

Let's Talk Oakville

Ward Two

News & Updates from Councillors Duddeck & Chisholm



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Welcome to our latest issue of Let's Talk Oakville, Ward 2.

There's lots to share on the news front and we'll start by offering a very warm welcome to the new constituents we acquired through the boundary changes to the Ward just prior to last year's municipal election.

There is a good deal of activity to report on - from the municipal review, to construction projects, to subsidies available to homeowners when dealing with climate change. We are also introducing a new e-newsletter that we hope you'll subscribe to in order to be kept abreast of news and important community alerts as they happen. Don't hesitate to contact us with questions or concerns.

New Recycling Options

If you haven't already heard, you are now able to include plastic bags (e.g., grocery bags, newspaper bags) and plastic overwrap (e.g. packaging on cases of pop or bathroom tissue) in your recycling container.

As well, Halton Region has made efforts to address the issues surrounding recycling litter on windy days. Regional staff have investigated the possibility of implementing a fully automated collection system that would use closed-top recycling carts as a way to minimize litter, similar to what the Region of Peel and City of Toronto have implemented, however it is not recommended at this time due to the significant additional costs and the fact that it also drives up contamination in the recycling stream.

In light of these considerations, Regional Council approved the use of clear plastic bags for the placement of recyclable material. This allows residents to have the option of placing recyclables out for curbside collection in a clear plastic bag or lining their Blue box with a clear plastic bag. Halton Region believes that the use of transparent plastic bags as part of recycling collection is a cost effective and excellent alternative to blue bins with lids in minimizing litter.

You can elect to use both bags and bins and there are no limits to the number of bags or bins each resident can place outside for collection.

Over the next few years, Halton Region will be updating its Solid Waste Management Strategy and will be evaluating new emerging technologies for waste collection systems and recycling processing. The fully automated collection system will be considered again at that time, in addition to a comprehensive review of Halton Region's waste management system.

For additional information please visit Halton.ca website and click on *For Residents, then Recycling and Waste*.



Province Launches Municipal Review

The Ontario Government is undertaking a review of the governance, decision-making, and service delivery functions of 8 regional municipalities and Simcoe County. Halton Region and the four municipalities it comprises (Burlington, Oakville, Milton and Halton Hills) are part of the review.

The Minister of Municipal Affairs and Housing has appointed two special advisors as an advisory body who have been asked to provide advice and recommendations to the government on various aspects of regional governance including efficiency of decision making of upper/lower tiers, duplication of activities, opportunities for cost savings and the ability of councillors to fairly represent residents.

In early February, the advisors met with Oakville's Mayor Burton and CAO Ray Green. They also met with Halton Region Chair Gary Carr and senior staff.

These two advisors have been engaged to review 82 municipalities and make credible recommendations in less than six months. Given the scope of work and the serious effects an amalgamation would carry, the efficacy of such a review seems flawed at best. Amalgamation of Oakville, Burlington, Halton Hills and Milton into one large metropolitan centre could result in a number of

undesirable outcomes:

- increased property taxes
- the level and quality of services at the regional and local levels will likely be negatively impacted (policing, fire protection, waste collection, snow removal, community centres, and libraries)
- less access to our local councillors as their numbers will decrease and the population they represent will grow. As residents, we are due fair representation at all levels of our government.

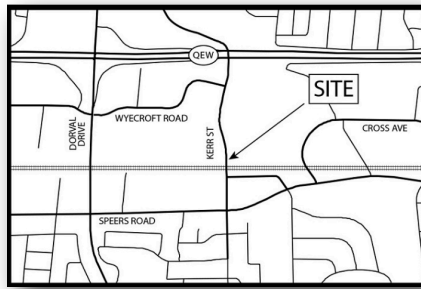
The Ontario government has created an information area at their website which we urge you to review: <https://www.ontario.ca/page/regional-government-review>

We strongly urge you to educate yourself on this issue and make your opinions known.

As part of your comment process, you should plan to write to your MPP. Ward 2 residents are represented in the Legislature by Stephen Crawford MPP

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New Underpass Slated For Kerr Street



The Town of Oakville and Metrolinx are moving ahead to build a road-under-rail underpass that will widen and lower Kerr Street below the rail corridor between Speers Road and north of QEW. Separating Kerr Street from the tracks will deliver multiple benefits:

- optimize traffic flow and enhance pedestrian and vehicular safety
- Kerr Street will be widened to four traffic lanes between Speers Road and Wyecroft Road
- new right turn lane at Speers Road
- new northbound and southbound left turn lanes at the intersection with Shepherd Road
- new northbound left turn lane at the newly signalized intersection with Wyecroft Road

- allow Metrolinx to deliver increased GO service levels on the Lakeshore West line and support the planned 2025 move to electrified 15-minute service.

In May 2018, the Town of Oakville and Metrolinx hosted a public meeting where the community learned about the overall project details, timing and logistics. A second meeting about the project will be held later this year.

To accommodate road widening and changes, some additional land will be required north of the railway tracks on the west side of Kerr Street. The Town of Oakville will undertake negotiations to acquire the lands,

however if no satisfactory acquisition is made, Metrolinx will be responsible for acquiring/expropriating all of the land rights required for the project, including all risks associated with settling expropriation claims, such as injurious affection and disturbance damages.

The overall project is forecast to last up to three years. Preliminary work on the project will start in 2019 with construction of the underpass starting as early as the spring of 2020. The current road alignment will remain in place during construction while the new road to the west is being built.



Photo by Thomas uit Apeldoorn from Pexels

Maintenance of Vacant Properties Under Review

By-Law Enforcement is undertaking engagement with the community to gather input on what new policies should be created to address the growing issues surrounding maintenance and property standards of vacant homes.

Most areas across Oakville have at least one property in the neighbourhood that is vacant or vacant the majority of time. The following examples apply:

- long term unfinished construction of a home by an individual or small contractor
- remote ownership of a home that remains unoccupied
- a home being used on an occasional basis by a service such as AirB&B with little to no oversight by owners

Often, these situations result in litter, overgrown grass and weeds, overall lack of maintenance, rotting structures, invasion by wildlife, use of the home for drugs or vandalism, etc. Vacant and unoccupied buildings that are not maintained can become infested with pests, attract trespassers, and have negative impacts on property values. Although the town's Property Standards By-law addresses some of the issues that vacant properties present, other issues such as ensuring buildings are regularly inspected and have sufficient insurance need to be addressed.

One idea being explored is the introduction of a vacant home registry, similar to the City of Hamilton. The Hamilton registry requires a registration fee for owners of vacant properties as well as an annual fee which pays for quarterly bylaw inspections. Holding to a cost-recovery model of sustainability, the registration fees pay for two (or more) dedicated bylaw enforcement officers and one administrative staff who regularly track, inspect, and provide oversight for vacant buildings, providing signage and having a direct line to owners – who are often hard to track down in the current system – regarding any bylaw infractions or building condition issues that might arise. If owners do not take action, the city undertakes the work and costs are added to the property's tax bill.

The information received will be used to formulate a recommendation to the Community Services Committee (CSC) on June 17, 2019. The decision of the CSC will be forwarded to Council on June 24, 2019.

Traffic Updates

Speeding, aggressive driving and distracted driving are three of the most common complaints heard by Council and local police services. Achieving improvements requires programs, enforcement and education from various levels of government.

Halton Region has installed 4 red light cameras on regional roads within Oakville located at Trafalgar Road and Leighland Avenue; Trafalgar Road and Upper Middle Road; Upper Middle Road and Oxford Avenue and Upper Middle Road and Sixth Line. Recently additional cameras were approved for Ford Drive at Royal Windsor and Upper Middle at Third Line. The fine for running a red light is \$325.

Several school zones across town located on collector and minor arterial roadways as well as areas surrounding senior citizens community centres now have enhanced traffic calm-

ing. These programs restrict speed to 40 km and are often accompanied with signs and flashing lights. Penalties (on conviction) for drivers who endanger pedestrians increasing significantly in September 2018. Failing to yield at pedestrian crosswalks, school crossings and crossovers carries a fine of up to \$1,000 and four demerit points. Failing to stop for a school bus carries a fine of up to \$4,000, six demerit points and up to six months imprisonment. New pedestrian crossings include those added at Pilgrims Way/Taplow Creek; Rebecca Street/Brock Street and Stewart Street/Maurice Drive.

In late January of this year, Town of Oakville staff undertook a Speed Limit & Traffic Calming Survey as part of its review of the current posted speed limits on town roads. New provincial legislation provides municipalities with the authority to lower speed limits to 40 km on some residential streets and introduce the use of photo radar. The online survey ended in mid-February and Council awaits a report on the results.

Dates to Remember



Mayor's Historical Picnic, Lakeside Park Sunday June 2, 2019

Oakville Children's Festival Saturday, August 17, 2019

Oakville Ribfest, Sheridan College Friday, June 21, 2019

Canada Day, Bronte Heritage Park Monday, July 1, 2019

Movies In the Forest, Forster Park Friday, August 23, 2019

KerrFest, Westwood Park September 6 & 7, 2019



Introducing, Our New E-Newsletter! Sign Up Now.

We're very excited to introduce our new E-newsletter! It won't replace this print edition, but it will help us to stay in touch between publications. We'll use Ward Two News for important updates, special alerts and items we think are of special interest to our Ward 2 residents. It's a great way for us to communicate, especially on time sensitive issues. We're building our list, so please sign up.

Send an email to: cathy.duddeck@oakville.ca OR ray.chisholm@oakville.ca.

Curious About the Role of Council and Councillors?

Councils are elected to represent the residents of the municipality and to provide programs and services in response to their needs and wishes. They must make sure that there are enough municipal staff (employees) to provide these services and otherwise to carry out all the responsibilities of the municipality.

Council must adopt a budget every year that sets out how much money will be needed to run the municipality for the coming year and identifies where that money will be found – including what portion of it will be raised from property taxes.

Provincial legislation known as the Municipal Act sets down the rules for how a municipal council operates. Within these rules, municipal councils can establish their own specific oper-

ating rules in the form of a procedure by-law (which at minimum must cover the calling, place and conduct of meetings). The council has to exercise its powers in formal meetings that must follow a number of legal requirements. Particular emphasis is given to the openness of meetings, on the grounds that “the public’s business is public business.”

Municipal councillors may choose to discuss some issues in closed session (for security reasons for example). Provincial legislation outlines the particular grounds on which a council meeting may be closed and in all other situations council meetings (including meetings of committees of council) must be open to the public.

Municipal staff provides much of their advice to councillors in open council meetings, in front of those citizens attending and also in front of the surprising number of citizens who watch coverage of council meetings via cable TV or online at YouTube.

Powers of a Councillor

Councillors have three main roles to play in your municipality:

- a representative,
- a policymaker, and
- a steward.

These roles may often overlap.

Oakville Council Members:

- Work from their homes. They do not have office space at Town Hall or staff members to assist with duties.
- Can identify an issue that needs to be dealt with.
- Cannot make the sole decision of what action will be taken to address an issue.
- Can meet or speak with staff to discuss a resident’s issue or a community concern.
- Cannot personally instruct a staff member, the fire department or police service to take a particular action.
- Have one vote each on Town Council.

Government Services. Who Do You Call?

In Oakville, we have four different levels of government, with each level overseeing specific services. It can sometimes be confusing for residents, especially those who are new to the community. Here’s a handy list to help identify responsibilities.

Town of Oakville	Region of Halton	Ontario Government	Government of Canada
Libraries	Police	Schools & Education	Military
Community Centres	Garbage & Recycling	Health Care Delivery	Passports
Snow Clearing	Public Health	Highways	International Relations
Building Permits Property Taxes	Child Care	Natural Resources & Environment	Money & Banking
Land Planning	Housing	Driver’s Licenses	Postal Service
Street Trees	Ambulance	Health Cards	Citizenship & Immigration
Fire Services	Social Services	Hospitals	CPP
Arts & Culture	Waste & Waste Water	Administration of Justice	Employment Insurance
By-Laws	Regional Roads	Prisons	Social Insurance Federal Taxes
Local Roads & Sidewalks			Income Tax
Town Parks & Open Spaces			Criminal Law
Traffic Management			Shipping, Railways, Telephone & Pipelines

Contact: Service Oakville: 905-845-6601 | Halton Region: 311 | Service Ontario: 416-326-1234 | Government of Canada: 1 (800) 622-6232

Understanding Town Committees

These sub-committees of Council review specific issues and provide recommendations to Council for its final approval. They meet every 4 weeks and are open to the public. Agendas for the meetings are posted in advance on the oakville.ca web site under the Agendas, Minutes section.

Administrative Services Committee deals with administrative issues, primarily relating to the business affairs of the municipality, corporate policies, financial reporting, etc. Recent examples include fire station design & construction, interim tax levy by-law and updates to policies and procedures.

Community Services Committee service issues including programs, facilities and services for the public. Recent examples include traffic calming programs, annual Active Transportation Master Plan, Lakeshore Road Redevelopment, parking in Bronte Village.

Also of Interest to Residents: Site Plan Committee - The purpose of Site Plan Approval Process is to permit the Town the opportunity to review and evaluate overall site design including building location, driveway locations, grading, landscaping, etc. Site plan does **not** control land use, building height or density of a development, nor does it regulate architectural detail, type of materials, or construction details. Most importantly, Site Plan Approval cannot prohibit the use of land or building for a use that conforms with the Town's zoning by-laws.

Q & A: Property Taxes & Assessment

Q: Why would my taxes go up when the tax rate didn’t increase?

A: The Municipal Property Assessment Corporation (MPAC) assesses properties across Ontario every 4 years and mails a Property Assessment Notice to every property owner. The notice reflects the assessed value. This assessed value is phased in gradually over four years. Your tax bill is based on the assessed value each year. Using the example shown, assuming property characteristics stay the same, the property assessment will increase by \$7,500 each year.

Property Classification			
Property value on January 2016			\$375,000
2017	2018	2019	2020
\$352,500	\$360,000	\$367,500	\$375,000

Coronation Park was the subject of active discussion in January when Council considered recommendations that the park's activities be restricted to no longer permit large scale special events with the exception of the Terry Fox Run and the Courage Polar Bear Dip. Continued flooding concerns and repair work as well as complaints from local residents regarding noise, overflow parking and high traffic levels on surrounding streets were all considerations. However, Ward Two Councillors had concerns with proposed restrictions, especially in the case of the stage area that has traditionally hosted community events. In the end, the item was referred back to staff for further consideration.

Pinegrove Road between Fourth Line and Warwick Avenue will see the recently installed speed cushions removed by late June. Traffic calming on Pinegrove Road was driven by ongoing concerns from local residents regarding speeding, aggressive driving and high volumes of traffic. A speed survey conducted by the town in 2016 confirmed the concerns. As a result, thirteen speed cushions with centre bollards were installed, which almost immediately met with complaints regarding the num-

“ News Bites ”

ber, height and physical design. On April 2, 2019, following public input, Council voted to remove all speed cushions until such time a more workable solution can be found.

More frequent and severe localized wet weather events often result in basement flooding and the associated high costs of remediation. **Halton's Enhanced Basement Flooding Prevention Subsidy Program** offers residents a range of financial supports to help fight climate change. The four eligible programs are *Downspout Disconnection, Weeping Tile Disconnection/Sump Pump Installation, Sewer Lateral (Pipe) Repair & Lining, and Backwater Valve Installation*. Full details on each of the programs, what they are and what subsidies are available are covered on the Halton.ca website. Follow: *Home/For Residents/ Water and Environment/ Enhanced Basement Flooding Prevention Subsidy Program*.

The **Lakeshore Road West** redevelopment project continues to garner interest from local residents. Town staff are working with consul-

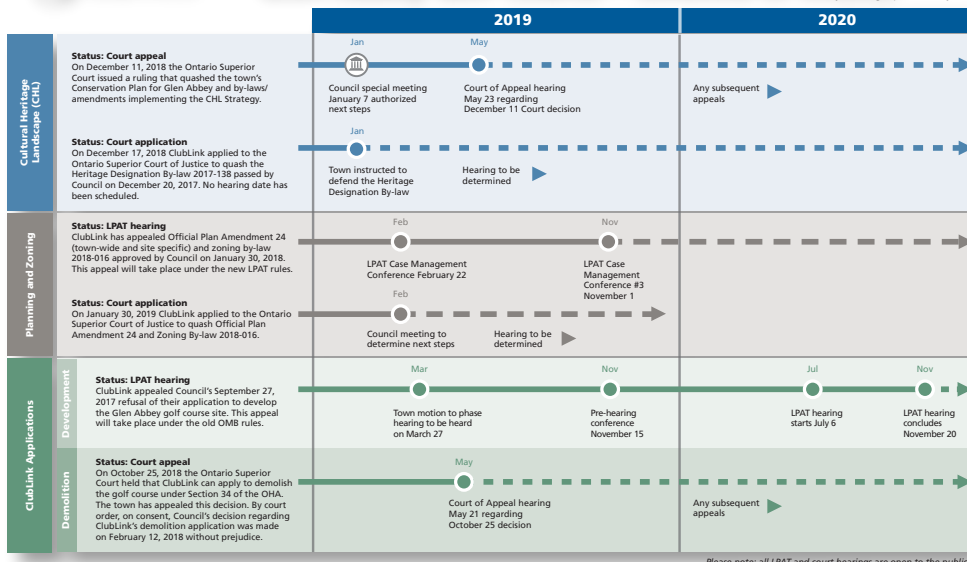
tants to develop options which will be presented to Council later this year. Local residents continue to voice the desire to maintain Lakeshore Road as a scenic corridor with new bike lanes, while preserving the look and feel of the road's rural appeal, existing sidewalks and mature vegetation. The issue came to light several months ago when it was revealed preliminary plans included the removal of 300 trees, expropriation of land from about 70 properties and the addition of a continuous centre turning lane. Updates will be posted as available.

Older adults, their families and caregivers can find an excellent resource on the Halton.ca web site. Entitled *Need Help in Oakville?*, the section provides information and contact details for a wide range of services including links to Adult Day Programs, Community Support Services, Meal Programs, Transportation and Volunteer Visiting. Specialized services are also covered which include Emergency Housing/Housing Help, the Halton Seniors' Helpline and non-emergency numbers for both police and fire. To locate this highly useful resource, follow: <https://www.halton.ca/For-Residents/Older-Adults/Need-Help-in-Oakville>.



Glen Abbey Golf Course – timeline of events

*Subject to change. Updated February 2019.



Glen Abbey Timeline

The issues and activity surrounding Glen Abbey Golf Course are complex. They focus on the following areas:

- I. Cultural Heritage Landscape
- II. Planning & Zoning
- III. Club Link's Application dealing with demolition and development.

The chart at left can be viewed full size at a Glen Abbey Information area on the Oakville.ca website. You'll also find comprehensive information, background, news releases and associated reports.

Find it at: <https://www.oakville.ca/business/glen-abbey-information.html>.

Major Changes for Wyecroft and Speers Roads Ahead

Two of Oakville's busiest roads will see notable change over coming years. Speers Road and Wyecroft Road are both slated for reconstruction projects that are aimed at improving the movement of people and goods across Oakville.

Speers Road from Third Line to Kerr Street will undergo major reconstruction that will include the addition road widening, new lighting, new pedestrian crossings, updated traffic signals and more.

The first phase of the project will comprise the section of road from Third Line to Fourth Line with construction commencing in summer 2019 and completion scheduled for November 2020. Initial plans for the project included standard bike lanes, however given the high level of commercial traffic and the

60km speed limit on the road, a decision was made to provide protected bike lanes. Speers Road gives active transportation users direct links to both Oakville and Bronte GO stations. Sidewalks on both north and south sides of the road are also part of the enhancement.

The road widening aspect of the project will result in five lanes (four through lanes and a centre turning), plus auxiliary turning lanes at intersections where required. The next phase of reconstruction will begin at Fourth Line moving east toward Dorval and eventually, Kerr Street.

Wyecroft Road is currently the focus of a Municipal Class Environmental Assessment which is intended to project the needs of the road to 2041. This coincides with the recent announcement from Regional Chair, Gary Carr which provided information on funding for the Wyecroft Road Extension and Bridge Project through the the provincial Move Ontario 2020 Quick Wins Fund.

Wyecroft Road currently ends at Bronte Creek and local traffic is diverted north to the QEW or south through residential neighbourhoods. The road extension and bridge crossing will now connect Burlington and Oakville over Bronte Creek and provide a vital east-west corridor that will:

- Provide motorists with another route, relieving traffic congestion on local roads and the QEW;
- Reduce commuter time getting to Appleby and Bronte GO stations;
- Improve the bus network between GO stations, providing more options for commuters who rely on public transit;
- Connect adjacent employment lands, providing business owners, employees and consumers easier access to work and retail; and
- Provide alternative transportation options with new on and off-road pedestrian and cycling infrastructure.

Updates on the project will be forthcoming in future newsletters.

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