



HOSPITAL LANDS AREA PLAN



City of Ottawa - September 2008

ACKNOWLEDGEMENTS

The Hospital Lands Area Plan was undertaken for the City of Ottawa by a consultant team with assistance and support from City of Ottawa planning staff. Input and advice was provided by members of the Project Steering Committee, Technical Advisory Committee, area residents and the public.

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EXECUTIVE SUMMARY

- In 2004, the City of Ottawa retained consultants to undertake an area planning study for the future development of the Ottawa Health Sciences Centre and adjoining lands located generally northeast of the Alta Vista Drive and Smyth Road intersection. The terms of reference for the study encompassed master site planning, land use analysis, transportation planning, urban design and public consultation.
- The final product of the study was the creation of an area plan for the Hospital Lands aimed at ensuring the future of this area as a significant health care, research and post-secondary education focus for the City of Ottawa and Eastern Ontario. The closure of the National Defence Medical Centre (NDMC) also presented a significant development opportunity within the study area.
- It was also recognized that future development pressures within the study area would have to be sensitive to the needs of the existing Alta Vista and Riverview Park communities.
- Faced with increasing development pressures, the purpose of the area plan is to provide a vision for a sustainable and dynamic mixed use and institutional community supported by an integrated transportation and transit network and which incorporates high quality urban design principles and guidelines.
- In anticipation of future expansion of the Ottawa Health Sciences Centre (OHSC), there is a need to develop a land use strategy that builds upon the significant growth of the health care, research/post secondary education facilities and supporting services while recognizing the impacts on the adjacent residential community. In particular, the area plan reviewed the nature and location of future transportation facilities and their ability to accommodate the proposed expansion of the hospital campus.
- The area plan aims to encourage such land uses as employment, retail/ commercial services and housing that will build upon the expanding medical/health care, research/post-secondary education focus of the area. The planning area was identified as a location for future community facilities that would serve new and existing development. Mixed-use development as promoted under the City's Official Plan is encouraged to maximize the benefits of an integrated transit and pedestrian network in the area while minimizing external traffic generation through existing neighbourhoods.
- Urban design principles for future development are based on an integrated open space and transportation network, including rapid transit and pedestrian linkages that articulate edges, gateways and patterns of development. Design guidelines place an emphasis on public open space components such as streets, pedestrian linkages and natural features as well as built form and massing principles for new buildings.
- The Alta Vista Transportation Corridor (AVTC) Environmental Assessment was completed and approved by City Council and the Minister of Environment. In 2007 detailed design of the first phase known as the Hospital Link of the proposed AVTC commenced. The first phase will comprise two lanes of the future 4-lane arterial extending from Riverside Drive to the Ottawa Health Sciences Centre.
- The proposed alignment of the Browning Avenue transit corridor was appealed to the Ontario Municipal Board. The Board ruled that the City of Ottawa must complete an Environmental Assessment by December 2009 or remove the corridor from the City's Official Plan and Transportation Master Plan. The Ontario Municipal Board also ruled that the Transitway line and stations had to be located north of the OHSC lands.

- Department of National Defence has extended their term of occupancy in the National Defence Medical Centre until at least 2009 and possibly 2013.
- The OHSC undertook a long-term planning study in 2006 to determine future long-term needs. The study determined that an additional 139,350 square metres of health care, research/post secondary education programs and services will be required in the next 20-30 years. The OHSC reached agreement in 2007 with the federal government on an option to purchase approximately 50% or 8.0 hectares of the NDMC lands in order to accommodate the necessary health care programs for the future.
- Three alternative development concepts were presented at the second Public Open House. The preferred planning concept evolved from the key planning elements in Concept 2 – Village Green and in response to the updated conditions among the major landowners in the planning area and comments received from the public. The completion and approval of the Phase I Hospital Link also established the transportation infrastructure for new development in this area.
- Urban design principles and guidelines will guide the form of future development of the lands and promote development patterns that are sustainable and reinforce transit, pedestrian linkages between new and existing development, open space, and community amenities.
- Implementation of the preferred land use strategy will be phased according to the planning and development horizons of the property owners including the Federal government, OHSC, and the University of Ottawa.
- Zoning amendments and plans of subdivision will be considered for the lands as plans evolve for future development within the planning area. It is premature to dictate the zoning details at this time. However the land use strategy and associated urban design principles and guidelines will guide the approval of appropriate zoning for the lands.

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1.0 INTRODUCTION

In 2004 the City of Ottawa retained consultants to undertake an area planning study for the future development of the Ottawa Health Sciences Centre (OHSC) and adjoining lands located generally northeast of the Alta Vista Drive and Smyth Road intersection. The terms of reference for the study encompassed master site planning, land use analysis, transportation planning, urban design, and public consultation. Municipal infrastructure requirements and environmental analysis were not part of this planning study.

The study consisted of the following three phases:

Phase I

Defining the Opportunities, Constraints and Potential for Development

Phase II

Conceptual Planning and Design

Phase III

Development of the Final Area Plan

Aerial Photograph



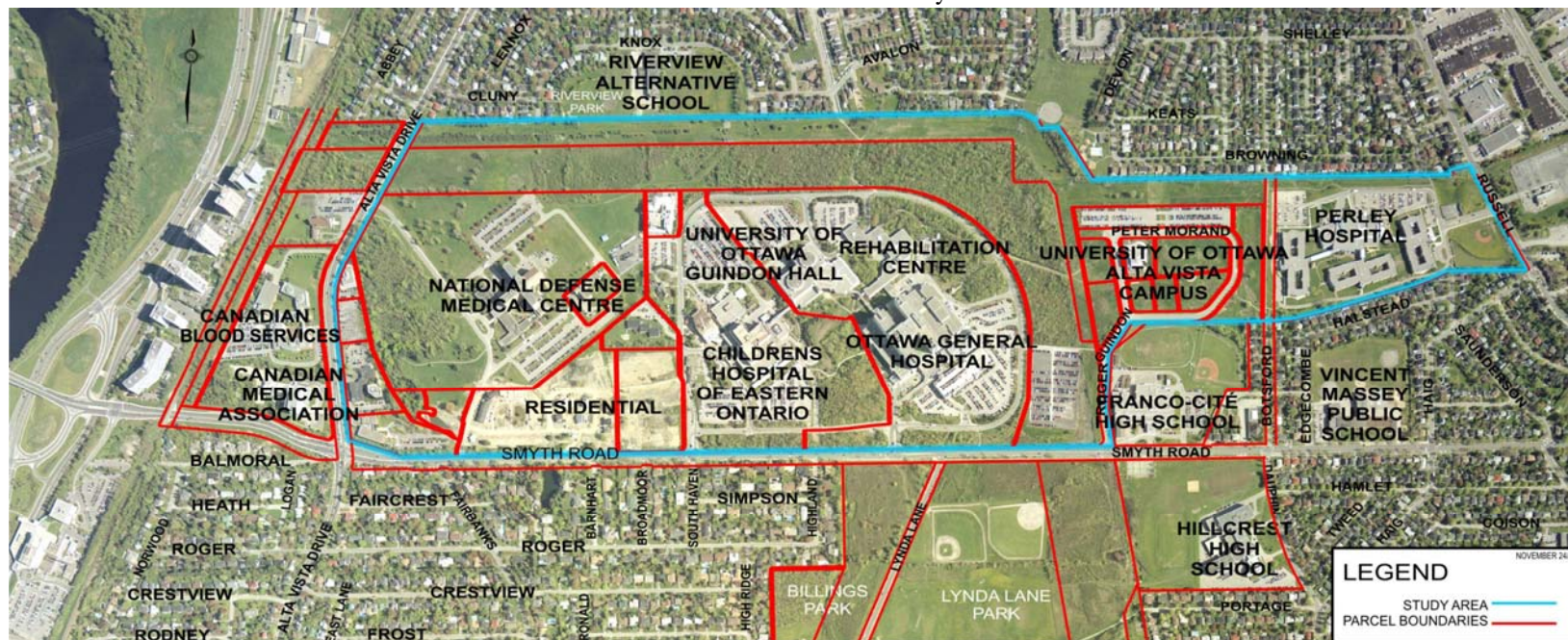
The final product of the study was to be the creation of an area plan for the Hospital Lands aimed at ensuring the future of this area as a major health care focus for the City of Ottawa and Eastern Ontario. The closure of the National Defence Medical Centre (NDMC) also presented a significant development opportunity within the study area. The study also recognized that future development pressures within the study area would have to be sensitive to the needs of the existing Alta Vista and Riverview communities.

1.1 Planning Area

The planning area is bounded generally by the Hydro corridor lands to the north, Smyth Road to the south, Riverside Drive to the west and Russell Road to the east. The Riverview community lies to the north of the Hydro corridor and the Alta Vista community lies to the south of Smyth Road. The area is characterized by the following major land use sectors:

- The non-government and national medical organizations clustered along Alta Vista Drive.
- The NDMC lands comprising about 23 hectares, which will be available for redevelopment in the future. The lands are currently owned by the Federal government and it is anticipated that development of these lands will occur sometime after 2009 but may be delayed until 2013.
- The Rideau Veterans Lands along Smyth Road, which have now been redeveloped for residential use.
- The Ottawa Health Sciences Centre occupying about 36.4 hectares and which comprises The Ottawa Hospital, General Campus; The Ottawa Hospital Rehabilitation Centre; University of Ottawa, Health Sciences; Children's Hospital of Eastern Ontario. There is currently about 250,830 square metres of development focused on health care programs and services. The OHSC will continue to be the principal health care provider and training centre for all of Eastern Ontario. Other organizations and facilities which operate on the site on land leased from OHSC members include: TransAlta Corporation Cogeneration Plant; Ronald McDonald House; ROTEL; Roger's House; Oasis Child Care Centre.
- The Ottawa Life Sciences Park (OLSP), now University of Ottawa, Alta Vista Campus located east of the OHSC lands comprises about 8.3 hectares and was initially planned to accommodate the needs of Ottawa's bio-medical industry.
- The Perley Hospital with access from Russell Road was built to replace the former Perley Hospital and the aging Rideau Veterans home. The Perley is funded through the federal Department of Veterans Affairs and the Ontario Ministry of Health.

Planning Area

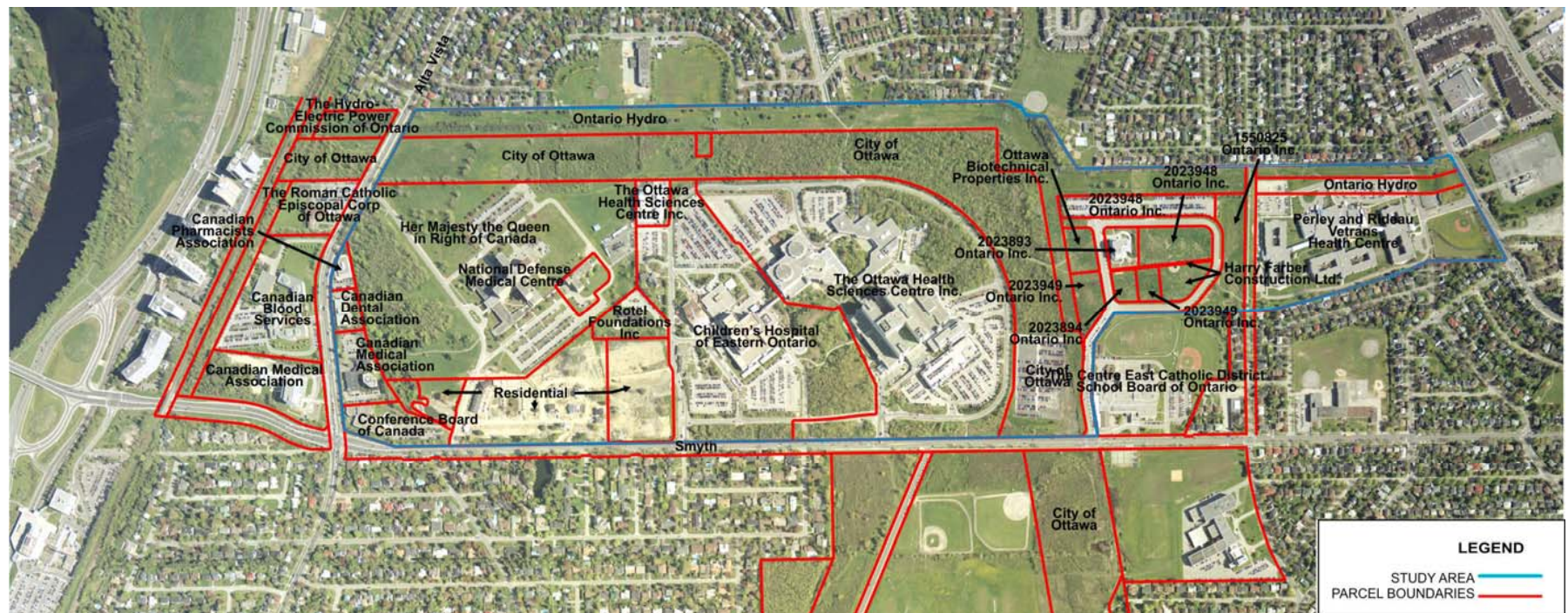


1.2 Planning History and Official Plan/Zoning

In 1996 the Alta Vista/Smyth Road planning study was undertaken due to the impending closure of the Rideau Veterans Home. This study did not recommend any changes in the land use designations for the OHSC or the NDMC lands as their future plans were unknown at that time. The lands were designated Major Institutional Area in the former City of Ottawa Official Plan which permitted large scale institutional uses. The 1996 study addressed the potential for residential development of the Rideau Veterans Home lands and recommended that the NDMC lands be designated as Business Employment Area.

The City's Official Plan (2003) designates most of the study area as General Urban Area. This designation permits all types and densities of housing, as

well, as employment, retail uses, service, industrial, culture, leisure, greenspace, entertainment and institutional uses. Major Urban Facilities such as hospitals and research/post secondary education facilities are permitted in the General Urban Area in accordance with Section 3.6.7 of the Official Plan. The Hospital Woods are designated as Major Open Space and the NDMC Woods as Urban Natural Features. The City's Comprehensive Zoning By-law 2008-250 zones the lands occupied by the OHSC, NDMC, University of Ottawa, Alta Vista Campus and the Perley hospital as I2 – Major Institutional zone, which permits large-scale institutional uses such as hospitals and research/post secondary education facilities. A maximum Floor Space Index of 1.5 applies to the OHSC and NDMC lands. A maximum Floor Space Index of 0.5 applies to the University of Ottawa, Alta Vista Campus lands.



1.3 Area Plan Mandate

Faced with increasing development pressures, the purpose of the area plan is to provide a vision for a sustainable and dynamic mixed-use community supported by an integrated road and transit network and which incorporates high quality urban design principles. The area plan will serve to guide future growth in a manner that is sensitive to the needs of the existing Alta Vista and Riverview communities and integrates a comprehensive transportation network to serve an expanded health care campus, future mixed-use development and the adjacent residential community.

The vision seeks to achieve a number of important objectives for the City of Ottawa that include:

- 1 Building on recent and ongoing initiatives in the area;
- 2 Moving the City forward in its community design-oriented approach to development and smart growth;
- 3 Emphasizing an integrated pedestrian, transit and road system for the area;
- 4 Developing a strategic approach to implementation, which has been outlined in the City's Official Plan and the Transportation Master Plan (TMP).

What the Area Plan Is:

- Provides a broad planning framework in which land use decisions can be made;
- Illustrates the appropriate mix of land uses based on the goals and objectives of the Official Plan;
- Provides planning and urban design principles/guidelines that will guide future development decisions and the form of development on these lands;
- Provides a framework for development that is sustainable and reinforces the principles of transit, compact development, and pedestrian linkages between new and existing development, open space, and community amenities.

What the Area Plan Is Not:

- Detailed zoning amendment that dictates future development requirements;
- Detailed subdivision approval which prescribes size of land parcels, location of roads, municipal services;
- Detailed implementation strategy for phasing, timing, and costs of development.

1.4 Challenges and Opportunities

The primary challenges and opportunities for the planning area were as follows:

- 1 Creating a strong health care and research/post secondary education focus that is vibrant, sustainable, and sensitive to the needs of the surrounding community.

In anticipation of future expansion of the OHSC there is a need to develop a land use strategy that builds upon the significant growth of the health care campus, research/post secondary education, and supporting services while recognizing the impacts on the adjacent residential community. In particular, the area plan addresses the nature and location of future transportation facilities and their ability to accommodate the proposed expansion of the hospital Campus.

- 2 Providing for future development opportunities within a strong urban design framework

The planning area is located within the context of the low-density residential neighbourhood of Riverview to the north and the Alta Vista neighbourhood to the south. One of the key challenges was to encourage forms of development that are compatible with the adjacent community and that will integrate development into the existing urban fabric with improved transit and pedestrian linkages to the adjacent neighbourhoods.

The area plan aims to encourage a mix of land uses, such as employment, retail/commercial services, and housing, which will build upon the expanding medical/health care focus of the area. The planning area was identified as a location for future community facilities that would serve new and existing development. Mixed-use development as promoted under the City's Official Plan is encouraged to maximize the benefits of an integrated transit and pedestrian network in the area while minimizing external traffic generation through existing neighbourhoods.

Urban design principles for future development are based on an integrated open space and transportation network, including rapid transit and pedestrian linkages, which articulate edges, gateways, and patterns of development. Design guidelines place an emphasis on public open space components such as streets, pedestrian linkages and natural features as well as built form and massing principles for new buildings. Supporting plans and photographs graphically convey the urban design principles.

- 3 Providing an integrated transportation approach to future development with emphasis on improving the pedestrian, transit and roadway system. The area plan's transportation approach addresses three challenges facing the planning area:
 - To develop a plan and supporting transportation system to meet the multi-modal travel needs of an expanding health care Campus while minimizing the traffic impact on adjacent communities;
 - To provide the appropriate elements of a multi-modal transportation system that meets the travel requirements of Ottawa's southeast sector commuters who travel through or past the planning area on a daily basis;
 - To develop an integrated pedestrian, bicycle, transit and road network in keeping with the goals and objectives of the Official Plan and Transportation Master Plan.
- 4 Defining a realistic implementation strategy of coordinated actions and incentives. Implementation of the recommended area plan will be phased according to the planning horizons and development timetables of the property owners including the Federal government, Ottawa Health Sciences Centre and the University of Ottawa. The study has assumed a 10-year development horizon and an intermediate 5-year phase for the purposes of the transportation and transit analysis. As noted above the NDMC lands may not be redeveloped until at least 2013.

2.0 PUBLIC CONSULTATION PROCESS

The Alta Vista community has a strong tradition of active participation in the City's planning and development process. The key to the success of the study was the importance of working with key stakeholders, such as the Project Steering Committee (PSC), Technical Advisory Committee (TAC), business, and local community groups.

Regular meetings were held with the PSC to inform them of the study's progress and obtain their feedback on issues and ideas. The PSC comprised representatives from the Hospital and Health Sciences sector, University of Ottawa, OLSP, Canada Lands Company on behalf of the NDMC lands, local community groups including Faircrest Heights, Riverview Park, Alta Vista and Canterbury, Councillor Peter Hume's office and staff from key City departments.

Three Public Open Houses were held in the community during each phase of the study process. These meetings were held in February 2004 to identify existing conditions and issues, January 2005 to present three alternative development concepts, and April 2007 to present the draft final planning concept. Presentations were also made at the request of individual community associations and the Alta Vista Planning Group.

Concepts and plans were posted on the City's web site throughout the study.

3.0 EXISTING CONDITIONS

3.1 Existing Conditions at Study Commencement

When the Hospital Lands Area Planning Study commenced in 2004, the following conditions were identified:

- An Environmental Assessment (EA) for the Alta Vista Transportation Corridor (AVTC) was nearing completion. The EA recommended that the AVTC be a 4 lane divided arterial with 2 general purpose and 2 high occupancy vehicle (HOV) lanes. HOV lanes were identified to facilitate transit service operations and to enhance transit service to the adjacent communities of Hunt Club and Alta Vista.
- The Browning Avenue corridor was identified in the City's Transportation Master Plan as a rapid transit corridor. The corridor's alignment follows the open space buffer along the northern periphery of the Hospital Campus south of and parallel to the proposed AVTC. Transit stations were proposed within the Hospital Lands to serve the hospitals as well as the NDMC redevelopment lands. There was significant opposition to the location of the Browning Corridor from the adjacent Riverview community as well as the OHSC.
- The OHSC was proceeding with plans to redevelop and expand health care services. An additional 63,451 square metres was under construction.

Existing Conditions Plan



- The Life Sciences Park was struggling with its mandate as a bio-technology park. Some development had occurred but there was pressure to create short-term parking lots to meet the demands of the hospital Campus and a parcel of land had been sold in the Park for the development of a retirement residence.
- Department of National Defence had declared the National Defence Medical Centre lands as surplus and responsibility for the planning and development of the lands was transferred to the Canada Lands Company, a federal Crown Corporation.
- A plan of subdivision had been approved for the Rideau Veterans Home lands and residential development was underway.
- The new Perley Hospital had recently opened to replace the former Perley Hospital and Rideau Veterans Home.
- The Hospital Woods and the NDMC Woods were designated for open space purposes in the City's Official Plan and their preservation was identified as a goal of the planning study.

3.2 Updated Conditions to 2008

During the course of the planning study a number of the existing conditions evolved and changed:

- The AVTC Environmental Assessment was completed and approved by City Council and the Minister of Environment. In 2007 detailed design of the first phase known as the Hospital link of the proposed AVTC commenced. The first phase will comprise 2 lanes of the future 4 lane arterial extending from Riverside Drive to the Ottawa Health Sciences Centre.
- The proposed alignment of the Browning Avenue transit corridor was appealed to the Ontario Municipal Board. The Board ruled that the City of Ottawa must complete an Environmental Assessment by December 2009 or remove the corridor from the City's Official Plan and Transportation Master Plan. The Ontario Municipal Board also ruled that the Transitway line and stations had to be located north of the OHSC lands.
- Department of National Defence has extended their term of occupancy in the National Defence Medical Centre until at least 2009 and possibly 2013. Canada Lands Company on behalf of the federal government has continued to plan for the future redevelopment of these lands.
- The OHSC undertook a long-term planning study in 2006 to determine future long-term needs. The study determined that an additional 139,350 square metres of health care programs and services will be required in the next 20-30 years. The OHSC reached agreement in 2007 with the federal government on an option to purchase approximately 50% or 8.0 hectares of the NDMC lands in order to accommodate the necessary health care programs for the future.
- Residential development was completed on the former Rideau Veterans Home lands and the developer commenced construction of a retirement residence on Valour Way.
- The Life Sciences Park lands were purchased by the University of Ottawa in 2007 and are now known as the University of Ottawa, Alta Vista Campus. The University plans to continue in its role as a major centre for bioscience, biotechnology, and biopharmaceutical research. It is anticipated that development of these lands will continue into the future.

4.0 TRANSPORTATION OVERVIEW-SUMMARY

4.1 Existing Road Network

The Hospital Lands are located in the northeast quadrant of the intersection of Alta Vista Drive and Smyth Road.

Smyth Road is an existing 4-lane undivided arterial along the southern boundary of the Hospital Lands, from which all the traffic to/from the existing Hospitals Campus is currently serviced.

There are signalized intersections with turning lanes along Smyth Road at Alta Vista Drive, Valour Drive, CHEO/South Haven, General Hospital, and Roger Guindon Drive. To the south of Smyth Road is the residential community of Faircrest Heights.

The existing Hospitals Campus currently generates peak hour traffic volumes (2-way) of approximately 2050 vehicles per hour which are distributed 62%/38% west/east along that section of Smyth Road between Alta Vista Drive and Roger Guindon Drive. Over the past several years some of the Hospital Lands (the Rideau Veterans site) were developed for residential purposes predominantly served by the access road to the NDMC linking Alta Vista Drive, opposite Immaculate Heart of Mary Church (an unsignalized 'T' intersection), with Valour Drive the principal signalized access off Smyth Road.

Alta Vista Drive is a 2-lane major collector road running north-south and forming the western boundary of the Hospital Lands.

The land uses along both sides of Alta Vista Drive immediately south of Smyth Road are low density residential. The land uses north of Smyth Road include offices of major agencies such as the Canadian Blood Services, Canadian Medical Association, Canadian Dental Association, the Conference Board of Canada, a church and car park.

North of the Hydro Corridor which runs east-west along the northern boundary of the Hospital Lands, is the Riverview residential community located on both sides of Alta Vista Drive, which is wider in this area to accommodate on-street parking and bicycle lanes.

The Alta Vista/Dorian Avenue intersection north of the Hospital Lands is the next signalized intersection north of Smyth Road. Alta Vista Drive ends with a major signalized intersection at Industrial Avenue, which is a 4-lane, east-west arterial road.

Over the past several years a major issue for residents of the Alta Vista Community, especially those being along Alta Vista Drive and Smyth Road, was the increase in traffic due to the expanding Hospitals Campus. As a result, it became increasingly obvious that no major redevelopment of the remainder of the NDMC Lands could occur without the planning for, and eventual implementation of various strategies and additional infrastructure that would reduce the traffic burden being carried by both Alta Vista Drive and Smyth Road.

Solutions that were identified in RMOC and City of Ottawa Official Plans over the past 30 years include rapid transit corridors and the Alta Vista Transportation Corridor, which will be discussed in detail in the ensuing Section 4.3 of this report.

4.2 Existing Transit Service

Since the mid 1980s, the Southeast Transitway has been in operation along the west side of the Alta Vista Community, parallel to the CN/VIA Rail Corridor, with major stations at Hurdman (north end) and Billings Bridge Shopping Centre and intermediate stops at Lycee Claudel and Smyth, north of Smyth Road, and Riverside Hospital and Pleasant Park, south of Smyth Road. As a result of the Southeast Transitway implementation, local transit service has operated on both the Transitway and the local road network serving the residential, hospital and office communities in the vicinity of the Hospitals Campus.

Currently along Alta Vista Drive, there is an all-day route (Route #8) and a peak period route (Route #88) in operation. The Hospitals Campus is served by an all-day route (Route #106) which operates on the Transitway north of Smyth Road and then along Smyth Road, penetrating into the Hospitals Campus and serving all the various hospital Campuses that extend along the internal ring road, before continuing to the east along Smyth Road.

Another route serving the Hospitals Campus, Route #16 operates from the downtown along Main Street and Smyth Road. While the current road layout within the Hospitals Campus is not particularly efficient for internal transit service, it is reasonable to say that the direct service provided by Routes #16 and #85 is relatively satisfactory in addressing current hospital servicing needs, resulting in the minimization of the numbers of private vehicles generated by the hospitals, and which impact the immediate local road network.

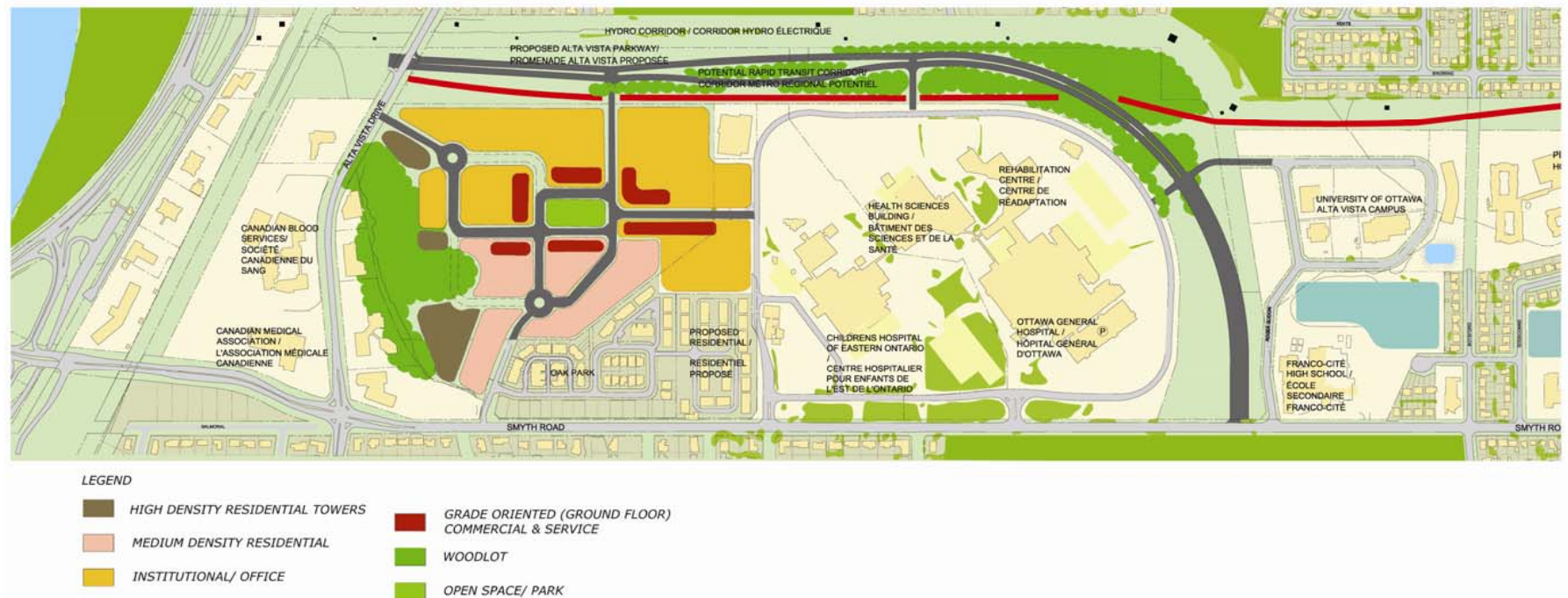
4.3 Alta Vista Transportation Corridor (AVTC)

The Alta Vista Transportation Corridor is a proposed 4-lane arterial extending northward from Conroy Road at Walkley Road within the Alta Vista East open space corridor, crossing (at-grade) Kilborn Avenue, Pleasant Park Road and Smyth Road, all of which have an east-west orientation within Alta Vista before entering the open space corridor to the east and north of the Hospitals Campus.

It will then curve westerly crossing Alta Vista Drive (at-grade), the CN/VIA Rail Corridor (under) and the Southeast Transitway (over) before joining the Riverside Drive Corridor (over). South of the Rideau River, the Alta Vista Transportation Corridor diverges from Riverside Drive crossing the Rideau River south of Lees Avenue before becoming the south extension of the Highway 417/Nicholas Avenue interchange.

The first phase of the Hospital Link has been identified to extend from Riverside Drive at Hincks Lane, crossing above relocated Riverside Drive and the Southeast Transitway before underpassing the CN/VIA Rail Corridor and intersecting at-grade with Alta Vista Drive at a signalized intersection. East of Alta Vista Drive, the road will extend as far as the Hospital Ring road where it will initially terminate at a location yet to be finalized.

The Hospital Link will comprise 2-lanes of the future 4-lane arterial, and within the Hospital Lands it will provide direct access to serve the proposed Hospital Lands development, as identified in the area plan. Transit priority will be provided on the Hospital Link including bus ramps connecting to the Southeast Transitway and bus priority lanes at the Alta Vista Drive intersection. In the City of Ottawa 2008 budget funding has been identified for construction of the proposed AVTC Phase 1 to begin in 2010.



4.4 Innes/Blair/Hurdman Rapid Transit Corridor

The second major piece of transportation infrastructure of significance to the Hospitals Campus is the proposed Rapid Transit Corridor extending from the East Urban Community south of Innes Road serving Blackburn Hamlet and continuing westwards along the Innes Road Corridor to the Industrial/St. Laurent intersection, from which it continues westward parallel to and south of Browning Avenue before entering the AVTC. In the area of the Hospital Lands, the alignment would follow the open space along the northern periphery of the Hospitals Campus south of and parallel to the proposed AVTC. The Rapid Transit Corridor would continue westwards crossing Alta Vista Drive and the CN/VIA Railway before terminating at the existing Southeast Transitway.

Within the Hospitals Campus, appropriately located stations are proposed to serve the Perley, General and CHEO Hospitals as well as the proposed concept plan for the remaining NDMC redevelopment.

The Environmental Assessment for the Innes/Blair/Hurdman Rapid Transit Corridor has not been done, but will be included as part of the current City of Ottawa OP/TMP update to be completed by the end of 2008.

5.0 EVOLUTION OF THE PREFERRED DEVELOPMENT CONCEPT

Three alternative development concepts were presented at the second Public Open House in January 2005.

Concept 1 - Institutional Campus

- Focus on major institutional and office uses flanking the AVTC;
- AVTC provides additional vehicular access to the planning area;
- Rapid Transit Corridor penetrates the institutional Campus;
- No development within the existing NDMC woodlot;
- High rise residential tower (20 storeys) at Alta Vista Drive and the AVTC.

Development Concept - 1



Concept 2 - Village Green

- Focus on medium density, mixed use development within smaller building footprints;
- AVTC provides additional vehicular access to the planning area;
- Creation of a new mixed use community focused around a central park feature;
- Some encroachment of residential apartment buildings (10 storeys) into the existing NDMC woodlot;
- Rapid Transit Corridor runs adjacent to the north of new development area and the Hospital Campus.

Development Concept -2



Concept 3 – Employment Focus

- Focus on employment uses along the AVTC;
- AVTC provides additional vehicular access to the planning area;
- Rapid Transit Corridor penetrates institutional Campus;
- Retention of existing NDMC road layout and building orientation;
- Office development within existing AVTC right of way and accessed directly from the AVTC;

- Mid-high rise residential towers (10 storeys) in northeast quadrant of the planning area;
- Additional office development on Alta Vista Drive.

Concept 2 – Village Green received the most positive comments at the Open House. There was general support for the creation of a new mixed-use community focused around a central park feature. There was some opposition to the height of the proposed 10 storey apartment buildings adjacent to the NDMC woodlot and some residents wished to see the NDMC lands retained as open space.

Development Concept - 3



6.0 PLANNING STRATEGY

6.1 Recommended Hospital Lands Planning Concept

The preferred planning concept evolved from the key planning elements in Concept 2 – Village Green and in response to the updated conditions among the major landowners in the planning area. The completion and approval of the Phase I Hospital Link also established the transportation infrastructure for new development in this area. The preferred concept was presented at the third Open House in May 2007. The key elements of the concept are as follows:

- To create a meeting place and interface between the expanded OHSC and the existing Alta Vista and Riverview communities;
- To enrich and animate both the OHSC and Alta Vista/Riverview communities by adding small scale retail, restaurants, hotels, community facilities and varying housing choices;
- To improve pedestrian connectivity and community access within and through the lands;

Recommended Concept



- To create a pedestrian friendly, mid-height (10–12 storeys), mixed use form of development which will serve to complement the existing and expanded hospital Campus;
- To minimize the encroachment into the NDMC woodlot in order to maintain its integrity as an important open space feature for the community;
- To create green edges along the Hospital Link arterial and retain the existing Hospital woodlot as natural open space;
- To develop a town square as a “Living Room” for the community and to animate the town square with restaurants, retail uses at grade and enhanced streetscape design.

Comments received at the third Open House were generally supportive of the preferred concept. There was a group who wanted all of the NDMC lands retained for future health care expansion and a group that wanted the lands retained as open space.

However as noted previously the OHSC determined in their own master plan expansion study that they would require only 50% of the NDMC lands to provide for their long-term growth. Thus, the recommended land use concept is in keeping with the findings of the OHSC study and includes a range of health care programs together with a mix of residential, commercial and community facilities as the preferred vision for the future development of the NDMC lands.

The locations of the transit stations shown on the preferred concept are conceptual. The Hospital Link Transit Corridor Environmental Assessment study to be completed by the end of 2009 will specifically define the station locations.

6.2 Land Use Strategy

The preferred land use strategy is based on the following planning and urban design principles for the area:

- Strategic preservation of portions of the two woodlots (Hospital Woods and NDMC Woods) in order to enhance pedestrian linkages for the existing and proposed residential communities;
- Clearly defined pedestrian linkages and buffering to integrate the planning area with the adjacent Alta Vista and Riverview communities;
- Easy pedestrian and cycling access between land uses;
- Transit-oriented development within 600 metres of proposed stations in the form of graduated densities and radiating out from the stations, taking into consideration the City’s transit Oriented Development Guidelines, as well as the overall land use criteria that guided the proposed location of various land uses and the range of densities ;
- Land uses that will support and enhance the continued viability of the Hospital Campus. Encourage uses such as a central recreational facility, allied health care centre and a day care centre to be located in the community core/ town square of the planning area;
- Mixed-use development to include street-related retail uses, personal services and restaurants with residential units and/or offices on the upper floors. Encourage community-related uses that will offer services and provide amenities to the existing Alta Vista and Riverview communities;
- A range of housing types, tenures, and unit sizes;
- New low and medium profile development to be at a human scale and respect the character of the larger planning area, as well as provide a transition between the existing low profile neighbourhoods and the proposed higher profile residential buildings;

- Residential buildings of 10-12 storeys are proposed in select locations to maximize views, proximity to transit, and proximity to the NDMC woodlot. Because of the planning area's large size and the location of the rapid transit corridor along the northern periphery, it was not possible to locate all high-density residential development within 400 metres of a transit station, but the southern most high-density residential parcel still meets the 600 metre distance criteria;
- Compact land uses are to be encouraged with transition over time from surface parking to structured and underground parking facilities;
- Expansion of the hospital Campus to be aimed at linking uses at grade in order to provide a continuous, pedestrian-friendly and animated streetscape. The pedestrian connections should be direct and barrier-free between surrounding land uses and transit stops/stations;
- The University of Ottawa, Alta Vista Campus to continue in its role as a major centre for bioscience, biotechnology, and biopharmaceutical research. Pedestrian linkages should be provided where possible to the hospital Campus to the west.

6.3 Land Use Distribution

Land Use	No of Floors	GFA	FSI	Total Units/Floor Space
Medium Density Residential	3 - 4 Floors	29,000 m ²	1.0	230 units ¹
High Density Residential	10 - 15 Floors x 3 Towers	24,780 m ²	1.0	330 - 413 units ²
Institutional	4 - 6 Floors	68,900 m ²	1.5	103,350 m ²
Mixed Use – Residential/office/Commercial/retail space	4 Floors	11,450 m ²	1.0	Commercial - 2800 m ² Office - 4300 m ² Residential - 30 units

.1 assures an average unit size of 126 square metres

.2 assumes an average unit size of 60 -75 square metres

6.4 Pedestrian Networks and Open Space

The proposed pedestrian linkages and open spaces as shown on the Pedestrian Networks and Open Space Plan. The elements of the pedestrian system through the planning area are as follows:

- 3.0 metre wide sidewalks to be maintained through areas of new development and connect to the existing pedestrian pathway system;
- Sidewalks to be constructed on both sides of the street with emphasis on enhancing personal security and providing strong connections along the east/west spine through and within the core area of new development, connecting to the OHSC and to the future transit stations;
- Transit stops to be located as part of the sidewalk system and potentially integrated into new building design;
- Generous sidewalks to be provided around the town square with appropriate width for sidewalk cafes and outdoor street furniture and plantings;
- Pedestrian connectivity to be promoted east/west from AltaVista Drive to the OHSC and north/south to connect with the existing residential communities of Alta Vista and Riverview as well as to the AVTC pathway network;
- Pathways and trails to be enhanced through the NDMC woods and the Hospital woods.

The elements of the open space system are as follows:

- Public access to be maintained to the existing Hospital woods and the NDMC woods by providing an enhanced trail system through these lands. These lands are to be preserved as natural open space;
- Linear greenspace system to be provided as a green perimeter buffer along north and south edges of the Hospital Link corridor, around the redeveloped NDMC lands and incorporating walking and cycling pathways;
- The new town square to be a significant open space feature which provides a visual focal point and community meeting place;
- A hierarchy of open space types to be provided.



PEDESTRIAN NETWORKS AND OPEN SPACE RÉSEAUX DE VOIES PIÉTONNIÈRES ET ESPACE OUVERT



6.5 Block Pattern and Road Connections

The proposed block pattern and road connections are shown on the Block Pattern and Roads Plan. The elements of the block pattern for new development are as follows:

- New development to be based on an urban grid and aligned with Alta Vista Drive, the AVTC, and Smyth Road. A modified grid pattern of the existing residential community has been used to lay out new streets and key road connections into the planning area;
- Urban grid to be easily navigated incorporating clear way-finding and connectivity. The grid pattern has been designed to minimize cut-through traffic to the existing communities to the north and south of the planning area;
- Efficient and flexible development block patterns that can readily accommodate future market demand;
- Civic elements that help achieve a sense of place and focuses ground floor uses with direct openings out to the town square.

The elements of the road pattern are as follows:

- Local streets to be two lanes with sidewalks on both sides and provide a high quality streetscape including trees in the boulevards, street lighting and street furniture where appropriate;
- On-street parking is desirable on local streets particularly in close proximity to the town square and mixed use development;
- Parking garages serving new development to be in close proximity to the AVTC for ease of pedestrian access;
- The east/west spine road will serve as the main connecting road feature and will link pedestrians and vehicular traffic between the health care Campus and the town square. This spine road will have wider sidewalks and formal planting along the adjoining boulevards.

Block pattern and Road Connections



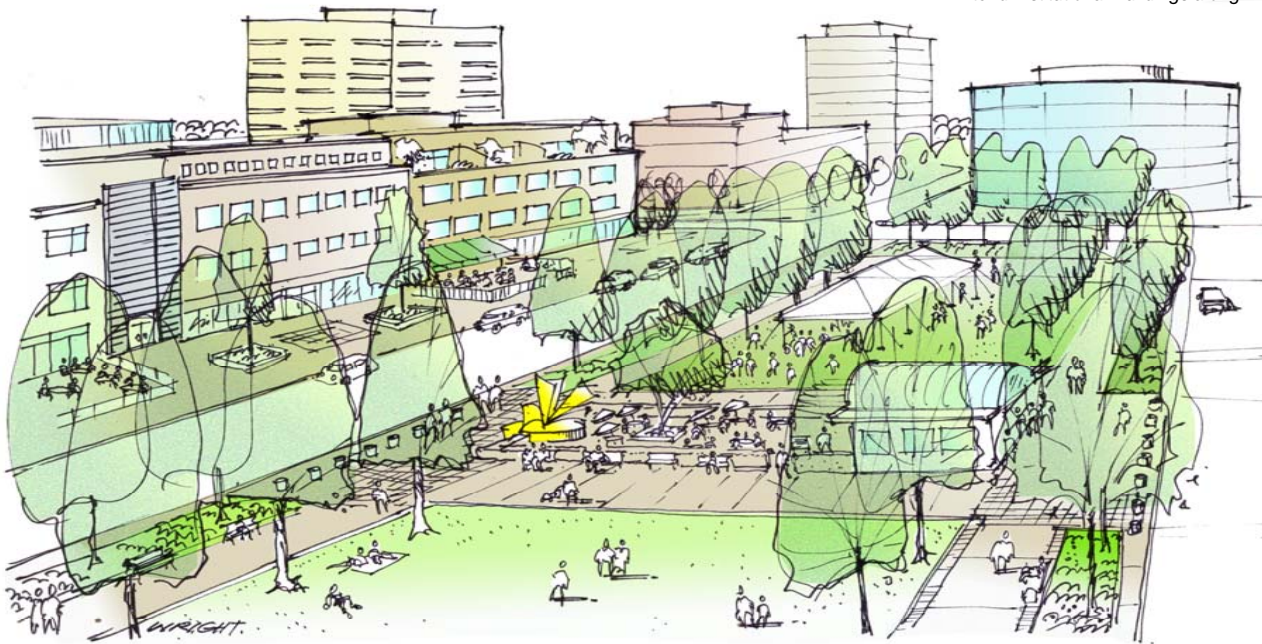
7.0 URBAN DESIGN GUIDELINES

7.1 Land Use

- Provide transitional land uses and densities (3- 4 storeys) between existing single family and townhouse development north of Smyth Road and redevelopment of NDMC lands;
- Extend institutional buildings from OHSC and along the AVTC;
- Provide street-level amenities in the town square such as personal services, retail stores and restaurants, all at a tightly clustered pedestrian scale;
- Provide housing types and urban amenities that are not currently present in the Alta Vista community or the OHSC.



Extend Institutional Buildings along Major Spine Street to Town Square



Shops and Restaurants at Town Square

7.2 Open Space

- Preserve the NDMC woodlot and link a trail system through the woodlot north of Smyth Road, the redeveloped lands and the trail systems along the AVTC;
- Provide a minimum 5.0 metre wide continuous reforestation band along the length of the AVTC. The reforestation should include mixed indigenous tree species with minimum 30% coniferous content;
- Provide landscaped open space features such as traffic circles and medians to accentuate entries to the new area and slow through traffic;
- Provide a town square as a focal point for the street-level retail, service and restaurant uses. The town square should have a generous amount of hard surface, as well as pathways to support special events, celebrations, and daily use. The design of the town square would include:
 - A focal point for public gatherings (i.e. fountain, sculpture, pavilion, bandshell);
 - Ample seating (i.e. benches or movable chairs);
 - Lighting and electrical service for special events and seasonal decoration;
 - Drinking fountains, hose bibs for maintenance and irrigation;
 - Perimeter sidewalks, through sidewalks and a generous central paved plaza;
 - Defined perimeter with deciduous canopy trees and/or a low continuous wall;
 - Pedestrian light fixtures should be consistent with the town square's design vocabulary.



Reforestation Banding along AVTC Edge



Traffic Circle Woodland Trails



Ample Seating in Town Square



Provide for Different Activities in Town Square



Provide a Focal Point in Town Square



Define Edges of Town Square

7.3 Block Pattern

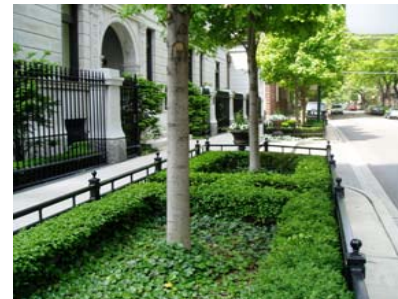
- Develop an urban grid aligned with the Alta Vista/Riverview neighbourhood block pattern, sized as efficient development blocks, which will accommodate progressive increases to density and changes in use over time;
- The block grid pattern should make a very clear and strong connection to the OHSC and facilitate access and connectivity while frustrating vehicular short-cuts through the NDMC portion of the lands.

7.4 Pedestrian System

- The pedestrian system should be organized as an integrated hierarchy and connect both the block pattern and open space system with trails, pathways and sidewalks;
- Pedestrian connections to be direct and barrier-free between surrounding land uses and transit stops/stations;
- Provide a trail system through the NDMC woodlot at a width of 1.5 – 2.0 metres wide and finished in stonedust;
- Provide recreational path connections to the AVTC at a width of 3.0 metres in asphalt or to match other paths along the corridor;
- Provide sidewalks both sides of internal streets, minimum 2.0 metres wide in concrete, and 3.0 metres wide from the town square to the existing OHSC lands.



Provide sidewalks both sides of internal streets.



Provide 3 m. wide sidewalks inside planted boulevard on major spine street leading to Town Square.



Provide animated ground floor uses along sidewalks in commercial core.

7.5 Streets

- All streets to be public rights-of-way with adequate dimension, radii and structure to function as fire and bus routes;
- All streets to have sufficient width of boulevard to allow planting of deciduous street trees in boulevards and sidewalks free of conflicts with underground utilities;

Typical Local Street

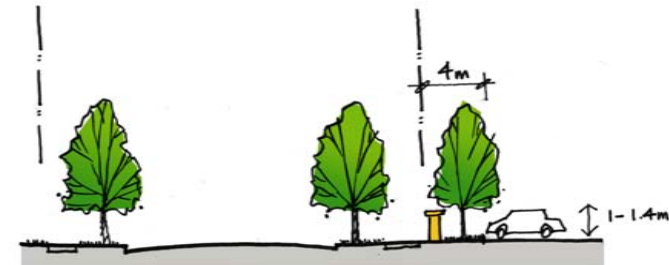
- Street trees in boulevard;
- Sidewalks each side, set inside boulevard;
- On-street parking;
- Sidewalks at curb and inside boulevard planting.

Town Square

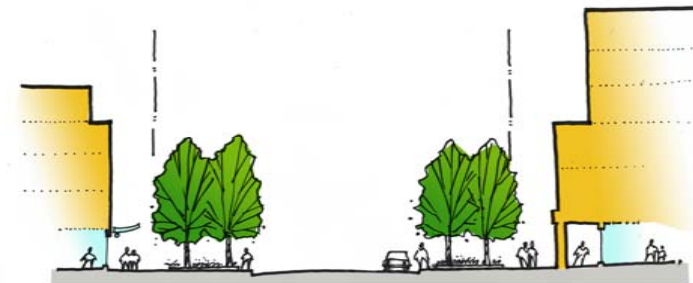
- On-street parking on building sides of streets only;
- 2.5 metre wide sidewalks along building side of streets with a 6-8 metre front building setback to allow for terraces/café's adjacent to buildings;
- The town square and outer perimeter of the surrounding streets shall have themed street and pedestrian-friendly light fixtures.



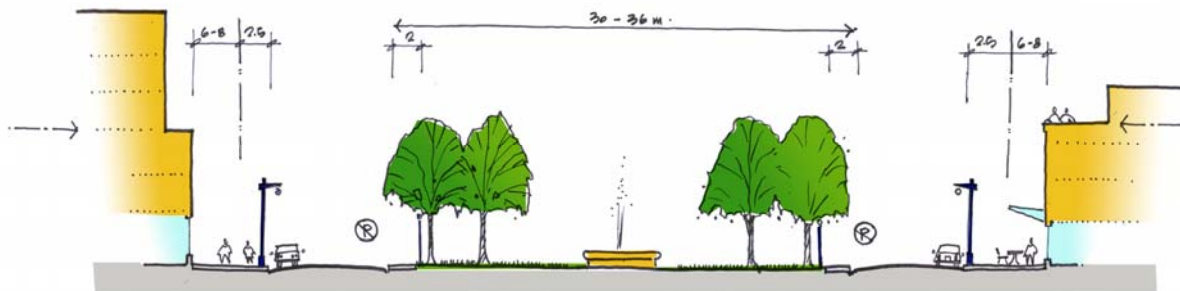
Typical Right of Way



Or 'spine' into site from existing hospital Campus



Screen surface parking



Town Square

7.6 Building Siting and Massing

Medium Density Residential

- 3 – 4 storey buildings, stepping up in height on block corners;
- Provide separation from public sidewalk with grade change, perimeter walls and planting to provide definition of outdoor amenity areas (patios) for ground floor units;
- Surface parking to be located behind buildings or as lots setback 6 metres from the public right-of-way with landscaped screening.

High Density Residential

- 10-12 storey height limit;
- Buildings to be setback a minimum of 6 metres from the right-of-way with well defined pedestrian access to front door;
- Surface parking to be set back 6 metres from the right-of-way with landscaped screening;

- High density residential to provide a transition from the NDNC woods to the low density residential;
- Proximity to transit to be emphasized with direct and barrier free pedestrian connections to transit stops and stations.



High Density Residential



High Density Residential



Medium Density Residential



Medium Density Residential



Medium Density Residential



Screen Surface Parking Lots

Institutional

- 3 – 6 storey height limit;
- Buildings to have minimal setback from the street edge with sidewalk relationship along face of buildings;
- Ground floor street level edges of buildings to be visually accessible. Ground floor uses such as foyers, meeting and waiting rooms, cafeterias should animate the pedestrian experience adjacent to the building;
- Surface parking to be setback 6 metres from ROW with landscaped screening;
- Structured parking to be located behind buildings or have active ground floor uses at street edge;
- Overhead passerelles between institutional buildings should be painted;
- Passerelles to be fully glazed so that they are transparent and will allow views to and from the street;
- Institutional buildings should abut the rapid transit corridor and integrate stations with building to allow direct pedestrian access.



Articulate Corners



Visually Accessible Ground Floor



Passerelles



Pedestrian Protection along Building



Provide Presence from AVTC



Visually accessible ground floor

Commercial

- Provide for a range of commercial uses on ground floors of buildings facing town square;
- Set back buildings adjacent to town square 6 – 8 metres from the ROW to allow space for cafes or terraces;
- Align street wall buildings with the existing built form or with the average setback of the adjacent buildings to create a visually continuous streetscape;
- Set back the upper floors of buildings above three storeys to help achieve a human scale and more light on the sidewalks.



Animated Streetscape along Building faces



Articulate Corners



Screen Surface Parking



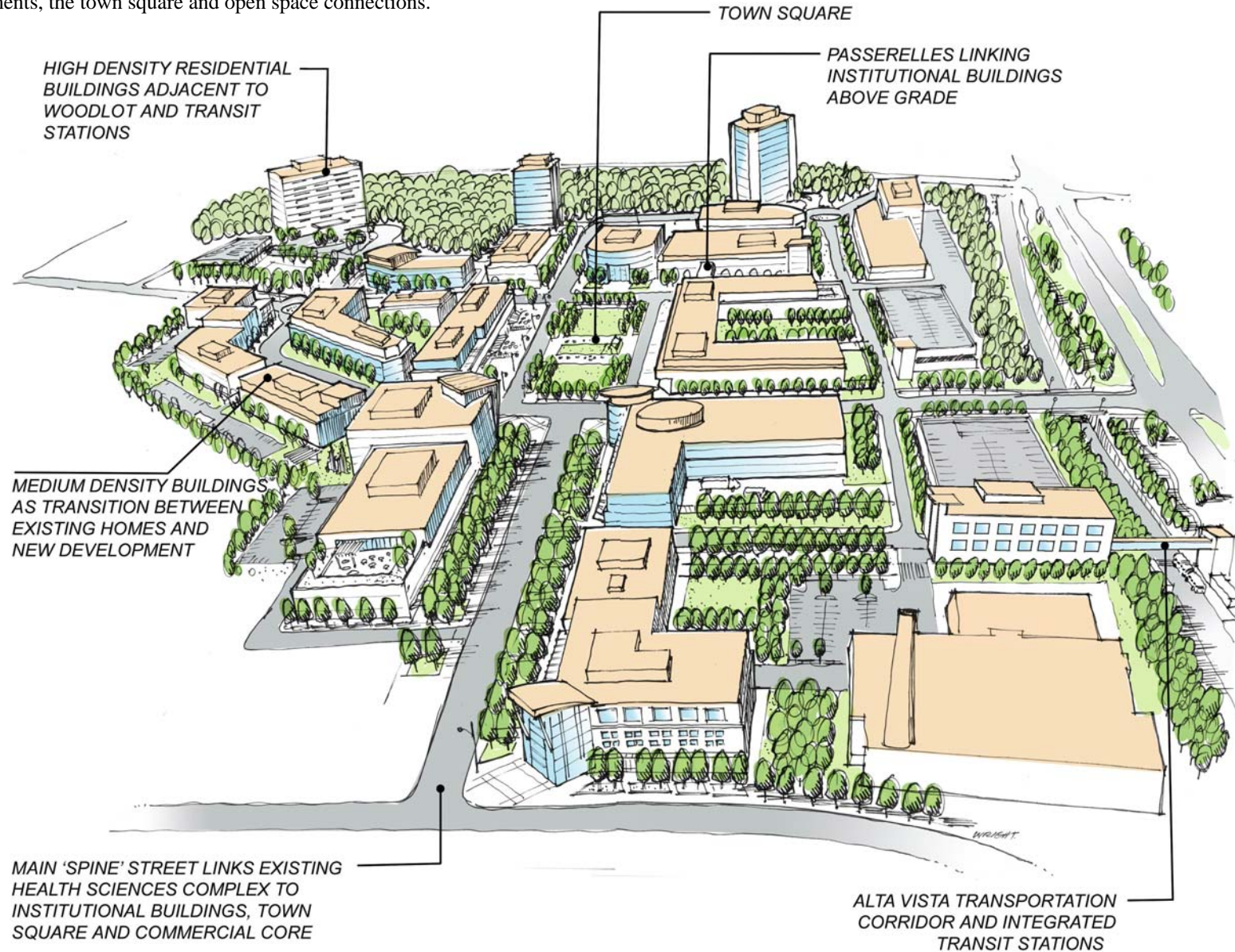
Setback Upper Stories



Articulate Corners

7.7 Illustration

Demonstration plans for the Hospital Lands planning area are shown on these plans. These plans represent a bird's eye view of the area and illustrate examples of the form and scale of future development, the block pattern, road connections, streetscape elements, the town square and open space connections.



8.0 IMPLEMENTATION

8.1 Implementation Strategy

Implementation of the preferred land use strategy will be phased according to the planning and development horizons of the property owners, including the Federal government, OHSC, and the University of Ottawa. As noted the NDMC lands may not be redeveloped until at least 2013.

The preferred land use strategy provides a broad planning framework in which land use decisions can be made going forward. The strategy and associated urban design principles will guide future development decisions and the form of development in the Hospital Lands planning area. The strategy will foster development that is sustainable and reinforces the principles of transit, compact development, and pedestrian linkages between new and existing development, open space, and community amenities.

The proposed mix of uses in the land use strategy comply with the General Urban Area designation in the Official Plan which permits all types and densities of housing as well as employment, retail uses, service, industrial, culture, leisure, greenspace, entertainment and institutional uses. Major Urban Facilities such as hospitals are permitted in the General Urban Area in accordance with Section 3.6.7 of the Plan.

8.2 Future Development Approvals

Zoning amendments and plans of subdivision will be considered for the NDMC lands as plans evolve for future development within the planning area. It is premature to dictate the zoning details at this time. However the land use strategy and associated urban design principles and guidelines will guide the approval of appropriate zoning for the lands.

One property on the southwest corner of Peter Morand Crescent and Roger Guindon Avenue is shown as mixed-use employment/residential high density. Should it be developed as residential (as per a 2008 rezoning application for this use), it must be high density residential that would be able to accommodate live/work arrangements and would attract employees or students of the University of Ottawa, Alta Vista Campus and the Ottawa Health Sciences Centre or developed in co-operation with OHSC facilities. This is an appropriate location for high density residential that will have minimal impact on adjacent low-density residential neighbourhoods. It will further the Official Plan objective of creating more walkable communities in order to help reduce dependence on the private automobile for commute to work trips. Should the residential development not proceed, the existing zoning will continue to accommodate employment uses.

However, a residential building on this site is not intended to set a precedent for further residential development of the University of Ottawa Alta Vista Campus. Another key Official Plan objective to be considered is to ensure that, over the long term, sufficient areas of land are reserved primarily for economic activity, including research and development.