



**Riverside Park Community Association Meeting
November 3, 2021**

LOCAL DEVELOPMENT

The Revalie Opening

On October 16, 2021, The Revalie (770 Brookfield Road) officially opened. Many thanks to members of the RPCA, local residents, students and special guests who joined the ownership group, Mayor Watson and myself who provided words of welcome. Phase 1 is currently 50% occupied which will jump to 90% in January when international students arrive.

Construction of Phase 2 is expected to start in May-June 2022.

Retail outlets are expected to start opening in the Spring of 2022. Talks are on-going with other big-name retailers for the Phase 2 retail space.

There are some outstanding site plan issues related to Phase 1 that remain in discussion.

A speed display board will also be installed in 2022, eastbound lane, a delayed installation from a purchase I made a couple years ago.

The OC Transpo bus stop near Hobson was removed from Brookfield Road during construction and will return this month, providing better service for local residents.

St Pat's Home Development – Phase 2

The Planning Committee met on October 28 and unanimously approved the zoning bylaw amendment to develop a 7-storey apartment building on the north side of the St Pat's property.

The Zoning By-law amendment application seeks to rezone the site to Residential Fifth Density, Subzone A with exceptions and a height limit of 24 metres to permit the proposed seven-storey apartment building use, to reduce the ratio of required vehicular parking for tenants from 1.2 spaces/dwelling unit to 0.9 spaces/dwelling unit, and to regularize and bring forward the zoning for the existing St. Patrick's Home. The proposed apartment building is to be located on the north side of the site between the existing parking lot and the trees. The trees are not proposed to be removed or negatively impacted.

This matter will go to the November 10 City Council meeting for final ratification. Local residents, the RPCA and myself support this development.

Mooney's Bay Childcare Centre

The Centre is scheduled to open on January 4, 2022. The project has been delayed due to construction material shortages.

INFRASTRUCTURE PROJECTS

Riverside Drive Repaving

Approximately 20 arterial roads that were slated for repaving this calendar year are significantly delayed and are now pushed to Spring 2022, including Riverside Drive between Walkley Road and the St Pat's Home.

Labour shortages, utility locate work and concrete work in advance of repaving are all major issues contributing to delays on road construction projects.

Riverside Drive Trillium Line Bridge

Repairs to the bridge concluded in September 2021. The lane closures were removed and construction debris on the east side of Riverside, north of Heron, will be cleaned up this month.

Rideau River MUP In Vincent Massey Park

Due to construction activities to install the footings of the new pedestrian/cycling bridge over the river, immediately south of the existing Trillium Line rail bridge, the Rideau River MUP in Vincent Massey Park is closed until April 2022.

The right-hand lane, southbound, of Riverside Drive, from approximately the main entrance to the RA Centre to Heron Road is closed to vehicular traffic and is now a protected pedestrian and cycling lane.

By working with LRT Phase 2 staff for the last 4 months, and in partnership with my colleague Councillor Shawn Menard, we have worked collaboratively to ensure the protected lane is provided and this week achieved another win, the lane will be plowed this winter season.

The new pedestrian bridge is slated to be complete in late 2022. No name for the bridge has been established at this time.

Walkley Road Bridge

Stage 2 work of the Walkley Road bridge replacement is still underway. They are currently replacing sidewalls, railings, sidewalks and paving new drive lanes. They anticipate that stage two work will extend to the first week of December. They will then switch the traffic to the north side lanes and extend the bridge by 1.4 meters on the south side to abut the Walkley road station, connecting our communities. The end of the project is expected in the first two weeks of February 2022.

Hog's Back Swing Bridge

The NCC is considering a closure of the Hog's Back swing bridge on November 9-12 for 'end of seasonal' shutdown work. The road between Colonel-By and Prince of Wales will be closed. These dates have not yet been finalized.

Hydro One Infrastructure Upgrade

Hydro One plans to reconductor approximately 11.9km of a high-transmission line which includes the corridor that runs east to west across River Ward just north of McCarthy Woods and south of Southmore-Dickinson.

Hydro One has advised that the work is to replace the conductors on existing circuits (M30A/M31A) with a two-conductor bundle. The voltage of the line will not change and will remain 230kV. The only change is the current carrying ampacity of the line will increase from 648MW to 1080MW. They do not expect to build any new transmission structures and most of the work would be carried out within the existing transmission corridor. Where possible, access to the transmission structures will be gained using existing roads, transmission corridors, and trails. Temporary by-pass poles will be installed at two electricity junctions just outside the ward. Once the project is completed there will be little noticeable difference in this transmission line.

Is it safe to live near transmission stations and lines?

Electric and magnetic fields (EMFs) are invisible forces that surround all electrical appliances and equipment, power cords and wiring, and outdoor power lines and equipment operated by utility companies. These fields are at extremely low frequencies. The field strength is strongest close to its source and fades rapidly as you move away from the source.

Health Canada does not consider that any precautionary measures are needed regarding daily exposures to EMFs at extremely low frequencies. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors.

How are electric and magnetic fields along the transmission corridor expected to change?

The modifications will be done according to the Canadian Electrical Code that meets the Canadian Standards Association requirements accounting for public safety. The second circuit will be installed on the existing transmission structures and based on Hydro One's calculations, they project that the electric and magnetic fields (EMFs) along the transmission corridor would not substantially change.

At a meeting with Hydro One earlier this year, I was reassured there will only be a slight increase of EMFs as a result of this project. Currently the line emits a reading of 16 milligauss(mG) and the reconductoring could see the reading increase to 18mG.

Internationally, voluntary exposure guidelines recommend a residential magnetic field exposure limit of 2,000mG and an occupational exposure limit of 10,000mG. The World Health Organization endorses these guidelines set out by the International Commission on Non-Ionizing Radiation Protection, and both organizations regularly review them.

Who can residents contact if they have project-related questions?

If residents have questions about the project or would like additional information, they are welcome to contact Hydro One Community Relations at 1-877-345-6799 or Community.Relations@HydroOne.com.

Hydro Ottawa Pole Replacement

Hydro Ottawa is completing Pole Replacement and tree trimming on Riverside Dr and Walkley RD. This could result in minor power disruptions to residents in our community. This work is slated to take place from November 15 – December 17, 2021.

PARKS AND RECREATION

Hunt Club Riverside Park Community Centre

With capacity limits now lifted for community centres, more events may now be held indoors. The Centre is open and offering reduced programming at this time. In January 2022, a full slate of programming will be offered. Don't forget to visit and use the Ottawa Public Library kiosks and hold lockers, we need to use this service.

Mooney's Bay Toboggan Hill

Following the abrupt closure of the Mooney's Bay Toboggan Hill in the winter of 2021, City Council approved my motion, unanimously, directing the Parks and Recreation General Manager to address safety issues he has with the Hill, in order that it re-open for this winter. The City will be installing signage in various locations warning users of the risks involved with tobogganing.

OFFICIAL PLAN

On October 27, on a vote of 20-2, City Council approved a new Official Plan, the city's most comprehensive planning document, the first since amalgamation. I voted in favour for the new Official Plan.

The new Official Plan will guide growth and redevelopment for the next 25 years. It is framed around five big policy changes that, together, move Ottawa towards being the most livable city in North America.

- **Growth** – encouraging more growth through intensification than through new development in undeveloped areas would help accommodate projected population increases in Ottawa's existing neighbourhoods. The new plan also introduces policy tools to require more housing affordability.
- **Mobility** – promoting more use of sustainable transportation than private vehicles would make Ottawa a city of proximity, where residents have easy access to the things they need. The new Official Plan also includes policies to encourage complete streets that offer a vibrant and safe public realm for all road users.
- **Urban Design** – creating policies for well-designed sites will ensure intensification is done sensitively, in a way that benefits the streets and communities involved. The new Official Plan also promotes sustainable design to create a resilient and climate-adapted city.
- **Resiliency** – bringing environment, climate and health considerations to the forefront of planning will ensure the new Official Plan recognizes the climate crisis and our urgent need to reduce, and eventually eliminate, carbon emissions.
- **Economy** – establishing a strong relationship between land use and economic development will set the stage for businesses and entrepreneurs to succeed.

The new Official Plan also introduces a framework of six areas, referred to as transects. Policies related to the transect model would define a development based on where it is located – the rural area, suburban area, Greenbelt, outer urban area, inner urban area and downtown core. The aim is to ensure that the height, density and massing of a development fit the context of the areas where they are being built.

The new Official Plan includes policies to help expand the number of 15-minute neighbourhoods – communities where people can live without a car because daily needs are within a 15-minute walk of home. Those policies set the conditions for a diverse mix of housing, services, schools, greenspaces, and daycares in both new and established communities.

I am grateful for the active participation of many River Ward residents, local Working Groups and Community Associations that attended meetings, hosted meetings, conducted walkabouts in the community, asked questions and facilitated community dialogue. I used their input to champion positive changes to the Official Plan in River Ward.

Here is a list of motions I moved that will positively impact River Ward, that passed unanimously:

1. Newly designated 'minor corridor' roads, like Walkley Road in Riverside Park and Fisher Avenue in Carlington will lower permitted building heights from 6 storeys to 4.
2. All of the Carlington Woods will retain the Urban Natural Feature designation, providing greater protection for environmentally protected lands.
3. If the current appeal of City Council's decision to permit development at 1110 Fisher Avenue is successful, the maximum permitted height of any future development will be 4 storeys.
4. Planning staff were directed to examine options for the preservation of forested areas for the lands located between 400 Hunt Club Road and 660 Hunt Club Road in the secondary plan for the Ottawa International Airport Economic District.
5. Where a 40% tree canopy cannot be met, Planning Staff were directed to include in the revision of the Greenspace and Urban Forest Master Plan, details on how the targets for the urban tree canopy and urban greenspace achieved, including: a) Sub-targets for the urban tree canopy; (b) the identification of residential areas that do not meet the urban tree canopy and greenspace targets; (c) strategies and actions to achieve the targets; and d) a monitoring and reporting plan.
6. To protect the Fisher Woods from future development, the Mayor, on behalf of Council, will write the Chair and the CEO of the National Capital Commission requesting them to amend their Capital Urban Lands Master Plan to not permit any development on lands located between Holland Avenue, Fisher Avenue and Carling Avenue to protect these valued forest features.
7. Employing another strategy to protect the Fisher Woods from future development, Council directed the Transportation Master Plan to maintain Fisher Avenue (Baseline Road to Carling Avenue) at the current 34m right-of-way except where protected intersections are required for the safety of pedestrians and cyclists.
8. Two federal parcels of land will receive very clear wording to retain them as natural jewels in our community:

The McCarthy Woods will remain zoned as Environmentally Protected so as to be protected from future development;

Policy 7.1(7) be amended "The Central Experimental Farm, west of the new Civic Hospital site, remains for scientific, educational and cultural purposes only and is not intended for non-Central Experimental Farm development.

9. To partially address concerns in communities with aging water infrastructure, I moved a 2-point motion:

Planning Staff are directed to defer blanket changes affecting total lot coverage in the New Zoning By-law in areas with ditch drainage (e.g., Old Courtland Park) until after the completion of a consultation with Public Works Department to identify areas with known drainage problems, and until a further engineering review of those areas is completed to identify mitigation strategies or until the new Drainage By-law is completed; and

The Committee of Adjustment be notified that any proposal in these areas that would involve a significant increase in the lot coverage must be accompanied by an engineering study demonstrating that pre and post development drainage flows are the same or less until such time as a new Drainage By-law is in place, and that positive drainage is maintained or enhanced in the fronting ditch system.

10. Since the Baseline Corridor area is expected to experience significant intensification and currently does not have a Secondary Plan to guide this growth, my motion directs Planning staff to prioritize the Baseline Corridor Secondary Plan as a future workplan item after ministerial approval of the New Official Plan.

With City Council's approval of the Official Plan, it now must be submitted to the Minister of Municipal Affairs and Housing for his review and approval.

A Comprehensive Zoning Bylaw Review will now begin that will clearly indicate how development will unfold across Ottawa. This process will take 3 years.

Riley Brockington

November 3, 2021