



Ottawa City Council

Minutes

Meeting #: 62

Date: July 23, 2025

Time: 10 am

Location: Andrew S. Haydon Hall, 110 Laurier Avenue West, and by electronic participation

Present: Mayor Mark Sutcliffe, Councillor Matt Luloff, Councillor David Hill, Councillor Cathy Curry, Councillor Clarke Kelly, Councillor Glen Gower, Councillor Theresa Kavanagh, Councillor Laine Johnson, Councillor Sean Devine, Councillor Jessica Bradley, Councillor Tim Tierney, Councillor Stéphanie Plante, Councillor Rawlson King, Councillor Ariel Troster, Councillor Jeff Leiper, Councillor Riley Brockington, Councillor Shawn Menard, Councillor Marty Carr, Councillor Catherine Kitts, Councillor Isabelle Skalski, Councillor David Brown, Councillor Steve Desroches, Councillor Allan Hubley, Councillor Wilson Lo

Absent: Councillor Laura Dudas

1. Call to order and moment of reflection

The Council of the City of Ottawa met at Andrew S. Haydon Hall, 110 Laurier Avenue West, Ottawa, on Wednesday, 23 July 2025 beginning at 10:00 a.m. The Mayor, Mark Sutcliffe, presided over the meeting from Council Chambers with some Members attending in person and the remaining Members participating remotely by Zoom.

Mayor Sutcliffe led Council in a moment of reflection.

2. Public notices and meeting information

Notices and meeting information are attached to the agenda and minutes, including: availability of simultaneous interpretation and accessibility

accommodations; *in camera* meeting procedures; information items not subject to discussion; personal information disclaimer for correspondents; notices regarding minutes; and remote participation details.

Accessible formats and communication supports are available, upon request.

3. National Anthem

The National Anthem was from a recording that was performed by the Canterbury Highschool Choir.

4. Roll Call

All Members of Council were present except Councillor L. Dudas.

5. Confirmation of Minutes

5.1 Minutes 61 of the City Council meeting of 25 June 2025

Carried

5.2 Confidential Minutes 61 of the City Council meeting of 25 June 2025

Carried

6. Declarations of Interest Including Those Originally Arising from Prior Meetings

No Declarations of Interest were filed.

7. Communications

7.1 Association of Municipalities of Ontario (AMO) Communications

The communications from AMO were received.

7.2 Petitions

A petition submitted by Kexing Liu, containing 33 signatures, requesting that Ottawa City Council reduce the speed limit on Dundonald Drive, between Kilbirnie and Greenbank, to 40 km/h and install flexible posts with bulb outs.

8. Regrets

Councillor L. Dudas advised that she would be absent from the City Council meeting of 23 July 2025.

9. Motion to Introduce Reports

Motion No. **2025-62-01**

Moved by S. Devine

Seconded by S. Desroches

That the report from Ottawa Board of Health entitled “Appointment of a Medical Officer of Health – In Camera – Personal Matters About Identifiable Individual”, the report from Ottawa Police Service Board entitled “Ottawa Police Service Board Annual Report - 2024”, Agriculture and Rural Affairs Committee Report 26, Built Heritage Committee Report 24, Community Services Committee Report 17, Emergency Preparedness and Protective Services Committee Report 18, Finance and Corporate Services Committee Report 26, Planning and Housing Committee Report 50, Public Works and Infrastructure Committee Report 20 and the report from the City Clerk entitled “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 25, 2025” be received and considered.

Carried

10. Ottawa Board of Health (In Camera)

Rising from the Ottawa Board of Health meeting of July 14, 2025.

10.1 Appointment of a Medical Officer of Health – In Camera – Personal Matters About Identifiable Individual- Reporting Out Date: Upon Council Approval

File No. ACS2025-OPH-BOH-0010 - City-wide

Motion No. **2025-62-02**

Moved by C. Kitts

Seconded by R. King

BE IT RESOLVED:

1. **That Council approve the appointment of Dr. Trevor Arnason as the City of Ottawa’s new Medical Officer of Health; and**
2. **Subject to approval of recommendation 1, that Council transmit its recommendation for approval of the appointment to the Minister of Health and Long-Term Care.**

Carried

11. Ottawa Police Service Board

11.1 Ottawa Police Service Board Annual Report - 2024

File No. ACS2025-CCS-PSB-001 - City-wide

Board Recommendation(s)

That the City of Ottawa Council receive this report for information.

Received

12. Agriculture and Rural Affairs Committee Report 26

12.1 Agriculture and Rural Affairs Committee Revised Terms of Reference

File No. ACS2025-OCC-CCS-0062 – City-wide

Committee Recommendation(s)

That Council approve the Agriculture and Rural Affairs Committee's revised Terms of Reference, as outlined in this report and attached as Document 1.

Carried

13. Built Heritage Committee Report 24

13.1 Island Park Drive Heritage Conservation District Feasibility Assessment

File No. ACS2025-PDB-RHU-0032 – Kitchissippi (Ward 15)

Committee Recommendation(s)

That Council:

1. **Receive for information the Island Park Drive Heritage Conservation District Feasibility Assessment, as directed by report ACS2024- PDB- RHU- 0046 and attached as Document 2.**
2. **Direct Heritage Planning staff to undertake a Heritage Conservation District Study and prepare a Heritage Conservation District Plan for Island Park Drive, in accordance with the requirements outlined by the *Ontario Heritage Act*.**

3. **Receive for information the revised Terms of Reference for Heritage Conservation District Feasibility Assessments, attached as Document 4.**

Carried

14. Community Services Committee Report 17

14.1 Transition of Centre éducatif Pinocchio to a high needs area

File No. ACS2025-CSS-GEN-009 – Rideau-Vanier (Ward 12); Somerset (Ward 14)

Committee Recommendation(s), as amended

That Council:

1. **Receive the business case and capital funding plan, as directed by Council, to facilitate the transition of the Centre éducatif Pinocchio to a high needs area as outlined in this report; and**
2. **Approve the 1010 Somerset Street West location to transition the Centre éducatif Pinocchio that maintains and increases Francophone child care spaces to a high needs area; and**
3. **Delegate authority to the Director, Children's Services, to negotiate, enter into, execute and amend agreements with the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO) to facilitate the transition of the Centre éducatif Pinocchio Child Care Centre, as described in this report; and**
4. **Direct staff to use the 1010 Somerset Street Capital Account to cover the expected costs to build two additional child care rooms should Provincial funding not be received by the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO), as described in this report; and**
5. **Direct staff to develop a business case and capital funding plan to explore the feasibility to maintain the continuity of municipally operated French language child care services within Lowertown or Sandy Hill; and**
6. **Direct staff to report back to Community Services Committee the findings of the business case no later than Q1 2027 with**

next steps and recommendations for consideration as part of the planned 1010 Somerset Street transition plan to help minimize impacts for families

Carried

14.2 2025 Update to Local Rules Under the Housing Services Act, 2011

File No. ACS2025-CSS-GEN-010 – City-wide

Committee Recommendation(s)

That Council approve the Local Rules, as updated and set out in full in Document 1.

Carried

15. Emergency Preparedness and Protective Services Committee Report 18

15.1 Ottawa Paramedic Service 2024 Annual Report

File No. ACS2025-EPS-OPS-0001 - City-wide

Committee Recommendation(s), as amended

That Council:

1. Receive this report for information, and;
2. **Approve that the Mayor of Ottawa write to the Premier of Ontario and the Minister of Health and Long-Term Care requesting an increase in Dedicated Offload Nurse Funding for the City of Ottawa, in recognition of the program's demonstrated success in improving ambulance availability, addressing healthcare system pressures, and enhancing emergency service delivery across both rural and urban communities.**

Carried

15.2 By-Law and Regulatory Services 2024 Annual Report

File No. ACS2025-EPS-BLR-0001 - City-wide

Committee Recommendation(s), as amended

That Council:

1. Receive this report for information; and,
2. **Formally proclaim the second Thursday of October each year as “By-law and Regulatory Services Appreciation Day” in the City of Ottawa, serving to publicly recognize and celebrate the contributions of By-law and Regulatory Services staff in helping to uphold community standards, facilitate the safe and efficient movement of people, goods, and services, and enhance the livability of our city.**

Carried

16. Finance and Corporate Services Committee Report 26

16.1 Acquisition of Property for Barrhaven Civic Complex

File No. ACS2025-SI-HSI-0014 - Barrhaven West (Ward 3)

Committee Recommendation(s)

That Council:

1. **Approve the acquisition as described in the report for the purchase of the fee simple interest in lands having Property Identification Number (PIN) 04732-5879 (the “Barrhaven Civic Complex Lands”) and shown as Parcel 1 on Document 1 attached, from South Nepean Development Corporation for \$10,032,000 plus applicable taxes and closing costs;**
2. **Delegate authority to the Director, Housing Solutions and Investment Services to enter into, conclude, execute, amend, and implement on behalf of the City, the Purchase Agreement for the acquisition of the “Barrhaven Civic Complex Lands” as described in this report;**
3. **Authorize the financial disbursement to reimburse grading and drainage works for \$75,100 plus applicable taxes;**
4. **Authorize the financial disbursement to reimburse the upgrade to the Hydro Ottawa site input specifications to accommodate the Civic Complex that is above and beyond the Parkland**

dedication servicing requirements outlined in the subdivision agreement for \$261,000 plus applicable taxes; and,

5. Approve the budget authority of \$10,032,000 plus applicable taxes and closing costs for the Purchase Agreement for the acquisition of the "Barrhaven Civic Complex Lands."

Carried

16.2 Declaration of Surplus and Authority to Transfer – 172 O'Connor Street

File No. ACS2025-SI-HSI-0012 - Somerset (Ward 14)

Committee Recommendation(s)

That Council approve the following:

1. Waive the requirement in Section 2.3 of the City's Real Property Disposal Policy to solicit offers for the disposal of the subject property;
2. Waive the requirement in Section 5 of the City's Real Property Disposal Policy to provide notice of the proposed disposal for the subject property;
3. Approve the sale of the subject property to Michael and Lorena Imeson, operators of Centretown Suites pursuant to a Letter of Intent between the City of Ottawa and the Centretown Suites dated June 3, 2025 (attached as Document 2) and as described in this report;
4. Delegate authority to the Director, Housing Solutions and Investment Services, to negotiate, conclude, and execute, on behalf of the City, the final documents required to complete this transaction, within the contractual and financial parameters set forth in this report; and
5. Direct staff to undertake the public marketing of the property per the City's Real Property Disposal policy should an agreement not be reached with the intended purchaser described in this report, which may include the transfer of the site to Build Ottawa.

Carried

17. Public Works and Infrastructure Committee Report 20

17.1 Transportation Master Plan – Part 2

File No. ACS2025-PDB-TP-0012 – City-wide

Direction to Staff (Councillor S. Devine)

That staff be directed to report on the balance between all development charges as a whole collected and spent over time between inside greenbelt and outside greenbelt.

Committee Recommendation(s), as amended

That Council:

1. **Approve the Transportation Master Plan (TMP) Capital Infrastructure Plan attached in Document 1 and described in this report as amended by the following:**
 - a. **Approve the inclusion of a feasibility study of extending the cycling facilities to Innes Road, with implementation as part of the current cycling infrastructure project along Orléans Boulevard (Ottawa River Pathway to Boyer Road);**
 - b. **Direct staff to identify any sidewalk or cycling projects that would have ranked higher under the new school catchment areas and consider these projects for implementation within phase 1 through the annual budget process;**
 - c. **Approve widening of Prince of Wales Drive between Amberwood Crescent and Fallowfield Road be moved from the Needs Based Road Network to the Priority Road Network, including intersection improvements at Fallowfield and Prince of Wales;**
 - i. **That Prince of Wales Drive between Merivale Road and Barnstone Drive be removed from the road capacity projects in the Priority Road Network (but would be maintained in the Needs-Based Road Network);**
 - ii. **That Prince of Wales Drive between Amberwood Crescent and Fallowfield Road maintain the same priority level as the project that is being removed, given the similar cost and expected benefits;**

- iii. That the urbanization of Prince of Wales Drive between Amberwood Crescent and Merivale Road be removed from the list of Priority Network road urbanization projects;
 - iv. That, given that staff expect a more than \$25M net reduction in the Priority Road Network project costs linked to the changes above, the widening of Prince of Wales Drive between Amberwood Crescent and Fallowfield Road include approximately 600m of noise barriers in the vicinity of the Prince of Wales and Merivale intersection which would otherwise be deferred due to the shift of the associated road widening project to the Needs-Based Network.
- 2. Direct staff to bring forward the projects identified in Document 1 for funding through the annual budget process in accordance with the approach outlined in the TMP Capital Infrastructure Plan;
 - a. Approve that federal funding and/or necessary land transfers for the Leitrim Road Realignment (Limebank Road to Bank Street) be pursued as part of the project planning.
- 3. Direct staff to proceed with Official Plan amendments to incorporate the recommendations from the TMP Capital Infrastructure Plan;
 - a. That the City, in partnership with other transportation agencies in the National Capital Region, collect new Origin-Destination travel survey data to provide insight into the ongoing evolution of travel patterns citywide; and that the Transportation Master Plan Capital Infrastructure Plan be updated once the Official Plan growth projections are complete and new Origin-Destination travel survey data is available.
- 4. Direct staff to update the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the *Development Charges Act*, as part of the annual budget process to fund the highest priority, growth-related projects identified in the TMP Capital Infrastructure Plan;

- a. Direct staff to evaluate and report back on the expanded use of debt as a financing mechanism to accelerate construction of projects identified in the TMP Capital Infrastructure Plan, including:
 - i. A financial analysis of future borrowing capacity, debt servicing, and long-term carrying costs, in alignment with the plan fiscal framework update;
 - ii. A framework to assess financial (cost escalations) and non-financial cost/benefits of advancing projects as a result of continued delays in infrastructure projects;
 - iii. An inventory of transportation projects in high-growth areas that could be advanced using this tool, including in Orléans South and in alignment with the TMP prioritization;
 - iv. An update of the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the *Development Charges Act*.
- 5. Direct staff to submit an Integrated Regional Plan to the Canada Public Transit Fund based on the projects in the TMP Capital Infrastructure Plan and as discussed in this report as amended by the following:
 - a. Approve that both segments of the Cumberland Transitway be identified as the top priority for CPTF planning and design; and that the City share of planning and design funding for both segments of the Cumberland Transitway be identified through the annual budget process;
 - b. Approve that the City of Ottawa urges all levels of government to prioritize sustainable, data-driven transportation infrastructure investments, including the full and fair evaluation of a southern Ring Road, and to ensure that all future transportation planning efforts are supported by up-to-date, comprehensive data that reflects the city's current and projected needs;
 - c. That the City of Ottawa advocate for its integration into national transportation priorities, particularly the high-

speed rail corridor between Quebec City and Toronto, and work collaboratively with federal and provincial governments to strategically manage surplus federal lands in support of long-term transportation, housing, and infrastructure goals.

6. As part of the next update to the Transportation Master Plan, staff be directed to review:
 - a. The Road Urbanization and Mainstreet Improvement programs to identify potential opportunities to refine these programs to better support intensification in the Outer Urban Transect and other areas of the city that are experiencing, or likely to experience, rapid intensification; and the identification and prioritization of active transportation projects likewise consider the potential for intensification as one of the criteria in the next TMP Update;
 - b. How person-based transportation metrics have been integrated into transportation planning to ensure continued alignment with best practices;
 - c. The need for and merit of extending the Baseline Transitway west, from the current terminus at Bayshore Station, to connect to Bells Corners, Kanata South and Stittsville, as part of the next update to the Transportation Master Plan;
 - d. The addition of active transportation components to the Prince of Wales Drive crossing of the Jock River;
 - e. The addition of active transportation elements to the Strandherd Drive transitway underpass;
 - f. The Poole Creek pathway connection in the hydro corridor from Stittsville Main Street to the Amberwood community at Springbrook Drive, as a candidate Active Transportation Project;
 - g. Evaluation of a phased approach to the urbanization of Tenth Line Road from Harvest Valley Avenue to the future E-1 community, with a focus on:

- i. Phase 1: Harvest Valley Avenue to Sweetvalley Drive, to accommodate near-term growth and the new school with frontage on Tenth Line;
 - ii. Phase 2: Sweetvalley Drive to the future E-1 lands, recognizing that these lands are expected to develop 5–10 years later and may be timed accordingly;
 - iii. That staff review the Navan Road Widening project (from Renaud Road to the Blackburn Hamlet Bypass, including urbanization) for re-prioritization, including a strategy to address project timing uncertainties related to the receivership of adjacent lands and the required sewer servicing works that may affect project delivery.
 - h. The widening of the segment of Brian Coburn Boulevard from Tenth Line Road to Trim Road for potential inclusion in the Needs-Based and/or Priority Networks of the Transportation Master Plan Part 2 Capital Infrastructure Plan;
 - i. The timing of the Albion Road widening (currently in the Needs-based Network), in anticipation of planned growth in the south and potential traffic generators such as the newly expanding Hard Rock Hotel and Casino;
 - j. The Beachburg rail corridor for potential inclusion as a long-range transit project to support growth and transit-oriented development across the Outer Urban Transect; and that staff acquire the sections of the Beachburg corridor that are not currently owned by the City in accordance with the policies in the Official Plan, as opportunities arise.
7. Direct staff to review and report on the feasibility of establishing transportation infrastructure conditions that must be satisfied before subdivision or high-density development applications can be approved in suburban expansion area lands:
- a. That such conditions be based on measurable factors including arterial road capacity, transit service availability, and the feasibility of achieving targeted modal share outcomes, and be designed to ensure that growth

approvals are aligned with the timely delivery of supporting transportation infrastructure;

- b. **That staff report back to the appropriate Standing Committee with recommended conditions and implementation options no later than Q2 2026.**

Carried as amended, with dissent from Councillor S. Desroches on Recommendation 1, Document 1, Annexe B "Road Projects," with respect to protecting the north-south corridors.

Carried as amended

Amendment:

Motion No. **2025-62-03**

Moved by J. Bradley

Seconded by M. Carr

WHEREAS Public Works and Infrastructure Committee approved Motion No. 6 with respect to matters that staff are directed to review as part of the next update to the Transportation Master Plan, which is before Council for approval as Recommendations 6A through to 6J;

THEREFORE BE IT RESOLVED that the following additional clause be added to Committee Recommendation 6 as 6K,

K. The potential inclusion of Bank Street (from Johnston Road to Queensdale Avenue) as a mainstreet and its candidacy for mainstreet improvement.

Carried

Amendment:

Motion No. **2025-62-04**

Moved by C. Curry

Seconded by C. Kitts

THEREFORE BE IT RESOLVED that staff be directed to prepare an annual memo to Council outlining the progress made on implementing the projects in the TMP Priority Networks and any other relevant details related to the project priorities; and

THEREFORE BE IT FURTHER RESOLVED that staff be directed to report more formally on the progress of TMP projects to Council at the beginning of the second year of every new term of Council.

Carried

Amendment:

Motion No. **2025-62-05**

Moved by T. Kavanagh

Seconded by L. Johnson

WHEREAS the criteria used to prioritize sidewalk projects may not fully capture all of the factors important to the local community; and

WHEREAS Woodland Avenue provides direct access from the Wood Park community to the future New Orchard O-Train station; and

WHEREAS the proposed re-prioritization of sidewalk projects within Ward 7 is anticipated to have minimal impact on the overall cost of implementing sidewalk projects in the First Phase.

THEREFORE BE IT RESOLVED that Table C1 – Pedestrian Projects with Prioritization in the Capital Infrastructure Plan be amended by moving the Woodland Avenue sidewalk project to the “First Phase” of implementation and moving the Iroquois Road and Neepawa Avenue sidewalk projects to the “Later Phase” of implementation.

Carried

Amendment:

Motion No. **2025-62-06**

Moved by C. Kitts

Seconded by M. Sutcliffe

WHEREAS the City of Ottawa surpassed a population of one million residents in June 2019, necessitating enhanced infrastructure planning to address growth-related challenges; and

WHEREAS Highway 417, the city's primary east-west corridor and only major through-route, experiences significant congestion due to concentrated regional and interprovincial traffic; and

WHEREAS interregional commuters and goods movement from neighbouring municipalities heavily utilize and burden Ottawa's transportation network, particularly suburban and rural corridors that connect to the downtown; and

WHEREAS the Province has established regional transportation models, such as Metrolinx and the GO Transit framework, to support cross-boundary mobility and infrastructure delivery elsewhere in Ontario; and

WHEREAS transportation agencies in the National Capital Region are in the process of establishing a Transportation Coordination Committee as a platform for municipal, provincial and federal agencies to share information about short and long-term transportation-related initiatives; and

THEREFORE BE IT RESOLVED that Council request that the Mayor, on behalf of the City of Ottawa, formally write to the Province of Ontario and initiate dialogue with the Government of Canada on establishing a regional transportation planning framework, modeled after successful interregional coordination approaches in Ontario.

Carried

Amendment:

Motion No. **2025-62-07**

Moved by L. Johnson

Seconded by C. Curry

WHEREAS the Transportation Master Plan (TMP) was developed to address growth pressures by providing new roads, road expansions and dedicated transit facilities citywide, in order to provide options for residents and encourage a modal shift to achieve the Official Plan modal targets; and

WHEREAS transportation planning efforts by other levels of government may have impacts and should be well understood as we deliver on the commitments of the TMP, including the federal government's ongoing planning efforts for a new interprovincial bridge and the Province of Ontario's 2022 report entitled "Connecting the East: A Draft Transportation Plan for Eastern Ontario", which outlines over 50 actions to enhance regional

transportation, including highway rehabilitation, expansion, transit improvements, and options like a ring road, bridges, and public transit enhancements;

THEREFORE BE IT RESOLVED that Committee Recommendations 5B and 5C arising from Motion No. PWIC 2025-20-17 be replaced with the following:

- A. That the City of Ottawa urges all levels of government to prioritize sustainable, data-driven transportation infrastructure investments, including a more effective management of truck traffic throughout the city, including in the urban core, suburban and rural areas, and increasing the modal-share of public transit and active transportation, and ensuring that all future transportation planning efforts are supported by up-to-date, comprehensive data that reflects the city's current and projected needs; and**
- B. That the City of Ottawa reiterate to the federal and provincial governments that its funding priorities for the road network (\$1.6 billion) and transit facilities (\$2.3 billion) remain those identified within the 2025 Transportation Master Plan adopted by City Council; and**
- C. That City staff be directed to engage with provincial and federal counterparts to obtain up-to-date information on their respective projects in order to assess any impact to projects identified in the TMP; and**
- D. That the City of Ottawa advocate for its integration into national transportation priorities, particularly the high-speed rail corridor between Quebec City and Toronto, and work collaboratively with federal and provincial governments to strategically manage surplus federal lands in support of long-term environmental, transportation, housing, and infrastructure goals.**

For (16): M. Sutcliffe, C. Curry, G. Gower, T. Kavanagh, L. Johnson, S. Devine, J. Bradley, S. Plante, R. King, A. Troster, J. Leiper, R. Brockington, S. Menard, M. Carr, I. Skalski, and W. Lo

Against (8): M. Luloff, D. Hill, C. Kelly, T. Tierney, C. Kitts, D. Brown, S. Desroches, and A. Hubley

Carried (16 to 8)

Councillor Brockington proposed a friendly amendment to the motion adding “by June” as underlined below.

Amendment:

Motion No. **2025-62-08**

Moved by G. Gower

Seconded by L. Johnson

WHEREAS City Council approved the TMP Policies in April 2023, which included over 100 action items across a variety of policy themes, spanning many City departments and service areas; and

WHEREAS these policies and actions guide day-to-day transportation planning and operations, as well as future capital and operating budgets, and provide direction for supporting plans and guidelines; and

WHEREAS implementing these actions will play an important role in supporting a shift to sustainable transportation modes (walking, cycling, transit); and

WHEREAS understanding the status of implementing these actions would support the identification of priorities for future departmental workplans;

THEREFORE BE IT RESOLVED that staff be directed to provide Council with a status update on the action items contained in the Transportation Master Plan Policies by June 2026.

Carried

Amendment:

Motion No. **2025-62-09**

Moved by G. Gower

Seconded by S. Desroches

WHEREAS the mode share for transit was 8.9% in 2022; and

WHEREAS implementation of the Transportation Master Plan's Priority Network is predicted to achieve a mode share for transit of

13% by 2046, based on new capital investments and a “status quo” approach to level of service for transit in most areas of the city; and

WHEREAS over-achieving on this target would result in benefits including improved mobility, more convenience and reliability for transit users, less traffic congestion, reduced greenhouse gas emissions, and a more liveable city overall;

THEREFORE BE IT RESOLVED that staff identify options that would increase the OC Transpo level of service to achieve a mode share for transit higher than 13% before 2046, and report back to the Transit Committee in Q1 2026.

Carried

Amendment:

Motion No. 2025-62-10

Moved by D. Brown

Seconded by I. Skalski

WHEREAS the City of Ottawa is developing Part 2 of its Transportation Master Plan (TMP) with a goal of increasing the mode share for transit city-wide to 13 % by 2046;

AND WHEREAS rural Ottawa represents approximately 80 percent of the City’s geographic area, and faces unique challenges in providing accessible transit and transportation options for residents at affordable costs;

AND WHEREAS City services already rely on a mix of municipal, private, and not-for-profit providers to enable rural residents to travel across Ottawa for school, work, and other essential activities;

AND WHEREAS opportunities may exist to further leverage private and not-for-profit service providers to improve transportation options, increase flexibility, and help achieve the City’s transit mode share objectives, especially in rural communities;

THEREFORE BE IT RESOLVED THAT Council direct staff to identify and report back on opportunities to further leverage private and not-for-profit transportation service providers—alongside City-operated transit services—with the specific goal of increasing transit mode share across Ottawa, including rural areas;

BE IT FURTHER RESOLVED THAT the staff report include examples and best practices from other jurisdictions, and outline potential models, partnerships, or pilot programs that could support the City's objectives for increased transit ridership in both urban and rural Ottawa.

Carried with dissent from Councillor A. Troster.

Carried

18. Bulk Consent Agenda

18.1 Agriculture and Rural Affairs Committee Report 26

18.1.1 Zoning By-Law Amendment – 2050 Dunrobin Road

File No. ACS2025-PDB-PS-0049 - West Carleton-March (Ward 5)

Committee Recommendation(s)

That Council approve an amendment to Zoning By-law 2008-250 for 2050 Dunrobin Road, as shown in Document 1, to permit eight residential lots and a drainage block, as detailed in Document 2.

Carried

18.1.2 Zoning By-law Amendment - Anomaly Report to Update the Flood Plain Mapping for 4840 Whispering Willow Drive

File No. ACS2025-PDB-PSX-0057 - Orléans South-Navan (Ward 19)

Committee Recommendation(s)

That Council approve an amendment to Zoning By-law 2008-250 for 4840 Whispering Willow Drive, as shown in Document 1, to update the Flood Plain Overlay mapping to match updated flood plain mapping as approved by the South Nation Conservation Authority.

Carried

18.1.3 Isaac Moore Municipal Drain – Appointment of Engineer

File No. ACS2025-IWS-WL-0013 – Rideau-Jock (Ward 21)

Committee Recommendation(s)

That Council appoint Robinson Consultants Inc., as the Engineer of record to prepare a report under Section 78(1) of the *Drainage Act* to inform Council on the current status of the Isaac Moore Municipal Drain and whether one or more of the projects listed under subsection 78(1.1) is required for the better use, maintenance or repair of the drainage works or lands or roads.

Carried

18.2 Built Heritage Committee Report 24

18.2.1 Application for alteration at 168 and 174 Murray Street, properties designated under Part V of the Ontario Heritage Act as part of the Lowertown West Heritage Conservation District

File No. ACS2025-PDB-RHU-0034 – Rideau-Vanier (Ward 12)

Committee Recommendation(s)

That Council:

- 1. Approve the application for alteration and addition at 168 and 174 Murray Street according to the site plan and elevations by RedLine Architecture Inc dated July 4, 2023, the landscape plan by Ruhland & Associates Ltd dated April 8, 2025, and the Heritage Impact Assessment by Commonwealth Historic Resource Management revised March 2025, conditional upon:**

- a. **Prior to the issuance of a building permit:**
 - i. **The applicant providing samples of all final cladding materials for approval by Heritage Planning staff.**
 - ii. **The applicant providing securities through a Letter of Credit, in an amount to be determined through further consultation between the applicant and City staff, to ensure the retention and rehabilitation of the buildings at 168 and 174 Murray Street.**
 - iii. **The applicant providing a copy of the building permit plans to heritage staff at the time of building permit application. The submission shall clearly identify any changes from the approved heritage permit and include a list and explanation of the changes.**
 - b. **Implementation of the Conservation Plan as outlined in section 6.0 of the Heritage Impact Assessment attached as Document 7.**
- 2. **Delegate authority for minor design changes to the Program Manager, Heritage Planning Branch, Planning, Development and Building Services Department.**
 - 3. **Approve the issuance of the heritage permit with a two-year expiry date from the issuance unless otherwise extended by Council.**

Carried

18.2.2 Designation of 410 - 412 Besserer Street under Part IV of the Ontario Heritage Act

File No. ACS2025-PDB-RHU-0033 – Rideau-Vanier (Ward 12)

Committee Recommendation(s)

That Council:

- 1. **Issue a Notice of Intention to Designate 410-412 Besserer Street under Part IV of the *Ontario Heritage Act***

according to the Statement of Cultural Heritage Value attached as Document 4; and

2. **Direct staff to issue a heritage permit for the alterations to the building in accordance with the approvals contained within the building permit issued on June 11, 2024.**

Carried

18.3 Finance and Corporate Services Committee Report 26

18.3.1 Property Acquisition – Realigned Greenbank Road – Park n Ride,
3882 Barnsdale Road

File No. ACS2025-SI-HSI-0015 - Barrhaven West (Ward 3)

Committee Recommendation(s)

That City Council approve:

1. **The fee simple acquisition of a 2.59 ha parcel of vacant land legally described as Part of Lot 7, Concession 3, Rideau Front, Nepean, being Parts 2, 3 and 4, Plan 4R-35788, save and except Parts 1 and 2, Plan 4R-36091, City of Ottawa, and part of PIN 04592-5580 shown attached as Parts 1, 2 and 3 in Document 1 from Minto Communities Inc. for the total consideration of \$6,976,000 excluding applicable taxes and the usual closing costs.**
2. **That the Director, Housing Solutions and Investments, Strategic Initiatives Department be given the authority to execute the above-mentioned purchase and sale agreement.**

Carried

18.3.2 Motion – Councillor C. Kitts - Avalon Vista Community

File No. ACS2025-OCC-CCS-0082 - Orléans South-Navan (Ward 19)

Committee Recommendation(s)

That Council delegate the authority to the Director of Housing Solutions and Investment Services to negotiate and execute agreements with Infrastructure Ontario and Minto to acquire the Hydro corridor lands, which will in turn be used for municipal infrastructure within Minto's Avalon Vista community.

Carried

18.4 Planning and Housing Committee Report 50

18.4.1 Official Plan and Zoning By-law Amendment – 240 Presland Road

File No. ACS2025-PDB-PSX-0054 – Rideau-Rockliffe (Ward 13)

Committee Recommendation(s), as amended

That Council approve:

- 1. An Amendment to the Official Plan, Volume 2C, for 240 Presland Road, as shown in Document 1, to permit a six-storey building in a Neighbourhood designation, as detailed in Document 2.**
- 2. An Amendment to the Zoning By-law 2008-250 for 240 Presland, as shown in Document 3, to rezone the lands from Residential Fourth Density, Subzone UC, Urban Exception 493 (R4UC [493]) to Residential Fifth Density, Subzone AA, Urban Exception XXXX (R5AA[XXXX]) to permit a six-storey apartment building, as detailed in Document 4, as amended by Motion No. PHC 2025-50-01.**

Carried

18.4.2 Zoning By-law Amendment 3380 Jockvale Road

File No. ACS2025-PDB-PSX-0055 – Barrhaven West (Ward 3)

Committee Recommendation(s)

That Council approve an amendment to Zoning By-law 2008-250 for 3380 Jockvale Road, as shown in Document 1, to

rezone from R4Z[2465] to R4Z[xxx1], R5Z[xxx2] and R5Z[xxx3] to permit a nine-storey apartment building and a three-storey building with stacked dwellings, as detailed in Document 2.

Carried

18.5 Public Works and Infrastructure Committee Report 20

18.5.1 Motion - Councillor L. Dudas - Innes Road - No Parking Zone

File No. ACS2025-OCC-CCS-0079 - City-wide

Committee Recommendation(s)

That Council approve:

- 1. Changing existing curbside regulations along the north side of Innes Road between the Blackburn Hamlet Bypass, eastern intersection, and the western Cleroux Crescent intersection to prohibit parking; and**
- 2. That corresponding “No Parking” signage be installed as soon as practicable in 2025.**

Carried

18.5.2 Motion - Councillor L. Johnson - Entry Gateway Speed Limit

File No. ACS2025-OCC-CCS-0080 - City-wide

Committee Recommendation(s)

That Council approve:

- 1. The Entry Gateway Speed Limit for Carlington East (Carling to the north, Fisher to the east, Kingston to the south and Merivale to the west) be amended from 40km/hr to 30km/hr on all residential streets (excluding arterial streets); and**
- 2. That the costs associated with the implementation be covered by the River Ward (Ward 16) traffic calming budget.**

Carried

18.5.3 Motion – Councillor C. Kitts - 30 km/h Gateway Speed Limit

File No. ACS2025-OCC-CCS-0086 - City-wide

Committee Recommendation(s)

That Council approve that a 30 km/h Gateway Speed Zone bounded by Richmond Road to the south, Grenon Avenue to the east, Carling Avenue to the north, and Bayshore Drive to the west be implemented as soon as practicable.

Carried

18.6 City Clerk – Summary of Oral and Written Public Submissions

18.6.1 Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council Meeting of June 25, 2025

File No. ACS2025-OCC-CCS-0095 - City-wide

Report Recommendation(s)

That Council approve the Summaries of Oral and Written Public Submissions for items considered at the City Council Meeting of June 25, 2025, that are subject to the ‘Explanation Requirements’ being the *Planning Act*, subsections 17(23.1), 22(6.7), 34(10.10) and 34(18.1), as applicable, as described in this report and attached as Documents 1-4.

Carried

19. In Camera Items

Council resolved in camera at 11:35 am.

In Camera Session

In Council (Open Session)

Council resumed in open session at 2:14 pm.

Upon resuming in open session, Mayor Sutcliffe advised that Council just met in camera pursuant to the Procedure By-law (By-law No. 2025-100), as follows:

- Subsections 13 (1)(e), litigation or potential litigation affecting the City, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege,

including communications necessary for that purpose, to receive information with respect to the Light Rail Transit (LRT) Legal Updates and Related Remedial Matters; and,

- Subsections 13(1)(d), labour relations and employee negotiations, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose, to receive information with respect to Collective Bargaining – Updates; and,
- Subsections 13(1)(c), a proposed or pending acquisition or disposition of land for the purposes of the City; and Subsection 13(1)(j), a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality, to receive information with respect to Potential Property Acquisition – Negotiations – Update.

During the closed session, no votes were taken other than procedural motions and/or directions to staff.

Motion No. **2025-62-11**

Moved by S. Devine

Seconded by S. Desroches

BE IT RESOLVED that City Council resolve in camera pursuant to Procedure By-law 2025-100, Subsections 13 (1)(e), litigation or potential litigation affecting the City, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose, with respect to the Light Rail Transit (LRT) Legal Updates and Related Remedial Matters; and,

BE IT FURTHER RESOLVED that City Council remain in camera pursuant to Procedure By-law 2025-100, Subsections 13(1)(d), labour relations and employee negotiations, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose, to receive information with respect to Collective Bargaining – Updates; and,

BE IT FURTHER RESOLVED that City Council remain in camera pursuant to Procedure By-law 2025-100, Subsections 13(1)(c), a proposed or pending acquisition or disposition of land for the purposes of the City; and Subsection 13(1)(j), a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of

the municipality, to receive information with respect to Potential Property Acquisition – Negotiations – Up-date.

Carried

19.1 Light Rail Transit (LRT) Legal Updates and Related Remedial Matters

To be considered in camera pursuant to Procedure By-law (By-law No. 2025-100), Subsections 13 (1)(e), litigation or potential litigation affecting the City, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

As the content of the in camera update contains information pertaining to the legal aspects of the subject matter, the material falls within the exception contemplated by Subsections 13(1)(e) and (f) of City Council's Procedure By-Law. As such, this matter will not be reported out.

19.2 Collective Bargaining - Updates

To be considered In Camera pursuant to Procedure By-law 2025-100, Subsections 13(1)(d), labour relations and employee negotiations, and 13(1)(f), the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose. As such, this matter will not be reported out.

19.3 Potential Property Acquisition – Negotiations – Update

To be considered In Camera pursuant to Procedure By-law 2025-100, Subsections 13(1)(c), a proposed or pending acquisition or disposition of land for the purposes of the City; and Subsection 13(1)(j), a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality. As such, this matter will not be reported out.

20. Motion to Adopt Reports

Motion No. 2025-62-12

Moved by S. Devine

Seconded by S. Desroches

That the report from Ottawa Board of Health entitled “Appointment of a Medical Officer of Health – In Camera – Personal Matters About Identifiable Individual”, the report from Ottawa Police Service Board entitled “Ottawa Police Service Board Annual Report - 2024”, Agriculture and Rural Affairs Committee Report 26, Built Heritage Committee Report 24, Community Services Committee Report 17, Emergency Preparedness and Protective Services Committee Report 18, Finance and Corporate Services Committee Report 26, Planning and Housing Committee Report 50, Public Works and Infrastructure Committee Report 20 and the report from the City Clerk entitled “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 25, 2025” be received and adopted as amended.

Carried

21. Motions Requiring Suspension of the Rules of Procedure

21.1 Motion to exempt demolition control at 181, 183 Holland Ave

Motion No. **2025-62-13**

Moved by J. Leiper

Seconded by R. Brockington

That the Rules of Procedure be waived to consider this motion at the Council meeting of July 23, 2025, in order to expedite the process of demolition control.

WHEREAS the buildings on the parcels of land known as 181 and 183 Holland Avenue are vacant; and

WHEREAS given the poor condition of the building and the risk to public safety, it would be in the public interest to demolish the building; and

WHEREAS there is currently no building permit application for a replacement building; and

WHEREAS a previous demolition control motion for this property was approved on April 3, 2024, but time elapsed on the six-month timeline;

WHEREAS by waiving demolition control application, the City will not receive \$5,723.20 (includes \$1,195.54 Legal Fee + HST) which is the fee associated with a demolition control application; and

THEREFORE BE IT RESOLVED that Council approve demolition control for the existing buildings on the property; and

BE IT FURTHER RESOLVED that a replacement building be substantially completed within five years from the date of this approval and in default thereof, the City Clerk shall enter on the collector's roll the sum of \$9,393.00 for each of the two residential dwelling units to be demolished; and

BE IT FURTHER RESOLVED that until the time of the construction of the first replacement building, the registered Owner shall landscape the property to the satisfaction of the General Manager of Planning, Development and Building Services. The registered Owner shall prohibit the use of the property for other interim uses and maintain the property in accordance with the Property Standards By-law; and

BE IT FURTHER RESOLVED that the landscaping shall include permanent, transparent fencing prohibiting access to the property, as well as soft landscaping along the entire frontage to a depth of 4 metres and low shrubs as well as putting down grass seed or sod on the entirety of the property; and

BE IT FURTHER RESOLVED that the registered Owner shall enter into an Agreement with the City of Ottawa to include the foregoing conditions and pay all costs associated with the registration of said Agreement. At such time as a building permit is issued to redevelop the site and the replacement building is in place; the Agreement will become null and void and will be released upon request of the Owner. The Owner shall pay all costs associated with the release of the agreement; and

BE IT FURTHER RESOLVED that the registered Owner agrees that a demolition permit will not be issued and the buildings cannot be demolished until such time that the Agreement referenced herein has been executed and registered on title; and

BE IT FURTHER RESOLVED This approval is considered null and void if the Agreement is not executed within six months of Council's approval.

Carried

21.2 Application to demolish 79 Guigues Avenue, a property designated under Part V of the Ontario Heritage Act, located in the Lowertown West Heritage Conservation District

Motion No. **2025-62-14**

Moved by J. Leiper

Seconded by S. Plante

THEREFORE BE IT RESOLVED that the Rules of Procedure be waived to consider this motion at the Council meeting of July 23, 2025, in order to expedite the process of demolition.

WHEREAS report ACS2024-PDB-RHU-0088 recommends approval of demolition of the building at 79 Guigues Avenue under the *Ontario Heritage Act* and a waiver of the requirements of the demolition control by-law; and

WHEREAS a motion was passed at Council on December 11, 2024 that in the absence of plans for new construction and in order to conserve the streetscape of the HCD, the Owner will enter into a Development Agreement with the City prior to the issuance of a demolition permit; and

WHEREAS the property owner was not able to meet the deadlines in the original demolition agreement but is now moving forward with the project and the demolition agreement must be re-issued and updated;

THEREFORE BE IT RESOLVED that Council approve an amendment to the demolition agreement as follows:

- i. The owner to submit a heritage permit application for the new construction within twelve months from the date of issuance of a demolition;
- ii. The owner to obtain a building permit for the new construction within six months of the issuance of the heritage permit by City Council;
- iii. The replacement building shall be substantially completed within 24 months from the date of issuance of the building permit for the new construction; and
- iv. If the owner is in default on any of the timelines outlined, the City Clerk shall enter onto the collector's roll the sum of

\$1,000.00 for the residential dwelling which was demolished for each month thereafter that a residential dwelling is not constructed except insofar as any delay is attributable to the City not meeting policy or statutory review and approval deadlines.

BE IT FURTHER RESOLVED that Council enter into the amended agreement.

Carried

21.3 Bill 9 – Municipal Accountability Act

Motion No. 2025-62-15

Moved by A. Troster

Seconded by L. Johnson

That the Rules of Procedure be suspended to consider the following motion in order that Council may convey its support in principle for Bill 9 to the Province of Ontario prior to closure of receipt of written comments to the Standing Committee on Heritage, Infrastructure and Cultural Policy on August 18, 2025.

WHEREAS the Government of Ontario has introduced Bill 9, the *Municipal Accountability Act, 2025*, to amend the *Municipal Act, 2001* and *City of Toronto Act, 2006*, to strengthen and standardize municipal codes of conduct and the Integrity Commissioner framework in Ontario; and

WHEREAS the City of Ottawa has had a unique and robust Code of Conduct for Members of Council reflecting its individual culture since 2013, and the code of conduct is subject to regular reviews and updates to address any local needs and issues encountered; and

WHEREAS there is value in a uniform, baseline code of conduct for all Ontario municipalities that prescribes core elements (minimum standard requirements), but municipalities should maintain the ability to build on those core elements, tailoring their respective codes of conduct to meet their local needs; and

WHEREAS Bill 9, the *Municipal Accountability Act, 2025*, includes a new process through which a member may be removed and disqualified from office if they are in serious violation of the code of

conduct, upon the recommendation of the municipal integrity commissioner, a concurring report/recommendation from the Integrity Commissioner of Ontario, and a unanimous vote of council in favour of the Integrity Commissioner of Ontario's recommendation; and

WHEREAS Bill 9 would prohibit a municipal council from imposing any existing penalties under Subsection 223.4(5) of the *Municipal Act, 2001* (i.e., a reprimand and/or suspension of pay) should a member of council be found in a serious violation of the code and the council not unanimously vote for removal; and

WHEREAS municipalities should maintain flexibility in imposing penalties (i.e., reprimand and/or suspension of pay) in instances of serious violations of the code of conduct where unanimous support for removal and disqualification from office is not attained; and

WHEREAS in recent years, Ottawa City Council has expressed support for legislative amendments to address code of conduct-related matters, including as follows:

- on November 25, 2020, in response to two reports from the City of Ottawa Integrity Commissioner identifying issues of harassment at Ottawa City Hall, Ottawa City Council approved Motion No. 44/4, which in part sought revisions to the *Municipal Act, 2001*, "that would provide for the vacating of the seat of a member of council who has been found on clear and convincing evidence to have committed serious misconduct, including any definitions necessary for the implementation of such a provision"; and
- on October 5, 2022, Ottawa City Council approved Motion No. 2022-83-8, which requested "that the Mayor write to the Premier of Ontario in support of Bill 5, *Stopping Harassment and Abuse by Local Leaders Act, 2022* and ask that the Government of Ontario fast track the approval of this legislation as soon as it operationally practicable ..."; and
- on May 24, 2023, Ottawa City Council approved Motion No. 2023-15-07, which requested "that the Mayor write to the Premier of Ontario to express support for Bill 5, *Stopping Harassment and Abuse by Local Leaders Act, 2022*, on behalf of the 2022-2026 Ottawa City Council ..."; and

WHEREAS the City of Ottawa's Integrity Commissioner was consulted on the development of this motion and is supportive of the position being taken;

THEREFORE BE IT RESOLVED THAT Ottawa City Council support in principle the intent of Bill 9, the *Municipal Accountability Act, 2025*, with the following caveats and recommended amendments to the Bill as currently written:

1. **Municipalities should have the ability to tailor their codes of conduct to reflect their local and individual needs, provided the core elements (minimum standard requirements) of any prescribed code of conduct are met; and**
2. **Municipalities should have the ability to impose additional penalties (i.e., reprimand and/or suspension of pay) in the case of serious violations of the Code of Conduct where a unanimous vote of Council in support of removal and disqualification from office is not attained; and**
3. **The requirement for a unanimous vote by a municipal council for removal of a member be replaced with a requirement for a supermajority of two thirds or three quarters of the members of that council.**

BE IT FURTHER RESOLVED THAT a copy of this motion be sent to the Ontario Standing Committee on Heritage, Infrastructure and Cultural Policy as the City of Ottawa's written submission on Bill 9, the *Municipal Accountability Act, 2025*.

Carried

21.4 Waiving of Fees – Morrison Gardens Community House

Motion No. **2025-62-16**

Moved by L. Johnson

Seconded by T. Kavanagh

That the Rules of Procedure be waived to consider this motion at the Council meeting of July 23, 2025, to avoid any project delays.

WHEREAS the Ottawa Community Housing Foundation (OCHC) and Ottawa Community Housing (OCH), non-Profit organizations, are

upgrading and renewing a community house at Lisa Park, which OCH leases from the City of Ottawa; and

WHEREAS this project will ensure that the community house is *Accessibility for Ontarians with Disabilities Act* (AODA) compliant, will provide functional programming space for community-led activities as well as programming from the Pinecrest-Queensway Community Health Centre to OCH residents and the surrounding community; and

WHEREAS the Ontario Ministry for Seniors and Accessibility has approved a \$60 000 funding grant through the 2024-205 Inclusive Community Grants Program as and the project has secured donations from various donors such as the United Way; and

WHEREAS the Reimbursement Program for Development-Related Fees for Charitable and Non-Profit Organizations provides for reimbursement of 50 percent of building permit fees after final inspection; and

WHEREAS this project is for the public good, and in the public interest.

THEREFORE BE IT RESOLVED that the building permit fee of up to \$3000 in respect of permit application CON-2025-009918 be covered at 100% under the Reimbursement Program for Development-Related Fees for Charitable and Non-Profit Organizations once the program application form has been completed.

Carried

21.5 Restricted Areas for Driving Schools

This motion was moved on behalf of Councillor M. Carr.

Motion No. **2025-62-17**

Moved by S. Menard

Seconded by T. Kavanagh

That the Rules of Procedure be waived to consider this motion at the Council meeting of July 23, 2025, due to the summer meeting schedule and traffic concerns.

WHEREAS the City of Ottawa currently has in place a Licensing By-law 2002-189, as amended, prohibiting licensees from offering or providing or permitting the offering or provision of driving instruction within the restricted areas as set out therein; and

WHEREAS the majority (39 of 62 in the 2023/2024 calendar year) of the complaints come from the Alta Visa Ward, yet there are no restricted areas in place in this ward; and

WHEREAS the Alta Vista ward is currently experiencing traffic issues due to construction and road closures in the areas coloured; and

WHEREAS the Ministry of Transportation of Ontario has advised residents to contact their local municipal Councillor.

THEREFORE BE IT RESOLVED that Council approve an amendment to sections 20 and 21 of Schedule 2 of By-law 2002-189 to prohibit licensed driving school instructors within the defined areas shown in red as set out in the document attached until the first Tuesday after Labour Day 2025, being September 9, 2025, being the date this amendment will be repealed.

BE IT FURTHER RESOLVED that By-law staff communicate with the driving schools to explain the temporary restrictions.

Carried

22. Notices of Motion (for Consideration at Subsequent Meeting)

22.1 Commemorative Naming – Mary Simon Park

Moved by D. Brown

Seconded by M. Sutcliffe

WHEREAS on July 10, 2024, City Council approved the Commemorative Naming Policy; and

WHEREAS in keeping with its powers set out in the *Municipal Act, 2001*, Council may assign a commemorative name by resolution, notwithstanding the provisions included in the Commemorative Naming Policy; and

WHEREAS Her Excellency the Right Honourable Mary Simon has made significant contributions to Canada as the first Indigenous Governor General; and

WHEREAS Mary Simon was born in Kangiqsualujjuaq, Nunavik (Quebec), to Nancy May (Angnatuk-Askew), her Inuk mother, and Bob Mardon May, her English father; and

WHEREAS Mary Simon has been a tireless advocate for Indigenous rights, education and reconciliation which has strengthened relationships between Indigenous and non-Indigenous communities across Canada; and

WHEREAS Mary Simon's contributions have left a lasting impact on Canada, including her role in negotiating the first land claims agreement in Canada known as the James Bay and Northern Quebec Agreement, as well as the negotiations that led the 1982 patriation of the Canadian Constitution, which formally entrenched Aboriginal and treaty rights in the supreme law of Canada; and

WHEREAS Mary Simon negotiated the creation of the Arctic Council, founded the Arctic Children and Youth Foundation, and delivered a response to the House of Commons on behalf of Inuit to the formal apology on residential schools; and

WHEREAS Mary Simon has dedicated her career in service to Indigenous Peoples and Canada, holding important roles such as commissioner of the Nunavut Implementation Commission, policy co-director of the Royal Commission on Aboriginal Peoples, ambassador of Canada to Denmark, Chairperson of the National Committee on Inuit Educations and president of Inuit Tapiritt Kanatami (ITK); and

WHEREAS Mary Simon's leadership and dedication have inspired countless Canadians and fostered a greater understanding and appreciation of Indigenous cultures;

THEREFORE BE IT RESOLVED that the park known as "Whitewood Park", located at 5490 Whitewood Ave, be renamed "Mary Simon Park" to recognize her outstanding contributions to Canada and celebrate her legacy as an advocate for Indigenous Peoples; and

BE IT FURTHER RESOLVED that an appropriate stand and plaque be installed displaying the name and including a brief history of Mary Simon's contributions; and

BE IT FURTHER RESOLVED that all costs related to the production and installation of the stand, plaque and subsequent event be funded through the Mayor's office.

23. Motion to Introduce By-laws

23.1 Three Readings

Motion No. **2025-62-18**

Moved by S. Devine

Seconded by S. Desroches

That the by-laws listed on the Agenda under Motion to Introduce By-laws, Three Readings, be read and passed.

2025-266 A by-law of the City of Ottawa to amend By-law No. 2024-368, which authorized the imposition of special charges on 2981 Richardson Side Rd

2025-267 A by-law of the City of Ottawa to levy an annual amount upon colleges and universities for the year 2025.

2025-268 A by-law of the City of Ottawa to levy an annual amount upon Ottawa Carleton Detention Centre for the year 2025.

2025-269 A by-law of the City of Ottawa to levy an annual amount upon public hospitals or provincial mental health facilities for the year 2025.

2025-270 A by-law of the City of Ottawa to levy an annual amount upon provincial education institutions for the year 2025.

2025-271 A by-law of the City of Ottawa to amend By-law No. 2017-180 respecting the appointment of Municipal Law Enforcement Officers in accordance with private property parking enforcement.

2025-272 A bylaw of the city of Ottawa to amend By-law No. 2003-499 respecting the designation of fire routes.

2025-273 A by-law of the City of Ottawa to authorize the imposition of special charges on 25 Sheahan Cres (the "benefitting property").

2025-274 A by-law of the City of Ottawa to authorize the imposition of special charges on 146 Huxley St (the "benefitting property").

2025-275 A by-law of the City of Ottawa to authorize the imposition of special charges on 3267 Stonecrest Rd (the "benefitting property").

2025-276 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Auriga Drive)

2025-277 A by-law of the City of Ottawa to designate certain lands at promenade Esprit Drive on Plan 4M-1762 as being exempt from Part Lot

Control

2025-278 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Kerr Avenue, Louis Forget Road, Inniskillin Drive, Hawthorn Avenue, Stonecrest Road, Swale Road, Smith Road, Woodroffe Avenue, Campbell Reid Court, Bank Street, Rita Avenue, Cordova Street, Moodie Drive, 9th Line Road and Prestwick Drive).

2025-279 A by-law of the City of Ottawa to designate certain lands at terrasse Clapham Terrace on Plan 4M-1619, as being exempt from Part Lot Control.

2025-280 A by-law of the City of Ottawa to designate 323, 325 and 327 Rideau Street to be of cultural heritage value or interest.

2025-281 A by-law of the City of Ottawa to designate 43 Eccles Street to be of cultural heritage value or interest.

2025-282 A by-law of the City of Ottawa to designate 200 First Avenue, to be of cultural heritage value or interest.

2025-283 A by-law of the City of Ottawa to repeal by-law No. 2024-510 and to close Part of Robertson Road, in the City of Ottawa

2025-284 A by-law of the City of Ottawa to designate certain lands at promenade West Ridge Drive on Plan 4M-1501 as being exempt from Part Lot Control.

2025-285 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Colonial Road).

2025-286 A by-law of the City of Ottawa to amend By-law 2007-338, as amended, to appoint Municipal Law Enforcement Officers in the Special Constable Unit of the Transit Services Department.

2025-287 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 2050 Dunrobin Road.

2025-288 A by-law of the City of Ottawa to amend By-law No. 2008-250 to update the Flood Plain Overlay as it applies to lands known municipally as 4840 Whispering Willow Drive.

2025-289 A by-law of the City of Ottawa to amend Volume 2C of the Official Plan for the City of Ottawa to add site-specific policies to lands known municipally as 240 Presland Road.

2025-290 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 240 Presland Road.

2025-291 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 3380 Jockvale Road.

2025-292 A by-law of the City of Ottawa to amend By-law No. 2008-250

to change the zoning of lands known municipally as 3060 Shea Road.

2025-293 A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 6255 Prince of Wales Drive.

2025-294 A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to be consistent with the Provincial Planning Statement, 2024 and to make other minor housekeeping amendments.

2025-295 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Baseline Road).

2025-296 A by-law of the City of Ottawa to establish certain lands as common and public highway and assume them for public use (Baseline Road).

Carried

24. Confirmation By-law

Motion No. **2025-62-19**

Moved by S. Devine

Seconded by S. Desroches

That the following by-law be read and passed:

To confirm the proceedings of the Council meeting of July 23, 2025.

Carried

25. Inquiries

25.1 OCC-2025-12 - Taxation of Additional Units

Submitted by Councillor L. Johnson

With the passing of provincial legislation allowing three units as-of-right on any serviced lot, my office has received several inquiries and concerns from residents regarding how individual units are assessed and are or are not assigned an individual tax roll. As Council has recognized the housing crisis as a priority to address in this term, and that secondary dwelling units count towards the City's progress in achieving our housing targets, there should be further clarity to Council and the public on how these units are defined, taxed, and serviced across various departments at the City of Ottawa.

1. How does the City define the difference between legal, individual units qualifying under the three units as-of-right versus a secondary unit?
2. How are secondary and additional units classified for tax purposes at the City of Ottawa? Is there any difference if they are situated below grade, connected through an internal entrance, or a coach house?
3. How does Building Code relay information about additional units to MPAC? How is Finance receiving the information from MPAC?
4. What is the City of Ottawa doing to ensure that residents understand what taxation structure they will fall under, and what services they will receive, depending on the type of additional unit built?
5. When it comes to Solid Waste collection services specifically, with collection fees being paid through property taxes, what is the process used by collectors on collection day to know how many units are in a building and the corresponding amount of garbage collection they are entitled to with the 3-item garbage policy? How can a property owner have a basement unit or coach home identified for individual collection, understanding that this would require them to pay additional solid waste fees?

25.2 OCC-2025-13 - Stage 2 – Line 1 LRT Construction Road Closures

Submitted by Councillor T. Tierney

On October 24, 2024, the Transportation Committee, through motion TRC-2024-15-01, directed staff to conduct a review of road closures over 2023 and 2024 resulting from construction activity for the Stage 2 LRT East Extension Project. Information was provided to Council from Richard Holder, Director of Rail Construction Program via [memo on February 25, 2025](#).

Can staff provide updated information to Council encompassing the closures that have taken place from November 2024 until June 2025 for the Line 1 East extension in addition to that provided in response to the original Motion?

25.3 OCC-2025-14 - Review of Driving School Operating Restrictions Within City Limits

Submitted by Councillor J. Bradley

While temporary restrictions for the provision of driving instruction on city streets may be appropriate, the continued prohibition on certain streets/areas has broader impacts to nearby communities/streets. In an advance of the Business Licencing review to take place next year, could staff please provide the following information:

1. Could staff please identify all areas within the city that currently prohibit/restrict licensees from offering or providing or permitting the offering or provision of driving instruction.
2. Could staff please identify the criteria used to implement such a provision/restriction and is this approach applied proactively and equally to areas that meet that criteria?
3. What other tools have staff explored to mitigate community concerns, beyond complete prohibitions?

25.4 OCC-2025-15 - Extreme Heat

Submitted by Councillor S. Menard, on behalf of Councillor M. Carr

Extreme heat events between 2000 and 2020 led to more than 670 more deaths than usual across Canada's 12 largest cities, according to Statistics Canada. Extreme weather events also have the potential for injury, illness and death and restricted access to food, water, healthcare and community supports, and isolation and disruption of infrastructure like power outages, property damages, evacuations.

Organizations including the Canadian Association of Physicians for the Environment (CAPE) and the Canadian Environmental Law Association (CELA) have been advocating for municipal actions to support efforts to better manage maximum heat, including

- Increasing access to cooling in the homes of low-income renters and owners including through distribution of colling devices with priority to high-risk groups (including those on social assistance, children, pregnant people and older adults)
- A maximum temperature by-law

- Improving data collection on the challenges of extreme heat and the effectiveness of policy solutions

Currently, the City of Ottawa has two programs in places that can help supply air conditioning units to lower income individuals. These two programs are the OW Discretionary Health Benefits program that is available to the recipients of benefits under the OW, ODSP, and Assistance for Children with Severe Disabilities programs AND the Essential Health and Social Supports Program.

- Could city staff please indicate how many individuals receive air conditioning benefits under each of these two programs, the percentage of applicants who are successful in grants under this program, and whether there are any gaps in vulnerable groups that are not being addressed under these programs?
- Could city staff please comment on the feasibility of increasing these programs to include the following elements: not requiring a prescription, including seniors who have aged out of Ontario Works discretionary health benefits and using an application system that includes the opportunity for a phone application.

Ottawa currently has no maximum temporary by-law, however staff have noted that any by-law that prescribes a maximum heat for residential units could have an effect on tenants who would likely bear the costs of the retrofits needed to install air conditioning. However, the Province of Ontario has passed amendments to the RTA to provide some tenant protections related to air conditioning as part of Bill 97 (Schedule 7), but these have not yet been proclaimed into force.

- In light of the amendments to the RTA (and the recent call by Ottawa MPP McKenney for a provincial maximum heat law), could City staff (by-law) advise on the possibility of including a maximum temperature standards within the existing property standards by-law in the interim?

A separate inquiry will be put to the Ottawa Public Health board on the current data tracking of heat related deaths and emergency room visits related to exposure to heat during extreme heat events.

26. Adjournment

The meeting adjourned at 2:47 pm.

Motion No. **2025-62-20**

Moved by S. Devine

Seconded by S. Desroches

**That the proceedings of the City Council meeting of 23 July 2025, be
adjourned.**

Carried

City Clerk

Mayor