



**COUNCILLOR/CONSEILLER
RILEY BROCKINGTON**



**Riverside Park Community Association
February 14, 2024**

Dear Members of the Riverside Park Community Association,

Happy February and Happy St Valentine's Day!

February may be the shortest month of the year, but it is filled with many important activities and special events.

We start by celebrating and recognizing Black History Month, a month to celebrate the many achievements and contributions of Black Canadians and their communities who, throughout history, have done so much to make Canada a culturally diverse, compassionate, and prosperous country. With many events planned in Ottawa this month, take some time to attend and celebrate.

Chinese Lunar New Year will be celebrated on February 10 – the year of the Dragon – and continues for 15 days, with the Lantern Festival marking the end of the celebrations. I would like to extend my best wishes to everyone celebrating the New Year.

Later this month, I will be hosting my City of Ottawa trade shows at both Brookfield HS and St Pius X HS over the lunch hour. It will be great to chat with local high school students and expose them to various City departments, including opportunities for summer employment.

Have a safe and enjoyable month.

Riley Brockington

Bank Street Renewal, Phase 1 (Riverside Drive to Collins Avenue)

PUBLIC INFORMATION SESSION – OPEN HOUSE

Tuesday, February 13, 2024 6:30-8:30pm

Jim Durrell Recreation Centre, Ellwood Hall 1265 Walkley Road

More information about the project can be found at ottawa.ca/BankStreet

The proposed renewal of Bank Street includes the installation, rehabilitation and/or replacement of various components of the underground infrastructure including watermains and sanitary and storm sewers. The project also includes the rehabilitation of streetscape elements including sidewalk, cycling, transit and vehicle provisions, street lighting, traffic signals and streetscape improvements.

The vision for the Bank Street Renewal project is to rehabilitate underground infrastructure and construct a safe arterial main street which will cater to vehicles, transit, cyclists and pedestrians. Construction is planned to start late spring 2024 and be completed by fall 2026.

River Ward International Women’s Day Speaker Series

You are invited to attend my annual speaker series with three prominent women, an event not to miss!

When: Thursday March 7, 6:30pm

Virtual event, register here: <http://tinyurl.com/2024IntlWomensDay>

DEVELOPMENT UPDATES

770 Brookfield Road – The Revalie

On January 30, I was pleased to sit down with senior management of The Revalie whereby we discussed the pending construction of Phase 2 (eastern side of 770 Brookfield).

Preliminary construction activities have already commenced and a general timeline for 2024 is shared below for your awareness:

Date	Activity
Early February 2024	Digging of test pits, soil remediation and removal
Mid-February 2024	Shoring will begin, 2-3 weeks of piling activities
Early March 2024	Concrete / Foundation works will begin, tower cranes in use. Brookfield MUP will be protected along this stretch
September 2024	Above-Grade Concrete structure will commence
Late 2024-September 2026	Various construction tasks will take place to complete the project

This process will include 80-100 construction workers during 2024 and 100+ workers in the years 2025 to 2026. I have requested they secure local parking spots for their workers.

Certain safety measures have been put in place to ensure maximum safety. Such measures include but are not limited to vibration monitors installed around premises to ensure there is minimal disruption on abutting residential and commercial structures, closure of Hobson Road between Brookfield Road and the dead-end, and a relocation of the local OC Transpo bus stop on Brookfield near Hobson.

Phase 2 of the Revalie project will provide 401 units, 12,000 square feet of amenity space, and 6,000 square feet of commercial space. The Revalie will be ready for occupancy in September 2026.

Phase 1 (current building) has 7 of their 8 commercial units leased and plan to open by the spring / summer of 2024. Expect to see Aisle 24, a barber shop, dentist, Popeyes and other fast-food establishments.

Finally, Hobson Road will fully reopen in Fall 2026 with a newly added sidewalk to enjoy. Talks are underway to avoid closing this stretch of roadway, however, the contractor argues it is needed for vehicle storage, and that the frequent movements of vehicles during construction create a safety risk for pedestrians and cyclists.

CITY OF OTTAWA

Please see addendum for the City's Flood Report – August 10 2023

Walkley Road Update – Public Session Held January 8

On January 8, I hosted a well-attended public session in Ellwood Hall of the Jim Durrell Arena, whereby City staff and the consultant working on the Airport Parkway widening project, provided an update on the design of Walkley Road, part of the Walkley off-ramp project.

City Council, in March 2023, directed City staff to expedite the work associated with the Walkley off-ramp, including a new western multi-use pathway along the Parkway, Brookfield to Walkley and south of Walkley, a roundabout, associated bridge work and modifications to Walkley Road to McCarthy Road. The update provided an overview of the recent re-modelling undertaken in the summer of 2023, estimated travel times along the corridor, including queuing times at intersections and cut through volumes. A corridor illustration map was also available for local residents to see the various proposed changes. Following the presentation, approximately two hours was dedicated to questions and comments from those in attendance. A copy of the actual presentation is available on demand.

A wide range of comments were received, ranging from questioning the overall utility and demand for the changes, to full embracement and requests to get on with the project. Other comments landed somewhere in between. As such, I noted the following for additional review:

- Travel times along the corridor will not be compromised to any significant degree, the outlier being extended wait time to turn southbound on McCarthy Road

- The intersection of Walkley/Wexford/private condos to the south will need to be reviewed for safety issues
- The afternoon rush hour left turn restriction onto Wexford will push travelers eastbound to Avoncourt. How will this impact flow on Avoncourt and Harkness in front of General Vanier PS?
- How will impacts of cut-through traffic on Southmore Dr E, Thorndale and Provost be mitigated?

City staff requested public comments by January 22. You are welcome to share with me any outstanding comments/questions.

It was confirmed at the January 8 meeting that design plans will be completed in 2025 and construction is expected to take two years, 2026 and 2027, pending budget approval from City Council.

Lansdowne Park 2.0 Update

On November 24, 2023, the notice of passing for both the Zoning By-law (By-law 2023-510) and Official Plan Amendment (OPA 19) were issued to commence the 20-day appeal period, with the appeal period closing on December 14, 2023. An appeal has been received against Council's approval of the above-noted Zoning Amendment and Official Plan Amendment from the Glebe Community Association. The amendment, therefore, will not come into full force and effect and will require determination by the Ontario Land Tribunal (OLT) for disposition. An OLT hearing will be scheduled according to the next available date on the Tribunal's calendar with the City's Legal staff advocating for a date at the Tribunal's earliest availability.

Kindergarten Registration at the Ottawa Catholic School Board

If your child was born in 2020, it is time to register them to start Kindergarten in September 2024. Simply complete the online [registration form](#) and upload your documents. If you have questions, please email the Admissions team at admissions@ocsb.ca, and they will be happy to help.

Severe Storm Schedule for Buses

OC Transpo will implement a Severe Storm Schedule for buses on weekdays when 31cm or more of snow is predicted to fall, and/or under other severe weather conditions. When a Severe Storm Schedule is in effect, bus service will follow a reduced schedule to provide a safer and more reliable service during major storms.

Para Transpo and O-Train service levels will not be reduced, but customers should still plan ahead and expect delays. When a severe storm is expected for a Saturday or Sunday, the Severe Storm Schedule will not be implemented, but some articulated buses will be replaced with 40-foot and double-decker buses to improve service reliability.

OC Transpo will inform customers through regular communication channels in advance of any bus schedule changes due to severe weather. To stay informed, sign up for My Alerts, use OC Transpo's Travel Planner or use the Transit app to see how your trip will change when the Severe Storm Schedule is in effect.

Year-round Rack & Roll

Great news for all-season cyclists: the Rack & Roll program is available year-round and will be offered through the winter on all OC Transpo buses. Learn more at octranspo.com.

Applications are now open for the 2024 Paint It Up! Program

Looking for a way to help deter vandalism and beautify the community while empowering our city's youth through public art? Look no further than the Paint It Up! program.

What is Paint It Up!?

Paint It Up! is a youth engagement program funded by Public Works and administered by Community and Social Services (CSS) at the City of Ottawa. It promotes the use of outdoor murals to:

- Support local arts and culture
- Enhance the city's beauty for residents and visitors
- Engage youth in positive skill-building experiences

Funding is available through Community Safety and Well-Being, Policy, and Analytics within CSS for local organizations wanting to hire youth to create murals in neighbourhoods experiencing a high rate of tagging and vandalism. Since 2010, Paint It Up! has involved more than 2,925 youth in 103 murals across the city.

How to apply

Organizations interested in applying can attend a virtual information session on Thursday, February 1. Please register on ottawa.ca/PaintItUp.

Before applying for funding through Paint It Up!, applicants must secure [property authorization](#) Opens in a new tab or window and apply for preliminary location approval for their mural project through the [Mural Application Form](#) on ottawa.ca/mural. Please apply for location approval as soon as possible between Friday, February 2 and Saturday, March 2.

Those interested in participating will need to keep two deadlines in mind:

- You must submit your location for approval by Saturday, March 2 via the mural application form.
- The complete application will need to be submitted by Thursday, April 4

EVENTS

River Ward Trivia Night

When: Saturday, March 2

Where: Alexander Community Centre, 960 Silver St

Pizza dinner: 5 pm

Trivia: 6 pm

RSVP your team at Riley.Brockington@ottawa.ca

River Ward Spring Community Breakfast

When: Saturday, March 30, 9am

Where: Alexander Community Centre, 960 Silver St

River Ward Earth Day

When: Saturday, April 20, 2024

Where: Behind Metro, 3310 McCarthy Rd (E-waste Depot)

Time: 10 – 4pm

E-waste Depot behind Metro on McCarthy Road and various community groups outside the Community Centre.

-end-

ADDENDUM

City of Ottawa Flood Report – August 10, 2023 Storm

The event that occurred on August 10, 2023, produced an average of 60 mm of rain throughout the city over a period of 5 hours, with a peak recorded volume of 107 mm at the Colonnade Road gauge. Furthermore, the intensity of the storm reached a peak of 190 mm/hr at the Colonnade rain gauge. The storm followed a West to East band in the south portion of the City Core with a return frequency of approximately 100 years (1% change of occurring in any given year). Other parts of the city experienced a lesser event, in the range of a 10 year to 50 year storm. Due to the nature of the storm (high peak intensity and high volume), sanitary sewers, storm sewers and overland drainage systems were all affected.

To date there are 474 reports of flooding related to the August 10th, 2023 rainfall event. For those reported through 311, the property that flooded was recorded but no further information was provided such as the entry point of the water. In the past, first response would visit flooded properties but once water had receded, the entry source was difficult to determine. As such First response chose to discontinue physical responding to calls following a flood event and simply recorded the property that flooded. Many of the reports are therefore via AMB questionnaire distributed to residents by councilors or individual calls/emails forwarded to AMB or through public meeting(s) at community level.

Preliminary analysis of the flood reports shows that the source of flooding varied by neighbourhood depending on the age and configuration of the sewer system. For many, flooding occurred via floor drains and basement plumbing, indicating that the sanitary sewer system was overwhelmed due to high extraneous flows from weeping tiles connected to the sanitary system (homes constructed before the mid-1960s). In other cases, flooding was caused by surcharging of the storm sewer system, which backed up water into the weeping tiles (homes constructed after the mid-1960s). There were also many instances of overland flooding due to the lack of a well-defined overland flow system that caused property damage, closed roads and in some cases, entered basements via windows, reverse slope driveways and other openings. When a basement is flooded, the water drains back into the sanitary system via the floor drain, which further exacerbates surcharging of the sanitary sewer system.

To provide a preliminary understanding of the flooding that was experienced, flood reports are grouped into clusters where a cluster is defined as a grouping of homes that have flooded in a particular area. Two clusters accounting for approximately 24 flood reports were identified. The remaining flooding reports (13) did not fall into a specific cluster and at the time of writing this report, they are suspected as being a local issue most likely related to the private property, however infrastructure issues are not ruled out.

The rainfall of August 10 had both high volume and high intensity, thus impacting the sanitary sewers, the storm sewers and the overland drainage system. Various areas were impacted differently depending on the type of sewer system.

Partially Separated Systems: These systems were constructed prior to the early-mid 1960s and have weeping tiles connected to the sanitary sewers. When a high volume of rain falls over an extended period of time, much of the rainfall infiltrates into the ground and reaches the weeping tiles. This flow then enters the sanitary system

causing surcharge since the flow contribution from weeping tiles is much greater than the domestic flow and can exceed the capacity of the sanitary sewers during an extreme storm. This surcharged water then flows back into basements via floor drains and basement plumbing. Many of the flooded areas on August 10th, flooded due to surcharging from the sanitary sewer system.

Fully Separated Systems: In fully separated systems, foundation drains (weeping tiles) are connected to the storm sewer and not the sanitary sewer. However, these systems are also prone to surcharge when too much surface water enters the storm sewer via catch basins. Storm sewers are design to capture frequent rainfall events, so when a critical event occurs, these systems can surcharge. In newer subdivisions, the flow entering the system is restricted and excess runoff is managed on the surface, but most older areas do not have these types of controls as to not exacerbate surface flooding. When the storm sewer surcharges, water can backup around the weeping tiles and enter the basement via foundation joints and cracks. We suspect that this occurred in some of the flooding clusters.

Ditch Systems: Ditch systems are often like Partially Separated system in that weeping tiles can be connected to the sanitary sewers (prior to mid 1960's). In many instances, residents may redirect their sump pumps to the house's internal plumbing if there is no adequate outlet outside the building. Like storm sewers, ditches are designed to convey runoff from smaller frequent events with excess flow being directed to the street or even onto private property.

Surface drainage: In newer subdivisions, roadways and easement are designed to convey overland flow to an outlet, consisting usually of a ditch system or watercourse. Old neighbourhoods, however, have no clearly defined overland flow system and water can accumulate at low points and spill through private property. If the depth of ponding or flow is excessive, water can enter homes via windows, reverse slope driveways or other openings, and can also damage yards. This flow can also impede traffic and damage vehicles. This was the case in many of the flooding clusters.

Combined impact: If a home floods due to storm sewer surcharge or surface water entering via a window, water will accumulate in the basement and drain back out via the floor drain. This drain is connected to the sanitary sewer and can lead to surcharging of the sanitary sewer if many flooded homes are all draining at once. This can then impact homes further downstream as the sanitary system becomes surcharged. We suspect some area flooded due to this combined impact.

Information collected following the event of August 10th indicated that in many of the incidents, water entered homes either through the basement floor drain or via basement plumbing. This is indicative of a potential sanitary sewer backup or a sanitary sewer service connection malfunction. The information also noted that many other the incidents were attributed to storm sewer backup, windows and foundation cracks.

It is to note that some homes on a particular street flooded when other adjacent homes did not. It is possible that the homes that were flooded have lower basement elevations than adjacent homes or that adjacent homes have protective plumbing.

A summary of the flooding investigation to date is provided in the following section.

Riverside Park Cluster



Location and System Characteristics: Eighteen (18) properties reported flooding in the August 10th, 2023 event. The Riverside Park area was developed in the mid-1960s and is fully separated, which means that weeping tiles are connected to the storm sewer system. This area is therefore more at risk of flooding due to storm sewer surcharge than from sanitary sewer surcharge.

Type of Flooding. First response data does not provide any indication as to how the properties flooded. Resident flood questionnaires reported flooding of reverse driveways due to overland flow and flooding from the floor drain in at least one case. There were also reports of street flooding on Harkness, Lynhurst, Nicholson, Springland, Norberry and Ulster.

Previous Flooding: There are approximately 30 reports of basement flooding in this area from previous years. Most of the flooding occurred during high intensity thunderstorm events, such as the ones in 1996, 2009 and 2011. The flooding reports were interspersed throughout the area for each event, which did not create specific clusters. A review of all flooding events, though, show that this area does in fact form a cluster due to flooding from storm sewer surcharge.

Previous Investigations and Remedial Measures. As noted earlier, previous flooding events did not identify clusters in each individual events, which would have indicated that the problem was related to the private property. As such, no system wide remedial measures were investigated and/or implemented.

Current Investigation: A review of the sanitary sewer model shows that it would not have surcharged to reach basement elevations during the event of August 10th, thus making it unlikely that sanitary sewer surcharge was the main cause of flooding. The storm sewer model however, showed significant surcharge during such a critical event, up to street level, meaning storm sewer surcharge most likely backed up around weeping tiles and entered homes through foundation cracks and joints.

In addition, there were numerous reports of overland flooding on various streets. An analysis of the overland drainage system shows a significant amount of overland flow coming from Pauline Vanier Park. This runoff would have flowed behind the homes along Colman Street flooding rear yards and a reverse driveway on Colman as water flowed from the rear yard to the street (see image below). The resident on Colman also noted water coming out of the basement plumbing. This would indicate that the sanitary system was most likely impacted due to flooded basements as water drains back to the sewer via the floor drains.



Photo: Flooded home on Colman Street

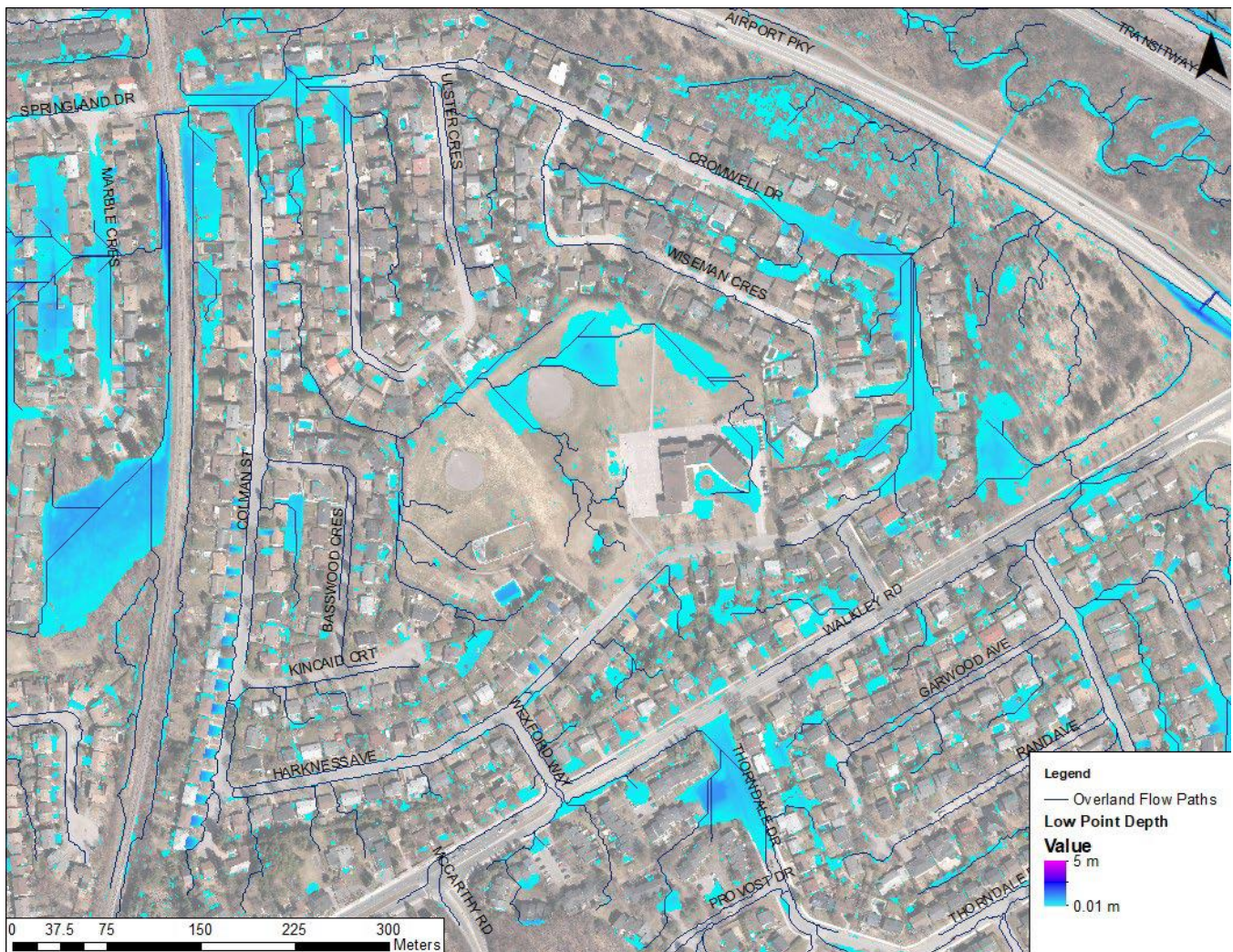


Image: The image above shows the overland flow paths and low pints in this area, which clearly shows the flow from Pauline Vanier Park into the rear yards on Colman.

Riverside Park Cluster, Overland Flow Paths and Low Points

Streets that report flooding include Harkness, Lynhurst, Nicholson, Springland, Norberry and Ulster. In many of these instances, reverse slope driveways were impacted, and basements flooded as a result. Low points have been observed on Lynhurst, Nicholson, Springland and Norberry and unfortunately these low points were part of the original design and cannot be removed without re-grading the neighborhood.

Probable Cause of Flooding: Surcharged storm sewers led to basement flooding in this cluster area as well as excess overland flow in the rear yard system along Colman Street. Furthermore, sanitary sewers may have been indirectly impacted due to flooded basements draining back to the sanitary system via floor drains. Further investigation into the storm sewer and overland system will be required.

The flooding situation in Riverside Park is complex in that the overland system is creating much of the problems. Excess flow from Pauline Vanier School and park is spilling into rear yards and flooding homes. The City will study this area in greater detail to see if storage in the park can be implemented to reduce the overland flow. Streets with low points are another issue. This area was designed and built in the early to mid-60s using the standard of the time. Overland drainage was not taken into consideration as it is today, and as such water accumulates in low points and spills through private properties. This is especially problematic if there are reverse slope driveways on the street. In many instances, a hump can be added to reduce spillage into the driveway, but that is often not enough protection for critical events.

Communication with residents will be needed to explain the flooding risk so that they can find ways to further protect their properties. The City will also look at ways of reducing flow accumulation at low points if feasible. Note that any option that includes storage in parks or other locations, will most likely require an EA study, which will add one or two years to the study period.

The storm sewer system will also be looked at in greater detail to see if the level of surcharge can be reduced by restricting catch basin inflow. This will be problematic though, because in new subdivisions this is done by restricting flow into the sewers and managing excess water on the streets. In our case, street drainage is already a major problem, and we would be exacerbating it by adding more surface drainage.

With respect to the next steps, Water Infrastructure Services will be initiating a drainage study in the Riverside Park area (shown below) to look ways of managing flow in the storm sewer system, as well finding ways to minimize the impact of overland flow and surface flooding. This study will take approximately 8 to 12 months to complete. As homeowners, please understand the benefits of installing backwater valves and additional measures to help flood-proof your home.

