officials to inform them of the contemplated neighbourhood connector and to elicit their cooperation in protecting this green space for use by pedestrians, cyclists and for special events. Residents see no reason why the park should not be included in the protected lands adjacent to federal lands owned by Parks Canada, the National Capital Commission and Agriculture Canada, which form part of the UNESCO World Heritage Site (the Rideau Canal at Dow's Lake).

Additional comments:

- One resident noted an error on the map on page 45. Queen Juliana Park is shown in gray. On one official document, which has not been updated, it is not shown as a park, and this erroneous document seems to be the one used in this presentation. But in reality, this is a park, hence the name Queen Juliana PARK. Many maps have been updated and show it correctly. As the resident noted: "If you go there, you will see that it is a park."

d) MUP

Residents have been in correspondence with Councillor Hobbs indicating that a pedestrian path along the west side of the O-train tracks would be great. Increasing the number of benches along the current MUP and the proposed path would also be wonderful.

Section 3: Special Sites

a) Public Plaza:

Residents are in agreement that a Public Plaza idea for the O-train station is great, as long as it is well maintained. One resident found it surprising that there is no mention of a bridge, across Carling at the station.

b) Gateways:

Residents see two opportunities for gateways – the triangle lot at Bayswater and Sherwood and the Sherwood, Kenilworth and Fairmont triangle. *See Small Parks section for further details.*

Section 4: Mobility

a) Intensification modal splits:

On slide 42 of the presentation, comments about "typical modal splits" are certainly not reflective of the current realities in the neighbourhood, nor could they be considered as possible splits any time in the near future. Given that the proposed transit plan upgrades are not scheduled for completion for another 10-15 years, whereas the development and exponential increase in residential dwellings have either already been built or are re-zoned and approved, the traffic overload will predate the transit plan by at least a decade. There must be a greater alignment between the implementation of transit upgrades and new residential buildings in the area or there will be huge issues in relation to traffic that will destroy the Preston-Carling neighbourhood, create access issues for the Civic Campus of the Ottawa Hospital and the Heart Institute and increase the risk for bicycle and pedestrian traffic as well as for the many children who use neighbourhood streets to get to and from local schools (Elmdale / Fisher Park / Devonshire / Glebe / Heritage Academy, etc).

On slide 42 of the August 2103 presentation of the Study, there is a reference to typical residential intensification modal splits, with the following targets: • **40% transit • 20% walk/cycle • 10% auto-passenger • 30% auto driver for a total of 100%.**

CHNA residents would like additional information as to what measures have been put in place to achieve these targets. For example:

- How will the city know if/when they have achieved the typical modal split?
- Are limits being put in place for parking spaces in condominiums to encourage the use of rapid transit? One resident suggested that city should ensure that any new building should have at most 50 parking spaces per 100 inhabitants.
- Will bike and walking paths be cleared of snow in the winter to enable the 20% walk and cycle numbers year round?
- Why was bus service to the area recently reduced?
- How will public/rapid transit be improved so that people traveling to places not on the O-Train route be encouraged to use public transit?
- Are incentives being put in place to encourage developers to build commercial buildings / businesses in the area such as fresh food stores, grocery stores, bakeries, etc. on or around the Main Street (Preston) or anywhere in the Preston-

Carling District so residents can walk rather than drive to do much of their shopping?

- Is the city being proactive in encouraging major institutions (such as the Ottawa Hospital) to encourage more employees to use public transit?

b) Traffic Study:

Residents recommended a comprehensive traffic study that would look at the impact of intensification and through traffic on the Preston & Carling district within both Dalhousie and Kitchissippi wards. It could address the potential of one-way streets, parking on Carling, look at the increased truck traffic on residential streets, opening the Carling median at Rochester, connecting Rochester or Booth to Prince of Wales and identify appropriate traffic calming and re-routing measures.

c) Traffic:

Residents are prepared to accommodate some increase in traffic in their neighbourhood, but they also expect that measures will be put in place to protect them from excessive, disruptive traffic.

CHNA residents have serious and legitimate concerns about the over 1,000 vehicles that will be added to our streets as a result of the new developments, in particular on Champagne. For example, they disagree with Delcan's assumption that most vehicles will exit from Champagne onto Carling. Vehicles from the new developments are not likely to take this route. There is a traffic light at this intersection. There is also a light at Carling and Sherwood. People don't like sitting at lights and will do almost anything to avoid them. This means that many vehicles are likely to move up Hickory, go south on Bayswater and then take Sherwood OR go north on Bayswater to downtown so that they can bypass Preston. Trucks that have been working at the various developments in the area have already been doing this. In fact, truck traffic on our residential streets is increasing at a steady pace.

Hickory and Bayswater are local residential streets. As such, as per the Canadian Guide to Neighbourhood Traffic Calming, "The primary function of **residential local streets** (their emphasis) is to provide access to adjacent properties. Residential local streets are not intended for use as through routes or as important links to move traffic within an area's overall road network."

If traffic is moved to Carling, with improved timing / signalization, the City would be following the Guide's suggestion to "**Consider improvements to the arterial street network first** (their emphasis). Motorists do not short-cut through a neighbourhood unless there is a reason to."

A traffic study (suggested above) would assist in identifying sources of traffic and traffic calming and re-routing mechanisms.

d) One-way streets:

Residents raised the idea of one-way streets within the neighbourhood, others stated that there might be a detrimental impact to other streets not included as one-way.

A traffic study (suggested above) would assist in exploring the feasibility of one-way streets.

Section 5: Other, including Canopy & Setbacks

a) Section 37:

Residents are expected to absorb additional noise, traffic, shade and a loss of privacy to the detriment of their quality of life and a decrease of the value of their properties. With the level of intensification expected in the Preston & Carling district, residents expect that the city will seriously implement the public benefit mechanism in Section 37 as compensation.

Additional comments on Section 37:

- One resident suggested that, should the city be unwilling to confer a benefit to the neighbourhood, either the funds accumulated from the contributions re: Section 37 be distributed to homeowners or city taxes for homeowners in the neighbourhood should be reduced.

b) Healthy neighbourhoods:

The eastern district of the Civic Hospital neighbourhood is a mixed-income neighbourhood. There are plans for hundreds of medium to high-income condos being built in the community.

Residents strongly believe that healthy neighbourhoods provide for all kinds of residents, and there are a number of buildings (including two buildings on Loretta which should be preserved) which are low income/rent to income housing provided by the CCOC (Centretown Citizens Ottawa Corporation).

Residents want to know the plans to ensure that lower-income residents continue to have the opportunity to reside in our wonderful neighbourhood. It would be a shame if some of the low income housing that is provided is torn down and replaced by more condos.

c) Canopy:

Residents were concerned with the city's current policy to plant only low growing trees maximum height being 6.5 meters for a number of reasons: reduced carbon uptake; reduced oxygen output; reduced shade in summer and wind protection in winter to offset need for heating. They feel that there is an ecological need for higher mature tree canopy.

Residents note that the current proposed new building setbacks do not enable tree planting, and certainly not enough ground or air space for local indigenous species such as oak, maple or beech trees.

Residents would like to see:

- a change of city policy to a higher canopy: oak, maple, beech trees, spruce
- city requirements for more soil surrounding trees and trenching to support adequate water uptake
- regular and adequate tree maintenance.

Additional comments on trees:

- One resident noted that it seems ridiculous that the tree palette approved by the City of Ottawa has neither large trees nor conifers. Small trees don't compare to a large majestic tree nor do they create a canopy effect. When the decisions regarding the tree palette were made it is clear that aesthetics were of little importance. During winter in Ottawa, deciduous trees look barren and unattractive. Residents suggest that conifers and larger trees be included in the preferred palette.
- One resident noted that he loved the idea of bigger trees and general greening of our neighbourhood and did not understand why large trees cannot be planted, especially on the side of the street that does not have electricity/telephone poles.
- Residents agreed that "Low plantings" as well as trees should also be planted on the median on Carling, especially now that the median will no longer be used for rapid transit. This planting will also absorb sound and generally improve the environment.
- A resident noted seeing Ginko trees in downtown Ottawa which provide a good height, strong cover and are an ancient tree, able to survive air pollution and other damaging insect problems. These would make a good option to those the city has recommended and they are long-lived.
- One resident noted that he had an extremely large beech (likely more than 125 years old) in his front yard about 2.5 metres from the edge of the house. The tree has not affected his foundation/basement in any way because of the set back from the street. He commented that the city is overly concerned about the proximity of trees to buildings, and large trees can clearly exist closer to houses than the current setbacks.
- Another suggested that the city reward citizens, who at great cost, maintain the

tree canopy (e.g. tax reduction).

d) Setbacks:

Residents called for deeper setbacks to accommodate planting larger trees in front of new buildings. Many residents noted that allowing developers to build almost to the property line is not consistent with greening initiatives, nor does it allow for aesthetic integration of the new developments into the existing neighbourhood. In fact, it creates more hostile pedestrian corridors.

e) Transition:

Residents want proper and meaningful transition from the tall buildings on Champagne into the low rise established neighbourhood. This is an aesthetically and morally appropriate approach to integrate the intensification into the existing neighbourhood, by blending new buildings into the existing neighbourhood (height, style, landscape and treescape). (*See Attachment C for an illustration of transition.*)

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