

- ADDENDUM -

- GUELPH CITY COUNCIL MEETING -

- April 26, 2010 -

DELEGATIONS

CDES-2 Guelph Transportation Terminal: Purchase of 72 Farquhar Street Property by Metrolinx-GO:

- Memorandum from the Director of Community Design & Development Services with additional information

Delegation:

- Susan Ratcliffe, President of the Architectural conservancy of Ontario- Guelph & Wellington Branch

ECO-3 Ontario Street Road Narrowing – Follow-Up Report:

Delegation:

- Renato Cadoren

Correspondence from:

- Lorraine Pagnan and Fred Thoonen
- Antonio Leo
- Sam Leo
- Annette Stocco and Tracy Reed
- Rosalba Stocco

REPORTS FROM COMMITTEES OF COUNCIL AND OTHER COMMITTEES

Finance, Administration & Corporate Services Committee

FACS-4 City-Owned Properties at 152-158 and 160-164 Wyndham Street North: Baker Street Redevelopment / New Central Library:

- Revisions to the April 12, 2010 Report to Finance, Administration & Corporate Services Committee

"THAT By-law Numbers (2010)-18973 to (2010)-18999, inclusive, are hereby passed."

BY-LAWS

| | |
|---|--|
| <p>By-law Number (2010)-18990 A by-law to authorize the execution of a Subdivision Agreement between Almondale Homes Limited, The Corporation of the City of Guelph and Royal Bank of Canada. (Morning Crest Subdivision, Phase 2A)</p> | <p>To execute a subdivision agreement for the Morning Crest Subdivision, Phase 2A.</p> |
| <p>By-law Number (2010)-18991 A by-law to authorize the execution of an Agreement between Cox Construction Limited and The Corporation of the City of Guelph. (Contract 2-1021 for Speedvale Avenue from Stevenson Street East to the City limit reconstruction)</p> | <p>To execute Contract 2-1021 for Speedvale Avenue from Stevenson Street East to the City limit reconstruction.</p> |
| <p>By-law Number (2010)-18992 A by-law to remove Lot 30, Plan 61M129, designated as Parts 33 and 34, Reference Plan 61R10512 in the City of Guelph from Part Lot Control. (1 and 3 Davison Drive)</p> | <p>To remove land from part lot control to create separate parcels for semi detached dwellings to be known municipally as 1 and 3 Davison Drive.</p> |
| <p>By-law Number (2010)-18993 A by-law to authorize the execution of an Agreement between Fer-Pal Construction Limited and The Corporation of the City of Guelph. (Contract No. 2-1022 for the servicing and road reconstruction of William street from Grange Road to Cassino Avenue)</p> | <p>To execute Contract No. 2-1022 for the servicing and road reconstruction of William street from Grange Road to Cassino Avenue.</p> |
| <p>By-law Number (2010)-18994 A by-law to authorize the execution of an Agreement between Bel-Air Excavating Ltd. and The Corporation of the City of Guelph. (Contract No. 2-1006 for the servicing and road construction of Dawson Road from Speedvale Avenue to Shelldale Crescent)</p> | <p>To execute Contract No. 2-1006 for the servicing and road construction of Dawson Road from Speedvale Avenue to Shelldale Crescent.</p> |
| <p>By-law Number (2010)-18995 A by-law to authorize the execution of an Agreement between Regional Sewer and Watermain Ltd. and The Corporation of the City of Guelph. (Contract 2-1019 for the servicing and road construction of Cityview Heights Phase 1 Subdivision)</p> | <p>To execute Contract 2-1019 for the servicing and road construction of Cityview Heights Phase 1 Subdivision.</p> |
| <p>By-law Number (2010)-18996 A by-law to provide for the temporary closure of Oakes Crescent within the Cityview Heights Subdivision Phase 1 during servicing and road construction.</p> | <p>To temporarily close Oakes Crescent during the servicing and road construction of Cityview Heights Subdivision, Phase 1.</p> |

| | |
|--|---|
| <p>(Contract No. 2-1019)</p> | |
| <p>By-law Number (2010)-18997 A by-law to authorize the execution of an Agreement between Capital Paving Inc. and The Corporation of the City of Guelph. (Contract No. 2-1001 for the annual asphalt contract)</p> | <p>To execute Contract No. 2-1001 for the annual asphalt contract.</p> |
| <p>By-law Number (2010)-18998 A by-law to authorize the execution of an Agreement between Her Majesty the Queen in Right of Ontario as represented by the Minister of Community Safety and Correctional Services, The Corporation of the City of Guelph and Guelph Police Services Board. (Community Policing Partnerships Program)</p> | <p>To execute an agreement with respect to the Community Policing Partnerships Program.</p> |
| <p>By-law Number (2010)-18999 A by-law to confirm the proceedings of meetings of Guelph City Council held April 6 and 26, 2010.</p> | <p>To confirm the proceedings of meetings of City Council April 6th and 26th, 2010.</p> |

INTERNAL MEMO



DATE April 26, 2010

TO **Mayor & Council**

FROM Jim Riddell, Director of Community Design and Development Services

DEPARTMENT Community Design and Development Services

SUBJECT CDES Report 10-52 of April 19, 2010 - Guelph Transportation Terminal: Purchase of 72 Farquhar Street by Metrolinx-GO Additional Information

The above-noted CDES Report recommended that Council request Metrolinx-GO to carry out the detachment of the Drill Hall building from the remainder of the building complex and provide for its retention, as part of the redevelopment of the 72 Farquhar Street site as a south station facility in Guelph's new Transportation Terminal.

At its meeting on April 19, 2010, CDES requested Metrolinx-GO, in addition to retaining the Drill Hall building, to (a) support the rehabilitation of the Drill Hall in an integrated manner as part of redevelopment; (b) enter into discussions to establish collaborative community partnerships to find an adaptive reuse for the Drill Hall either on a lease or severance basis; and (c) redevelop the remainder of the property in consultation with the City and consistent with the goals of the City's Downtown Secondary Plan.

These directions are reflected in the amended resolution adopted at the CDES meeting. Also at that meeting, Metrolinx-GO indicated their willingness to work with interested parties to find an adaptive reuse for the Drill Hall either on a lease or severance basis.

In addition, staff were also directed to explore the possibility of initiating discussions regarding a potential community partnership prior to the Council meeting on April 26, 2010. Based on discussions with Metrolinx-GO, it would be premature to initiate discussions regarding the future use of the Drill Hall building before Metrolinx-GO has completed the purchase of the property.

Metrolinx-GO has currently made an offer to purchase the subject property and is waiting for Council's decision in regard to the listing of the property in the City's *Municipal Register of Cultural Heritage Properties*, as recommended in CDES Report 10-52, before finalizing purchase. After the property is purchased by Metrolinx-GO and prior to its redevelopment, City staff will explore the possibility of facilitating a partnership for rehabilitating and adaptive reuse of the Drill Hall building as part of redevelopment.

A handwritten signature in black ink, appearing to read "James N. Riddell", is written over a horizontal line. The signature is fluid and cursive.

James N. Riddell
Director, Community Design and Development Services

Community Design and Development Services
Location: 1 Carden Street, 3rd Floor

T 519-822-1260 x 2361
F 519-837-5640
E jim.riddell@guelph.ca

Dear Mayor and Members of Council,

We wish to reiterate our commitment to having the road narrowing on Ontario Street remain in place.

We would like to be notified of the decision of council regarding this issue.

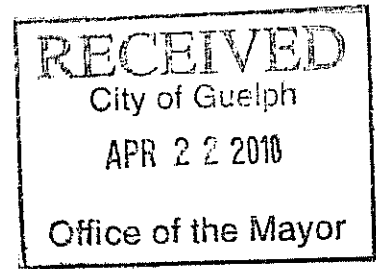
Thank you,

Lorraine Pagnan and Fred Thoonen.

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APR 25 2010
CITY CLERK'S OFFICE

April 20, 2010

To: Mayor Farbridge
Members of City Council



I was born and raised at 159 Ontario Street. I still live there. I have lived in this area in its busier and thriving days when it had 4 grocery stores on Alice Street alone with many more throughout the area and an active manufacturing sector. Traffic calming measures were not needed then and I still see no need for traffic calming measures now.

I would like to explain the history of the private money that was used for installing the bump out.

In 1999 Owens Corning was planning a \$ 41 000 000.00 expansion; part of this expansion included a minor zoning issue. Owens Corning had submitted an application to the city of Guelph Committee of Adjustments to rectify the zoning issues. City staff granted Owens Corning the rezoning and therefore allowed Owens Corning to go ahead with their \$41 000 000.00 expansion.

An Ontario Street resident appealed the City of Guelph Committee of Adjustment's decision by bringing this to the Ontario Municipal Board (OMB). This caused a delay to the expansion. As a result, the resident came to a settlement with Owens Corning without going to the OMB. Part of that settlement was that Owens Corning gave \$17 000.00 for traffic calming on Ontario Street.

The results of the study done in 2007 were that Ontario Street does not meet the traffic volume for traffic calming measures. Unfortunately, I am not able to attach a copy of the study because I gave my copy to councilor Ian Findley and have not received it back.

I believe that since this private money was put aside for the use of traffic calming, people mistakenly believed it was okay to go outside of the normal procedures followed before installing traffic calming measures.

I respectfully request that the City Council re-evaluate staff's recommendation based on the overwhelming opposition by the community, indicated in the petition of 2009, for the last five years and when the street infrastructure is redone, have the bump out removed.

Thank you,


Antonio Leo

April 20, 2010

To: Mayor Farbridge
Members of City Council

I have lived on Ontario Street for 45 years. I would like to express my concern regarding the traffic calming measures (BUMPOUT), installed on Ontario Street, with little consideration to my family and other long term residents of this street.

The majority living in this neighbourhood believed that the results of the survey taken in August 2007, (76% in favour of leaving the street as it was), was indicated clearly that the "BUMPOUT" was neither needed nor indeed wanted by the residents. The results could not have been clearer.

The views expressed by Ms. Pagnan in 2008 to the ECO Committee were her views only. She improperly represented herself as speaking on behalf of the Ontario Street people.

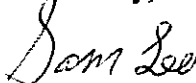
The opinion of the residents was shown in the results of the survey.

At a residents' meeting held at Tytler School in September 2009, our Ward One Councillor, Mr. Bell, said he understood our concerns and advised us that he would support the re-opening of this issue by council.

In October of 2009, also at Tytler School, two Police Traffic Officers informed those attending the meeting that Ontario Street traffic was no different than any other street in the City. The residents accept the everyday traffic in this older neighbourhood and have indicated that such traffic flow is simply not a problem.

I respectfully request that the City Counsel re-evaluate staff's recommendation based on the overwhelming opposition by the community, indicated in the petition of 2009, for the last five years and when the street infrastructure is redone, remove the bump out.

Yours Truly,



Sam Leo

April 20, 2010

To: Mayor Farbridge
Members of City Council

We have lived on Wood Street for a few years. We are writing to express our concerns about the bump out on the corner of Wood Street and Ontario Street.

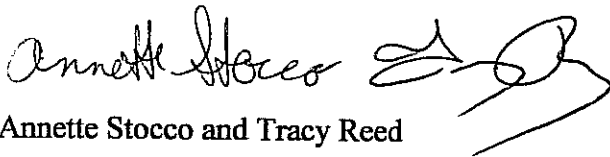
Although there has been a reduction of traffic we have seen the reports that indicate this is part of a trend that has been happening for at least the last five years. It is our belief that the further reduction to traffic on Ontario Street has more to do with the closing of businesses including Woods.

The reports the city has done on the traffic state that there is not enough traffic to warrant traffic calming measures. We would like to believe that seeing families, kids or adults playing football and other catch games in the middle of the Ontario Street ever since we have lived in the area as proof of this fact.

The bump out may have caused traffic to slow down temporarily because they have not yet figured out how the intersection works. People will stop to allow a left hand turn onto Wood Street even though the through traffic on Ontario Street has the right of way. Once the signs are up and people are used to the new intersection, this slow down is unlikely to continue. A right hand turn onto Wood Street causes vehicles to end up in the way of on coming traffic to avoid hitting the bump out.

We respectfully request that City Council re-evaluate staffs recommendation based on the overwhelming opposition by the community, indicated in the surveys, for the last five years and when it is time for the infrastructure is redone remove the bump out.

Respectfully yours,


Annette Stocco and Tracy Reed

April 20, 2010

TO: Mayor Farbridge
Members of City Council

I grew up in "the Ward". I have always had family living in this area. Currently I own property and work there. I plan to continue to be a part of this neighbourhood for the rest of my life.

With regards to the bumpout, I have participated at all meeting and returned all the mail communications I received. I have voiced my objections. I understand the difficult position the committee and counsel are in.


I listened to the evidence for the bumpout. The box on the pole does appear to be safer with the bumpout in place. The people for the bumpout seem to be concerned citizens who don't believe that children can be trusted to follow the safety guidelines or road safety, such as look both ways before you cross the street and don't walk out between parked cars. And they are right because all children do that. Perhaps the city speed limit should be dropped to 40 kilometers everywhere, because I have also family in the south, east and the west ends, I feel they should all be equally safe.

What we understood from the public meeting was that the only way we could get true safety is strict law enforcement, either police enforcement or video cameras. Not only can we not afford these measures, they give the sense of big brother watching. What a dilemma!

Based on the ECO committee meeting of April 19th, I noticed a very distinctive difference in how the Ontario Street delegates were received from how the Golden Mills Pond (Queen Street) delegation was received. From where I stood, both made excellent points. The difference though was one group spoke the language of privilege and education and the other spoke the language of a frustrated population accustomed to not being heard or respected by those in power. City Council may need an interpreter to better understand the latter.

Therefore, regardless of all the pros and cons, all I ask for is due process to be followed and allow everyone equal voice.

Respectfully submitted,



Rosalba Stocco

Revisions to Report April 12, 2010 Report to FACS: City-Owned Properties at 152-158 Wyndham Street North, Baker Street Redevelopment / New Central Library Project

Replace table on page 5 with the following:

| Year | Maintenance Cost | Taxes | Demolition Cost | Parking Lot Const. Cost | Total Costs | Gross Income | Net Income | Total Cost to City at Redevelopment |
|------|------------------|-----------|-----------------|-------------------------|--------------|--------------|---------------|-------------------------------------|
| 1 | \$ 20,000 | \$ 22,000 | \$ 970,000 | \$120,000 | \$ 1,132,000 | \$ 57,960 | -\$ 1,074,040 | -\$ 1,074,040 |
| 2 | \$ 21,000 | \$ 23,000 | | | \$ 44,000 | \$ 57,960 | \$ 13,960 | -\$ 1,060,080 |
| 3 | \$ 22,000 | \$ 24,000 | | | \$ 46,000 | \$ 57,960 | \$ 11,960 | -\$ 1,048,120 |
| 4 | \$ 23,000 | \$ 25,000 | | | \$ 48,000 | \$ 57,960 | \$ 9,960 | -\$ 1,038,160 |
| 5 | \$ 24,000 | \$ 26,000 | | | \$ 50,000 | \$ 57,960 | \$ 7,960 | -\$ 1,030,200 |
| 6 | \$ 25,000 | \$ 27,000 | | | \$ 52,000 | \$ 57,960 | \$ 5,960 | -\$ 1,024,240 |
| 7 | \$ 26,000 | \$ 28,000 | | | \$ 54,000 | \$ 57,960 | \$ 3,960 | -\$ 1,020,280 |
| 8 | \$ 27,000 | \$ 29,000 | | | \$ 56,000 | \$ 57,960 | \$ 1,960 | -\$ 1,018,320 |
| 9 | \$ 28,000 | \$ 30,000 | | | \$ 58,000 | \$ 57,960 | -\$ 40 | -\$ 1,018,360 |
| 10 | \$ 29,000 | \$ 31,000 | | | \$ 60,000 | \$ 57,960 | -\$ 2,040 | -\$ 1,020,400 |

Revised Financial Implications Section

Demolition costs, if undertaken during 2010, are estimated at \$970,000 and this cost will be funded from SS0007.

Parking lot construction costs are estimated at \$120,000 this cost will be funded from the Parking Reserve Fund and repaid through parking revenues.

The conversion to a parking lot is expected to have a negative impact on taxes receivable by the City. The estimated net reduction for Year 1 is -\$37,000. The cumulative total impact after five years is estimated at approximately -\$200,000 (i.e. \$37,000 + 4% per year over Years 1 to 5).

In the event Council wishes to proceed with an upgrade to the building and leasing, part of the \$1.265M required to do so could come from capital funding available from the tax supported debt issue (\$485,000) and the balance (\$780,000) would have to found from other sources as the Library DC Reserve Funding (\$485,000) would not be available.