

# Official Plan Briefing for the Riverside Park Community Association (RPCA)

List of main questions with accompanying answers from the City of Ottawa Planning Department  
Public Session facilitated by the RPCA and Councillor Riley Brockington

Questions submitted by Councillor Brockington:  
January 6, 2021

Response received from Planning Department:  
January 21, 2021

	<b>Questions/Comments by C/A</b>	<b>Response</b>
1	<p>There was strong concern and opposition to making this community split in to Inner Urban and Outer Urban at Walkley Road. The community would prefer one classification, Outer Urban, and consider the northern boundary at Brookfield Road instead.</p> <p>A) Will you consider amending the line between these two zones?</p> <p>B) If no, why was Walkley Road selected? What are the drawbacks of making this distinction?</p> <p>C) Will the south side and north side of Walkley Road be treated differently from a zoning perspective?</p>	<p>A) and B) Combined: The starting point for choosing boundaries between Inner and Outer Urban was primarily so as to include areas that were urbanized prior to about 1970. These are areas whose housing stock is now in its fifties and sixties, and will be in its seventies and eighties by the end of the planning horizon. This is the age at which buildings start to turn over and be replaced, and the Inner Urban Transect is established with the expectation of guiding the transformation into more urban forms.</p> <p>Outer Urban, by contrast, is applied to areas where the building stock is still too new to expect much turnover over the life of this Plan. If keeping the area you described all in one Transect were a priority, our recommendation would actually be to extend the Inner Urban transect to include the area south of Walkley to around Southmore, Dickinson, Quesnel etc., as it is of roughly the same vintage as the neighbourhood north of Walkley, not to extend Outer Urban north of it.</p> <p>We chose Walkley Road because, as a wide, high-traffic street, it's the most meaningful of the possible physical boundaries.</p> <p>C) Policy 6.2.1 (1) indicates that a Corridor designation applies to any lot abutting the Corridor, on each side of the street</p> <p>When a Mainstreet Corridor is also the dividing line of the Inner and Outer Urban Transects, they are treated slightly differently on each side of the road.</p> <p>Refer to Policies 5.2.3(2) and 5.3.3(3)</p> <p>In both the Inner Urban Transect and Outer Urban Transect, the Mainstreet Corridor sub-designation shall permit, subject to appropriate height transitions, setbacks, and angular planes, maximum building heights generally, up to nine</p>

		<p>storeys. However, it is acknowledged that in the Outer Urban Transect maximum heights may be limited to four storeys on lots too small to accommodate an appropriate height transition.</p> <p>Policy 6.2.1 (1) Corridors are shown as linear features in the B- series schedule. The Corridor designation applies to any lot abutting the Corridor.</p> <p>Zoning is not proposed to be changed at this time. If a zoning by-law amendment application were to be provided, it would need to be consistent with the above noted policies.</p>
2	<p>There was, what I believe, a misunderstanding in the terms 'major corridor mainstreet' and 'minor corridor mainstreet'.</p> <p>A) Walkley is proposed to be deemed major,</p> <p>B) Riverside minor. Why?</p> <p>C) What do these designations really mean? D) What will it precipitate for both streets?</p>	<p>The correct terms are actually Corridor - Mainstreet and Corridor - Minor.</p> <p>A) and B) Walkley Road is already designated as an (Arterial) Mainstreet in the current Official Plan. The Mainstreet designation in the new OP is the successor to both the current Traditional Mainstreet and Arterial Mainstreet designations.</p> <p>Minor Corridors are a new designation. It has been applied to streets that aren't already Mainstreets and not appropriate to plan for full-on mixed use, but are appropriate to establish corridors of higher density to better support street transit service, with very locally-oriented commercial and service uses.</p> <p>C) The following policies indicate what is meant by Corridor designations</p> <p>4.6.6 (2) In order to ensure that impacts on neighbouring properties and on the public realm are minimized, transition in building heights shall be required where different building height categories abut. For mid-rise and high-rise buildings, the Zoning By-law shall include all of the following transition requirements:</p> <p>a) Between existing buildings of different heights;</p> <p>b) Where the planned context anticipates the adjacency of buildings of different heights;</p> <p>c) Within a designation that is the target for regeneration, as follows:</p> <p style="padding-left: 40px;">i) Built form transition between a Hub and the surrounding low-rise area should occur within the Hub; and</p>

ii) **Built form transition between a corridor and the surrounding low-rise area should occur within the Corridor.**

5.2.3(2) In the **Inner Urban Transect**, the **Mainstreet Corridor** sub-designation shall permit, subject to appropriate height transitions, stepbacks, and angular planes, maximum building heights as follows:

a) Generally, **up to nine storeys** except where a secondary plan or area-specific policy specifies greater heights; however:

i) The wall heights directly adjacent to a street, and the heights of the podiums of high-rise buildings, where permitted, shall be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Section 4.6.6(8) and 4.6.6(9);

ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

5.2.3(3) In the **Inner Urban Transect** the **Minor Corridor** sub-designation shall permit, subject to appropriate height transitions and stepbacks, maximum building heights as follows:

a) Generally, **in a range between four to six storeys** except where a Secondary Plan or area-specific policy specifies greater heights;

b) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on mid-rise built form in Section 4.6.6(8) and 4.6.6(9); and

c) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

5.3.3(3) In the **Outer Urban Transect**, along the **Mainstreet Corridor** sub-designation this Plan shall permit, except where a Secondary Plan or area-specific policy specifies greater heights and subject to appropriate height transitions, stepbacks, and angular planes, maximum building heights as follows: generally, **up to nine storeys**; however limited to four storeys on lots too small to accommodate an appropriate height transition.

5.3.3(4) In the **Outer Urban Transect**, the **Minor Corridor** sub-designation shall permit, subject to appropriate height transitions and setbacks, maximum building heights of **up to four storeys** except where a secondary plan or area-specific policy specifies greater heights.

6.2.1 (1) Corridors are shown as linear features in the B- series schedule. The **Corridor designation applies to any lot abutting the Corridor**, subject to:

a) Generally, a **maximum depth** of:

i) In the case of **Mainstreet Corridors**, a maximum depth of **220 m from the centreline of the street** identified as a Mainstreet Corridor;

ii) In the case of **Minor Corridors**, a maximum depth of **120 m from the centreline of the street** identified as a Minor Corridor;

iii) Where part of a lot lies beyond the maximum depths specified in (i) and (ii), that part of the lot is excluded from the Corridor designation;

iv) Despite (iii), where that part of the lot excluded from the Corridor designation is less than 20 m in depth, the Corridor designation may extend to the entire lot.

b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and

c) Despite (a) and (b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.

D) The above noted policies can be considered more as a carrots rather than sticks. An Official Plan cannot force development to occur, it can only allow appropriate development to occur over time. It is anticipated that Corridor designation and policies contribute to their planned function of combining a higher density of development, a greater degree of mixed land-use, and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Nodes.

3	<p>Would you please confirm that there are no plans whatsoever to amend any of the parks and greenspace in Riverside Park to anything other than parks and greenspace.</p>	<p>Parks Policy planner: Not all parks are designated on the B Series Schedules. The following draft Greenspace policy below explains this.</p> <p>"7.1(2) Only greenspace of 3.2 hectares or larger appears on Schedule B. Smaller areas of greenspace may appear on Schedules C9, in Secondary Plans, in the Parks Master Plan, and in the Urban Forest and Greenspace Master Plan as appropriate."</p> <p>This is the same approach as the former OP. The importance of existing parks is reinforced by this policy</p> <p>"4.4.1(10) The City shall protect public access to existing parks for recreation and programmable use. Public consultation is required where a municipal park is to be sold or changed to another use."</p>
4	<p>The widening of the Airport Parkway will lead to the narrowing of Walkley Road, from 4 lanes to 2, part of a traffic calming plan. Will the OP force these plans to change? I said no, but would appreciate if you could confirm that.</p>	<p>Transportation Planning: As part of the Airport Parkway Environmental Assessment we have identified a narrowing along Walkley between the Airport Parkway west to McCarthy Avenue to a three lane roadway with the centre lane being a continuous multi directional left turn lane. This will be incorporated complete with a southbound off ramp from the Airport Parkway to Walkley and a roundabout.</p>
5	<p>Residents believe Walkley Road between the Airport Parkway and Riverside is different, than east of Bank Street. The atmosphere on West Walkley is more residential feeling and they are worried that future development will rob them of that community feeling. Historically, they believe this street should not be an arterial and we are actively working on getting the street reduced from 4 lanes to 2.</p>	<p>Transportation Planning: Please see comment 4 above, complete with the knowledge that Walkley still remains an arterial due to the connectivity it has to the existing arterial network.</p>
6	<p>What is the specific consultation plan with the greater community to ensure they are aware of what is being contemplated in the new OP? Can I receive a River Ward tailored briefing minus Riverside Park.</p>	<p>The consultation plan for the draft New Official Plan entails the following: Transect presentation series in November 2020 Email circulating the draft Official Plan was sent on November 20<sup>th</sup> 2020 to all who have signed up to follow project. Website:</p> <ul style="list-style-type: none"> <li>- 21 one-pagers on top issues we heard in engagement so far</li> <li>- 21 Feedback forms to get detailed input</li> </ul>

		<p>- Full draft Official Plan posted</p> <p>New OP inbox inquiries responded and tracked. Hard copies of the draft Official Plan in public library for review.</p> <p>City Builders Newsletter articles are regularly sent on the New Official Plan engagement opportunities. Happy to provide articles for Ward newsletters.</p> <p>Attending Community Association meetings when requested.</p> <p>Wil be hosting additional public meetings in Q1 and Q2.</p> <p>We are happy to have a meeting to review how these tactics are reaching residents of River Ward and to support additional engagement.</p>
7	<p>How does the new OP take in to consideration new demands the public will have due to COVID, working from home, workspace needed, kids at home, etc</p>	<p>Public Health Policy Planner: The long-term impacts of how society will function post-COVID are unknown. However, the new Official Plan’s commitment embedding resiliency throughout policies makes us better able to withstand disrupters in society, including new ways of living within, and moving through, our communities. In particular, the 15-minute neighbourhood concept, which is a foundational principle of the new Official Plan, will help ensure that the communities in which people live provide for the range of daily needs and amenities that support healthy and vibrant places (i.e. greenspaces, stores, safe walking and biking infrastructure for all ages). In addition, the provision of missing middle housing, which includes units with multiple bedrooms, will ensure that communities within the inner urban area have housing options that can support family life.</p>
8	<p>What evidence exists that can assist us in trying to wrap our heads around some of the recommendations, that illustrate how residents who have been impacted by similar recommendations, made in other jurisdictions.</p>	<p>The City of Ottawa is the first Ontario municipality to propose an Official Plan structured around a “transect” system of policies. This method is proposed in order to allow for context of the different areas of the City rather than a one-size-fits all approach.</p>