



A great place to call home
A vibrant downtown

A progressive diversified economy
An appealing attractive city

AGENDA

GUELPH CITY COUNCIL

April 3, 2006 - 6:30 p.m.

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

- O Canada
- Silent Prayer
- Disclosure of Pecuniary Interest
- Confirmation of Minutes – March 13 and 20, 2006 (Councillor Downer)
“THAT the minutes of the Council meetings held March 13 and 20, 2006 be confirmed as recorded and without being read.”

REGULAR MEETING

DELEGATIONS

Resolution (Councillor Ferraro)

“THAT persons desiring to address Council be permitted to do so at this time.”

Delegations are limited to a maximum of five (5) minutes.

- a) Scott Arbuckle will be present to answer any questions with respect to the requested sign variance for 10 Woodlawn Road East (Consent Report No. A-1).
- b) Carl King and Svetlana Levant on behalf of Stone Road Mall with respect to the requested sign variances for 435 Stone Road Mall (Clause 3 of the Planning, Environment & Transportation Committee)

COMMITTEE OF THE WHOLE

Resolution – Councillor Furfaro

“THAT Council now go into Committee of the Whole to consider reports and correspondence.”

REPORTS FROM COMMITTEES OF COUNCIL AND OTHER COMMITTEES

- a) Planning, Environment & Transportation Committee – 4th Report
“THAT the FOURTH REPORT of the Planning, Environment & Transportation Committee be received and adopted.”

CONSENT AGENDA

- A) Reports from Administrative Staff**
- B) Items for Direction of Council**
- C) Items for Information of Council**

Resolution to adopt the Consent Agenda.

Resolution:- Committee rise with leave to sit again (Councillor Hamtak)
“THAT the Committee rise with leave to sit again.”

Resolution:- proceedings in Committee of the Whole (Councillor Kovach)
“THAT the action taken in Committee of the Whole in considering reports and correspondence, be confirmed by this Council.”

SPECIAL RESOLUTIONS

BY-LAWS

Resolution:- First and Second Reading of By-laws. (Councillor Laidlaw)

Verbal Resolution:- Council go into Committee of the Whole to consider the by-laws.

NOTE: When all by-laws have been considered, a member of Council should move “THAT the Committee rise and report the by-laws passed in Committee without amendment (or as amended).

Resolution:- Third Reading of By-laws. (Councillor Moziar)

QUESTIONS

MAYOR’S ANNOUNCEMENTS

Please provide any announcements, to the Mayor in writing, by 12:00 noon on the day of the Council meeting.

NOTICE OF MOTION

ADJOURNMENT

Council Chambers
March 13, 2006

Council reconvened in formal session at 6:35 p.m.

Present: Mayor Quarrie, Councillors Baily, Billings, Birtwistle, Downer, Ferraro, Furfaro, Hamtak, Kovach, Laidlaw, Moziar and Schnurr.

Absent: Councillors Burcher

Staff Present: Dr. J. Laird, Acting Chief Administrative Officer/Director of Environmental Services; Mr. J. Riddell, Director of Planning & Development Services; Ms. M. Castellan, Senior Development Planner; Mr. D. Kudo, Manager of Infrastructure Planning; Mr. S. Hannah, Manager of Development Planning; Mr. C. Manley, Manager of Policy Planning; Ms. T. Sinclair, Assistant City Solicitor; Mrs. L.A. Giles, City Clerk/Manager of Council Administrative Services; and Ms. N. Marino, Assistant Council Committee Co-ordinator.

DECLARATIONS UNDER MUNICIPAL CONFLICT OF INTEREST ACT

There was no declaration of pecuniary interest.

The Mayor announced that the public meeting to deal with the wording for a question on the ballot – Municipal Election 2006, will no longer be on the March 20th agenda and will be moved to a later date in April.

PLANNING PUBLIC MEETING

Mayor Quarrie announced that in accordance with The Planning Act, Council was now in a public meeting for the purpose of informing the public of various planning matters. The Mayor asked if there were any delegations in attendance with respect to planning matters listed on the agenda.

REGULAR MEETING

Concessions Holdings Inc.: Proposed Residential Draft Plan of Subdivision, Zoning Amendment and Plan of Condominium (File: 23T-05502, ZC0510, 23CDM05507 – Ward 1). – on lands located at the terminus of Joseph Street.

A presentation was made by Melissa Castellan, Senior Development Planner. The subject property is located at the terminus of Joseph Street and is designated as “General

Residential” in the Official Plan. She advised that the proposal conforms to the Official Plan.

The proposal will incorporate a private road access to the site via Joseph Street, establish 15 residential lots and an emergency access to Victoria Road.

She advised that this proposal has the support of the residents and that they have not received any comments or concerns. She believes the proposal respects the character of the neighbourhood and advised that the Planning Division supports the proposal being placed on the April 3, 2006 City Council meeting agenda for a decision.

Delegations

Astrid Clos was present on behalf of the applicant to answer any questions and to show support of this motion.

Ms. N. Shoemaker
Mr. J. Riddell

1. Moved by Councillor Kovach

Seconded by Councillor Birtwistle

THAT the revised application by Black, Shoemaker, Robinson and Donaldson Ltd. on behalf of Concession Holdings Inc. for a residential Draft Plan of Subdivision, associated Zoning By-law Amendment and Draft Plan of Condominium (File 23T-05502, ZC0510, 23CDM05507) on lands located at the terminus of Joseph Street legally described as Part of Lots 16, 17, 18, 21 and 22, Registered Plan 230, City of Guelph be placed on the April 3, 2006 City Council meeting agenda for a decision.

Carried

165 Dunlop Drive: Proposed Zoning By-law Amendment (File ZC0112 – Ward 1) – A Zoning By-law amendment from the I.2 (Institutional – Guelph Correctional Centre) Zone to the B.4-4 (Industrial) Zone.

A presentation was made by Melissa Castellan, Senior Development Planner. The subject site is located immediately north of the existing Cargill (Better Beef) facility on Dunlop Drive. The site is currently zoned I.2 (Institutional – University of Guelph and Guelph Correctional Centre). The applicant proposes to change the site to the B.4.4 (Industrial) Zone to accommodate an addition to the existing plant and associated parking area. The property is designated “Special Study Area” in the Official Plan. She advises that the Planning Division believes that the proposal meets the goal of the Strategic Plan and fits with the Official Plan criteria and they recommend this proposal for approval.

Delegations

Mr. John Valeriotte was present on behalf of the applicant to advise of the contribution of the Cargill facility in the Guelph community. He believes the proposal is a logical extension of what is there now and advised that the applicant has read the zoning by-law amendment and approves of the proposal.

Yehundah Nestle expressed concerns regarding working conditions at the Cargill (Better Beef) facility for it's employees and suggested sending more inspectors to the Cargill facility.

2. Moved by Councillor Furfaro
Seconded by Councillor Birtwistle

Mr. J. Valeriote
Mr. J. Riddell
Mr. D. Kennedy
Dr. J. Laird

THAT the application by SmithValeriote Law Firm LLP on behalf of Cargill (Better Beef Ltd.) for a Zoning By-law amendment from the 1.2 (Institutional – Guelph Correctional Centre) Zone to the B.4-4 (Industrial) Zone for property municipally known as 165 Dunlop Drive as legally described as Part Lot 3, Concession 2, Division C, designated as Parts 1, 2, 3, 4, 5, 6, 7, 8 and 9 on Reference Plan 61R-8107 and Parts 1, 2, 3, 4 and 5 on Reference Plan 61R-8838, City of Guelph, BE APPROVED, in accordance with the regulations and conditions set out in SCHEDULE 1 attached hereto.

Carried

Councillor Baily arrived at 7:08 p.m.

Commercial Policy Review – Official Plan Amendment #29 – to modify the commercial policy planning framework of the Official Plan.

A presentation was made by Craig Manley, Manager of Policy Planning. The purpose of the Commercial Policy Review is to identify the amount of commercial space required to meet the needs of the citizens as well as to identify the location where these spaces will be located.

The framework of the Commercial Policy is predicated by the need for adequate space to meet population growth and to promote and intensify the downtown, existing centres and neighbourhood centres. The Commercial Policy Review framework recognizes key commercial trends and is more flexible than the initial Official Plan.

Key components of the Commercial Policy Review framework include allowing a greater range in uses for established centres, limiting retail uses in Service Commercial Areas and requiring high quality urban design for commercial development.

The policy recognizes the role that the downtown serves in the surrounding neighbourhoods and is consistent with both the Provincial Policy Statement and the 'Places to Grow' initiatives. It provides planning controls and increased flexibility and is a contemporary plan that addresses deficiencies with the current framework.

Delegations

James Gordon expressed concern that local citizens have had input but no influence in this issue. He suggested that the development of commercial nodes

are beneficial to land prospectors and commercial developers but not to the local citizens. He also stated he was disappointed in the timing of this meeting being it was during March Break and that information on the Commercial Policy Review was not very accessible to citizens. He further expressed his concern over “big box” stores and that they will have expensive long-term costs. He urged the Council to not pass this motion and wait until there is a revised Commercial Policy Review with more citizen input.

Mario Venditti suggested that the concept of mixed use nodes will allow for a variety of land uses and the efficient use of land. He believes the new Commercial Policy will create an increase in jobs, commercial spaces and will offset the residential tax burden. He commended Planning staff for the Commercial Policy and urged Council to adopt this policy.

Stephen Rodd was present and suggested that the increased focus on urban design and environmental efficiency were good changes to the Commercial Policy, but expressed concern whether they would actually get implemented. He expressed concern with the possibility of large stores moving to even larger locations resulting in abandoned sites throughout the city. He suggested that senior citizens and people with health problems would have difficulty shopping at “big box” stores because of the large size of parking lots and distance within the stores. He suggested that a lot of work still needed to be done on the Commercial Policy Review.

Robin-Lee Norris was present to request the support of including the LaFarge lands as a special study area as part of the Commercial Policy. She suggested that if they are not recognized as a special study area, they will repeatedly be coming back to Council for amendments and she therefore urged Council to recognize their lands and their use as a special study area.

Kris Sturgeon expressed concerns that the Commercial Policy will have a detrimental effect on the quality of life in Guelph. She was concerned that smaller stores will close and the city does not need larger stores. She encouraged more opportunities for citizens to walk and cycle to commercial areas. She suggested that the Commercial Policy would have a negative effect on the downtown area and urged Council to support and enhance the downtown core.

Jan Hall expressed concern that the Commercial Policy will create more traffic, urban sprawl and pollution. She questioned how the Commercial Policy can fit with the Places to Grow criteria if has not yet been passed by the provincial government. She further expressed concern that information regarding the Commercial Policy Review was too difficult to access on the City of Guelph’s website.

Ian Smith was present on behalf of the Guelph Chamber of Commerce. He suggested that commercial availability must grow with the size of the community. He supports locating large stores on arterial roads and believes it

will allow for transit access. He also suggested that the Commercial Policy is a positive step to help residential rate payers.

John Valeriote was present on behalf of the Howitt Park Neighbourhood Residents Association and advised that the Howitt Park residents have interest in what is developed on the adjacent LaFarge lands. He suggested to Council that the proposal to include the LaFarge lands as a special study area should be reviewed.

Erika Gates-Gasse was present to represent the Guelph Student Union and expressed concerns that the Commercial Policy Review will negatively effect the development of a sustainable community. She believes the Commercial Policy does not articulate smart growth principles and that citizen concerns and input were not taken seriously. She urged Council not to allow the LaFarge lands to be included as a special study area.

Elsa Brown expressed concerns with the proposed development of four commercial nodes which she believes will not foster a sense of community. She suggests other smaller businesses will not want to co-locate with large stores and that the encouragement of alternate transportation modes will not be successful. She suggested supporting existing downtown businesses and urged Council not to include the LaFarge lands as a special study area.

Katie Gadd expressed concerns with small businesses ability to compete with “big box” stores. She suggested that larger stores do not support local youth in comparison to smaller businesses. She suggested that a pathway through a large parking lot should not be considered a walkable commercial area.

Ben Bennett expressed concerns about the decrease in air quality and increase in traffic as a result of building four large commercial nodes. He suggests smaller stores will close, the downtown area will become rundown and crime will increase. He further suggests that increasing the size of stores decreases shopping choices for citizens.

Bill Barrett expressed concerns about the impact the Commercial Policy will have on employment and suggests that not enough effort has been made to retain jobs. He further suggests that the Commercial Policy encourages an increase in the size of stores and this will lead to a net loss of jobs.

Chris Corosky was present on behalf of Armel Corporation and expressed that he supported many of the aspects of the Commercial Policy. He believes that the Commercial Policy has made some positive steps in regards to the creation of nodes and the intensification policy. He suggested reducing the use of prescriptive wording in the urban design and streamlining policies in order to reduce conflict.

Magee McGuire expressed concerns that discount food stores will replace the existing food stores and that the Commercial Policy is led by the needs of stores and not by the needs of residents. She encouraged reducing the size of

commercial centres to keep with the Places to Grow mandate.

Barbara Mann expressed concerns that the proposed walkable communities will not happen. She suggested that large stores will abandon locations leaving them empty and larger stores will result in lower paying jobs. She offered to all Councillors a copy of the movie “End of Suburbia” and encouraged them to watch it.

James Profit was present on behalf of the Ignatius Centre and expressed concerns that a Walmart store will attract other similar stores. He suggests the city has a lack in foresight and the proposed land use is incompatible with the religious use. He suggests that development will result in increased traffic and pollution and encourage urban development adjacent to the spiritual centre. He requested that Council respect the spirituality of many faiths and the Jesuit Ministry.

John O’Regan expressed concerns that the Commercial Policy promotes an increase in cars to the City and that it will destroy the downtown. He suggests that the Commercial Policy will not result in a walkable community.

John Watson advised that he chose to live in Guelph so that he could walk to many places which saves money and contributes to better health and he believes this lifestyle is in jeopardy. He suggests that the Policy should not respond to just market forces but should have more foresight in decisions that will positively impact the City.

Yehundah Nestle expressed concerns that the Commercial Policy will result in an increase in the amount of people who will drive to commercial areas therefore increase oil consumption. He suggests that when oil prices increase, people will refrain from shopping in these large commercial areas thereby creating problems in the future. He urged Council to postpone the debate on the Commercial Policy Review to allow for more delegations.

Dave Sills expressed concerns that the Commercial Policy will not allow for walking or biking to commercial areas. He suggested that Guelph will soon look like many other cities and urged Council not to support the Commercial Policy.

Joanne McKinnon expressed concerns that the Commercial Policy is a weak plan and it is not comprehensive. She suggests it will increase traffic and in turn increase safety and environmental problems. She further suggests that the City needs small neighbourhood centres, pedestrian connectivity and that the importance of downtown needs to be preserved.

Paul Clarkson expressed concerns that the Commercial Policy was based mostly on key commercial trends. He encouraged exploring alternative options and urged Council to take more time with their decision and encouraged them to watch “End of Suburbia”.

Dennis Galon was present and suggested that the decision about the Commercial Policy Review is about choice between the interests of the citizens and the interest of the developers.

Brian Holstein expressed concerns that the scheduling of the meeting during March break was not considerate to citizens. He further expressed concern that the small town atmosphere in Guelph will soon be gone and he suggested that “big box” stores reduce job quality and that citizens and the environment will suffer when “big box” stores are abandoned in the future. He urged Council to delay the passing of the Commercial Policy Review until they are more knowledgeable.

3. Moved by Councillor Furfaro
Seconded by Councillor Billings

THAT the Council meeting extend beyond the 11:00 p.m. adjournment, until 11:30 p.m.

Carried.

4. Moved by Councillor Furfaro
Seconded by Councillor Hamtak

THAT the proposal by the City of Guelph for approval of an Official Plan Amendment to modify the commercial policy planning framework of the Official Plan, BE APPROVED, in accordance with the proposed policies and mapping outlined in Schedule 2 of the Planning and Development Services report #06-30 dated March 13, 2006.

5. Moved in Amendment by Councillor Birtwistle
Seconded by Councillor Moziar

THAT the OPA #29 be amended by adding the following paragraph:
“7.4.53 The property known as LaFarge lands, located on SILVERCREEK PARKWAY SOUTH and bounded by the CNR rights-of-way and the HANLON CREEK PARKWAY, shall be designated a Special Study Area that does not pre-assume any particular future land use as it is experiencing pressure for significant land use change. Designation as a Special Study Area will require all necessary, appropriate studies and public consultation, involving land owners, government agencies, conservation authorities and the general community to determine the future land use concept”

AND THAT Schedule 1, the map titled “Land Use Plan Incorporating OPA #29”, be amended to reflect the LaFarge property as a Special Study Area.”

A recorded vote was requested, which resulted as follows:

VOTING IN FAVOUR: Councillors Baily, Birtwistle, and Moziar (3)

VOTING AGAINST: Councillors Billings, Downer, Ferraro, Furfaro, Hamtak, Kovach, Laidlaw, Schnurr and Mayor Quarrie. (9)

The motion was defeated.

- 6. Moved by Councillor Schnurr
Seconded by Councillor Baily

THAT the Council meeting extend beyond the 11:30 p.m. adjournment, until 11:45 p.m.

- 7. Moved by Councillor Furfaro
Seconded by Councillor Hamtak

Mr. J. Riddell

THAT the proposal by the City of Guelph for approval of an Official Plan Amendment to modify the commercial policy planning framework of the Official Plan, BE APPROVED, in accordance with the proposed policies and mapping outlined in

Schedule 2 of the Planning and Development Services report #06-30 dated March 13, 2006;

AND THAT notwithstanding Subsection 7.4.1 of draft Official Plan Amendment #29, that the Official Plan Commercial Policy be evaluated against the final outcome of the City of Guelph's local growth strategy.

A recorded vote was requested, which resulted as follows:

VOTING IN FAVOUR: Councillors Baily, Billings, Birtwistle, Ferraro, Furfaro, Hamtak, Moziar, Schnurr and Mayor Quarrie. (9)

VOTING AGAINST: Councillors Downer, Kovach and Laidlaw. (3)

The motion was carried.

ADJOURNMENT

The meeting adjourned at 11:40 o'clock p.m.

Minutes read and confirmed April 3, 2006.

.....
Mayor

.....
Clerk

Regulations and Conditions

Regulations

This zoning amendment is for the property municipally known as 165 Dunlop Drive and legally described as Part Lot 3, Concession 2, Division C, designated as Parts 1, 2, 3, 4, 5, 6, 7, 8 and 9 on Reference Plan 61R-8107 and Parts 1, 2, 3, 4, and 5 on Reference Plan 61R-8838, City of Guelph.

The following zoning is proposed:

Industrial (B.4-4)

Permitted Uses

In accordance with the provisions of Section 7.3.4.4 of Zoning By-law (1995) – 14864, as amended.

Regulations

In accordance with Section 7.3 of Zoning By-law (1995) – 14864, as amended.

Conditions

1. That the Owner shall submit to the City, in accordance with Section 41 of The Planning Act, a fully detailed site plan, indicating the location of buildings, landscaping, parking, circulation, access, lighting, grading and drainage and servicing on the said lands to the satisfaction of the Director of Planning and Development Services and the City Engineer, prior to the issuance of a building permit, and furthermore the Owner agrees to develop the said lands in accordance with the approved site plan.
2. That the Owner implements and adheres to the recommendations and monitoring requirements contained in the Scoped Environmental Impact Study for the Better Beef Limited Expansion (165 Dunlop Drive, City of Guelph) prepared by Stantec Consulting Ltd. December 20th, 2004.
3. That the Owner pays to the City, as determined applicable by the City's Director of Finance, development charges and education development charges, in accordance with City of Guelph Development Charges By-law (2004)-17361, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to issuance of a building permit, at the rate in effect at the time of issuance of the building permit.
4. That the Owner grades, develops and maintains the lands including any storm water management facilities in accordance with a stormwater management report and plans that have been submitted to and approved by the City Engineer. Furthermore the owner shall

have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system and that the storm water management system was built as it was approved by the City and that it is functioning properly.

5. The Owner shall pay the actual cost of constructing and installing any service laterals required and furthermore, prior to issuance of a building permit, the owner shall pay to the City the estimate cost of the service laterals, as determined by the City Engineer.
6. That prior to site plan approval, the Owner shall enter into a site plan control agreement with the City, registered on title, satisfactory to the City Solicitor. Such agreement shall include, but not be limited to, the conditions outlined in Schedule 2 of the Planning Report dated February 13, 2006.

Council Chambers
March 20, 2006

Council convened in formal session at 6:30 p.m.

Present: Mayor Quarrie, Councillors Billings, Birtwistle, Burcher, Downer, Ferraro, Furfaro, Hamtak, Kovach, Laidlaw, Moziar and Schnurr.

Absent: Councillor Baily

Staff Present: Mr. L. Kotseff, Chief Administrative Officer; Chief S. Armstrong, Director of Emergency Services; Mr. D.A. Kennedy, Director of Finance/City Treasurer; Ms. L.E. Payne, Director of Corporate Services/City Solicitor; Mr. J. Riddell, Director of Planning & Development Services; Mr. P. Busatto, Manager of Waterworks; Mr. A. Goldie, Manager of Recreation; Mr. M. McCrae, Manager of Corporate Property; Mr. D. Wyman, Manager Solid Waste Resource; Mrs. L.A. Giles, City Clerk/Manager of Council Administrative Services; and Ms. J. Sweeney, Council Committee Co-ordinator

DECLARATIONS UNDER MUNICIPAL CONFLICT OF INTEREST ACT

There was no declaration of pecuniary interest.

1. Moved by Councillor Laidlaw
Seconded by Councillor Burcher

THAT the minutes of the Council meeting held on March 6, 2006 and the minutes of the Council meeting held in Committee of the Whole on March 6, 2006 be confirmed as recorded and without being read.

Carried

The Mayor announced that the public meeting with respect to questions on the 2006 Municipal Election Ballot has been rescheduled and will be re-advertised on the City Page in the Tribune.

REGULAR MEETING

DELEGATIONS

There were no requests to appear as delegations on matters listed on the agenda.

2. Moved by Councillor Schnurr
Seconded by Councillor Moziar

THAT Council now go into the Committee of the Whole to consider reports and correspondence.

Carried

CONSENT AGENDA

The following items #A-1 and A-5 were extracted from the Consent Agenda to be voted on separately.

3. Moved by Councillor
Seconded by Councillor

THAT the balance of the March 20, 2006 Consent Agenda as identified below, be adopted:

- a) **Council authorization of agreements for Ontario Small Town and Rural (OSTAR) Funding of Consolidated Certificate of Approval (CC of A) Compliance**

Dr. J.L. Laird
Mr. D.A. Kennedy
Ms. L.E. Payne

THAT Council authorize the Mayor and Clerk to execute an agreement with the Province of Ontario for the Ontario Small Town and Rural Infrastructure grant funding for completion of various water system upgrades required under the Guelph Waterworks Consolidated Certificate of Approval;

AND THAT Council grants approval for the Mayor and Clerk to execute all further agreements with OSTAR for grants for Consolidated Certificate of Approval Compliance, subject to the satisfaction of the Director of Environmental Services and the City Solicitor.

- b) **Tender Award for mandatory treatment upgrade to the F.M. Woods Pumping Station**

Dr. J.L. Laird
Mr. D.A. Kennedy

THAT City of Guelph Contract No. 05-124B, be awarded to John Hayman & Sons Company Limited of London Ontario, in the total amount of \$6,666,000 (excluding GST) for treatment upgrades to the F.M. Woods Pumping Station as required in the Provincial Consolidated Certificate of Approval for Guelph Waterworks.

- c) **Council authorization of Agreements for Ontario Ministry of Environment (MOE) Funding of Source Protection Program (SPP)**

Dr. J.L. Laird
Mr. D.A. Kennedy
Ms. L.E. Payne

THAT Council authorize the execution of two agreements with the Province of Ontario for the Ontario Groundwater Studies Grant Program and Inlands Intake Protection Zone Study Grant Program for completion of various source water protection programs;

AND THAT Council grants approval for the Mayor and Clerk to execute all further agreements for grants under the Source Water Protection Program, subject to the satisfaction of the Director of Environmental Services and the City Solicitor.

Carried

Replacement of four conventional buses and expansion of two conventional buses by extending City of Guelph Contract No. 01-004 for the supply of new full size low floor transit buses

Mr. D.A. Kennedy
Mr. G.W. Stahlmann
Mr. R. French

4. Moved by Councillor Schnurr
Seconded by Councillor Billings
THAT contract 01-004 for the supply of Low Floor Transit Buses be extended for its final year, as per the contract terms, to Nova Bus Corporation, for an additional six buses at the reduced quoted unit price of \$404,063 excluding tax.

Carried

Mr. G.W. Stahlmann
Mr. R. French
Mr. D.A. Kennedy

5. Moved by Councillor Schnurr
Seconded by Councillor Billings
THAT staff be directed to report to the appropriate Standing Committee on methods to increase the security/safety on Guelph Transit, including any associated fare increases necessary to fund the options.

Carried

City of Guelph Contract No. 06-001 Watson Rd. Transit Garage and Administration Office addition

6. Moved by Councillor Birtwistle
Seconded by Councillor Moziar
THAT the matter of awarding the contract for the construction of the Watson Rd. Transit Garage and Administration Office Addition be referred back to staff;

AND THAT staff report back to the next Council meeting with additional detail relating to the facility and the justification for same.

A recorded vote was requested, which resulted as follows:

VOTING IN FAVOUR: Councillors Billings, Birtwistle, Ferraro, Hamtak, Moziar and Schnurr (6)

VOTING AGAINST: Councillors Burcher, Downer, Furfaro, Kovach, Laidlaw and Mayor Quarrie (6)

The motion was lost on a tied vote.

Ms. L.E. Payne
Mr. D.A. Kennedy
Mr. G.W. Stahlmann

7. Moved by Councillor Furfaro
Seconded by Councillor Downer
THAT Council approve awarding the contract for the construction of the Watson Rd. Transit Garage and Administration Office Addition to Kiwi-Newton Construction Ltd., of Guelph in the total

Mr. R. French

tendered amount of \$2,232,209.00 exclusive of GST, inclusive of PST, all as per the terms of City of Guelph Contract No. 06-001;

AND THAT the Mayor and Clerk be authorized to sign the necessary documentation.

Carried

Councillor Birtwistle requested that he be noted as voting against this motion.

8. Moved by Councillor Furfaro
Seconded by Councillor Billings
THAT the Committee rise with leave to sit again.

Carried

9. Moved by Councillor Billings
Seconded by Councillor Furfaro
THAT the action taken in Committee of the Whole in considering reports and correspondence, be confirmed by this Council.

Carried

BY-LAWS

10. Moved by Councillor Birtwistle
Seconded by Councillor Moziar
THAT leave be now granted to introduce and read a first and second time By-laws Numbered (2006)-17965 to (2006)-17984, inclusive.

Carried

The By-laws were read a first and second time at 6:49 o'clock p.m.

Council went into Committee of the Whole on By-laws Numbers (2006)-17965 to (2006)-17984, inclusive.

Mayor Quarrie in the Chair.

At 6:51 o'clock p.m., the Committee rose and reported By-laws Numbered (2006)-17965 to (2006)-17984, inclusive, passed in Committee without amendment.

It was requested that By-law Number (2006)-17976 be voted on separately.

11. Moved by Councillor Burcher
Seconded by Councillor Laidlaw

THAT By-laws Numbered (2006)-1765 to (2006)-17975 and By-laws Numbered (2006)-17977 to (2006)17984, inclusive, be read a third time and passed.

Carried

12. Moved by Councillor Schnurr
Seconded by Councillor Billings
THAT By-law Number (2006)-17976 be read a third time and passed.

A recorded vote was requested, which resulted as follows:

VOTING IN FAVOUR: Billings, Birtwistle, Ferraro, Furfaro, Hamtak, Moziar, Schnurr and Mayor Quarrie (8)

VOTING AGAINST: Councillors Burcher, Downer, Kovach and Laidlaw (4)

The motion was carried.

The By-laws were read a third time and passed at 6:56 o'clock p.m.

QUESTIONS

In response to questions by Councillor Birtwistle, the Manager of Recreation provided information on the distribution of the Leisure Guide. He advised that staff will investigate the feasibility of Canada Post delivering future Leisure Guides.

In response to a request by Councillor Kovach, Councillor Birtwistle, Chair of Planning, Environment & Transportation Committee advised that the Committee will review the matter of restrictive covenants on residential lots and report back.

In response to questions by Councillor Burcher, Councillor Kovach, Chair of Finance, Administration & Community Services Committee advised that the matter of questions on the 2006 municipal Election ballot will be on their April 12, 2006 Committee Agenda. The City Clerk advised that staff are aiming for the public meeting to be held at the May 1, 2006 Council meeting.

MAYOR'S ANNOUNCEMENTS

Councillor Furfaro advised that the Ward 1 meeting scheduled for March 23, 2006 has been rescheduled to May 11, 2006 at 7:00 p.m. to be held at the Victoria Road Recreation Centre.

In response to the Mayor's request, the Manager of Waterworks reminded Council of the Water Supply Master Plan meeting to be held March 21, 2006 at the Holiday Inn on Scottsdale Street.

NOTICE OF MOTION

Councillor Birtwistle advised that he will be bring forward a motion at a future meeting of Council with respect to prohibition restrictions and decommissioning of private water wells in the City of Guelph.

Councillor Laidlaw advised that she will be bring forward a motion at the next meeting of Council to receive information on Hulet vs. City of Guelph (Wal-Mart site) and that this information be provided through written submissions and delegations to Council.

ADJOURNMENT

The meeting adjourned at 7:15 o'clock p.m.

Minutes read and confirmed April 3, 2006.

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Mayor

.....
Clerk

REPORT OF THE PLANNING, ENVIRONMENT AND TRANSPORTATION COMMITTEE

April 3, 2006

Her Worship the Mayor and
Councillors of the City of Guelph.

Your Planning, Environment and Transportation Committee beg leave to present their FOURTH REPORT as recommended at its meeting of March 27, 2006.

CLAUSE 1. THAT the following motion be forwarded to Council for consideration:

THAT staff proceed with design-document preparation and tendering of the construction of the Baker Street Parking Garage as described in the Planning, Environment and Transportation Committee report "Proposed Baker Street Parking Garage" dated March 27, 2006;

AND THAT the Baker Street Parking Garage design be consistent with the City of Guelph Urban Design Guidelines and guidelines for façade development articulated in the Downtown Guelph Private Realm Plan;

AND THAT staff proceed to complete the Environmental Assessment requirements with respect to the creation of the new portion of laneway and with the necessary public process to effect the permanent closure of parts of Chapel and Park Lanes to accommodate the Baker Street Parking Garage once the affected lands have been identified through detailed design;

AND THAT staff negotiate, and the Mayor and Clerk execute, agreements for additional temporary parking in order to mitigate impacts on the downtown during the construction period of the Baker Street Parking Garage subject to the form and content of such agreements being acceptable to the Director of Operations and the City Solicitor;

AND THAT staff report back on user pay fee increases or levy increases to pay for the additional \$500,000 dollars in costs per year;

AND THAT downtown Business Improvement Area Board be consulted;

AND THAT scenarios for estimates of costs for user pay increases and levy increases be brought forward to Planning, Environment and Transportation Committee in one month.

CLAUSE 2. THAT the requirements in Sign By-law No. (1996)-15245, as amended, relating to LED signs be confirmed;

THAT the request for a variance from the Sign By-law for Registered Plan 661, Lot 4, known as 925 Woodlawn Road West, to permit a freestanding sign to have an LED changeable message board with a sign area of 1.7 square metres, for Royal Distributing, be refused;

AND THAT City initiated requests for LED signs follow the same variance process as other LED sign requests.

CLAUSE 3. THAT the request for variances from the Sign By-law for Block I, Registered Plan 639, Block

Q, Registered Plan 651, Part Lot 9, Concession 4, Division G, known as 435 Stone Road West (see schedule A location map), to permit two freestanding signs to have a setback of 4.0 metres, a height of 7.67 metres and a sign area of 22.9 square metres, for the Oxford Retail Group, be approved;

AND THAT the request for a variance from the Sign By-law for Block I, Registered Plan 639, Block Q, Registered Plan 651, Part Lot 9, Concession 4, Division G, known as 435 Stone Road West (see schedule A location map), to permit a second freestanding sign to have an LED changeable message board of 3.3 square metres, for Oxford Retail Group, be refused.

All of which is respectfully submitted.

Councillor David Birtwistle, Chair
Planning, Environment and Transportation Committee



OPERATIONS

TO: Planning, Environment & Transportation Committee

DATE: March 27, 2006

SUBJECT: PROPOSED BAKER STREET PARKING GARAGE

RECOMMENDATION:

THAT staff proceed with design-document preparation and tendering of the construction of the Baker Street Parking Garage as described in the Planning, Environment and Transportation Committee report Proposed Baker Street Parking Garage dated March 27, 2006;

AND THAT the Baker Street Parking Garage design be consistent with the City of Guelph Urban Design Guidelines and guidelines for façade development articulated in the Downtown Guelph Private Realm Plan;

AND THAT staff proceed to complete the Environmental Assessment requirements with respect to the creation of the new portion of laneway and with the necessary public process to effect the permanent closure of parts of Chapel and Park Lanes to accommodate the Baker Street Parking Garage once the affected lands have been identified through detailed design;

AND THAT staff negotiate, and the Mayor and Clerk execute, agreements for additional temporary parking in order to mitigate impacts on the downtown during the construction period of the Baker Street Parking Garage subject to the form and content of such agreements being acceptable to the Director of Operations and the City Solicitor.

SUMMARY:

Staff have worked with the Downtown Board of Management to develop a new concept for the parking garage at the Baker Street lot. The concept results in a *fully completed* building footprint with six levels of parking and will provide approximately 597 parking spaces (in-structure and on-street, combined). It also results in a reconfiguration of Chapel and Park Lanes to provide for one-way traffic movement and on-street parallel parking at meters.

The cost of the project is \$13.6M which will be funded from the User Pay Parking revenues save for \$64,000 which is related to road resurfacing work and will be funded from the 2007 Capital Roads Budget. The project will commence in January 2007 and be completed within approximately 10 months.

This project will satisfy parking demands for the foreseeable future and is supported by the Downtown Board of Management, the Chamber of Commerce, and other stakeholders in the immediate area. Staff recommend this project now proceed to tendering and construction.

BACKGROUND:

At its meeting of December 5, 2005, Council passed the following resolution:

That staff be directed to meet with the Downtown Board of Management, Chamber of Commerce representatives and representatives of the Churches located around the proposed parkade lands to look at equal weighting of criteria considering efficient land use, public safety, public spaces, surface parking and Business impacts, and that a report be brought back to the Planning, Environment and Transportation committee at its first meeting of March 2006.

REPORT:

As Council will recall, a number of stakeholders were not supportive of the Scheme E concept (Appendix 1) previously approved by Council. As directed at Council's meeting of December 5th, 2005, staff met with the General Manager and members of the Downtown Board of Management (DBM) to discuss and review alternatives to address these concerns. It was clear at the outset that significant deviation from the original Scheme E concept was necessary in order to reach consensus on a proposal.

While the DBM previously expressed interest in a concept developed by Newton-Goldbec (see Appendix 2), they have since confirmed that they are not committed to that concept, but rather, to any proposal that addressed their concerns. On this basis, staff and the DBM considered options with a view to developing an alternative concept which was mutually acceptable.

Proposal (One-way Loop)

The result of these discussions was the collaborative development of an alternative concept as shown in Appendix 3 and Appendix 4 (rendering) which is fully supported by the DBM and the Chamber of Commerce (see Appendix 5 and 6 respectively). In addition to meeting with the DBM, staff met with representatives from both Knox and Royal City (formerly Chalmers) Churches and have also secured their support (see Appendices 7 and 8) of the concept.

In the alternative concept, the structure will be built with a complete footprint in one phase. This would provide a final urban form for the area rather than a phased approach as proposed in Scheme E. Completing the project all at once has significant advantages including the elimination of future disruption to the downtown community and the realization of the maximum number of parking spaces available through this initiative. The latter is of significance given the known future initiatives to occur in the downtown that will place further demand on parking in the near term. Staff reviewed the existing parking inventory and have determined that, as of January 2006, the net available downtown public parking (ie. spaces not used for monthly permits) is 1,035 spaces as shown in

Appendix 9. The anticipated cumulative impacts of various downtown projects are shown in Appendix 10 and this summary supports the need for a six-level garage at this time.

The table included as Appendix 11 provides a comparison of the original Scheme E and the alternative concept. The one inferior attribute of the alternative concept is that it will not provide as many parking spaces as identified in Scheme E. Scheme E (upon completion of the two phases) would have ultimately provided 623 spaces versus the alternative concept which provides 597 spaces. The alternative concept has, however, many superior attributes relating to public safety, public spaces, on-street parking, and business impacts which make this concept preferable to the Scheme E concept. The alternative concept also results in the lowest cost per parking space as shown in Appendix 12.

Building Facades, Streetscape and Elevations

The proposed building facades and streetscape will be reviewed with the Planning & Building Department, the DBM and area churches to ensure that the aesthetic qualities of the garage are appropriately addressed. The building facades, particularly facing Baker Street, will be designed in accordance with the City's Urban Design Guidelines for contextual fit in the downtown as well as the guidelines for façade development articulated in the Downtown Guelph Private Realm Plan. The reconstruction of the laneways will be designed to conform to the Downtown Public Realm Plan Guidelines, including street trees, paving details, furniture, lighting and landscaping where appropriate.

It is expected that the north-east corner of the structure may exceed, by approximately 0.6 metres, the maximum elevation permitted to protect the view corridor for the Church of our Lady as set out by Section 4.18.2 and Defined Area Map Number 63 of the City's comprehensive Zoning By-law (see Appendix 13). Recent survey information obtained by staff indicates that built elevations could be approximately 2 metres higher than currently permitted without compromising the view corridor. Regardless, staff will pursue a minor variance through the Committee of Adjustment. This minor variance application will be in keeping with the intent of the Zoning By-law to maintain the view corridor.

Laneway Impacts

In order to create the new section of laneway extending from the end of Park Lane to Baker Street on the north side of the proposed structure, it is necessary that an EA process be completed.

Also, in order to accommodate the parking garage as per the alternative concept, it will be necessary to permanently close parts of the laneways as shown in Appendix 3. The dimensions of the area to be closed will be confirmed by detailed design and it is recommended that staff be authorized to proceed with the public process necessary to effect the closure.

Project Administration

The DBM has requested that the City consider tendering this project on a Design-Build, rather than a Design-Bid-Build, basis. The two approaches are explained and considered in Appendix 14. Staff recommend that a Design-Bid-Build approach be used for this project. As previously directed by Council, staff will ensure that the Tender allows for alternative structure bids. For reference, the

relevant section of the draft specifications that will form part of the tender package is included as Appendix 15.

Project Timing

The redesign of the garage will commence immediately upon Council approval and should be complete within three or four months, including site plan approvals. The tender would be issued thereafter and a four week bidding period would be provided to ensure sufficient time for all bidders, including those with alternative structure proposals, to respond. Although construction could commence during the summer or early fall of 2006, the DBM has requested that that construction not commence until mid-January 2007 in order to avoid impacts on the downtown during the 2006 Christmas season. Given the significance of the Christmas period to the retail sector, staff concur with the Board's request. Staff are proposing to tender in July 2006, return to Council for award of tender in early September, and commence construction in mid-January 2007. Construction is expected to extend over a 10 month period.

Parking-Loss Mitigation

During the construction period, surface parking in the area of the structure will be hoarded and unavailable as will parking on the laneways. Staff will investigate opportunities to lease vacant lands in the vicinity of the project to provide temporary parking in an effort to mitigate the temporary loss of parking opportunities in the downtown. It is being recommended that staff be authorized to do so as well as the Mayor and Clerk being authorized to sign any necessary agreements for same, subject to the form and content being satisfactory to the Director of Operations and the City Solicitor.

Conclusion

Staff are of the opinion that we have successfully achieved consensus on this significant downtown development and recommend proceeding with design, document preparation, and tendering of the construction of this project based on the alternative concept.

CORPORATE STRATEGIC PLAN:

This initiative supports the following strategic directions:

1. To manage growth in a balanced, sustainable manner.
2. To strengthen our economic base.
3. To have exemplary management practices.

FINANCIAL IMPLICATIONS:

Costs to date on this project are approximately \$325,000. Total costs for project management, design, tender, and contract supervision are estimated at \$1.0M, including costs to date. Construction costs for the structure and laneways are estimated at \$12.6M. Therefore, total project costs are estimated at \$13.6M.

Approximately \$64,000 of this cost is related to road resurfacing work and this cost will be brought forward as part of the Capital Roads budget for 2007. All other costs associated with this project will be from the Parking User-Pay Budget.

As per the funding schedule attached (Appendix 16), the newly designed Baker Street garage will require additional funding of \$4.8M that was not previously approved in the User Pay Parking Capital Budget. This funding will come from the collection of additional development charges of approx. \$1.2M and the issuance of additional debt of approximately \$3.6M. Additional debt servicing costs have been included in the Parking Operating Budget Forecast and the Parking Capital Reserve will maintain a positive balance (see Appendix 17).

Existing operational revenues are not sufficient to finance this project and will require an approximately \$500,000 more annually through rate/fine adjustments commencing in 2007. The DBM is aware that funding for this project will require increases in parking rates in 2007 and has provided written acknowledgement and support (Appendix 18) of the need and has agreed to work with staff to determine how best to introduce rate increases to the operation.

Costs for any additional parking agreements would be in addition to the above, but may be offset by suspension of property tax payments on the lands during the construction period.

DEPARTMENTAL CONSULTATION/CONCURRENCE:

Planning & Development Services, Corporate Services, Operations, and Finance Departments have collaborated in this matter.

ATTACHMENTS:

- Appendix 1 – Scheme E Concept
- Appendix 2 – Newton-Goldbec Concept
- Appendix 3 – Alternative Concept – Plan View
- Appendix 4 – Alternative Concept – 3D View
- Appendix 5 – Letter of Support from Downtown Board of Management
- Appendix 6 – Letter of Support from Chamber of Commerce
- Appendix 7 – Letter of Support from Knox Church
- Appendix 8 – Letter of Support from Royal City Church
- Appendix 9 – Downtown Parking Inventory
- Appendix 10 – Anticipated Impacts on Parking Inventory
- Appendix 11 - Comparison of Scheme E and Alternative Concept
- Appendix 12 – Estimated Costs
- Appendix 13 – Zoning By-law Map 63 – View Corridors
- Appendix 14 – Alternative Approaches to Design & Construction
- Appendix 15 – Draft Alternative Bid Specifications
- Appendix 16 – Funding Schedule
- Appendix 17 – Parking Capital Reserve Forecast
- Appendix 18 – Letter from Downtown Board of Management re: Fees

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Approved for Presentation:
Larry Kotseff
Chief Administrative Officer

Parking Inventory at January 1, 2006				
Location	Capacity	Permits Issued	Net Parking Available	Note
West Parking Garage	531	386	145	
East Parking Garage	310	318	0	Oversold
East Parking Lot	21	0	21	
Baker St. Lot	240	44	196	
Macdonell St. Lot	59	42	17	
Wilson St. Lot	86	59	27	
Fountain St. Lot	202	456	0	Oversold
Neeve St. Lot	100	77	23	
On-Street Metered Parking	646	64	582	
City Hall Parking	38	14	24	
Totals:	2,233	1,460	1,035	

Impacts to Parking – Jan '06 to Dec '08					
Date	Location	Capacity	Permits	Cumulative Net Public Parking Available	Note
Jan '06	Available Parking	2,233	1,460	1,035	Permits Oversold at some locations
Jan '06	Loss of 24 metered spaces at City Hall	(24)		1,011	Carden St. Lots
Feb '06	Police Services Require 30 Additional Permits		30	981	
Feb '06	Loss of 7 spaces behind City Hall		7	974	Hoarding for construction
Feb '06	Reconfig. Of Spaces beside City Hall		(3)	977	Staff relocated
Jul '06	Construction workers at Civic Admin Centre		50	927	50 Construction workers on-site, assumed equiv. of permit
Jan '07	Construction of Baker St. Parking Garage	(120)		807	120 surface spaces not available during construction period
Oct '07	Opening of Baker St. Parking Garage	599	100	1,306	
June '08	Opening of Civic Admin Centre	43	69	1,280	43 Underground spaces used by Councillors, City vehicles, Staff
Jun '08	Loss of spaces east of City Hall during POA const.	(20)		1,260	Construction period.
Jun '08	City space at 2 Wyndham Available – 23,000 sq. ft.		46	1,214	At 2/1000 sq.ft.
Jun '08	City space at 42 Wyndham Available – 2,700 sq.ft.		6	1,208	At 2/1000 sq.ft.
Jun '08	City space at 98 Macdonell Available – 2558 sq.ft.		5	1,203	At 2/1000 sq.ft.
Dec '08	Construction workers finished at Civic Admin		(50)	1,253	
Dec '08	POA Court relocated to City Hall	8	80	1,181	
Dec '08	City space at 55 Wyndham Available – 14,000 sq.ft.		28	1,153	At 2/000 sq.ft.
	Totals:	2,719	1,828	1,153	
NET CHANGE FROM JAN '06 TO DEC '08		486	368	118	

Attribute	Scheme E Concept		Alternative Concept
	Phase I 5 Levels	Phases I & II 5 Levels	6 Levels
Surface Parking	56	6	16
Structure Parking	357	617	581
Total Parking	413	623	597
Separations	13m from Knox Church 12.4m from Chalmers Church 21m at Dutch Toko		16m at Knox Church 15m at Chalmers Church 13m at Dutch Toko
Land Used for Laneways and Parking Garage	1.6 acres		1.6 acres
Parking Spaces per Acre	258	389	373
Elevations	North – level South – level East – Level West – Level		North – ramped South – ramped East – level, walk out at ground level West - level, walk out at ground level
Building Height	Above Sea Level: 346.25m 4.75m higher than former Post Office 1.15m higher than Chambers Church Roof Peak 5.26m higher than Masonic Temple 0.36m higher than Knox Church Rook Peak		Approx. 3.1 Metres Higher than Scheme E.

Attribute	Scheme E Concept		Alternative Concept
<p>Efficient Land Use</p>	<p>Superior</p> <p>Maximum possibility of approximately 390 spaces / acre</p>		<p>Slightly Inferior</p> <p>Maximum possibility of approximately 373 spaces / acre</p>
<p>Public Safety</p>	<p>Inferior</p>		<p>Superior</p> <p>Greater distances between buildings Wider sidewalks Open concept building at ground floor east and east elevations Shorter road crossing distances</p>
<p>Public Spaces</p>	<p>Inferior</p>		<p>Superior</p> <p>Greater distances between buildings Wider sidewalks Open concept building at ground floor east and west elevations Increased opportunity for streetscape, trees, etc.</p>
<p>Surface Parking</p>	<p>Inferior</p>		<p>Superior</p> <p>16 Spaces on Laneway Walk-out from ground level at east and west ends makes first level parking very similar to surface parking, but with the added benefit of being covered from the weather</p>
	<p>8 spaces on Laneway, 50 spaces at west end of building</p>	<p>8 Spaces on Laneway</p>	
<p>Business Impacts</p>	<p>Inferior</p> <p>Horizontal phasing would result in two major ground-level disruptions</p> <p>Claims from DBM and merchants of the importance of surface parking will not be mitigated</p>		<p>Superior</p> <p>Vertical phasing would result in one major ground-level disruption</p> <p>Claims from DBM and merchants of the importance of surface parking are better mitigated than Scheme E</p> <p>Pedestrian and public spaces are more friendly and inviting to downtown visitors</p> <p>Open access at ground level at east and west elevations</p>

APPENDIX 12 – Estimated Costs

Scheme E – Phase I only – 5 Floors	
No. of Parking Spaces**	413
Estimated Cost	\$10.3M
Avg. Cost Per Space	\$25.0K
Scheme E – Phases I and II – 5 Floors	
No. of Parking Spaces**	623
Estimated Cost	\$15.5M
Avg. Cost Per Space	\$24.8K
Alternative Concept – 6 Floors	
No. of Parking Spaces**	597
Estimated Cost	\$13.7M
Avg. Cost Per Space	\$22.0K

*Includes estimate of road and sidewalk work (Approx. \$380K for Scheme E, \$544K for Alternate Concept)

** Includes parallel parking on laneways (Approx 56 in Scheme E Phase I only, 6 in Scheme E Phases I and II, and 16 in the Alternate Concept)

NOTE: Estimated Costs are preliminary

Design-Bid-Build: The design phase of this approach involves hiring a design consultant (engineer or architectural firm) to prepare a full design, design specifications, and tender documents. The bid phase involves the release of a tender for bids on the construction of the project based on the design particulars. The bid results in an award of contract to a construction contractor to build the project. Two tenders and two contracts are necessary – one for the design and one for construction. Typically, the design consultant also oversees the work of the contractor building the project.

Design-Build: This is a single contract approach, usually led by a construction contractor. There is one tender and one contract based on a performance specification prepared by the owner the owner's consultant. The construction contractor is responsible for the design as well as the construction of the project.

Staff continue to recommend that a Design-Bid-Build approach be used for this project for the following reasons:

- The conceptual design of the structure has been developed by staff and consultants, with input from the DBM and others. It is necessary and appropriate that the City continue to work closely with the DBM and others during the detailed design process to allow for constructive input and acceptance of the final functionality and appearance of the structure and surrounding laneways. The design process, and allowing for input and resolution of the various interests of stakeholders, can be completed prior to a construction price being established and without fear of a contractor claiming for additional costs as may arise using a Design-Build approach where the project price is fixed at the outset.
- The Design-Bid-Build approach provides maximum control for the City in respect of decisions regarding design and construction of the project. The level of profit of the contractor does not impact on decisions made during the design phase and is reduced on decisions made during the construction phase.
- Design-Build is not expected to result in any savings of time due to the fact that design, site plan approvals, building permits all occur after the award of the project contract.
- The Design-Build approach encourages decisions by the contractor that are based on cost, rather than on sound functional requirements, to protect or enhance profit for the contractor. For example, inferior materials may be substituted for more appropriate materials based on their cost, which could impact on building life cycle costs later on.
- The Design-Bid-Build approach provides the City with an expert consultant (rather than a contractor), responsible to the City, to develop the design and oversee the construction.
- The level of detail required to be incorporated into a performance specification for a Design-Build project will have a significant cost, likely in the range of 50% of the design costs that would be incurred under a Design-Bid-Build approach. Design costs will be in addition to this as they will be incorporated into a Design-Build bid anyway.
- The detailed design will address and include all components of the project – site work, external works, structural, electrical, drainage, elevators, surface treatments, illumination, electrical, security, and mechanical. Alternative structural bids are to be possible – as per Council direction – but such bids would only impact the structural aspect of the work and all others would remain the same. The design work will not be wasted, but rather incorporated into the requirements of an alternative structure.
- The Design-Bid-Build approach is typical for municipal projects and, given the need for public input and consultation during the design phase, is appropriate for this project.

1.0 **GENERAL**

1.1 **RELATED SECTIONS**

- .1 Section 00100 – Bid Documents

1.2 **SUBSTITUTION OF MATERIALS PRIOR TO BID CLOSING**

- .1 Where products or systems have been specified by trade name no substitution will be allowed except where alternates have been approved by the Owner prior to bid closing.
- .2 Where a specified product or system is not available at the time of tender, the Contractor must inform the Owner in writing so that he may advise all bidders of proposed changes. In the event that the Contractor fails to do so, the Owner will choose a substitute item suitable for the application at the time of construction.

1.3 **REQUEST FOR APPROVAL OF ALTERNATIVES**

- .1 Contractors and suppliers of products or systems which have not been specified are **encouraged** to apply for approval of their product/system as “alternative”.
- .2 With the exception of a proposal for an alternate structure, requests for approval must reach the Owner at least seven (7) working days prior to the tender closing. The Owner shall advise applicants of the status of their request three (3) working days prior to the tender closing.
- .3 All requests for approval of an alternate shall include:
- .1 Project name and number
- .2 Specification section in which the product/system is specified.
- .3 Description of proposed substitute including:
- .1 manufacturers material specifications
- .2 manufacturers preparation and application requirements
- .3 manufacturers warranties
- .4 Sample of product indicating surface finish and material thickness to be applies under this Contract.
- .5 Installation history of proposed substitute including:
- .1 projects and locations
- .2 approximate value of contract
- .3 approximate size of projects
- .4 number of years in use
- .5 type of use

- .6 name of owner and architect and/or engineer involved.
- .7 additional information as specified in the applicable division.
- .6 When submitting alternatives to materials or equipment specified, Bidder shall include in their Bid any changes in the Work required to accommodate such alternatives. A later claim for addition to the Contract Price because of changes in the Work necessitated by the use of alternatives will not be considered.
- .7 All requests shall be submitted in duplicate and be complete with a stamped self-addressed envelope for return of the request.
- .8 ***Alternate structure submissions will be reviewed after tender closing based on completeness and design merits being in general conformance with: the intent of the specified design; and the specified reference standards.***

1.4 APPROVAL OF ALTERNATIVES

- .1 The Owner reserves the right to reject any or all requests for approval.
- .2 An addendum will be issued prior to bid closing if an alternative is approved. No alternative materials or equipment will be considered after bid closing.
- .3 Product/systems which have been approved as alternatives may be substituted for specified product/systems at the time of tender.
- .4 Should any proposed substitution be accepted either in part or in whole, the Contractor shall assume full responsibility and costs when substitution affects other work on project and pay for drawing changes required as a result of substitution.
- .5 All credits arising from approval of substitutions will be credited to Contractor in such amounts as may be determined by the Owner and Contract Price will be adjusted accordingly.
- .6 No substitutions will be permitted without prior written approval of the Owner.
- .7 When alternate structural system is proposed by bidder, the bid must include a statement of affirmation, complete with supporting design documentation which described and justifies the alternate to accommodate the architecture and the mechanical and electrical systems of the building which is specified in these bid documents: Same elevator, building footprint, building ***maximum*** height and floor to floor height; same site pan and floor clearances. A bid which includes an alternate structure must conform to the design of the remaining elements of the building and must include a design (calculations and complete design drawings) P. Eng stamped signed and sealed by a (structural) Professional Engineering licensed in Ontario. ***Where the alternate design omits specified elements or includes elements which are not in the specified design, the submission is to clearly explain the basis of how the alternate is equivalent to or exceeds the performance of the specified design. The alternate design must conform to the specified design and meet the specified reference design standards, including but not limited to, the Parking Structures Standard CSA-S413094.***

END OF SECTION

Baker Street Parkade Revised Design and Construction Budget				
		Financing		
	Total Costs	Parking Capital Reserve	Development Charges (Residential Only)	Debt
			22%	
Budget Approval (2001-2006)				
PG0023 Parking Structure Design	800,000	800,000		
PG0005 Parkade Construction	8,000,000	2,000,000	1,757,000	4,243,000
Budget Approval Total	8,800,000	2,800,000	1,757,000	4,243,000
Revised Budget Requirement				
Design	1,048,000	1,048,000		
Construction – Parkade	12,598,100	1,751,600	2,997,100	7,849,400
Revised Budget Total	13,646,500	2,800,000	2,997,100	7,849,000
Difference	4,846,500	0	1,240,100	3,606,400

PARKING RESERVE FORECASTS

CAPITAL RESERVE (#151)

	Actual 2005	Estimated 2006	Estimated 2007	Estimated 2008	Estimated 2009	Estimated 2010
Opening Balance	\$2,126,390	\$3,723,599	\$1,292,788	\$2,182,244	\$1,840,569	\$900,480
less: transfer to capital projects	-	-	-	-	-	-
less: fund all outstanding capital projects	-	(1,571,983)	-	-	-	-
less: fund capital projects in budget & forecast	(740,073)	(1,335,000)	(145,000)	(424,020)	(1,050,000)	(175,000)
plus: Transfer from Maintenance Reserve	1,795,405					
Adjusted Total Contribution from Operating	448,500	401,700	1,008,600	38,700	73,100	-
plus: contribution from capital projects	35,456	-	-	-	-	-
plus: interest earnings	57,921	74,472	25,856	43,645	36,811	18,010
Ending Balance	3,723,599	1,292,788	2,182,244	1,840,569	900,480	743,490

Assumptions:

- 1) Baker Street Structure Debt Issue Increased from \$4,24M to \$7,9M (issue in 2007, repayment begins in 2008)
- 2) Revenues and Operating costs have been adjusted for a parking structure with 575 spaces.
- 3) Delay forecasted 2010 structure

MAINTENANCE RESERVE FUND (#337, Balance reallocated to #183 Rate Stabilization Reserve in 2005)

	Actual 2005	Estimated 2006	Estimated 2007	Estimated 2008	Estimated 2009	Estimated 2010
Opening Balance	\$1,989,578	\$361,768	\$406,968	\$406,968	\$406,968	\$406,968
less: Transfer to operating budget	-	-	-	-	-	-
less: Transfer to Capital Reserve	(1,795,405)					
plus: Contribution from operating budget	134,700					
Plus: Operating Surplus	25,000	45,200				
Plus: Interest earnings	7,895					
Ending Balance	\$ 361,768	\$ 406,968	\$ 406,968	\$ 406,968	\$ 406,968	\$ 406,968
Combined Parking Reserves Total	\$ 4,085,367	\$ 1,699,756	\$ 2,589,212	\$ 2,247,537	\$ 1,307,448	\$ 1,150,458



elph

Report:

PLANNING AND DEVELOPMENT SERVICES

(06-21)

TO: Planning, Environment & Transportation Committee

DATE: March 27, 2006

SUBJECT: LED SIGNS AND SIGN BY-LAW NO. (1996)-15245

RECOMMENDATION:

THAT the requirements in Sign By-law No. (1996)-15245, as amended, relating to LED signs be confirmed; AND

THAT the request for a variance from the Sign By-law for Registered Plan 661, Lot 4, known as 925 Woodlawn Road West, to permit a freestanding sign to have an LED changeable message board with a sign area of 1.7 square metres, for Royal Distributing, be refused; AND

THAT City initiated requests for LED signs follow the same variance process as other LED sign requests.

BACKGROUND: At the meeting of the Planning, Environment and Transportation Committee held September 26, 2005, the following resolution was passed:

“THAT staff report back to the Planning, Environment and Transportation Committee on the issue of LED signs;

AND THAT staff be directed to report back to the Planning, Environment and Transportation Committee with respect to requiring the City to follow a similar process regarding requests for LED signs as the community at large.”

Further to this, at a meeting of Guelph City Council held October 3, 2005, the following resolution was adopted:

“THAT the matter of a sign variance for 925 Woodlawn Road West to permit a freestanding sign to have an LED changeable message board be deferred for three months until staff report back on the review of the Sign By-law relating to LED sign conditions.”

On October 24, 2005, the Planning, Environment and Transportation Committee and staff held an informal workshop related to the Sign By-law. The Committee, through this workshop asked staff for additional research and to report back on the following related to LED signs:

- Review the frontage requirements for LED signs and possibly reduce this requirement
- Review the City exemption process for LED signs and recommend changes
- Review LED signs and possible permissions for schools and community centres

REPORT: Regulation 6-(4) (b), Freestanding Signs section of Sign By-law No. (1996)-15245, as amended, states:

“Despite Section 6-(1) (d) of this by-law, every mall with at least one frontage exceeding 280.0 metres in length may have one electronic message sign provided that the size of the sign face of such sign does not exceed 7.5m².”

Section 6-(1) (d) states that no person shall erect or display:

“Any sign which has action, motion or colour change as any part of the sign;”

Currently, Freestanding LED signs are permitted outright at three properties in the City. These properties are:

- 435 Stone Road- Stone Road Mall
- 111-193 Silvercreek Parkway- Willow West Mall
- 243-263 Woodlawn Road West- former Root Hardware plaza

Presently, one of these properties has requested an LED sign (see PET report 06-08, 435 Stone Road West). Staff has repeatedly recommended refusal of read-o-graph signs. These refusals are based on:

- these signs are a distraction to the vehicular and pedestrian traffic and may be a safety concern
- potential for proliferation and over concentration of signs
- to maintain the intent of the Sign By-law

Council has requested this review because there have been an increase in the number of variance requests for LED signage. To date, there have been four variance requests. These are at:

- 25 Victoria Rd N.-Grange Plaza- approved
- 690 Woolwich Street- Jose's Noodle Factory- approved
- 925 Woodlawn Road- Royal Distributing- refusal recommended
- 435 Stone Rd. W- Stone Road Mall- one recommended

Staff researched the possibility of utilizing Zoning to allow more LED sign locations at Community Commercial, Service Commercial, Institutional and Parkland zoned sites (City arenas). This is illustrated on the Map of Potential Sites (see **Schedule 1**). The rationale for this research is that Community Commercial zoned properties are required to have a frontage of 50 metres (164') and a minimum lot area of 7,500m² (80,700 square feet). These are the largest type of retail properties in the City except for the Regional Commercial Centre (Stone Road Mall). Community Commercial zoned sites have been situated in the Official Plan based on creating certain commercial nodes. Service Commercial zoned sites have been created in strip type development rather than smaller concentrations. Service Commercial zoned sites are intended to serve the driving public and may be as large as Community Commercial sites. The review also focused on Institutional and Park zones; this was a request at the informal PET workshop. Staff has concluded that by using Zoning as a determining factor, there would be too many permitted sites. The variance process through Council should remain. As a result, each requested sign should be judged on its individual merit.

Staff also reviewed the Sign By-law with respect to frontage requirements. To allow LED signs at Community Commercial (CC) zoned sites (major commercial properties) may be a potential revision to the by-law. Staff notes again that Community Commercial zoned sites have been created in "nodes", therefore potentially allowing a concentration of these signs. Service Commercial sites are created along strip development for the driving public. Once more, there would be a potential for a concentration of these signs. Council could direct staff to allow LED signs at properties with a frontage greater than 200 metres (656'). This would permit an additional number of signs in the following zones:

- CC (Community Commercial)- five
- SC (Service Commercial)- three
- I (Institutional)- nine
- P (Park)- one

Staff recommend against the lessening of the frontage requirement. This is due to the fact that there is no clear acceptable frontage to recommend and rationalize.

Institutionally zoned properties include schools, churches, hospitals and the University of Guelph. One school (new Bishop MacDonnell) has a read-o-graph sign. Staff notes that most schools and churches are nestled in residential neighbourhoods and requests for LED signs have not been received in a significant number. Staff recommend against revising the Sign By-law for Institutionally zoned sites because of incompatibility issues with residential neighbourhoods.

Parks and Recreation Centres have also been reviewed. The West End Recreation Centre has a read-o-graph sign installed as does the River Run

Centre. The Sign By-law contains exemptions for City of Guelph installed signs. Reasons for the City exemption are:

- a) The City has the best interests of the public in mind. The City should only install signs that contravene the by-law when the benefits to the community (neighbourhoods, cost savings, service to the public, etc.) significantly outweigh any negative effects of the sign being installed.
- b) The City is the approval authority. As such, it stands to reason that if a variance from the Sign By-law for a City sign was put through the approval process, the variance would always be approved. Therefore, putting such a variance through the approval process may be costly and time consuming resulting in no real benefit.
- c) The City would only install non-complying signs if the variance for the sign (type, location, size, etc.) is of a form that the City would normally agree to in any other application for a similar variance.

Staff reviewed the provisions in the Sign By-law which exempts the City from the Sign By-law requirements. As well, best practices research was performed (see **Schedule 2**). Of the municipalities surveyed, most have exemption status for the City and other levels of Government.

Potential sites utilizing the City exemption may include the Sports and Entertainment Centre and other large arena facilities. Staff recommends that City initiated requests for LED signs follow the same variance process as other LED sign requests. Although the City has the best interests of the public in mind and is the approval authority, this process would allow transparency in sign issuance and Council would be aware of all LED requests, not just private land owner requests. Since the Sign By-law presently exempts the City, this would be a process where Council would be aware of the sign and would approve or refuse the sign variance.

Staff recommends therefore that any requested City LED sign would require the same variance process (less the fee) as other LED signs.

Staff also recommends that LED signs become a component of a future review of the City of Guelph Urban Design Guidelines.

FINANCIAL IMPLICATIONS: Not applicable

DEPARTMENTAL CONSULTATION/CONCURRENCE: Not applicable

COMMUNICATIONS: Not applicable

ATTACHMENTS:

Schedule 1- Map of Potential Sites

Schedule 2- Best Practices Review

Prepared By:
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Recommended By:
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Recommended By:
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Approved for Presentation:
Larry Kotseff
Chief Administrative Officer

SCHEDULE 2
BEST PRACTICES REVIEW

Municipality	Regulations related to LED signs	Municipal Exemption
Barrie	Prohibited signs- signs which include electronic display that incorporates in any manner any flashing or moving illumination, exempt time and temp. If someone can show (in writing) that they will not have the message change for minimum of 10 minutes then we have permitted the signage. This is monitored by officers from time to time.	Signs erected by the City of Barrie, the Government of Ontario or the Government of Canada shall be exempt from this section
Cambridge	LED permitted on a freestanding sign. 6.7 metres maximum size.	By-law does not apply to a sign erected or displayed by any person or agency or lands, buildings or structures owned by the City of Cambridge and/or the Regional Municipality of Waterloo where <ul style="list-style-type: none"> i) such signs conform to the by-law ii) such signs does not conform to this by-law and has been approved by the Commissioner of Planning Services or the Council of the City of Cambridge
Burlington	No flashing illumination of signs faster than three second intervals is permitted. 4.7 No illuminated sign being electrically animated or having moving parts or message changes is permitted except: 4.7.1 A rotating sign which does not exceed ten revolutions per minute. 4.7.2 A sign having raceway track lighting, or a continuing moving message sign.	Public information signs
Kitchener	Automatic changing copy signs shall not be located within 150metres of any residential zone, or within 23 metres of a street intersection or traffic light.	Public service - sign - by City - permitted - conditions The City may, for public service purposes, erect or use any type of sign permitted by this Chapter in any zone in which such sign type would otherwise be prohibited, subject to the sign being in full compliance with the regulations prescribed

		for such sign type; provided, however, that this exemption to sign type shall not apply to portable signs.
Milton	<p>No illuminated Sign being electrically animated or having moving parts or message change is permitted except:</p> <p>(a) A rotating Sign not exceeding ten revolutions per minute. (b) A continuing moving message Sign. (c) Flashing illumination of Sign greater than three (3) second intervals.</p> <p>Notwithstanding any other regulations in the By-law, the following Signs are not permitted in the Business Improvement Area as shown on Schedule "A" of this By-law:</p> <p>(a) Signs having an animated or flashing message or moving parts (b) Signs having a continuous moving message (c) Signs having moving or stationary track lighting (e) Signs erected on the second storey of a building</p>	<p>Public Information Signs</p> <p>"<i>Public Information Sign</i>" means any of the following Signs:</p> <p>3.34.1 Signs erected in parks, stadia or playgrounds used for park identification or regulatory Sign purposes subject to Corporate guidelines.</p>
Stratford	<p>Prohibited Signs</p> <p>an electronic media sign</p>	<p>Signs Not Requiring a Sign Permit</p> <p>Official signs or signs pertaining exclusively to public safety; flags of corporations, government, educational, or religious organizations; banner by City</p>
Brantford	<p>Illumination - animated - moving - changing message</p> <p>No illuminated sign being electrically animated or having moving parts or message changes is permitted except:</p> <p>(a) a rotating sign which does not exceed ten revolutions per minute; (b) an illuminated sign where a message is changed at not less than three second intervals, subject to Section 478.4.12;</p>	<p>Sign - statutes - by-laws - regulations - compliance</p> <p>Despite Section 478.4.2 of this Chapter, but subject to the requirements of any other applicable statutes, by-laws, or regulations, the signs set out in this Article do not require a sign permit from the Chief Building Official, but shall comply with all other requirements of this Chapter and the Ontario Building Code, as amended.</p> <p>478.3.2 Government sign</p> <p>Signs erected by or for any federal, provincial, county or</p>

	<p>(c) a sign having raceway track lighting or a continuous moving message sign, subject to Section 478.4.12;</p> <p>(d) a sign located not closer than 50.0 m to the nearest traffic signal of an intersection.</p>	<p>local municipal government do not require a permit provided the requirements of Section 478.3.1 are met.</p> <p>478.3.3 Public information sign Public information signs as defined do not require a permit</p>
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elph

Report:
PLANNING AND DEVELOPMENT SERVICES

TO: *Planning, Environment and Transportation*

DATE: **March 27, 2006**

**SUBJECT: SIGN BY-LAW VARIANCES FOR THE OXFORD RETAIL GROUP AT
435 STONE ROAD WEST**

RECOMMENDATION:

"THAT, the request for variances from the Sign By-law for Block I, Registered Plan 639, Block Q, Registered Plan 651, Part Lot 9, Concession 4, Division G, known as 435 Stone Road West (see schedule A location map), to permit two freestanding signs to have a setback of 4.0 metres, a height of 7.67 metres and a sign area of 22.9 square metres, for the Oxford Retail Group, be approved".

"THAT, the request for a variance from the Sign By-law for Block I, Registered Plan 639, Block Q, Registered Plan 651, Part Lot 9, Concession 4, Division G, known as 435 Stone Road West (see schedule A location map), to permit a second freestanding sign to have an LED changeable message board of 3.3 square metres, for Oxford Retail Group, be refused".

BACKGROUND:

The Oxford Retail Group, owners of the Stone Road Mall at 435 Stone Road West have proposed to replace two existing legal non-complying freestanding signs on the property (see Schedule B). This is part of the continuing re-development of the mall.

REPORT:

The proposed replacement freestanding signs (see Schedule C) will be setback 4.0 metres from the property line and located in the existing landscaped areas at two entrances to the mall (see Schedule D). Both freestanding signs are proposed to incorporate a 3.3 square metre LED message board.

The requested variances are as follows:

Freestanding Sign (Regional Shopping Centre Zone)	By-law Requirements	Requests	Existing Freestanding signs
Setback	Setback between 1.0m and 6.0m	4.0m	.6m & 1.13m
Maximum height	4.5m	7.67m	6.8m & 7.6m
Maximum sign area (each sign)	10.0sqm	22.9 sqm	17.3sqm
LED message board	One 7.5sqm LED message board per property	Two 3.3sqm LED message boards	2.5sqm manual changeable copy

Staff recommend that the requested variances from the Sign By-law for the setback, height and sign area be approved for the following reasons:

- The proposed new freestanding signs will be located 3.4 metres further back than the existing sign on the Stone Road West frontage and 2.87 metres further back than the existing sign on the Edinburgh Road South frontage;
- The proposed freestanding signs will still be located within a curbed landscaped area that would result in no loss of any parking spaces;
- The proposed height variance is minor in nature given the setback;
- For each sign, the requested sign area is composed of a 7.3 square metre area used for the identification of the mall and sign boxes with tenant names which have a sign area of 15.6 square metres.

The refusal of the second LED message board is recommended because one message board will maintain the intent of the Sign By-law. The Sign By-law limits a property with a frontage of at least 280.0 metres to one LED sign. The intent of the Sign By-law is to discourage the use of LED message boards, but to allow a large property such as Stone Road Mall to have an additional advertising medium for the use of a large number of tenants that do not have a building sign on the exterior wall.

To permit a second LED message board will set an undesirable precedent that may result in more LED signs on the property. It should be noted that under the Sign By-law each property is permitted four freestanding signs providing that a separation distance of 120.0 metres between signs is maintained. This mall currently has three freestanding signs and has the potential for a fourth freestanding sign.

ATTACHMENTS:

- Schedule A- Location map
- Schedule B- Photos of the existing signs
- Schedule C- Drawing of proposed signs
- Schedule D- Site Plan

Prepared By:
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Recommended By:
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Chief Building Official
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Recommended By:
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Approved for Presentation:
Larry Kotseff
Chief Administrative Officer

CONSENT AGENDA

April 3, 2006

Her Worship the Mayor
and
Members of Guelph City Council.

SUMMARY OF REPORTS:

The following resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Agenda will be approved in one resolution.

A Reports from Administrative Staff

REPORT	DIRECTION
<p>A-1) SIGN BY-LAW VARIANCE FOR CANADIAN TIRE REALTY CORPORATION AT 10 WOODLAWN ROAD EAST</p> <p>THAT the request for a variance from the Sign By-law for Division D, Concession 2, Part Lot 1, Reference Plan 61R-7048, Parts 1 to 8, known as 10 Woodlawn Road East (see Schedule A location map), to permit a freestanding sign with a sign area of 25 square metres, for Canadian Tire Realty Corporation, be approved.</p>	Approve
<p>A-2) SIGN BY-LAW VARIANCE FOR BALNAR MANAGEMENT LTD. AT 255-265 WESTWOOD ROAD</p> <p>THAT the request for a variance from the Sign By-law for Registered Plan 615, Block O, known as 255-265 Westwood Road (see Schedule A location map), to permit a separation distance of 60.0 metres between two freestanding signs on the same property, for the Balnar Management Ltd., be approved.</p>	Approve
<p>A-3) PROPOSED DEMOLITION OF A DETACHED DWELLING KNOWN MUNICIPALLY AS 19 HEARN AVENUE</p> <p>THAT the application to demolish the detached dwelling known municipally as 19 Hearn Avenue, be approved.</p>	Approve
<p>A-4) CONCESSION HOLDINGS – PROPOSED RESIDENTIAL DRAFT PLAN OF SUBDIVISION, ZONING AMENDMENT AND PLAN OF CONDOMINIUM (FILE 23T-05502, ZC0510, 23CDM05507)</p> <p>THAT the application by Black, Shoemaker, Robinson and Donaldson Ltd on behalf of Concession Holdings Inc. for a Draft Plan of Residential Subdivision and Draft Plan of Condominium on .88 ha of land located at the terminus of Joseph Street, legally described as Part of Lots 16, 17, 18, 21 and</p>	Approve

22, Registered Plan 230, City of Guelph be approved subjection to the conditions in Schedule 2 of the Planning and Development Services report dated April 3, 2006;

AND THAT the Zoning By-law amendment application be approved and that City staff be instructed to prepare the necessary amendment to Zoning By-law Number (1995)-14864, as amended, to transfer portions of the subject lands from the current R.1B (Residential Single Detached) Zone to the Specialized R.1C-? (Residential Single Detached) Zone.

A-5) DEBENTURE ISSUE

Approve

THAT the City Treasurer be authorized to proceed with the marketing through the City's fiscal agent, a debenture issue in the aggregate amount of \$6,000,000 dated April 4, 2006 for a term not exceeding five years.

B ITEMS FOR DIRECTION OF COUNCIL

B-1) COUNCIL REPRESENTATIVE ON ST. JOSEPH'S HOSPITAL BOARD

Approve

THAT Mayor Quarrie replace Councillor Laura Baily as the Council representative to the St. Joseph's Hospital Board.

C ITEMS FOR INFORMATION OF COUNCIL

attach.



Report: A-1

PLANNING AND DEVELOPMENT SERVICES

TO: *Council*

DATE: **April 3, 2006**

SUBJECT: SIGN BY-LAW VARIANCE FOR CANADIAN TIRE REALITY CORPORATION AT 10 WOODLAWN ROAD EAST

RECOMMENDATION:

"THAT, the request for a variance from the Sign By-law for Division D, Concession 2 , Part Lot 1, Reference Plan 61R-7048, Parts 1 to 8, known as 10 Woodlawn Road East (see Schedule A location map), to permit a freestanding sign with a sign area of 25 square metres, for Canadian Tire Reality Corporation, be approved".

BACKGROUND:

Canadian Tire Reality Corporation proposes to install two additional sign boxes on an existing legal non-conforming freestanding sign (see Schedule B).

REPORT:

The two proposed additional sign boxes will increase the total sign area of the existing freestanding sign to 25 square metres. This existing freestanding sign that is located at the northeast corner of Woodlawn Road East and Woolwich Street is currently 12.2 metres high and has a sign area of 14.0 square metres. The freestanding sign is setback 12.0 metres from Woolwich Street and 26.0 metres from Woodlawn Road East (see Schedule C).

The requested variance is as follows:

Freestanding Sign	By-law Requirement	Request
Sign area, for a sign setback greater than 6.0m from the property line	Maximum sign area-17.0 square metres	25.0 square metres

The requested variance from the Sign By-law, is recommended for approval for the following reasons:

- The proposed new sign boxes would be erected on the existing legal-non conforming structure of the freestanding sign;
- The setback of this existing freestanding sign is at least double of the minimum setback required in the by-law;
- The proposed additional sign area would provide advertisement space along Woolwich Street for two mall tenants.

ATTACHMENTS:

Schedule A- Location map
Schedule B- Existing/proposed sign
Schedule C- Site Plan

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Approved for Presentation:
Larry Kotseff
Chief Administrative Officer



Report: A-2

PLANNING AND DEVELOPMENT SERVICES

TO: *Council*

DATE: **April 3, 2006**

**SUBJECT: SIGN BY-LAW VARIANCE FOR BALNAR MANAGEMENT LTD. AT
255- 265 WESTWOOD ROAD**

RECOMMENDATION:

"THAT, the request for a variance from the Sign By-law for Registered Plan 615, Block 0, known as 255-265 Westwood Road (see Schedule A location map), to permit a separation distance of 60.0 metres between two freestanding signs on the same property, for the Balnar Management Ltd., be approved".

BACKGROUND:

Balnar Management Ltd., has proposed the installation of a second freestanding sign on the property (see Schedule B) at the Westwood Road driveway entrance to 255 Westwood Road.

REPORT:

The proposed freestanding sign (see Schedule C) will have a separation distance of 60.0 metres from an existing freestanding sign located at 265 Westwood Road. This proposed sign will identify a second apartment building on the property at 255 Westwood Road and will be located at the driveway entrance.

The requested variance is as follows:

Freestanding Sign	By-law Requirement	Request
Separation distance between freestanding signs on the same property	120.0 metres	60.0 metres

The requested variance from the Sign By-law, is recommended for approval for the following reasons:

- The proposed new freestanding sign would be in compliance with the sign area, height and setback requirements in the Sign By-law;
- The freestanding sign would be for the identification of the second building on the property;
- The proposed variance is minor in nature.

ATTACHMENTS:

Schedule A- Location map
Schedule B- Site Plan
Schedule C- Proposed sign

Prepared By:
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Approved for Presentation:
Larry Kotseff
Chief Administrative Officer

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Report: A-3

**PLANNING & DEVELOPMENT SERVICES
(06-033)**

TO: Council

DATE: April 3, 2006

**SUBJECT: PROPOSED DEMOLITION OF A DETACHED DWELLING KNOWN
MUNICIPALLY AS 19 HEARN AVENUE, WARD 5, GUELPH**

RECOMMENDATION:

THAT the application to demolish the detached dwelling known municipally as 19 Hearn Avenue BE APPROVED.

BACKGROUND:

The Building Department has received a demolition permit application for the existing residential dwelling at 19 Hearn Avenue.

REPORT:

The dwelling dates from the 1960s and is not on the Heritage Inventory. The existing lot is zoned R.1B.

The applicant has shown staff preliminary plans for a replacement dwelling and will be submitting a building permit application shortly. The applicant has applied to remove the house in order to have the site ready for spring construction.

The Demolition Control By-law enacts Section 33 of the Planning Act for the City of Guelph. Decisions under Section 33 may be appealed by the applicant to the Ontario Municipal Board.

CORPORATE STRATEGIC PLAN:

Goal #1 – To manage growth in a balanced, sustainable manner.

FINANCIAL IMPLICATIONS:

N/A

DEPARTMENTAL CONSULTATION/CONCURRENCE:

N/A

COMMUNICATIONS:

N/A

ATTACHMENTS:

Schedule 1 – Location Map

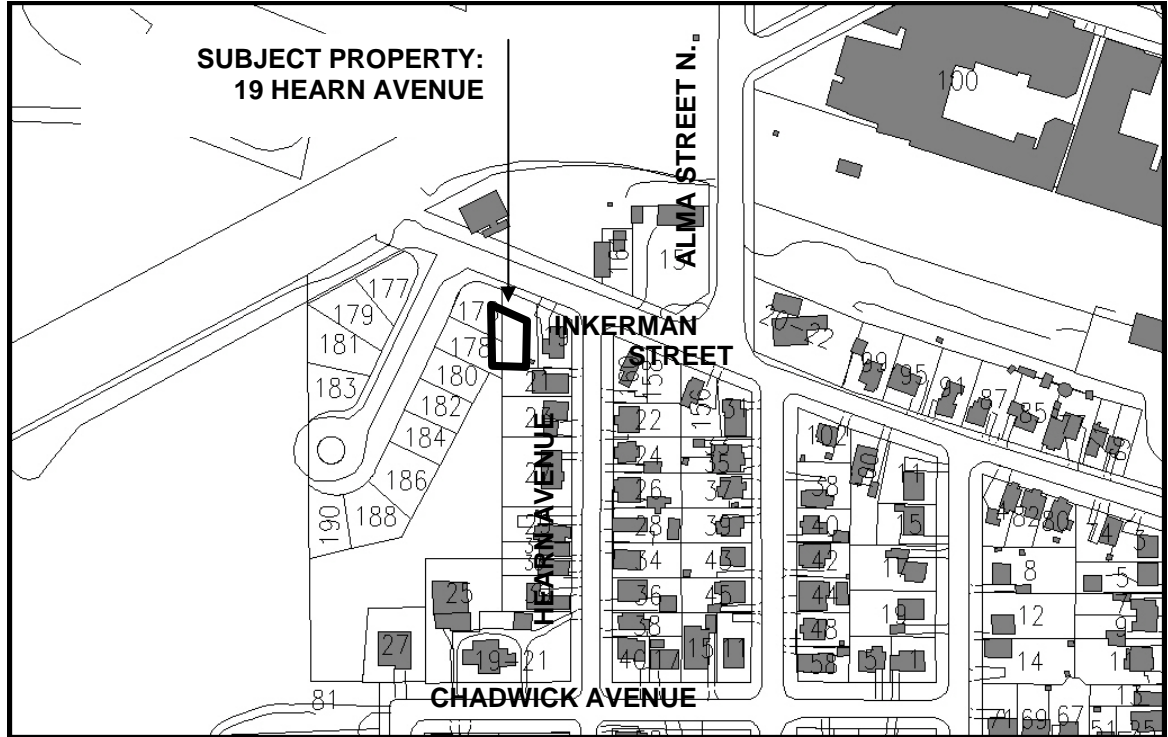
Schedule 2 – Site Photograph

Prepared By:
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Approved for Presentation:
Larry Kotseff
Chief Administrative Officer

SCHEDULE 1 – LOCATION PLAN



SCHEDULE 2 – SITE PHOTOGRAPH





Report: A-4

PLANNING & DEVELOPMENT SERVICES
(REPORT 06-32)

TO: Council

DATE: 2006/04/03

SUBJECT: CONCESSION HOLDINGS - Proposed Residential Draft Plan of Subdivision, Zoning Amendment and Plan of Condominium (File: 23T-05502, ZC0510, 23CDM05507 – Ward 1).

RECOMMENDATION:

“THAT the application by Black, Shoemaker, Robinson and Donaldson Ltd on behalf of Concession Holdings Inc. for a Draft Plan of Residential Subdivision and Draft Plan of Condominium on .88 ha of land located at the terminus of Joseph Street, legally described as Part of Lots 16, 17, 18, 21 and 22, Registered Plan 230, City of Guelph be approved, subject to the conditions in Schedule 2 of the Planning and Development Services report dated April 3, 2006;

and

That the Zoning By-law amendment application be approved and that City Staff be instructed to prepare the necessary amendment to Zoning By-law Number (1995)-14864, as amended, to transfer portions of the subject lands from the current R.1B (Residential Single Detached) Zone to the Specialized R.1C-? (Residential Single Detached) Zone.”

BACKGROUND:

Location: The subject property is located at the terminus of Joseph Street. Low rise residential properties in the form of detached dwellings are situated to the north and west of the site, Victoria Road is east of the site, and the Canadian National Railway right-of-way is the southern boundary of the site. The subject property is vacant.

Summary of Proposal: The applicant proposes a Residential Draft Plan of Subdivision, Draft Plan of Common Element Condominium and associated Zoning By-law Amendment for a fifteen (15) lot residential subdivision with a private road on 0.88 hectares (0.36 acres) of land located at the terminus of Joseph Street, west of Victoria Road North (See **Schedule 1**). The Common Element Condominium includes the private road and the emergency access to Victoria Road North; the individual residential lots are freehold.

Guelph City Council held the mandatory Public Meeting pursuant to Sections 51(19) and 34(12) of the Planning Act for the Plan of Subdivision and related Zoning By-law amendment on March 13, 2006. At this meeting, Council passed the following resolution:

“THAT the revised application by Black, Shoemaker, Robinson and Donaldson Ltd on behalf of Concession Holdings Inc for a Residential Draft Plan of Subdivision, associated Zoning By-law Amendment and Draft Plan of Condominium (File 23T-05502, ZC0510, 23CDM05507) on lands located at the terminus of Joseph Street legally described as Part of Lots 16, 17, 18, 21 and 22, Registered Plan 230, City of Guelph be placed on the April 3, 2006 City Council meeting agenda for a decision.”

REPORT:

There were no issues or concerns raised at the Public Meeting.

Engineering Services has asked for an additional condition (Condition 21) related to waste collection on the private street. Engineering has indicated that the collection of waste will be curbside at each property; however the provision of waste collection services is the responsibility of the future Condominium Corporation. The Condominium Corporation may work with the City to provide this service provided that the City is agreeable and the road geometrics are sufficient for City vehicles.

At the request of the applicant, Condition 8 has been modified to provide clarity on the requirements for costs for municipal services.

The applicant has been notified of these changes and has indicated that they have no concerns.

Planning Services is in support of this application subject to the Regulations and Conditions in **Schedule 2** and recommends approval.

ATTACHMENTS:

- Schedule 1** – Location Map
- Schedule 2** – Regulations and Conditions
- Schedule 3** – Proposed Plan of Subdivision

Prepared By:
Melissa Castellan
Senior Development Planner

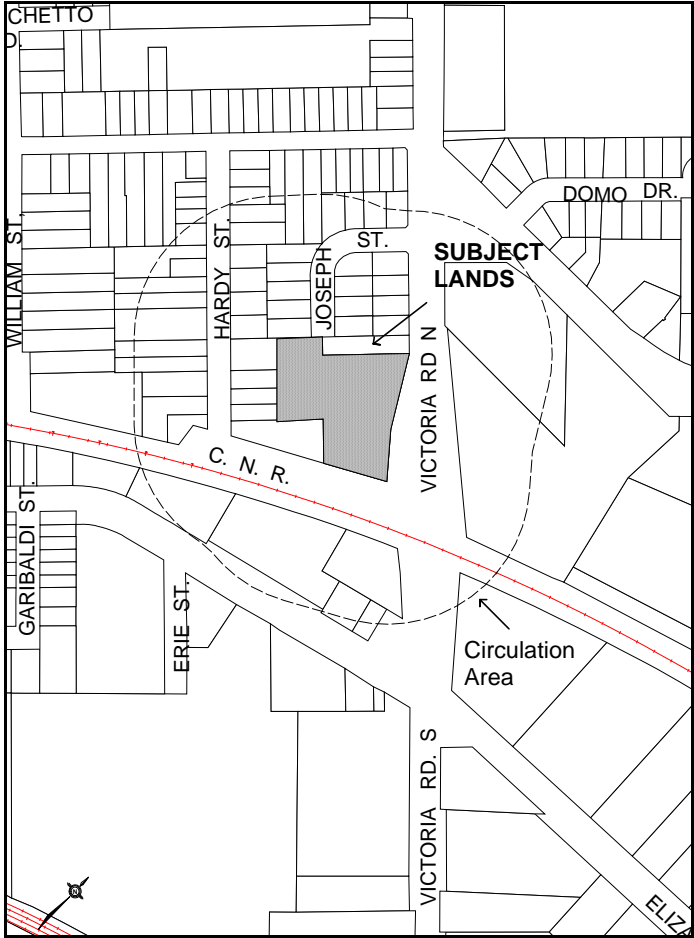
Recommended By:
R.Scott Hannah
Manager of Development Planning

Recommended By:
James N. Riddell
Director of Planning and Development Services

Approved for Presentation:
Larry Kotseff
Chief Administrative Officer

SCHEDULE 1

Location Map



SCHEDULE 2

Regulations and Conditions

PART A

“THAT the application by Black, Shoemaker, Robinson and Donaldson Ltd on behalf of Concession Holdings Inc. for a Draft Plan of Residential Subdivision and Draft Plan of Condominium on .88 ha of land located at the terminus of Joseph Street, legally described as Part of Lots 16, 17, 18, 21 and 22, Registered Plan 230, City of Guelph be approved, subject to the following conditions:

1. That this subdivision approval applies only to a draft plan of subdivision prepared by Black, Shoemaker, Robinson and Donaldson Ltd dated February 2, 2006 (project No. 05-5985-29)
2. That this Draft Plan Approval shall lapse at the expiration of 3 years from the date of issuance of Draft Plan Approval.

Conditions to be met prior to grading or site alteration

3. That the Developer agrees to **stabilize all disturbed soil** within 90 days of being disturbed, control all noxious weeds and keep ground cover to a maximum height of 150 mm (6 inches) until the release of the development agreement on the block/lot so disturbed.
4. That the Developer agrees to direct **construction traffic** to and from the subject site for all phases of servicing and building construction via a specified route to the satisfaction of the City Engineer. Any damage or maintenance required to surrounding streets as a result of such traffic shall be at the Developers cost.
5. That the Developer agrees that no work, including, but not limited to **grading or filling**, will occur on the lands until such time as the Developer has obtained written permission from the City Engineer or has entered into a Development Agreement with the City.
6. That the Developer prepare an overall **site drainage and grading plan**, satisfactory to the City Engineer, prior to any grading or construction on the site. Such a plan will be used as the basis for a detailed lot grading plan to be submitted prior to the issuance of any building permit within the development.
7. That the Developer constructs, installs and maintains **erosion and sediment control** facilities, satisfactory to the City Engineer, prior to any grading or construction on the lands in accordance with a plan that has been submitted to and approved by the City Engineer.

Conditions to be met prior to execution of development agreement

8. That the Developer is responsible for the **total cost of the design and construction** of all municipal services required to service the lands within and external to the limits of the plan of subdivision including roadworks, and sanitary, storm and water facilities. Municipal services external to the plan include, but are not limited to, the construction of a connection to the existing watermain and an extension of a 150mm diameter watermain and roadworks on Joseph Street including all appurtenances and restoration. All costs related to the construction of the 150mm diameter watermain within Parts 1 and 2 of Reference Plan 61R-xxxx will be borne by the City of Guelph upon completion of the works to the satisfaction of the City Engineer. Such costs to include construction administration and on-site inspection.
9. That the Developer shall have **engineering servicing drawings** prepared for the approval of the City Engineer for all internal and external municipal services, grading and drainage. These drawings must reflect the recommendations of all approved reports and studies prepared in support of this application.
10. That the Developer agrees to design and construct **entrance features** within Block 14 of the proposed plan of condominium to delineate the transition from the Joseph Street right-of-way to the private road.
11. That the Developer pay a share of the cost of all **existing municipal services** within and abutting the proposed subdivision, as determined by the City Engineer.

Conditions to be met prior to registration of the plan

12. That prior to the registration of the plan, the approval of the City must be obtained with respect to the availability of **adequate water supply and sewage treatment capacity**.
13. That prior to final approval of the plan, the Developer enters into a **Development Agreement**, to be registered on title, satisfactory to the City Solicitor, which includes all requirements, financial and otherwise to the satisfaction of the City of Guelph. Such an agreement will also require that the developer, or subsequent owners of the common elements within the plan, provide perpetual maintenance of all such common elements.
14. That any domestic wells and boreholes drilled for hydrogeological or geotechnical investigations be properly abandoned in accordance with the Ministry of Environment Regulations and Guidelines to the satisfaction of the Director of Planning and Development Services.
15. That the developer shall erect signs at the entrances to the subdivision showing the proposed land uses and zoning of all lots and blocks within the proposed subdivision and predominantly place on such signs the wording "For the zoning of all lands abutting the subdivision, inquiries should be directed to Planning and Development Services, City Hall".

16. That all **easements, blocks** and **rights-of-way** required within or adjacent to the proposed plan of condominium be granted free and clear of encumbrance to the satisfaction of the City of Guelph, Guelph Hydro Electric Systems Inc. and other Guelph utilities.
17. That the Developer shall pay any **outstanding debts** owed to the City, prior to the registration of the proposed plan of condominium.
18. That all **telephone service and cable TV service** in the plan be underground and the Developer shall enter into a servicing agreement with Bell Canada providing for the installation of underground telephone service prior to registration of the plan of condominium.
19. That **street lighting** and underground wiring shall be provided throughout the common-element condominium at the Developer's expense and in accordance with the policies of the City of Guelph and Guelph Hydro Electric Systems Inc.
20. Prior to the registration of the subdivision plan or any part thereof, the owner shall pay to the City, the City's total cost of reproduction and distribution of the Guelph Residents' Environmental Handbook, to all future homeowners or households within the plan, with such payment based on a cost of one handbook per residential dwelling unit, as determined by the City.
21. The developer acknowledges that the provision of municipal waste collection will be reviewed at the time of final engineering design for the extension of Joseph Street (private street). The road geometrics must be designed to accommodate municipal waste collection vehicles to the satisfaction of the City Engineer, in order for municipal waste collection to be provided with terms acceptable to the Director of Environmental Services. The Development Agreement, specified in Condition 13, will also stipulate that residential waste will be collected curb side at each individual property and the provision of the waste collection service is the responsibility of the Condominium Corporation.

Conditions to be met prior to the issuance of a building permit

22. That the Developer pay **development charges** to the City in accordance with By-law Number (2004) - 17361, as amended from time to time, or any successor thereof and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board as amended from time to time, or any successor by-laws thereto.
23. That the developer agrees to provide **written certification** from a licensed professional engineer that all municipal services internal and external to the lands have been constructed in accordance with City standards, the approved engineering servicing drawings and are available for their intended use to the satisfaction of the City Engineer.

24. That the developer agrees to provide **written certification** from a licensed professional engineer that the grading of the lot for which a building permit has been requested has been completed in accordance with City standards, the approved overall site drainage and grading plan to the satisfaction of the City Engineer.
25. That site plans for all corner building lots shall be submitted to the City Engineer for approval of driveway location.
26. The Developer shall submit a report prepared by a Professional Engineer to the satisfaction of the Chief Building Official certifying all fill placed below proposed building locations. All fill placed within the allowable zoning by-law envelope for building construction shall be certified to a maximum distance of 30 metres from the street line. This report shall include the following information: lot number, depth of fill, top elevation of fill and the area approved for building construction from the street line.
27. The Developer shall submit a report prepared by a Professional Engineer to the satisfaction of the Chief Building Official providing an opinion on the presence of soil gases (radon and methane) in the plan of subdivision in accordance with applicable provisions contained in the Ontario Building Code.
28. That the developer shall be responsible for paying cash-in-lieu of parkland for the entire development, in accordance with the City of Guelph By-law (1989)-13410, as amended by By-law (1990)-13545, or any successor thereof, prior to the issuance of any building permits.

Agency Conditions

29. The Owner is required to engage a consultant to undertake an analysis of noise and vibration in order to recommend abatement measures necessary to achieve the maximum level limits set by the Ministry of Environment and Canadian National Railway prior to registration of the plan. Upon review and approval of the noise and vibration reports, all recommendations provided should be included in the Subdivision Agreement.
30. The Owner shall agree in the Subdivision Agreement, in wording satisfactory to CN, to the following:
 - (a) Construct and maintain an earthen berm a minimum of 2.0 metres above grade at the property line, having side slopes not steeper than 2.5 to 1, adjoining and parallel to the railway right-of-way with returns at the ends.
 - (b) Construct and maintain an acoustic barrier along the top of the berm of a minimum combined height of 5.0 metres above top-of-rail. The acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area.

The Railway may consider other measures, subject to the review of the noise report.

- (c) Install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
 - (d) That any proposed alterations to the existing drainage pattern affecting Railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
31. The following warning clause shall be included in the Subdivision Agreement, Condominium Agreement, Condominium Declaration and inserted in all Agreements of Purchase and Sale or Lease for each dwelling unit:
- "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CN will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."
32. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Condominium Corporation shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
33. The Owner enter into an Agreement with CN, stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement prior to registration of the plan.
34. That the developer agrees to provide the Upper Grand District School Board with a digital file of the plan of subdivision in either ARC/INFO export or DXF format containing the following information: parcel fabric and street network.

Part B

"That the Zoning By-law amendment application be approved and that City Staff be instructed to prepare the necessary amendment to Zoning By-law Number (1995)-14864, as amended, to transfer portions of the subject lands from the current R.1B (Residential Single Detached) Zone to the Specialized R.1C-? (Residential Single Detached) Zone as follows:

Regulations

This zoning amendment is for property located at the terminus of Joseph Street, legally described as Part of Lots 16, 17, 18, 21 and 22, Registered Plan 230, City of Guelph.

The following zoning is proposed:

Specialized R.1C (Residential Single Detached)

Permitted Uses

In accordance with the provisions of Section 5.1.1 of Zoning By-law (1995) – 14864, as amended.

Regulations

In accordance with Section 5.1 of Zoning By-law (1995) – 14864, as amended, with the following exceptions:

Frontage on a **Street**

Despite Section 4.1 of the Zoning By-law (1995) – 14864, as amended, development may occur on a privately owned **Street**.

Minimum *Front Yard*

The Minimum **Front Yard** shall be 3 metres for the **Dwelling** and 6 metres for the **Garage** from the private **Street**.

Minimum Exterior Side Yard

1.5 metres

Minimum Separation from Railway Right-of-Way

30 metres

SCHEDULE 3

Proposed Plan of Subdivision





Report No. A-5

FINANCE

TO: Council

DATE: April 3, 2006

SUBJECT: DEBENTURE ISSUE

RECOMMENDATION:

That the City Treasurer be authorized to proceed with the marketing through the City's fiscal agent, a debenture issue in the aggregate amount of \$6,000,000 dated April 4, 2006 for a term not exceeding five years.

BACKGROUND:

The issue would cover the following projects:

Five Year Terms

FS0005 5th Fire Station (East End)	\$ 745,600
PS0001 Pride Upgrade	\$ 75,000
RD0042 Street Lighting Upgrade1	\$ 500,000
RD0047 Gordon: Harts Lane to Maltby	\$ 325,200
RD0051 Victoria: Brdg Widening - Eramosa	\$ 175,000
RD0067 Clair: Gordon to Victoria	\$ 100,000
RD0071 Stone: Victoria - Watson	\$1,198,500
RD0079 Victoria: Arkell - Clair	\$ 45,000
RD0084 Cardigan: Norwich - London	\$ 300,000
RD0112 Pavement Deficit	\$ 950,000
RD0113 Ward One Road Upgrades	\$ 524,426
RD0130 Victoria: York - Stone	\$ 100,000
RP0256 Centennial Pool Reconstruction	\$ 250,000
TR0004 Bus Storage Area Expansion	\$ 468,000
WM0009 Transfer Station	\$ 180,000
WM0015 Public Drop-off Facility	\$ 63,274
TOTAL ISSUE	\$6,000,000

The debt for all projects listed was previously approved but the debt had not yet been issued. Total payments related to this debt issue are within capital budget limits of the Tax Supported Capital Budget and Capital Forecast.

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Approved By:
Larry Kotseff
Chief Administrative Officer

SCHEDULE 1

PROJECTS COMPRISING DEBT ISSUE BASED ON JANUARY 31, 2006

<u>PROJECT #</u>	<u>PROJECT NAME</u>	<u>TOTAL BUD EXP</u>	<u>TOTAL EXP</u>	<u>REMAINING</u>	<u>ISSUE AMOUNT</u>
FS0005	5TH FIRE STATION (EAST END)	2,136,000.00	2,055,912.21	80,087.79	745,600.00
PS0001	PRIDE UPGRADE	1,590,897.59	1,054,609.83	536,287.76	75,000.00
RD0042	STREET LIGHTING UPGRADE	800,000.00	807,417.53	(7,417.53)	500,000.00
RD0047	GORDON:HARTS LANE TO MALTBY	6,786,000.00	7,721,851.99	(935,851.99)	325,200.00
RD0051	VICTORIA:BRDG WIDENING-ERAMOSIA	1,400,000.00	308,172.50	1,091,827.50	175,000.00
RD0067	CLAIR: GORDON TO VICTORIA	4,600,000.00	60,380.51	4,539,619.49	100,000.00
RD0071	STONE: VICTORIA-WATSON	7,569,201.00	7,601,720.49	(32,519.49)	1,198,500.00
RD0079	VICTORIA:ARKELL-CLAIR	2,300,000.00	48,291.80	2,251,708.20	45,000.00
RD0084	CARDIGAN:NORWICH-LONDON	780,000.00	121,092.31	658,907.69	300,000.00
RD0112	PAVEMENT DEFICIT	2,850,000.00	1,292,499.49	1,557,500.51	950,000.00
RD0113	WARD ONE ROAD UPGRADES	1,510,000.00	549,448.80	960,551.20	524,426.00
RD0130	VICTORIA:YORK-STONE	3,543,000.00	210,656.89	3,332,343.11	100,000.00
RP0256	CENTENNIAL POOL RECONSTRUCTION	700,000.00	889,402.61	(189,402.61)	250,000.00
TR0004	BUS STORAGE AREA EXPANSION	2,000,000.00	121,948.93	1,878,051.07	468,000.00
WM0009	TRANSFER STATION	3,950,000.00	4,088,560.51	(138,560.51)	180,000.00
WM0015	PUBLIC DROP-OFF FACILITY	496,666.00	363,237.90	133,428.10	63,274.00
				TOTAL	6,000,000.00

SCHEDULE 2

SAMPLE PAYMENT SCHEDULE FOR 2006 DEBENTURE ISSUE

\$6,000,000 Non-callable, Book Based Only Installment Debentures						
Dated Mar. 30, 2006			Maturing Mar. 30, 2007-2011			
Year	Maturity	Principal Mar 30	Coupon Rate %	Interest Mar 30	Interest Sep 30	Annual Payments
2006					125,834.75	125,834.75
2007	03/30/07	1,105,000.00	4.10%	125,834.75	103,182.25	1,334,017.00
2008	03/30/08	1,150,000.00	4.10%	103,182.25	79,607.25	1,332,789.50
2009	03/30/09	1,197,000.00	4.20%	79,607.25	54,470.25	1,331,077.50
2010	03/30/10	1,247,000.00	4.25%	54,470.25	27,971.50	1,329,441.75
2011	03/30/11	1,301,000.00	4.30%	27,971.50		1,328,971.50
		6,000,000.00		391,066.00	391,066.00	6,782,132.00

Net Cost of Borrowing to City: 4.398% (on 5 year debenture)

Indicated rates of interest will require adjustment by the time we are in position to approach market (due to extreme volatility of interest rates: 4.40%, 5 year Serial debenture via Ontario Strategic Infrastructure Financing Authority (OSIFA) as comparison as of March 9, 2006

- **BYLAWS** -

- **April 3, 2006** -

By-law Number (2006)-17985

A by-law to authorize the execution of an Agreement between The Corporation of the City of Guelph and Stantec Consulting Ltd. (professional consulting services – for services for the Linke Subdivision (23T-04501) owned by Almondale Homes Ltd.)

A by-law to authorize the execution of a professional services agreement for the Linke Subdivision owned by Almondale Homes Ltd.

By-law Number (2006)-17986

A by-law to authorize the execution of an Agreement between Armel Corporation and The Corporation of the City of Guelph. (engineering services agreement for the Chillico Glen Subdivision)

A by-law to authorize the execution of an engineering services agreement for the Chillico Glen Subdivision.

By-law Number (2006)-17987

A by-law to authorize the execution of an agreement between The Corporation of the City of Guelph and Kim Wiatr. (foot care services at the Evergreen Seniors Centre)

A by-law to authorize the execution of an agreement for the provision of foot care services to the residents of the City of Guelph and the County of Wellington at the Evergreen Seniors Centre, as approved by Council February 20, 2006.

By-law Number (2006)-17988

A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects property described as Part Lot 2, Concession 5, Division C. (78 Eastview (File ZC0507))

A by-law to amend the Zoning By-law as approved by Council.
