



COUNCILLOR/CONSEILLER RILEY BROCKINGTON



Hunt Club Community Association September 9, 2024

Dear Members of the HCCA and Residents of Hunt Club,

Welcome back!

May I offer my very best wishes to everyone in the school system, students, educators and everyone else who are part of the team, I trust you will have a successful year ahead.

With more pedestrians and cyclists travelling to and from school, we all have a responsibility to slow down and watch for our most vulnerable. Please obey posted speed limits and respect on-street parking signage in school zones. Take time to practice travelling to your child's school and if you see issues with sidewalks or other infrastructure, let me know, your journey is important.

Thank you HCCA, RPCA and tons of volunteers! My heartfelt thanks to an amazing Hunt Club Festival on September 7. When the rain came, we moved indoors and hosted one heck of a community bash. Well done to everyone who made this such a success.

[3930-3960 Riverside Drive – St Mary's Development](#)

There has been a minor modification to the Roadway Modification Report and plan of subdivision conditions for the St. Mary's development (3930 Riverside Drive). The purpose of the modification is to provide the proponent with flexibility to complete the road modification work in two phases. The phases split the work as follows:

PHASE 1

- Construction of an interim right-in/right-out vehicle access. Included in the intersection will be a southbound right-turn lane into the proposed site as well as a 2m sidewalk and a 1.5-m bike lane along the development's access road.
- Extension of the existing southbound right turn lane on approach to Hunt Club Road including 1.8m cycle tracks and 2m sidewalk within the limits.
- Construction of a new 2m sidewalk and on the west side of Riverside Drive from the proposed site access intersection to 200m north.
- Construction of a new 1.8m cycle track on the west side of Riverside Drive from the proposed site access intersection to Kimberwick Crescent.

PHASE 2

- Signalization of the site access intersection with protected intersection features. Included in the intersection will be a northbound left-turn into the proposed site.

Phase 1 (interim right-in/right-out access) is permitted as access during construction and during occupancy of the low-rise portion of the subdivision (single detached units and townhouses). A Transportation Impact Assessment addendum was prepared by the proponent to verify that the site would operate acceptably under Phase 1 conditions given the limited trip generation of the low-rise residential portion of the development. Phase 2 is required prior to receipt of an occupancy permit for any of the apartment blocks.

July 30 Meeting

On July 30, I hosted and facilitated a virtual meeting with my office, City Planning staff, Taggart Reality staff, HCCA Exec members and members of the Ottawa Field Naturalists' Club

The purpose of the meeting was to discuss and review three main topics: (i) missing middle housing scenarios on site, (ii) Riverwood Park proposed pathway and impact on notable trees, (iii) Transportation Infrastructure, mainly cycling track and future pathway

Shearwater (OCH) Expansion

As part of the funds received from the federal government's Housing Accelerator Funding, the City of Ottawa has provided Ottawa Community Housing with \$9.6 million to demolish a 9-home row of townhouses and replace it with a 6-storey 45-unit apartment building that will include 1-2&3 bedroom units.

I attended a public information session for Shearwater tenants on September 5 and OCH intends to host another public session with the broader community as we get closer to actual construction.

Construction expected in the Spring of 2025, completed late Summer 2026.

The new apartment building will have an address of 60 Finch Private, off Uplands in the Shearwater OCH community.

Sawmill Creek Pathway Detour Lifted by South Keys Station

With construction activities around the South Keys Transit Station winding down, the MUP was reopened this summer and provides greater accessibility to and from the Station.

Hunt Club Road Retaining Wall Removed

As part of the Stage 2 O-Train South Extension Project, work was undertaken on the Hunt Club Road retaining wall. It was removed to create a new Multi-Use Pathway (MUP). Crews removed a retaining wall on the northern sidewalk of Hunt Club Road next to the Airport Parkway, and then built a new MUP.

Trillium Line Opening Date and Remaining Tasks

At the special LRT Sub-Committee meeting on August 29, a detailed presentation was provided on the remaining tasks to complete before the Line is open for passenger service.

As of the end of August, there were 2-3 weeks left of pre-trial tasks to complete.

The final trial run phase will last 4-6 weeks and is similar to a final exam. The trains and all components of the system must work perfectly. The post-trial run set of tasks will take another 2-3 weeks to complete.

Although the media were optimistically predicting a mid-October launch, I suggest a December 2024 date is more realistic.

At my request, OC Transpo staff have created a handy one-pager outlining the pending changes to bus routes that serve River Ward. It includes a listing of routes that will be modified, cancelled and added. It is attached to this report as an addendum.

School Bus Driver Recruitment – Ottawa Student Transportation Authority

Find a meaningful job as a school bus or van driver with one of our many operators in the Ottawa area!

Driving a school bus is a fulfilling opportunity. If you have an interest in working with children and youth, this may be the right job for you. Approximately 1,200 school buses and school purpose vehicles travel 75,000km in Ottawa every school day. These trained professionals provide 15 million safe rides during the school year.

Answer the call. Be a Driver.

School bus drivers enjoy regular part-time employment which can be a great fit for many families, retired persons and the self-employed. OSTA contracts over 10 local bus Operators who are responsible for the hiring and training process. Professional training is often provided by the school bus company at little cost to drivers. Training includes safe driving techniques, bus evacuation, student management, and other specialized training dependent on the applicants' needs.

- Meet the minimum age requirements to hold a school bus driver's license in your province (and the company standard minimum of 21 years of age)

- Hold a valid (non-probationary) driver's license and a very good driving record
- Undergo & pass a Ministry prescribed medical examination, criminal record search, vulnerable sector clearance and other background checks
- Complete a government-approved School Bus Driver Improvement Course
- Pass a road test using a vehicle that meets the requirements
- Have a sound knowledge of the region of the assigned school route and surrounding areas

OSTA: 613-224-8800 or admin@Ottawaschoolbus.ca

[Registration is now open for the fall Cleaning the Capital campaign](#)

Nothing is more spectacular than the fall colours in and around Ottawa. This September, help make those views in your community even more enjoyable by registering for Cleaning the Capital.

Thanks to nearly 42,000 participants, the spring campaign was a big success with 1,034 projects registered and approximately 33,000 kilograms of waste collected. Since Cleaning the Capital began in 1994, over 1.5 million volunteers have participated, and it is estimated that over 1.2 million kilograms of waste has been removed from our public spaces.

Registration is now open until Tuesday, October 1. You can choose from a variety of public spaces to help clean up, such as community parks, roadsides, and shorelines.

Here are some important dates for the fall campaign:

- Thursday, August 15: Registration opened
- Sunday, September 15 to Tuesday, October 15: Fall Cleaning the Capital campaign
- Tuesday, October 1: Registration closes
- Friday, November 1: Deadline to submit your online cleanup report

Starter cleanup kits are available upon request. To learn more about the campaign or register your project, visit ottawa.ca/clean.

[Renewal Work – Hunt Club Riverside Park Community Centre](#)

Starting September 9, to October 30, Simluc Contractors will be on-site to complete roof and window renewal in the Centre. This will impact activities normally held in the gymnasium. Please contact the Centre for more details.

[Owl Park – Proposed Modification to Dog Designation](#)

As previously reported on a number of occasions with the HCCA, a modest proposal to refine the dog designation in Owl Park is on-going and now with Ottawa Bylaw to address the remaining steps. Ottawa Bylaw erected signage in the summer to acquire their own independent outreach and solicit public feedback.

A challenge by opponents to the change have noted that this proposal did not follow a petition process and sought a better understanding as to how the proposal was being pursued.

As a reminder, Owl Park is designated a dogs off-leash park. Several issues have been brought to my attention over many years, including requests and interventions by school principals, parents, local residents and even some dog owners. My objective is not to ban dogs and to try and find an appropriate balance that places overall park enjoyment and safety at the forefront of the decision.

[Wendy Stewart Sawmill Creek Pond Cleanout](#)

The Sawmill Creek Pond clean-out is currently out for tender and will be awarded this month.

- Once awarded, the first step will be to lower the water level in Cell 1 in early October to prevent any turtles from hibernating in it (this will not impact the pathway).
- Following this, construction work will begin in November. The southern pathway will be closed from November to February, but the northern and Juno Beach Memorial Bridge pathways will remain open.
- In February, the pathway will re-open with fencing around the drying sediment. The contractor will return in the summer to haul the dried sediment, which will require another temporary closure of the southern pathway for about 8 weeks.

Ottawa is facing financial crisis – Mayor Sutcliffe

On August 8, Mayor Mark Sutcliffe launched a campaign calling on residents to join him in demanding fair funding from the provincial and federal governments. Highlighting a severe financial crisis, the Mayor emphasized Ottawa's unique position and the critical need for equitable support.

Mayor Sutcliffe outlined two significant areas where Ottawa is disproportionately burdened compared to other cities: federal payments in lieu of taxes (PILTs) and transit funding.

As the most significant example, Mayor Sutcliffe pointed to significant reductions in federal payments to Ottawa for property taxes. Over the past eight years, while Ottawa residents and businesses have seen increases in their property taxes, the federal government has unilaterally decided to reduce its payments from \$194 million to \$164 million per year. City finance staff estimate that the federal government's plans to exit 50% of its Ottawa properties will significantly impact the City's finances, resulting in lost property tax revenue of approximately \$445 million over the next ten years.

The Mayor also highlighted inequities in transit funding. Ottawa built a transit system largely to serve our largest employer, the federal government. The decline in downtown ridership from federal public servants has cost the city \$36 million a year in lost fare revenue, contributing to a \$140 million annual shortfall in the transit budget. Ottawa does not receive the same capital funding for transit projects as other cities like Toronto.

To address these issues, Mayor Sutcliffe outlined five key requests to the federal and provincial governments:

1. Reimburse unpaid payments in lieu of taxes (PILTs): The federal government must pay what it owes for the past five years, approximately \$100 million.
2. Ensure fair PILTs: The federal government should stop unilaterally reducing payments and pay its fair share of property taxes.

3. Guarantee PILT levels during transition: Maintain PILT payments at the appropriate amount while exiting up to 50% of its Ottawa properties.
4. Restore fair transit funding: Reinstate the one-third funding model for transit projects so local taxpayers aren't burdened with 56% of capital costs.
5. Support sustainable transit: Provide operational funds for the next three years to ensure Ottawa's transit system can recover from recent challenges and sustain operations for the future. At the September 4 City Council meeting, Council unanimously endorsed the Mayor's campaign

Looking Ahead

- **Wednesday November 13, Draft 2025 City Budget Released (a 4-ward Budget consultation and information session is being planned for the second half of November)**
- **Thursday December 19, River Ward Holiday Dinner**