

City Council Meeting Agenda



Monday, April 23, 2018 – 6:00 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.

Authority to move into closed meeting

That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to the Municipal Act, to consider:

Confirmation of Minutes for the closed Council meeting held March 26, 2018.

CS-2018-41 **2018 Public Appointments to the Council Remuneration Advisory Committee**
Section 239 (2) (b) personal matters about an identifiable individual, including municipal or local board employees.

CS-2018-43 **April 2018 Public Appointments to the River Systems and Tourism Advisory Committees**
Section 239 (2) (b) personal matters about an identifiable individual, including municipal or local board employees.

Open Meeting – 6:30 p.m.

Closed Meeting Summary

O Canada
Silent Reflection
First Nations Acknowledgement
Disclosure of Pecuniary Interest and General Nature Thereof

Confirmation of Minutes: (Councillor Bell)

That the minutes of the open Council Meetings held March 19, 21, and 26, , 2018, and the Committee of the Whole Meeting held April 3, 2018 be confirmed as recorded and without being read.

Committee of the Whole Consent Report:

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 Committee of the Whole Consent Report, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

PS-2018.05 Transit Advisory Committee Terms of Reference

That the terms of reference for Transit Advisory Committee dated September 28, 2017 be approved.

PS-2018.06 Regulation of Election Signs

That the Election Sign By-law as outlined in ATT-2 to Public Service Report PS-2018-06 "Regulation of Election Signs", dated April 3, 2018 be approved.

PS-2018.08 Guelph/Eramosa Fire Contract

That staff be directed to proceed with negotiating a new agreement with Guelph/Eramosa for the provision of Fire Services and report back to Council prior to execution of the agreement.

CS-2018.38 Corporate Records Retention By-Law Amendment

That the amended Corporate Records Retention By-law outlined in ATT-2 to report CS-2018-38, dated April 3, 2018, be approved.

CS-2018.11 2018 Property Tax Policy Report

1. That the 2018 City of Guelph Property Tax Policies set out in ATT-1 to the 2018 Property Tax Policy Report number CS-2018-11 dated April 3, 2018, be approved.
2. That the tax policies be incorporated into tax ratio, tax rate, and capping parameter by-laws.
3. That the maximum allowed capping parameters be used for 2018, allowing the City of Guelph to exit the capping program in the shortest timeframe available.

CS-2018.12 2019 Budget Schedule and Process Change

1. That the draft 2019 budget schedule and process changes as outlined in report CS-2018-12, titled 2019 Budget Schedule and Process Changes dated April 3, 2018, be approved, as amended.
2. That staff be directed to investigate multi-year budgeting and report back to Council in July 2018 with a recommended policy to support implementing a four-year budgeting process beginning in 2020.

3. That the start times for the following meetings be changed from 2:00 p.m. to 4:00 p.m.:
 - a) Council Deliberations and Approval of Non-tax Supported Operating Budget
 - b) Council Deliberations and Approval of Capital Budget
 - c) Presentation of Tax Supported Operating Budget
 - d) Presentation of Local Boards and Shared Services Budgets

Guelph Wellington Oral Health Action Committee

1. That Council strongly endorses the importance of oral health and requests that the Premier of Ontario include oral health as part of the government's primary care transformation initiatives;
2. That Council calls on the Provincial Government to expand public oral health programs with prime consideration for low income adults and seniors ; and
3. That Council forward a copy of this resolution to the Premier of Ontario, the Minister of Health and Long-Term Care, Local Members of Provincial Parliament, and the Association of Municipalities of Ontario.

Items for Discussion:

PS-2018.09 Taxi By-law Review and Regulation of Vehicles for Hire

Delegations:

Jesse Mendoza

Correspondence:

Chris Schafer, Uber Canada
Doak McCraney

1. That staff be directed to create a new schedule under the City's Business Licensing Bylaw (2009)-18855 to regulate the licensing of vehicles for hire.
2. That staff be directed to create amendments to the Schedule 16 (Taxi Licensing) of the City's Business Licensing Bylaw (2009)-18855.

CS-2018-42 2018 Public Appointments to the Council Remuneration Advisory Committee

That _____, _____, _____ and _____ be appointed to the Council Remuneration Advisory Committee for a term of the mandate of the Committee.

April 2018 Public Appointments to the River Systems and Tourism Advisory Committees

1. That _____, _____ and _____ be appointed to the River Systems Advisory Committee for a term ending November, 2018, or until such time as a successor is appointed.
2. That _____, _____ and _____ be appointed to the Tourism Advisory Committee for a term ending November, 2018, or until such time as a successor is appointed.

Special Resolutions

Transit Route 3

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

That the following be referred to the May 7, 2018 Committee of the Whole meeting:

That Guelph Transit reinstate weekday half hour service on the St. Joseph’s #3 bus route at the earliest possible date.

By-laws

Resolution to adopt the By-laws (Councillor Billings).

By-law Number (2018)-20267	A By-law to amend By-law Number (2002) – 17017 – the Traffic By-law (Through Highways in Schedule V, Lane Designation in Schedule VII, Yield Signs in Schedule VIII, No Parking in Schedule XV, No Stopping in Schedule XVI and 15 Minute / Public Loading Zones in Schedule XVIII).
----------------------------	--

Mayor’s Announcements

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

Notice of Motion

Adjournment



**Minutes of Guelph City Council
Held in the Council Chambers, Guelph City Hall on
March 19, 2018 at 6:30 p.m.**

Attendance

Council: Mayor C. Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor C. Billings
Councillor C. Downer
Councillor D. Gibson

Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor L. Piper
Councillor M. Salisbury
Councillor K. Wettstein

Absent: Councillor A. Van Hellemond

Staff: Mr. S. Stewart, Deputy CAO, Infrastructure, Development and Enterprise
Mr. T. Salter, General Manger, Planning, Urban Design and Building Services
Mr. C. DeVriendt, Manager, Development Planning
Ms. L. Sulatycki, Senior Development Planner
Mr. M. Witmer, Development Planner II
Ms. K. Nasswetter, Senior Development Planner
Mr. D. McMahon, Deputy City Clerk
Ms. D. Black, Council Committee Coordinator

Call to Order (6:30 p.m.)

Mayor Guthrie called the meeting to order.

Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

Council Consent Agenda

**IDE-2018.29 7 and 9 Eden Street Proposed Zoning By-law
Amendment (File: ZC1618) - Ward 4**

1. Moved by Councillor Billings
Seconded by Councillor Bell

1. That the application by Van Harten Surveying Inc. on behalf of Juzef and Stanislawa Kuzyk, the owners of the of the property municipally known as 7 Eden Street, and legally described as Part of Lot 16, East of Galt and Guelph Railway, Registered Plan 52; Part of Lots 8 and 9, Registered Plan 206 , City of Guelph and the owners of the property municipally known as 9 Eden Street and legally described as Part of Lot 16, East of Galt and Guelph Railway, Registered Plan 52; Part of Lot 9, Registered Plan 206 for approval of a Zoning By-law Amendment application to change the zoning from "Residential Single Detached" (R.1B), to a "Specialized Residential Single Detached with Holding Provisions" (R.1B-49(H)) Zone, to permit the development of a coach house in addition to the existing single detached residential dwelling and accessory

apartment on the subject lands be approved in accordance with the zoning regulations and conditions in ATT-3 of the Infrastructure, Development and Enterprise Report 2018-29 dated March 19, 2018.

2. That in accordance with Section 34(17) of the *Planning Act*, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 7 and 9 Eden Street.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Salisbury and Wettstein (11)

Voting Against: (0)

Carried

Councillor Piper arrived at 6:35 p.m.

Planning Public Meeting

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

IDE-2018-15 1533-1557 Gordon Street and 34 Lowes Road West Proposed Zoning By-law Amendment File: ZC1710 Ward 6

Michael Witmer, Development Planner II, advised the applicant is requesting to rezone the subject lands from the "R.1B" (Residential Single Detached) Zone to a R.4A-? (Specialized General Apartment) Zone with site specific regulations to permit the development of a 102-unit, six storey apartment building. He explained the site specific regulations as outlined within the staff report and stated that the five properties involved would be consolidated and each of the existing single detached dwellings, along with any accessory structures on the property, would be demolished and that site plan approval will be required.

He listed the various documents that will be reviewed in relation to this application. He also mentioned that the Official Plan may allow for higher density if the applicant provides benefits to the City and that possibility would be discussed with the applicant.

Hugh Handy, GSP Group Inc., on behalf of the applicant, provided a synopsis of the development application. He addressed elevations and building design issues, provided information regarding studies being conducted and noted that comments and questions received from the public will be addressed with staff.

Council discussion ensued and questions were raised regarding the parking lot, the water table, on-street parking, clarifying community benefits, car and bike share programs and the feasibility of electric vehicle charging stations.

Peter Kastner, a neighbourhood resident, raised concerns about the shading the proposed building will create. He advised that there was a neighbourhood meeting consisting of approximately 40% of the residents in the area and all present were opposed to the development. He raised the issue of traffic flow, sightlines, parking, snow removal and the destruction of 57 mature trees. He requested a noise study be conducted to address reverberations as well as decibel levels. He also noted that none of the renderings provided included a face on view of the Gordon Street wall. He requested that the City broker a meeting between the developer and neighbours and indicated that he would like the application denied.

Terry Manning, a neighbourhood resident, raised objections to the zone change because the height of the proposed building is not compatible with the two-storey buildings in the neighbourhood. He agreed with the concerns of the previous delegate.

Adam Campbell, a neighbourhood resident, opposed the current building design of the proposed development and raised traffic, water management, infrastructure, lighting, shadowing, noise and dust issues. He stated he does not see any community benefit to the building.

George Cherry was not present.

Joan and Jim Ferguson, neighbourhood residents, raised concerns about the water table and the discharge of water. They noted there are already flooding issues and the proposed development will exacerbate the problem.

Lynda Honsinger, a neighbourhood resident, agreed with the delegates regarding the water table. She encouraged Council to give consideration to the size, shape and location of the building.

Michele Berg, a neighbourhood resident, raised concerns about the strain on the level of services available within the area. He addressed the issue of child safety along such a busy corridor. He stated the parking spaces allotted do not add up with what is being recommended and inquired about car share parking spaces. He was concerned about the number of exemptions being requested and did not see how the community benefits.

Paul Florence, a neighbourhood resident, suggested switching the location of the proposed development with the proposed building of 36 homes on Lowes Road.

Council discussion and questions ensued regarding parking calculations, stormwater management, amenity space, tree replacement, light pollution, on-street parking and noise. Due to concerns regarding crossing zones, walkability and traffic management staff are already reviewing the intersection of Lowes Road and Gordon Street. Council also made comments regarding the need to address affordable housing requirements, aesthetics of the property, waste management, and facilitation of discussions between the developer and the neighbourhood.

2. Moved by Councillor MacKinnon
Seconded by Councillor Gibson

That Report IDE 2018-15 from Infrastructure, Development and Enterprise dated March 19, 2018 regarding a proposed Zoning By-law Amendment application (ZC1710) from GSP Group Inc. on behalf of Reid's Heritage Homes, RHH Property Management Ltd. and 883928 Ontario Ltd. to permit a 102-unit, six (6) storey apartment building on the properties municipally known as 1533-1557 Gordon Street and 34 Lowes Road West, and legally described as Part of Lots 7 and 8, Registered Plan 74, Lot 1, Registered Plan 467, be received.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury and Wettstein (12)

Voting Against: (0)

Carried

The meeting recessed at 8:13 p.m. and reconvened at 8:25 p.m.

**IDE-2018-25 98 Farley Drive Proposed Zoning By-law Amendment
File: ZC1711 - Ward 6**

Katie Nasswetter, Senior Development Planner, advised the applicant is requesting to rezone the subject lands from the "CC-17" (Specialized Community Shopping Centre) Zone to a R.4A-?? (Specialized Apartment Residential) Zone with site specific regulations to permit the development of a five storey apartment building containing 92 dwelling units. The applicant has proposed a reduced parking ratio, with a total of 129 spaces where the standard zoning regulations would require 147 spaces. Reduced setbacks from Farley Drive and from the stormwater management block to the north have also been requested, together with a reduction in common amenity area for the site. She also addressed the specialized zoning regulations being requested as outlined within the staff report provided for this meeting.

Hugh Handy, GSP Group Inc., on behalf of the applicant, provided information regarding the site and compliance with the Official Plan before outlining the Zoning By-law Amendment requests. He explained the development concept, provided various views of the property and listed the supporting studies being conducted. He noted the public comments and questions received to date will be reviewed and addressed with staff. He also stated they believe the proposal conforms to legislation and is a suitable use of the property. He explained the access and egress to the property and location of the building.

Celine Akram, a neighbourhood resident, raised concerns regarding traffic flow, parking, litter, water and sewer infrastructure and pedestrian safety. She believes the services within the area are already over extended and the high density building is not compatible. She also raised the issues of privacy and property values.

Gerald Tot, a neighbourhood resident, raised issues regarding the size, massing and architectural design of the structure. He addressed privacy issues relating to the location of the building and parking on the property.

Scott Hannah, a representative of Reid's Heritage Homes, clarified the role of Reid's for each of the properties being discussed.

Sarah Schoettler, a neighbourhood resident, raised the issue of child safety, light pollution, noise pollution, traffic load, and compatibility relating to both the residential and commercial uses in the vicinity. She requested speed and traffic studies be conducted and that a proper pedestrian crossing be created for the trail.

Council discussed shadow studies, building shape and size, elevation studies, access and egress, loading dock issues, noise, snow removal, energy conservation, parking and accommodation for electric vehicles and the common amenity area. Council indicated they would like community involvement, a wildlife and trail system impact study and a review of traffic and parking impacts.

3. Moved by Councillor Piper
Seconded by Councillor MacKinnon

That Report IDE 2018-25 regarding a proposed Zoning By-law Amendment application (ZC1711) from GSP Group Inc. on behalf of Reid's Heritage Homes to permit a residential development on the property municipally known as 98 Farley Drive and legally described as Block 64, Registered Plan 61M-65, City of Guelph be received.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury and Wettstein (12)

Voting Against: (0)

Carried

By-laws

4. Moved by Councillor Piper
Seconded by Councillor Gibson

That By-laws Numbered (2018)-20252 to (2018)-20257, inclusive, are hereby passed.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury and Wettstein (12)

Voting Against: (0)

Carried

Adjournment (9:37 p.m.)

5. Moved by Councillor Piper
Seconded by Councillor Allt

That the meeting be adjourned.

Carried

Minutes to be confirmed on April 23, 2018.

Mayor Guthrie

Dylan McMahon – Deputy City Clerk



**Minutes of Special Guelph City Council Meeting
Held in the Council Chambers, Guelph City Hall on
March 21, 2018 at 6:00 p.m.**

Attendance

Council: Mayor C. Guthrie
Councillor B. Bell
Councillor C. Billings
Councillor C. Downer
Councillor D. Gibson
Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor L. Piper
Councillor K. Wettstein
Councillor A. Van Hellemond

Absent: Councillor P. Allt
Councillor M. Salisbury

Staff: Mr. S. Stewart, Deputy CAO of Infrastructure, Development and Enterprise
Mr. T. Salter, General Manager, Planning, Urban Design and Building Services
Ms. M. Aldunate, Manager, Policy Planning and Urban Design
Mr. A. Hindupur, Supervisor, Infrastructure Engineering
Mr. D. Degroot, Senior Urban Designer
Ms. S. Lauglin, Senior Policy Planner
Mr. D. McMahon, Manager, Legislative Services / Deputy City Clerk
Ms. D. Tremblay, Council and Committee Coordinator

Call to Order (6:00 p.m.)

Mayor Guthrie called the meeting to order.

Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

Councillor Piper arrived at 6:06 p.m.

Special Council Workshop – Clair-Maltby Secondary Plan

Scott Stewart, Deputy CAO of Infrastructure, Development and Enterprise, provided an introduction and summary of the project including the objectives for the workshop.

Stacey Laughlin, Senior Policy Planner, introduced the members of the consultation team, provided a clarification regarding charrette workshops, advised of upcoming dates for public charrette workshops, a summary of the design charrette overview, communication strategy, conceptual community structure and a details regarding the potential design alternatives.

Ron Scheckenberger, Consultant, Wood PLC., summarized the preliminary technical assessments including mobility, natural heritage, hydrogeology, stormwater and servicing.

Arun Hindupur, Supervisor, Infrastructure Engineering, summarized of the requirements for wastewater and water services.

Councillor Bell arrived at 6:22 p.m.

Dave Sajecki, Consultant, Brook McIlroy Inc., provided a summary of the method for the evaluation of the alternative exercises including criteria.

Staff lead council in evaluation of alternatives exercises.

Councillor MacKinnon left the meeting at 7:59 p.m.

Stacey Laughlin, Senior Policy Planner, provided a summary of the next steps in the project.

Adjournment (8:05 p.m.)

1. Moved by Councillor Bell
Seconded by Councillor Billings

That the meeting be adjourned.

Carried

Minutes to be confirmed on April 23, 2018.

Mayor Guthrie

Dylan McMahon– Deputy City Clerk



**Minutes of Guelph City Council
Held in the Council Chambers, Guelph City Hall on
March 26, 2018 at 5:30 p.m.**

Attendance

Council: Mayor C. Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor C. Billings
Councillor C. Downer

Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor A. Van Hellemond
Councillor K. Wettstein

Absent: Councillor D. Gibson
Councillor L. Piper
Councillor M. Salisbury

Staff: Mr. D. McMahon, Deputy City Clerk
Ms. D. Black, Council Committee Coordinator

Call to Order (5:30 p.m.)

Mayor Guthrie called the meeting to order.

Authority to Resolve into a Closed Meeting of Council

1. Moved by Councillor Downer
Seconded by Councillor Van Hellemond

That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to Section 239 (2) (b) and (c) of the Municipal Act with respect to personal matters about an identifiable individual and a proposed or pending acquisition or disposition of land by the municipality or local board.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gordon, Hofland, MacKinnon, Van Hellemond and Wettstein (10)

Voting Against: (0)

Carried

Closed Meeting (5:33 p.m.)

The following matters were considered:

Public Appointment to Guelph Public Library Board of Directors
IDE-2018-43 Hanlon Creek Business Park – Potential Disposition of Real Estate

Rise and recess from Closed Meeting (5:45 p.m.)

Council recessed.

Open Meeting

Attendance

Council: Mayor C. Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor C. Billings
Councillor C. Downer
Councillor D. Gibson

Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor L. Piper
Councillor A. Van Hellemond
Councillor K. Wettstein

Absent: Councillor M. Salisbury

Staff: Mr. D. Thomson, Chief Administrative Officer
Ms. C. Clack, Deputy DCAO of Public Services
Mr. T. Lee, Deputy CAO of Corporate Services
Mr. S. Stewart, Deputy CAO of Infrastructure, Development and Enterprise
Mr. W. Galliher, Divisional Manager, Water Services
Mr. D. McMahon, Deputy City Clerk
Ms. D. Black, Council Committee Coordinator

Call to Order (6:30 p.m.)

Mayor Guthrie called the meeting to order.

Closed Meeting Summary

Mayor Guthrie spoke regarding the matters addressed in closed and identified the following:

**Minutes – Council Closed Session – February 26 and 27, 2018
Committee of the Whole Closed Session – March 5, 2018
Council as Shareholder of GMHI Closed Session – March 5, 2018**

These minutes were adopted by Council.

Public Appointment to Guelph Public Library Board of Directors

Information was received and Council will report on this matter.

IDE-2018-43 Hanlon Creek Business Park – Potential Disposition of Real Estate

Staff were given direction on this matter.

Special Resolutions

2. Moved by Councillor Hofland
Seconded by Councillor Piper

That Vivian Webb be appointed to the Guelph Public Library Board of Directors for a term ending November, 2018 or until such time as a successor is appointed.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: (0)

Carried

Disclosure of Pecuniary Interest and General Nature Thereof

Councillor Downer declared a pecuniary interest regarding report IDE-2018.27 Sign By-Law Variance - 848 Gordon Street because her husband works for a company on the property that would have their business displayed on the sign.

Councillor MacKinnon declared a pecuniary interest regarding report IDE-2018.36 Parking Technology Selection and Implementation Metrics Study because he is a co-owner of a business on Wyndham Street.

Consent Reports

The following items were extracted:

IDE-2018.27	Sign By-Law Variance - 848 Gordon Street
IDE-2018.36	Parking Technology Selection and Implementation Metrics Study
IDE-2018.31	Sewer Abatement and Leak Forgiveness Credits Policies
CS-2018.36	Procedural By-Law Update

Items for Discussion

IDE-2018.27 **Sign By-Law Variance - 848 Gordon Street**

Councillor Downer did not discuss or vote on this item.

3. Moved by Councillor Gibson
Seconded by Councillor Billings

That the request for variances from Table 2, Row 5 of Sign By-law Number (1996)-15245, as amended, to permit a non-illuminated freestanding sign with a height of 3.15m above the adjacent roadway and sign face area of 3.84m² on the property of 848 Gordon Street, be approved.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (11)

Voting Against: (0)

Carried

Parking Technology Selection and Implementation Metrics Study

Councillor MacKinnon did not discuss or vote on this item.

- 4. Moved by Councillor Billings
Seconded by Councillor Hofland
 - 1. That the Parking Technology Selection and Implementation Metrics Study dated January 2018, prepared by CIMA+ Canada Limited, be received.
 - 2. That staff operationalize a set of performance based parking metrics to provide reliable data with which to measure the performance of the parking operation, based upon the metrics identified in Table 1: Proposed Parking Metrics of this report.
 - 3. That staff establish a mechanism to review at established intervals the performance metrics of the parking system and work in partnership with the Downtown Advisory Committee when recommending any changes to parking policy and pricing.
 - 4. That staff work with the Downtown Advisory Committee to create an implementation plan which addresses the key elements raised by stakeholders in the Stakeholder Survey.
 - 5. That Clause 5 "That the implementation of the new on-street paid parking technology be scheduled for Fall of 2019, following the opening of the Wilson Street Parkade" be referred to the May 7, 2018 Committee of the Whole Meeting.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, Piper, Salisbury, Van Hellemond and Wettstein (11)

Voting Against: (0)

Carried

Confirmation of Minutes

- 5. Moved by Councillor Allt
Seconded by Councillor Hofland

That the minutes of the open Council Meetings held February 12, 21, 26 and 27, Council Development Charges Complaint Hearing held January 22, 2018, Committee of the Whole meeting held March 5, 2018, and Council as Shareholder of GMHI meeting held March 5, 2018 be confirmed, as amended.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: (0)

Carried

Balance of Consent Items

6. Moved by Councillor Billings
Seconded by Councillor Hofland

That the balance of the March 26, 2018 Committee of the Whole and Council Consent Reports as identified below, be adopted:

IDE-2018.32 2017 Annual & Summary Water Services Report

That Guelph City Council approves the 2017 Annual & Summary Water Services Report.

IDE-2018.28 Municipal Class Environmental Assessment Reform

That the Mayor be directed to send a letter to the Minister of the Environment and Climate Change (MOECC) requesting that:

- a. the response process for Part II Orders or 'Bump-Up requests' be expedited, as part of the s.61 review to improve MCEA process times and reduce study costs;
- b. changes to better integrate and harmonize the MCEA process with processes defined under the Planning Act be supported;
- c. the scope of MCEA reports and studies be amended to reduce duplication with existing public processes and decisions made under municipal Official Plans and provincial legislation.

IDE-2018.26 Sign By-Law Variance - 392 Silvercreek Parkway North

1. That the request for a variance from Table 1, Row 1 of Sign By-law Number (1996)-15245, as amended, to permit a total sign face area of 27.86m² on the west building face of 392 Silvercreek Parkway North, be approved.
2. That the request for a variance from Table 1, Row 6 of Sign By-law Number (1996)-15245, as amended, to permit a building sign with an area of 9.75m² to be located on the first storey of a building face fronting an adjacent property at a distance of 3.5m from the property line of 392 Silvercreek Parkway North, be approved.

IDE-2018.18 Commercial Policy Review: Vision and Principles

That the Commercial Policy Review vision and principles be approved as outlined in report IDE-2018-18.

IDE-2018.03 City Initiated Official Plan Amendment for Affordable Housing

That staff be directed to initiate an amendment to the Official Plan to reflect the Council approved Affordable Housing Strategy.

CS-2018.33 Code of Conduct for Members of Council and Local Boards - Update

That the revised Code of Conduct for Members of Council and Local Boards, included as ATT-1 to the report titled Code of Conduct for Members of Council and Local Boards – Update and dated March 5, 2018, be approved.

CS-2018.02 Procurement By-Law Update

That report CS-2018-02 Procurement By-law Update be approved and adopted by by-law.

CS-2018-35 2018 Development Charge Study: Area-Specific Rating Consideration

That the City continue to calculate development charges using a citywide rate and not pursue area-specific development charges in the 2019 Development Charge By-law.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: (0)

Carried

Items for Discussion

IDE-2018.31 Sewer Abatement and Leak Forgiveness Credits Policies

Wayne Galliher, Divisional Manager, Water Services, provided information regarding the communication plans for the sewer abatement and leak forgiveness credits policies.

7. Moved by Councillor Gibson
Seconded by Councillor Bell
 1. That the March 5, 2018 report of the Deputy CAO of Infrastructure, Development and Enterprise entitled "Sewer Abatement Credit and Leak Forgiveness Credits Policies" be approved.
 2. That the staff recommended Sewer Abatement Credit Policy be approved for implementation on July 1, 2018 as outlined in Attachment 1 to this report.
 3. That the staff recommended Leak Forgiveness Credit Policy be approved for implementation on April 1, 2018 as outlined in Attachment 2 to this report.
 4. That Council approve amendment to the Water and Wastewater Fees and Charges By-law Number (2017-20224) as outlined in Attachment 3 to this report.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: (0)

Carried

CS-2018.36 Procedural By-Law Update

Dylan McMahon, Deputy City Clerk, provided clarification and advice regarding amendments to the Procedural By-law.

8. Moved by Councillor Hofland
Seconded by Councillor Allt

That the proposed Procedural By-law, included as ATT-1 to the report titled Procedural By-law Update, dated March 5, 2018, be approved, as amended, and that By-Law (2016)-20087 be repealed.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: (0)

Carried

By-laws

9. Moved by Councillor Van Hellemond
Seconded by Councillor Gibson

That By-laws Numbered (2018)-20258 to (2018)-20263, inclusive, are hereby passed.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: (0)

Carried

Adjournment (7:18 p.m.)

10. Moved by Councillor Bell
Seconded by Councillor Hofland

That the meeting be adjourned.

Carried

Minutes to be confirmed on Monday, April 23, 2018.

Mayor Guthrie

Dylan McMahon – Deputy City Clerk



**Minutes of Committee of the Whole Meeting
Held in the Council Chambers, Guelph City Hall on
Monday, April 3, 2018 at 2:01 p.m.**

Attendance

Council: Mayor Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor C. Billings
Councillor C. Downer
Councillor D. Gibson
Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor L. Piper
Councillor M. Salisbury
Councillor A. Van Hellemond
Councillor K. Wettstein

Staff: Mr. D. Thompson, Chief Administrative Officer
Ms. C. Clack, Deputy CAO, Public Services
Mr. T. Lee, Deputy CAO, Corporate Services
Mr. D. Godfrey, General Manager, Operations
Mr. S. Dewar, General Manager, Emergency Medical Services
Ms. L. Swantko, Deputy Chief, Emergency Medical Services
Mr. J. Osborne, General Manager, Fire Services/Fire Chief
Mr. D. Wiedrick, Manager, By-law Compliance, Security and Licencing
Mr. R. Gerus, Interim General Manager, Guelph Transit
Ms. K. Gray, Program Manager, Business Process Management
Mr. D. McMahon, Deputy City Clerk
Ms. D. Tremblay, Council Committee Coordinator

Call to Order (2:01 p.m.)

Mayor Guthrie called the meeting to order.

Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

Presentations:

Ontario Age-Friendly Community Recognition Award

Chair Downer presented the 2018 Ontario Age-Friendly Community Recognition Award to Manon Germain, Age-Friendly Project Specialist, the City of Guelph's Senior Services Team and Adam Rutherford, Supervisor of Programming and Community Development.

Guelph Wellington Oral Health Action Committee

Ms. Peggy Nickels, Chair, Guelph Wellington Oral Health Action Committee, provided information on the efforts of the Guelph Wellington Oral Health Action Committee.

Councillor Downer assumed the Chair.

1. Moved by Councillor Hofland
Seconded by Councillor Gordon

1. That Council strongly endorses the importance of oral health and requests that the Premier of Ontario include oral health as part of the government's primary care transformation initiatives;
2. That Council calls on the Provincial Government to expand public oral health programs with prime consideration for low income adults and seniors ; and
3. That Council forward a copy of this resolution to the Premier of Ontario, the Minister of Health and Long-Term Care, Local Members of Provincial Parliament, and the Association of Municipalities of Ontario.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, Piper, Salisbury, Van Hellemond and Wettstein (12)

Voting Against: Councillor MacKinnon (1)

Carried

Community Health Van

Mr. Colin McVicker, Program Director, Sanguen Health Centre, provided a summary of the Community Health Van Program.

County of Wellington Play Time Update

Ms. Luisa Artuso, Director of Child Care Services, County of Wellington, provided an update regarding changes to the County of Wellington's Play Time program.

Mayor Guthrie assumed the Chair.

Consent Agenda – Public Services

The following items were extracted:

PS-2018.06 Regulation of Election Signs
PS-2018.10 Transit Business Service Review Overview

Mayor Guthrie presented the balance of the April 3, 2018 Public Services and Corporate Services Consent Agenda.

2. Moved by Councillor Gordon
Seconded by Councillor MacKinnon

That the balance of the April 3, 2018 Public Services and Corporate Services Consent Agendas as identified below, be adopted:

CS-2018.38 Corporate Records Retention By-Law Amendment

That the amended Corporate Records Retention By-law outlined in ATT-2 to report CS-2018-38, dated April 3, 2018, be approved.

CS-2018.11 2018 Property Tax Policy Report

1. That the 2018 City of Guelph Property Tax Policies set out in ATT-1 to the 2018 Property Tax Policy Report number CS-2018-11 dated April 3, 2018, be approved.
2. That the tax policies be incorporated into tax ratio, tax rate, and capping parameter by-laws.
3. That the maximum allowed capping parameters be used for 2018, allowing the City of Guelph to exit the capping program in the shortest timeframe available.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

Items for Discussion – Public Services

Councillor Downer assumed in the chair.

PS-2018.09 Taxi By-law Review and Regulation of Vehicles for Hire

The following delegates spoke regarding this item.
Chris Schafer, Manager, Public Policy, Uber Canada
Doak McCraney

3. Moved by Councillor Hofland
 Seconded by Mayor Guthrie
 1. That staff be directed to create a new schedule under the City's Business Licensing Bylaw (2009)-18855 to regulate the licensing of vehicles for hire.
 2. That staff be directed to create amendments to the Schedule 16 (Taxi Licensing) of the City's Business Licensing Bylaw (2009)-18855.

It was requested that the clauses be voted on separately.

Referral

4. Moved by Councillor Salisbury
 Seconded by Councillor MacKinnon

That Report PS-2018.09 Taxi By-law Review and Regulation of Vehicles for Hire be referred to staff to develop a single harmonized by-law for ride share and taxis focusing on public safety.

Voting in Favour: Mayor Guthrie, Councillors MacKinnon and Salisbury (3)

Voting Against: Councillors Allt, Bell, Billings, Gibson, Gordon, Downer, Hofland, Piper, Van Hellemond and Wettstein (10)

Defeated

5. Moved by Councillor Hofland
Seconded by Mayor Guthrie

1. That staff be directed to create a new schedule under the City's Business Licensing Bylaw (2009)-18855 to regulate the licensing of vehicles for hire.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Gibson, Gordon, Downer, Hofland, Piper, Van Hellemond and Wettstein (11)

Voting Against: Councillors MacKinnon and Salisbury (2)

Carried

6. Moved by Councillor Hofland
Seconded by Mayor Guthrie

2. That staff be directed to create amendments to the Schedule 16 (Taxi Licensing) of the City's Business Licensing Bylaw (2009)-18855.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Gibson, Gordon, Downer, Hofland, Piper, Van Hellemond and Wettstein (11)

Voting Against: Councillors MacKinnon and Salisbury (2)

Carried

Council recessed at 5:41 p.m. and reconvened at 6:06 p.m.

PS-2018.07 Community Paramedics Projects and Sustainability

Ms. Leanne Swantko, Deputy Chief, Emergency Medical Services, summarized the Community Paramedics Project.

7. Moved by Councillor Gibson
Seconded by Councillor Piper

That Public Services Report PS-2018-07 'Community Paramedics Projects and Sustainability' dated April 3, 2018 be received.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Gibson, Gordon, Downer, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

PS-2018.08 Guelph/Eramosa Fire Contract

Ms. Colleen Clack, Deputy Chief Administrative Officer, Public Services, provided a summary of the fire services contract with Guelph/Eramosa.

8. Moved by Councillor Allt
Seconded by Councillor Hofland

That staff be directed to proceed with negotiating a new agreement with Guelph/Eramosa for the provision of Fire Services and report back to Council prior to execution of the agreement.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

PS-2018.06 Regulation of Election Signs

9. Moved by Councillor Piper
Seconded by Councillor Gibson

That the Election Sign By-law as outlined in ATT-2 to Public Service Report PS-2018-06 "Regulation of Election Signs", dated April 3, 2018 be approved.

Withdrawn

Referral

10. Moved by Councillor Piper
Seconded by Councillor Gibson

That the Election Sign By-law as outlined in ATT-2 to Public Service Report PS-2018-06 "Regulation of Election Signs", dated April 3, 2018 be referred to the April 23, 2018 Council Meeting.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

11. Moved by Councillor Piper
Seconded by Councillor Bell

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

A reduction from a 100m to a 50m separation distance between signs by the same candidate on a permitted boulevard.

Voting in Favour: Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (12)

Voting Against: Mayor Guthrie (1)

Carried

12. Moved by Councillor Piper
Seconded by Councillor Bell

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That condominiums/private rental properties under one address/ownership be permitted one sign per unit, subject to a 1m set-back clause.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Gibson, Gordon, Downer, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

13. Moved by Councillor Piper
Seconded by Councillor Bell

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That the prohibition of election signs next to voting places only be in force on days that voting is taking place.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Gordon, Downer, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (12)

Voting Against: Councillor Gibson (1)

Carried

14. Moved by Councillor Piper
Seconded by Councillor Bell

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That the placement of election signs along parkland within the city road allowance 1.5m from the edge of the curb be permitted.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, Piper, Salisbury, Van Hellemond and Wettstein (12)

Voting Against: Councillor MacKinnon (1)

Carried

15. Moved by Councillor Bell
Seconded by Councillor Salisbury

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That the placement of municipal election signs be permitted no earlier than 30 days before municipal election day.

Amendment

16. Moved by Councillor Mackinnon
Seconded by Councillor Billings

That the placement of municipal election signs be permitted no earlier than **45** days before municipal election day.

Voting in Favour: Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, MacKinnon, Salisbury, Van Hellemond and Wettstein (10)

Voting Against: Mayor Guthrie, Councillors Hofland and Piper (3)

Carried

Main Motion as amended

17. Moved by Councillor MacKinnon
Seconded by Councillor Billings

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That the placement of municipal election signs be permitted no earlier than 45 days before municipal election day.

Voting in Favour: Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, MacKinnon, Salisbury, Van Hellemond and Wettstein (10)

Voting Against: Mayor Guthrie, Councillors Hofland and Piper (3)

Carried

18. Moved by Councillor Bell
Seconded by Councillor Salisbury

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That the size of election signs remain the same as indicated in the existing Sign By-law.

Voting in Favour: Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, Piper and Salisbury (9)

Voting Against: Mayor Guthrie, Councillors MacKinnon, Van Hellemond and Wettstein (4)

Carried

19. Moved by Councillor MacKinnon
Seconded Councillor Bell

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That if the candidate themselves is responsible for the message on a municipal election sign then no specific attribution is required.

Voting in Favour: Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (12)

Voting Against: Mayor Guthrie (1)

Carried

20. Moved by Councillor MacKinnon
Seconded by Councillor Salisbury

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That the prohibition of election signs within 100m of voting places on election day does not apply to private residential properties.

Voting in Favour: Mayor Guthrie, Councillors Allt, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper and Salisbury (9)

Voting Against: Councillors Bell, Billings, Downer and Gibson (4)

Carried

21. Moved by Mayor Guthrie
Seconded by Councillor Gordon

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

That size regulations for the 2018 Provincial Election be suspended and that the current municipal sign by-law guidelines be used.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Van Hellemond and Wettstein (12)

Voting Against: Councillor Salisbury (1)

Carried

PS-2018.10 Transit Business Service Review Overview

Ms. Colleen Clack, Deputy Chief Administrative Officer, Public Services, provided clarification of the scope of the Transit Business Service Review.

22. Moved by Mayor Guthrie
Seconded by Councillor Billings

That Public Services Report PS-2018-10 'Transit Business Service Review Overview' dated April 3, 2018 be received.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

PS-2018.05 Transit Advisory Committee Terms of Reference

The following delegations were not present.
Steven Petric

23. Moved by Councillor Hofland
Seconded by Mayor Guthrie

That the terms of reference for Transit Advisory Committee dated September 28, 2017 be approved.

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, MacKinnon, Piper, Salisbury, Van Hellemond and Wettstein (13)

Voting Against: (0)

Carried

Items for Discussion– Corporate Services

Councillor MacKinnon assumed the chair.

CS-2018.12 2019 Budget Schedule and Process Change

24. Moved by Councillor Gibson
Seconded by Councillor Hofland

1. That the draft 2019 budget schedule and process changes as outlined in report CS-2018-12, titled 2019 Budget Schedule and Process Changes dated April 3, 2018, be approved, as amended.
2. That staff be directed to investigate multi-year budgeting and report back to Council in July 2018 with a recommended policy to support implementing a four-year budgeting process beginning in 2020.
3. That the start times for the following meetings be changed from 2:00 p.m. to 4:00 p.m.:
 - a) Council Deliberations and Approval of Non-tax Supported Operating Budget
 - b) Council Deliberations and Approval of Capital Budget
 - c) Presentation of Tax Supported Operating Budget
 - d) Presentation of Local Boards and Shared Services Budgets

Voting in Favour: Mayor Guthrie, Councillors Allt, Bell, Billings, Downer, Gibson, Gordon, Hofland, Piper, Salisbury, Van Hellemond and Wettstein (12)

Voting Against: Councillor MacKinnon (1)

Carried

25. Moved by Councillor Gibson
Moved by Councillor Hofland

1. That the start time for the Council Deliberations and Approvals of Tax Supported Operating Budget meeting be changed from 2:00 p.m. to 4:00 p.m.; and
2. That the start time for the Council Deliberations and Approvals Carryover – if required meeting be changed from 2:00 p.m. to 4:00 p.m.

It was requested that the clauses be voted on separately.

26. Moved by Councillor Gibson
Moved by Councillor Hofland

1. That the start time for the Council Deliberations and Approvals of Tax Supported Operating Budget meeting be changed from 2:00 p.m. to 4:00 p.m.

Voting in Favour: Councillors Billings, Gibson, Hofland and Piper (4)

Voting Against: Mayor Guthrie, Councillors Allt, Bell, Downer, Gordon, MacKinnon, Salisbury, VanHellemond and Wettstein (9)

Defeated

27. Moved by Councillor Gibson
Moved by Councillor Hofland

2. That the start time for the Council Deliberations and Approvals Carryover – if required meeting be changed from 2:00 p.m. to 4:00 p.m.

Voting in Favour: Councillors Bell, Billings, Hofland, Piper and Wettstein (5)

Voting Against: Mayor Guthrie, Councillors Allt, Downer, Gordon, MacKinnon, Salisbury and Van Hellemond (8)

Defeated

Mayor Guthrie assumed the Chair.

Chair and Staff Announcements

Councillor Downer advised that there will be a Ward 5 Town Hall on April 19, 2018 at 7:00 p.m. at St. Michael's School.

Notice of Motion

Councillor Hofland presented the following notice of motion.

That the following motion be referred to the May 7, 2018 Committee of the Whole meeting for consideration:

That Guelph Transit reinstate weekday half hour service on the St. Joseph's #3 bus route at the earliest possible date.

Adjournment (9:21 p.m.)

27. Moved by Councillor Bell
Seconded by Councillor Gibson

That the meeting be adjourned.

Carried

Minutes to be confirmed on April 23, 2018.

Mayor Guthrie

Dylan McMahon – Deputy City Clerk

MEMO



DATE April 12, 2018
TO **City Council**
FROM David Wiedrick, Manager, Bylaw Compliance, Security and Licensing
DIVISION Operations
DEPARTMENT Public Services
SUBJECT PS-2018-06 Regulation of Election Signs

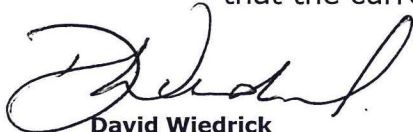
Please be advised that following the direction of Council at the April 3, 2018 Committee of the Whole meeting, staff will be providing a follow-up report regarding report 'PS-2018-06 Regulation of Election Signs' with the April 23, 2018 Consolidated Council Agenda to be distributed and posted to Guelph.ca on April 20, 2018.

The report will address the following recommendations that were adopted at the April 3, 2018 Committee of the Whole meeting:

That staff consider the following prior to bringing forward the Election Sign By-law at the April 23, 2018 Council meeting:

- 1) A reduction from a 100m to a 50m separation distance between signs by the same candidate on a permitted boulevard.
- 2) That condominiums/private rental properties under one address/ownership be permitted one sign per unit, subject to a 1m set-back clause.
- 3) That the prohibition of election signs next to voting places only be in force on days that voting is taking place.
- 4) That the placement of election signs along parkland within the city road allowance 1.5m from the edge of the curb be permitted.
- 5) That the placement of municipal election signs be permitted no earlier than 45 days before municipal election day.
- 6) That the size of election signs remain the same as indicated in the existing Sign By-law.
- 7) That if the candidate themselves is responsible for the message on a municipal election sign then no specific attribution is required.

- 8) That the prohibition of election signs within 100m of voting places on election day does not apply to private residential properties.
- 9) That size regulations for the 2018 Provincial Election be suspended and that the current municipal sign by-law guidelines be used.



David Wiedrick
Manager, Bylaw Compliance, Security and Licensing

Public Services
Operations Department

T 519-822-1260 x 3475
E david.wiedrick@guelph.ca

From: Chris Schafer
Sent: April 5, 2018 8:51 AM
To: Chris Schafer
Subject: Uber: Committee of the Whole Follow Up

Dear Guelph Committee of the Whole Member,

Thank you again for the opportunity to appear before you this week as a delegation from Uber Canada.

As was noted at Committee, the Guelph Working Group (made up of representatives from both major local taxi companies + Uber + citizens) support the Guelph draft bylaw.

There were a number of questions and issues raised during the robust discussion that I thought I would provide my perspective on below:

1. **Uber and safety**
2. **Dynamic ("surge") pricing**
3. **Uber Driver hour limits**
4. **Impact on the taxi industry**
5. **Licensing fee model**
6. **Decal**
7. **Difference between ridesharing and taxi industry**
8. **Licensing and compliance**

1. Uber and safety

Beyond the criminal background screening, motor vehicle inspections, driver abstract checks and insurance in existence for every Uber ride, Uber takes safety steps further:

- **No more street hails or waiting outside to find a ride.** A rider can start the Uber app from anywhere and wait safely inside for the car to arrive.
- **Trips are no longer anonymous.** When a driver-partner accepts a request, a rider sees his or her first name, photo, vehicle model, and license plate number. Riders can also check whether others have had a good experience with him or her
- **Share your location.** Riders can easily share their trip details -- including the specific route and estimated time of arrival -- with selected friends or family at the touch of a button.
- **No need for cash.** Because payments can be made automatically and securely via the credit card, debit card, or PayPal account on file, riding with Uber significantly reduces the potential risk and conflict that can stem from disputed fares, lack of cash, or fare evasion. This is particularly good for drivers because carrying large quantities of cash can make them a target for crime.

- **Feedback and ratings after every trip.** Riders and driver-partners are asked to rate each other and provide feedback for every trip before requesting or accepting another ride.
- **24/7 support.** If riders or driver-partners have any questions about their trip, or if they need to report an incident, our customer support team is ready to respond to any issues.
- **Easy Access to Driver Information:** Information about your trip (driver name and photo + make and model of the car + licence plate) is always available before you enter the Uber vehicle and is stored afterwards in the email receipt and within a passengersUber account for easy retrieval at any time).
- **Rapid response.** We have a dedicated Incident Response Team to answer any urgent issues. If we receive a report that there has been an accident or incident, we can suspend the relevant parties and prevent them from accessing the platform until the matter is resolved.
- **Always on the map.** Global Positioning System (GPS) data for all rides on the Uber platform are logged so we know which driver-partners and riders are riding together and where they are for the duration of their trip. GPS also enables us to verify the efficiency of every route being used, which creates accountability and a strong incentive for good behavior.
- **Working with law enforcement.** In cases where law enforcement provides us with valid legal process, we collaborate with them on investigations, e.g. by providing trip logs.

2. Dynamic "surge" pricing

Uber's algorithms monitor demand and supply in real time all over a city. When our systems notice an increase in wait times (because there aren't enough drivers nearby),

surge pricing automatically kicks in. This has two effects: people who are not in a hurry wait until the price falls—reducing demand; and drivers who are nearby go to that neighborhood to get the higher fares—increasing supply. As a result, the number of people wanting a ride and the number of available drivers starts to balance out, ensuring that wait times do not increase.

Uber riders are always given the actual full fare in a transparent manner in the app before they request their ride.

3. Uber driver hour limits

While most Uber driver-partners use the Uber app less than 10 hours a week, we want to do our part to help prevent drowsy driving. That's why we launched a feature that prompts drivers to go offline for 6 straight hours from the Uber app after a total of 12 hours of driving time.

Here's how it works:

- The feature will count driving time, making it easy for drivers to keep tabs on how long they've been driving with Uber.

- It provides periodic notifications when approaching the 12-hour driving time limit and then automatically goes offline for six straight hours when the max has been reached
- After the six hours, drivers can go online again to receive trip requests

"Uber's commitment to adopt best practice and innovating in an evolving market is aligned with the goals of zero serious injuries and fatalities on our roadways. As a traffic safety systems user, Uber has a large megaphone to amplify best practices for safer roads," said Alex Kelly, Director of the [Vision Zero Advocate Institute](#). "Applying technology as a solution to help address something like drowsy driving is an important opportunity to not only protect the Uber driver-partner and rider community, but also do their part to contribute to a safer transportation system."

4. Impact on taxi industry

A belief/position that is sometimes shared is that the ground transportation "pie is only so big". Examples below from Niagara Region and Mississauga where Uber operates has grown the pie and taxi has not been impacted financially but has seen business grow.

What we are increasingly seeing is that ridesharing enlarges the pie and data bears it out. When residents can get a safe, more affordable and reliable ride, they are inclined to do so more often, thus reducing their use of a second or only family/personal car, for example.

Two examples:

- In Niagara Region: "Today even with Uber around, we have not lost taxi business, and we have not lost black-car business. People like our vehicles. They like our drivers and that we are run locally." - Hanif Patni, CEO of Coventry, which runs taxis in Niagara Region under the banner of Central Taxi. See:

<http://www.stcatharinesstandard.ca/2016/07/04/taxi-industry-fights-back-against-uber>

- In Mississauga, Uber entered the Mississauga market in 2013. Mississauga city staff note that "in 2015 total dispatched trips for the eight [taxi] brokerages combined increased by 6.8% compared to 2013". This occurred while companies like Uber operated outside a regulatory framework in Mississauga. Thus, the ground transportation "pie" is growing in Mississauga and this is good for Mississauga residents who have access to greater ways of getting around their city today. See:

See pg. 4 of 607 pages of this

PDF: http://www7.mississauga.ca/documents/agendas/committees/general/2016/03_02_2016_GC_Agenda.pdf

There's no doubt increased competition—from ridesharing, new types of taxis and other forms of getting around town like carsharing (autoshare, zipcar, etc.) bikesharing, new public transit initiatives, etc.—has had an impact on the value of existing taxi medallions just as liberalization in the airline industry initially impacted established carriers. But that value only existed because the number of medallions was artificially restricted, not earned through improvements in service, increased productivity or innovation.

And that loss is in many ways offset by the fact that taxis continue to have the exclusive right to pick up passengers who hail a cab on the street in most cities around the world, including taxi stands. Street hail and taxi stands are, by a wide margin, the most popular way for passengers in densely populated parts of town (like city centers and business districts) to get around. This effectively guarantees taxis a steady flow of high-priced, high-volume trips. What's more, competition from ridesharing is leading taxis to improve their service and experiment with new technology themselves—creating a better experience for riders as well.

5. Licensing fee model

Uber supports the effort of cities through its bylaw to recoup administrative and enforcement related regulatory compliance costs.

The annual fee + per trip fee model recognizes the different business model realities of the ridesharing industry vis-a-vis the taxi industry. Cities that have regulated ridesharing in Ontario to date like Toronto, Ottawa, Niagara Region, Waterloo Region, etc., have all adopted a per trip fee model.

For example, the Ottawa and Niagara Region By-law fee schedule is as follows (identical to Guelph's proposed bylaw):

- A Private Transportation Company (PTC) with 1 to 24 affiliated vehicles: \$807 annually;
- A PTC with 25 to 99 affiliated vehicles: \$2,469 annually;
- A PTC with 100 or more affiliated vehicles: \$7,253 annually; and,
- \$0.11/per trip

This model above ensures regulatory compliance costs are recouped by the municipality and/or region based on the significant number of trips Uber driver-partners are completing locally.

The above annual fee + per trip fee structure model works for the business model of ridesharing:

- More than 50% of driver-partners drive on the Uber platform 10 hours a week or less.
- Many ridesharing driver-partners after going through the onboarding process to become a driver-partner, including all the requisite screening (criminal, etc.) never take a first trip or only a few trips as upfront costs are covered by Uber so it's low friction to onboard as an Uber driver partner, or drive

for a period of several months for a specific purpose (during a period of unemployment, to earn additional income for a vacation, etc.).

- In this way, ridesharing, unlike taxi, is more of an income supplementing opportunity than a part-time or full-time earning opportunity.
- Vehicle or driver fees under a municipal bylaw can add up to hundreds of dollars, which may never be recovered by a ridesharing company, effectively making it unworkable to operate in that City.

6. Decal

In a large majority of markets in which ridesharing/Uber is regulated in the U.S., decals or vehicle identification is not required. It is often not required due to the fact that an Uber passenger already receives the picture of the driver, name of the driver, make and model of the vehicle and driver plate licence number when making a request for a ride on the Uber platform (this information is also stored in the user's Uber app for historical reference -- this acts as a form of a digital I.D. card for passengers and for bylaw enforcement).

With respect to street enforcement by bylaw officers, enforcement officers can use the Uber app to order Uber rides for compliance purposes. Uber Driver partners would not know who is ordering a ride when they receive a request.

Where cities in Canada have required a vehicle decal (i.e. Toronto and Mississauga), they have opted to harmonize the decal so as to be consistent across the Province. Uber provides this standard decal at no cost to the municipality to drivers that are allowed to operate in that municipality.

7. Licensing and compliance

Under the licensing model adopted by cities across Ontario to regulate ridesharing and as proposed in Guelph, the Personal Transportation Provider (PTP) is licensed and prospective Uber drivers apply to drive with Uber by confirming supplying a range of documentation (driver's licence, proof of work eligibility, police background check, vehicle inspection documentation, etc.).

Uber can only permit drivers to drive on the Uber platform that meet the strict requirements of a local City bylaw. The City ensures compliance under it through data sharing obligations and audits. A PTP that fails to fulfill compliance related bylaw requirements risks substantial fines and loss of its PTP operating licence in Guelph.

With respect to compliance with this model of regulation proposed in Guelph, Ottawa recently evaluated compliance by Uber one-year after implementing a similar bylaw as proposed in Guelph. According to [City staff](#), "Overall, compliance by the licensed PTCs, Uber Canada and Teslift, has been very high".

To be clear, Uber is not vetting drivers and vehicles based on their own processes. A City bylaw like Guelph sets the rules for what is required. For example, Guelph's

bylaw proposes to require an annual safety standard vehicle inspection. Uber simply ensures that prospective Uber drivers have a vehicle that has received such an inspection and passed within the last year. Uber retains documented proof of inspection and shares data with cities/towns in this regard. The vehicle inspection is not Uber's process -- the vehicle inspections are carried out by the Ministry of Transportation certified mechanics.

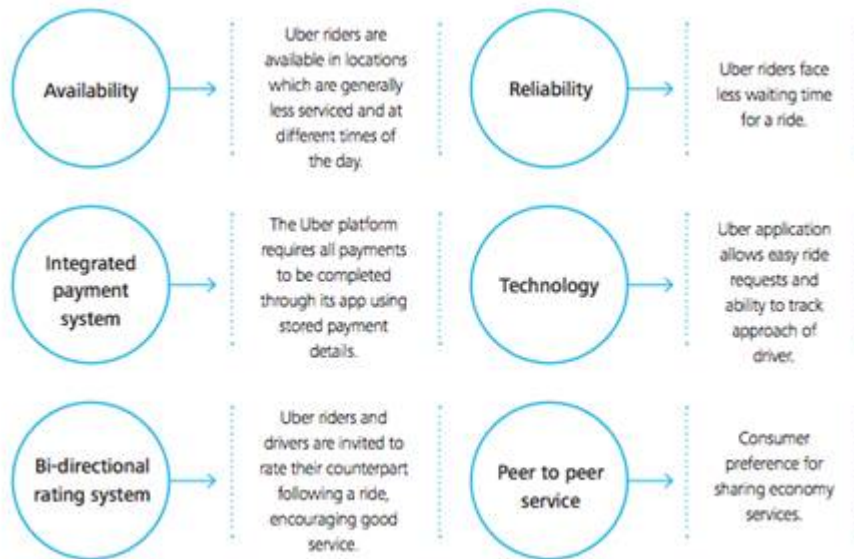
The ridesharing business model is different from taxi. Most Uber drivers drive less than 10 hours a week. For many, Uber is an income supplement and not a full-time job. As such, traditional regulatory processes that may work well for an incumbent industry, don't work as well for the ridesharing industry when other regulatory licensing processes as proposed by Guelph and as adopted by cities already across Ontario can

facilitate the same outcome as more traditional processes. This is being done under ridesharing bylaws in a # of Ontario municipalities that have already passed ridesharing bylaws including Toronto, Ottawa, Waterloo Region, Oakville, Mississauga, Vaughan, Barrie, London, etc.

8. Difference between ridesharing and taxi industry

Ridesharing is one part of a growing sharing economy enabled by digital technology. Ridesharing services are distinct from traditional taxi services and there are benefits to this differentiation, as summarized below. This differentiation necessitates a different yet complementary regulatory approach.

Taxi services	Ridesharing services
<ul style="list-style-type: none">• Can accept street hail, taxi rank, phone and advanced bookings• A large proportion of transactions are completed through cash (60-77%)• Majority of trips are obtained through street hail or taxi rank• Fares set by taxi meter	<ul style="list-style-type: none">• Cannot accept rank or hail work or stop in taxi, bus or loading zones• All transactions are through electronic payments• Underpinned by digital peer-to-peer platform, rides are matched based on geographic location which minimises travel distance and waiting time• No taxi meters



- Ridesharing uses a digital platform to connect driver partners and riders. This lowers transaction costs between riders and drivers and helps explain why Uber is a more affordable method of point to point transportation.
- Ridesharing has added supply to the point to point transportation market, but it does not simply replicate existing offerings. Ridesharing increases competition and provides a differentiated service to traditional players in a regulated market.
- Ridesharing riders do not pay "rents" for restrictive licenses which add to transportation costs for consumers.
- The bidirectional rating system reduces information asymmetries which provides more efficient decision making by riders and drivers. This is a different and complementary measure to other ways in which consumers can identify who to obtain transportation from.
- Ridesharing improves the ability of the point to point transportation market to efficiently match riders and drivers. Unlike most markets where price plays a central role in business competition, in point to point transportation, prices (either in taxis or in ridesharing) are largely set and hence it is connecting people at the right time and in the right place that is where competitive forces take shape.

Rider & Driver Benefits

- **Features of Uber/ridesharing platforms mitigate some of the risks associated with point to point transportation for both driver partners and riders:**

- Uber's application removes anonymity thus reducing an incentive to commit crime and enabling ease of reporting of any incidents.
- "Share my ETA" feature allows riders to share their trip in real time with family/friends, which enables quick action in the event of an emergency.
- Uber's online automatic payment system ensures that no cash changes hands, thus reducing the potential for overcharging, fare evasion by consumers, and misreporting of income by drivers.

• **The technology used to power the Uber/ridesharing platforms provides a range of benefits to consumers:**

- Uber's app allows potential riders to see where Uber drivers are in relation to their position, and demand at any time can be measured by the # of requests being made in a particular part of the city, Uber can use dynamic/surge pricing to attract driver partners to move to particular areas, thus encouraging the matching of supply and demand.
 - Thus, Uber is generally more reliable than taxi in lesser serviced parts of a city and at different times of the day, compared to taxi which congregate in downtown cores and airports.
- Uber's integrated payment system provides ease of payment. No time is wasted exchanging cash or swiping a debit/credit card.
- Unlike taxi, Uber driver partners are not shown the destination of ride requests before acceptance (rider in car), making it difficult to "cherry pick" rides or discriminate based on length of trip or destination.
- The provision of driver and rider anonymous ratings and feedback after each trip helps ensure ongoing quality control and provides a self-regulating signal for bad drivers or riders on the Uber platform, improving the in vehicle experience for everyone.
- GPS information stored by Uber can provide recourse to passengers who believe their driver partner took an unnecessary detour or route, and claim a refund from Uber. Where an item is left in an Uber driver partner vehicle after a trip, riders can easily contact an Uber driver partner to retrieve the item via the app and/or emailed receipt.

- **Savings to riders/consumers:**

- Fares charged by taxi are above the marginal cost of providing taxi services. The difference is paid as "rents" by the consumer to the taxi licence holder (less any other fixed or "sunk" costs) which makes taxis more expensive than they would otherwise be to the consumer.
- High taxi fares price consumers out of the taxi market (they don't take taxi or not as frequently), while encouraging consumers who never used taxi or used them infrequently, to use uberX given it's more affordable/lower price. This grows the "pie" of point to point transportation. (This is good as it reduces overall personal car use, and in the long-term grows the point to point transportation market, including for taxi.

- **Benefits to drivers:**

- Uber/ridesharing platforms offer flexible working hours and lower fees, which attract additional workers to enter the point to point transportation industry.
- Uber assists citizens who are not able to enter the job market, are underemployed, or who are transitioning from another industry.
- Average weekly commitment in hours for Uber driver partners is much lower than a typical taxi driver and vary more widely week to week than taxi drivers. As the uberX platform permits flexible work hours, driver partners use uberX to supplement their income and avoid underemployment or unemployment, adjusting their time driving based on other life commitments.
- The flexibility of the Uber platform is particularly effective in delivering transportation to consumers during peak hour periods, particularly Friday and Saturday evenings.

I would be happy to speak with you about this email at your convenience.

Chris Schafer
Uber Public Policy Manager - Canada

From: Shirley and Doak
Sent: April-04-18 10:06 AM
To: 'Phil Allt'; June Hofland
Cc: Clerks
Subject: Vehicle for hire

I missed the vote how things will proceed was being interviewed by ctv news

However read bylaw managers response to cab requests today and I consider is arrogant statement that despite what cabs asked for in committee the rate issue will not be there I find disturbing

He is missing the point

The rate per km issue std is not consumer protection but is at core of all of it and what uber most does not want in place . The std rate per km and the individual licensing fee and license certificate issued by city , proper insurance , GPS criminal record background checks and no meter no street pick ups are the essentials of level playing field vehical for hire bylaw all else is fanfare .. Rates are the general concern of customers including ubers gouge pricing . See the survey . There is a reason meters are sealed and have to be verified and resealed on reg basis

This issue is about the level playing field and what future will bring if there are not controls on payment for transportation .. Would we allow bus drivers or Guelph transit to set rates at will

Uber once they crush local competition will not have deals for anyone

Doak McCraney

From: Shirley and Doak
Sent: April-11-18 9:37 AM
To: newsroom@guelphmercurytribune.com
Subject: Vehicle for Hire letter to the editor

My understanding is later this month council will adopt new regulations for Vehicles for hire in Guelph. I had the opportunity to attend a session with taxi drivers another with public and the committee of whole on the issue vote April 3.

Further I read the reports on line of months of sessions with uber taxis and city staff ie bylaw.

One thing that came clear is sessions with taxi drivers and public meeting held it was made abundantly clear that rates and licensing by the city insurance of individual drivers of such vehicles was paramount .

When it was all done the message somehow got out that the taxi uber and city agreed to no individual licensing and rates not controlled this is inaccurate . in fact I pointed this out at meeting with public on the matter of licensing that registration of drivers was not the stated fact but licensing was .

I don't have enough time here to state all factors but the taxi industry here has for a very long time followed the rules , uber for two years admitted by the city has been breaking the law without accountability for two years or more . They have been rewarded with exactly what they want while your taxi drivers mostly tax paying residents of Guelph are being undermined and ignored on virtually every front . Recently I read about an uber driver from woodstock on the clock with uber app driving was found to be driving while suspended . Yet uber states they can control there own regulations and safety of drivers .

Uber should be welcome all competition should be allowed but uber lift whatever is still a taxi all charge a fee for moving ppl around . cant make an orange out of an apple . Max rates should be set in bylaw , all drivers need to purchase a individual license from city . Those who think somehow the taxi industry has had preferential treatment are simply wrong ask a taxi owner or part time driver what he has paid over the years in licensing insurance etc

Doak McCraney

Staff Report



To **City Council**

Service Area Corporate Services

Date Monday, April 23, 2018

Subject **2018 Public Appointments to the Council Remuneration Advisory Committee**

Report Number CS-2018-42

Recommendation

That _____, _____, _____ and _____ be appointed to the Council Remuneration Advisory Committee for a term of the mandate of the Committee.

Executive Summary

Purpose of Report

To appoint members to the Council Remuneration Advisory Committee for 2018.

Key Findings

Within the last year of each term of Council, a Council Remuneration Advisory Committee is to be struck to provide recommendations for remuneration for the next term of Council.

The use of an Advisory Committee has proved to be an effective, objective, and transparent approach to determining Council remuneration and provides an arm's length approach. Human Resources staff will assist the Committee to bring forward recommendations before the end of the year.

The staff liaison has reviewed the applications and the vacancies have been advertised in accordance with the City's Public Appointment Policy.

Financial Implications

The budget for the reimbursement of expenses to Committee members and any other incidental expenses arising from the operation of the Committee will be funded through the Human Resources Department's operating budget.

Report

In October 2009, Council approved the establishment of the "Council Remuneration Advisory Committee" to review and make recommendations to Council regarding Council remuneration for the 2011-2014 Council term.

As a result of that review, Council adopted the following motion:

That the current policy of conducting a formal market review for Council every four years during the last year of the Council's term of office be maintained.

On October 13, 2017, an Information Report was distributed to Council to advise that the Council Remuneration Advisory Committee for the 2018-2022 Council term was due to commence. That report is included as ATT-1.

Vacancies were advertised in the Guelph Mercury Tribune on January 18 and 25, 2018, posted on the City's website, posted on public bulletin boards at City facilities, and provided to the People and Information Network (formerly known as the Volunteer Centre of Guelph-Wellington) and the Guelph-Wellington Local Immigration Partnership for posting. Human Resources staff also reached out to various contacts within the community. The advertisements included the number of vacancies, the term of office, a summary of duties, the frequency of meetings, and contact information.

The staff liaison was provided the applications received and has provided staff recommendations for the appointments.

Although there were not enough applications to achieve a full complement of Committee members, staff recommend moving forward with four members in order to be able fulfill the mandate of the Committee by the end of 2018.

Financial Implications

Costs incurred would be staff time spent assisting the Committee including: providing expert guidance and advice, the facilitation, documentation and presentation of survey results, and the preparation and/or presentation of a report to Council containing the Committee's recommendations.

The budget for the reimbursement of expenses to Committee members and any other incidental expenses arising from the operation of the Committee will be funded through the Human Resources Department's operating budget.

Consultations

The Human Resources Department and the City Clerk's Office worked collaboratively to conduct the recruitment as noted above.

Each applicant will receive a letter advising of the outcome of their application and each staff liaison will be provided the necessary information of the successful candidates. The committee composition, Terms of Reference, and mandate will be posted on the City's website.

Corporate Administrative Plan

Overarching Goals

Service Excellence
Financial Stability

Service Area Operational Work Plans

Our Services - Municipal services that make lives better
Our Resources - A solid foundation for a growing city

Attachments

ATT-1 [Citizens' Review Committee for Council](#)

Departmental Approval

David Godwaldt, General Manager, Human Resources

Report Author

Dolores Black
Council Committee Coordinator



Approved By

Dylan McMahon
Deputy City Clerk
519-833-1260 ext. 2811
dylan.mcmahon@guelph.ca

Recommended By

Trevor Lee
Deputy CAO, Corporate Services
519-822-1260 ext. 2281
trevor.lee@guelph.ca

Staff Report



To **City Council**

Service Area Corporate Services

Date Monday, April 23, 2018

Subject **April 2018 Public Appointments to the River Systems Advisory Committee and the Tourism Advisory Committee**

Report Number CS-2018-44

Recommendation

1. That _____, _____ and _____ be appointed to the River Systems Advisory Committee for a term ending November, 2018, or until such time as a successor is appointed.
2. That _____, _____ and _____ be appointed to the Tourism Advisory Committee for a term ending November, 2018, or until such time as a successor is appointed.

Executive Summary

Purpose of Report

To appoint members to the River Systems Advisory Committee and the Tourism Advisory Committee.

Key Findings

These Advisory Committees have vacancies outstanding from the Fall 2017 recruitment process or have had resignations since that time.

Staff liaisons have reviewed the applications and the vacancies have been advertised in accordance with the City's Public Appointment Policy.

Financial Implications

None.

Report

The current vacancies are a result of terms ending in November, 2017 or resignations recently received.

Vacancies were advertised in the Guelph MercuryTribune on December 7 and 21, 2017, posted on the City's website, posted on public bulletin boards at City facilities and provided to the People and Information Network (formerly known as the

Volunteer Centre of Guelph-Wellington) and the Guelph-Wellington Local Immigration Partnership for posting. Human Resources staff also reached out to various contacts within the community. The advertisements included the number of vacancies, the term of office, a summary of duties, the frequency of meetings and contact information.

The staff liaisons were provided the applications received and have provided recommendations for the appointments.

River Systems Advisory Committee

The Committee consists of nine members of the public and there are currently three vacancies. The liaison for this Committee is the Environmental Planner and they recommend the appointment of _____, _____ and _____.

Tourism Advisory Committee

The Committee consists of nine members of the public, with one member representing each of the following sectors of the Guelph Tourism Industry: accommodation, food and beverage, attractions, transportation, culture and events, outdoor/recreation, sport, retail and conference services. There are currently three vacancies; one in the sport sector, one in the accommodation sector and one in the culture and events sector. The liaison for this Committee is the Supervisor of Tourism Services and they recommend the appointment of _____, _____ and _____.

Financial Implications

None

Consultations

Each applicant will receive a letter advising of the outcome of their application and each staff liaison will be provided the necessary information of the successful candidates. The Committee compositions, Terms of Reference and mandates are posted on the City's website.

Corporate Administrative Plan

Overarching Goals

Service Excellence

Service Area Operational Work Plans

Our People - Building a great community together

Our Services - Municipal services that make lives better

Report Author,
Dolores Black, Council Committee Coordinator



Approved By

Dylan McMahon
Deputy City Clerk
519-822-1260 Ext. 2811
dylan.mcmahon@guelph.ca

Recommended By

Trevor Lee
Deputy CAO, Corporate Services
519-822-1260 Ext. 2281
trevor.lee@guelph.ca