

City Council Meeting Agenda

Consolidated as of November 22, 2019



Monday, November 25, 2019 – 5:30 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.

Guelph City Council and Committee of the Whole meetings are streamed live on guelph.ca/live.

Changes to the original agenda have been highlighted.

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 October 28, 2019.

CS-2019-93 November 2019 Public Appointments to Advisory Committees, Local Boards, Agencies, Commissions and Associations

Section 239 (2) (b) of the Municipal Act, subject to personal matters about an identifiable individual, including municipal or local board employees.

CS-2019-96 Conservation Authority Apportionment Judicial Decision

Section 239 (2) (e) and (f) of the Municipal Act, regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

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 Piper)

That the minutes of the open Council Meetings held October 21, 23, 28 and 30, 2019, 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.

CAO-2019-18 Internal Audit Work Plan – 2020-2022

Recommendation:

That report CAO-2019-18, Internal Audit Work Plan – 2020-2022, dated November 4, 2019 be approved.

CAO-2019-19 Transparency and Removal of Barriers Related to Non-Council-appointed Working Groups

Recommendation:

1. That the terms of reference, agendas and meeting minutes for all non Council-appointed working groups be shared on project webpages; that the names of organizations represented by participants on working groups be listed in meeting agendas and minutes.
2. That the definition of 'committee' in section one of the Procedural By-law (2019)-20432 be amended in accordance with report CAO-2019-19, dated November 4, 2019.
3. That all participants on working groups be listed in reports to Council, including name and any organization represented.

CS-2019-78 Guelph General Hospital Capital Funding Request

Recommendation:

That the request for capital funding from the Guelph General Hospital be referred to the 2020 Tax Supported Budget deliberations set for Tuesday December 3, 2019.

Council Consent Agenda:

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

CS-2019-94 November 2019 Public Appointments to Advisory Committees, Local Boards, Agencies, Commissions and Associations

Recommendation:

1. That _____, _____, _____, _____, and _____ be reappointed to the Accessibility Advisory Committee for a term ending November, 2022 or until such time as a successor is appointed.
2. That _____ and _____ be appointed to the Accessibility Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
3. That _____ and _____ be reappointed to the Board of Trustees of The Elliott for a term ending November, 2022 or until such time as a successor is appointed.
4. That _____ be reappointed to the Board of Trustees of The Elliott for a term ending November, 2020 or until such time as a successor is appointed.
5. That _____, _____, _____, _____, _____, _____, and _____ be reappointed to the Downtown Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
6. That _____, _____, _____, _____, _____ and _____ be reappointed to the Economic Development Advisory Committee for a term ending November, 2019 or until such time as a successor is appointed.
7. That _____ be reappointed to the Guelph Museums Advisory Committee for a term ending November, 2022 or until such time as a successor is appointed.
8. That _____ and _____ be appointed to the Guelph Museums Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
9. That _____ be reappointed to the Guelph Police Services Board for a term ending November, 2022 or until such time as a successor is appointed.
10. That _____, _____, and _____ be reappointed to Heritage Guelph for a term ending November, 2022 or until such time as a successor is appointed.

11. That _____ be appointed to Heritage Guelph for a term ending November, 2020 or until such time as a successor is appointed.
12. That _____ be reappointed to the Municipal Property and Building Commemorative Naming Committee for a term ending November, 2022 or until such time as a successor is appointed.
13. That _____, _____, _____, _____, _____, _____, _____ and _____ be reappointed to the Planning Advisory Committee for a term ending November, 2022 or until such time as a successor is appointed.
14. That _____ be appointed to the Planning Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
15. That _____ and _____ be reappointed to the Public Art Advisory Committee for a term ending November, 2022 or until such time as a successor is appointed.
16. That _____ be appointed to the Public Art Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
17. That _____, _____, _____, _____, _____, _____, _____ and _____ be appointed to the Solid Waste Management Master Plan Public Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
18. That _____ be appointed to the Tourism Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
19. That _____ be reappointed to the Transit Advisory Committee for a term ending November, 2022 or until such time as a successor is appointed.
20. That _____, and _____ be appointed to the Transit Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
21. That _____ and _____ be reappointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November, 2022 or until such time as a successor is appointed.
22. That _____ be appointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November, 2020 or until such time as a successor is appointed.
23. That _____, _____, _____ be reappointed to the Water Conservation and Efficiency Public Liaison Advisory Committee for a term ending November, 2022 or until such time as a successor is appointed.

24. That _____ and _____ be appointed to the Water Conservation and Efficiency Public Liaison Advisory Committee for a term ending November, 2020 or until such time as a successor is appointed.
25. That staff be directed to conduct further recruitment for any advisory committees, local boards, agencies, commissions and associations that have remaining vacancies.
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Items for Discussion:

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

PS-2019-24 Harm Reduction Housing Update

Delegations:

Bryan McPherson (presentation)
Lesley Pharoah (presentation)
Lilly Bent
Denese Renaud
Kevin Murdock
Kinnery Chaparrel

Correspondence:

Marlene Ross
Cheryl Ward
Angelo Maggiolo, President, Dunrose Manufacturing Limited
Denese Renaud
Rita Laderoute
Lilly Bent
Rebecca Marshall
Leah Stumpf
JJ Salmon

Recommendation:

That staff be directed to investigate options and required needs for Harm Reduction Housing on 106 Beaumont and report back by January, 2020.

PS-2019-23 Allocation of New Buses (update provided in Council Memo)

Delegations:

Adrienne McBride, Executive Director, Guelph Humane Society
Steven Petric, Chair, Transit Action Alliance of Guelph, Inc.
Scott Frederick

Correspondence:

Gillian Maurice

Adrienne McBride, Executive Director, Guelph Humane Society

Steven Petric, Chair, Transit Action Alliance of Guelph, Inc.

Recommendation:

1. That the capital funding for the five buses approved as part of the 2019 budget be amended and funded as follows: \$1.67 million from the Transit Development Charge Reserve Fund, and \$1.046 million from the City Building Reserve Fund.
2. That the allocation of the five buses and the total annual net operating impact of \$1.72 million be referred to the 2020 operating budget for approval on December 3, 2019.

Motion of Support for the Municipal Intervention Application in the Supreme Court of Canada Case Opposing the Greenhouse Gas Pollution Pricing Act (Carbon Tax)

Councillor Piper will speak to this matter.

Special Resolutions

By-laws

Resolution to adopt the By-laws (Councillor Gibson)

"That By-law Numbers (2019)-20452 to (2019)-20459, inclusive, are hereby passed."

By-law Number (2019)-20452	A by-law to remove Part Lot Control from Lot 2, Plan 61M-182 designated as Parts 25 and 26, Reference Plan 61R-20095 in the City of Guelph.
By-law Number (2019)-20453	A by-law to remove Part Lot Control from Lot 13, Plan 61M-175 designated as Parts 1 and 2, Reference Plan 61R-11772 in the City of Guelph.
By-law Number (2019)-20454	A by-law to authorize the execution of an Agreement between Kieswetter Excavating Inc. for and The Corporation of the City of Guelph. (Contract 19-104, NiMa Trails Phase Ib Subdivision)

By-law Number (2019)-20455	A By-law to provide for the temporary closure of Longfellow Avenue, Nicholas Way and Shakespeare Drive within the NiMa Trails Phase 1b Subdivision during servicing and road construction. (Contract 19-014).
By-law Number (2019)-20456	By-law Number (2019) - 20456 Being a By-law to amend By-law Number (2002) - 17017 - the Traffic By-law (Prohibited Turns in Schedule II, Speed Limits in Scheduled XII, No Parking in Schedule XV, Restricted Parking in Schedule XVII and Permissive Overnight Parking 2:00 a.m. - 6:00 a.m. in Schedule XXII)
By-Law Number (2019)-20457	A by-Law to amend By-Law (2019)-20432 being the Procedural By-law with respect to the definition of committee.
By-Law Number (2019)-20458	A By-law to stop up and close part of Gordon Street described as Part of the Road Allowance between Concessions 7 and 8 and Part Lot 9, Concession 8, designated as Parts 1, 2 and 3 Reference Plan 61R-21700, City of Guelph.
By-Law Number (2019)-20459	A by-law to confirm the proceedings of council held on November 18, 20 and 25, 2019.

Mayor’s Announcements

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

Adjournment

Not in my
backyard!

Why do they get a
handout when I
worked so hard

What about my
property value?

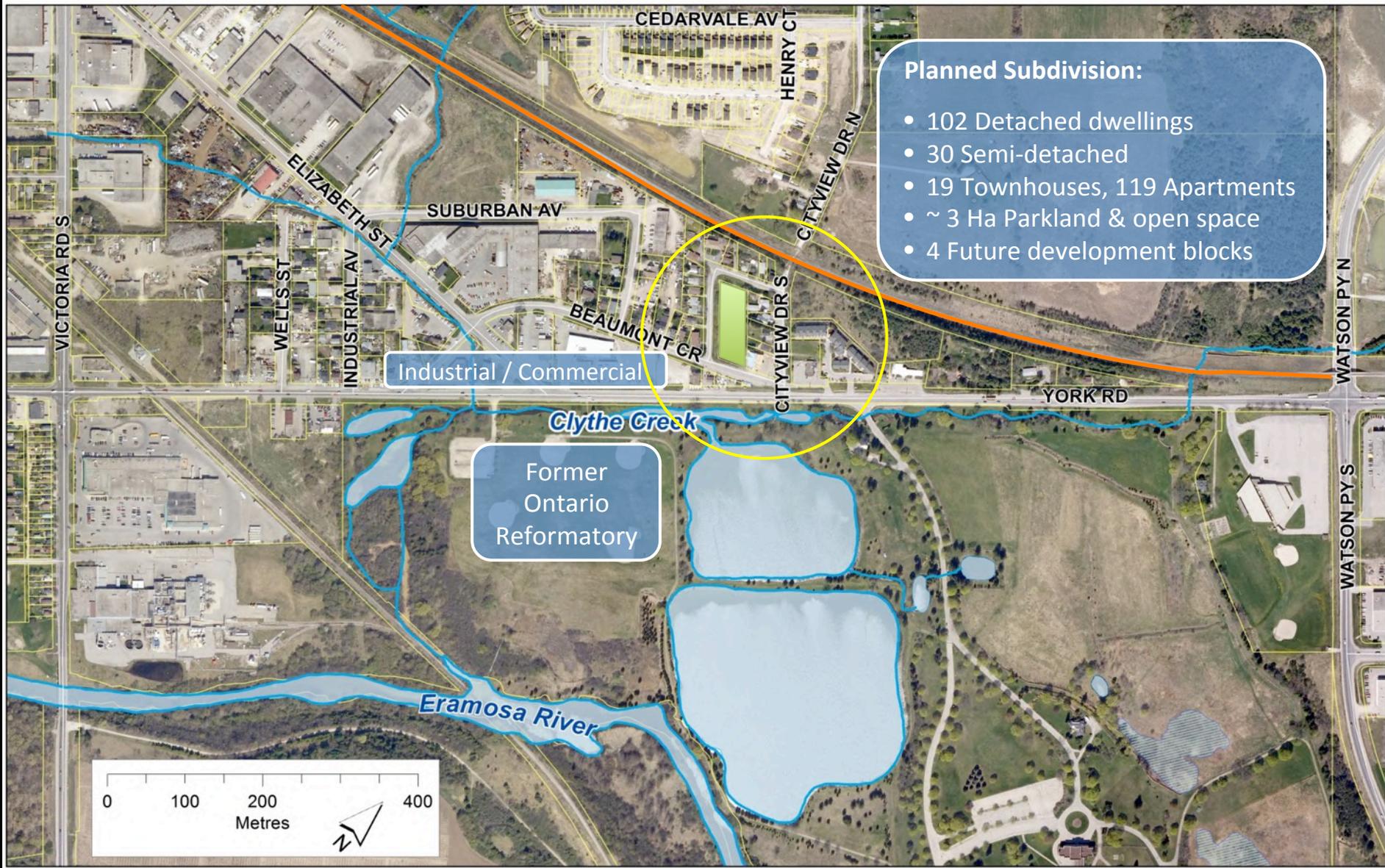
Put it in your
backyard!

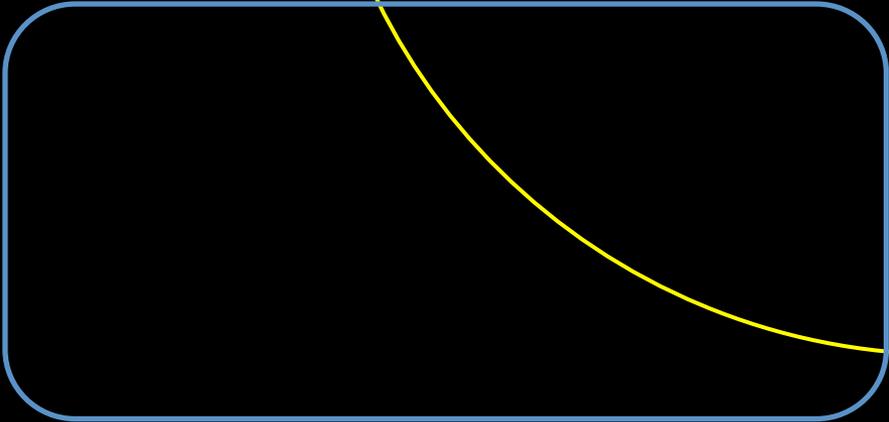
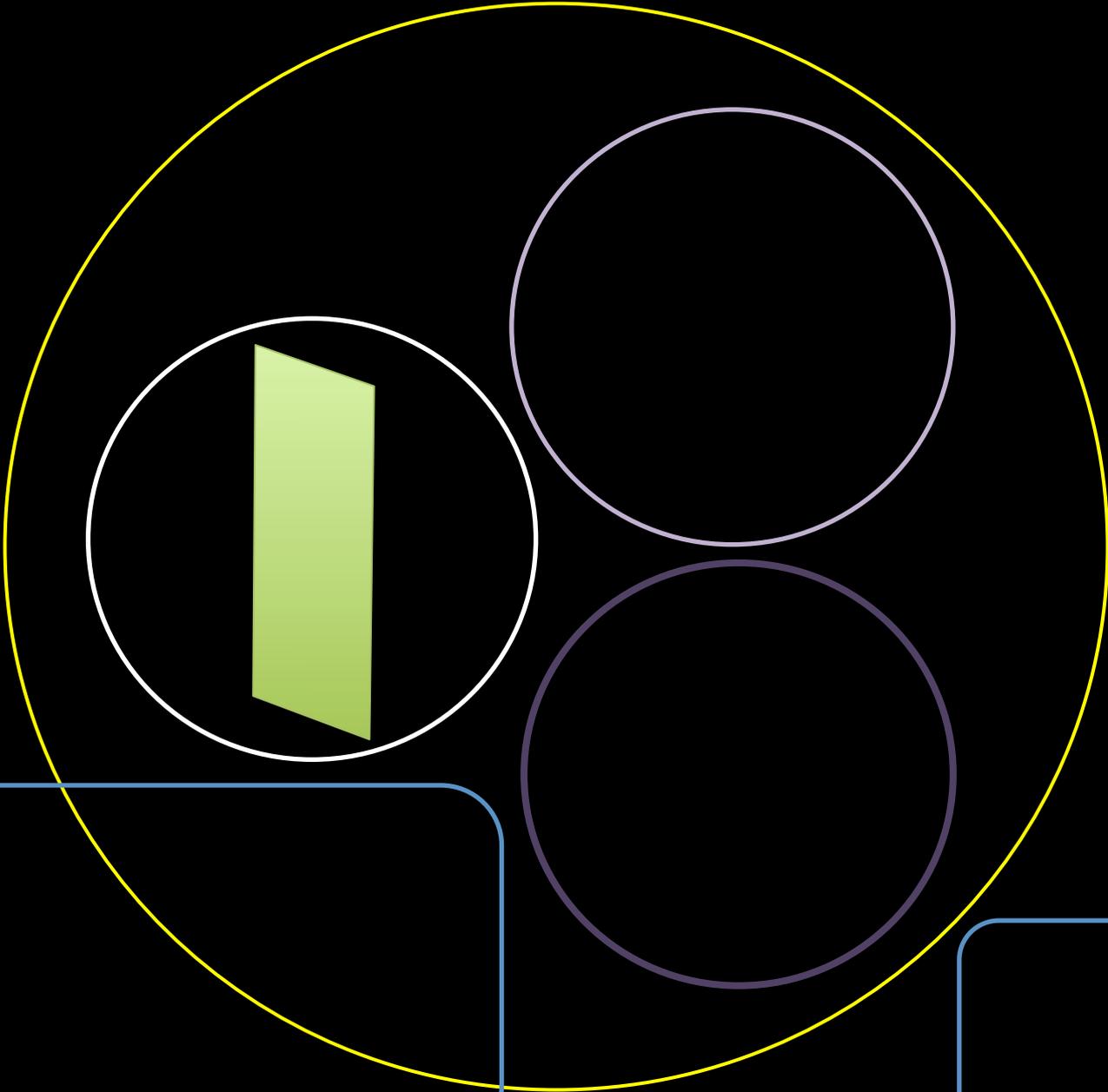


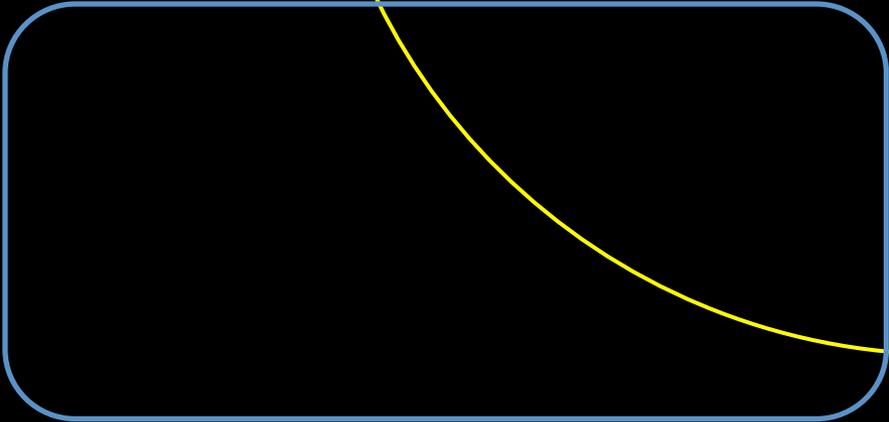
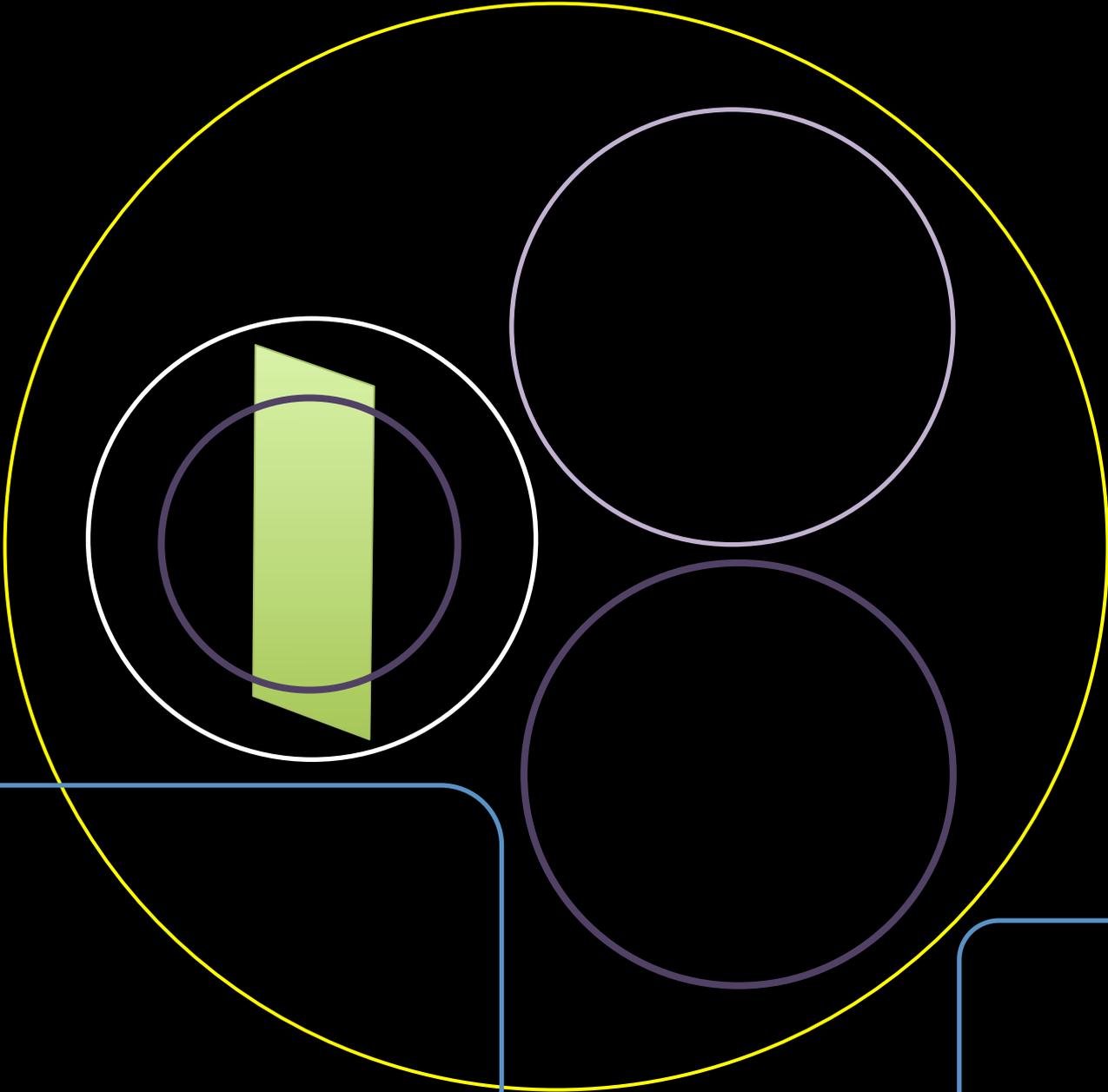
Photograph By ISTOCK

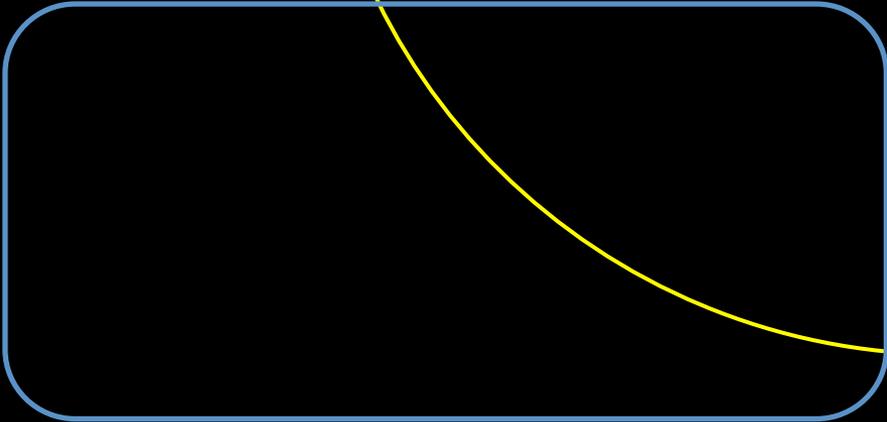
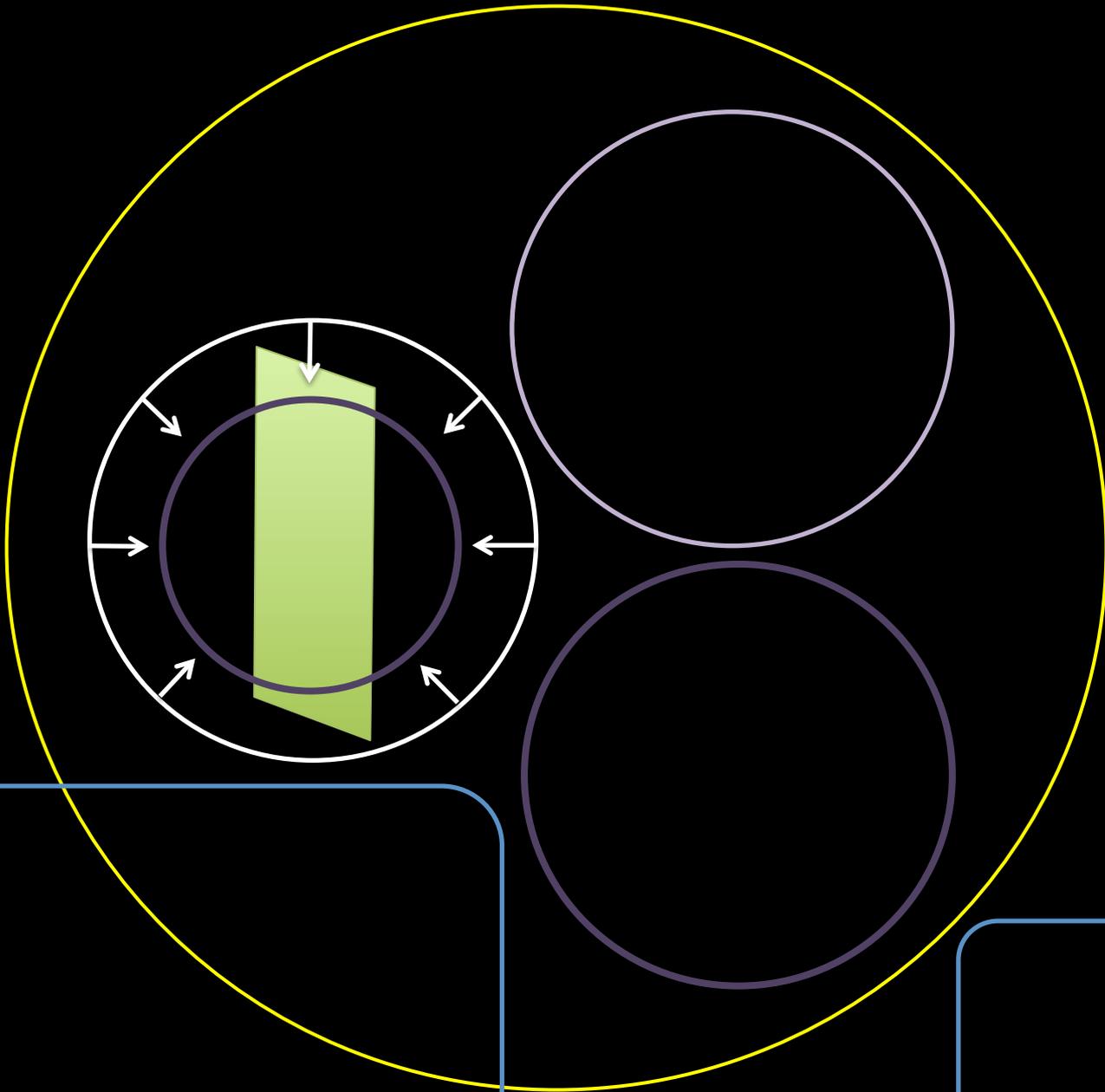


York Road – Land Use Context









What does the community need?







Would You Put a Tiny House for a Homeless Person in Your Backyard?

Because two Seattle homeowners were willing to make space, a 75-year-old man who's been homeless for years now has a house and a community.

If you own a house in Portland, Oregon, the county government wants to make you a deal: It will build you a free tiny house for your backyard if you agree to let a homeless family live there for five years. After that, you can rent it to whoever you want.

Home » News

Burnaby residents give homeless housing project unanimous support at public hearing

Proposed 52-unit supportive housing project planned for Norland Avenue

Kelvin Gawley / Burnaby Now

AUGUST 31, 2018 01:43 PM



A supportive housing facility on Norland Avenue would include 52 studio suites.

Marpole modular housing for the homeless nearing completion

Kenneth Chan | Feb 14 2018, 3:04 am



Modular housing in Marpole nearing completion on February 10, 2018. (Charles Gauthier)



Larwill Place

610 and 620 Cambie St

- Former address: 688 Cambie St

The temporary modular housing at 610 and 620 Cambie St has two buildings with a total of 98 studio homes. All homes are self-contained dwellings with a private bathroom and kitchen. A total of 12 homes are wheelchair accessible.

Affordable rental housing for the homeless opens in East Vancouver



Our key priorities for the 2019 Budget and Five-Year Financial Plan are:

Increase housing supply and affordability, and improve availability and supports for renters and vulnerable citizens

Investments approved last year to improve the speed of development permit approvals will continue in 2019. This year's budget also includes significant investments in affordable and social housing, with focus on alleviating homelessness and poverty. The first year of the Empty Homes Tax program generated close to \$30 million, with the net revenue earmarked for affordable housing initiatives. With the launch of the Short-term Rental regulations in 2018, going forward we expect to see even more rental properties become available to Vancouver residents.



OUR MISSION

YOU supports youth to build skills, confidence and independence to reach their potential



I NEED HELP



I WANT TO HELP



I WANT TO SHOP

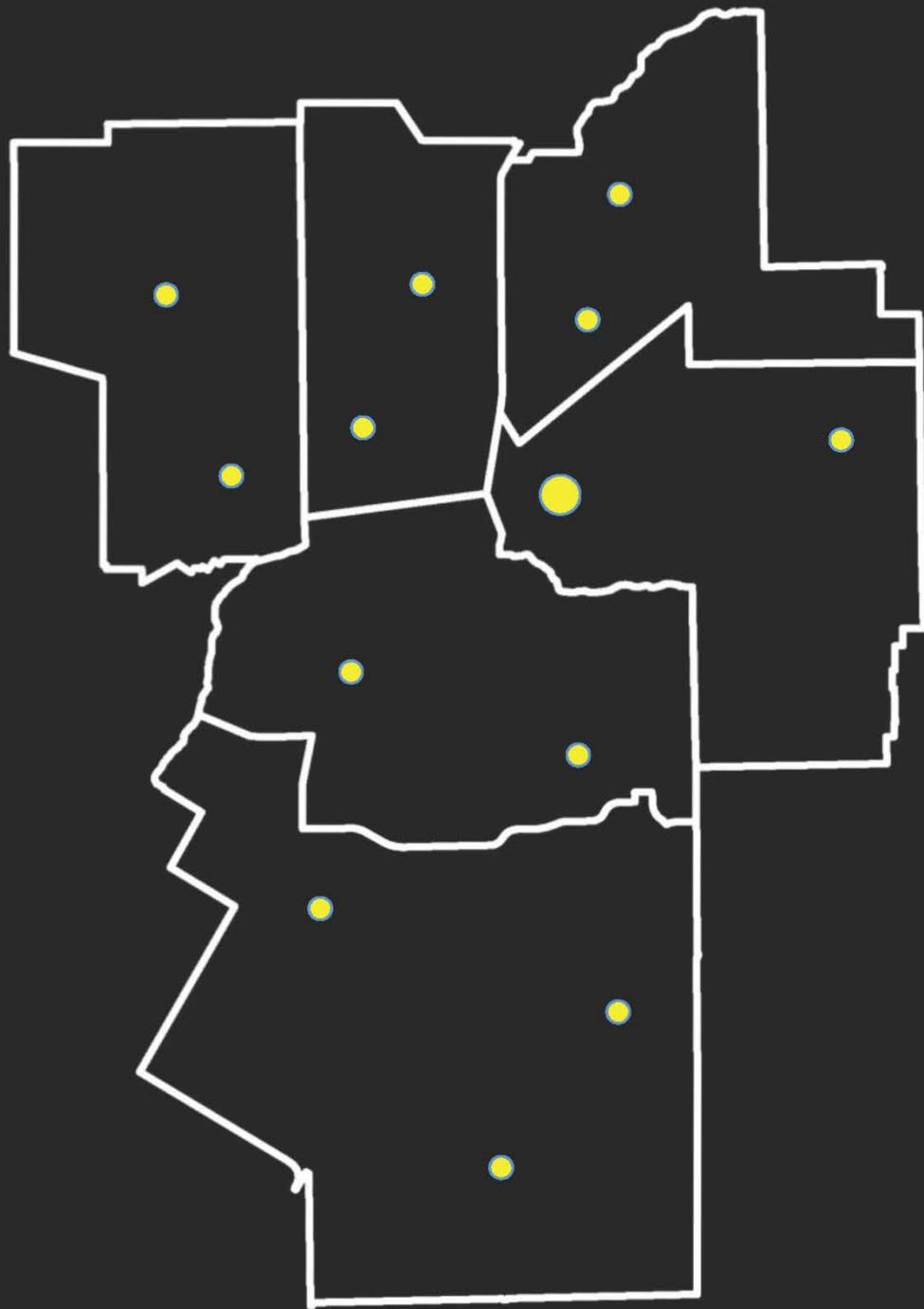
- Housing First Youth Centre
- Housing Support Services
- Access to Health & Dental
- Drop-in Supports
- Skills Upgrading – Health & Safety, Customer Service, Retail Sales, Merchandising, Food Prep, Woodshop Operations, Recycling Operation
- Employment Services
- Café & Catering





- **Cass Community Social Services** is in the process of building 25 different Tiny Homes (250-400sf) in Detroit, MI.
- Each home will be on its own lot (roughly 30 x 100 feet) and everyone will be on a foundation. Most will have a front porch or rear deck to increase the living space.
- The residents will have a combination of experiences (formerly homeless people, senior citizens, college students and a few Cass staff members) but all will qualify as low-income.
- At first, the residents will rent the homes. Anyone who remains for seven years will be given the opportunity to own the home and property.







PS-2019-24 Harm Reduction Housing Update

Presentation Link - Lesley Pharoah

<https://youtu.be/KPUfY6BvIpk>

Consolidated Correspondence

PS-2019-24 – Harm Reduction Housing Update

I would like to thank Councillor Dan Gibson for organizing/moderating the town hall meeting on Nov 14, and Councillor Phil Allt and Mayor Guthrie for also attending the meeting. I know this was not an easy meeting to attend and speak to, but the effort to hear concerns and understand the situation on the ground, while keeping the meeting as productive as possible was appreciated. I also think it was quite apparent how the other council members, in particular the other Ward representative, regard the people they are elected to represent by their absence from this meeting. I realize everyone can't rearrange their schedules, but it is an obvious obligation of the Ward representatives to attend a meeting that has such a significant impact on their ward residents, if only to face the constituents' questions and truly get an understanding of the issue from all sides. Although the presence of the homeless support group had the potential to be inflammatory, I could appreciate their perspective as they are closer to the people they are representing and have a unique insight that needs to be heard. I only hope they also can see the perspective of the neighbourhood beyond the reactionary response.

I want to express my opposition to this proposed site, as a landowner and as a citizen who cares about how we are assisting the less fortunate in our city. I understand only too well how easily circumstances can change and throw a life into disarray. I have been fortunate enough to be able to hold onto my home through very hard times, when sometimes it feels impossible to get out of the "financial hole". It hurts to see someone living in a tent in -20 degree weather, and wonder how we cannot, as a society, do better. I understand the good intentions behind this harm reduction project, but this has been a complete disaster from the start. For a small neighbourhood, that is already on the lower end of the real estate picture, where people are struggling to make ends meet, you dropped a massive bomb on the area. Without warning, people woke up to news articles about "drug addicted homeless living in pods" mere metres across from their front doors/backyards. In that instant, the real estate value/potential for future sale dropped significantly. Please understand again, this is a neighbourhood that is not affluent and a drop of value has a big impact on people's financial future. Very unfairly, you created a situation where people felt they had been pushed up against a wall, and this has created an adversarial situation with the homeless, when you should have been working to create a support system in the community.

To put aside the financial aspect, there are significant safety concerns for the neighbours. If this were to house people with addiction and mental health issues, I believe it is a legitimate concern for personal and property safety. From a purely humane perspective, it is unreasonable to basically put people in a unit, in the

middle of a neighbourhood with no health services, no addiction/mental health support, no store to pick up food essentials (other than a Short Stop store), and a 30 minute walk/bus ride to downtown to reach the services which they need. I am assuming a "help up" must include re-integrating the homeless/disadvantaged into some form of work and, again, I don't see that possibility nearby for them. How will policing of the units look, in terms of how the units are maintained, who can stay in the units, who is evicted if the need arises, how will overdoses be monitored if the units are single occupancy with a locked door, if medication is required by the occupants, where are they to get the medication when the closest pharmacy is, at best, at Victoria/Grange, and on and on. Quite simply, this is a bad, poorly serviced location for a high needs community like you are proposing. Even when ignoring the self concerns of the neighbourhood, the complete lack of support services for the proposed housing is frightening at best. The potential for this proposal at this site to become a huge political disaster when someone dies on site because of lack of appropriate supportive services is very real.

There has been mention by the mayor of the British Columbia project (Burnaby Project) and I would like to agree that it does look interesting. However, it is a very different design from the proposed Guelph project. The Burnaby project (<https://dailyhive.com/vancouver/3986-norland-avenue-burnaby-modular-housing>) is a "modular" project, but it is a multiunit (52 single units) in one apartment style building. The unit is set beside a sports centre, in an area previously used for Olympic housing, etc., not within a residential, single family zoned area. Their recommendations also include placement near public transit and supporting services. The Guelph proposed location is centred within single family home neighbourhood and all supportive services are located downtown, a half hour walk away in good weather. The Burnaby project was not within a residential neighbourhood, so impact on property values was not an issue. Existing institutional and recreational buildings are between the Burnaby project and family neighbourhoods. The Burnaby project had other supportive structures built into the modular project; essentially laundry, common area, etc in the lobby/mainfloor area, similar to an apartment setup. I would agree that this is a design that merits further planning/study, but it is in no way comparable to the proposed setup and location in Guelph.

The budget of an initial \$600000+, and ongoing in future years for this proposed site, to address the needs of 10-20(?) individuals seems very poorly placed. I agree, something needs to be done soon to help the homeless. The fact that you have come this far and the best that the city can come up with is a last minute, bandaid approach to what has been a chronic, growing issue...this is not appropriate planning. By now, a comprehensive, integrated approach should be clear and outlined. This feels very much like a gut reaction to the problem: put

people in a box, wipe your hands of the problem and pat yourselves on the back for doing something. The neighbourhood deserves better and the homeless deserve better.

It is very easy to fall into the trap of discussing how I am offended by this proposal. It is true, that since this came to light, I have experienced the extreme, ongoing anxiety only exceeded by the time I watched my spouse get diagnosed with cancer and pass away. I am angry that city council created this situation that has caused this kind of stress, when it shouldn't have happened. I am angry that the neighbourhood has unfairly been painted as NIMBYs and villainized in the media and by homeless support groups, when the reality is that this was pushed into landowner's faces overnight and the resulting reactionary response is not unexpected. I am also angry at the tailspin that this has put many people in at a time when they are least able to handle it...please understand that "people at risk" are not only those most visible. I have heard some harrowing circumstances from neighbours and their situations, so what appears stable and secure is just that...appearance. Please consider harm reduction for all concerned in this and any other poorly executed plan by council. There is a reason why you have received such visceral responses from people.

Please take into consideration the concerns of the neighbourhood. Please also understand the logistical problems in placing a high needs group of people in this area lacking basic support services. This proposal has been poorly communicated, poorly studied, poorly planned, and now, poorly responded to. I appreciate the Mayor revisiting this proposal, recinding his support and recommending meaningful revisions to the it. I sincerely hope that the rest of council will follow the lead and agree to widen the spectrum and investigate all possible solutions in a more reasonable timeline. At the same time, listen to the concerns of neighbourhoods your proposals impact, and keep in mind the serious implications of impromptu decisions like pushing forward this proposal.

Thank you for your time and consideration,

Marlene Ross

Questions that I have pertaining to this project are as follows,

1. Will there be a sewer system installed on site or any other chosen site and the cost for this?
2. What are to costs associated with installing hydro lines to this or another site?
3. if there will be septic system used instead of installing sewer system,who will pay for this service and what would be the cost?
4. Who will be responsible for security of this site and who will be responsible for paying or it?

5. What are the intentions of monitoring such a site, will there be 24/7 attendance of a support worker and who is responsible for such costs?

6. Will the cost of installing any of the above amenities be passed on the residents of the proposed sites by way of extra taxes?

Thank you in advance to answered my questions,

Regards,

Denese Renaud

I as a tax payer in Guelph that the current city council decisions to Out the containers in this location is unfeasible as the recovering addicts will be too out and away for services they may need.

I think it would be a great injustice to start the pilot program in this location.

As a citizen of Guelph I am requesting you put this in or near the core of the city.

Near hospitals, shopping. Guelph health centre etc.

That would make more sense.

Please reconsider your decision to put this in the east end location of Beaumont. As in other cities it should be near to services. That makes a great deal of sense.

Thank you

Rita Laderoute

Hi,

I'm writing to you today in favour of the container homes the city plans to use as housing for the homeless on Beaumont. Although I feel there needs to be more sites beyond this one, I think it's really important to break ground on a project like this as soon as possible. There are 134 confirmed homeless people in Guelph but the amount of displaced (couch surfing, squatting and such) is well over that.

I strongly believe that the city needs to decide on a site for this project without acknowledging the classist sentiments coming from people in the city. The east end has erupted in anti homeless sentiments being fuelled by stigma about addicts. These people will say anything to not have to be around these people they see as lesser than them. If the city listens to the NIMBY cries, instead of what is necessary to help people get back on their feet, this fight about where to put homeless people will keep bouncing

around. If the fight never ends people will stay on the streets. These people are in immediate danger and I ask that decisions are made that help them, not pander to fake claims about how they'll ruin properties values. The stigma is dangerous for the entire community and can not be tolerated. This is urgent and life threatening for many people.

As a poverty relief activist who is part of an outreach group in our downtown core I would like to ask to delegate the extreme urgency of this situation representing our downtown Guelph friends.

Thank you,

Lilly Bent

To whom it may concern,

I am writing to you today to express my concerns in regards to the proposed site for the possible shipping containers to be placed on Beaumont Crescent.

First and foremost, the idea of helping the homeless and people who struggle with drug addiction is wonderful. Everyone deserves to have a place to call home, however, it needs to be in the right location.

This location does not have the suitability to help these individuals get back on their feet. There are no amenities close by, the bus route is every 30 minutes and it is nowhere near a hospital, police or EMS if they need help quickly.

I personally learned of this possible site through a news reporter who knocked on my door. It was very upsetting to learn about this happening from a complete stranger. I feel the city neglected it's citizens by doing their due diligence and surveying the location properly.

When my husband and I bought in this area 10 years ago, it was a quiet neighborhood with mostly elders on the street. Since then, it has grown into a small community of little children who are growing up together. In the summer, the kids use that field to play on, throw a ball or just run around. In the winter it is a very popular tobogganing hill.

While no neighbourhood would like this in their backyards (NIMBYISM), it really needs to be put in the proper location with supports readily available.

I ask the City Council to reconsider this location and do their duties as civil servants to rectify this situation. It has sent my family and other families into a state of panic and concern for their properties and more importantly our young children.

Thank you for taking the time to read my concerns.

Rebecca Marshall

I am writing to express my concern and opposition to this Harm Reduction Alliance (HRA) project, especially the process by which it has been designed and brought before council.

This started as a specific type of social housing project idea (container homes) by Councillor Bob Bell, originally developed by him as a "tiny home concept". I find it democratically problematic that his unilateral solution involved several months of secret planning with an HRA group & a public open house only for this proof of concept- without addressing related issues like zoning, public health & safety, etc.

He then put forward a specific action proposal from it w/ harm reduction principles, i.e. zerobarrier housing, with no supporting data or public input phase. It then moved forward with a City staff submitted, stand alone city property availability report (received by council without detail as to what project it was attached to [21 Oct Consolidated Agenda](#)), a pre-chosen site location from it, & a project expedition request to council--all with zero public input, and a minimum \$600,000 [public price tag](#)

Even more disturbing, another HRA advocate, Councillor Goller, put forward the motion to explore details of this site-& the rest of council, except Councillor Gibson, voted to move forward with it as is. (Of note is that Mr Gibson himself has advocated for HRA projects in the past, but even he balked at this vote.)

A hastily convened ward site meeting by Councillor Gibson only heard adjacent residents' issues and didn't delve into public safety concerns, container resident rules/criteria, zoning, or any data examples of other similar project outcomes, according to [media reports](#) [I couldn't attend the meeting]

Mayor Guthrie attended & reacted to citizens' concerns by ignoring site specific questions, & made no mention of any specific public input framework, even as he widened the project scope.

The upshot for him was not to consult the public on the philosophy & type of the plan, its price tag, or any other potential negative outcome. Instead, his published, amended position widened the list of city property under consideration to include the whole city & had the HRA, who are already involved, be formally asked to present submissions on their related services to Council-with added funding requests of course. [Mayor Guthrie's Blog](#)

A precedent setting, expensive project (likely with continual funding needed for management/upkeep) should not be moving forward this way. There are many serious budgetary implications, public safety & health issues, and adjacent residents' concerns that impact all Guelphites.

There have been too many HRA projects like this with little or no meaningful public consultation (the recovery room & original OPS site among them). There are also

other marginalized groups seriously affected by HRA proposals who do not have a seat at the table (low income, non drug users; the mentally & physically disabled; individuals w/mental illness; seniors, etc.)

Ward residents have attended several "town halls" re: related safety and quality of life concerns with no concrete action or any forward movement on our concerns. I've talked to many diverse people, especially downtown, who don't feel they're even being heard, let alone taken seriously.

Even the mayor's Emergency Homelessness Task Force was convened without real consultation, and without public members from the community at large, especially those with HRA divergent viewpoints. The only non-group affiliated members are listed as Peers, and one (Wendy Noll) is an outreach worker. [Membership List ETF](#)

IMHO, council should defer this project, and all others currently in proposal through the HRA [including extension funding], until a meaningful, comprehensive public input process is developed and implemented. It should include respectful, free debate on activist based Harm Reduction as public policy, and public involvement criteria for specific projects. It should be a requirement for all such projects in the future.

Thank you for your consideration

jj salmon

November 12, 2019

Councillor Dan Gibson,
City of Guelph,
Via email

Councillor Gibson:

Thank you for the opportunity to share concerns and questions from our community regarding the Container home project proposed for location consideration at 106 Beaumont Crescent. Your willingness and proactive plan to host a meeting for the community members to gather and discuss is great representation from our Municipal Representative.

I was born and raised at [REDACTED] White Street (our family home looks directly over the 106 Beaumont Cres lot) and my [REDACTED] mother still resides there. Naturally this proposal is causing her great concern for her personal safety and security.

I [REDACTED] not able to come down for the November 14th meeting, so am taking advantage of your offer to share concerns and questions via email. I will represent my mother through this process and hope to bring her to future community consultations, etc. But for now, she is not able to attend an evening meeting.

I am writing this note on her behalf with some of the questions and concerns that she has asked me to bring forward. While I do understand that community consultation is a process that the City of Guelph does follow, I also think that the more proactive we are with concerns, the sooner that the City can understand the issues that we have.

While I expect that many of these issues will come up on Thursday, I also don't think there is any harm in hearing them from everyone.

I would like to start off with a couple of questions from my Mom on the actual property at 106 Beaumont Crescent. My Mother and late father purchased [REDACTED] White Street in 1957 and have resided in the home since then, so they have some history which might not necessarily be accurate, but might also simply not be known:

- 1). What is the actual size and lot limits of 106 Beaumont Crescent. The property is an open field that fronts on Beaumont Cr., Sloan Ave and White Street....Is the entire field classed as 106 Beaumont? Can we have a copy of the survey of the property as well as the proposed building location survey plan that has been proposed
- 2). Who is the current owner of this property. We ask this question as it has always been rumoured to 'Not' have clear title or ownership....having been disputed or perhaps verbally conveyed to someone back in the late 60's. Mom's recollection is that it was owned and subdivided by a Frank Zolnia (sorry..not sure of the spelling) so wondered about the current ownership. Is there clear title to the property?
- 3). Past activities on the property would rumour that it could be contaminated land, which would require a full environmental assessment before anything could be considered for a building
- 5). What is the actual zoning of the property and is it even zoned for this type of use.
- 6) Mom also advised that the land was classified as a flood zone by the Grand River conservation years ago. She was made aware of this as others that had applied for building permits along Beaumont have been challenged on this. Is this the case and if so, what impact does it have?

I took the time to visit the City of Guelph website and watch the November 4th Council meeting and the presentation by Ms Crowder along with the Q & A that followed.

I thought there was some conflicting information in her presentation and responses around the type of individuals that would be housed.

I will list some of the rest of our concerns below, but I expect that they will be similar to many others in the neighbourhood

- A). Shipping containers will be an eyesore on an otherwise very beautiful, natural state field.
- B). Currently the field is used and enjoyed by the neighbourhood children, for tobogganing in the winter to playing ball in the summer. This project appears to populate the homes with individuals that would pose a very high risk to children.
- C) What about neighbouring property values.
- D). How would the project be managed on a daily basis to ensure that activities going on are legal and safe. What if others start to pitch tents or simply loiter in the area.
- E). How will the use of illegal drugs be eliminated - Are the residents required to be drug free, or does the project condone the use of drugs.
- F). With this site so far from the downtown core and services, is it realistic to think that these previously homeless individuals will actually hop on a bus to get to their services?
- G). What is the experience of these projects in other communities. Is there increased crime in the neighbourhoods?
- H). What legal responsibility falls on the City of Guelph should something tragic happen to a child or senior in the neighbourhood due to this development, given that it is city land?
- I). If the property values in the area decrease from this type of development, then property taxes would decrease as well resulting in lower revenues for the City. Has this been considered or how is this factored in to an overall impact survey of the project?

My apologies that this note seems so negative Dan. Like everyone, I worry about the homeless and those with addictions. Solutions are needed and I commend those people like Ms. Crowder and the health support workers that continue to try to build solutions. Perhaps container homes are a potential solution, but location needs to involve far more than affordable or free land. The potential to irreparably harm a community and the residents by not completing the appropriate due diligence is quite concerning to all of us.

In closing we would ask that you advise what the 'ratification vote' actually is and if there is any action beneficial prior to that vote that will impact the future direction of the project.

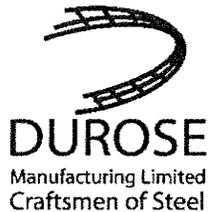
I look forward to the opportunity to meet you in the future and participate in this process as it moves forward.

Please feel free to contact me if you have any questions, etc.

Regards

Cheryl Ward

[Redacted signature block]



November 14, 2019

Attention: Mr. Dan Gibson- Guelph City Councillor
Re: Harm Reduction Social housing Beaumont Cr. Guelph

Dear Mr. Gibson,

This letter is written confirmation that Durose Manufacturing Limited does not support the City's project on affordable, harm-reduction social housing at the location of 106 Beaumont Cr in Guelph.

Durose Manufacturing is a local business that has been in this area since 1944. Durose has already encountered numerous issues due to the homeless people loitering at the abandoned Dry Cleaners next to our business. We call the Guelph policy on a weekly basis to assist with removal of these individuals. Durose has found numerous drug paraphernalia (needles etc.) on our property due to this. This is not safe for Durose's employees and or customers. Adding this type of housing in this area will make this problem much worse.

Our employee parking lot is not far from this proposed location, should this come to fruition Durose will be concerned about the safety of our employees and their vehicles. Durose also has a night shift which runs throughout the night and this would cause a huge issue for the safety of those employees on the night shift as these homeless individuals could potentially wander in and around our facility.

Durose Manufacturing Limited is highly against this project being possibly located in this area.

Thank you

Regards,
DUROSE MANUFACTURING LIMITED

Angelo Maggiolo
President
519-822-5251 ext 222

November 21, 2019

Councillor Gibson
City of Guelph

Councillor Gibson and elected members of the City:

Thank you for the opportunity to share my concerns and questions regarding the container home project that I first learned of on November 5, 2019. From my understanding, only two locations were brought up at the meeting. One property that isn't disclosed nor owned by the City of Guelph and 106 Beaumont Crescent that is owned by the City of Guelph. I've lived in this neighborhood for almost 10 years. My home looks directly onto 106 Beaumont Crescent from my living room, bedrooms, office and playroom. We have no sidewalks, park or shopping centre/pharmacy within walking distance. There are approximately 63 children that surround 106 Beaumont Cres and use the property as a green space and play area.

On November 4th, 2019 Council held a vote without consultation or input from the surrounding residences of Beaumont Crescent, which is very alarming. Is this a standard process for the City? In my opinion, no due diligence was followed. Under the Municipal Act municipalities have a transparency process and code of conduct for council and local boards, was this followed?

To date, we have a situation where we have been painted as NIMBY, uncaring and against this project which has created a defamation of character and a form of slander towards our neighborhood. Individuals on social media and people driving by the neighborhood have been outraged with our opposition. If the whole idea from the start was transparent and the City allowed an open dialogue from the surrounding residents, that would have been avoided. You would have heard our ideas, concerns and suggestions. The approach and vote caught us off guard and made us defensive, which is natural human reaction. Everyone who's been involved in planning this project should have involved the residents of the neighborhood. If that happened, we wouldn't be in the position we are now if you followed an ethical process.

It wasn't until news crews came knocking on doors November 5th, 2019 and broadcasted live from the land, that residences first learned of the project and vote. Let me be clear there is a need to protect the homeless and they have the right to a warm and safe environment. There are many options and alternatives to housing the homeless that the City of Guelph isn't exploring. At the November 14th meeting Dan Gibson held, there were questions, concerns, ideas, different housing models and a discussion about different housing symposiums other city's have implemented. I also heard at the November 14th meeting from people who are on the street that the shelters in Guelph aren't safe, they don't provide privacy and lack resources and are in remote locations. Can I ask why the current models of shelters haven't been addressed or improved?

The plot of land at 106 Beaumont is a place where my children and all children of the area play. There are several children who catch school buses in front of 106 Beaumont Cres and children can walk to and from the bus without a parent in Grade 2 making them 7/8 years of age. This land has been maintained by area residents since I moved to the area. Multiple times the City was

called to cut the grass and many of us have phone records and pictures to prove that and it took months for the City to cut the grass. On record it's only cut approximately twice per year by the City of Guelph. Area residence cut the outside of the lot closes to their homes to ensure all children have a place to play and keep children safe from animals that could possibly be lurking in the tall grass when playing and walking to the bus stop. Now that plot of land has been proposed for housing and is being taken away from us.

It is my opinion, some double-dealing occurred with regards to the vote that took place to house people with addictions in container homes on only two locations. The City of Guelph owns more property than this and all properties should be considered. Addressing homelessness should have been brought up months ago due to the complexity of the problem. Now that the cold weather has approached the City of Guelph is in a crisis to address the growing issue in an irrational way.

Addiction and mental health hits a personal nerve for me and I can empathize on both sides. There are several area residents that have a personal story related to addiction and mental health. We as a community can do better than this at addressing the problem of homelessness. I've included some statistics below and would like everyone to take these into account when voting.

According to Habitat International, housing is not only a basic human right, but having adequate housing also provides a foundation for other human needs such as social relationships and the ability to engage in community participation (Springer, 2000).

Homeless individuals are also more likely to be living with disabilities, mental health issues and addictions (Culhane & Metraux, 2008). According to Tsemberis, Gulcur and Nakae (2004), most shelter programs are ill-equipped to meet the specialized needs of this population.

Some studies estimate mental health problems exist in 40-60% of the homeless population (Hurtubise et al., 2007).

People who are homeless are also at a greater risk for suicidal feelings and heightened levels of stress (Greenwood, Schaefer-McDaniel, Winkel, & Tsemberis, 2005).

Substance abuse is another issue commonly found within homeless populations. Addiction is often closely tied with mental illness as many people will self medicate, thus presenting with concurrent disorders (Tsemberis et al., 2004). In one study, substance abuse was found within 83% of the chronically homeless, 66% of the episodically homeless and 49% of the transitionally homeless (Kuhn & Culhane, 1998). In addition, one Toronto study involving 368 homeless adults (Khandor & Mason, 2008) found high rates of drug use which has increased. Homeless individuals are more likely to consume more social services, experience more social problems and are more likely to become involved in criminal activity (Eberle et al., 2001). Finally, these issues may be exacerbated by histories of violence and abuse as well as "linguistic barriers and cultural biases" (Scott, 2007; Whitzman, 2006).

Shelters play a vital role in mitigating homelessness and are important transitional spaces because they facilitate interactions between homeless individuals and resources (Kuhn & Culhane, 1998).

There're a few frequent elements of dialogue across all city's when it comes to homelessness. To highlight a few:

- Community and social services are critical for the homeless and there doesn't appear to be enough supports. Having container homes on Beaumont Crescent is isolating and there's no social services attached to these homes.
- Don't isolate and segregate – Provide housing close to services and amenities, better yet build or use existing buildings to create a community with a kitchen, social services and recreational activities to keep the mind busy and rehabilitate.
- In 2018, Guelph-Wellington had 325 individuals who identified as experiencing homelessness (Guelph-Wellington, The Homeless Hub). By utilizing a larger building, you are creating more housing for the homeless. Housing a maximum of 18 people in container homes on Beaumont Cres in my opinion, is not a solution.

After reading the above statistics this brings me to several questions that represent both sides:

- Why wasn't the neighborhood informed before the vote took place on November 4th, 2019?
- Why are you choosing to house a maximum of 18 homeless when the City of Guelph has 325 (2008)?
- How will you choose the 18 people?
- Is the property monitored 24/7 and if so, how?
- What is your annual operating costs if this is staffed?
- What policies and safety procedures will you have for these containers?
- What if others start residing on the property in tents?
- There are many safety concerns on all ends, who is responsible if someone gets hurt?
- Mental Health services have long wait times. When the 40 + children in the area find a needle or see someone shooting up, overdose/fatality, when looking out the window, catching the bus or playing outside. What services will you be providing?
- Why is there only one model of housing being considered?
- Have any of you considered the mental health and safety of the neighborhood residences? There are many stories of trauma and over 14 people within the area with a disability. At least 7 of them require special assistance. What supports will be provided if someone has been clean and this triggers them to start using again?
- It's evident addiction and mental health issues are rising. Why isn't city's doing more to invest in children and mental health services for teens/adults to assist the underlining issues before people get to addiction and homelessness.
- Its shown that 106 Beaumont Cres was purchased January 10, 1973 for \$20,000. Who was the land purchased from? It's been mentioned that it could have been a verbal transition. Is there record of the \$20,000 transfer and to whom?
- Do you like loosing a substantial amount of money? Putting container homes in people's front yards will depreciate home values by 40% or more. Who will cover the costs of people's hard work and equity? Bringing me to the next point, the property of 106

Beaumont Cres has depreciated within the past 3 years. Can you please let our neighborhood know why in 2016 the property was valued at \$209,000 and in 2019 the value is assessed at \$203,500? This is a depreciation of \$5,500 within three years and its vacant land. All other properties surrounding this land have gone up since 2016 yet yours has gone down, why? What will happen to values if you move forward with the project?

The zoning for this property was classified as a R.1C (H1) which indicates a holding zone. Why was the zoning of this property deleted on record? In a document that I hold it's noted by staff that a holding provision applies to the property and that a building permit cannot be issued until the holding provision is lifted by Council. Does the city not have to follow the same steps as other properties that have the same holding zone?

The property on 106 Beaumont Crescent has a hill that the neighborhood children use to go sledding in the winter months. The hill and space below act as wetlands in the spring and times of increased precipitation. Our children enjoy playing in this area, what kid doesn't like mud. Does this not pose a drainage concern when putting 10 containers homes on the land?

106 Beaumont sits as vacant land, there's no sewage, water or hydro. Have you not considered existing vacant buildings? If you are digging new services a full environmental assessment of the land would have to be completed.

I've heard that each container would cost \$26,000 and other reports or conversations of upwards to \$50,000. What does that cost include, the container only? It's a big difference and it's only transparent to let tax payers and community members know.

As quoted from the City of Guelph website "*We are committed to conducting business in an open, transparent and accountable manner, and have embedded these principles within our various policies, practices and procedures. We make every effort to provide you and the community with as much information as possible*" (City of Guelph website, 2019). Dear Councillors, you failed to meet your own policy here and trying to expedite a proposed plan to house 18 homeless, isn't the answer. In my opinion, all City owned land should be evaluated, a list of vacant buildings should be brought forward, and a committee should be formed. By doing due diligence and speaking with other towns, residences and most of all the homeless leads to success. Everyone needs to work together to find a solution, generate ideas and come up with a successful plan that helps more than 18 people.

For mental health or addiction, it is proven that by keeping the mind busy, it assists with recovery and restores cognitive function. With that said, getting the homeless involved by allowing them to make an existing building their own. Let them paint, decorate and restore a place to call home. Allow them to receive the training necessary to facilitate them along their path with the skills to sustain them in the future. Allowing them some freedoms to make a place their own by setting rules and employing people who they can identify with. Having a

connection helps with recovery, it promotes acceptance in a non-judgemental way, which are key factors for a successful recovery. Foster integration close to social services and promote transparency. There have been many vocal people on social media that want to see the homeless housed. All those people make a difference and volunteer time and donate items to the cause.

I would like to thank you for your time and greatly appreciate being heard. Myself along with our neighbourhood are very supportive of people in need and want to see them succeed, but as we have said this project is not the correct approach and I hope that the information and concerns I have mentioned will assist in putting this project on the correct path.

Sincerely,

Leah Stumpf

Council Memo



Date November 25, 2019
To City Council
From Robin Gerus
Service Area Public Services
Department Guelph Transit
Subject Allocation of New Buses

Was a branch of the Route 16 considered to provide service into the Hanlon Creek Business Park? Why wasn't it selected if it was considered?

The Route 16 and other route branches were considered in the early stages of the route planning for the Hanlon Creek Business Park. The option presented to Council provides a new service that meets the needs of the newly developed area and does not inconvenience existing passengers.

In order to branch the existing Route 16, service would need to be provided hourly due to the length of the branched route. This would therefore provide reduced service on an existing route and inconvenience core riders in this area.

Removing a section of the existing Route 16 was ruled out as we would no longer meet our approved service standard target of having 90 per cent of Guelph residents living within 500 metres of a bus stop. Staff did not feel that it made sense to remove service from one already established area in order to add service to another.

Lastly, the Route 16 services an area that is expected to grow significantly in the coming years, as the new developments in the Clair / Gordon area are completed and new residents move in to the area. Staff feel it is likely to be one of our most rapidly growing routes in the near future, and do not recommend making any changes that would put pressure on the performance and reliability of that route.

What other options are there for Hanlon Creek that are more cost-effective than spending the proposed \$910,414?

The option that was presented is the best route option for Guelph and the Hanlon Creek Business Park. However, in order to save up-front operational costs, the initial implementation of the route could be designed with reduced service hours.

One mitigation strategy would be to consider not providing the service on Saturdays or Sundays. Under this scenario, the net operating cost would be \$724,570 annually as compared to the current projection of \$910,414. This

represents a savings of \$185,844 or 0.08 per cent lower net levy requirement than staff's current recommendation.

Approximately five per cent of businesses operate Monday to Sunday, therefore staff still recommends full conventional service Monday to Sunday in order to accommodate all businesses and shifts. This will allow for all shift-workers and residents to have transit services during full service hours similar to our other base routes.

A second mitigation strategy to be considered is only operating the service during peak hours for eight hours a day, rather than for the full conventional service hours of 18.5 hours per day. If service were only provided Monday to Friday during peak periods, the net operating cost would be \$300,590 annually as compared to the current projection of \$910,414. This represents a savings of \$609,824 or 0.25 per cent lower net levy requirement than staff's current recommendation.

Peak-only service has not been well-received in the past. Route 16 was introduced at peak-only service, and after only four months, due to the volume of complaints, full conventional hours were introduced. Peak-only service only covers one traditional shift period and does not allow riders any flexibility in their schedule. Therefore, introducing the Route 19 at peak-only hours is not recommended.

What is the projected employee growth in the Hanlon Creek Business Park over the next five years?

	2019	2020	2021	2022	2023	2024 (park fully built out)
Total Jobs	600	860	1,216	1,236	2,456	5,137
Net New Jobs		260	356	20	1,220	2,681

R/C ratio explanation

R/C ratio is the ratio of revenue to cost. The Council-approved range for the R/C ratio as determined during the recent transit service review is 40 – 45 per cent.

It is important to note that the R/C ratio is applied to the entire transit system. Some routes exceed the 40 – 45 per cent R/C ratio (i.e. Route 99) while other existing routes fall below (i.e. Route 3). The R/C ratio is the average total revenue (includes fare, U-Pass from the University of Guelph, advertising, and other revenue streams) to total cost for the whole transit system. This is also why R/C ratio cannot be applied on a route-by-route basis as non-farebox revenue streams apply to the entire system.

As it stands, how many buses and operators serve the two current Community Bus routes? What are the current operational costs? What is the current ridership?

The Community Bus currently requires four operators. The current annual operating cost is \$596,995 with an annual ridership of 25,270.

There are different types of transit routes such as revenue generating, high ridership, and convenient routes. The Community Bus routes are examples of convenient routes. Even though the goal of all routes is to generate revenue and carry high ridership, there are some routes that are lower on the revenue generating and ridership. These routes are equally as important to the others as they provide the public access to transit, generally on lower frequency and reduced hours.

How many additional drivers and buses are proposed in the Community Bus expansion? What is the expected increase in ridership?

The preferred option proposed by staff is for one additional bus and four operators. The projected annual ridership increase is 449 in 2020, 1,031 in 2021 and 1,716 in 2022.

Have staff looked at keeping the existing resources for the two Community Bus routes but rerouting to including KidsAbility? That ridership will simply shift rather than increase.

Staff have considered re-routing the existing Community Bus which is outlined in a [Staff Report](#) as Option 3. The net annual operating costs is \$13,677 and does not require any additional operators. As outlined in the report, this option maintains 60-minute service and the current operating hours of 8:30 a.m. to 4:30 p.m. Monday to Saturday. Changing the route to include KidsAbility and the YMCA-YWCA of Guelph would remove service from Chancellor's Way and St. Joseph's Health Centre to maintain appropriate scheduled time.

Based on public feedback, Guelph Transit recommends Option 2 from the [Staff Report](#) for the Community Bus. This option is a partial expansion and rebranding of the Community Bus and provides on-demand services that would supplement and assist the current Community Bus fixed route. This recommended option also aligns with the second recommendation of the [Transit Business Services Review](#) which was approved in early 2019 by Council.

Details of Option 2 recommended by staff includes:

- Use of three buses for operation (two buses currently used, plus one additional bus)
- Maintain 60-minute service
- Service provided 8:30 a.m. to 4:30 p.m. Monday to Saturday, and Sunday 9:15 a.m. to 4:30 p.m.
- New service provided to KidsAbility Centre for Child Development (503 Imperial Road North) and YMCA-YWCA of Guelph (130 Woodland Glen Drive) with a fixed route, and Speedvale Centre (328 – 386 Speedvale Avenue East)

- and West End Community Centre (21 Imperial Road South) using on-demand service
- Chancellor's Way and St. Joseph's Health Centre would receive on-demand service

Could staff explain the percentage increase the \$910,414 would have on the current tax increase of 3.08 per cent?

The total impact of \$1.7 million on the current tax increase of 3.08 per cent is a net 0.65 per cent increase. The total impact of just the Hanlon Creek expansion of \$910,000 is 0.37 per cent to the 3.08 per cent.

Could staff provide the three-year operating costs and revenue of presented options?

Please refer to Attachment 6 of the [Staff Report](#).



Approved By

Robin Gerus
General Manager, Transit
Public Services
519-822-1260 extension 3321
robin.gerus@guelph.ca



Recommended By

Colleen Clack
Deputy Chief Administrative Officer
Public Services
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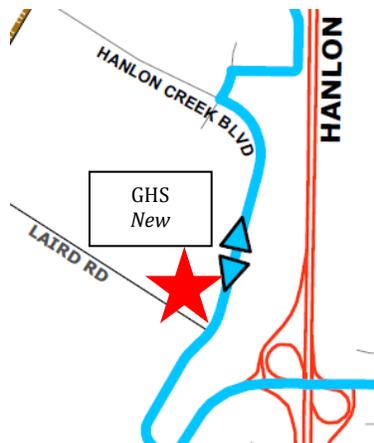
City of Guelph Council
clerks@guelph.ca

November 21, 2019

Dear Mayor & Councilors,

RE: Proposed Bus Route in Hanlon Creek Business Park

On behalf of the Guelph Humane Society, I am pleased to support the proposed 'Option 1' bus route being contemplated by Council. This route provides service through the Hanlon Creek Business Park, as well as the residential area along Teal Drive. More significantly, this proposed route will pass directly in front of the Guelph Humane Society's new location at 190 Hanlon Creek Blvd., at the northwest corner of Hanlon Creek Blvd. and Laird Rd., as noted in the diagram below. Construction is underway and the new humane society facility is set to open in Fall 2020.



While we recognize the significant investment the City will make in this bus route, it will allow the residents of Guelph to access vital services and community infrastructure offered at the Guelph Humane Society, including the City's animal services and pound. It will also be important to the approximately 35 staff, who work at the humane society and may not have access to a vehicle. GHS is also fortunate to have over 300 volunteers, who support the humane society and utilize the bus to come to GHS.

I am happy to discuss the importance of this proposed bus route to our charitable organization with Council on November 25th.

Sincerely,

Adrienne McBride
Executive Director



Friday, November 22nd, 2019

Re: Allocation of New Buses - PS-2019-23

Overall, the Transit Action Alliance of Guelph (TAAG) is in support of the decision by Guelph Transit to allocate the five new buses toward areas that have rising needs and demands as opposed to allocating all of them toward the low ridership, coverage based community bus route.

Stabilization of the 99 Mainline

We are especially in support of the plan to partially stabilize the high frequent 99 Mainline with an additional bus during peak University of Guelph times. However, we would have preferred Option #1, which would benefit all transit riders throughout the day. As indicated in the report, these options will not fully stabilize the 99 Mainline, but would alleviate schedule issues during the most congested periods of time.

We highly recommend that fully stabilizing Route 99 Mainline should be a top priority for Guelph Transit. As the anchor route for the entire system, it must become more reliable and predictable for all riders. We recommend that the city and Guelph Transit utilize all tools available to them beyond what is already being planned such as:

- implementing transit priority measures along Gordon Street;
- adding additional frequency during peak times and;
- reviewing the bus stop spacing to eliminate bottlenecks such as along lower Gordon Street at Water Street

As this is Guelph's premiere high frequency ridership route, it is of great importance that this route be fully stabilized. Route 99 Mainline generates revenue for the city through the Gas Tax as well as helps the city in achieving its climate reduction goals. **We recommend that an action plan on fully stabilizing Route 99 Mainline be developed and presented to Council as part of the 2021 budget considerations.**

Spare Buses

The two spare buses are very important within our transit operation and we are in total agreement with Spare Bus Ratio option being presented in the report.

Service to Hanlon Creek Business Park

We believe that it is important that access be provided to all areas of our city. While we are pleased to see and support expansion into the Hanlon Creek Business Park, we do have several concerns, questions, and suggestions that we would like Council and City Staff to answer and consider.

- In the report to council, there are 3 different financial numbers being presented regarding Route 19 by staff and the consultant. Which is the correct number being proposed to Council for budget consideration?
- To help Council and the Public understand the proposed costs better, we should see a full breakdown of the proposed costs and where they are being allocated toward. i.e. how much for drivers, how much for fuel etc.
- When proposed route options are presented, any other routes that exist nearby should be shown on the proposed route map. Routes options should not be seen in isolation. Any connections to other existing routes should be highlighted and we should not have to look up route maps to see that another route option is 500 meters away from a proposed route.

We understand that some of Councillors have concerns about this proposed route due to costs and revenue recovery. TAAG believes that the report is under estimating the potential ridership numbers and that the costs to operate the route need to be clarified as we believe they may be higher than necessary.

We also understand that some Councillors are proposing to extend the 16 Southgate toward the Hanlon Creek Business Park. This will only make the route longer, more complicated, and become unattractive to those who use the route now and potential new users.

As we presented to the community at our recent Transit Summit and Town Hall, Transit Riders have 7 demands:

1. It takes me **where** I want to go
2. It takes me **when** I want to go
3. It is good use of my **time**
4. It is good use of my **money**
5. It **respects me** by providing safety, comfort, and amenities
6. I can **trust** it
7. It gives me **freedom** to change my plans

A proposal to extend the 16 Southgate would not be a good use of time for riders, as the route would create even longer travel times from across the entire city versus driving.

This is already a problem for Route 16 Southgate and even the proposed Route 19 Hanlon Creek. A fair amount of people who work in the Southgate area and Hanlon Creek Business Park do not live on the south side of Guelph but reside in the West, East and North ends of our city where transit travel times are slow and complicated due to poor routes and low frequency. It does not take them where they want to go, or when they need to go. It is not good use of their time or money when driving down the Hanlon would save them both. People want to bypass the 99 Mainline South and be able to travel from the West and East sides of the city.

Our suggestion is instead of leaving gaps in our service by creating this specific route or by extending the 16 Southgate, that a better connection to Route 7 (north of Hanlon Creek Business Park) be considered. We also suggest that more efficient use of time and money for riders would be creating a route that runs from the Stone Road Mall hub, allowing transfers to all parts of the city, running behind the YMCA toward Hanlon Creek Business Park before meeting at Clair and Gordon which would connect to the 99 Mainline would be a more efficient route for ridership, revenue, and

time. This routing would service a mix of residential and commercial areas and provide alternative routes for people in these neighborhoods to work, shop, and play.

Community Bus

We agree in principle with the new community route adjustments and the addition of another bus. Re-branding the route as a regular route is a step in the right direction to gaining additional ridership and visibility.

The current proposed operating times do extend access to more days of the week, however, it does not provide enough frequency or service hours to draw a substantial increase in ridership.

Expanding the weekday service hours to a 12 hour day, from 7 am to 7 pm, would make the route more attractive and accessible to more riders as would an increase in the frequency. The design of the route is complex and not easily accessible to everyone. We believe this route must be looked at in the broader Transit Strategic Plan for more efficient and affordable route design options.

The Path Forward

As we look ahead toward the Guelph Transit Strategic Plan, we want Council and Guelph Transit to recognize that these **proposed changes may need to be adjusted or even scrapped** as it may not be what the Community of Council sees as the Vision for Transit in our city.

As mentioned on Page 22 of the Transit Business Service Review, our city will need to determine the goal of our transit system through a comprehensive route review and ridership demand analysis to identify future network structure options, with routes and service frequencies. According to Guelph Transit's work plan, this will occur in 2020 and 2021.

Instead of focusing on individual routes, what can drastically alter the discourse of public transit in Guelph is talking about trade-offs. Good transit planning is always about understanding and accepting that there are trade-offs.

Before discussing which route goes where, what we first should be focusing on is how much of the limited resources do we want dedicated to doing one thing over another. We made this presentation at our recent Transit Summit and Town Hall and are willing to meet with Councillors who could not attend to go through it.

While we are supportive of the business cases and forecasts for increasing the frequency on Route 8 and Route 20 and adding service to cover the Hanlon Creek Business Park, we feel it is important that we establish the principles and identify the pillars to shaping the future transit network first by having the conversation on trade-offs and setting the vision for transit before some of these recommendations are considered or fully implemented.

Thank you.

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