

March 2020

Hunt Club: My Community



Greg Kelly's Tunes Afternoon Saturdays at Moose McGuire's Sue McCarthy

Moose McGuire's, 3320 McCarthy Road, has been supporting live music and other neighbourhood events since its opening in December 2013. One of those events, is Greg Kelly's "Tunes Afternoon", from 1 to 4 pm every Saturday, in its 2nd year since its inception in September 2018. Greg Kelly, local singer/songwriter, is the host and usually plays a 30 minute set, followed by an hour by an invited local or travelling guest musician. The next 90 minutes or so is dedicated to an open mic. Everyone is welcome to participate. Greg has loyal followers who come to listen and many others who come to sing and play. It's a very safe and welcoming environment that I have taken advantage of, as have many others. The schedule of guest musicians for March:

- Mar 7: Saxophonist Peter Woods and friends
- Mar 14: Kevin Dooley and family with Acacia Lyra
- Mar 21: Nick Gauthier
- Mar 28: Vicki Heacock

Check Greg's website for future dates!

<https://gregkellysongs.ca/>

Are you looking for an opportunity to perform or just to listen to music in a friendly environment? Come on out, we'll be waiting for you!

Arts in the Park SAVE THE DATE!

Mark your calendars now for Arts in the Park 2020 at Paul Landry Park.

A tentative date has been set for **Saturday, May 16** with a rain date of **Saturday, May 30**.

Library Services: On The Move in Hunt Club

Christine Johnson

Did you know that you can borrow a musical instrument from one of four different library branches, including Greenboro? There are ukuleles, violins, banjos, keyboards, percussion instruments and more. You can check out one musical instrument at a time for a borrowing period of three weeks. If there are no outstanding holds on the instrument, there is the possibility of three renewals. Find out more about what's available by going to the OPL website <https://bibliooottawalibrary.ca/en/instruments>.



If you would like to get involved in proactively advocating for improved library services for our Hunt Club community, please contact me at libraryservicesmatter.hcca@bell.net

My Green Vehicle Experience

Peter Kroeger

In the summer of 2013, I took delivery of my first plug-in hybrid vehicle (PHEV). It was a Ford C-MAX Energi with a 7.6kWh battery and a 53L gas tank.

Upon starting the car, the dash would light up and after a second, it informed me that it was "Ready to Drive". There was no sound. Moving forward in EV mode the car remained silent, except for the subtle sound of moving through the air and tires on pavement. Acceleration was extremely smooth with the electric motor and CVT (continuously variable transmission). As I applied the brake pedal, if I listened carefully, I could hear the soft whistle of the regenerative braking at work. When coming to a stop, i.e. at traffic lights, the car would inform me of the percentage of braking that was converted to electricity vs absorbed by the brake pads. As time went by, every time I drove the car, it became a bit of a game to "score high" on the braking and driving efficiency, which was indicated by the number of green leaves that were displayed on the dashboard. Sitting quietly waiting for the traffic light to change, I found myself not being impatient for the light to turn green. Previously, I would often be in a hurry to get to where I was going, but now I enjoyed the smooth and quiet journey. The electric motor provided lots of torque, which gave the car the ability to accelerate very quickly as needed.

On most days the battery had sufficient charge to get me to and from work, with ample energy still available for a lunch errand or evening excursion. During the summer, the car estimated a range of 47km in EV mode, even while using the a/c. Winter temperatures, particularly anything below -10, tended to reduce the capacity of the battery. My winter EV range was around 26km. I found that I could alleviate this by preheating my car using a scheduled departure time while it was charging in my garage.

Throughout the coldest winter months, the car would occasionally run the gas engine in "oil maintenance" mode, in order to give a boost to heating the interior, and then would switch to "electric" mode in order to maintain it.

During the 5 years I owned the Ford C-MAX, I did a few out of town trips to Guelph, Kingston, and Montreal. During these trips, the car would run in hybrid mode once the battery was exhausted. Typically, it ran 50%



of the time on gas, charging the battery as it ran, and 50% of the time in EV mode only

My commute to work is around 28km round trip and at the time, charging off peak at home cost me around 40 cents per day for electricity. Over the 5 years I had this car, I spent a total of \$1008 on gas and had an average fuel efficiency of 1.8L/100km (130 MPG US). I estimate around \$150/year for electricity. I never had to replace my brake pads since they were rarely used.

In 2018 I sold my C-MAX and after doing much research, I decided to purchase a Chevrolet Volt, which had a 18.4kWh battery and 34L gas tank. It is very enjoyable to drive. In the summer I can drive almost 120km in EV mode. In the winter this range drops to around 70km. I find that this increased range allows me travel almost all-day trips on EV. The Volt also runs the gas engine to perform oil maintenance but does so for shorter periods of time. When the temperature goes below -10, it runs the gas engine to assist with cabin heating.

I did a 1338 km trip from Ottawa to Niagara Falls to Guelph and back to Ottawa. Fuel consumption was 4.3L/100km. (57L used) Over the last 20 months I have spent \$118 on gas and had an average fuel efficiency of 0.6L/100km. (392 MPG US).

I have noticed that my Volt actually emits artificial noise when driving below 32km/hr. This was an added safety feature in order to alert pedestrians (especially those who are sight impaired) of the car's presence. Fortunately, this noise is not audible inside the car itself.

Owning a PHEV vehicle has dramatically changed my interest in driving and in cars in general. So much so, that I find myself volunteering to run errands and drive friends and family around much more than ever before. I am a total convert now and would not consider going back to owning/driving a strictly gas engine powered car.

The Older Adult Driver

Barb Shea

There are many good reasons to maintain good driving skills and know the rules of the road no matter what age driver you are. If you are an older adult, chances are it's been years since you attended driver training or attended a session on changes in traffic laws. In our house, the latter can be a source of "discussion" inside the vehicle as we go from here to there. Beyond that discussion is the fact drivers over 65 years old have the largest number of fatalities of all age groups, a sobering thought.

As we grow older changes in vision and/or other physical ability can affect our abilities and confidence. These changes usually happen gradually. Knowing this, we can anticipate the future, look at our own situation and take steps to continue to drive safely. There may come a time when we have outlived our ability to be a safe driver. (some reports say many of us outlive our ability to drive safely by 7-10 years). While we may have years of experience, chances are there are things to learn, to update.

Being able to drive is, for many, a big part of being independent. Keeping yourself and others safe as you drive, is a personal responsibility. The good news is there are a number of programs and events, information and references available to the older adult driver. The information can outlive our ability to drive safely.

Here are some resources available to the older adult driver:

- **The Canadian Automobile Association (CAA):** CAA has many on-line resources that can be found at: <https://www.caa.ca/seniors/> .
- **CarFit:** CAA has partnered with the Canadian Association of Occupational Therapists (CAOT) to bring CarFit to Canada. CarFit: <https://caot.ca/site/pt/resources/carfit>. The Council of Aging (COA) hosts CarFit events spring, summer and fall. Our community association (HCCA) supported a CarFit session fall 2019 and there are more events planned for 2020. Watch the HCCA and COA websites for updates.
- **55 Alive Driver Refresher Course:** This classroom course, designed by the Canada Safety Council, is available through the City of Ottawa. <https://canadasafetycouncil.org/product/55-alive-driver-refresher-course/>

From personal experience, after participating in two of the above events, it has reduced the "discussion" on rules of the road in our vehicle and increased our awareness and confidence in driving.

A Matthew Page Story "Spring in Her Step"

The winter hadn't been especially cold nor harsh but, for Janie, it still felt long. Perhaps partly due to her school days both starting and ending in darkness, it was more likely winter had felt like an eternity because Janie's left leg had been imprisoned in bright yellow fiberglass for the past eight weeks.

Janie had broken her fibula on the first perfect weekend for sledding. She had again recruited Paul and Tyrese to help her realize another one of her great plans – this time it was a massive snow jump on the Conroy Pit hill. While the boys had their reservations, they followed Janie's instructions, and by the time the jump was complete it was taller than each of them.

As with any of their masterpieces, from the bike track to the zip line to the boat, Janie was the only one with the courage to go first. She pulled down her goggles, grabbed the handles of her snow racer, ran along side it to build up speed and, as the front ski crested the hillside, she leapt onto the seat. Her trajectory to the centre of the jump was perfect. Janie's eyes were beaming and her smiling face rosy from the wind.

Then she hit the jump.

The boys would argue that it had been the other's responsibility to pack down the snow at the top of the jump. Only Janie, the meticulous architect, would know, as her front ski jammed into the loose snow, that it was Paul who had neglected his duties, although she would never say it aloud.

Instead of glorious liftoff, Janie's snow racer came to an abrupt halt; Janie did not. She launched over the top of the jump, arms and legs scrambling. Tyrese would claim that Janie had done three front flips before crashing to the ground. And, while she had broken her leg, he wouldn't be able to stop talking about how awesome it was as they waited in the emergency room for Janie to get fixed up.

But today was a new day. There was still spring snow on the ground (thankfully it was a long winter) and the cast was off. Janie had again enlisted the assistance of Paul and Tyrese to rebuild the jump, this time both of them making sure to double check the other's craftsmanship.

Standing at the top of the hill, Janie pulled down her goggles, grabbed the handles, sprinted to build up speed and, as the front ski crested the hillside, she leapt on.

Food Insecurity Matters

Christine Johnson

Food insecurity is the inability to access nutritious, safe and affordable food, to meet the daily needs of you and your family, in a way that preserves dignity and allows for personal preferences. Statistics Canada began monitoring food insecurity in 2005 through the Canadian Community Health Survey (CCHS). Since then, food insecurity has persisted across Canada, with over 4 million Canadians living in food insecure households. This represents roughly 1 out of 8 Canadians.

In 2019, one thousand families from the Hunt Club-Riverside Park communities accessed the Heron Emergency Food Centre to seek food. This represents 3,222 people who were fed at least once from the resources at the Food Centre. This made us wonder if our neighbours' food needs are being met and led to the creation of the Food Security Committee as part of the South-East Ottawa Community Health Centre's (SEOCHC) Hunt Club-Riverside Park Steering Table.

The Food Security Committee hosted a free community meal on Thursday, January 23rd, at the Riverside Churches on Riverside Drive. Volunteers from the churches and from the committee served up generous portions of vegetarian chili, three different types of cornbread, and a tasty variety of cookies and squares, all home made. Dinner guests engaged in robust discussions about food security matters in our Hunt Club and Riverside communities. All agreed that increased food security is essential.

We've created a list of local food support agencies: the Heron Road Emergency Food Centre; local churches; 'Out of the Cold' Saturday evening meals at Southminster Church; Greenboro Pavilion Food Centre; homeless shelters; Caring/Sharing Christmas Exchange (seasonal); Ottawa Good Food Box; Centretown Food Bank (Centre 507); Parkdale Food Centre; Shepherds of Good Hope; and Ethnic Community Groups.

We've developed communication strategies to make food support services information accessible. Other food programs/services that we would like to see include: a small accessible grocery store in Riverside Park; group cooking classes and/or made ahead meals in a community kitchen; workshops about how to shop wisely to feed your family with inexpensive and nutritious meals; a mobile market where you can buy quality fresh vegetables at a lower cost; volunteer shopping helpers; school breakfast programs; community gardens; and a regular Farmers' Market in our community.

If you would like to help with this Food Security initiative, please join us on Tuesday, March 10, at the Anglican/ United Churches on Riverside Drive, just south of Walkley Rd, for a 1 – 2:00 pm planning and organizing session. You can also contact Amal Mashaye from the SEOCHC at amalm@seochc.on.ca; 613-247-1600 ext. 326.

Meanwhile, every Thursday afternoon, from 1 – 2:30 pm you can drop in the Community Kitchen at the Albion-Heatherington Community Centre at 1560 Heatherington Rd, off of Walkley Rd and Albion, for some nutritious snacks, chatting and company. All are welcome.



River Ward Updates

Riley Brockington

City Council Orders Release of LRT Documents

On February 12, City Council unanimously approved a motion calling on the release of information related to the LRT Phase 2 project and an independent review of the procurement process. Details of the actual motion are as follows:

1. That Council direct the City Manager to release the Stage 2 Light Rail Transit Trillium Line Project Procurement documents, including the technical compliance scores, the technical evaluations and the specific bid amendments made to the contract to ensure that Council's criteria for the project are going to be met, to City Council and the public as soon as possible and in advance of the March 3, 2020 Finance and Economic Development Committee meeting; and
2. that City Council waive its solicitor-client privilege with respect to the October 23, 2018 legal opinion by Norton Rose Fulbright, titled, "Trillium DBFM RFP-Technical Evaluation Bid Evaluation Steering Committee Discretion and Re-evaluation" so that it can be included for release with the above-noted procurement documents; and
3. that an independent consultant be engaged to undertake a 'Lessons Learned' exercise on the Stage 2 Light Rail Transit Project Procurement Process, building on the recommendations in the Auditor-General's November 26, 2019 report titled, "Audit of Stage 2 Light Rail Transit (LRT) Project Procurement", as well as options to strengthen any of the following key public procurement principles: Transparency, Integrity, Value for Money, Openness, Fairness, Competition and Accountability, such that the work is completed in time for the Stage 3 procurement process; and
4. that the scope of work and recommended consultant for the Lessons Learned exercise be brought to the Finance and Economic Development Committee and full Council for their approval by the end of Q2 2020, with the intention that the consultant's report be presented to Committee and Council by November 2020; and
5. that City Council direct staff to incorporate a review of the City's Public-Private Partnership Policy, in addition to the City's Purchasing By-law and the Delegation of Authority By-law, as part of the Mid-Term Governance Review process, which includes consultation with every Member of Council.



Photo Credit: Wayne Cuddington / Ottawa Citizen

Hunt Club / Riverside Intersection Safety Review

In the Spring of 2019, when the City of Ottawa considered and ultimately approved the zoning bylaw amendment application from Taggart Developments Inc for their property on Riverside Drive at Hunt Club, the poor functionality of the intersection, particularly at rush hour became the lead story. As a result, I successfully acquired funds to hire an independent safety consultant who has assessed the intersection and conducted a community survey of those who use the intersection as pedestrians, cyclists and motorists.

In conjunction with the Hunt Club Community Association (HCCA), I will be hosting a meeting in early April to facilitate the findings of the review with the public, which will include a set of recommendations. Please ensure you are receiving my monthly River ward e-Newsletter so that you will become aware of the date, time and location of the public meeting. Sign up for my monthly e-newsletter simply by emailing me at Riley.Brockington@Ottawa.ca

Public Transit Fares Frozen Again

As a result of the on-going service issues with the LRT system in particular, City Council agreed to extend the current fare freeze from March 31, 2020 to a yet-to-be-determined date. Once LRT service stabilizes, fares will likely rise by 2.5%, the timing will be at the discretion of the City Manager.



Hunt Club

Community Association

Paul Landry Park: Spring Clean Up

Saturday, May 2, 10 am
(Rain date: May 3)

All supplies provided. Everyone is welcome.
Many hands make for light work.

Thank You to our Sponsors

If you would like to become a sponsor of "Hunt Club: My Community", please email info@hunt-club.ca

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