

# CITY COUNCIL AGENDA



**Consolidated as of November 27, 2015**

**Council Chambers, Guelph City Hall, 1 Carden Street**

**DATE Monday, November 30, 2015 – 6:00 p.m.**

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

## **Disclosure of Pecuniary Interest and General Nature Thereof**

### **2016 Tax Supported Operating & Capital Budgets**

#### **Delegations**

- Brad Howcroft, Chair, Accessibility Advisory Committee *(presentation)*
- Julia Phillips, Vice-Chair, Accessibility Advisory Committee *(presentation)*
- Joseph St. Denis
- Ted Pritchard
- Carolyn Lentz
- Vlad Kovac
- Jakki Prince
- Sian Matwey
- Thomas Goettler
- Paul Mahony
- John Milan - *withdrawn*
- Andrew Cleary, President, ATU Local 1189
- Randalin Ellery, Guelph & Wellington Task Force for Poverty Elimination
- Tina Brophey
- James Smith
- Christine Hassan
- Ted Poulin
- Marcia Santen
- Steve Petric
- Peter Miller
- Terry O'conner, Guelph & District Labour Council
- Lise Rodgers *(petition)*
- Kithio Mwanzia, President & CEO of Guelph Chamber of Commerce
- Laura Murr
- Janice Folk-Dawson, President, Guelph & District Labour Council
- Martin Collier
- Pat Fung
- Ross Kirkconnell
- Jennifer Mackie

- 
- Bonnie Burgess, Age Friendly Guelph Leadership Team
  - Constable Chris Probst (*presentation*)
  - Dominique O'Rourke (*presentation*)
  - Nicole Abouhalka
  - Sandy Nicholls
  - Susan Ratcliffe
  - Rob McLean
  - Bob Webb
  - Brad Van Horne
  - Will Mactaggart, Downtown Advisory Committee
  - James Doran (*presentation*)
  - Glen Tolhurst
  - Mira Clarke, Executive Director, Action Read
  - Suzanne Swanton, Co-Chair, Wellington Guelph Housing Committee
  - Judith Carson, Guelph Wellington Seniors Association
  - Bruce Ryan

## **Correspondence**

- Sandy Nicholls
- Nicole Abouhalka
- John Morton
- Thomas Goettler
- Alpa Jani
- Shelly Morrison
- John Morton
- Sandra Parmegiani
- Janet Dalglish
- Mike Goostrey
- Scott Frederick
- James Doran, Innovation Guelph
- Martin Collier
- Bonnie Burgess, Age Friendly Guelph Leadership Team
- Rick McDonald
- Christine Hassan
- Ted Poulin
- Laura Andrighetti
- Bob Webb
- Randy Norris
- Yvette Tendick, Guelph Coalition for Active Transportation
- Judith Carson, Guelph Wellington Seniors Association

## **ADJOURNMENT**



# In Support of Expansion Request for Sidewalk Ramp Installation

City of Guelph Accessibility Advisory Committee (AAC)

# Background

## **2004**

- 96 curbs were ramped at intersections.

## **2005**

- \$25,000 was spent on replacing old style curb ramps that were as steep as a delivery ramp; far too steep for a wheelchair to use.
- Annual funding ended after five years with 20 curb ramps being installed over that period of time.
- Since 2010 few curb ramps have been repaired.

# Who We Are and the Concern

- The City of Guelph Accessibility Advisory Committee (AAC) are experts on accessibility who advise City Council on barriers experienced by people with a disability and best practices that accommodate this part of our population.
- The AAC members are concerned about the number of curb ramps needed at intersections throughout the city.
- The AAC believe that these curbs have become a critical accessibility infrastructure concern.





# Understanding the Barrier

- Currently there are 193 intersection locations that do not have any form of curb ramp.
- These locations are a barrier and significant risk of injury to residents and visitors with a physical disability.



# Using a Driveway

- Curbs with no ramp mean that residents and visitors to our community must use driveway openings that often have steep slopes and a rolled curb to continue on their walk.
- This combination of steep slope and

Travelling on the road until a driveway is found is dangerous.



This rolled curb almost tips this person out of their wheelchair.

# Travelling Between Cars

- The risk is even more significant when vehicles are parked along the street that must be travelled.





# Who does this Affect?

- Children with a disability walking with classmates on school outings,
- Seniors who walk with an assistive device or who are blind making their way to the bus stop; or
- Visitors walking in residential and commercial areas of our city are at more risk of injury because they may not see these barriers.



# The Request and Closing Remarks

- The Guelph Accessibility Advisory Committee is in support of Operations' Budget Expansion Request of \$483,000 to install these curb ramps which will make city sidewalks and intersections safe and accessible for residents with a disability.



October 27, 2015

Ms. Kristene Scott  
General Manager Parks  
and Recreation City of  
Guelph

Good afternoon Ms. Scott,

A group of dog owners frequent the off-leash dog park at the Lee Street Park. We average about 25 people with as many dogs if not more every night. It's a great gathering place for the dogs and equally important, for the adults and kids that accompany the dogs to the park. We even get kids and their parent(s) that don't own dogs but enjoy their company and want to learn more about them. It's a great experience for these kids and a great place to socialize for those who gather on a regular basis.

We have gathered 30 signatures (so far) on a petition that we wish to present to the City requesting the installation of at least 2 lights at the far end of the park so that we may continue to enjoy the park during the fall and winter. From past experience I know there are lights that can minimize the light impact on those houses that are fortunate enough to back onto the Lee Street Park. They are dark sky lights. At present, according to the City website, there are 11 parks in Guelph that have tennis/basketball courts with lighting which are 'manual push / on timer'. We believe this is another lighting option for our park.

We would like to present our petition and meet with you to discuss the installation of lights at this park. We believe our activity is as important (and requires less maintenance) than any tennis or basketball court in the City.

Thank you,

Cc: Public Service Committee members:

Mayor Cam Guthrie, Councillor James Gordon Councillor Christine Billings Councillor Cathy Downer  
Councillor Andy Van Hellemond

We, the undersigned are frequent users of the leash free dog area in the LEE STREET PARK.

Firstly, we would like to thank the City for providing the residents of this area with an excellent leash-free dog area in this park and for providing excellent care of this area in terms of the frequency the grass is cut to the availability of a garbage barrel for easy disposal of our dog waste.

Very often we have had as many as 25 dogs in this park on any particular evening after dinner, from Great Danes to Yorkies. On many occasions we have had non dog-owners such as mothers and children drop by to visit and interact with the dogs. We range in age from very young children who come with their siblings and parents to retired people well into their 70's. It's a gathering place for people and dogs.

We would like to know if the city can install a few lights similar to those used at tennis courts that could be placed at different locations in the dog park area so that we could continue to meet in the park during the fall and winter. We understand that conventional lighting (such as street lighting) is not appropriate for this dog park because the dog area is adjacent to housing. But lighting that could be controlled and turned off would be more appropriate for this type of location.

We very much enjoy meeting in this park and hope to continue to do so during the fall and winter months. THANK YOU.

30 Signatures Received





# Special Olympics Ontario

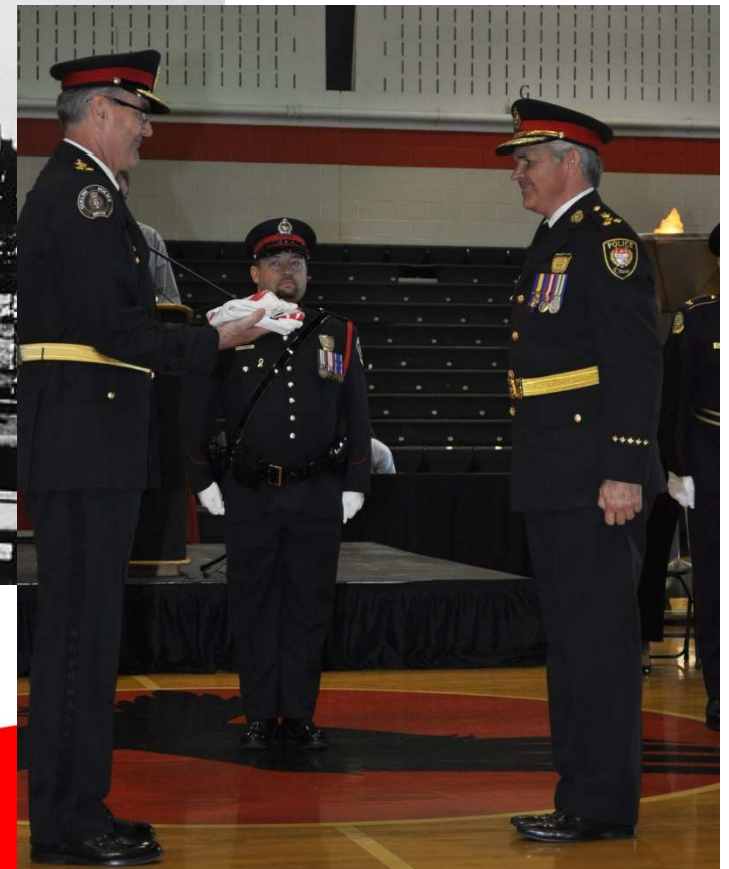
2016 Spring Games  
Guelph, May 26-28

[www.SpecialOlympics2016Games.com](http://www.SpecialOlympics2016Games.com)

#Guelph2016 #Believe&Achieve

**Special  
Olympics**  
Ontario





# 2016 Provincial Spring Games

- Led by the Guelph Police Service
- May 26-28, 2016
- Close to 1,000 athletes, coaches & managers
- Six sports:
  - powerlifting, swimming basketball, rhythmic gymnastics, 5-pin and 10-pin bowling
- 600 volunteers



***We're rolling out the red carpet for the largest spring games in SO Ontario history!***

**Special Olympics**  
Ontario



# Funding the Games

- Forecasted costs: \$500,000
- Fundraising:
  - Corporate fundraising (cash & in kind)
  - Adopt-an-athlete

- Events

<b>Polar Plunge</b>	<b>Feb 6</b>
<b>Special Olympics Day</b>	<b>Apr 12</b>
<b>Police Chorus</b>	<b>Apr 23</b>
<b>Mud Run</b>	<b>May 7</b>

- Donations
- Merchandise sales





# 2016 Spring Games Sponsors as of November 20, 2015

## PARTNERS (\$25,000+)



## GOLD (\$10,000+)



## SILVER (\$5,000+)



Guelph Lions



## BRONZE (\$2,500+)

AOC Resins & Coatings  
Devlan Construction  
The Guelph Tribune  
Guelph Police Services Board

Elliott Coach Lines  
McDonald's Restaurants of Guelph  
Red Top Taxi  
Sign Art  
Skyline Group of Companies

Sutherland Insurance  
VIQUA  
Würth Canada

# Request from City of Guelph

**Facilities:** Sleeman Centre \$15,000

Opening, Closing, Athlete's dance

**Transportation:** \$12,000

**Advertising:** Community Guide/Visit Guelph \$3,000

**Marketing & Events:** Guelph Tourism \$5,000

**Total** \$35,000

\* **One time request:** Games rotate annually through Ontario communities.

**Special Olympics**  
Ontario



# Benefits to the City of Guelph

- Positions the City as a sport tourism destination
- Raises the profile of the City and its facilities province-wide
- Highlights the City's commitment to inclusivity
- Fosters broad partnerships across sectors
- Builds volunteer capacity
- Raises awareness of Special Olympics and creates a legacy of support
- Highlights the importance of health and wellness for everyone
- Provides an estimated economic return of \$1 million





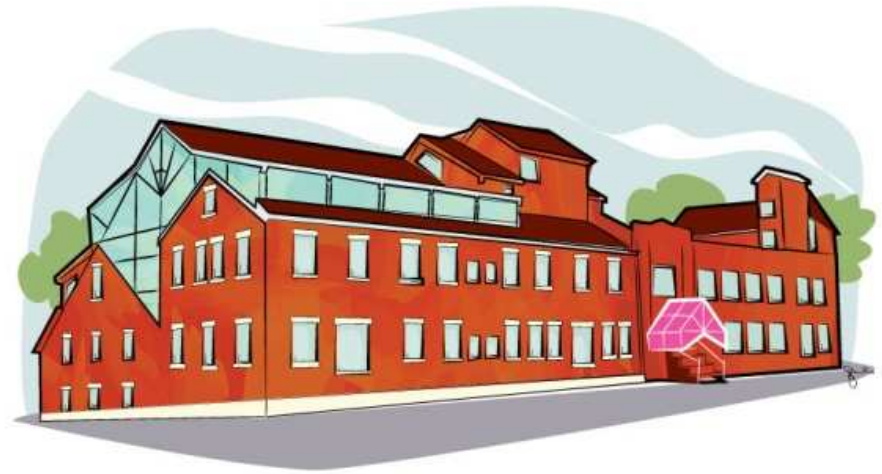
May 26-28, 2016  
#Believe&Achieve

[www.SpecialOlympics2016Games.com](http://www.SpecialOlympics2016Games.com)

**Special  
Olympics**  
Ontario







**Dr. James Doran**  
**CEO, Innovation Guelph**

Innovation Guelph is requesting  
**\$50,000** to support the continued  
operation of our center and  
programs.



# Who is Innovation Guelph?







Innovation Guelph spearheads  
innovative approaches for **prosperity**  
and **community wellbeing**.



# Guelph is growing.

Where will  
people work?

What kind of jobs  
will there be?

What about our  
quality of life?



## INNOVATION GUELPH'S ROLE

- Be a key player in the growth of businesses of all sizes in Guelph and the surrounding region;
- Actively build a local vibrant innovation and entrepreneurship ecosystem;
- Support regional economic goals & initiatives;
- Support community initiatives that improve the quality of life for people and business.



# CORPORATE PILLARS & GOALS

## Pillar One: Cultivating Prosperity

- Focus on growth-oriented entrepreneurs and businesses
- Channeling investment & resources into local companies
- Helping companies grow sales (profits, jobs)
- Employing the BEST coaching/teaching strategies
- Contributing to business retention/expansion/attraction strategies

## Pillar Two: Community Wellbeing

- The Rhyze Project (cultivating women entrepreneurs)
- Promoting equality, opportunity, and wellbeing
- Supporting Social Innovators and B-Corps [i.e. CRS]
- Spearheading community innovation pilots

## GOALS

100  
SMEs by  
2025

30%  
Women  
CEOs

B-Corp  
Capital



## ECOSYSTEM



Government  
of Canada

**NRC-IRAP**



**CBASE**  
The College of Business  
and Economics

**GIN**  
GUELPH  
INNOVATION  
NETWORK

**UNIVERSITY  
of GUELPH**



**CONESTOGA**  
Connect Life and Learning



**10**  
**carden**  
*creating space for change*

**Innovation  
Guelph**



Ontario Centres of  
Excellence  
Where Next Happens

**BIOENTERPRISE**

**CITY OF  
Guelph**  
Making a Difference

**LAUNCHit**  
Minto

**Guelph Business  
Enterprise Centre**

**Sustento**  
Building a Collaborative Hub

**GTAN**  
Golden Triangle Angel Network

**GUELPH  
CHAMBER  
OF COMMERCE**

Wellington—Waterloo  
**WVW**  
Community Futures

**ARTS  
INCUBATOR**



# Innovation Guelph's Role as a Regional Innovation Centre

## Ecosystem Inputs

Business Trends

Innovation Trends

Municipal Goals

Provincial Goals

Federal Goals



## Client Stakeholders

Youth & Students

Start-ups

Community Initiatives

Small & Medium Companies



## QUICK FACTS

Established October 2010

One of 17 regional innovation centres in Ontario

8,000+ people have participated in educational workshops and events

**700+**

Companies coached

**\$25M+**

Invested into  
client companies

**80/50**

Startups/SMEs

**9**

Mentors

**8**

Staff

# INNOVATION GUELPH OVERVIEW



## INNOVATION GUELPH OVERVIEW

	2012/2013	2013/2014	2014/2015
Revenue	\$0.80M	\$1.04M	\$1.19M
% Gov. Funding	82%	82%	78%

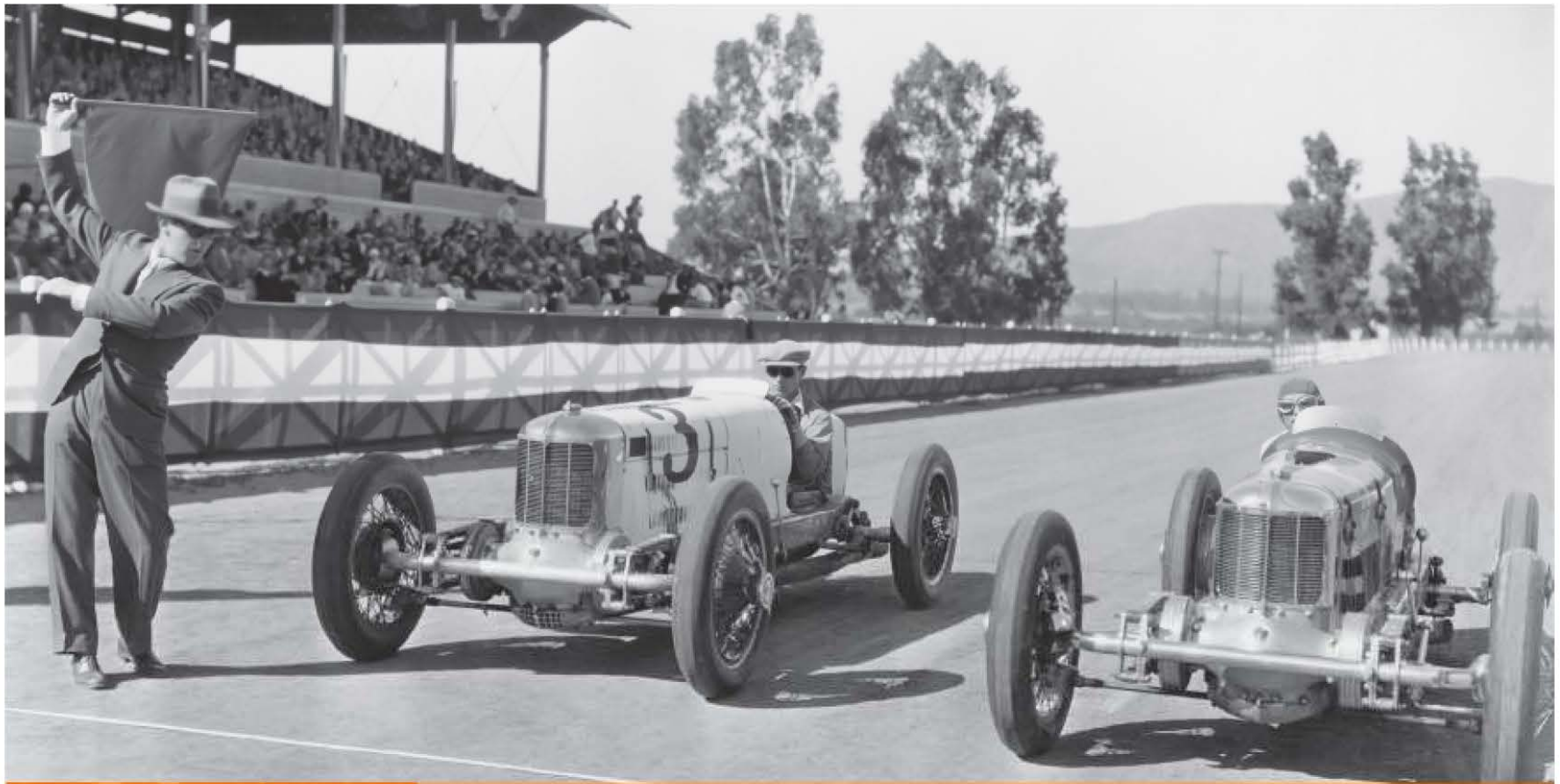
~20% of Innovation Guelph's income comes from:

- **Sponsorships**
- Rental Income
- Events
- Fee for Service

**Required for matching \$\$\$  
for government grants**

# Program Snapshots





***SPEEDWAY™***

**Innovation  
Guelph**





# ***SPEEDWAY™***

## STARTUPS

## SMALL TO MEDIUM SIZED COMPANIES

IDEAS

EARLY REVENUE

<\$1M

\$3M+

\$5M+



***GEAR UP***



***SUPERCHARGER***



***FAST LANE™***



**Fuel Injection**  
Coming soon!

## BUSINESS SUPPORT SERVICES

- Business Management & Strategy
- Investment Attraction
- Technical (IT or Engineering)
- Talent Recruitment
- Leadership Training
- Branding & Marketing
- Process Efficiency & Optimization
- New Product Development
- Prototyping & Product Piloting
- B2B Sales & Business Development



## COMMUNITY-FACING PROGRAMS?



March 8/9 2016



## WHY SUPPORT INNOVATION GUELPH?

- Long-term stability to maintain and grow Innovation Guelph as a core institution and focal point of the Guelph business ecosystem.
- Innovation Guelph and the City work together to achieve common goals – Prosperity 2020; BR&E; Grow Guelph, etc.
- Innovation Guelph's programs drive real metrics (data) on job creation, company revenue/growth, new products, and new innovations.

## WHY SUPPORT INNOVATION GUELPH?

- Innovation Guelph brings investment dollars to Guelph. [[>\\$20M to Guelph companies since 2012](#)]
- Financial support from the City is leveraged against provincial and federal dollars to deliver a multiplier on the ROI.
- Innovation Guelph can be the focal point for Guelph's new economy & the resources needed to get there.



Abundance Institute



## WHAT'S HAPPENING IN OTHER CITIES?

Regional Innovation Centre	Partner	Partner	TOTAL per annum
<b>Communitech</b>	City of Waterloo	counties	
	one time large contribution \$	90,000	\$ 90,000
<b>Innovate Niagara</b>	City of St Catharines	Niagara County	
	\$ 10,000	\$ 90,000	\$ 100,000
<b>Innovation Factory</b>	City of Hamilton		
	\$ 50,000		\$ 50,000
<b>NWOIC</b>	City of Thunder Bay		
	\$ 50,000		\$ 50,000
<b>RIC Centre</b>	Municipalities		
	\$ 32,500		\$ 32,500
<b>Spark Centre</b>	City of Oshawa	Durham County	
<b>5 year commitment</b>	\$ 30,000	\$ 125,000	\$ 155,000
<b>TechAlliance</b>	City of London		
	\$ 120,000		\$ 120,000
<b>ventureLAB</b>	York Region/Markham	counties	
	\$ 100,000	\$ 200,000	\$ 300,000



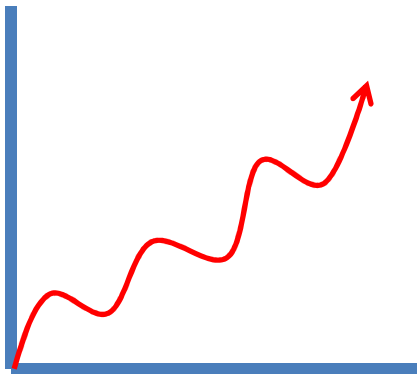
# WHAT'S HAPPENING IN OTHER CITIES?

## Regional Innovation Centers Requesting Municipal Funding for 1<sup>st</sup> Time

- **Innovation Guelph** – City of Guelph; County Wellington
- **IION** – City of North Bay
- **Launch Lab** – City of Kingston & counties
- **NORCAT** – City of Sudbury

## SUMMARY

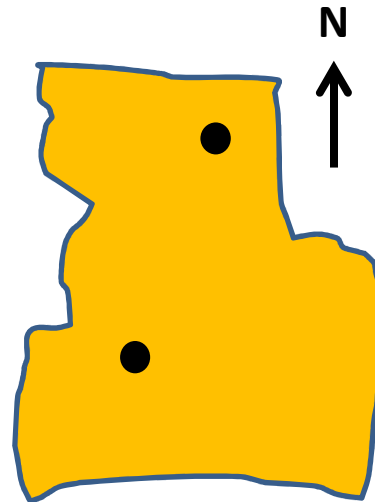
- IG is a cornerstone in the Guelph business support ecosystem;
- IG brings investment dollars to Guelph;
- Need the City of Guelph as a partner to achieve collective goals;
- \$50,000 will be leveraged by >\$1.2M in funds (25x ROI);
- Long-term sustainability.



Guelph's Economy



Innovation



Regional Goals



Sustainability

Innovation Guelph spearheads  
innovative approaches for **prosperity**  
and **community wellbeing**.



# Thank You



# Innovation Guelph – Benefits to the City of Guelph & Request for Support

## Municipal Financial Contributions

Most Regional Innovation Centres (RICs) are financially supported by their municipalities which helps them maintain and grow their regional business ecosystems. IG is actively seeking support from our regional stakeholders this year.

Financial support from the City of Guelph will regularize our relationship with the City to ensure the ongoing growth and stability of the innovation-support sector that IG is building. It will speak to local partnership strength and our collective capacity to deliver on common goals.

## Request

Innovation Guelph is seeking **\$50,000 per annum**, and a three year commitment from the City of Guelph. This will be leveraged against IG's existing funding and revenue (totalling ~\$1.25M/annum), a 25X Return on Investment.

## About Innovation Guelph

Innovation Guelph is spearheading innovative approaches to **prosperity** and **community wellbeing**. IG has become the cornerstone of innovation and entrepreneurship in our city. We have proven that our organization is a critical component of Guelph's business growth strategy – delivering effective programming to youth, start-ups, women entrepreneurs, small & mid-sized companies, and social innovators. IG has mentored over 550 companies since January 2010 and has helped to channel over \$20M in follow-on investment into high potential companies.

**Prosperity:** Innovation Guelph is one of 17 Regional Innovation Centres (RICs) in the Ontario Network of Entrepreneurs (ONE); our aim is to grow prosperity for Guelph and the surrounding region.

**SPEEDWAY™** is our signature program - comprised of four levels: Qualifier; Gear Up; Supercharger; and Fast Lane. The program offers companies, from startups to small & medium-sized enterprises (SMEs), access to mentors, industry specialists, financing options, and entrepreneurial training.

IG is the lead partner in the Guelph Innovation Network (GIN), which is a collective of 11 organizations that form the foundation of the business support ecosystem for this area. The GIN's 10 year goal is to help to establish 100 SMEs that have greater than 10 employees and \$5 million in revenue annually. This is accomplished by actively growing and strengthening entrepreneurial support and resources across between the GIN partners and our stakeholders.

**Community Wellbeing:** IG believes that vibrant and prosperous communities are possible where the standard of wellbeing is high and cooperation abounds. IG is supporting and leading a number of community-facing initiatives. Two priority initiatives are underway:

- IG and our partners are the provincial leaders in tackling issues facing women entrepreneurs. The **Rhyze Project** is committed to increasing the percentage of women-owned businesses in the Guelph region from 19% to 30% by 2020. Two key components of this project are the **Rhyze Award** (seed funds for women-run businesses); and **International Women's Day** (a conference of women and men dedicated to cultivating strong local women entrepreneurs and support programs).
- IG is spearheading a program called **B-Corp Bootcamp**; with the goal of creating 10 new Benefit Corporations in Guelph in 2015/2016. Benefit corporations are a new class of for-profit corporation where profit is not the only deliverable to stakeholders. IG believes that corporate social responsibility will be a fundamental component of all future businesses and so we are leading the charge to make Guelph & Southern Ontario the B-Corp capital of Canada.

## How Innovation Guelph Contributes to Guelph & Region

### IG is building an entrepreneur ecosystem:

- Launched the SPEEDWAY program in June 2014;
- 80 startups coached; 930 business coaching hours; 30 SMEs engaged;
- 8 core mentors; 70+ industry specialists on call;
- 15 workshops; 12 info sessions; 2 pitch competitions; 6 networking events; 1500+ attendees;
- Guelph Innovation Network (GIN) (11 organizations);
- Regional Alliance (30+ member organizations);

### IG brings investment dollars to Guelph:

- >\$800K in IG program support in FY2014/2015; \$900K in FY2015/2016 (from MRI/MEDEI; NRC-IRAP, Status of Women; Trillium; and MaRS);
- >\$8M in public/private investment in FY2014/2015;
- 200+ Angel investors in our network;

### IG contributes to Prosperity 2020 goals (in FY2014/2015):

- Coached 80 startups; 30 SMEs;
- 25+ new startups created; including young entrepreneurs;
- 120 jobs created; 200 jobs retained; including jobs for youth;
- Support companies from at least 8 industry sectors;
- Created the Guelph Water Alliance; and Guelph B-Corp cluster;
- **Prosperity & Community Wellbeing** are IG's two main pillars;

### IG cultivates community wellbeing

- Elevator project funded \$115K+ of community projects;
- 25% of IG clients are women CEOs;
- Set a goal to increase women-run businesses from 19% to 30% in Guelph by 2025;
- IG secured a total of \$374K and launched the Rhyze Project
- 45 participants in 1<sup>st</sup> B-Corp Bootcamp; 10 companies pursuing certification; 3 certified in 2015;

### IG builds bridges to key academic institutions:

- \$600K OCEA program with CBaSE; CBaSE is a GIN node;
- Partnership with U of G College of Business & Economics;



- \$400K OCEA program with C4E; C4E is a GIN node;
- Co-host monthly Startup Drinks networking on-campus;
- Co-host Startup Royale, annual youth pitch competition with CBaSE;
- 3 on-campus career events;
- 50+ youth entrepreneurs served;

#### **IG directly serves City Initiatives:**

- BR&E committee member; surveyed 10 companies; key partner in the BR&E communications committee;
- Launched SPEEDWAY FastLane as a BR&E business support program;
- Actively pursuing funding to grow the innovation zone downtown or other locations in Guelph;
- Participant in the DestinationNEXT tourism strategy;
- Minto & Dufferin are GIN node members;

#### **IG supports FDI and Trade Missions:**

- Participated in 4 trade missions; Netherlands; China; Brazil; Mexico; [MANTECH secured deal with Brazil and China]
- Annual OCE Discovery Conference: 10-20 Guelph companies participated; 200+ booth visitors;
- Water Alliance (Cleantech) showcase to international guests;

#### **IG facilitates technology development & pilots:**

- Hosted Open Government Hackathon; working with City to deliver new program;
- Tech demos/pilots from companies in the following sectors: energy, wastewater, ICT;
- IDF \$ (Enpar Technologies); Growing Forward & Ag Canada (Katan); NSERC/FedDev (Novus).

## **The Future**

IG is formulating a new strategic plan focusing on 2016 to 2020. The plan is to establish the next level of enterprise support in Guelph. A steering committee has been assembled to examine the business case for a new innovation facility that we call **The Abundance Institute (AI)**. This multidisciplinary facility will be a business cluster with advanced resources such as: rapid prototyping; technology demonstration; shared labs, kitchens, and workshop space; it will act as a place for companies to interact with academics, students, artists, thought leaders, and community members. The AI strategic plan is being developed with our major partners; The City of Guelph; the University of Guelph; SAP Inc.; Conestoga College; Wellington-Waterloo CFDC; the Accelerator Centre in Waterloo; and others. The AI will establish Guelph as a world leader in the development of exponential technologies, spawning new companies, jobs and wealth for our city.

**From:** Martin Collier  
**Sent:** November 27, 2015 8:54 AM  
**To:** Stephen O'Brien  
**Cc:** Clerks; Tina Agnello  
**Subject:** REVISED Budget Deputation for Public Record

Dear Mayor and Council:

By eliminating a few transportation-related budget lines, you can easily reduce Guelph's 2016 tax supported budget and lower overall property tax increase while maintaining priority services (e.g. transit, leaf pickup, road/sidewalk/trail maintenance). Here's what I recommend eliminating:

- Speedvale construction work (Woolwich to Stevenson): **\$1,200,000**
- Emma-Earl Bridge EA: **\$100,000**
- Niska Bridge EA and Bridge: **\$2,700,000**
- Wilson Parkade: **\$13,300,000**

**Add: \$500,000** for 1st year of comprehensive Transportation Demand Management program

**Total 2016 Savings to Tax Supported Budget: \$16,800,000**

Please contact me if you'd like more information.

Sincerely,  
Martin Collier, MES (Pl.)

November 25, 2015

Mayor Guthrie and Members of City Council:  
*Re: EMS Community Paramedicine Program Proposal*

As members of the **Age Friendly Guelph Leadership Team** and Health and Community Services subcommittee, we wish to advocate for the current proposed expansion request for the Emergency Services – Community Paramedicine Program in the 2016 budget.. One of the primary goals of the Health and Community Services subcommittee is outlined in the following excerpt from the *City of Guelph's Older Adult Strategy Consolidated Report* recommendations (sited from the framework):

- “Guelph will be a community known for offering health and community services that fully support the wellbeing of older adults”
  - Therefore Guelph will ensure that those who have contact with older adults (i.e. gatekeepers; home visitors, EMS workers, postal carriers etc.) are trained and linked to promote senior's wellbeing.

The Community Paramedicine Program of Guelph Wellington EMS neatly fulfills this dimension. EMS attendants who are repeatedly called to seniors homes often find that the individual requires ongoing support. Repeated calls to EMS have also been linked to situations where seniors are specifically unaware or unsure of how to access appropriate support, leading to ongoing EMS calls for non-emergency needs. EMS workers can now refer directly to the Community Care Access Centres (CCAC) to advise them that the individual would benefit from their intervention. This promotes an avenue for follow through that ensures seniors do not fall through the cracks. The other component of the Community Paramedicine Program that is beneficial to the well-being of seniors is the clinic visit opportunities. The EMS service sets up a visiting clinic in senior residences for a half day per week. During these visits they provide on-site advice and monitoring. This program is truly a unique and creative way to meet the needs of seniors (both medical and social) in a meaningful, professional manner.

**Are we completely certain the following are all available and factual? Sorry I am just wanting to be sure that Leanne and Steve have this in hand if necessary.**

Both initiatives referenced have demonstrated a reduction in the number of unnecessary non emergent calls to the service and therefore reduces unnecessary costs to the City and health care system without compromising the safety and wellbeing of the caller. EMS does have supporting metrics to identify the reduction in the number of these calls coming from seniors. This could be extrapolated to also mean that there could be reduced physician or emergency department visits as small issues are being managed on site at the clinic for instance. It is important to note that there is also a process and relationship that allows for follow up with primary care if necessary within the clinic setting.

In spite of all the requests for funding we urge you to consider the EMS proposals as they provide a much needed service and continued savings to the city. In this way Guelph can be seen to be embracing one of the important goals of the recommendations in the Older Adult Strategy Report. Thank you for considering the request and receipt of this letter of support.

Sincerely,

The Health and Community Services Subcommittee of the Age Friendly Guelph Leadership Team:

Susan Brown Community Volunteer, Bonnie Burgess Community Volunteer, Jeff Beaton (City of Guelph), Tiffany Symes (Vulnerable Seniors Lead, CMHA WWD), Colleen Lucas VON

**From:** Rick and Jane

**Sent:** Saturday, November 21, 2015 2:45 PM

**To:** 'mayor@guelph.ca'; 'phil.allt@guelph.ca'; 'june.hofland@guelph.ca'

**Subject:** proposed increases in bus fares

Greetings. Phil and June, the last time we talked it was about affordable housing but this time. I wish to raise my concern about how an increase in bus fares will negatively impact those who can least afford it. I volunteer at Chalmers Community Services Centre's downtown location. Chalmers' experience parallels the statistics released by Food Banks Canada indicating that food bank usage in this country is on the rise. Many turn to food banks because they cannot afford both rent and food and these are the same people who rely on public transit. I realize that services like transit need to be paid for but, I urge Council to find a way to exempt those who must live in our city on incomes that don't cover basic living expenses.

Best regards.

Rick McDonald

To Mayor Cam Guthrie and the Councillors of Guelph, Regarding Proposed Cutbacks to Guelph Transit

Once again it is time to wonder why a so-called environmentally minded city is attempting to cut back on its bus service and drastically increase its prices. Did we not go through this last fall? Now, rather than setting a good example yourselves and relying on the city bus service as a regular source of transportation, you are again attempting to undermine the services that we have (If you as Mayor or Councilors actually do rely on the bus, my apologies. I assume you do not, as I cannot see anyone who actually uses the bus proposing to cut back on services).

I am one of the people that you have been hoping to get on the bus. Our family earns a good salary but we have opted to do without a car for environmental reasons. I know several people who take the bus regularly to avoid getting a second car. This is to point out that not everyone who takes the bus is low income or a student.

Your cutback recommendations seem to suggest that full-time Guelph citizens like ourselves are second-class riders. I pay taxes to support the bus service and I pay for a monthly bus pass to get around, yet you want to cut back on my bus service in the summer. I still live here and I still need to get around the city. My husband and his colleagues still need to get to work. There are also many events occurring at this time that I would like to attend and need a bus to get to. Half hour service is not convenient, and I try to avoid it when possible.

The same goes with regards to cutting back on Sunday service. I often need to take the bus on Sunday, but find it highly inconvenient as I am left shivering on the corner, waiting longer for a bus home, as the service is not as frequent. I am also paranoid about getting stuck at the opposite end of town because I missed the last bus. I feel truly sorry for all those who must rely on it regularly to get to work, church or activities that day. Decreasing Sunday service to once an hour will make the experience even less pleasant, and will certainly not help in increasing your ridership.

Raising the price of single bus tickets by a dollar while decreasing the overall bus service seems to be counter productive, but perhaps that is what you want. It would inevitably lead to a decrease in ridership, which in turn, would lead to more reasons to cut back on services in future budgets.

Personally, I am not surprised that bus ridership has not increased significantly. Public transit is perceived as inconvenient to those with cars. Many people who know me find it inconceivable that I get around by bus. Why would I rely on a form of transportation that takes at least three times as long to get anywhere as by car, leaves you struggling to haul shopping to the nearest bus stop, and often involves cold and wet waits on the corner for a bus? I admit the bus is not as convenient as a car. As Councilors Phil Allt and Leanne Piper learned, it is possible; however, it requires a great deal of planning. Spontaneity is no longer a part of my vocabulary

when it comes to travelling across the city. It is far better for the environment, however, and can be done.

There are positive aspects. The bus drivers are helpful and pleasant, and fewer connections are being missed as compared to when the service routes were first changed. I can eventually get to most of the important locations in the city. I was optimistic when Guelph Transit began making suggestions as to new routes and timing – there seemed to be hope at making bus service more convenient. However, with your planned cutbacks I suppose we can say goodbye to those ideas.

I am certain there are other ways to save money. Perhaps you should invest in some smaller buses to service less popular routes at less popular times of day to save on fuel costs. Perhaps you should look into increasing the cost of the U pass. What about the idea I heard at election time about creating similar passes for local high schools and colleges? What about adapting some of the route changes that Guelph Transit was suggesting last year? The every-ten-minute service from Woodlawn to Clair without a stopover at the downtown station might help make more people consider the bus as an alternate form of transportation. A grid service would also make more sense than a hub and spoke.

In the end, remember that public transit is an important service to the citizens of Guelph. I have chosen not to have a car, but there are many people out there who have no choice in the matter, and rely entirely on the bus. The proposed cuts will hurt those who can afford it least. Oddly enough, you will not attract more riders by cutting back on service and raising prices – more frequent and convenient service attracts people, and that requires more investment in the system, not less. Are you trying to undermine the current service so that you have an excuse for future cutbacks during budget time? As well, the bus is a service for the citizens of Guelph and you do not cut back on services because they are not profitable. I can imagine the uproar that would occur if you suggested cutting back on snow removal from certain streets just because there were only one or two people with cars living there. I hope you get a similar uproar regarding your proposed cuts to public transit.

Sincerely,

Christine Hassan



**From:** Ted Poulin  
**Sent:** November 26, 2015 12:12 AM  
**To:** Clerks  
**Subject:** 2016 Tax Supported Operating & Capital Budgets

I would like to submit comment on the budget proposals currently under discussion at city council.

### Guelph Transit

Transit service needs to be improved.

I'm sure that you will not get any arguments that there is too much traffic in this city. I've been a resident of Guelph for over 25 years and have witnessed the ever increasing travel times to get around the city. There has been a 40% increase in population in that time and with the segregation of the city into residential, industrial and shopping areas as it grows, it has forced residents to all drive to all corners of the city.

The more people that we can get onto Transit (or bicycles or walking), the less cars will be in front of every car driver. Transit funding benefits all of us in the city - even the people who never get on a bus. Reducing service will force more people into cars or discourage those from trying transit in the first place. Traffic congestion is a cost for all of us.

I regularly commute to Toronto for business meetings or to the airport and have found that it I can get there in the same amount of time using transit without the torture of driving in 401 traffic. The catch is that I have to drive to Aberfoyle or Georgetown to start my trip since Guelph transit service is not frequent enough to make the connection to GO transit. Improved service frequency in time for the doubling of Go Train service next year will help with ridership.

For the same reasons, increasing the fare is the wrong thing to do. I encourage Guelph to join the rest of the GTHA in implementing the Metrolinx Presto card system to make the system more attractive. For reference I am including the current single adult fare prices of nearby transit agencies to show that the proposed fare increase is out of line:

#### Transit fares

GRT (K-W)	3.00, ticket 2.57
Burlington	3.50, presto 2.70
HSR (Hamilton)	2.75, presto 2.15
MiWay (Mississauga)	3.50, presto 2.90
TTC	3.00, token/presto 2.80
London	2.75, ticket 1.90
Guelph	3.00, ticket 2.40

## Loose Leaf Collection

It is time to stop loose leaf collection.

The leaves piled on the streets are a hazard. It has gotten out of control with many residents continuously raking the leaves into the street as they start to fall starting in September.

Lawns and gardens benefit from the nutrients from the fallen leaves. I personally have more tree canopy than lawn area and I have never needed to remove leaves from my property. If the leaves are mulched as they fall they disappear into the lawn and reduce the need for fertilizer and weed control the next growing season. Save the collection money and spend a small portion of it educating home owners how to mulch and feed their gardens.

Ted Poulin

---

**From:** Laura Andrighetti  
**Sent:** November 27, 2015 1:28 AM  
**To:** Clerks  
**Subject:** Written comments for Nov 30 Council Budget Meeting re: Transit budget

Dear Mayor Guthrie and Councillors,

I would like to express my concern about the potential cuts to Guelph Transit. I am firmly against hiking cash fares and reducing bus frequency during Sundays, holidays, and the summer. These changes would put a higher burden on our citizens who are likely least able to afford it.

During my first couple of years living in Guelph, I was renting and working multiple part-time jobs. I required Guelph Transit to get to these jobs all year round (including the summer months!). Reducing bus frequency would add quite a bit of time to commutes which are already much longer than driving, particularly if transferring buses is required.

Although I am now a property owner and at the moment do not use Guelph Transit on a daily basis, I still think it is a wrong move to save property taxes by increasing the burden on transit users. My family is making an effort to reduce the use of our car by choosing to live near work and shopping and by using active transportation as much as possible, and we would also like to be able to rely on affordable and effective public transit. The city as a whole benefits from having a robust transit system available to its citizens.

In addition, the steep 33% increase in the cash fare from \$3 to \$4 that has been proposed is unfair to transit users. This would make Guelph Transit's cash fares more expensive than almost all the other municipal transit systems in Ontario, including Grand River Transit (\$3.00), Milton (\$3.25), Mississauga (\$3.50), Barrie (\$3.00), Hamilton (\$2.75), London (\$2.75), Kingston (\$2.75) and even the TTC (\$3.00). This doesn't seem justifiable.

Instead of paying \$450,000 for a "service rationalization" consultant, please use that money towards maintaining Guelph Transit's service frequency; for example, maintaining the Sunday and holiday bus schedules has a combined cost of \$441,000. Here is a service rationalization: I think most people would agree that Guelph's citizens get more direct benefit from using that money to maintain our transit system rather than lining the pockets of an outside consultant.

I strongly feel that we should not be lowering the quality and increasing the user cost of our transit system, especially considering that one of the stated objectives for the 2016 Guelph Transit budget is to "increase ridership through service improvements". Reducing service frequency and increasing fares can only have a negative impact on ridership! As a city proud of its environmentally-friendly reputation, Guelph should be improving our Transit system. Please reconsider the proposal to reduce service frequency and increase cash fares.

Sincerely,

Laura Andrighetti

**From:** Bob Webb

**Sent:** November 26, 2015 10:01 AM

**To:** Clerks

**Cc:** rob; June Hofland; Mayors Office; Bob Webb

**Subject:** Advocacy to Guelph City Budget for Open Government items (Open Guelph budget item # 29-36/42. Tab 29 page 2.)

26<sup>th</sup> November 2015

Good morning:

I am writing to advocate to Council at the upcoming City budget meeting for acceptance of the **Open Guelph budget item # 29-36/42. That's Tab 29 page 2.**

Here are my reasons.

- **Program Evaluation**

I am a citizen member of the City Open Government leadership group and the lead in the Program Evaluation joint working group. I am keenly aware of the importance of first benchmarking current program performance and then tracking the processes and outcomes known to favour and then mark the success of Open Government. Citizens, City staff, and Council need to know the effectiveness and efficiency with which City tax and other revenues are spent. Does the spending satisfy the multitude of different and sometimes conflicting community interests that Council must balance. But to plan and gather the data needed for any related analysis in which one can be confident itself takes resources – more than a group of eager volunteers can provide. We need to develop and use appropriate KPIs or Key Performance Indicators. To have any hope of doing this, there needs to be more than a full time support position for the Guelph Open Government initiative. There also needs to be resource time for City staff to gain their awareness, and then to participate and build on and co-ordinate high quality already existing City initiatives related to Open Government processes or outcomes. For example. Service modules on MyGuelph. Community Engagement activities. Ongoing cataloguing and preparation of existing data sets managed within the City. Systematic tracking of citizen satisfaction with different City departments. Development of public trust - group by stakeholder group.

- **Open Government More than an improved IT portal**

The Open Government concept goes way beyond just being an improved IT portal to making early and systematic user (City staff and citizens) consultation the default. The imminent addition of service modules on MyGuelph (a budget item) offer the great opportunity to pilot test the program evaluation approach (KPIs, systematic user consultation) that should underlie such a user (citizen and staff) centred approach to service delivery. Insofar as they exist, **best practices** for a successful transition to more Open Government suggest, among other things, the importance of creating Test and Learn culture within the City and within the Community. Slogans oversimplify but “Start small. Test early. Learn fast” will probably resonate with Council members.

- **Long term support**

As a researcher in a contract Research and Development firm specialising in Human System Integration, I understand the rigour and persistence needed to set up and track

performance of a complex long term program such as Open Government and allied developments in Open Data, Open Governance, and the like. Consistent effort and resources are needed. Ad hoc groups of staff and volunteers need the glue and support of a full time position.

- **Benefits Corporate and individual citizens**

As the owner and president of a business in Guelph since 1982 with now twenty staff and Associates. I understand the benefits of Open Data and Open Government for businesses. It should not be just to provide information and participation opportunities for individual citizens. Corporate citizens can also make meaningful contributions and have needs that can be met by opening up data access. Reaching out to corporate Guelph can provide opportunities for significant economic benefits. But to reach out to business requires resources in the form of a dedicated position in the long term. Transition to Open Government will take time and need support measured in years, not months.

- **Guelph is already a Leader**

Guelph is already a leader in Open Government among Canadian cities. The recent and comprehensive Action Plan recently approved by Council puts Guelph among the very few Canadian Cities to have done this – less than can be counted on the fingers of one hand. This is largely because of the initiative of individual City staff who have embraced the idea and committed their own time to advancing the concept within the City organisation. City staff as a whole need to understand and embrace Open Government. Understanding will overcome natural wariness about what it means for the City, for citizens and for themselves and their heavy schedules. Without acknowledgment, support and added resources, such initiatives risk withering. That would be a waste of an already significant achievement with considerable momentum..

For all the above reasons, but mostly because I believe that Open Government and Open data, done right, will bring great benefits to the City as an organisation and to your citizens both corporate and individual.

Please approve this budget item: Open Guelph budget item # 29-36/42. That's Tab 29 page 2.

Thank you for your consideration of this matter.

Sincerely

Bob Webb

## Randy Norris

Guelph City Council  
Guelph City Hall

RE: 2016 Budget line item on 3-65, project IT00041 Council A/V recording

Dear Councilors

Municipal democracy in Guelph is being held hostage behind a commercial firewall.

Many years ago, Council started broadcasting its monthly meetings on the Roger's community channel. What an exciting and innovative thing to do! But times have changed and this arrangement must end.

Council proceedings belong to this City and its citizens. There should not be any barriers to viewing its proceedings.

Any citizen can observe the meetings by watching Cable 20 on Rogers Cable TV. But for anyone else in the City who is not customer of Rogers there is no way to watch the meetings on the internet. Only Rogers customers can watch democracy in real time.

Sometimes it ain't pretty but it's our democracy and it belongs to us, not a telecommunications company.

Every citizen of Guelph should have an equal opportunity to watch how Municipal Government spends its tax dollars and not have to be a customer of Rogers TV. If Council does not approve this budget item, our City Government will not be transparent nor could it be described as open government.

Staff have informed me that approval of this budget item will allow Council proceedings to be shown on the internet in real time.

Of course, someone criticizing this particular budget line item could say that anyone can come to council chambers and watch the meetings but that is not true, particularly for those with disabilities.

I have epilepsy and have enormous problems with particular types of lighting like what is used in council chambers. I cannot attend meetings because of this condition. I have attempted twice in the last 6 months and I am unable to continue. I have had this symptom of epilepsy for 3 decades and even though at times it was difficult, I was able to some degree to cope but for the last four years my condition has worsened. I must avoid, as much as possible, certain environments because of the lighting.

Not providing real time viewing of Council meetings on the web diminishes my participation in our municipal democracy.

## Randy Norris

I am disabled and neither I nor anyone else should be forced to become a subscriber of one particular telecommunications provider.

I am sure that I am not the only disabled person in Guelph who faces the same problem even if they have a different type of disability.

At this point in time, Government in the City of Guelph is inaccessible without the approval of this budget item. I believe that this would be an issue of concern under the Ontarians with a Disability Act which focuses on the need for accessibility in all aspects of life in our province.

Thank you for your consideration.

Randy Norris





November 26, 2015

Dear Honorable Mayor Guthrie and Councillors,

On behalf of Guelph Coalition for active Transportation (GCAT), I would like to say thank you in advance for supporting the construction of the multi-use path along Woodlawn from Nicklin to Imperial Road in the 2016 budget. I would also like to express appreciation for the city of Guelph's commitment to trail building from the Council approved Trail Master plan and the 2016-2018 shared agenda.

These commitments demonstrate the city's dedication to both Guelph Official plan, consolidated in 2014, and the Ontario Provincial Policy Statement of 2014. The Guelph Official plan states that the transportation system will be managed and planned to offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking. It also states that the transportation system must provide multi-modal access to jobs, housing, goods and services, etc. A good portion of any capital budget in any fiscal year is dedicated to road construction and maintenance, parkades and bridges, etc. The funding dedicated to Active transportation in the 2016 budget demonstrates a balance in funding infrastructure initiatives.

The commitment to the multi-use path on Woodlawn Road also demonstrates the staff understanding of provincial policy statement of 2014, that promotes the use of active transportation, transit and transit supportive development, and needs to provide for connectivity among transit modes.

The northwest end of the city, for example, must become a more of a multi-modal corridor because of the high level of manufacturing employment in the northwest. A percentage of these employees, where the work can be precarious, cannot consistently rely on owning a vehicle to get to work. Currently, goat paths are visible on this stretch of road, where Guelph citizens are currently walking, cycling, or taking transit to work, to restaurants, even to the Goodwill store.

This proposed multi-use path extension will benefit these transit users, cyclists and pedestrians alike.

Along with active modes of transportation, GCAT encourages investments and improvements in Guelph's public transit system, and does not support the proposed fare increase and service cuts. An improved transit system will help meet the policy goals mentioned above. Large fare increases and cuts to service will not.

Once again, GCAT would like to express appreciation to staff and council for demonstrating support for Active Transportation infrastructure. As these multi-modal connections become more and more apparent, Guelph will even more competitive with local communities, offering its citizens options to get healthy, save some money, and have many mobility options for moving around the city.

Sincerely

Yvette Tendick - President, Guelph Coalition for Active Transportation

## Presentation to Guelph City Council about Transit and Seniors by Judith Carson, President of Guelph Wellington Seniors Association

Year by year, the senior population grows in our community. With that growth, more and more seniors stop driving, yet they still need to get around the City. The seniors have supported and continue to support transit through taxes on their own home or through rent. They should be able to count on public transit to get to medical appointments, recreation, libraries, religious services, grocery shopping, visiting friends, and to access civic events; normal activities.

Another growing sector of the senior population are in failing health and need special transportation such as mobility buses and vans. This is not just a “nice thing to do”, but an essential part of keeping these people moving which is critical to their health. Without them getting to medical appointments and to recreation they can become more frail, depressed and require greater care and cause more strain on services in the community. This should be evident from the COALT project initiated by the City.

Presently, many community volunteers, a great number of them are retired older adults, supply rides to seniors in need. As well they lead community based exercise and nutrition programs. The Guelph Wellington Seniors Association is one. If they were not there the City would feel a greater push from the senior citizens to provide transportation, recreation, and other programs these volunteers provide. Private groups of volunteers cannot and should not be expected to pick up the slack for the lack of City services.

Seniors also understand the need to have a strong network of public transit in our community to cut back on pollution, traffic congestion, and traffic accidents. Unfortunately, all of these things are only getting worse. More pedestrians are being struck down. Air pollution is getting worse. Drivers are becoming more reckless trying to get around the City that has more residents and more cars each year.

As a senior and leader of older adults, who also sometime uses transit in Guelph and to get to Toronto, I urge City Council to be progressive and forward thinking in planning transit in our city by making it run more often and by adding routes and by keeping increases fair for all citizens. Many care workers who take care of vulnerable citizens in our community take transit to work. Many students take transit. All citizens who cannot afford a car or want to drive take transit.

Finally, remember that the largest and most reliable group of voters are older people. Thank you.