

BMVA All Candidates Extra Questions

- 1 Current council does not allow ride sharing apps.... I was able to find only one reference to this matter in an article on Simcoe.com dated Jan 16/16. It would appear that the issue was not the ride share but Council's comments on a proposed private members bill in the Ontario Legislature that would open the door to "a sharing economy" across all of Ontario. The bill would effectively negate new local controls on Short Term Accommodation and the problems that have become evident. The legislation, as proposed, is similar to a proposal in Florida for the same relaxation of rules that was not passed. At the end of the article, the author indicated that, Mr. Hudak, the sponsor of the bill raised the issue of ride share and general resistance to its use in a number of areas. I do not have a problem with ride share at this point in time in this area but have not had an opportunity to analyse its impact on our potential for transit or the impact on existing taxi services.
- 2 Rules for STA.... TBM currently has a very viable set of Zoning and Licensing process as approved by the Ontario Municipal Board to recognize our STA properties which appears to have become a template for many other jurisdictions within the Province of Ontario . There are a number of minor changes proposed that are expected to streamline enforcement but the basics remain in place and appear to be functioning very well in establishing control over the primary noise and party elements that originally created the need for the controls.
- 3 Cell and Internet Service.... Telecommunications is a federal jurisdiction implemented by the various companies that provide the services. Local jurisdiction is very much limited to that of a commenting agency only. However the various companies respect the local jurisdiction in locating facilities in order to minimize visual impacts of towers and other equipment. They may even accept our pleas to increase service in certain areas when those services perform a specific function. Otherwise the Municipality has little impact on the overall access or coverage provided although we publicly support any efforts that will result in improved service.
- 4 Manage Spending.... This is a reality for all municipalities in Ontario. As creatures of the Province, and limited based on legislation to balance our books, we must pay attention to our finances. In addition, all matters municipal are subject to the same cost increases that the general public are feeling and we must make our income stretch. It is for this reason that we must support development that can better use our existing services and use them to the best capacity available. That means support for infill development, higher density development and potentials of sharing wherever possible. When more people can share the expenses then we can continue to control the impact on each of the individual properties.

- 5 Diversified and Balanced Tax Base.... This is a very difficult issue. Our current economy is dominated by the recreation and tourism industry and agriculture because of the assets associated with the Bay, the Mountain and the superior soils and climate factors of this specialty crop area. These economic drivers are part of our superior environment. A diversification of our economy in any way that will damage our environment is not acceptable and therefore limits our diversification potential to those kinds of uses that will work well within our environmental limits. In my view, we must continue to support the existing primary economic drivers and reinforce those endeavours that can feed off of the primary drivers. Although the recreation, tourism and agricultural economies may fluctuate, our proximity to our primary markets in the Golden Horseshoe and the potential of the US north east should create a sufficient traffic to generate a suitable diversity of uses that can take advantage of our recreational, tourism and agricultural features.
- 6 Development Deforestation.... This will depend on the site circumstances. Because of the costs associated with developing any property, the developer is attempting to reduce costs as much as possible by removing as many obstacles to the development as may be necessary to limit any obstruction costs. I am aware of this on many larger development sites. The Town does have some control over this type of site preparation both through policies in our Official Plan, the original development review using tree retention policies to advantage and through securities in the development agreement that are intended to be a financial warranty for the retention of trees identified by the earlier review. It becomes a matter of educating both staff and the developer on the implementation of this process.
- 7 Aging Infrastructure.... It is my understanding that municipal engineering staff is already undertaking a review of services to determine where at what needs to be replaced. This comes from provincial directives that require every municipality in Ontario to undertake an Asset Management Inventory and Plan so that they will know what they have and determine the best method and timing for the replacement when those assets, be they sewer, water or trucks, need to be fixed or replaced.
- 8 Landfill Hours.... The current schedule is for three days a week with closing during off peak seasons. The current schedule is based on a compromise to ensure that the operator efficiency is maintained. If there is a need shown to extend the operating hours, then I would be in agreement.
- 9 Lack of Community Services.... Two programs have been indicated as lacking. The first is bylaw enforcement, particularly with reference to issues within our recreation and tourism sectors. Although the OPP are available in many instances to add to this requirement, many residents in the area of concern indicate that responses are slow and do not reflect the perceived needs. The second area is that related to provision of recreational programming and facilities, especially related to children. Both program directions require

specialized persons to ensure that the programs are properly provided and managed. These are not suited to voluntary actions of local citizens. They will require increases in budget and in taxation and will require evaluation to obtain the most appropriate programs to warrant the spending. I would support both directions with the understanding that the public is aware and supports the costs and tax impacts.

- 10 Ward System.... TBM is still a relatively small municipality particularly with respect to permanent population. I do not feel that a ward system would provide any benefits and may even create some divisions between strong and weak councillors that could be detrimental to our ability to govern ourselves. In particular, ward systems create a completion for services and spending that is better considered on a basis of what is good for the whole municipality. The community is currently best served when all council is responsible for all of the municipality. The best option to better serve the community is to operate in a manner that can get more of the community involved in the community management. Ensuring that all meetings are accessible to the public and having the means to ensure that the public can, by whatever means, participate in our governance.
- 11 Quarry Proposal.... Having been a planner involved in a number of Quarry proposals I fear the Provincial, County and TBM official Plan policies are all weighted to support the proposal of an expansion to the existing gravel pit. This could have been avoided had the TBP plan had a more explicit policy framework that leaned more heavily toward protecting the environmental features in that specific area. I also note that the Ministry of Natural Resources that has responsibility for both the gravel and the adjacent Provincial Lands has, by comment on the application, indicated no objection to the expansion of the Quarry. I understand that this application has been made subject of an appeal however the preponderance of the evidence is beneficial to the quarry operator. Unless there is a special Ministerial decision, I fear the quarry will likely succeed.
- 12 More Greenspace.... Before I can answer this question, I would like to see an inventory of the location and size of all of the existing TBM park holdings along with all of the Provincial lands are within the Town. I expect that some new locations will become necessary as a result of the new and more intense development that we are both promoting and expecting. I am also curious as to municipal lands that are not held as parks but could be modified to provide park facilities. Until an evaluation is done, I cannot comment on a need for more green space.
- 13 Bike Safety.... There are a number of ways to promote suitable riding areas as well as road safety. First issue is to provide for wider paved surfaces and marked bike lanes. This should be done on specifically designated routes primarily in existing developed areas. The next is to provide for wider paved shoulders on many of the existing, more rural routes. This will provide space as well as more stability for the road shoulder and potentially extend the road life to make the improvement economically more viable. The third, and most

important matter to be stressed is that of education of both the auto driver and the cyclist. The highway traffic act specifically indicates that all slower moving traffic is to keep to the right. If this rule is followed as well as the premise that single file is the intent of the directive, then a much better level of safety can be achieved. I would indicate that if these are not adequate then the European model of enforcing traffic laws may become necessary.