

INFORMATION ITEMS

Week Ending January 25, 2019

REPORTS

1. Boathouse Signalized Pedestrian Crossing Study
2. Prosperity 20Next – Guelph's Next Economic Development Strategy

INTERGOVERNMENTAL CONSULTATIONS

1. Ontario's Environment Plan
2. Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017
3. Increasing Housing Supply in Ontario
4. Ontario Tourism Strategy

CORRESPONDENCE

1. Niagara Falls – Opt In to Allow Retail Cannabis Stores
2. Town of Orangeville – Resolution

BOARDS & COMMITTEES

1. None

ITEMS AVAILABLE IN THE CLERK'S OFFICE

1. None

Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, January 25, 2019
Subject	Boathouse Signalized Pedestrian Crossing Study
Report Number	IDE-2019-18

Executive Summary

Purpose of Report

This study fulfills the recommendation in the Guelph Active Transportation Network Study to evaluate opportunities to improve the crossing of Gordon Street between Water Street and the Boathouse in order to align better with the existing behaviours of pedestrians and cyclists.

Key Findings

Data collection in 2018 and subsequent analysis support the addition of a second signalized pedestrian crossing on Gordon Street at the Boathouse Tea Room and Royal City Park entrances. A vehicle queue length of up to 200 m during the peak hour may require some modifications to signal timing and will be subject to monitoring.

Financial Implications

Approximately \$60,000 from capital project RD0321 "Active Transportation Network" will be required to install a second signalized pedestrian crossing.

Report

Responding to Council direction and recommendations in the Guelph Active Transportation Network

There has been interest among community members in exploring a potential pedestrian crossing closer to the Boathouse dating back to 1998 when Council recommended moving the James Street crossing to Water Street. In 2017, as part of the Staff Report for the [Guelph Active Transportation Network Feasibility Study and Design Guidelines \(GATNS\)](#) Council passed the following motion:

That staff study the movement of the Water / Gordon pedestrian light to the north side of the river to connect the trails identified in the Active Transportation Network Study and for possible incorporation into future capital costs.

Sheet 34 of the GATNS identifies the recommendation for a formalized pedestrian crossing aligned with the Royal City Park and the covered bridge, and lists this connection as a high priority.

In 2018, staff enlisted the technical expertise of Paradigm Transportation Solutions Limited. The consultant gathered data on pedestrian and cyclist crossing volumes, locations, origins and destinations, transit on- and off-boardings, traffic volumes and collision history. The consultants' findings and recommendations are included in Attachment 1.

A second signalized pedestrian crossing is recommended

Three alternatives were explored for this study:

- 1) Maintain existing crossing at Water Street only;
- 2) Relocate the existing crossing to the north side of the bridge near the Boathouse Tea Room / Royal City Park;
- 3) Add a second signalized crossing to connect the trail from the Covered Bridge past the Boathouse to Royal City Park.

Both alternatives 1 and 2 share the same shortcoming of serving approximately half of the demand for those crossing Gordon Street, described in more detail below. The existing crossing best serves people who use transit or who wish to travel along the south side of the river at the existing crossing. The relocation to the Boathouse Tea Room and Royal City Park entrances better serves people who want to stay on the north side of the river, but would be a detour for people wishing to stay on the north side of the river.

Based on observed and measured crossing patterns, both staff and consultant's analysis of the data supports alternative 3, the addition of a second signalized crossing on Gordon Street at the Boathouse Tea Room, with the signal timing coordinated with the existing crossing at Water Street and with Wellington Street. The volume of people currently crossing at the Boathouse meets the warrant for an additional pedestrian crossing.

A signalized pedestrian crossing is recommended as opposed to a Pedestrian Crossover (PXO) to be able to program and coordinate the signal timing to mitigate queuing issues along Gordon Street. Pedestrian signals also offer an increased element of information to pedestrians with the installation of pedestrian countdown signals.

Open Space Planning staff support this new signalized crossing and will coordinate their upcoming Royal City Park trail improvements project with the new crossing location.

Traffic data supports installing a signalized pedestrian crossing on Gordon Street at the Boathouse Tea Room and Royal City Park

The consultant collected 12-hour pedestrian counts on a Thursday and a Saturday in July and in September to represent peak season for trail use, and the return of the University students, respectively. They also collected nearly 600 intercept surveys from people crossing Gordon Street during the study periods. For supporting data, see Attachment 2 Pedestrian Crossing Study Appendices by Paradigm Transportation Solutions Limited.

Based on their observations, people tend to cross within one of five observable zones. The consultant’s report identifies these as sub-areas one through five, which include:

1. Crossing between the Lawn Bowling Club driveway up to the Boathouse Driveway;
2. Between the Boathouse Driveway and the Bridge;
3. On the bridge;
4. At the existing signal at Water Street; and
5. Between Water Street and James Street.

The study indicated that there were more people crossing Gordon Street in zone 2 in July, but more people crossing Gordon Street in zone 4 in September. Tables 1 and 2, below, summarize the total counts of people crossing in July and September, respectively (Appendix D in Attachment 2). The shaded rows represent Zone 2 and Zone 4, where the proposed and existing pedestrian crossings are. These counts include both pedestrians and people on bicycles.

Table 1. Total count of crossings by zone for July

Crossing zone		Thursday Count	Saturday Count	TOTAL
1	Near Lawn Bowling Club	114	142	256
2	At Boathouse / Royal City Park Entrance	353	447	800
3	Midpoint on the bridge	33	32	65
4	At Water Street	397	322	719
5	Between Water St and James St	11	19	30
TOTAL		908	962	1870

Table 1 shows that 800 people (43%) crossed within Zone 2, corresponding to the Boathouse driveway and Royal City Park entrance.

Table 2. Total count of crossings by zone for September

Crossing Zone		Thursday Count	Saturday Count	TOTAL
1	Near Lawn Bowling Club	85	88	173
2	At Boathouse Entrance	148	271	419
3	Midpoint on the bridge	42	34	76
4	At Water Street	307	456	763
5	Between Water St and James St	19	12	31
TOTAL		601	861	1462

Table 2 shows that 763 people (52%) crossed within Zone 4, the existing signal at Water Street.

The data show a higher number of pedestrians cross in Zone 2 in July. July is peak season for the Boathouse Tea Room, canoe rentals, and trail use so this result is expected. A much higher number of pedestrians crossed at Water Street in September. This is attributed to a higher proportion of transit users crossing the street.

According to the consultant report, the 31% of people crossing were transit users in September compared to only 12% in July. In September students return to regular class schedules and full transit service resumes.

There were more bicycles crossing in July than in September. In July, 28% of the people crossing Gordon Street within the whole study area were on bicycles, compared to 20% in September. People on bikes crossed in Zone 2 and Zone 4 in fairly equal numbers.

Compliance to use the existing pedestrian signal was relatively low. An average of 36.4% of all people crossing Gordon Street walked to the existing pedestrian signal at Water Street during the July counts (31.4% on Saturday and 41.4% on Thursday – see Appendix D in Attachment 2). Compliance to cross at the signal was 48% in September. This indicates that more than half of all people crossing Gordon Street are crossing at an uncontrolled location during gaps in traffic.

The consultant report notes that there have been 19 collisions recorded at the existing signalized crossing in the past 5 years, none of which involved pedestrians or cyclists. In addition, a staff review of collisions within the rest of the study area extending north to Wellington Street revealed another 45 collisions in total, four of which involved a person on a bike, and none involving pedestrians. All cyclist collisions occurred between Wellington Street and the Speed River, which includes Zones 1 and 2 of the study area. This suggests that the second signalized crossing at the Boathouse and Royal City Park may be advantageous to people on bikes.

Impacts of adding the second pedestrian crossing

Pedestrian Signal Operation

The new proposed Gordon Street signalized pedestrian crossing at Royal City Park is 160 metres north of the existing pedestrian crossing at Gordon Street/Water Street. The new crossing will require minor adjustments to the right lane taper on the southbound approach, to ensure all vehicles are safely merged before reaching the proposed stop bar location for the new pedestrian signal.

Due to the close signal spacing of these two crossings, the pedestrian signals would operate co-ordinated with each other during peak daytime hours of 7 a.m. until 9 p.m. When both signals are activated, both signals would change to amber/red at the same time with one another. When only one location is activated, only the activated signal will change. The pedestrian signals on Wyndham Street between

Woolwich Street and Quebec Street operate in the same manner noted in this paragraph. Coordinating the two pedestrian signal crossings this way will mitigate the likelihood of vehicles queuing and blocking downstream signalized crossings. This also means pedestrians crossing Gordon Street may experience a delay of up to 60 seconds in the worst case scenario (the afternoon peak hour) to cross Gordon Street.

Upon activation of the new pedestrian signal, staff will monitor the activity and implement any efficiencies in the signal timing that may be possible after observations.

Traffic Queuing

There is approximately 215 m between the traffic signal at Wellington Street and the proposed stop bar for the new crossing. Transportation Services' technical analysis of the new signal is in line with the findings in the consultant report. During the p.m. peak period, representing worst-case scenario, the maximum queue length could reach as much as 200m. This would extend past the entrance of the plaza at 40 Wellington Street to approximately 15 m south of Wellington Street (Attachment 3 – Figure of study area and improvements). This is based on 2018 traffic counts collected as part of this study in September of 2018. As part of the monitoring activity of the new signalized pedestrian crossing, staff will study the length of the queuing during p.m. peak hour periods to determine what if any difficulties are created and implement any efficiencies in the signal timing that may be possible to reduce the queue length.

Guelph Transit Operations

The existing Guelph Transit bus stop at the Lawn Bowling Club is more than 40 m north of the proposed second signalized crossing. This is sufficient room for a bus to clear the crossing area and pull over to the curb to serve passengers without impeding traffic queued behind.

Service impacts are unknown until the signal is operational. Some additional delay may occur due to increased frequency of activating the signals. This could affect schedule adherence and the impact would be monitored and addressed by Transit Services. This can often be addressed through route timing, but in a worst case scenario, may result in operational cost implications.

Financial Implications

Staff estimate the cost of the second pedestrian crossing to be \$60,000. These funds will come from capital account RD0321 "Active Transportation Network".

Consultations

The consultant collected approximately 600 in-person survey responses from individuals crossing Gordon Street within the study area for the purpose of informing this study.

This report and attachments are available to the public online at Guelph.ca/active.

A media release listing all new approved pedestrian signal locations will include this location as part of Transportation Services' annual traffic signal program.

Corporate Administrative Plan

Overarching Goals

Service Excellence

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Attachments

ATT-1 https://guelph.ca/wp-content/uploads/ATT-1_Gordon-St-Pedestrian-Crossing-Study-APPENDICES-by-Paradigm-Transportation-Solutions-Ltd-December-2018.pdf

ATT 2 https://guelph.ca/wp-content/uploads/ATT-2_Gordon-St-Pedestrian-Crossing-Study-REPORT-by-Paradigm-Transportation-Solutions-Ltd-December-2018.pdf

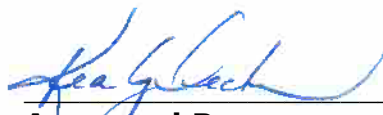
ATT 3 https://guelph.ca/wp-content/uploads/ATT-3_Figure-of-study-area-and-improvements.jpg

Departmental Approval

Luke Jefferson, Parks and Recreation
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Tara Baker, City Treasurer, Finance

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Information Report



Service Area Infrastructure, Development and Enterprise Services

Date Friday, January 25, 2019

Subject **Prosperity 20Next - Guelph's Next Economic Development Strategy**

Report Number IDE-2019-15

Executive Summary

Purpose of Report:

The City's current Economic Development Strategy – Prosperity 2020 will be coming to an end in 2020. City staff will begin next steps to update and create an economic development strategy for the city for the next 5 years.

Key Findings:

As the City enters the final year of its economic development strategy – Prosperity 2020, an updated economic development strategy is required. This strategic plan will also include an implementation plan to inform and support the economic development programs and initiatives of the City, Business Development and Enterprise (BDE) department and our community business support partners along with related KPIs. The renewed economic development strategy will continue to advance Guelph's position as a competitive and prosperous location for private and public sector investment over the next 5 years. It will be aligned with the City's completed and ongoing strategic and corporate plans.

Financial Implications

Funding for the development of Guelph's renewed economic development strategy will be \$70,000 and was part of the capital budget approved by Council in October 2017

Report

The City is now in its final year for its economic development strategy – Prosperity 2020. An updated economic development strategy is required to continue to provide strategic direction to the City, Business Development and Enterprise (BDE) department and our community partners. The renewed economic development

strategy will continue to advance Guelph's position as a competitive and prosperous location for private and public sector investment over the next 5 years. It will be aligned with the City's completed and ongoing strategic and corporate plans including the Official Plan and outcomes of the Community Plan, currently being led by the Office of the Chief Administrative Officer.

The purpose of a new economic development strategy will be to:

- Provide strategic directions, priorities and an implementation plan along with key performance metrics to advise BDE's annual work plans
- Create alignment across City departments and with external stakeholders, economic development partners and organizations involved in the renewal of the economic development strategy

The economic development strategy will be completed in two phases:

- Phase 1 – Economic Base Analysis
 - An environmental scan of strategies, policies, regulations, market conditions, etc. that would influence an economic development strategy for the City
 - International and National Outlook
 - Regional Outlook
 - City Outlook
- Phase 2 – Economic Development Review and Strategy
 - A review and assessment of the department's success on implementing Prosperity 2020's strategic directions and areas where further work and refinement are appropriate and desirable
 - A review and assessment of partner organizations and stakeholders (i.e. their priorities, mandate, services provided, resources and performance measures)
 - Engagement:
 - City Staff
 - City Council
 - Top Employers
 - Partner Organizations
 - Other business sectors in the community (start-ups, entrepreneurs, clean tech, agri-innovation, ICT, etc.)
 - SOAR Analysis (Strengths, Opportunities, Aspirations, and Results)
 - Identification of Priority Sectors
 - Strategic Directions
 - Implementation and Action Planning
 - Key Performance Indicators

- Assessment of resources and stakeholder oversight and input to deliver on KPI's

The following provides project deliverables and milestones:

- Completion of Economic Base Analysis (Phase 1)
 - Timelines – 2019 Q2
- RFP process to develop the economic development strategy, implementation plan and key performance metrics (Phase 2)
 - Timelines – 2019 Q2-Q3
- Initiate and complete Phase 2
 - Timelines – 2019 Q3-Q4
- Final Report to Council
 - Timelines– 2019 Q4/2020 Q1

Financial Implications

Funding for the development of Guelph's renewed economic development strategy will be \$70,000 and was identified as part of the Capital Forecast approved by Council in October 2017.

Consultations

This strategy will be aligned with the City's Official Plan and Community Plan and developed with consultation through workshops and discussions with Business Development & Enterprise service staff, senior staff, other City and Infrastructure Development & Enterprise Services staff, Guelph's Economic Development Advisory Committee and Downtown Advisory Committee members, City Council, economic development partners and stakeholders including local businesses and support agencies.

City staff will provide a report back to City Council by the end of Q3 - 2019 with an interim update of the strategy before its completion by Q1-2020.

Corporate Administrative Plan

Overarching Goals

Service Excellence
Financial Stability
Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better

Our People- Building a great community together

Our Resources - A solid foundation for a growing city

Attachments

ATT-1 - https://guelph.ca/wp-content/uploads/council_agenda_042610.pdf#page=55

Departmental Approval

Helen Loftin, General Manager, Business Development & Enterprise Services

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Provincial/Federal Consultation Alert

Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Consultation- Ontario's Environment Plan	Ministry of the Environment, Conservation and Parks	January 25, 2019	To address the challenges the province faces to protect our air, land and water, reduce litter and waste, and support Ontarians to continue to do their share to reduce greenhouse gas emissions, and help communities and families prepare for climate change.	Online submission	<p>The environment and the impacts of climate change are a key policy concern for the City of Guelph. In responding to the proposed Plan, the City will be able to highlight areas of potential opportunity, as well as areas where the province should provide additional attention to.</p> <p>Comments to the province will also invite the City of Guelph as a potential partner in supporting the province develop regulations and programs related to this program in the coming term.</p>	Melissa Bauman	https://ero.ontario.ca/notice/013-4208

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
<p>Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017</p> <p>Proposed Modifications to O. Reg. 311/06 (Transitional Matters - Growth Plans) made under the Places to Grow Act, 2005</p> <p>Proposed Modifications to O. Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the Planning</p> <p>Proposed Framework for Provincially Significant Employment Zones</p>	Ministry of Municipal Affairs and Housing	February 28, 2019	<p>The province is currently consulting on proposed amendment #1 to the Growth Plan for the Greater Golden Horseshoe (2017) including modifications to regulations related to the Growth Plan and the introduction of provincially significant employment zones.</p> <p>The Ministry states that the proposed changes address implementation challenges with the Plan that were identified by the municipal and development sectors and other stakeholders. These changes are intended to provide greater flexibility and address barriers to building homes, creating jobs, attracting investments and putting in place the right infrastructure while protecting the environment. The proposed changes respect the ability of local governments to make decisions about how they grow.</p> <p>These changes would apply across six categories: Employment; Settlement Area Boundary Expansions; Small Rural Settlements; Natural Heritage and Agricultural Systems; Intensification and Density Targets; and Major Transit Station Areas.</p> <p>The timeline for municipal conformity to the Growth Plan remains July 1, 2022.</p> <p>The Province has also introduced a framework for provincially significant employment zones which includes the designation of lands within the south area of Guelph along HWY 6.</p>	Staff will prepare draft comments and seek Council input and endorsement of the comments at the February 25 council meeting. Following Council endorsement, the comments will be submitted to the Minister through the online Environmental Registry of Ontario (ERO).	A coordinated response including Council feedback/comments on the proposed amendment will provide a holistic response on the effects of the plan on Guelph.	Policy Planning and Urban Design staff, Planning and Building Services	<p>https://ero.ontario.ca/notice/013-4504</p> <p>https://ero.ontario.ca/notice/013-4505</p> <p>https://ero.ontario.ca/notice/013-4506</p> <p>https://ero.ontario.ca/notice/013-4507</p>

Provincial/Federal Consultation Alert							
Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Increasing Housing Supply in Ontario	Ministry of Municipal Affairs and Housing	January 25, 2019	<p>To help increase the supply of housing in Ontario, the government is developing a Housing Supply Action Plan that will address the barriers getting in the way of new ownership and rental housing. It will include measures that the Province can take to increase the supply of new ownership and rental housing in Ontario.</p> <p>The Housing Supply Action Plan will support the government's commitment to reduce red tape and make it easier to live and do business in Ontario.</p> <p>Input will provide important information about how the government can make it easier for Ontarians to find an affordable place to call home.</p>	Staff comments will be submitted to the Ministry of Municipal Affairs and Housing and provided to Council via the Information Package following the consultation deadline.	<p>An interdepartmental staff team will review the consultation guide and prepare responses.</p> <p>The consultation questions are general in nature and staff will use recent Council approved plans and studies to inform their response (such as the Affordable Housing Action Plan, Building Partnerships, etc).</p>	Planning and Building Services	ontario.ca/housing supply

Provincial/Federal Consultation Alert

Title	Ministry	Consultation Deadline	Summary	Proposed Form of Input	Rationale	Lead	Link to Ministry Website
Ontario Tourism Strategy	Culture, Tourism and Sport	28/02/2019	<p>Visitor, student or tourism operator/stakeholder input in developing a new Ontario Tourism Strategy.</p> <p>Collected information will be used to inform the following areas:</p> <ul style="list-style-type: none"> • embrace a visitor-first approach • improve the business climate • improve sector alignment • provincial interests and role in tourism • support business and community development <p>While Ontario has seen recent increases in tourism visits, there is an opportunity for Ontario to capture a larger share of international tourism growth.</p> <p>A new strategy will support a positive business environment that enables tourism businesses and operators to succeed while meeting consumer needs and expectations.</p>	Online survey	<p>The corporation delivers tourism services in Guelph with a focus on:</p> <ul style="list-style-type: none"> • Developing and promoting Guelph as a destination • Modelling the highest standard for visitor services • Fostering collaboration and information sharing among industry stakeholders • Supporting business development through partnerships and activations that focus on visitors • Measure and communicate economic impact <p>As the destination development leader in Guelph with a focus on growing tourism, it is important for the corporation to provide feedback to the province as it develops a new tourism strategy.</p> <p>The feedback will potentially validate input from comparable municipalities and inform direction to better support tourism growth in the province.</p>	Stacey Dunnigan, Manager Culture and Tourism	https://www.ontario.ca/page/ministry-tourism-culture-and-sport



January 22, 2019

Ministry of Municipal Affairs and Housing
Office of the Minister
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5

Minister Steve Clark:

Sent via E-mail

Re: Opting In to Allow Retail Cannabis Stores

Please be advised that at the January 15, 2019 meeting of Niagara Falls City Council, the following motion was passed:

- ORDERED** on the motion of Councillor Ioannoni, seconded by Councillor Campbell, that Council opt in to the Provincial Retail Cannabis Store program;
- AND ALSO**, that Council adopt the attached Municipal Policy Statement on Cannabis for the purpose of reviewing and commenting on licence applications;
- AND ALSO**, that City Council harmonize its anti-smoking by-law with amendments to the Regional anti-smoking by-law and work with Regional Health in public consultation regarding additional public areas where tobacco, cannabis and related products can be smoked or consumed;
- AND ALSO**, that City Council send a resolution to the Province requesting that municipalities in Ontario be given greater regulatory controls over the location, distance separations and numbers of Retail Cannabis Stores within a municipality;
- AND ALSO**, that a copy of this motion of Council be sent to all municipalities in Ontario.

If you have any questions, please contact me directly.

Attach.

c. The Honourable Doug Ford, Premier of Ontario
All Municipalities in Ontario

Sincerely,

Bill Matson
Acting City Clerk

APPENDIX 2

CORPORATE POLICY PLANNING, BUILDING & DEVELOPMENT	DATE EFFECTED December 11, 2018 DATE OF REVISION	PROCEDURE 500.22 Municipal Policy Statement on Cannabis Report: PBD-2018-76
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1.0 Purpose & Vision

- a) The purpose of this policy statement is to provide a format for the City of Niagara Falls to provide input to the Alcohol and Gaming Commission of Ontario (AGCO), as well as help prospective recreational cannabis retailers in their consideration of location of cannabis retail stores in Niagara Falls.
- b) It is recognized the AGCO is the provincial authority responsible for licensing cannabis retail operators, authorizing cannabis retail locations and licensing senior store staff. Municipal governments have no licensing authority. The AGCO regulates and reviews all aspects of the retail operation including municipal and public input, that the proposed store location is consistent with the public interest as defined in the regulations.
- c) The City of Niagara Falls has chosen to allow retail sales of recreational cannabis within commercial zones.

2.0 Principles for Cannabis Retail Store Locations

- a) For the purposes of this policy statement, a cannabis retail store shall mean a store licensed or under application to be licensed by the AGCO.
- b) Land Use Planning: The provincial licensing process does not remove the requirement to comply with the zoning by-law and other municipal planning documents. The definitions within the municipality's Official Plan and Zoning By-law are applicable to all retail, including cannabis retail stores. Retail sale of cannabis from a provincially licensed store is legal and is a permitted use in the retail zones.
- c) Municipal Building Inspections: The Ontario Building Code applies to cannabis retail store locations. Therefore, where a building or sign permit is required, applications together with appropriate fees shall be submitted to the Niagara Falls Building Division. The building inspector will undertake duties as usual. Fire Code compliance is mandatory.

3.0 Cannabis Retail Stores and Sensitive Activities

- a) The goal is to help ensure public health and safety, protect of youth and reduce illegal sales, retail cannabis stores are discouraged where nearby

properties are designed to serve youth, or the potential for illegal sales or health risk exist. It is recommended that a 150m distance be maintained from:

- i) Schools as outlined in O. Reg 468.18;
 - ii) Facilities such as nursery schools, day care centres and municipal libraries, parks, trailheads and recreational facilities including community centres and arenas; and
 - iii) Facilities that serve persons with mental health or addiction challenges.
- b) Attached is a map showing the retail/commercial zones of the municipality and the activities identified in i), ii) and iii) above.

4.0 Comment Preparation & Submission

- a) Planning Staff when preparing comments to be submitted to the AGCO, shall have regard for:
- i) ensuring zoning allows a retail use as a permitted use and whether the zone provisions and regulations of the zone can be satisfied;
 - ii) the separation distances listed for uses in 3.0 i), ii) and iii) of this Policy are met; and
 - iii) the goal of 3.0 is met.
- b) Where time limits do not allow a report to be brought before City Council, the Director of Planning, Building & Development is delegated the responsibility to submit comments to the AGCO on behalf of the Corporation.

Corporate Services

January 17, 2019

Via Email

The Honourable Doug Ford, M.P.P., Premier of Ontario, doug.ford@pc.ola.org

The Honourable Christine Elliott, M.P.P., Deputy Premier of Ontario, Minister of Health and Long Term Care, christine.elliott@pc.ola.org

The Honourable Steve Clark, M.P.P., Minister of Municipal Affairs and Housing, steve.clark@pc.ola.org

The Honourable Sylvia Jones, M.P.P., Minister of Community Safety and Correctional Services, sylvia.jones@pc.ola.org

Andrea Horwath, M.P.P., ahorwath-qp@ndp.on.ca

Dear Sir/Madam:

At the Town of Orangeville Council Meeting on January 14, 2019 Council passed the following resolution:

Whereas the protection of the integrity of the Green Belt is a paramount concern for our residents;

And whereas the continued legislative protection of our water – groundwater, surface water and waterways – is vitally important for the current and future environmental health of our community;

And whereas significant concerns have been raised by residents, community leaders and environmental organizations such as the Canadian Environmental Law Association (CELA), that provisions within Bill 66 will weaken environmental protections as it "...will enable municipalities to pass "open-for business" zoning by-laws that do not have to comply with..." important provincial environmental statutes;

And whereas an "Open for Business" by-law may be approved without public consultation;

And whereas provisions within Bill 66 may allow exemptions from municipal Official Plans;

And whereas the Town of Orangeville's Official Plan represents not only a significant investment of taxpayer resources but reflects our community's collective vision for current and future planning;

And whereas our Official Plan clearly designates land that is environmentally protected;

And whereas our Official Plan also provides clearly designated land to meet future employment land needs;

Now therefore be it hereby resolved:

1. That Orangeville Town Council opposes planned changes to the Planning Act in the proposed Bill 66 that may allow for an "open for business" planning by-law.
2. That the Government of Ontario be requested to reconsider the proposed changes to the Planning Act included in Bill 66 which speak to the creation of the open-for-business planning by-law.
3. That notwithstanding the future adoption of Bill 66, the Town of Orangeville will not exercise the powers granted to it in Schedule 10 or any successor sections or schedules to pass open-for-business planning by-laws.
4. That a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Christine Elliott, Deputy Premier of Ontario, the Honourable Sylvia Jones, Minister of Community Safety and Correctional Services, MPP Dufferin-Caledon and Andrea Horwath, MPP, Leader of the New Democratic Party.
5. That a copy of this resolution be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.

Yours truly,



Susan Greatrix | Clerk

Town of Orangeville | 87 Broadway | Orangeville, ON L9W 1K1

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TM

cc The Honourable François-Philippe Champagne, M.P., Minister of Infrastructure and Communities,
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The Honourable Patricia A. Hajdu, M.P., Minister of Employment, Workforce Development and Labour,
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The Honourable Lawrence MacAulay, M.P., Minister of Agriculture and Agri-Food,
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Association of Municipalities of Ontario (AMO)
All Ontario Municipalities