



Mayor's Message

♦ ♦ ♦ ♦ Maria Tutino

WHY I VOTED AGAINST PROCEEDING WITH THE BUILDING OF A SECOND CHILDCARE CENTER (CPE) IN BAIE-D'URFÉ

The vote at the September Council meeting was among the most difficult ones that I have had to make in my fifteen years as mayor.

Prior to the public vote, I reflected for days, reviewing all the current facts before Council and weighing how I needed to vote, cognizant of my duties as the mayor of this beautiful Town that I have been privileged to serve for 15 years.

Factors considered

I have been supportive of a second CPE since 2008, when Council was approached by **Michelle Sauvé**, Executive Director of the *Whiteside Taylor CPE*.

Different Councils worked with Mme Sauvé to support alternative scenarios for increased CPE spots in Town. Several setbacks followed due to multiple rejections by the incumbent provincial governments from 2008 to 2011, followed by an acceptance by the provincial government for an 80 spot CPE within the Town in 2013.

The demand figures supported the need in 2019 when the vote was taken after the Town received the "Use it or Lose it" letter from the government of Quebec's Minister of Families on February 20, 2019 and still supported the need in 2020.

In August, I was told that there were **61** Baie-D'Urfé children occupying a daycare spot at either the Baie-D'Urfé or Beaconsfield CPE location and that **52** other Baie-D'Urfé children were looking for a CPE spot (**20 in the under 18 month category and 32 for the older category**). The demand figures did not include grandchildren of Town residents as they currently do not have priority but would have received it with the building of the second CPE.

To receive the government subsidy, the new CPE needed to be delivered as per its requirements regarding specifications and delivery deadline.

The most important element of my reflection was the commitment that I had made to the residents

in 2019 when the project was approved by a 4-3 vote of Council, with my vote then being in favor:

- › residents would have input on the design;
- › minimal impact on the *Fritz* property;
- › no additional parking requirement;
- › financing for the basic model in the range of \$1.4 million after the government subsidy of \$341,700 was included.

Conclusions

... The design was not what was communicated to the citizens.

... The impact on the location was not what was communicated to the citizens (although the revised version voted on at the September Council meeting partially addressed it)

... The size of the CPE was not what was communicated to the citizens.

... The original design cost overrun presented to the citizens in July 2020 was significant (the September revised version overrun was still much more than I was comfortable with).

... The government timeline was not respected putting the Town in probable violation of the conditions of the project

In order to address all of these issues to develop an acceptable project, it meant that the government deadline would be even less likely to be met and thus any subsidy for the construction or for future CPE rents would be in jeopardy.

So, for all those reasons, it was with a heavy heart that I voted against proceeding with the construction of the CPE project as it stood.

As I cast my vote against the project, I did so with regret since the Town may have lost its only possible opportunity to support our young families in such a manner.





MUNICIPAL NEWSLETTER FROM TOWN HALL

Council Communiqué



Lynda Phelps

There have been questions from citizens regarding the status of many projects that are on-going for 2020 so here is a short summary of the main ones. Please keep mindful that Covid did not play a positive role on our timelines. As well, several Administrative positions changed or have not been filled. Hopefully the recent hiring of the Human Resource person (6 months ago) will help stabilize the environment.

LAKESHORE ROAD PAVING & DRAINAGE

This is the most expensive project with the longest timeline, and with two intertwining elements, paving and drainage. We will be starting from west to east, in two phases. First west to *Morgan*, followed by *Morgan* to the end of the eastern town limit. We will be starting the groundwork testing shortly on the entire route. Drainage needs to be addressed. It would not be logical to do all the paving work only to tear it up to fix drainage. For example, the water table needs to be recorded over a period of time to understand the movement, up or down. This valuable information will serve us well. This phase will have started. Council had a special meeting September 22, to award the contract for all our testing needs.

Along *Lakeshore* one of the worst drainage areas that we are aware of is underneath the parking lot beside the library. Not to mention the pavement reached its life a couple of years ago. The standard for the width and length of parking spaces has changed. Because of this updated change there will be less spots. Do we go ahead and do some improvements that will address this problem? Logically, yes. The drainage system needs to be rerouted and replaced.

In the next years ahead, the drainage project will continue for other areas of the town.

BERTOLD PARK & SHORE STABILIZATION

Again, we have a situation where these two projects intertwine. The shore stabilization is finished from Town Hall to the middle of *Fritz* Park. We need to finish the portion that borders along *Bertold* Park before we start to finalize plans to complete the interior of the park. We have seen a presentation from *HETA* of what options are available, with a dollar amount. We will be able to add a few items such as benches. Council will be starting the discussion that follows this presentation.

SKATING RINK

This project has been following us (those of us who have been councillors for more than one mandate) for several years, and we have been moving the site around in those years. The site chosen in 2019, was not acceptable to many citizens. Consequently, we are moving once more, this time to *Balsam* Park. The citizens in the eastern part of town will be especially pleased about this new development. We have always had a hockey rink there, but we will be adding the heated changing trailer and washrooms.

BERM

Another project that has been following us. We want a firm commitment from the government regarding the costs. The amount has been shifting and you can be sure the shift is upwards. The reprofiling of the ditches on the highway has not happened, but we do have a commitment from them in that area. Negotiations are on-going.

TOWN HALL

The plan of the Town Hall was posted for a short period of time on our website. During that time, we were receiving negative comments regarding the plan. Council went back to the drawing board not only with the plan, but also with a different point of view regarding location of some elements of the Town Hall. Stay tuned.

OTHER PROJECTS

- › **Major overhaul of drainage on *Clark Graham*** and paving on the service road in the Industrial park – **done**;
- › **Red Barn** is slated to go from pink to red in 2021. Also included are automatic outside doors (handicap access) Fire alarm upgrade, ventilation (fans);
- › **Yacht Club** – new septic tank system– **done**;
- › **By-Law overhaul.** Director of Urban Planning needs to be hired and brought up to date – **in progress**;
- › **Budget for 2021** and more to come.





DEVELOPMENT FOR MAJOR NETWORK OF RESERVED LANES IN THE GREATER MONTREAL



How will this project influence economic development?

As soon as this project is completed, we will be able to measure the effects and results of traffic flow efficiency on our roads.

You have probably heard many times in the news about major changes in the urban transport system. Well, finally on September 2nd, 2020, Transport Minister, **François Bonnardel** and Junior Transport Minister, **Chantal Rouleau**, announced a first call for tenders to establish new-reserved lanes along highways of the Greater Montreal (*Réseau métropolitain de voies réservées (RMVR)*). Within five years, the Legault government intends to create over 200 km of reserved lanes on the north and south shores of Montreal, which will widen many highways and ease traffic congestion.

According to the government announcement and as part of a congestion management plan, the preliminary steps of this project is to study opportunities and improve targeted highways in the Montreal area that can be dedicated to other modes of transport replacing the problem of solo drivers without restricting any existing travel lanes. This new network of reserved lanes designed for public transport, carpooling, electric cars, etc. will play a central role throughout the greater Montreal area.

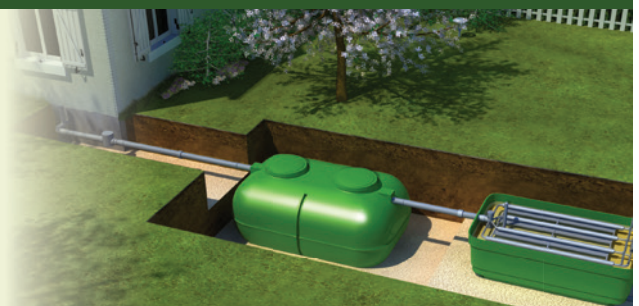


If you are interested in reading the **2019-2023 STRATEGIC PLAN** issued by the *Ministère des Transports* in 2019, the content of this publication can be found on their website.

IMPORTANT NOTICE >>> SEPTIC TANKS



Please note that all costs associated with the cleaning/emptying of septic tanks and grease traps will be **FULLY SUBSIDIZED by the Town once every two (2) years**, providing that these services be carried out by **Sanivac**. Citizens wishing to carry out this work with another supplier **will not be subsidized and the work will be done at their own expense.**





MUNICIPAL NEWSLETTER FROM TOWN HALL

What's New!

Valérie Fortin



Thanksgiving DAY

Please note that the Town Hall and the Public Works will be closed on **Monday, October 12.**



> **Branch and Bulky items collections** will be postponed EXCEPTIONALLY on **Tuesday, October 13**, together with the Recycling and Organic pick-ups.

Water Meter Cards

Please note that the deadline for completing and returning your water meter card is **November 2nd 2020**. However if you have not received your card, you can come to pick one up at Town Hall or you can fill out the online form on the Town website. Should you have any questions, please call **514 457-5324**.

AUTUMN LEAVES COLLECTION

Be aware that **plastic bags, even compostable or biodegradable are prohibited.**



During **Organic waste pick-up**, make sure you put all green residues and dead leaves inside your brown bin or any paper bag or cardboard box to be sure they will be picked-up!



JUNIOR COUNCIL



Are you between the ages of 10 and 18 and interested in contributing to Baie-D'Urfé's youth activities and projects?

If so, come join the Junior Council! We are **virtually**

meeting via zoom once per month. Last year the Junior Council worked hard to get a pumptrack for kids in town, which we now have placed at *Morgan Park*. Come and get involved, we would love to have you! **Together we can make a difference!**

For more information contact Andrea Gilpin at: agilpin@baie-durfe.qc.ca



Next Junior Council Meeting by ZOOM
October 20, from 7 p.m. to 8:30 p.m.

ECOCENTRES

Ecocentres are residual materials reuse and collection sites open to all citizens of the Montreal Agglomeration. They accept materials such as construction and renovation debris, household hazardous waste and articles that can be reused. Ecocentres divert a significant amount of residual materials from landfill. Please check before you go.

One call: **514 872-0384** ou **311**.

- > **Ecocentre SAINT-LAURENT**
3535 Sartelon
Saint-Laurent
- > **Ecocentre LASALLE**
7272 Saint-Patrick
Montreal

PREVENTING WATER INFILTRATIONS

BE PROACTIVE and ensure that your **sump pump** works properly before winter arrival. Other risk factors may contribute to water infiltrations in your basement such as soil conditions, the slope of your lot, lack of proper gutters or foundation cracks. Better be prepared to limit any damages and costs!



USE OF OUR PUMPTRACK



We are delighted of the popularity of our Pumptrack. However, we wish to remind you that in compliance with the regulations indicated at the entrance of *Morgan Park*, it is **PROHIBITED** to use it between **11:00 p.m. and 6:00 a.m.**