

Committee of the Whole Meeting Agenda

Consolidated as of May 4, 2018

Monday, May 7, 2018 – 2:00 p.m.
Council Chambers, Guelph City Hall, 1 Carden Street

Please turn off or place on non-audible all electronic devices during the meeting.

Please note that an electronic version of this agenda is available on guelph.ca/agendas.

Changes to the original agenda have been highlighted.

Call to Order – Mayor

Disclosure of Pecuniary Interest and General Nature Thereof

Presentations:

1. Presentation of the GLOBE Series Large Municipal Trailblazer Climate Leadership Award.

Consent Agenda –Infrastructure, Development and Enterprise

Chair – Councillor Gibson

The following resolutions have been prepared to facilitate Council's consideration of 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. It will be extracted and dealt with separately as part of the Items for Discussion.

**IDE-2018.58 2017 Building Permit Revenue and Expenditures,
Building Stabilization Reserve Fund and Annual
Setting of Building Permit Fees**

Recommendation:

That Council approve the recommended building permit fees, included as Attachment 2, report IDE-2018-58 titled "2017 Building Permit Revenue and Expenditures, Building Stabilization Reserve Fund and Annual Setting of Building Permit Fees" dated May 7, 2018, effective June 1, 2018.

IDE-2018.38 139 Morris Street Brownfield Tax Increment Based Grant Deadline Extension

Recommendation:

1. That the request to extend the deadline for project completion for the Brownfield Tax Increment Based Grant applying to 139 Morris Street from October 28, 2018 to April 28, 2021 be approved.
2. That staff be directed to prepare an amendment to the Tax Increment Based Grant Agreement between the City and 139 Morris Street Ltd., to the satisfaction of the General Manager of Planning, Urban Design and Building Services, the City Solicitor and the City Treasurer.
3. That the Mayor and Clerk be authorized to execute the amendment to the Tax Increment Based Grant Agreement.

IDE-2018.62 Sign By-law Variances – 1515 Gordon Street

Recommendation:

That the request for variances from Sign By-law Number (1996)-15245, as amended, to permit an illuminated freestanding sign to have a sign area of 4.53m² and a height of 4.65m above the adjacent roadway at 1515 Gordon Street, be approved.

Items for Discussion – Infrastructure, Development and Enterprise

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

IDE-2018.56 Community Energy Initiative Update

Presentation:

Mario Petricevic, General Manager Facilities Management
Alex Chapman, Manager Climate Change Office
Jonathan Knowles, co-chair, CEI Task Force
Kirby Calvert, co-chair, CEI Task Force

Delegations:

Mohammed Shabib
Evan Ferrari (presentation)
Abhilash Kantamneni

Correspondence:

Anne Elliott
Suzanne O'Hara
Michael Bouk

Rod and Janice Perry
B. Parsons
Renee O'Drowsky
Rosanne Morris
Janet Baine
Joan Agosta
Steve Tedesco on behalf of Transition Guelph Board of Directors
Ian Findlay
Bill McLellan
Mike Darmon
Sam Turton
Mike Goostrey

Recommendation:

1. That Council acknowledge the role of Our Energy Guelph (OEG) as the implementer of the Community Energy Initiative going forward.
2. That Council approve the City of Guelph's continued association with OEG as a primary stakeholder and partner.
3. That Council acknowledge the target that OEG has proposed, namely for Guelph to become net zero carbon by 2050.
4. That Council direct staff to provide a report in Q1 of 2019 with specific corporate targets for GHG emissions and energy consumption taking into consideration the findings from the CEI update for council approval.
5. That Council direct staff to provide a detailed report recommending specific initiatives that are aligned with the CEI update, complete with business cases to support those initiatives, to be considered as part of the 2019 operating and capital budget process for Council approval.

IDE-2018.69 Downtown Parking Master Plan Update

Presentation:

Jamie Zettle, Program Manager Parking
Kealy Dedman, General Manager Engineering Capital Infrastructure Services/City Engineer

Delegation:

Marty Williams, Executive Director, Downtown Guelph Business Association

Correspondence

Shawn Johnson and Glenn Roberts
Matthew Forbes
Mairin Viol and Wendy Owens
Comfort and Co.
Vicky Canham
Julie Bianchi
Anne MacKay
Lynn Kurp

Recommendation:

1. That Council approve the updated 2016-2035 funding model, that includes balanced contributions from user fees, on street paid parking, peripheral parking permits and from the City through property tax contributions.
2. That staff engage with constituents to develop the measures required to support an implementation of peripheral permits, both residential and non-residential in 2019.
3. That a Downtown Parking Committee consisting of representatives from business, community groups, residents and City staff be implemented to discuss and review downtown parking programs.
4. That downtown paid on-street parking be implemented in Fall 2019 to align with the financial model projections.

IDE-2018.68 Asset Management Program Progress and Policy Update**Presentation:**

Daryush Esmaili, Manager Corporate Asset & Project Management

Recommendation:

1. That the report "Asset Management Program Progress and Policy Update," dated May 7, 2018, be received and that staff be directed to proceed with the work plan as outlined.
2. That Council approve the updated 2018 Strategic Asset Management Policy.

Red Light Cameras

Councillor Downer will speak to this item.

Correspondence:

Jeff DeRuyter, Chief of Police, Guelph Police Services

Bill Teesdale

Teresa and Allan McKeeman

Scott Butler on behalf of the Old University Neighbourhood Residents' Association

Recommendation:

That staff, in consultation with Guelph Police Services, be directed to investigate the process to implement Red Light Cameras in the City of Guelph which would include, but not be limited to, capital and operational costs including a public communications plan and a recommendation regarding the use of red light cameras as is applicable to the City of Guelph based upon a review and assessment of intersection collisions and report back to Council in Q1 2019.

Service Area Chair and Staff Announcements

Consent Agenda – Governance

Chair – Mayor Guthrie

The following resolutions have been prepared to facilitate Council's consideration of 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. It will be extracted and dealt with separately as part of the Items for Discussion.

CS-2018.47 Accountability and Transparency Policy Update

Recommendation:

That the proposed Accountability and Transparency Policy, included as ATT-1 to the report titled "Accountability and Transparency Policy Update", dated May 7, 2018, be approved.

Items for Discussion – Governance

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

CS-2018.39 Committee of the Whole One-year Review

Presentation:

Stephen O'Brien, City Clerk (presentation)

Recommendation:

That the Committee of the Whole governance structure be continued as outlined in report CS-2018-39, "Committee of the Whole One-year Review", dated May 7, 2018.

Service Area Chair and Staff Announcements

Consent Agenda – Corporate Services

Chair – Councillor MacKinnon

The following resolutions have been prepared to facilitate Council's consideration of 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. It will be extracted and dealt with separately as part of the Items for Discussion.

CS-2018.14 2017 Operating Variance Report and Surplus and Deficit Allocation

Recommendation:

1. That the report titled "2017 Operating Variance Report and Surplus and Deficit Allocation", dated May 7, 2018, be received.

- That the Tax Supported surplus of \$3,546,195 be allocated to the reserves and reserve funds as follows:

Tax Rate Operating Contingency Reserve (180)	\$1,164,826
City-owned Contaminated Sites Reserve Fund (155)	\$1,000,000
Efficiency, Innovation and Opportunity Fund (351)	\$1,000,000
WSIB Reserve (330)	\$231,369
Police Operating Contingency Reserve (115)	\$150,000
Total	\$3,546,195

- That the Water Services surplus of \$745,149 be allocated to the Water Capital Reserve Fund (152).
- That the Wastewater Services surplus of \$2,636,206 be allocated to the Wastewater Capital Reserve Fund (153).
- That the Stormwater Services surplus of \$1,071,110 be allocated as follows:

Stormwater Contingency Reserve (359)	\$321,900
Stormwater Capital Reserve Fund (165)	\$649,210
Total	\$971,110

- That the Ontario Building Code (OBC) deficit of \$35,319 be funded from the Building Services OBC Stabilization Reserve Fund (188).
- That the Court Services deficit of \$51,680 be funded from the Court Contingency Reserve (211).

CS-2018.15 2017 Year-end Capital Variance

Recommendation:

That the 2017 Year-end Capital Variance Report (CS-2018-15), dated May 7, 2018, be received.

Items for Discussion –Corporate Services

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

CS-2018.16 2017 Reserve and Reserve Fund Statement

Presentation:

Tara Baker, General Manager Finance/Treasurer (presentation)

Delegations:

Susan Watson

Correspondence

Susan Watson

Recommendation:

1. That the City's General Reserve and Reserve Fund Policy be amended to reflect the following as at December 31, 2017:
 - a. The addition of the Paramedic Services Provincial Capital Reserve Fund (360);
 - b. The consolidation of the Police Equipment Reserve Fund (115) into the Police Capital Reserve Fund (158);
 - c. The repurposing of the Police Equipment Reserve Fund (115) to a Police Operating Contingency Reserve; and
 - d. The addition of the Library Operating Contingency Reserve (102).
2. That effective January 1, 2018, the Transportation Demand Management Reserve Fund (350) and the Information Technology Reserve Fund (210) be closed and removed from the General Reserve and Reserve Fund Policy.
3. That \$813,053 be transferred from Compensation Contingency Reserve (131) to the WSIB Reserve (330) to align these reserves with the targets identified in the General Reserve and Reserve Fund Policy.
4. That the Waterworks Capital Reserve Fund (152) and the Waterworks Contingency Reserve (181) be renamed Water Capital Reserve Fund (152) and Water Contingency Reserve (181).

Mayor as Chair

Special Resolutions

Transit Route 3

Councillor Hofland's motion for which notice was provided April 3, 2018.

That Guelph Transit revert back to the previous weekday service on the St. Joseph's #3 bus route at the earliest possible date.

Delegations:

Sian Matwey

Melissa and Justin

Trevor Price

Correspondence

Brenda Pilon

Sian Matwey

Jeff Overton

PS-2018-22 Guelph Transit – Route 3

Recommendation:

That staff be directed to address any potential revisions to Route 3 as part of the 2019 operating and capital budget and after completion of the Transit Service Review, with no additional changes to the route being made in 2018.

Chair and Staff Announcements

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

Adjournment

100%

RENEWABLE

GUELPH

How do we get there?

Evan Ferrari



Help people save
money by reducing
their impact on the
environment



City of Guelph
Committee of the Whole

May 7, 2018

Evan Ferrari

Community Energy Initiative Update

- Excellent work done here
- Guelph needs to do more and go further
- Corporation of the City of Guelph needs to show leadership to the rest of the community on this issue





**Key economic driver
That fights climate change**

100RE Benefits

- More local jobs
- More local investment
- More local expertise
- More decentralized energy system



100RE Benefits

\$500,000,000.00

In energy \$

Leaves Guelph every year



100RE Benefits

\$ 9,000.00

In energy \$ Per household
Leaves Guelph every year



100RE Benefits

- Cleaner environment,
 - Air
 - Water
 - Land
 - Human health
 - Biodiversity



Other places

1,000 communities worldwide

- Vancouver
- Victoria
- Saanich
- Nelson BC
- Oxford County

Guelph?

Ontario?



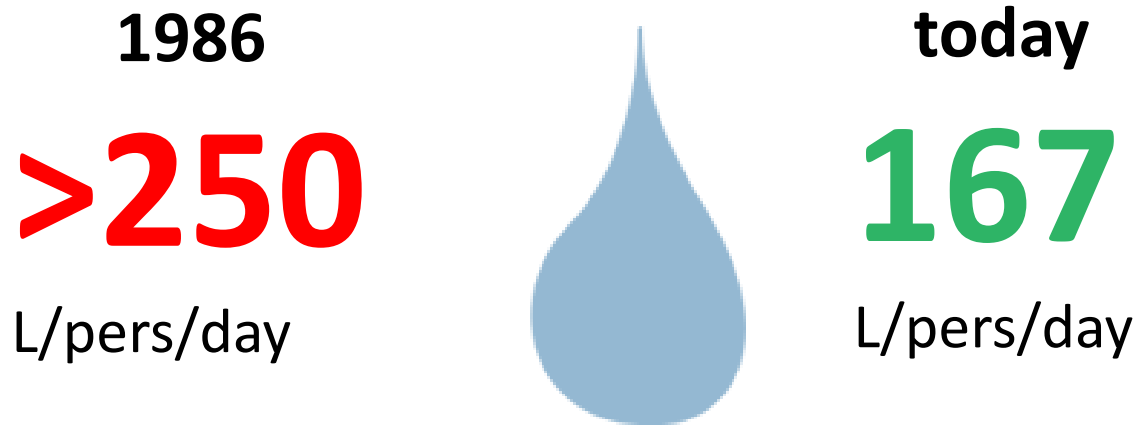
Guelph has done this before



68%

Waste diversion

Guelph has done this before



Residential Water Use



Getting to 100%?

1 Conservation & efficiency

Double Energy Productivity 2040

2/3

Wasted in CA





How big is the task?

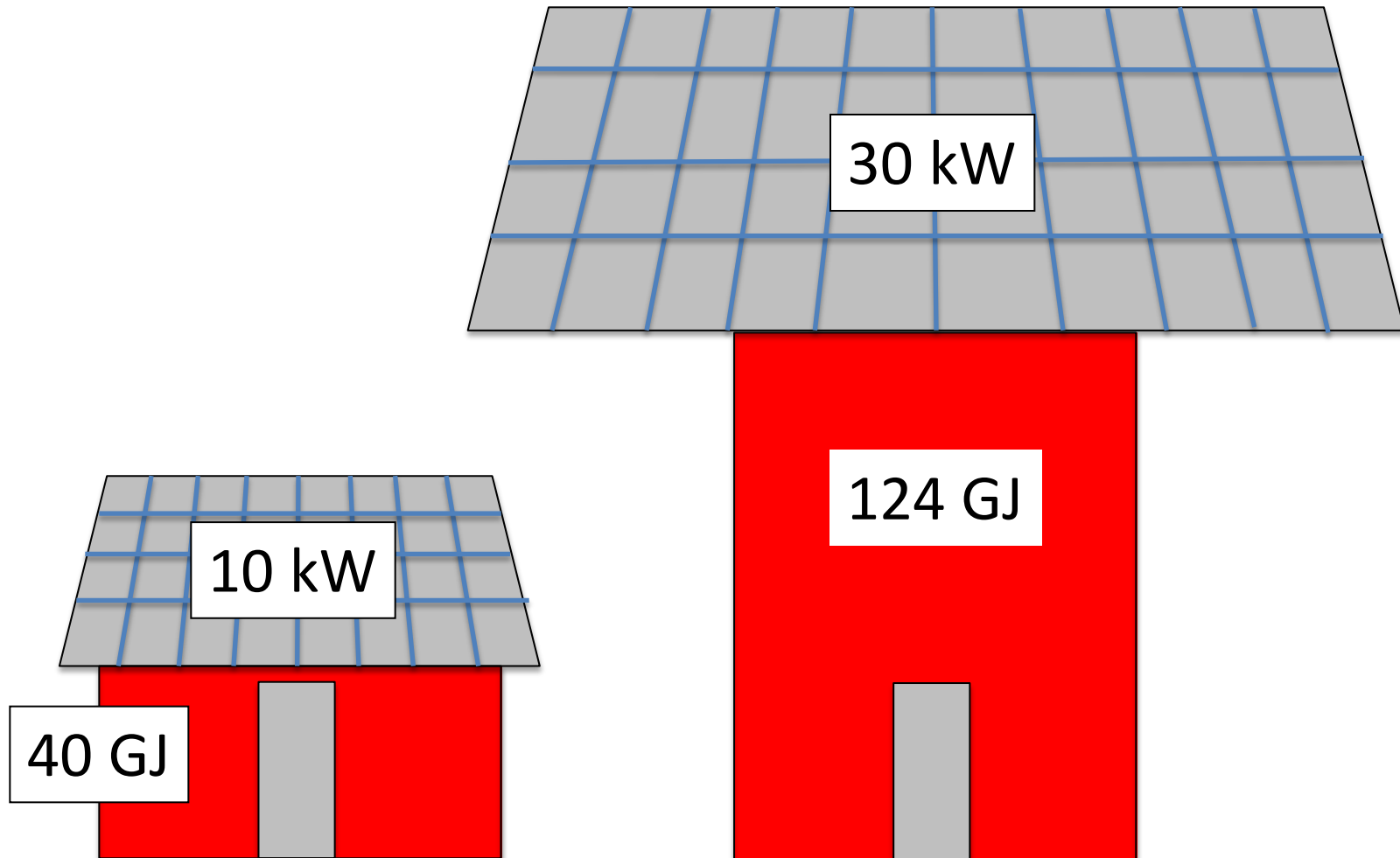


2/3

Wasted in CA



Energy Use Replaced with Solar



(Transportation excluded)

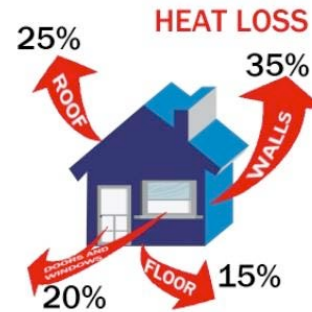


Heating a Home with 3 TVs?



Double Energy Productivity 2040

– Technology



– Behaviour



Getting to 100%?

2 - RESILIENT Local Distribution

- Strengthen local grids
- Facilitate
 - Local storage
 - Net metering and virtual net metering
- Rely less on very large power plants



This isn't about
snipping the wires



Renewable Energy

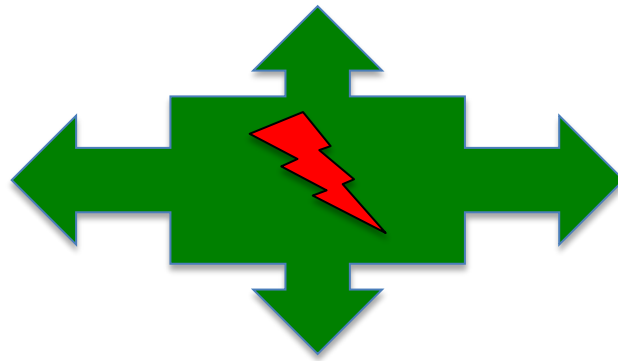
Changes the system from:

Centralized to Distributed

A grayscale photograph of a city skyline, likely Toronto, with the CN Tower as a prominent feature. The foreground is filled with a dense network of power lines and utility poles, suggesting a traditional centralized power distribution system. The text 'Centralized to Distributed' is overlaid in yellow, indicating a transition to a more decentralized energy system.

Electricity will become

a shared resource as consumers
barter energy credits with the utilities
and one another



Getting to 100%?

3- Seizing Opportunities

\$ ↓

Technological change ↑





Price of PV

(photovoltaics)

\$2,000.00

1960

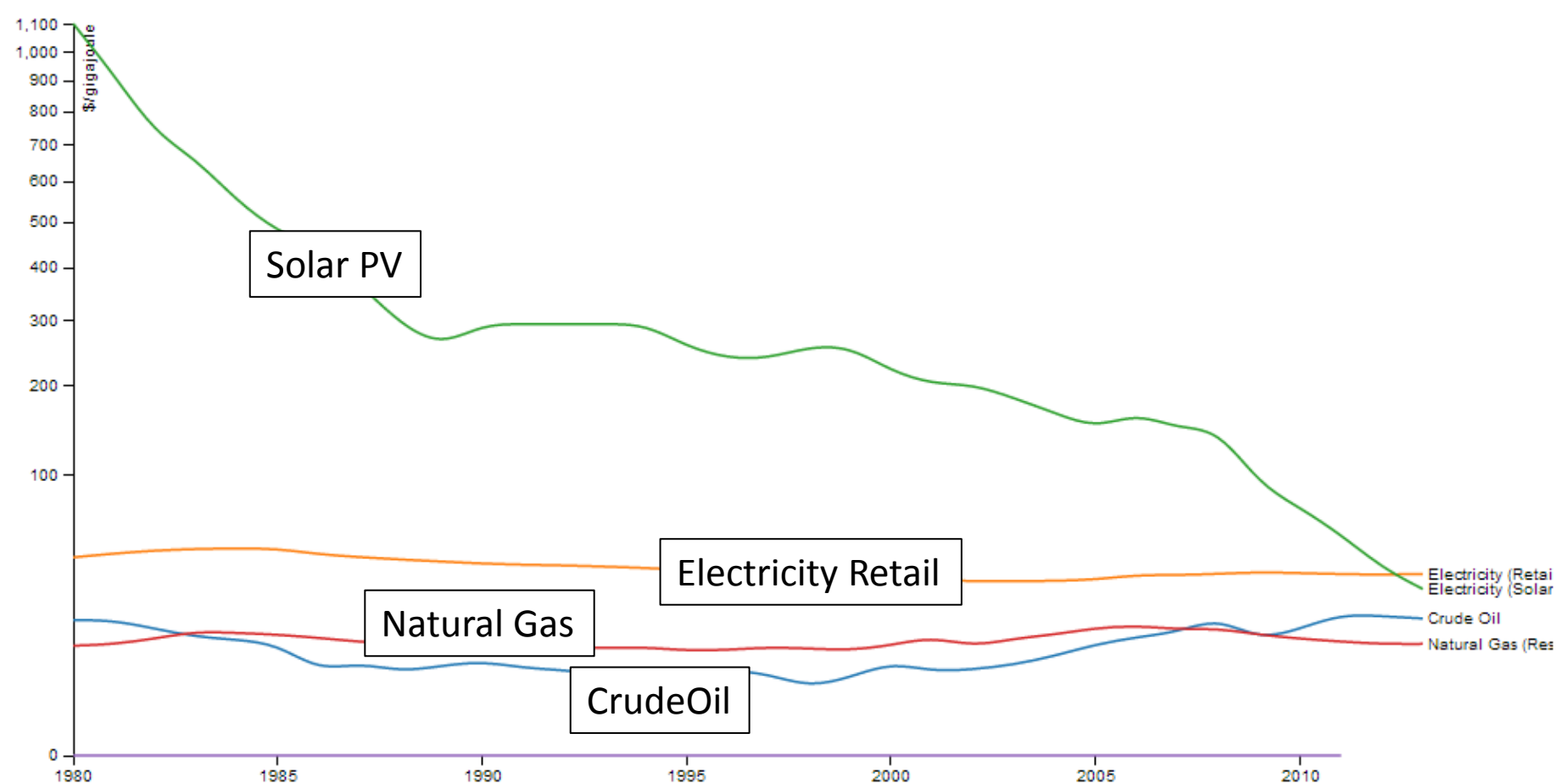
Per Watt

\$0.50

2016

Per Watt

The cost of generating electricity:



Source: <https://medium.com/armchair-economics/cbc9fdd91209>

Getting to 100%?

4 - Full Cost Accounting

Including externalities



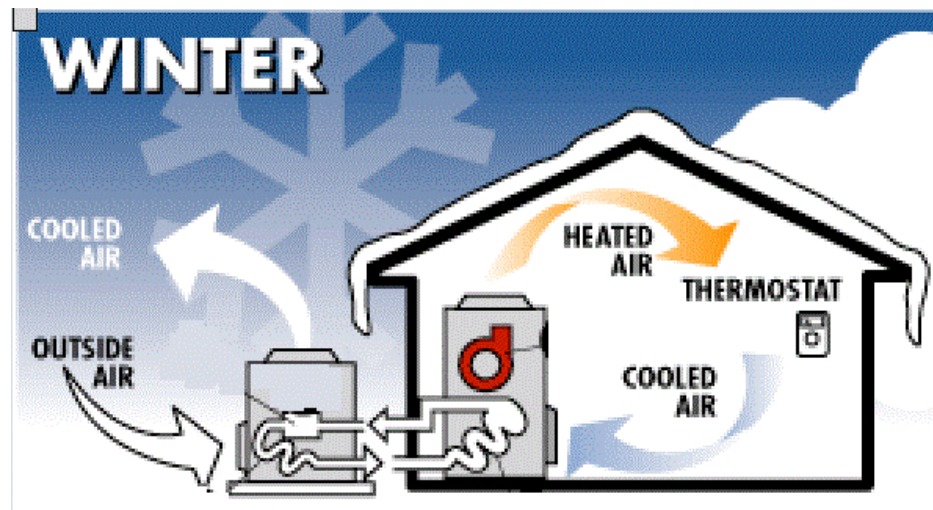
4 - Full Cost Accounting

Including externalities

- Pricing Carbon
- Cost of health care
- Cost of habitat destruction
- Cost of property damage

5 - Electrify the Energy system

Heating



5 - Electrify the Energy system

Transportation



6 - Massive switch to renewables



Getting to 100%?

- 1 - Conservation & efficiency
- 2 - RESILIENT Local Distribution
- 3 - Seizing Opportunities
- 4 - Full Cost Accounting
- 5 - Electrify the Energy system
- 6 - Massive switch to renewables



2050 Goal

100%
RENEWABLE
GUELPH



emergeguelfh.ca

I am in receipt of an update from eMerge Guelph with regard to Guelph's commitment to 100% renewable energy by 2050. I am in agreement with their thinking that, although the Community Energy Task Force "has done great work", the City of Guelph and its residents must go much further, faster.

It is imperative that, as a leading city in the country, Guelph MUST be an example and commit to achieving 100% renewable energy, as quickly as possible. Our lives and the lives of our children, and their children, depend on this.

I am confident that, with renewed commitment and hard work (as well as our hard-earned tax dollars), this goal is achievable in good time. I am hoping the City of Guelph will BE THE CHANGE.

Anne Elliott

I support that the City of Guelph **must lead by example and commit to a goal of 100% Renewable Energy by 2050!!**

Suzanne O'Hara

The Community Energy Task Force has done great work, but we need to go further.

The Corporation of the City of Guelph must lead by example and commit to achieve 100% Renewable Energy by 2050.

I encourage you to keep up the good work.

Michael Bouk

My wife and I recently moved to Guelph and one of the reasons we did so was because of Guelph's reputation for supporting environmental initiatives and being a recognized leader in this area. I urge you all to continue to build on this reputation (that is attracting people like ourselves) by committing to a goal of 100% renewable energy by 2050.

I do recognize that work has been done in this area but we need to go further and commit to this goal. I have worked in Sustainability for many years and I sincerely hope we can find ways to involve people like myself in this lofty goal.

Sincerely,
Rod and Janice Perry

Hi I'm a resident of Guelph and would love to see a commitment of 100% renewable energy!

And let council know that:

- The Community Energy Task Force has done great work, but we need to go further.

- The Corporation of the City of Guelph must lead by example and commit to achieve 100% Renewable Energy by 2050.

This will show true leadership in the community and be an example for the rest of the community.

B Parsons

My name is Renee O'Drowsky and I've been a member of the Guelph community my entire life. I've been tracking and supporting the Renewable energy pledge for Guelph and I want to reiterate my support to you.

I understand that a lot of great work has been done by the Community Energy Task Force - let's go even further.

Guelph has an opportunity to lead by example and join the other leading communities in Canada by making a real commitment to Renewable Energy. We must achieve 100% Renewable energy by 2050 (or heck, even sooner).

Show Guelph the value of your leadership in this community - let's make it happen.

Sincerely,
Renee O'Drowsky

Dear Mr. Mayor, and all members of Guelph City Council:

The Community Energy Task Force has done great work. We should be proud. But, we need to go further.

It is my belief that The Corporation of the City of Guelph must lead by example and commit to achieve 100% Renewable Energy by 2050.

This will show true leadership in the community and be an example for the rest of Ontario, if not the nation.

I ask you to support the motion to be presented on Monday, on behalf of all citizens of Guelph. Let's do this for our children and grandchildren.

Warm Regards,
Rosanne Morris

I really appreciate the work that the Community Energy Task Force has done for Guelph, but I think that our wonderful city should commit to 100% renewable energy by 2050, as Oxford County has done.

I heard David Mayberry speak in Guelph recently and was amazed at the great leadership this small rural municipality has provided for this issue. If Oxford can do it, Guelph certainly can too! As a resident, I'm 100% behind 100% renewable energy for Guelph.

Here is a link to the plan Oxford has:

<http://www.oxfordcounty.ca/Portals/15/Documents/SpeakUpOxford/2016/100RE/OCDraft100REPlan20160622.pdf>

Thank you,
Janet Baine

Dear Mayor and council members.

This concerns Monday's update of the Community Energy Initiative (CEI).

This initiative will give us an opportunity to shape the way the city of Guelph deals with energy and climate change until 2050 -

As a city, we need to commit to 100% Renewable Energy.

The committee has done great work to get to this point **but it does not go far enough.**

The City itself (the corporation) must lead by example and commit to a goal of 100% Renewable Energy by 2050.

This goal is attainable and we are not alone. Over 1,000 communities around the world have already made this commitment. In Canada: Oxford County (including Woodstock). Vancouver, Victoria, Saanich and Nelson BC.

The Corporation of the City of Guelph can show the rest of the community that it can be done.

In conclusion:

- The Community Energy Task Force has done great work, but we need to go further.

- The Corporation of the City of Guelph must lead by example and commit to achieve 100% Renewable Energy by 2050.

This will show true leadership in the community and be an example for the rest of the community.

Thank you for the work you are doing to make Guelph an environmental leader.

Sincerely,
Joan Agosta

Mayor Guthrie and members of Guelph City Council,

Thank you for your careful consideration of the update to Guelph's Community Energy Initiative.

I am in full support of the good work of Our Energy Guelph.

I would also hope that you could give consideration to the motion to commit Guelph to 100% renewable energy by the year 2050.

This is an important next step in our community's economic development as well as to help address climate change.

Guelph is ready for bold leadership.

thank you,

Ian Findlay, chair eMERGE

Dear City of Guelph Councillors and Mayor:

As the climate changes dramatically, and our use of fossil fuels rises, it is clear that cities like ours need to take a stand on reducing our impacts on climate. Now, there is an opportunity to take a reasonable and doable stand on the matter.

The Community Energy Task force is arguing that we take the modest step of becoming an energy neutral city by the year 2050 - 30 years into the future. Just as other Canadian communities have done, we need to do the same by adopting the same easily achievable goal.

Guelph has been both a pioneer and a leader in environmental initiatives. Committing to energy self-sufficiency over thirty years into the future is a way to show that we are still leaders in this regard,

Your Sincerely,

Bill McLellan

Dear Mayor Guthrie and Councillors, I have just finished reading the opinion letter in the Tribune from Our Energy Guelph and am inspired to do better for the future of my children and grandchildren. I hope that the Corporation of the City Of Guelph will join other cities all over the world in supporting the goal of 100% renewable by 2050.

As a board member of GCAT (Guelph Coalition for Active Transportation) we are advocating for better and safer options for citizens to walk or ride instead of using a

car .Transportation is a major contributor to greenhouse gas and this is one simple way we can reduce our impact .
Please vote for a 100 RE future

Thanks ,

Mike Darmon

To Mayor and City Council;

This Monday, May 7, the city will be updated about the Community Energy Initiative (CEI). I want to thank all involved for the very important work.

I believe - as does everyone I talk to - that this work must be expanded to include a commitment by the City of Guelph to achieve 100% renewable energy by 2050.

The plans and means to do this already exist. I urge all of you to support this level of initiative.

Thank you,
Sam Turton

Why Guelph City Council should commit our city to becoming 100% Renewable Energy Community by 2050:

Mike Goostrey

1. We're heading there anyway:

There are over 1000 cities worldwide which have already adopted the commitment to become 100% renewable-energy powered by 2050. Guelph should be supporting and complimenting non-profit and community efforts towards reaching this goal by making the commitment.

The build-out of a charging network for EVs in Guelph and southern Ontario coupled with decisive provincial government policy to encourage early adoption has resulted in a boom in the market; I ordered my 2018 Nissan Leaf on Tuesday and was told I'd be waiting *six months* to receive it due to a Canada-wide order backlog. For a Tesla model 3 - it would have been 12 months (even before the recent production halt)!

In 2017 the provincial government had to re-finance the capital debt on the build-out of renewable electricity generation infrastructure and suspend the FIT and micro-FIT programs...not because they were unsuccessful, but because citizens responded so well to their Save on Energy program.

These serve to prove that there is strong desire among the public to take action against climate-changing activities; *all they require is appropriate enablers.*

2. Guelphites embrace progressive behaviour:

The uptake of residential solar panels on Guelph roofs exceeds the provincial average.

There are numerous EVs appearing on our streets.

We have many neighbourhood groups supporting green-energy and local farming practices.

Guelphites are ready to embrace the challenge of making our city a beacon of change by becoming 100% RE; with solid leadership and direction, I'm sure we'd reach that goal well before 2050.

3. Municipal governments are powerful enablers for citizens and businesses alike:

Cities have become the proving ground for environmental initiatives over the past decade. Citizens and municipal governments no longer take their lead from regional or national governments; they take the lead on emerging issues and nurture the social action which drives local policies to enable the changes people are looking for.

This is one of those changes.

4. Commerce responds faster to government than individuals:

Businesses respond to the market, and go where the money goes. Sometimes, individuals consciously make choices to try to influence the market, (for example, I try to buy local produce when I can). But individuals alone often feel insignificant and can never measure their success, which can lead to abandoning their philosophies.

Governments - even municipal ones - can establish policies which not only enable citizens to make better choices, they can lead targeted campaigns to shift consumer (and thus business behaviour) to more desirable standards. This need not be a blunt, anti-business initiative, (such as a tax on plastics); Guelphites are smart enough to craft policies which encourage both residents and businesses to change for the better, (see our national waste-diversion rate versus the national average).

Only you are in a position to enact local regulations which actively encourage all parts of our community to embrace a shift to the likes of 100% RE. I ask you to show the leadership required to take advantage of this opportunity.

5. Its the right thing to do:

The jury has been back on climate change for a number of years now; most of us have woken up to the potential harm we are unleashing on our planet, and that it will affect all of us.

Regardless the future problems, we create pollution every day through the use of hydrocarbons to power our economy - one of the richest in the world. You see, to the rest of the world, *WE are the 1%*; we want for very little because we enjoy the benefits of exploiting the earth's resources. The rest of the world wants - and deserves - at least some of what we have. In order to help them achieve a better life - if not as comfortable as our own - we'll need to find alternative energy sources: sources available to everyone.

By committing to making Guelph a 100%RE city, you would not only be helping our citizens and our citizens' children, you would be helping enable - if not drive - an industry which will result in elevating billions of people to a better life.

Thank you.

To Council,

We own a business in downtown Guelph called Fantescapes. It operates in the afternoon and evening at 121 Wyndham Street North.

Frequently we have customers arriving late because of parking, or complaining of parking. We face these struggles:

- late customers due to lack of , or difficult parking choices.
- often we lose a point on rated reviews due to concerns about parking in downtown Guelph, which is beyond our control. These ratings are important to us, as it not only affects our competitive standing provincially, but also harms the general tourism outlook for Guelph.
- when promoting to customers, we find those outside of the downtown area are willing to come downtown specifically because of the parking reputation.

It is absolutely imperative that on street parking during our business hours (which stretch until 11pm for us) be earmarked for customer use. A 2 hour limit works well for our needs, but we do not see this enforced and find that on street parking is often taken up by longer term uses.

Evening parking that is close to us is especially important with regards to how our customers view safety downtown. A safe environment does not force a customer to walk a significant distance in the dark from parking spot on another street or parking lot, to our location.

Thank you for reading and considering our concerns.

Sincerely,

-T. Shawn Johnson and Glenn Roberts.

My name is Matthew Forbes. I own and operate Matthew's Barbershop at 24b Macdonell street. It is routine now that my clients are late and flustered when they finally walk into my shop for their appointment. I have personally watched as my client circles in their car...and then texts me to say that they can't make their appointment because of a lack of parking. As a result, I have lost substantial business due to the parking problem that was bad and is now much worse. I will be consulting with my lawyer this week to see if there are any options for me in the way of suing to recoup my losses. I keep track of my cancellations btw. There must be some form of mitigation to the parking woes of downtown while we the small businesses of Guelph suffer. Parking has always been at an insulting level in Guelph and I do see some efforts at improvement but the current situation must not be ignored. Too often the small businesses in the downtown are disrespected and left hanging.

Please let me know that this email has been received.

In addition, I have, as everyone has noticed that parking enforcement is not a daily occurrence downtown. I demand that all day parkers be ticketed everyday and or towed so that the businesses in the downtown can be better served.

Matthew Forbes
Matthew's Barbershop

Hi,

We recently moved our businesses into the downtown core, and have had several complaints from our clients about parking. While we understand that parking downtown has been a challenge for many business for several years now, the timing of parkade reconstructions on Wilson and Quebec St seems to compounded the problems.

What we have noticed since we moved in last June, is many cars parking longterm on the side streets (Cork, Macdonnell and Wyndham) where they should only be parking for 2 hours. We have called the city to have them check on cars (especially on Cork St), and when I met one of the parking officers, he mentioned that there were only a few of them for the entire city! While we are NOT in support of metered parking on the streets, perhaps drawing lines to encourage drivers to park within the lines and not take up more than one spot, and to discourage drivers from parking in front of alley ways.

Another common complaint that we receive from our clients is that the paid parking meter in the McDonnell parking lot is next to impossible to read and unpredictable as to whether it will accept payment. The buttons are apparently warn, and the instructions are unclear. We would recommend that this be maintained or replaced ASAP.

Thanks for considering our comments

Mairin C. Viol, R.M.T. and Wendy Owens CMP, C.Pod, BScPod

I am writing to offer my input on the frustration with the parking availability in downtown Guelph. I am a fairly new business owner at 31 Quebec St. I opened "comfort & co." in January of 2017. I am very grateful that a parking space behind my store was included with my rent. I have heard from many frustrated customers about how they have had to circle the downtown area several times in order to find a parking spot. Feedback I've heard is that they will circle up to three times before they give up completely. Brand new customers to the store have revealed that they rarely come downtown at all because of the parking.

I personally feel that during the week the parking spots on Quebec Street are taken by full time employees at either the banks or at other businesses in the downtown as most spots are taken by 9:30am, BEFORE the stores are even open. It's a problem all the way around and if you really want to keep quality retailers in the downtown core, this MUST be addressed immediately.

A couple of ideas - have you considered parking options at the Italian Centre lot on Elizabeth St and offering a small bus shuttle in the morning and at the end of the business day, for full timers? Also, have you considered paying the construction team for the Wilson Street parkade to work on a 24 hour a day schedule so that it can be finished ahead of schedule? Is there an option to rent space from the parkade being built near the police station?

Also, for the record - I am AGAINST putting parking meters up in downtown Guelph. I am also against a vigilant parking enforcement on weekends. Do it during the week but go easy on the ACTUAL SHOPPERS on the weekends.

Business is extremely difficult and it may surprise you to know that some new business owners either haven't paid themselves at all or if they have it equates to a mere pittance. Couple this with the extreme weather this winter many of us can say we have lost money.

If you want quality shops and no vacancies in the downtown we must address the parking issues.

Sincerely,

Comfort & co.
31 Quebec St.
Guelph

I write this email as a small business owner (Fallowfield, Quebec St) and ask that the parking downtown for customers be addressed immediately. In particular I request that the City demand that downtown business employees refrain from parking on the streets with immediate effect. (Quite often Quebec St is 50% full by 9am - these are not shoppers).

I'm not sure if the City are aware but being a small business owner (in particular in retail) is tough. For example, I have had my business for over 18 months and still haven't paid myself a penny - nor do I have paid staff. This I feel speaks for many other businesses, mainly retailers. I not only do this because I am passionate about the products that I sell but that I truly believe in the idea of having a downtown core that includes unique shopping and dining experiences amongst others. I am from the UK and notice that there is a huge surge in "saving the high street" there. People are finally recognising what towns and cities stand to lose if we don't act soon.

Best wishes
Vicky Canham

Please enforce strict surveillance on the time that people make use of the street parking. It seems apparent that some are parked for hours on end and this discourages and frustrates shoppers from even attempting

to come downtown. This is a major concern for us merchants who not only have to put up with all the vacancies that are in the core plus the parking issue which we constantly face on a daily basis. Downtown Guelph is not the shopping centre of the city any more and it is deteriorating day by day. Please do something to keep the CORE vibrant... Deeply concerned.

Julie Bianchi.

Hello to you all. While I am not able to attend next Monday's Parking Meeting, I appreciate the opportunity to share my comments via this email note.

I am someone who appreciates both the experience of a unique downtown and the requirement of a well-developed infrastructure to support such a space. Our current parking situation has brought the issue to an urgent moment (no surprise to the three of you, I am sure). A couple of the issues that arise for me are:

- The need for a two-fold approach – moving the parking of downtown workers out of the core and to a space that does not infringe on the surrounding downtown neighbours who also need their roads usable
- One idea that I keep hearing is the idea of an off-site parking area and a shuttle into downtown, such as the Italian Canadian Club or the Sears parking lot (which would also make that latter space look far more active)
- Combined with the above idea, an active campaign to draw Guelphites and visitors into the downtown core – I work downtown two days a week and constantly hear people raving about it once they arrive (including a New York and a Montreal visitor, each of whom referred to the downtown as a “curated collection” of stores)
- An enlivening of the wooden wall around the Wilson Street construction site leading from Norfolk to Wilson – please run images past a small focus group. What might feel fun to kids in the daytime may feel threatening to women walking that path alone at night.

I am quite confident that some of these things are already in the works, and I just don't know about them. We've heard much in the media about the problems, I welcome the prospect of hearing about the solutions. Please feel free to brag.

My goal would be to have a usable downtown now. And also to support the downtown businesses to flourish so that when this construction is over, we still have a surviving collection of businesses to celebrate.

Thank you all for your work in supporting the downtown community... and the whole community.

Cheers for now, Anne

Anne MacKay Consulting

I am writing in concern regarding your proposed downtown Parking Master Plan.

I believe it is a well documented fact that Millennium Clothing Co was forced to move away from it's Wilson St home of 22 years solely due to parking decisions made by City Hall that reduced our business by 25% each month that we were surrounded by Construction.

When we approached City Hall to keep our angle parking until the parkade was built, we were given zero consideration and told NO in no uncertain terms.

City Hall is not listening to the merchants and the customers who frequent the area. Downtown is supposed to be a feel good, fun environment with amazing restaurants and interesting shops to visit. We are the reason people come downtown and we all combine to make it vibrant and thriving. The decisions made by City Hall with regards to parking have driven our customers away and jeopardized our livelihood.

I would like to ask who is responsible for closing two major parking areas simultaneously and suggest they be relieved of their duties. It would have been simpler to close the Quebec St parkade first and then begin the Wilson St parkade once Quebec St was re-opened. It also would have given the Wilson St Merchants a chance to recover somewhat from their losses during the Wilson St four month closure.

To alleviate the situation I would recommend that all day parkers be identified and removed from the downtown core. I would also vehemently oppose paid meter parking on the streets as I believe we are at a tipping point and this would drive people right away from downtown completely. Instead we need to entice people back to our core, and penalizing them for frequenting the area by forcing them to pay for parking is a huge step backwards.

I would recommend that Wilson St be returned to angle parking until the parkade is complete. The bollards are actually a hindrance to parking and have damaged several vehicles parking on that street. We have gone from 14 available spots to 6. (perhaps 7 on a day of good drivers who actually know how to parallel park).

I would also recommend that City Hall identify the business owners that have been deeply affected by the construction and offer them compensation for part of their losses.

Guelph is known for being a progressive City, let's try to stay downtown friendly for everyone's benefit, not just for the benefit of City Hall, and rectify some of the bad decisions made in regards to parking during the past 2 years.

Lynn Kurp
Millennium Clothing Co.

Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1
April 25, 2018

Dear Mayor and City Council,

Beginning in the summer of 2017, I began investigating how other local municipalities in Ontario were using red light photo cameras to reduce traffic incidents at dangerous intersections and the success with which their programs were proceeding.

The obvious upside from what I have read is how large the reduction in accidents at monitored intersections has been. Clearly, the biggest concern is preventing deaths and injuries through a process that I hope the majority of City citizens will see as educational in nature; I cannot imagine a rational argument that could convince me of someone's right to run red lights without penalty.

The costs of accidents are not limited at all to deaths, injuries and ongoing physical and mental anguish. There are the insurance costs, costs of emergency responses (which may lead to further injuries), damage to private or public property and the costs of investigations. All of our citizens cover these costs in general.

I would sincerely appreciate your consideration in beginning such a program in Guelph.

Yours truly,

Bill Teesdale

April 26, 2018

Dear Mayor Guthrie and Guelph Councillors:

We are writing in support of a motion brought forward by Councillor Downer directing staff, in consultation with the Guelph Police Services, to investigate the process to implement Red Light Cameras in the City of Guelph.

As retirees we enjoy walking and cycling daily as a way to both improve our fitness and reduce our carbon footprint. We have noticed with increasing regularity the number of cars in Guelph that are running red lights putting both drivers and pedestrians in danger. To avoid being injured it is imperative for pedestrians to wait at signal crossings, regardless of the walk signal, for cars to come to a complete stop before attempting to cross the street. For persons with disabilities this makes it challenging for them to complete the crossing prior to the light turning. We have personally experienced or witnessed many close calls.

We understand that in those municipalities where red light cameras are operating that the number of collisions has decreased significantly at those intersections with cameras. We urge the City of Guelph to take action to reduce the risk to all road users and to help prevent needless injury and loss of life due to affordable collisions.

Sincerely,

Teresa and Allan McKeeman



OLD UNIVERSITY NEIGHBOURHOOD RESIDENTS' ASSOCIATION

14 Wolfond Crescent, Guelph, ON N1G 2B7

Thursday, May 3, 2018

Committee of the Whole
c/o Mr. Stephen O'Brien
City Clerk
City of Guelph
City Hall, 1 Carden Street
Guelph, Ontario N1H 3A1

Re: Red Light Cameras

Members of Council:

The Executive Committee of the Old University Neighbourhood Residents' Association (OUNRA) recently had the opportunity to review the Red Light Camera Recommendation being tabled by Councillor Downer.

OUNRA supports Councillor Downer's recommendation without reservation and we applaud her for bringing this long overdue idea forward. In fact, OUNRA would like to see this recommendation expanded to include an examination of automated speed enforcement (ASE) systems in designated community safety zones.

The Old University Neighbourhood is bound by high volume roads (Edinburgh, College, Gordon and Wellington). The intersections of these streets are amongst the most dangerous intersections in Guelph. The implementation of red light cameras would undoubtedly enhance the safety of everyone, particularly vulnerable road users such as children, seniors and cyclists.

Similarly, OUNRA believes that the children going to and from school in our neighbourhood, the people using our parks and those who study and work at University of Guelph deserve to have their safety enhanced by the deployment of ASEs in designated community safety zones.

In 2016, the Government of Ontario passed the *Safer School Zones Act, 2016* specifically to give municipalities the ability to enhance safety measures in community safety zones and school zones.

The prescriptions in the *Safer School Zones Act* allow municipalities to:

Old University Neighbourhood Residents' Association

14 Wolfond Crescent, Guelph, ON N1G 2B7

- Adopt automated speed enforcement (ASE) technology on municipal roads, which takes pictures of speeders' licence plates and is already used in many parts of North America and Europe, and for community safety zones and school zones. Part XIV of the *Highway Traffic Act*.1 (Photo-Radar System Evidence) of the Act was repealed and replaced by a new Part XIV.1 (Automated Speed Enforcement). This allows municipalities to authorize the use of automated speed enforcement systems in community safety zones and school zones; and
- Use a streamlined process for participating in Ontario's Red Light Camera program without the need for lengthy regulatory approval.

Safety cameras are being used in several North American jurisdictions including Alberta, Saskatchewan, Manitoba, Quebec, Colorado, District of Columbia, Illinois, Maryland, Ohio, Tennessee, Utah and Washington. Studies in Norway, UK and New Zealand found similar efficacy in having safety cameras prevent road traffic collisions and related casualties. Fatalities decreased between 17% and 71%. Personal injuries declined by 12% - 65% and collisions fell by 5% - 69%.

The last time any significant polling examined this issue was in 2011. The Ontario Road Builders' Association commissioned Harris/Decima to conduct a survey to gauge Ontarians' support of safety cameras. That survey found that 67% of Ontarians support the use of safety cameras to measure speed near schools, community centres and construction zones on provincial highways and local roads. Support was highest among retirees at 79%, and women at 75%. For a multitude of reasons, the appetite for enhanced road safety measures has only grown since then.

Critics will whinge that this is an affront to civil liberties. It is not. One always retains the right simply to abide by the law.

Your decision to endorse this recommendation might save someone's life.

Regards,



Scott R. Butler
President

Committee of the Whole One-year Review

May 7, 2018

Background Information

- City Council adopted a Committee of the Whole governance structure in September 2016.
- In May 2017 Council directed staff to undertake a one-year comparative review of the Committee of the Whole and Standing Committee governance structures. This review compared 2015 (Standing Committee) with 2017 (Committee of the Whole).
- The results of that review were used to inform the staff recommendation to continue with a Committee of the Whole governance structure.

Public and Internal Stakeholder Engagement

- The public stakeholder group that was engaged during the initial transition to Committee of the Whole was consulted again.
- Individual meetings were held with all members of Council.
- The results of the comparative one-year review were discussed with the Executive Team and their feedback was incorporated in the recommendation.

What we heard from public and internal stakeholders

- Some members of Council believe 2:00 p.m. start times for Committee of the Whole meetings are a barrier to public engagement.
- The Chairing of Committee of the Whole meetings is confusing and difficult to follow.
- Committee of the Whole meetings, and Council meetings in general, are too long and go too late.

Committee of the Whole vs Standing Committees

- Roughly the same number of delegates were received at Standing Committees and Committee of the Whole (51 in 2015 vs 45 in 2017).
- Fewer Council meetings now go past 11:00 p.m. (five meetings in 2015 vs one in 2017).
- Less total time is spent in Committee and Council meetings (90.5 hours in 2015 vs 66.25 hours in 2017).
- Labour and material costs for printing agendas have decreased significantly (\$21,783.10 in 2015 vs \$7,441.14 in 2017).

Changes to Committee of the Whole Chairing

- Changes proposed to Chairing include:
 - Clearly divide Service Area portions of Committee of the Whole meetings with a ten to fifteen minute break.
 - Move Service Area Chair to centre of Council horseshoe for each respective Service Area portion of the meeting.
- These changes will help avoid confusion regarding who is Chair at a particular point in a Committee of the Whole meeting.
 - No items could be moved between Service Area portions of an agenda (i.e. an item with delegations could not be moved above an item with no delegations if they were from different Service Areas).
- The break would provide time for staff to adjust the voting equipment to reflect a change in seating locations.

Recommendation

That the Committee of the Whole governance structure be continued as outlined in report CS-2018-39, Committee of the Whole One-year Review, dated May 7, 2018.

2017 Reserve and Reserve Fund Statement

CS-2018-16
May 7, 2018

2017 Highlights

- Successfully completed Phase 2 of the **Reserve and Reserve Fund Review and Policy Update** in September 2017
 - Updated the General Reserve and Reserve Fund Policy to include detailed purpose, funding source, designated use, target balance, timing and authorization specifics for all reserves and reserve funds;
 - Recommended consolidation and/or closure of 16 reserves or reserve funds; and
 - Reallocation of funds between under and sufficiently funded reserves based on revised targets

2017 Highlights

- Demonstrated progress towards the Corporate Administration Plan (CAP) goals of **Maximizing Value from Assets and Financial Stability**
 - First year of reporting a fiscal impact statement on the funded status of the reserves and reserve funds;
 - First year of being able to strategically link the operating surplus allocation to the most critical under-funded reserves and reserve funds;
 - Transparent and accountable reporting to Council on significant transactions and the strategy for addressing under-funded reserves and reserve funds

Reserve and Reserve Fund Summary

In millions	Actual Balance	Actual Balance after Commitments	Funded Status *
Tax Supported	\$59.16	\$24.24	(58%)
Non-tax Supported	\$127.19	\$77.18	122%
Obligatory	\$65.69	\$2.49	N/A

* Brackets indicate under funded

Recommendations

- **Reserve and Reserve Fund Structure**
 - Adding new reserves and reserve funds (#1)
 - Decommissioning others (#2)
 - Correcting naming practices (#4)
- **Realigning the city's funds to the greatest needs (#3)**
 - Maximizing the value of the City's assets
 - Financial stability

Cash-in-lieu case study

Downtown high-density residential

Multi-storey building with 100 units.

Site area: 0.2 hectares

Market value of land pre-development: \$1 million

Scenario 1:

In the Downtown, the current Guelph Parkland Dedication By-law caps cash-in-lieu at no more than 5% of the total market value of the site (the day before the building permit is issued), regardless of the number of units.

5% of \$1 million is \$50,000

Therefore the cash-in-lieu payment for the development is \$50,000.

This works out to \$500 per unit – far less than the frozen 1989 cash-in-lieu rates used for detached and semi-detached houses.

Scenario 2:

Planning Act alternative rate (in force from at least 2004-2016): 1 ha per 300 units for both land and cash-in-lieu.

For 100 units, cash-in-lieu would be based on a figure of 0.33 hectares of the market value of the land in question (the day before the building permit is issued).

Each 0.1 hectare of this site is worth \$500,000. Therefore the cash-in-lieu payment based on the Planning Act alternative rate would be \$1,650,000. ($3.3 \times \$500,000$). This works out to \$16,500 per unit.

Variance:

In this case study, the variance between the amount that the City of Guelph would have collected under our existing By-law and the amount allowed by the Planning Act under the alternative rate is \$1.6 million.

Note: In 2016, the Planning Act was amended to calculate the alternative rate for cash-in-lieu at 1 ha/500 units. The alternative rate for conveyance of land remained the same at 1 ha/300 units.

Mayor Guthrie and Members of Council:

At the COW meeting this coming Monday, City Staff will be presenting the 2017 Reserve and Reserve Fund Statement. This statement gives you the balances in the accounts and also evaluates their condition.

In particular, I would like to address the Parkland Dedication Fund and Downtown Parkland Dedication Fund.

On page 13, the report identifies that there is \$612.957 in the Downtown Parkland Dedication Fund and that this reserve is seriously underfunded. It is anticipated that \$4.3 million will be needed in 2022 for the purchase of the Wellington St. plaza river frontage. This additional parkland is critically needed to meet the Official Plan targets of 1ha/1,000 residents of parkland in the downtown, especially as we are planning to add 8,500 more people to the downtown. Even this significant parcel of land is likely not enough to meet the required targets.

Staff states the following reason for the fund shortfall:

To date, there is \$613 thousand in the reserve fund, and it is considered to be significantly underfunded. This variance is due to slower than anticipated redevelopment and this should be considered when evaluating the capital budget and forecast.

While slower than anticipated redevelopment in the downtown may indeed be a factor in the underfunding of this reserve, it is profoundly disturbing to me that the real reasons for the shortfall have not been shared with City Council in the report. It may be that the authors of this report were not made aware of these reasons by staff in other departments.

The recent background report prepared by “The Planning Partnership” for the Parkland Dedication By-law review details the additional reasons for the shortfall in the Downtown Parkland Dedication Fund. These factors have also likely contributed to low balances in the City-wide Parkland Dedication Fund.

These factors are as follows.

- 1) Caps on parkland conveyance policies, particularly in the downtown.
- 2) Difficulties in enforcing parkland conveyance policies and inconsistency in collecting cash-in-lieu
- 3) Use of parkland dedication funds for expenditures other than land acquisition.
- 4) Reductions in parkland dedication used as incentives for a variety of other public benefits.

1) Caps on parkland conveyance policies, particularly in the downtown.

By far the biggest impact on the balances in the parkland dedication funds have been the caps on cash-in-lieu and land conveyance, regardless of the number of units in medium and high-density developments.

On p. 15 of the report, the consultant writes the following:

<https://guelph.ca/wp-content/uploads/Guelph-Parkland-Background-Report.pdf>

Payment-in-Lieu Policies

*Presently, the City operates two separate payment-in-lieu accounts, a downtown fund and a general fund for the rest of the city. The downtown fund can only collect and spend funds within the boundaries of the Downtown Secondary Plan. **These funds currently hold a small balance largely due to the difficulties in enforcing parkland conveyance policies throughout the City and the existing caps in the Downtown area.***

Both conveyance of parkland and cash-in-lieu in the downtown have been capped at 5% of the value of the land the day before the building permit is issued. In contrast, as far back as 2004 (the oldest iteration of the Planning Act available on-line) until 2016, the Act has allowed for an alternative rate of 1ha per 300 units for both conveyance of land and cash-in-lieu. In 2016, the alternative rate for cash-in-lieu was amended to a value of 1ha per 500 units. The rate for conveyance of land remained the same at 1ha per 300 units.

The case study attached to this email shows that the variance between our capped rate and the Planning Act alternative rate for a 100-unit multi-storey building under the 2004 – 2016 Planning Act could be more than \$1.5 million per development. (See the end of this submission for the relevant sections of the Planning Act).

In the case of recent developments, we may have been actually collecting as little as 3% of cash-in-lieu monies that we would otherwise have been entitled to under the Act.

While development may not have been at the pace anticipated, there have been multiple recent major developments breaking ground: The two Tricar Towers, Metalworks and the new multi-storey building on Yarmouth. If \$1.5 million for each of these four developments had not been left on the table, compared to what the Planning Act would likely have allowed us to collect, the Downtown Parkland Dedication Fund could currently contain in the neighbourhood of \$6.6 million – more than enough to purchase the Wellington Plaza lands, as well as allow consideration of other strategic purchases such as 75 Dublin St. N.

2) Difficulties in enforcing parkland conveyance policies and inconsistency in collecting cash-in-lieu

This statement comes from the consultant who wrote the background report for the Parkland Dedication By-law update. It is further supported by a comment from an unidentified City staff person and what appears to be a developer comment.

On p. 49, one or more “Internal Stakeholders” make the following comment:

- *The City lacks clear and consistent staff procedure for collecting and recording parkland dedication*

On p. 53, the following feedback was provided:

- *City should not be attempting to collect later in the process if they missed collecting at the appropriate time – this needs to be clear in the bylaw*

From a citizen perspective, all monies owing to the City should be collected. Clear and consistent staff procedures must be implemented to collect and record parkland dedication.

3) Use of parkland dedication funds for expenditures other than land acquisition.

On p. 49 of the report, the following comments are made:

Payment-in-Lieu Policies

- *Traditionally used only to purchase land*
- *Recently used to maintain/redevelop recreation facilities*
- *Clarity needed on how payment-in-lieu monies can be used and how to allocate the monies*

Under the Planning Act, Parkland Funds can be used for the following:

.....the acquisition of land to be used for park or other public recreational purposes, including the erection or repair of buildings and the acquisition of machinery for park or other public recreational purposes.

It appears that historically, Guelph only used this fund to purchase land. When was the policy change made to raid this fund to maintain and develop recreation facilities? Was this a policy change that was approved by the whole of Council?

While this sleight of hand may meet political agendas to keep tax rates low, it is ultimately robbing Peter to pay Paul and the critical deficits in our parkland dedication funds are only exacerbated.

It is worth noting what the Planning Partnership Consultant says on p. 62 of the report regarding Development Charges:

Development Charges – though DCs cannot be used for the acquisition of parkland, they are the primary funding tool for the design and construction of parks and other public facilities.

Given this reality, Development Charges should be used for the design and construction of parks. The parkland dedication funds should be reserved solely for the purchase of land.

4) Reductions in parkland dedication used as incentives for a variety of other public benefits.

The Planning Partnership report outlines that reductions in Parkland Dedication rates can be used as incentives for sustainability, affordable housing, economic goals, downtown development or density targets.

I am not sure how much this has been the case in Guelph. These trade-offs are certainly invisible to the average citizen and perhaps to Council. It is ridiculous to swap out one essential public good for another. City policies, finances and tax rates have to be organized so all these essential things are taken care of in a transparent way.

Conclusion:

Our amazing network of parks and trails are a key selling feature for all kinds of housing in our City and particularly the condominiums in the downtown. Going forward, all development in the City must contribute to the sustainability of these amenities for future generations.

Sincerely,

Susan Watson

Footnote:

The oldest version of the Planning Act I was able to access was from 2004. Section 42 governs the conveyance of land for Parkland and cash-in-lieu.

<https://www.ontario.ca/laws/statute/90p13/v2#BK58>

From as far back as 2004 to 2016, the Ontario Planning Act allowed municipalities to employ an alternative rate of 1 ha per 300 units for both land and cash-in-lieu.

Alternative requirement

(3) Subject to subsection (4), as an alternative to requiring the conveyance provided for in subsection (1), in the case of land proposed for development or redevelopment for residential purposes, the by-law may require that land be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 300 dwelling units proposed or at such lesser rate as may be specified in the by-law. R.S.O. 1990, c. P.13, s. 42 (3).

Official plan requirement

(4) The alternative requirement authorized by subsection (3) may not be provided for in a by-law passed under this section unless there is an official plan in effect in the local municipality that contains specific policies dealing with the provision of lands for park or other public recreational purposes and the use of the alternative requirement. R.S.O. 1990, c. P.13, s. 42 (4).

Use and sale of land

(5) Land conveyed to a municipality under this section shall be used for park or other public recreational purposes, but may be sold at any time. R.S.O. 1990, c. P.13, s. 42 (5).

Payment instead of conveyance

(6) The council of a local municipality may require the payment of money to the value of the land otherwise required to be conveyed under this section in lieu of the conveyance and the value of the land shall be determined as of the day before the day the building permit is issued in respect of the development or redevelopment or, where more than one building permit is required for the development or redevelopment, as of the day before the day the first permit is issued. 1994, c. 23, s. 25.

I am aware that councillor June Hofland is bring forward a motion to have the #3 bus return to a 30 minute from the current 40 minutes.

It is imperative that this change be made as viable businesses, a rehab facility and hospital are on this route and they cannot be properly serviced in the route's current format. Individuals who use the service to go back and forth to work are either very early or late.

As a member of the Transit Advisory Committee I urge you to pass this motion.

Brenda Pilon

Transit route changes have affected Guelph's most vulnerable

OPINION Feb 09, 2018 Guelph Mercury

I am a direct support professional, assisting a number of adults in Guelph with special needs who require assistance. In my experience, I've found it quite common that many of the most vulnerable in our community often go unheard, so I started a Facebook group as a means to offer them a voice. However, someone had it shut down, so I am sharing my concerns here in the Tribune, hoping others will take up this cause.

"Minor" changes to the transit system in Guelph have caused anything but minor disruption to many of the men and women I assist.

As an advocate for their needs and well-being, not only those whom I support, but many others have approached me to voice their opinion on changes to the routes which occurred last September. In many cases it has left them lost, confused and frustrated. The recent changes on route No. 3 have been particularly frustrating to those I directly support.

To use this route as an example, what was once a simple half-hour schedule, with easy connections downtown to their final destination, has turned into a 40-minute schedule, synchronized with nothing, leading to additional 20-minute wait downtown if all goes well. Given the cold winter we've experienced, this has made it even more challenging. It's especially detrimental when trying to encourage independence and increased reliance on public transit for those I support. Very few routes have been subject to similar changes, leaving me very frustrated, as I feel transit decisions are predominantly made looking at numbers, without an understanding of other factors which can't always be quantified.

Some routes certainly have a more proportionate number from the vulnerable sector, many of whom often find change difficult to adapting as it is, by making their experience of taking the bus even more difficult. Their needs should be addressed, or at the very least, they should be considered.

This is also the only bus that takes you to St. Joseph Hospital and Rehabilitation Center! Please don't just read this letter and say "that's too bad." Please help me fight this issue by: emailing: transit@guelph.ca or tweeting: @guelphtransit. Let the mayor and your local councillor know that you care and that these people matter! Thanks so much!

P.S. The community bus is not the solution to this problem, as it goes around in a huge circle before reaching a destination near where you may want to go.

**Sian Matwey
Guelph**

Hi,

I would like to indicate my support for restoring 30 minute service to Route 3. This route covers many medical services and is the only route that reaches St. Joseph's. The drivers on the route sit idling for 10 minutes to comply with the current 40 minute timing so the savings are minimal. The value service to the community who rely on it is not reflected in the metrics. Please restore the 30 minute service.

thank you.

Jeff Overton

Staff Report



To **Committee of the Whole**

Service Area Public Services

Date Monday, May 7, 2018

Subject **Guelph Transit – Route 3**

Report Number PS-2018-22

Recommendation

1. That staff be directed to address any potential revisions to Route 3 as part of the 2019 operating and capital budget and after completion of the Transit Service Review, with no additional changes to the route being made in 2018.

Executive Summary

Purpose of Report

The purpose of this report is to respond to the Notice of Motion regarding the revision of service on Guelph Transit Route 3.

Key Findings

As part of an operational adjustment of transit routes rolled out at the beginning of January 2018, Route 3 was reduced from the previous frequency of 30/20/30 minutes service to 40 minute weekday service. This was as a result of passenger load analysis, and the fact that Route 3 – even with 40 minute service – could still handle the number of passengers taking each trip. Route 3 was operating at less than half when compared to the average passenger loads across other routes. Part of the strategy for Guelph Transit has been to reallocate buses to the routes with the highest demand – typically routes with high passenger loads – and so the decision was made to reduce the service on Route 3 to 40 minutes on weekdays.

Following the Notice of Motion at the April 23, 2018 City Council meeting, staff have prepared this report to provide Council options for consideration.

Financial Implications

The staff recommendation to leave the service at the current level has no financial implications for the 2018 budget. Should Council elect to choose one of the other alternatives, then the financial implications as outlined in the body of the report would apply.

Report

In September 2017, the Guelph Transit routes were significantly realigned, including the addition of the Route 99 Mainline, with 10 minute service being offered on this major route on weekdays. In order to introduce this much needed route, resources were realigned and other routes throughout the City were adjusted. The previous routes 3A and 3B were consolidated into a single Route 3. The schedule for Route 3 weekday service was as follows:

5:45 am – 7:00 am	30 minute frequency
7:00 am – 6:00 pm	20 minute frequency
6:00 pm – 12:45 am	30 minute frequency

Throughout the fall of 2017, further analysis was done on the ridership data and a further minor operational realignment was rolled out in January 2018. It was determined that the consolidated Route 3 had seen a drop in number of riders, as many riders were now using the Route 17 and Route 18 to connect to the Route 99 Mainline to get downtown. As a result, and to alleviate resource pressures, the service on Route 3 was altered to a consistent 40 minute service on weekdays.

Following the notice of motion at City Council on Monday April 23, 2018, staff has looked at options for how to alter the service to address the concerns raised about Route 3. The following options have been considered:

Option 1 – Status Quo

Our professional planning staff at Guelph Transit performed a thorough analysis of the data which guided the decisions about route planning for Route 3. While staff would welcome the ability to increase service on all of our routes, we are bound to the existing 2018 operating budget and so have planned a system schedule that works within that approved budget.

While staff understand and recognize that those using Route 3 would prefer an increase in the frequency, this same issue exists for other routes in the city. Therefore, staff recommend leaving the schedule as it is currently operating and any change be considered as a budget expansion for 2019.

It is also staff's expectation that the current Transit Service Review will provide recommendations about route planning processes for the future. Currently, routes and schedules are designed to put buses when and where they are needed most. We ensure coverage of the entire city, but reduce the frequency of service on those routes with fewer riders, in order to increase the frequency on routes with heavy rider demands.

Proceeding with Option 1 has no financial impact for the 2018 fiscal year.

Option 2 – Restoring September 2017 Route 3 service levels, with no change to other routes

The current system of routes and frequencies was designed to fit within the approved 2018 operating budget. Restoring Route 3 to the same weekday service in September 2017 with 30/20/30 minute frequency would add additional kilometres per day plus two additional full time Operators.

For 2018, this change could be accommodated as of September 3, 2018 (due to the requirement in our Collective Agreement to provide notice to the Union of schedule changes). The impact of this option for the remainder of 2018 would be a cost of \$140,803.

The financial impact of making this change would have an annualized cost of \$352,465 which represents a 0.15 per cent property tax increase if this route realignment is incorporated into the 2019 operating budget.

For 2018, staff would endeavour to provide this increased service without the addition of another vehicle, as there would be a significant capital cost associated with the purchase of another bus. However for 2019, staff will need to revisit our fleet complement to determine if an additional vehicle is required and that will be reflected in the 2019 capital budget request.

Revised Recommendation for Option #2 – That as of September 3, 2018 staff be directed to revert Route 3 service levels back to the September 2017 schedule and that the operating impact for 2018 be funded from the Tax Rate Operating Contingency Reserve.

Option 3 – Restoring September 2017 Route 3 service levels, but reducing service on another route

The current system of routes and frequencies was designed to fit within the approved 2018 operating budget. To increase frequency on the existing Route 3, service could be eliminated on the Route 41 Downtown – University Express. Route 41 currently operates on 10 minute frequency in the AM peak and 20 minute frequency in the PM peak, and every 15 minutes on Saturdays and Sundays. To achieve this option, the service on Route 41 would be eliminated, allowing for the resources to be utilized on Route 3.

Route 41 is a well-used route for customers travelling between the University to Downtown and back. Removing service on this route would result in increased boardings on the Route 99 Mainline with the possibility of capacity overloads, or could lead to a loss of potential revenue for those missed customers.

For 2018, this change could be accommodated as of September 3, 2018 (due to the requirement in the Collective Agreement to provide notice to the Union of schedule changes). The impact of this option for the remainder of 2018 would be a savings of \$24,336. The financial implications of making this change would have an annualized savings of \$74,440.

Revised Recommendation for Option #3 – That as of September 3, 2018, staff be directed to revert Route 3 service levels back to the September 2017 schedule and that all service be eliminated on Route 41.

Option 4 – Not recommended for consideration

Staff considered shortening Route 3 by eliminating some stops, and thereby enabling a frequency of 30 minutes. However, it was determined that this option is not viable. The design of Route 3 is best suited to its current needs, and by changing the routing or removing bus stops to accommodate a 30 minute service would result in passengers that would have to walk greater distances than our current service standard of 500 metres to connect to Route 3, Route 17, Route 18 or Route 99.

Financial Implications

If Council proceeds with the staff recommendation of Option 1, there are no financial implications.

For Option 2, the annualized impact on the operating budget is \$352,465 and the impact for 2018 is \$140,803. It is recommended that this overage would be funded from the Tax Rate Operating Contingency Reserve.

For Option 3, the annualized impact on the operating budget is a savings of \$74,440 and the impact for 2018 is a savings of \$24,336.

Consultations

Due to the tight timelines of writing this report following the direction received at the April 23, 2018 City Council meeting, staff have not had time to do public consultations on the options presented.

Corporate Administrative Plan

Overarching Goals

Service Excellence

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Our Resources - A solid foundation for a growing city

Attachments

None

Departmental Approval

Finance

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