

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 07-98-0119
Your File/V/Réf.

DATE 28 January 1998

TO/DEST. Chair and Members of Planning and Environment Committee

FROM/EXP. Co-ordinator, Planning and Environment Committee

SUBJECT/OBJET **RESPONSE TO OUTSTANDING INQUIRY NUMBER P&E-38
INFRASTRUCTURE NEEDS - SMYTH ROAD AREA,
OTTAWA-CARLETON HOSPITALS**

REPORT RECOMMENDATION

That the Planning and Environment Committee receive this report for information.

BACKGROUND

At the Planning and Environment Committee Meeting of 27 January 1998, Councillor Hume requested that the attached memorandum be included on the next Planning and Environment Committee agenda for discussion purposes.

*Approved by
Kim Johnston*

Attach (1)

Our File/N/Réf. **18 11-95-0615**

DATE 11 December 1997

TO/DEST. The Chair and Members of Regional Council

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **RESPONSE TO OUTSTANDING INQUIRY NUMBER P&E-38
INFRASTRUCTURE NEEDS - SMYTH ROAD AREA,
OTTAWA-CARLETON HOSPITALS**

INTRODUCTION

At the Planning and Environment Committee meeting of 09 September 1997, Councillor Hume requested that staff provide a report on the infrastructure needs (water/sewer/transportation) to allow for the expansion of the facilities at the Hospitals Complex (Alta Vista/Smyth) pursuant to the Hospitals Restructuring Committee report on Ottawa-Carleton hospitals. This memorandum has been prepared in response to Councillor Hume's request.

DISCUSSION

In order to get a better appreciation of the scale and timing of likely restructuring at both the Ottawa General and Children's Hospitals staff met with representatives of the Ottawa General Hospital on 10 October 1997.

From those discussions it became evident that while the possible scale and schedule of changes over the next 3 to 4 years would pose little difficulty from the water and wastewater servicing point of view, such might not be the case from a transportation perspective given the fact that the Hospitals are both served directly off Smyth Road, the only Regional Road in the vicinity. The existing accesses on Smyth Road are already operating at or near capacity and there is already considerable impact on the adjacent residential community of Faircrest Heights due to non-local traffic and parking.

In view of this it was stressed to the Hospital representatives that appropriate studies would have to be carried out in order to meet conditions for site plan and other approvals.

Information Previously Distributed

To be listed on Planning and Environment
Committee Agenda of 13 January 1998

We have now learned that the MaxGroup Associates have been retained to carry out a traffic study of the forthcoming hospital changes and as this work has now been initiated and will be available for review and comment in the near future we intend only by this memorandum to provide a general overview of the likely future situation in response to Councillor Hume's enquiry.

a) Timing and Scale of Restructuring

Preliminary information from General Hospital staff indicates the following possible changes and increased activity levels at both the General and Children's Hospitals over the next 3 to 4 years:

- construction of a 1,400 space parking garage
- 21 additional operating rooms (32 total)
- 25 additional intensive care beds (41 total)
- 207 additional beds (609 total)
- 55,000 additional emergency visits per year (100,000 total visits)
- 60,000 additional out-patients per year (231,000 total)
- 15/20,000 additional admissions per year (30,000 total)
- 6,000 additional emergency visits and 17,000 additional ambulatory care visits to CHEO per year.

The consequence of the above increased activity will be to require modifications and additions to the existing water, wastewater and transportation facilities as outlined below.

b) Water Supply

The Major Community Facility, north of Smyth Road and east of Alta Vista Drive, falls within the 2C Pressure District. To increase reliability to this area, a new 400 mm feedermain from Kilborn Avenue to Smyth Road is proposed in the RMOC 1998 Capital Budget. Subject to Council's approval of this watermain extension, the first phase (Lynda Lane, from Smyth Road to Pleasant Park Road) will be designed and constructed in 1998 with the second phase (Pleasant Park Road to Kilborn Avenue) in 1999. Phase I will follow an existing right of way i.e. Lynda Lane, whereas a corridor will have to be selected for Phase II. An environmental assessment of Phase II, which will include public consultation, will be undertaken in 1998 with construction in 1999.

c) Wastewater Collection

A major recommendation of the Wastewater Master Plan and a commitment of the 1997 Official Plan was to prepare and implement a Flow Management Program for the entire wastewater system. A Flow Management Study for the Rideau River Collector was a major component of this initiative. The Flow Management Study for the Rideau River Collector will explore alternatives to address excessive flows into the Rideau River Collector System which receives drainage from the area north of Smyth Road and east of Alta Vista Drive.

The initial work will consist of detailed flow monitoring to describe the type and location of problems in detail. Alternatives to address the various problems will be assessed and tested

for effectiveness in removing flows from the Rideau River Collector Sewer and certain works will be implemented as early as 1998.

d) Transportation

The possible scale of the restructuring detailed above is likely to result in a considerable increase in the amount of vehicle activity generated by the Hospital Complex and may require modifications to the major roads in the area particularly Alta Vista Drive (City of Ottawa) and Smyth Road. Access to the Children's and General Hospital is currently by way of two signalized intersections on Smyth Road. These intersections had turning lanes added a few years ago but are now both operating at or near capacity. Future modifications to both intersections are likely to be required. The amount of traffic currently on Smyth Road in the vicinity of the Hospital Complex is already a matter of great concern to the adjacent residential community, Faircrest Heights, located to the south of Smyth Road.

It will be important to examine ways of improving transit service to the Hospital Complex to ensure that transit is increasingly attractive and improves its share of the trips generated by the Hospitals Complex in accordance with our Official Plan goals.

With the proposed hospital restructuring, Smyth Road ought not continue to be the only source of access to the General Hospital. From the point of view of emergency access as well as the need to minimize impacts on the adjacent Faircrest Heights residential community, the proposed restructuring provides a timely opportunity to address the provision of additional access points to the Complex.

In the recently completed Alta Vista/Smyth Road planning study (September 1996) which addressed proposed redevelopment of the Veteran's Hospital lands and other lands in the vicinity of the DND Hospital a number of modifications to the transportation network were identified to improve both transit and vehicle service to both existing and proposed development in the Hospital Complex. Included in this proposal were a new internal east-west road linking Alta Vista Drive to the Ottawa Health Services Centre Ring Road and a new east-west road along the north side of the former Rideau Veterans property. We will be emphasizing to the Hospital's consultant the importance of examining these modifications to the internal road network, the early implementation of which would result in both considerable relief of Smyth Road and a much more efficient routing for OC Transpo services.

While the advancement of the priority for construction of the Alta Vista Parkway, currently established in the Regional Official Plan at beyond ten years, is not likely to be required for the proposed restructuring, it is obvious that, in the fullness of time, the Alta Vista Parkway will play a major role in providing quality transportation service to the Hospital Complex. There is therefore some merit, in the not too distant future, in proceeding with the next phases (Phases 3 and 4) of the Environmental Assessment of the Parkway which would establish a functional design and would address a number of important issues that will be of considerable relevance to the future functioning of the Hospital Complex. Included among these issues would be the configuration of future intersections with adjacent major roads such as Smyth Road, Alta Vista Drive and Riverside Drive; linkages between the local hospital road system and the Parkway, more direct routing for transit to the Southeast Transitway; the location of

cycling/pedestrian facilities and of course the determination of the amount of corridor lands required for the Parkway itself, thus enabling the disposal of surplus property for other community uses.

TRANSPORTATION, WATER AND WASTEWATER MASTER PLANS

The enhancement of transit service and the identification of internal roadway modifications as referred to above in order to achieve higher transit ridership is totally consistent with the recently approved Transportation Master Plan. Pedestrian and cycle path linkages in the area are also of importance. The City of Ottawa has recently implemented cycle lanes on Alta Vista Drive which has also been reconstructed recently, north of Smyth Road. Smyth Road is part of the Region's Cycle Transportation Network but to date cycle lanes have not been implemented. Both Alta Vista Drive and Smyth Road are bus routes with sidewalks on both sides.

The water/wastewater details above clarify the linkage with the Water and Wastewater Master Plans.

CONSULTATION

Public consultation for the implementation of water, wastewater, and transportation infrastructure will be carried out in accordance with the appropriate environmental assessment and Municipal Act requirements.

FINANCIAL IMPLICATION

The water and wastewater servicing modifications referred to above have been identified in the 1998 Capital Budget.

Transportation modifications are all likely to be the responsibility of the Hospital Authority as conditions of site plan approval. Increased transit service will be an added cost to OC Transpo's annual operating costs but can be minimized by a more efficient internal road network, as referred to above.

*Approved by
Nick Tunnacliffe, MCIP, RPP*

BR/md