



CHALLINOR REPORT

John Challinor II, Town Councillor, Ward 2, Town of Milton

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Challinor Requests Town of Milton COVID-19 Response Post-Mortem

Concerned that some of the learnings from the Town of Milton's COVID-19 response could be lost through staff attrition or other occurrences in 2021 and recognizing that the Province of Ontario and the Government of Canada will likely request that the Town participate in an eventual Royal Commission on the matter, Milton Council unanimously approved a motion by Ward 2 Councillor John Challinor II requesting that the Town prepare a formal assessment of its performance as well as those of the other levels of government.

The motion was seconded by Ward 3 Regional Councillor Mike Cluett.

In requesting the review, Mr. Challinor reasoned that the Town has "particular knowledge, observations and insights" about the performance of the other levels of government in planning for and managing through the global coronavirus pandemic as well as considerable documentation associated with its own response since the state of emergency was declared in Ontario on March 17, 2020.

The Town's review would be circulated to the other levels of government as its formal submission to any commissions or panels or undertakings by them related to assessing their COVID-19 disease preparedness and response. **CR**

Challinor Seeks Regulation Of AirBNBs and Other Short-Term Rentals in Urban and Rural Milton

As a result of numerous complaints about illegal short-term rentals through AirBNB and other proprietors across all wards in urban and rural Milton, Milton Council unanimously approved a motion by Ward 2 Councillor John Challinor II requesting that the Town of Milton investigate the matter and develop appropriate regulations.

The motion was seconded by Ward 1 Regional Councillor Colin Best.

Through the late spring, summer and early fall, all Town councillors as well as Town bylaw enforcement staff received numerous complaints about short-term rentals that not only violated the Province of Ontario's COVID-19 State of Emergency for public gatherings, but likely also ran afoul of the municipality's zoning and building bylaws and noise bylaws.

Following consultation with the public, AirBNB and others involved in the business of short-term rentals, Town staff has been asked to return to Council with a bylaw that meets the short-term rental requirements of the community, covers the costs associated with the Town's licensing oversight and, ultimately, respects the quality-of-life rights of its citizens. **CR**



Milton Council Approves Second Phase of Town Core Services Review

Both phases of the Town of Milton Core Services Review have been completed and approved by Milton Council and now the hard work begins – implementation.

Following a 2018 municipal campaign commitment by Ward 2 Councillor John Challinor II to urge Town of Milton staff and the new Milton Council to give consideration to a Core Services Review, staff recommended and Council approved the two-phase study in early spring 2019.

The first phase of the review uncovered about \$650,000 worth of savings in Community Services and Development Services and these initiatives, where supported by Council, are being implemented by staff over the next few years. The second phase of the review has identified ten areas for improvement in Corporate Services, with savings ranging from \$900,000 to \$1.2 million, capital investment requirements ranging from \$900,000 to \$1.2 million and ongoing costs ranging from \$550,000 to \$800,000. When fully implemented, these initiatives will see improved efficiency of the Town's workforce through investments in digital technology, improved effectiveness of its processes, cost avoidance related to growth and improved service levels to taxpayers.

Town staff are identifying the most appropriate process to keep the organization, Council and the public apprised of Core Services Review developments, implementations and outcomes. **CR**



Milton Council Approves Milton Education Village Secondary Plan

The long-awaited Milton Education Village, which will include post-secondary institutions Conestoga College and Laurier University, moved a big step closer to reality when its associated secondary plan was approved by Milton Council in mid-December.

The notion of a post-secondary institution in Milton was originally conceived in the mid-1990s by the Council of the day as part of the award-winning Destiny Milton long-term municipal planning exercise. Milton Education Village was originally developed in 2007.

The Village integrates a complete community and mixed-use innovation district, anchored by a post-secondary education campus. The secondary plan provides for a mix of residential, commercial, retail, institutional and employment uses in a walkable urban village.

Town of Milton planning staff also received approval from Council to seek a Minister's Zoning Order (MZO) from the Government of Ontario to expedite the core development of the Village, which includes the post-secondary campus, long-term care and hospice facilities, and critical commercial, retail and residential mass to support a transit system.

Over the last year, Milton MPP Parm Gill, Milton Mayor Gord Krantz, Ward 2 Regional Councillor Rick Malboeuf, Ward 2 Local Councillor John Challinor II and Milton CAO Andrew Siltala were deeply engaged and ultimately successful in moving Laurier University and Conestoga College towards a workable solution for both, as their participation is critical to the Village's eventual development.

The Village will be located within the Sustainable Halton Urban Area, specifically west of Tremaine Road, north of Britannia Road, south of Derry Road and generally east of Bell School Line. **CR**



Milton Major Transit Station Area & Mobility Hub Study
Final Report | Fig 8 Demonstration Plan Looking South West

Milton Mobility Hub Study May Create New Downtown Core

The possibly inaptly-named Milton Mobility Hub Study was received by Milton Council one hot August night this past summer with very little fanfare, but this plan could dramatically change Milton's central business district by creating a modern uptown-downtown core that rivals anything found in the Greater Toronto Area today.

The GO Train station plays a significant role in the draft effort but not the sole role, hence the moniker Milton Mobility Hub Study. Other forms of transportation figure prominently in the study, too.

Milton's current downtown core is severely limited by a floodplain. And, the historic nature of Main Street East between Ontario Street and Bronte Street is something most Miltonians want to see improved rather than demolished and replaced with tall, modern structures. Any new additions to what is already in place need to complement what is already there, tends to be the conventional wisdom.

The Milton Mobility Hub Study envisions the creation of an uptown core along Main Street East between Ontario Street and Thompson Road that complements the current historic downtown core. This may potentially provide Miltonians with the best of both worlds -- higher elevation living and working spaces at the east end with complete professional and retail ground-floor offerings

for consumers, and, to the west in the lee of the Niagara Escarpment, a less densely-populated, old historic area with specialty retail, fine-dining and regular special events and features.

The Town of Milton and various Councils have contemplated how best to re-develop the east section of Main Street East for more than 30 years, most notably through the 1997 Official Plan and some earlier studies. The most notable amongst them was written in 1989 by former Town Planning Director Bob Zsadyani, who admitted that development along Main Street East between Ontario Street and Thompson Road really hadn't gone quite as envisioned. A bold re-think was required.

That bold re-think may evolve out of the Milton Mobility Hub Study. Thirty to 40 years from now, with an investment of at least \$40 million in municipal infrastructure, considerably more in commercial and residential structure investment by the private sector and the broad support of future Councils, staff and the public, we'll know for sure. **CR**

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Milton Council Approves 2021 Operating and Capital Budgets

While a slim majority (5-4) of Milton councillors rejected a motion late last summer from Ward 2 Councillor John Challinor II to direct staff to return to Council with 2021 Operating Budget packages containing 1, 2 and 3 percent tax hike options, Town staff eventually came back to Council with a 3.93% tax increase package that was unanimously supported by all.

Ward 2 Regional Councillor Rick Malboeuf had seconded Challinor's motion last summer. Mr. Challinor and Mr. Malboeuf moved and seconded the final 2021 Operating and Capital budgets.

The impact of the Town's 2021 Budget on the average Milton taxpayer, whose home is now valued at \$669,900, is about \$63 next year. When blended with the Regional Municipality of Halton and local school board property tax increases, the net increase is about 2.28 percent or about \$98 next year. A slim majority (5-4) had approved Town staff returning to Council with a 2021 Budget increase not exceeding 5 percent.

While Milton's current property tax leadership across the province of Ontario came as a result of past Councils directing Town staff to return to Council with 0, 1 and 2 percent tax increase options between 1993 and 2006, this did not happen this year, which is highly

unusual in either private sector or public sector operating budget preparations. However, over the fall, Town staff acknowledged the very difficult economic circumstances locally because of the COVID-19 pandemic, concerns expressed by many property taxpayers and occasional discussions with Mr. Challinor II and some other councillors on the topic through the fall. Town CAO Andrew Siltala and Town CFO Glen Cowan and their teams deserve much credit for the 2021 Budget settling into the final range it did.

That said, the Town's 2022 and 2023 operating and capital budgets will be much more difficult to rein in to a level that most property taxpayers can afford because of a combination of very likely declining financial support from the senior levels of government and slowly recovering Town revenues from programs and services that have been under-subscribed (by provincial law) or dormant since March 2020. **CR**

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