

# INFORMATION ITEMS

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Week Ending April 5, 2012

## CORRESPONDENCE

1. Ministry of Natural Resources – Regarding Guelph's potential threat to the City's water supply
2. Ministry of Health and Long-Term Care – Regarding Guelph's concerns about ambulance response time data provided by the Ministry
3. Town and Gown Association of Ontario – 2012 Symposium, May 13-15<sup>th</sup>
4. Clinton Ekdahl, founder, "Day of the Honey Bee", - Regarding proclaiming May 29<sup>th</sup> as "Day of the Honey Bee"
5. Tri-Cities Transport Action Group – Regarding new cycling infrastructure increasing cycling rates

## ITEMS AVAILABLE IN THE CLERK'S OFFICE

1. Temporary Liquor Sales Licence Extension Application– Stampede Ranch, 226 Woodlawn Road W.

Ministry of Natural  
Resources

Office of the Minister

Room 6630, Whitney Block  
99 Wellesley Street West  
Toronto ON M7A 1W3  
Tel: 416-314-2301  
Fax: 416-314-2216

Ministère des Richesses  
naturelles

Bureau du ministre

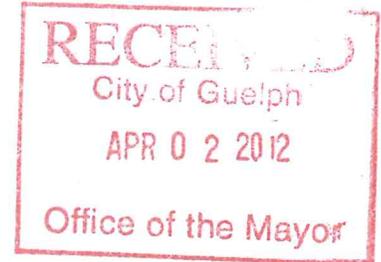
Édifce Whitney, bureau 6630  
99, rue Wellesley Ouest  
Toronto (Ontario) M7A 1W3  
Tél.: 416-314-2301  
Télééc.: 416-314-2216



MNR4825MC-2012-194

MAR 30 2012

Her Worship Karen Farbridge  
Mayor  
City of Guelph  
City Hall  
1 Carden Street  
Guelph ON N1H 3A1



Dear Mayor Farbridge:

Thank you for your letter regarding the potential threat to the City of Guelph's water supply posed by an aggregate extraction operation. I am pleased to respond.

I understand that City staff and consultants are working with ministry staff in the Guelph District office and with staff of the Ministry of the Environment (MOE). I am pleased that all parties are working collaboratively to address the concerns of the City with a goal of developing a mutually agreeable solution for the City and the aggregate operation.

I support your efforts to bring this issue to a resolution that works for both the City and the quarry operator, and encourage you to continue your discussions with MOE and my ministry staff at the local level.

If you have any further questions, please contact Ian Hagman, Manager in our Guelph District Office, at 519-826-4931.

Again, thank you for writing.

Sincerely,

Michael Gravelle  
Minister of Natural Resources

- c: The Honourable Jim Bradley, Minister of the Environment  
Liz Sandals, MPP, Guelph  
Gord Miller, Environmental Commissioner of Ontario  
Bill Bardswick, Director, West Central Region, Ministry of the Environment  
Dino Masiero, Supervisor, Guelph District, Ministry of the Environment  
Ian Hagman Manager, Guelph District Office

Ministry of Health  
and Long-Term Care

Office of the Minister

10<sup>th</sup> Floor, Hepburn Block  
80 Grosvenor Street  
Toronto ON M7A 2C4  
Tel 416-327-4300  
Fax 416-326-1571  
www.health.gov.on.ca

Ministère de la Santé  
et des Soins de longue durée

Bureau du ministre

10<sup>e</sup> étage, édifice Hepburn  
80, rue Grosvenor  
Toronto ON M7A 2C4  
Tél 416-327-4300  
Télééc 416-326-1571  
www.health.gov.on.ca



Ontario

RECEIVED  
City of Guelph  
APR 02 2012  
Office of the Mayor

MAR 23 2012

HLTC2966MC-2012-1083

Her Worship Karen Farbridge  
Mayor  
The City of Guelph  
City Hall  
1 Carden Street  
Guelph ON N1H 3A1

Dear Mayor Farbridge: *Karen*

Thank you for your letter expressing the concerns of the City of Guelph regarding the ambulance response time data that is provided by the Ministry of Health and Long-Term Care. I am pleased to have the opportunity to inform you of ministry initiatives that will address your concerns.

Ambulance Call Data is recorded at the Central Ambulance Communication Centres (CACCs) across the province using the ministry's Computer Aided Dispatch (CAD) system. The call data is collected, managed and shared with municipalities, including the City of Guelph, through the Ambulance Dispatch Data Access system (ADDAS). A number of municipalities have expressed concerns about the timeliness and accuracy of the data that they have received. The ministry has recognized these concerns and responded with several initiatives to address the situation.

The ministry is leading a dedicated multi-stakeholder forum to share information, to allow issues escalations and to submit recommendations for improvements on a monthly basis. The forum includes membership from the ministry Emergency Health Services Branch and Health Services I&IT Cluster, designated representatives from Association of Municipal Emergency Medical Services of Ontario (AMEMSO) and Regional Base Hospital Program. The forum has successfully produced a compilation of the concerns expressed by the user community and has prioritized these concerns for resolution. A large number of the concerns have already been addressed and this progress has been acknowledged by the AMEMSO representation. The ministry will continue to improve the timeliness and accuracy of the data through the multi-stakeholder forum.

The ministry has also launched a project to upgrade the ADDAS system to make it more accessible and timely. The new web based system is targeted to be available April 2012. Municipal stakeholder members of the above forum will be participating in testing this system and validating that it addresses the timeliness concerns.

...2

Her Worship Karen Farbridge

In the 2012/13 fiscal year, the ministry will launch a second phase of the project to upgrade the ADDAS system. This second phase will modernize and streamline the data processing of the information as it is prepared for use by municipalities. The ministry expects that this phase will address the remaining data accuracy concerns.

Again, thank you for contacting me about this important matter.

Sincerely,



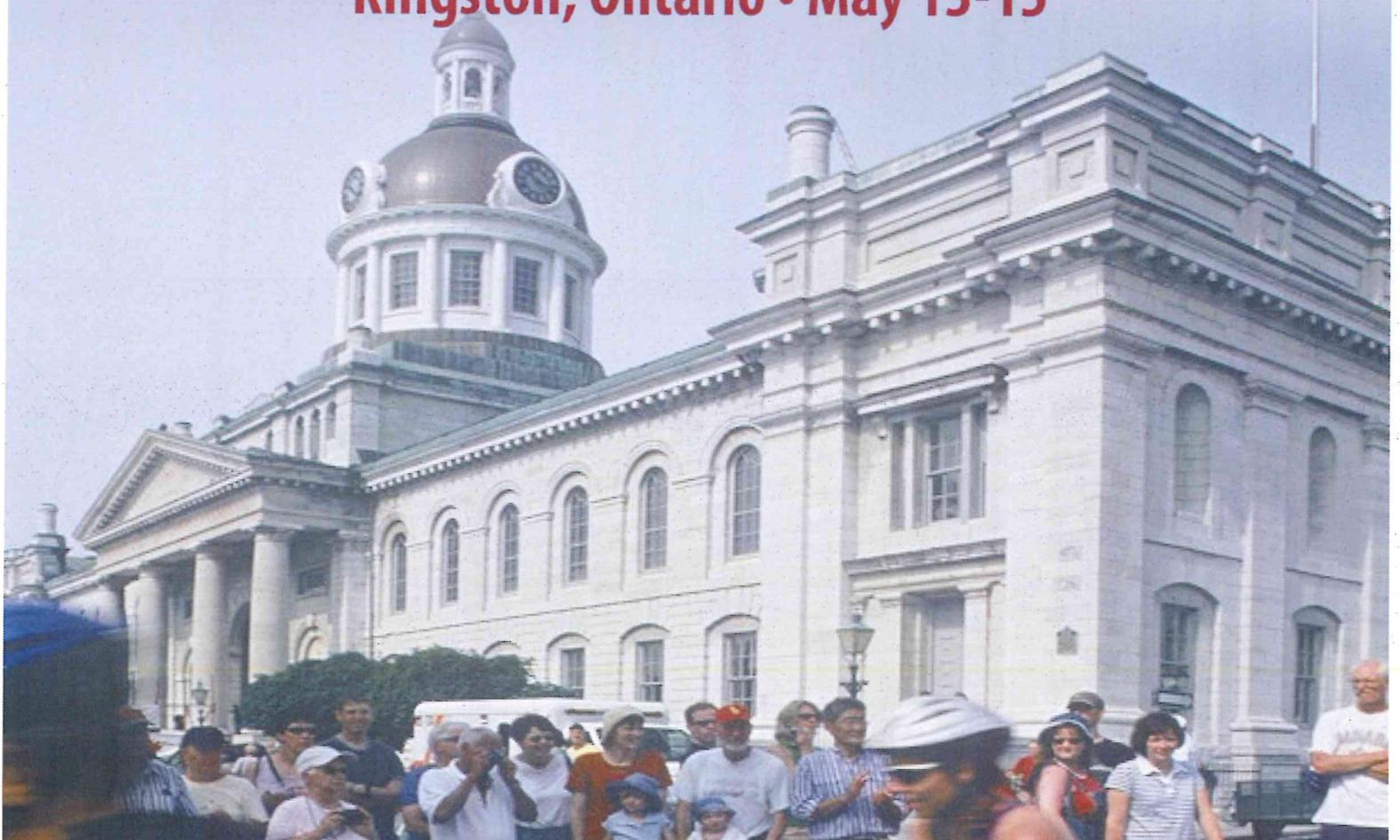
Deb Matthews  
Minister

Town and Gown Association of Ontario  
2012 SYMPOSIUM

# CITIES FOR PEOPLE

Creative Town and Gown Communities

**Kingston, Ontario • May 13-15**



 @TownGownOntario



[www.tgao.ca](http://www.tgao.ca)

# SCHEDULE AT A GLANCE

SUNDAY, MAY 13	
5:00 – 7:00pm	Registration & Welcome Reception at the Agnes Etherington Arts Centre Guest Speaker: Minister Glen Murray Minister of Economic Development and Innovation, Province of Ontario
MONDAY, MAY 14	
8:00 – 9:00am	Registration and Continental Breakfast
9:00 – 9:30am	Welcome & Opening Remarks
9:30 – 10:00am	Kingston's Town Gown Strategic Plan
10:00 – 10:30am	Fostering Talent, Research and Innovation
10:30 – 11:00am	Break and Networking
11:00 – 12:00pm	Working Together to Improve the Mental Health of Students
12:00 – 1:30pm	LUNCH at Royal Military College
1:30 – 2:00pm	Changing Community Demographics
2:00 – 2:30pm	Planning for Walk Friendly University and College Towns
2:30 – 3:00pm	Break and Networking
3:00 – 3:30pm	The Heads and Beds Issue
3:30 – 4:00pm	Navigating the New World of Tweets, Posts and Pages
4:00 – 4:30pm	Student-Led Initiatives Changing our Cities
4:30 – 6:00pm	Optional Site Tours of City & Campuses
6:00 – 9:00pm	1000 Islands Boat Cruise and Dinner
TUESDAY, MAY 15	
8:00 – 9:00am	Registration and Continental Breakfast
9:00 – 9:30am	TGAO AGM and Elections
9:30 – 10:00am	Fostering Strong Town & Gown Partnerships
10:00 – 10:30am	Welcoming Students and Building Community Pride
10:30 – 11:00am	Break and Networking
11:00 – 12:00pm	Successful Move In/Move Out Strategies
12:00 – 1:30pm	LUNCH from Pan Chancho in Historic Market Square
1:30 – 2:00pm	Creating Vibrant Mixed Use Communities
2:00 – 2:30pm	Sustainable Communities: Innovative Academic Initiatives
2:30 – 3:00pm	Break and Networking
3:00 – 3:45pm	Residential Rental Licensing News
3:45 – 4:00pm	Wrap Up and Closing Remarks

For full details on session topics and speakers  
please visit [www.tgao.ca](http://www.tgao.ca)

# SESSIONS & ACCOMMODATIONS

Sessions will take place at the Four Points by Sheraton Kingston. A block of rooms has been set aside for TGAO Symposium 2012 delegates. Conference facilities and accommodations are fully accessible. A special delegate rate of \$135/night\* has been secured.

## Four Points by Sheraton Kingston

258 King Street East, Kingston, ON K7L 3B1  
TOLL FREE 1-888-478-4333  
<http://fourpointskingston.com>  
Reserve online at: [www.tinyurl.com/TGAO2012](http://www.tinyurl.com/TGAO2012)

The Four Points by Sheraton Kingston features 171 well-appointed guest rooms and suites, each offering picturesque views of Kingston or Lake Ontario. Located just steps from many historic sites and scenic wonders, our hotel provides easy access to the world-famous 1000 Islands, Confederation Trolley Tours, live theatre, and more. The Royal Military College, City Hall, Queen's University, and Kingston General Hospital are also nearby.

\*Group rate available until April 13, 2012. Parking extra.

## Alternate Accommodations:

Both Queen's University and St. Lawrence College offer accommodations in comfortable and affordable residence rooms.

## Leggett Hall @ Queen's University

194 Stuart Street, Kingston, ON K7L 5V2  
Front Desk: 613-533-3183

Premium air-conditioned 2-bedroom units. These climate-controlled rooms feature one double bed per room. Two bedrooms share one bathroom (bathrooms have privacy locks only, not security locks). \$99.00 for 2-bedroom unit (two rooms with one bathroom), 13% HST is extra. Daytime parking extra.  
<http://eventservices.queensu.ca>

## St. Lawrence College Residences

23 Country Club Drive, Kingston, ON, K7M 9A4  
Phone: 613-544-6600 ext 4981

Single room: \$58 per night. Double rooms: \$72 per night.  
13% HST is extra. Parking included.  
[www.stlawrencecollege.ca](http://www.stlawrencecollege.ca)

# CONFERENCE REGISTRATION FEES:

## FULL PACKAGE RATES

TGAO Members	\$150
Non-members	\$200
Students	\$75
Kingston Residents	\$75

## \*DAY RATES

TGAO Members	\$75
Non-members	\$100
Students	\$50
Kingston Residents	\$50

Registration fees include: Welcome reception (Sunday), Lunch (Tuesday & Wednesday), Dinner & Boat Cruise (Tuesday).

\* Day rates do not include Reception and Boat Cruise/Dinner  
Tickets may be purchase separately.

## YOUR HOSTS



**KEDCO**  
KINGSTON ECONOMIC  
Development Corporation



**Queen's**  
UNIVERSITY



**St. Lawrence**  
College



Royal Military College of Canada



**TGAO**  
TOWN & GOWN ASSOCIATION OF ONTARIO

## TRAVEL TO KINGSTON

**CAR** - Arriving via Highway 401 Eastbound. Take the Sir John A Macdonald Blvd. exit (#615) and travel south for approximately 6 km (4 miles). Turn left onto King St. and follow the banks of Lake Ontario. The Four Points by Sheraton Kingston is located at the corner of King and Clarence Streets.

Arriving via Highway 401 Westbound. Take the Highway 15 exit (#623) and continue south for approximately 5 km (3 miles) until you reach Highway 2. At Highway 2 turn right, passing Fort Henry (on your left) and the Royal Military College of Canada, and crossing over the LaSalle Causeway. After crossing the LaSalle Causeway, continue on as Highway 2 turns into Ontario St. Just west of Kingston's City Hall, take a right onto Clarence Street. The Four Points by Sheraton Kingston is located at the corner of King and Clarence Streets.

**RAIL** - VIA Rail provides business and leisure travelers with convenient rail service to and from the City of Kingston. VIA Rail is offering TGAO delegates a 10% discount. With 22 departures and arrivals daily, Kingston's station offers connections to and from major city centres such as Montreal, Ottawa and Toronto. For a listing of fares and schedules, please visit the VIA Rail website at [www.viarail.ca](http://www.viarail.ca) or call 1-888-VIA-Rail.

**BUS** - Coach Canada/Trentway-Wager Bus Lines operates 25 daily departures and arrivals at the City of Kingston terminal, to and from major city centres such as Toronto, Cornwall, and Peterborough. For more information on bus schedules and fares please call (613) 547-4916 or visit [www.coachcanada.com](http://www.coachcanada.com). Voyageur Bus Lines provides service to and from the Kingston terminal. There are nine daily departures and arrivals providing convenient connections to Ottawa. For more information call (613) 547-4916 or visit [www.greyhound.ca](http://www.greyhound.ca).

**AIR** - With 7 daily commercial departures and arrivals to and from Toronto's Pearson International Airport, Kingston Airport (YKG) is Kingston's link to all global destinations. For more information on the flights servicing the Kingston region via Air Ontario, or Voyageur Airlines, please consult your local travel agent or visit City of Kingston, Ontario, Canada - Kingston Airport.



ANNUAL SYMPOSIUM

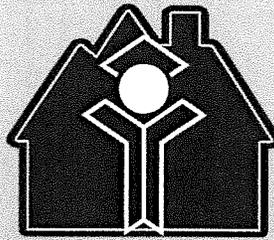
**CITIES FOR PEOPLE**

Creative Town and Gown Communities

**MAY 13-15, 2012**

Kingston, Ontario

**REGISTRATION  
FORM**



**TGAO**

TOWN & GOWN ASSOCIATION OF ONTARIO

Please mail/fax/email the completed registration form with payment information to:

**TGAO 2012 Symposium**

c/o Kingston Economic Development Corp.  
Innovation Park @ Queen's University  
945 Princess Street  
Kingston, ON K7L 3N6  
Fax: 613-546-2882  
Tel: 613-544-2725  
Toll: 1-866-665-3326  
Email: reception@kingstoncanada.com

Delegate's Name:		
Organization:		
Mailing Address:		
Telephone:		Fax:
Email:		

- Group Represented:
- |                                      |                                      |  |                                  |
|--------------------------------------|--------------------------------------|--|----------------------------------|
| <input type="checkbox"/> Municipal   | <input type="checkbox"/> TGAO Member | <input type="checkbox"/> TGAO Non-member     | <input type="checkbox"/> Student |
| <input type="checkbox"/> Police/Fire | <input type="checkbox"/> Political   | <input type="checkbox"/> College/University  | <input type="checkbox"/> Other:  |
|                                      | <input type="checkbox"/> Landlord    | <input type="checkbox"/> Neighbourhood Group |                                  |

**Do you have any dietary restrictions/issues (food, allergies)? PLEASE SPECIFY:**

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**Do you have any accessibility requirements? PLEASE SPECIFY:**

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**FULL PACKAGE RATES**

TGAO Members	\$150
Non-members	\$200
Students	\$75
Kingston Residents	\$75

**\*DAY RATES**

TGAO Members	\$75
Non-members	\$100
Students	\$50
Kingston Residents	\$50

Registration fees include: Welcome reception (Sunday), Lunch (Tuesday & Wednesday), Dinner & Boat Cruise (Tuesday).

\* Day rates do not include Reception and Boat Cruise/ Dinner Tickets may be purchase separately.

**Method of Payment**

FULL PACKAGE | SINGLE DAY  Mon.  Tues. (select one) | TOTAL \$

Cheque – Make cheque payable to "TGAO 2012 Symposium" and submit with registration

Invoice me

If you have security concerns please call us directly with credit card information.	Credit Card	<input type="checkbox"/> VISA	<input type="checkbox"/> Mastercard
	Name on Card:		
	Credit Card #:		
	Expiry (mm/yy):	3-digit security code:	
	Signature:		

April 3, 2012

Good evening Your Worship and Councillors,

I am very pleased and proud to be writing this letter to you today. Close to four years ago, I began a crusade to change the world and to transform the way people viewed their place in it. My message every year since began with the assertion that one person can change the world and like a landslide that begins with one stone; my message resounded across Canada and continues to be heard.

I write once more about our Honey Bees.

I would hope that by now, it is more widely understood that Honey Bees are responsible for about a third of the food we eat because they are responsible for about 70 percent of our food crop pollination. Honey Bees are an important keystone species and as such, they are the very cornerstone to the sustainability of our agriculture and stability of our environment. I am drawing attention to honey bees because they continue to disappear at unsustainable rates for unexplained reasons not only in Canada, but in every country and across every continent where they are raised. The World Organisation for Animal Health (OIE) has reported that there is no one single cause for such alarming worldwide disappearances. There are more theories than answers; foremost among these theories being irresponsible pesticide use, monoculture food crops, parasites, and pathogens; one of the latest theories suggests a newly discovered parasitic fly is the culprit. Bernard Vallat, the OIE's director-general, warned, that "Bees contribute to global food security, and their extinction would represent a terrible biological disaster."

According to the Canadian Honey Council, "The value of honey bees to pollination of agriculture is estimated at over \$2 billion annually." In 2010, The Canadian Association of Professional Apiarists (CAPA) suggested that Canada sustained a national honey bee overwintering mortality of 21 percent. In 2011, the Canadian Honey Council indicated a national loss averaging 29.3 percent. This amount of loss is greater than the 15 percent that is considered sustainable. Honey Bees have been disappearing at percentages considered unsustainable for more than a decade and I find this to be more than alarming.

Primary of all known solutions continues to be further education, awareness and proactive initiatives by all levels of government in Canada. One of these

proactive initiatives is the “Day of the Honey Bee” proclamations. Without understanding that there is a problem, the general public will continue to take for granted the severity of this global issue. It is for this reason that I began my campaign in 2009. While it proudly originated in Saskatoon SK, it did not end until it spread from coast to coast and found root in the United Kingdom and the Middle East. I had a vision that if municipal governments across our Nation were to be unified by collective proclamations in dedication to the Honey Bee under the principle of educational awareness, that more people, through media attention, would be made mindful of their alarming decline.

In seven provinces across Canada and with the support of over 70 municipal governments, May 29, 2010 was recognised as the first annual “Day of the Honey Bee”. It was officially recognised in declaration by two provincial governments and recorded in the Legislative Assembly Hansard of a third. The Standing Committee on Agriculture and Agri-Food Canada suggested, “That the Government (of Canada) follow in the footsteps of the Province of Saskatchewan... ..by proclaiming May 29, 2010 as the National Day of the Honey Bee and that this be reported to the House.”

Last year, there were 163 Municipal Governments all across Canada that issued Proclamations in support of ‘Day of the Honey Bee; including the Governments of Saskatchewan, Manitoba and British Columbia. Because, the Standing Committee on Agriculture and Agri-Food Canada unanimously supported the creation of this day last year; but unfortunately the federal election took precedence, it is hopeful that this day will gain federal endorsement this year. I have been assured by a Member of Parliament that this initiative will again be presented to the house.

As a result of this amazing support, more people learned about the plight of Honey Bees. All across Canada and abroad, dozens of events were held by beekeepers, apiarists, beekeeping associations, farmer’s markets, university groups and other individuals around May 29 to educate and inform the public. It is my hope that with my words, you may add to this continued success.

And now therefore, I do humbly request:

That your Worship and Council, on behalf of your citizenry, resolve to proclaim May 29 2012 as the third annual “Day of the Honey Bee;” and (if bylaw allows) that this proclamation be issued in perpetuity;

That in the event that proclamations are not issued as a matter of policy, please consider, for the purposes of educational awareness, making an exemption to that policy;

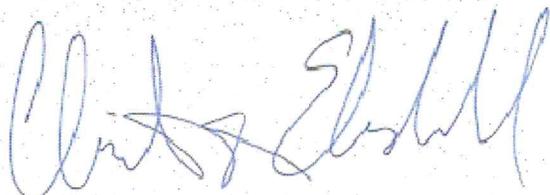
That in the event that there is a public ban on beekeeping within your jurisdiction, that in collaboration with your provincial apiarist and respecting your provincial regulations that this ban be lifted; effectively legalizing beekeeping for Hobbyists within your jurisdiction;

That Council resolve to endorse the establishment of a recognised day by the Government of Canada, by either writing to your local Member of Parliament and / or writing a letter of endorsement to Alex Atamanenko Member of Parliament for BC Southern Interior. [alex.atamanenko.a1@parl.gc.ca](mailto:alex.atamanenko.a1@parl.gc.ca) ;

And that in the event a proclamation and or response are issued, that originals be sent to the address and contact information below; for the purpose of keeping accurate tally and record; and that if copies are to be sent to apiarist or beekeeper groups that they be given copies.

I thank you for your time and your considerations,

Sincerely,



Clinton Shane Ekdahl  
Founder of "Day of the Honey Bee"  
129 Avenue E South  
Saskatoon, Saskatchewan, S7M 1R7  
1 (306) 651 – 3955  
1 (306) 381 – 3172  
cccsseee@hotmail.co.uk



## **New Cycling Infrastructure Increases Cycling Rates – A Case Study in Guelph**

*report prepared by Michael Druker*

The Tri-Cities Transport Action Group (TriTAG) is a Waterloo Region organization dedicated to improving walking, cycling, and transit. In the summer of 2010, we heard of Guelph's plans for installing new cycling infrastructure and decided to make a case study of cycling rates before and after the specific addition of cycling infrastructure.

We found that the introduction of cycling infrastructure increased the number of cyclists in an AM peak period. Moreover, providing an appropriate and more comfortable space for riding resulted in a decrease in sidewalk cycling, but a three-fold increase in cycling “in the road”.

Data on cyclists and pedestrian counts was collected at four screenlines. We kept as much constant as possible between the before and after counts, and two of the locations were controls. The two counts both took place on a Tuesday morning peak period, from 7:30am to 9:00am on June 29, 2010 and July 5, 2011, and both counts at each location were taken by the same person. Construction of the cycling infrastructure was completed by the time of the second count, but without much time for adjustment of travel patterns.

We found that the new infrastructure had a substantial positive effect on cycling rates.

In our control locations, there was a 19% increase in cycling rates paired with a 17% decrease in walking. This may reflect weather differences between the two days. Overall there was no difference in our active transportation counts, including both cycling and walking together (+1%).

In the new infrastructure locations, there was a 60% increase in cycling with an 8% decrease in walking – for an overall 21% increase in active transportation counts. The most drastic cycling increase occurred on Stone Road, where cycling nearly doubled with the new cycle tracks.

We are aware that the City of Guelph has engaged in a public campaign against sidewalk cycling. There is indeed a slight decrease in sidewalk riding in our control locations (-16%). But it is notable that despite the overall 60% increase in cycling in the new infrastructure locations, there is a 37% drop in sidewalk riding. In those locations, the number of cyclists riding on the road nearly tripled. This finding demonstrates that cyclist behaviour is significantly dependent on the opportunities and conditions for comfortable cycling.

In conclusion, this case study provides support for the construction of cycling infrastructure, and separated infrastructure in particular as a means of increasing the role of active transportation modes.

### Appendix 1: Locations

1. Control: Edinburgh Road just south of Raglan Street. No change in conditions. This is a narrow two-lane suburban corridor with some residential frontage, sidewalks, and no bike lanes. Google Street View: <http://g.co/maps/x37fb>
2. Control: Gordon Street at the Speed River bridge. No change in conditions. This is a narrow two lane urban corridor with sidewalks and wide bike lanes. Google Street View: <http://g.co/maps/7ansu>
3. New Infrastructure: Gordon Street just south of Monticello Crescent. Conventional on-street bike lanes were added to this 4-lane suburban arterial. There are few nearby alternative corridors. Google Street View (before changes): <http://g.co/maps/wrkxm>
4. New Infrastructure: Stone Road just west of Gordon Street. Bike lanes added that are mostly separated from the roadway by a curb. This is a very wide suburban arterial corridor with 4 lanes. Google Street View (before changes): <http://g.co/maps/zhvdg>

### Appendix 2: Counts

	Control Locations			
	1. Edinburgh Rd., south of Raglan St.		2. Gordon St. at Speed River	
	2010	2011	2010	2011
Cycling (road)	7	14	87	109
Cycling (sidewalk)	14	4	17	22
Cycling (total)	21	18	104	131
Walking	25	14	96	86

	New Infrastructure Locations			
	3. Gordon St., south of Monticello Cres.		4. Stone Rd, west of Gordon St.	
	2010	2011	2010	2011
Cycling (road)	32	74	7	39
Cycling (sidewalk)	33	24	19	9
Cycling (total)	65	98	26	48
Walking	58	66	69	51

# **INFORMATION ITEMS**

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**Week Ending April 12, 2012**

## **CORRESPONDENCE**

1. Mike Salisbury – Regarding cancellation of the Katimavik program

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. GRCA Minutes – April 2012 Issue

**From:** Mike Salisbury  
**Sent:** Thursday, April 12, 2012 8:32 AM  
**To:** Karen Farbridge  
**Subject:** Katimavik Petition Request

Mayor Farbridge and Council

I am writing you to request council take action to prevent the loss of a valuable resource in our community.

As you may be aware, over the last few months the City of Guelph has been one of several communities in Canada to host a group of Katimavik volunteers. These young Canadians are currently providing valuable volunteer services for the following non profit groups in our community:

- YMCA-YWCA of Guelph
- Guelph Environmental Leadership (GEL)
- FarmStart
- West End Community Centre
- Guelph Community Health Centre
- The Julien Project-using gardening to enrich lives
- Backyard Bounty
- 10 Carden Shared Services Inc
- Ignatius College
- Spiritwind Christian Centre of Guelph - Guelph Food Bank
- Hillside Festival

As part of the most recent Federal budget the 30 year Katimavik program has been cancelled.

This decision will not only have a significant detrimental impact on the young men and women participating in the program but also seriously affect over 10 community groups in Guelph who rely on these dedicated full time volunteers to provide important core services to the residents of Guelph.

Important community services will all be reduced and in some cases may be cancelled by this program cut – services our community cannot do without.

On behalf of the local Katimavik placement, the community groups they are supporting and the residents of Guelph who will be impacted by the loss of these services I respectfully request:

*That council direct the Mayor's office to petition the Federal Government to reinstate the Katimavik program and work with Katimavik to seek alternative long term funding solutions to ensure the ongoing viability of this important program.*

*Furthermore, that the City of Guelph invite other communities impacted by the cancellation of the Katimavik program to join in this petition*

In 1977 Prime Minister Pierre Elliott Trudeau established Katimavik that has enlisted over 30,000 Canadian youth and supported more than 500 community non-profit organizations across Canada. Please join our local MP as he works with Justin Trudeau on Parliament Hill to reinstate this vital Canadian program which helps our local economy, provides much needed services for our residents and builds the leaders of tomorrow.

If it is true that “our kids are our future,” we cannot allow this uniquely Canadian investment in our future to be destroyed.

Mike Salisbury

# **INFORMATION ITEMS**

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**Week Ending April 19, 2012**

## **REPORTS**

1. Information Update from the Accessibility Advisory Committee
2. Municipally Funded Discretionary Benefits to Individuals

## **CORRESPONDENCE**

1. Support of City of Kingston's resolution regarding Provincial payment-in-lieu of taxes – Niagara-on-the-Lake and Town of Meaford
2. Heart & Stroke Foundation – Invitation to start a Big Bike team for June 21st

# INFORMATION REPORT



TO **Guelph City Council**

SERVICE AREA Community & Social Services Department  
Community Engagement and Social Services Liaison

DATE April 19, 2012

**SUBJECT Information Update from the Accessibility  
Advisory Committee**

REPORT NUMBER CSS-CESS-1213

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## SUMMARY

The Accessibility Advisory Committee (AAC) is a committee of Council as legislated through the Accessibility for Ontarians with Disabilities Act (2001). Within this role the AAC committee will provide semi-annual updates to the Community & Social Services committee of Council that summarizes the content of bi-monthly ACC meetings for the reporting time period. This update provides information on AAC activities from November 2011 to March 2012.

## BACKGROUND

The AAC is a committee of individuals with a disability and/or who are involved in providing services related to supporting people with a disability. Their ability to share their accessibility related knowledge with City staff and committees provides the City with a resource that looks at matters with an accessibility lens. It is the aim of the AAC that the culture of the Corporation will move towards considering accessibility as a critical way of doing business.

## REPORT

The AAC committee works within defined terms of reference. The terms of reference can be accessed at [www.guelph.ca/living.cfm](http://www.guelph.ca/living.cfm). This report has summarized AAC highlights according to the applicable terms of reference category as below:

### ***Reviewing Access for person with a disability to building, structures and premises***

- **Facility Accessible Design Manual (FADM) Review** - Staff provided the AAC with an overview of a proposed process aimed at assisting City staff work through building situations that seems to be difficult or technically infeasible to implement, according to the FADM. The proposal's success

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relies on participation of AAC members. The committee agreed to be part of this process.

***Reviewing policies and standards and advising on issues and concerns faced by persons with disabilities***

- **New Waste Collection System** - After corresponding with program staff, the AAC hopes to meet with Solid Waste staff in the next couple of months to learn more about the program and to help troubleshoot through the accessibility lens. Concerns have been expressed about the challenges of the bin system for those with a disability.
- **Accessible Pedestrian Signals** - The committee anticipated that accessible pedestrian signals would be installed during the infrastructure road construction however this was not the case in all locations. The AAC is interested in meeting with staff to learn more about this process and possibly work with staff to develop a process that includes input from appropriate support agencies.

***Reviewing and advising on universal transportation issues***

- **Affordable Bus Pass Program** - Committee members provided input on the application form prior to the meeting from a customer point of view. The committee expects to monitor and evaluate the implementation of the pilot from the customer lens.

***Advising, consulting, and reporting findings and recommendations to the City of Guelph on matters related to the status of persons with disabilities***

- **AAC Committee Chair** - The AAC are pleased to announce that Jennifer Popkey Bergen has accepted the position of committee Chair. Paul Reeve will remain on the committee as the past Chair. Jennifer brings with her a wealth of knowledge about supporting people with various disabilities, and specifically those whom she supports as a sign language interpreter.
- In an effort to ensure that the Community & Social Services (CSS) committee has a well-rounded overview of the work of the AAC, the committee proposes that they report to CSS more frequently than once a year. A committee member noted that they believe "that this increased reporting will provide a more accurate snapshot of the topics that are important to the AAC".
- **Project Planning** - At each meeting the committee discusses, in some form, their desire to learn about projects while they are in the planning stage. The committee believes that the advantage of advising early in a project will result in a seamless, well thought out process for all residents of the city.
- **Accessibility Lens** - The committee talked about ways that they could provide their perspective on accessing City services and facilities, through

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an accessibility lens. Many ideas were discussed, but the key outcome of the discussion was to find a method that would have impact throughout the organization. This is a project that the committee will investigate in the coming months.

The AAC will continue to advise the municipality on legislative requirements and standards that all municipalities must follow to ensure that existing barriers for people with disabilities are removed over time and that no new barriers are created.

## **CORPORATE STRATEGIC PLAN**

Goal 1: An attractive, well functioning and sustainable city

Goal 2: A healthy and safe community where life can be lived to the fullest

Goal 3: A diverse and prosperous local economy

Goal 4: A vibrant & valued arts, culture & heritage identity

Goal 5: A community-focused, responsive and accountable government

## **FINANCIAL IMPLICATIONS**

N/A

## **ATTACHMENTS**

Attachment 1: Accessibility Advisory Committee's December 2011 Minutes

Prepared By:

Leanne Warren

Coordinator, Accessibility Services



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### **Prepared By:**

Barbara Powell

General Manager, Community Engagement & Social Services Liaison

519-822-1260 ext. 2675

Barbara.powell@guelph.ca

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### **Recommended By:**

Colleen Bell

Executive Director

Community & Social Services

519-822-1260 ext. 2665

colleen.bell@guelph.ca

# MEETING MINUTES



MEETING           **City of Guelph Accessibility Advisory Committee**

DATE                Tuesday, December 20, 2011

LOCATION            City Hall, Room 112 (no need to sign in as room is by Council Chambers)

TIME                3:00 – 5:00 p.m.

CHAIR:             Paul Reeve

PRESENT:          Paul Reeve, Doug Grove, Janice Pearce Faubert, Jane McNamee, Cathy McCormack, Brad Howcroft, Carin Headrick, Tanya Davies, Laurie Lanthier, Mary Grad, Julia Phillips, Jennifer Popkey Bergen, Leanne Warren (Liaison/Minutes), Lynne Briggs (Manager-Partnerships and Inclusion)

REGRETS:          Cory Chisholm, Tom Goettler (On Leave)

ITEM #	DESCRIPTION
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<b>1</b>	<b>Welcome</b>
<b>2</b>	<p><b>Approval of the Agenda</b>  <b>Motion:</b> Mary, 2<sup>nd</sup>: Jane            Under the heading of "Other" add Letter regarding bus stop on Elmira Rd serving Flaherty Dr. for Discussion.            All in favour with amendment, <b>Carried</b></p> <p><b>Approval of Minutes</b> of October 18, 2011  <b>Motion:</b> Doug, 2<sup>nd</sup>: Cathy            Add Julia's name            All in favour with amendment, <b>Carried</b></p>
<b>3</b>	<p><b>Business Arising:</b></p> <ol style="list-style-type: none"> <li>1. Review of City's Facility Accessible Design Manual (FADM) – Project Status – Leanne Warren               <ol style="list-style-type: none"> <li>a. All staff and AAC input have been submitted to the consultant. The final draft is expected during the first two weeks of January. At that time we will only have one week to review and submit any</li> </ol> </li> </ol>

comments.

- b. The goal is to have this project presented to council in February.
- c. The next stage of the project is to carry out a facility audit. This will be the first audit the City has done using the FADM
- d. The following are highlights of the AAC subcommittee's recommendation:
  - i. The consultant provided a document outlining Winnipeg's Heritage Facilities standards which include thorough language on how to balance both designated historic features and accessibility. The committee are in agreement with the use of this document.
  - ii. Area of Rescue will now be Area of Refuge as experience would tell us that rescue is rarely required. A safe area that is fire rated is often what is needed.
  - iii. Protruding objects that would require a cane detectable member at 26-1/2 inches has been changed to have this member at 13 inches from the ground.
  - iv. The height of the change table in the individual washrooms will be lower at 18 – 20 inches. This was related to the height of a chair as well it is similar to the height of a toilet seat. A "L" shaped grab bar will also be added to this scenario with installation being similar to how the toilet relates to the "L" shaped grab bar in that scenario.
  - v. Technically infeasible with regard to viewing positions in a retro-fit situation will be clarified as in many cases too many facility elements would need to be adjusted. Some situations are truly technically infeasible.
  - vi. The AAC agree with staff that slopes should not be less than 2% as ice can result causing a serious hazard.
  - vii. The use of unit pavers and imprinted asphalt/concrete are now recommended as not for use in a pedestrian route however accessible pedestrian routes can be banded by these types of treatments.
  - viii. The proposed addition of standardizing the decibels of hand dryers (to our knowledge manufacturers currently determine the decibels of their own products without a standardized method) is an emerging area with little or no reliable research found, similar to wayfinding. Both of these proposed sections will be further researched and be considered for addition in the next FADM update.
- e. The AAC has decided to continue with the subcommittee as a resource for the City to call upon. The sub-committee was thanked for provided such valuable feedback. The AAC recommend that the sub committee review the final draft. Carin and Brad can be a

- resource for the committee. Best future meeting times include the second Monday or Wednesday of a month from 3 until 5 p.m.
- f. AAC recommended that committee members could provide some insight for staff during short training sessions.

2. Chair and Vice-Chair positions–Discussion and Possible Vote - Leanne Warren

a. Chair Position

- i. Paul Reeve will step down as the chair after the December meeting. He will continue to be a member of the AAC and will provide guidance as the past-chair.
- ii. The committee called for nominations of the Chair position.
  - a. Vice-chair Jennifer Popkey Bergen was nominated by Janice and 2<sup>nd</sup> by Julia. [Carried]
- iii. Paul was thanked for his work as the chair.

b. Vice-chair Position

- i. The committee called for nominations of the Vice-chair position.
  - a. Brad was nominated by Mary and 2<sup>nd</sup> by Carin pending his re-appointment to the committee. [Carried]

3. Snow phone line – For Information – Line is now available – 519-837-5648

4. ODA Plan - Talk about the current plan and the 2013, first AODA plan – 5 year plan

- a. Current Plan, will be brief (now 40 page and is expected to be under 20 page so that it is easier to read)
- b. The requirements of the 5 year AODA plan were discussed:
  - i. Multi-year plan that
    - a. Outlines strategy to prevent/remove barriers/meet requirements
    - b. Posted on web and offer in accessible format upon request
    - c. Review and update at least once every 5 years
  - ii. Consult with persons with disabilities and AAC
  - iii. Annual status reports on progress of measure in multi year plan
    - a. Posted on web and offer in accessible format upon request
- c. The AAC made the following recommendations:
  - i. AAC members feel that they are in an ideal position to share their knowledge of the barriers to full participation that residents may experience. They believe that those who are the decisions makers have the most impact on the customer experience. With this in mind, the AAC plan to develop an

awareness information session.

- a. The Committee recommended that all councillors and senior managers gain support from the AAC through a sharing of information regarding disability awareness. The purpose of the information is to provide a good understanding of the impact of barriers that keep citizens from fully participating in our community. Motion: Carin, 2<sup>nd</sup> Julia. [Carried]
- b. A sub-committee was developed with the purpose of drafting a generic, capacity building, information session with the focus of awareness, inclusiveness and the removal of barriers to full participation. The subcommittee will consist of: Doug, Brad, Jane, Jennifer, Carin, Janice, Laurie, Cathy, Julia, Janice. This sub-committee may meet by conference call to accommodate members who cannot attend in person.
- c. There was a suggestion to develop the session so that the information is generic and could potentially be used by any community group. The sub-committee will keep this suggestion in mind.

5. Accessible Integrated Standard – What is next for 2012?

- a. Deferred to February meeting

6. Accessible Integrated Standard/Transit Growth Strategy – For Information – Michael Anders (General Manager, Community Connectivity and Transit)

- a. Michael handed out the route map for the Community Bus and the new route packages. He reported that the information is available online.
  - i. At the request of an AAC member, Michael also noted that the new schedule is available in a text format or by contacting Transit reception.
- b. Michael told the committee that:
  - i. Transit will be in Stone Road Mall and Quebec Street Mall to answer questions regarding all of the new Transit programs and routes.
  - ii. The 2012 Budget allows for 365 days of Transit service.
  - iii. Fare Parity on Mobility services will start on January 1, 2012. This means that all fare media that is currently accepted on the conventional buses will also be accepted on the Mobility buses. This includes the “Free Fridays” programs that provide free transportation to Guelph Storm hockey games.
  - iv. Fare parity will also include Mobility scheduled taxis (Booked through Mobility only).

- v. Michael mentioned that those who are registered with CNIB and carry a CNIB card may qualify for the Mobility Service for the winter months. Those interested should apply to Mobility. Applications are considered on a case by case basis.
- c. AAC and Michael reported that all feedback with regard to the St Joseph's Health Centre bus stop location has been positive.
- d. Michael reported that Transit has started a program with GO called GO Transit Fare Integration. Shuttle buses will provide transportation for the early morning runs. At times these buses will be Mobility buses however they won't be in this capacity during Mobility hours. See Transit's website for more details.
- e. Transit has received 3 new buses of a different style than the current buses. These new buses will be in service in January. Transit expects a better level of service from these buses as they are the choice of Metrolinks. The buses are General Motors vehicles. This would suggest that replacement parts will be much more readily available than the Elf style buses that are being retired over the next year.
- f. Priority Seating requirement in the Integrated Accessibility Standard (IAS):
  - i. The Ontario Public Transportation Agency (OPTA) is developing an implementation package to assist transportation companies to be compliant with the IAS.
  - ii. With a standardized message passengers will be able to travel in any Ontario community and understand the expectations of this designated priority seating.
  - iii. The OPTA package has 2 stickers. The sticker for the priority seating depicts people with a physical disability while the courtesy seating sticker depicts a senior, an expectant woman and a passenger travelling with a stroller.
  - iv. The communication piece is not ready yet.
  - v. The stickers have been developed but there is a delay in the release of the communications package.
  - vi. Guelph Transit already has an existing program for the priority seating on its buses.
- g. Transit has received 4 new Nova buses. These new buses will have perimeter seating which will leave more manoeuvring space for passengers who use a mobility device.

## 7. Accessible Integrated Standard/Employment

- a. Dana Nixon, City of Guelph's Manager of Staffing and Workforce Planning, reported that the Human Resource department has completed the Employment Emergency Response policy and intake form which is required under the Accessible Integrated Standard.

- The program was rolled out to staff the week prior to this meeting.
- b. With regard to other requirements in the IAS Employment section, Dana reported that they are similar to the current Employment Standards. The main difference is that recording the policies and processes is required by the IAS.
  - c. Dana reported that the City has adopted a diversity plan for staff that will be developed during 2012. The 2014 IAS requirements fit with this plan and are expected to be complete in advance of the requirement dates.
  - d. When asked about when the City invites a person to disclose a disability, Dana responded that the City offers an accommodation at the time of the interview. The AAC believe that this is good because if an accommodation is provided that individuals will be able to show their abilities.
  - e. Dana was asked if the City has looked at recruiting people with a disability. Dana responded that the city has partnered with employment organization and hired individuals this way. They are looking to improve their outreach and education with managers and staff. She added that the City's diversity strategy looks at how to interest a more diverse workforce.
  - f. Dana further explained that the City has looked at the essential duties of many positions and has since removed requirements like:
    - i. The need to have Grade 12 as the city is interested in ability and experience; and
    - ii. In some cases the need to have a driver's license.
  - g. AAC noted that stating the requirements of excellent written and communication skills or phone skills can discourage individuals who are Deaf from applying for all of the positions where this is noted. Requirements like this can be a barrier for those who are Deaf or who have speech difficulties. The AAC asked that requirements like be considered if they are really required to carry out the tasks of the job.
  - h. Dana talked about a workforce census that the City is currently undertaking. The purpose is to see where there may be hiring gaps that may suggest barriers for individuals.
  - i. AAC asked if there were any stories that have come out of the work placements. The AAC offered to help the City promote their efforts.
  - j. Dana to send a copy of policy to Leanne for distribution to the AAC.

**New Business:**

- |          |   |
|----------|---|
| <b>4</b> | <p>8. Affordable bus pass – Potential for New Program – Project Status – Lynne Briggs</p> <ol style="list-style-type: none"> <li>a. Moving forward staff are looking at all of the elements of a complex</li> </ol> |
|----------|---|

process as they develop the application for the Affordable Bus Pass program and work to coordinate with the existing Subsidized Bus Pass program processes.

- b. The affordable bus pass will be coming into affect in July 2012. At that time there will be a \$6 increase for those who currently purchase a Subsidized Bus Pass. This increase will bring the cost of the current pass program and the Affordable Bus Pass program inline.
  - c. Its felt that communicating the changes of these programs to individuals and support agencies will be key to program success.
  - d. Staff will be meeting weekly.
  - e. We would like to use the AAC as a place to check in. We will report again at the February meeting.
  - f. The program will be defined around April.
  - g. Expect to learn more details at the February meeting.
9. Report to Community and Social Services Committee – Discussion - All
- a. Two reporting schemes:
    - # 1. A bi-annual report with an AAC member making the presentation. PP to be submitted to preview.
    - # 2. An information report from the other four meetings that summarizes the AAC's meeting and concerns.
  - b. Permission from AAC to add a section to the AAC agenda that the committee list the meetings items to be highlighted for Community and Social Services Committee.
  - c. Outcome of the reports: Raises profile as the AAC is a large committee that meetings 6 times a year on important issues.
  - d. Reporting can be seen as identifying barriers and increasing awareness.
  - e. Highlights from this meeting – 3.1.f: AAC recommended that committee members could provide some insight for staff during short training sessions.
10. Accessible Pedestrian Signals (APS) – For Discussion – Doug Grove
- a. There are concerns that staff said the APS's were to be done during the infrastructure funding would have an APS. This didn't take place on all intersections such as:
    - i. Speedvale and Metcalf;
    - ii. Delhi and Eramosa
  - b. Follow up: Invite Engineering and Operations (APS) to an AAC meeting soon.
11. Other
- a. Letter regarding bus stop on Elmira Rd serving Flaherty Dr. - For Discussion - All:

	<ul style="list-style-type: none"> <li>i. The AAC decided to focus on the City's: <ul style="list-style-type: none"> <li>a. Communication of the public consultation process,</li> <li>b. Process for responding to concerns like this; and</li> <li>c. Process to accommodate an individuals in this type of situation</li> </ul> </li> <li>b. Leanne to coordinate this information for a future AAC meeting.</li> </ul>
<b>5</b>	<b>Identify and Assign Future Agenda Items:</b>
<b>6</b>	<p><b>Happy Holidays to all AAC members!</b></p> <p><b>Meeting Adjourned: 5:05 pm</b></p>
	<p><b>Next Meeting:</b>  <b>February 21, 2012 from 3 – 5 p.m. City Hall</b></p>

Attachment 1

# INFORMATION REPORT



TO **Guelph City Council**

SERVICE AREA Community & Social Services Department  
Community Engagement and Social Services Liaison

DATE April 19, 2012

**SUBJECT Municipally Funded Discretionary Benefits to  
Individuals**

REPORT NUMBER CSS-CESS-1214

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## SUMMARY

At the March 14, 2012 Wellington County Social Services Committee, a report was presented which detailed the cost for non-shareable discretionary benefits (i.e. municipally funded discretionary benefits to individuals). These benefits, administered through the Ontario Works program to both City and County residents, are funded 100% by the municipalities. Benefits provided include items such as: emergency dental services, surgical supplies, diabetic supplies and prescription medications.

The report summarizes the number of people who received each type of benefit and the associated cost. City and County numbers and corresponding costs are separated within each category. For 2011, the City's total cost was \$126,494.37 in 638 issuances to Guelph residents. This amount is higher than 2010 costs of \$109,188.

A copy of this report is attached as Attachment 1.

## BACKGROUND

Wellington County is Consolidated Municipal Service Manager (CMSM) for social services (i.e. Ontario Works, social housing and child care). As CMSM, the County administers a number of non-prescribed (discretionary) social services programs which are not mandated by provincial legislation. Reports #CSS-CESS-1113 and CSS-CESS-1139 provide a list of all non-prescribed (discretionary) social services programs funded through the County as CMSM.

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## REPORT

In addition to the legislated program, the County's Ontario Works department also provides assistance to low income residents for benefits which are essential to health and/or wellbeing. Recipients of these benefits are not in receipt of social assistance (i.e. Ontario Works or Ontario Disability Support Program). In exceptional circumstances, assistance is also provided to social assistance recipients for benefits which are not eligible for provincial cost-sharing. These benefits are critical in assisting marginalized populations, and eligibility is based on a financial eligibility test.

Examples of the types of benefits provided are emergency dental services, surgical supplies, diabetic supplies and prescription medications. Funeral expense fees for low income residents is another type of non-shareable discretionary benefit (see reports #CSS-CESS-1115 and CSS-CESS-1202).

The County's Social Services Committee Report #OW-12-04 dated March 14, 2012, provides a summary of the benefits and number of clients assisted. The report separates City versus County costs and provides the total number of city residents receiving each type of benefit. In total, 638 issuances of these benefits were made to city residents.<sup>1</sup> A copy of the County's report is attached as Attachment 1.

For each benefit type, the report provides the following information:

- City cost
- Number of city clients who received the benefit
- County cost
- Number of county clients who received the benefit
- Total cost of benefit (City + County)
- Total number of clients who received the benefit (city + county)

## CORPORATE STRATEGIC PLAN

Goal 2: A healthy and safe community where life can be lived to the fullest

Goal 5: A community-focused, responsive and accountable government

## FINANCIAL IMPLICATIONS

Municipalities fund 100% of the cost for non-shareable discretionary benefits to individuals. For 2010, the actual cost of these benefits was \$109,188. For 2011, the County budgeted \$104,000 for the City's portion of these benefits. The actual amount spent in this category was \$126,494.37, exceeding the budget by \$22,494.37.

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<sup>1</sup> Within each benefit category, the number of unique city clients is reported. However, the total of 638 issuances may or may not represent unique individuals since the same city resident may receive benefits under more than one benefit category.

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According to the County's report, supporting the victims of the two major downtown fires in September 2011 contributed significantly to the budget pressure in this area. Within the overall social services budget, this pressure was offset by surpluses in other program areas.

In 2012, the County has allocated \$89,000 as the City's portion of this budget.

## **DEPARTMENTAL CONSULTATION/CONCURRENCE**

N/A

## **COMMUNICATIONS**

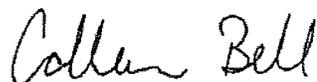
N/A

## **ATTACHMENTS**

Attachment 1: County of Wellington Social Services Committee Report #OW-12-04, dated March 14, 2012

### **Prepared By:**

Karen Kawakami  
Social Services Policy and Program Liaison



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### **Recommended By:**

Barbara Powell  
General Manager  
Community Engagement & Social Services  
519-822-1260 x 2675  
barbara.powell@guelph.ca

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### **Recommended By:**

Colleen Bell  
Executive Director  
Community & Social Services  
519-822-1260 x 2665  
colleen.bell@guelph.ca



**To:** Chairman and Members of the Social Services Committee  
**From:** Stuart Beumer, Director Ontario Works  
Ryan Pettiquire, Manager of Special Services  
**Date:** March 14, 2012  
**Subject:** 2011 Report on Municipally Funded Discretionary Benefits to Individuals

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**Background:**

This report provides the Committee with an overview of the 100% municipally funded assistance that the Ontario Works office has delivered to clients throughout 2011. These are benefits that are delivered to low income individuals and families who are not eligible for provincial social assistance or, in exceptional circumstances, to provide benefits to social assistance recipients that are not eligible to be cost-shared with the Province

All clients that request discretionary benefits are required to make an application to the Ontario Works office. Financial eligibility is determined through a needs test that assesses the clients income, assets, basic expenses and the cost of the particular benefit required. Medical verification is also required to support the request. Value for money is ensured by requiring multiple quotes for particular items, establishing benefit maximums in certain areas and/or entering into service agreements with benefit providers in other areas.

The attached report provides a brief overview of the categories of benefits that we provide, details the investment that is being made in each category and indicates the total number of clients assisted in each category. In 2011 the Ontario Works office assisted 1021 clients with discretionary benefits with a total expenditure of \$355,607. These investments primarily support the immediate medical and emergency needs of low income individuals in our community and are a vital component of our local social assistance system.

**Financial Implications:**

None.

**Recommendation:**

“THAT OW-12-04 and the attached report 2011 Report on Municipally Funded Discretionary Benefits to Individuals be received for information.”

Respectfully submitted,

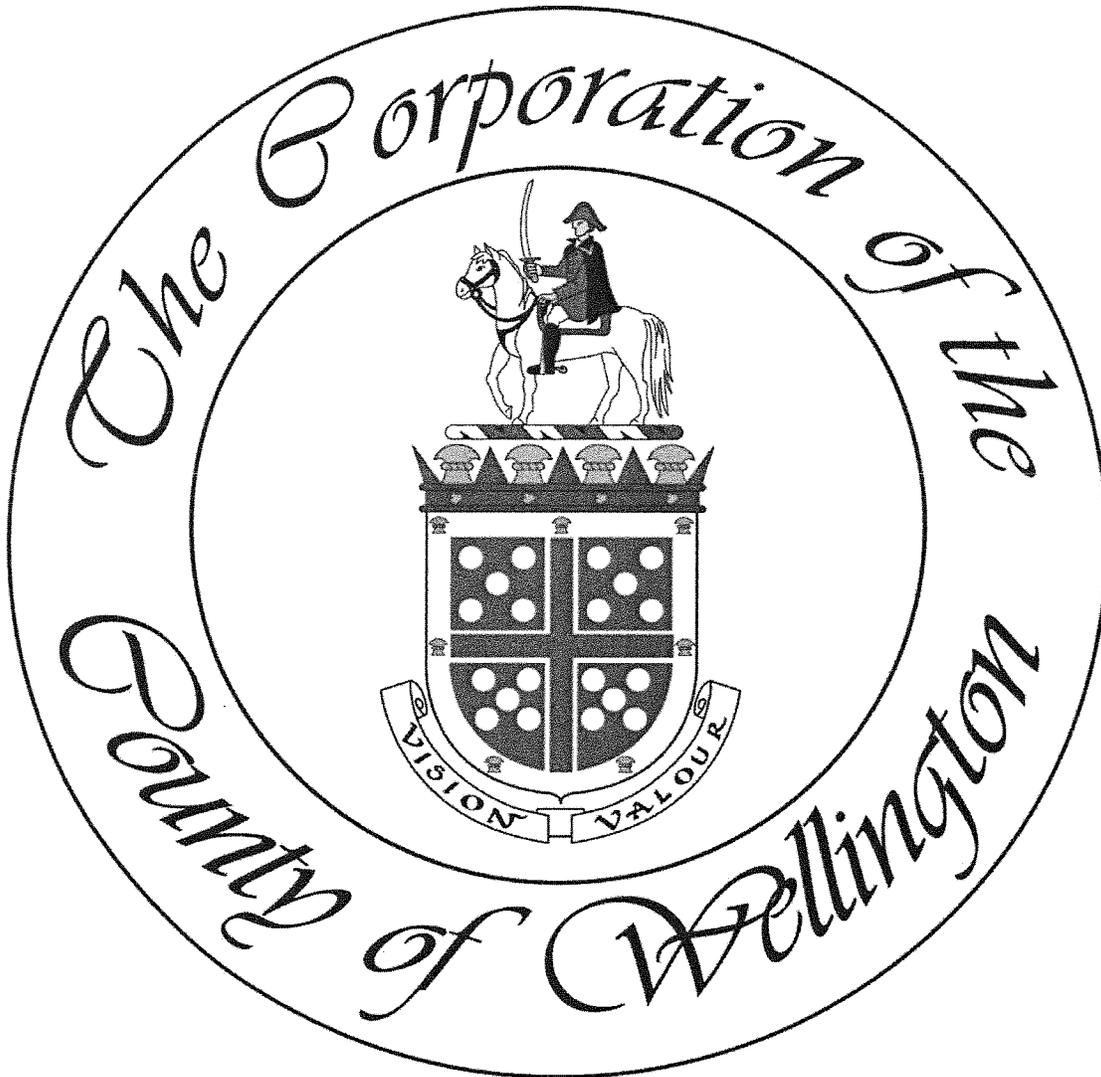
A handwritten signature in black ink, appearing to read "Stuart Beumer".

Stuart Beumer  
Director, Ontario Works

# Discretionary Benefits Report 2011

100% Municipal Expenditure

14/03/2012



Ryan Pettihere  
Special Services Manager  
County of Wellington

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## **1.1 BACKGROUND**

Discretionary benefits are provided on a case by case basis at the discretion of the Administrator. Requests for 100% municipally funded discretionary benefits are administered by the Special Services Unit in accordance with local office policies.

For a summary of Discretionary Benefit categories and descriptions see Appendix A.

In all cases sufficient medical verification and/or determination of need is required. Financial eligibility to receive these Discretionary Benefits is determined through a financial needs test. See Appendix B.

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## **1.2 DESCRIPTIONS**

Following is list of categories of Discretionary Benefits and a brief description of what is included in each category. This is not an exhaustive list as unique requests may come forward for consideration. A breakdown of the approximate number of individuals assisted in the City and the County by category is provided. The total amount expended in each category for 2011 is also indicated.

## COMMUNITY START UP AND MAINTENANCE BENEFIT

CSUMB - This benefit is provided to assist in establishing a new principal residence, or to prevent eviction or the discontinuance of utilities in an existing residence.

This may also be issued where there is a threat to the health or welfare of an individual or family.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
CSUMB	\$1645.21	2	0	0	\$1645.21	2

## DENTAL

Emergency dental care for adults and dental care that supports employability or quality of life is provided through Discretionary Benefits.

Services for cosmetic reasons are not provided.

MCSS Dental Fee schedule is used to determine appropriate fees.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Dental	\$40 068.69	67	\$24,143.89	52	\$64 212.58	119

## DIABETIC SUPPLIES

Through Discretionary Benefits we provide assistance for diabetic necessities such as alcohol swabs, lancets, monitors, syringes test strips or other medically necessary items not covered by another source.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Diabetic	\$2 340.39	14	\$1 512.05	15	\$3 852.44	29

## FUNERALS

Funerals and burials are approved at prescribed rates for eligible applicants. See Appendix B for 2012 Funeral rate fee schedule.

All possible reimbursements are pursued by the Special Services Unit. These include such sources as the estate, CPP Death Benefit, Prepaid Funeral Plans ODSP, OW or Sponsor.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Funerals	\$4 799.54	5	\$7 080.52	8	\$11 880.06	13

## HEARING AIDS

Hearing aids can be approved where medically necessary for eligible applicants. Hearing aids are provided based on the most cost effective estimate.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Hearing Aids	\$2 450.00	2	\$300.00	1	\$2 750.00	3

## MEDICAL TRAVEL AND TRANSPORTATION

Medical Travel and Transportation costs where not covered by another source can be approved using the most cost effective method of transportation appropriate.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Med T&T	\$5 507.66	82	\$1 422.14	25	\$6 929.80	107

## OTHER

Other Benefits consist of items deemed necessary that do not fall into any of the other prescribed categories. Most often in this category are payments for laboratory work, blood tests, occupational therapist recommended equipment like shower chairs and grab bars etc.

Also in this category under County Expenditures are payments to the Community Resource Centre in Fergus with whom we have a purchase of Service Agreement for the Rural Transportation Programme. This programme allows clients to arrange a ride to their government, social service or medical appointments. The total amount of expenditures related to this Service Agreement is \$163,095. Factoring out this amount, the County expended \$9998 in this category. This programme assists approximately 150 individual County clients every month. This number is not included in chart 2.2.

Of particular note this year were the costs associated with supporting the victims of two major fires in downtown Guelph. Overflow shelter motel costs, and other costs related to emergency needs were incurred until new accommodations could be found for these victims. A portion of these expenditures were supported through discretionary benefits and

this caused a significant one-time increase in this benefit category compared to previous years.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Other	\$30 395.95	170	\$173,092.84	112	\$203 488.79	282

## PRESCRIPTION MEDICATION

Short term prescription medication may be covered while other funding sources such as Trillium are pursued.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Meds	\$11 093.52	103	\$8 034.96	82	\$19 128.48	185

## PROSTHESIS

Any device that strengthens a bodily function is considered a prosthesis.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Prosthesis	\$2 216.00	5	\$900.00	2	\$3 116.00	7

## SURGICAL SUPPLIES

Surgical supplies are items required by a person being treated at home for an injury, infection or other condition. Surgical supplies may include: catheters, colostomy supplies, diapers, surgical condoms etc.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Surgical Supplies	\$22 722.51	173	\$10 557.27	81	\$33 279.78	254

## VISION

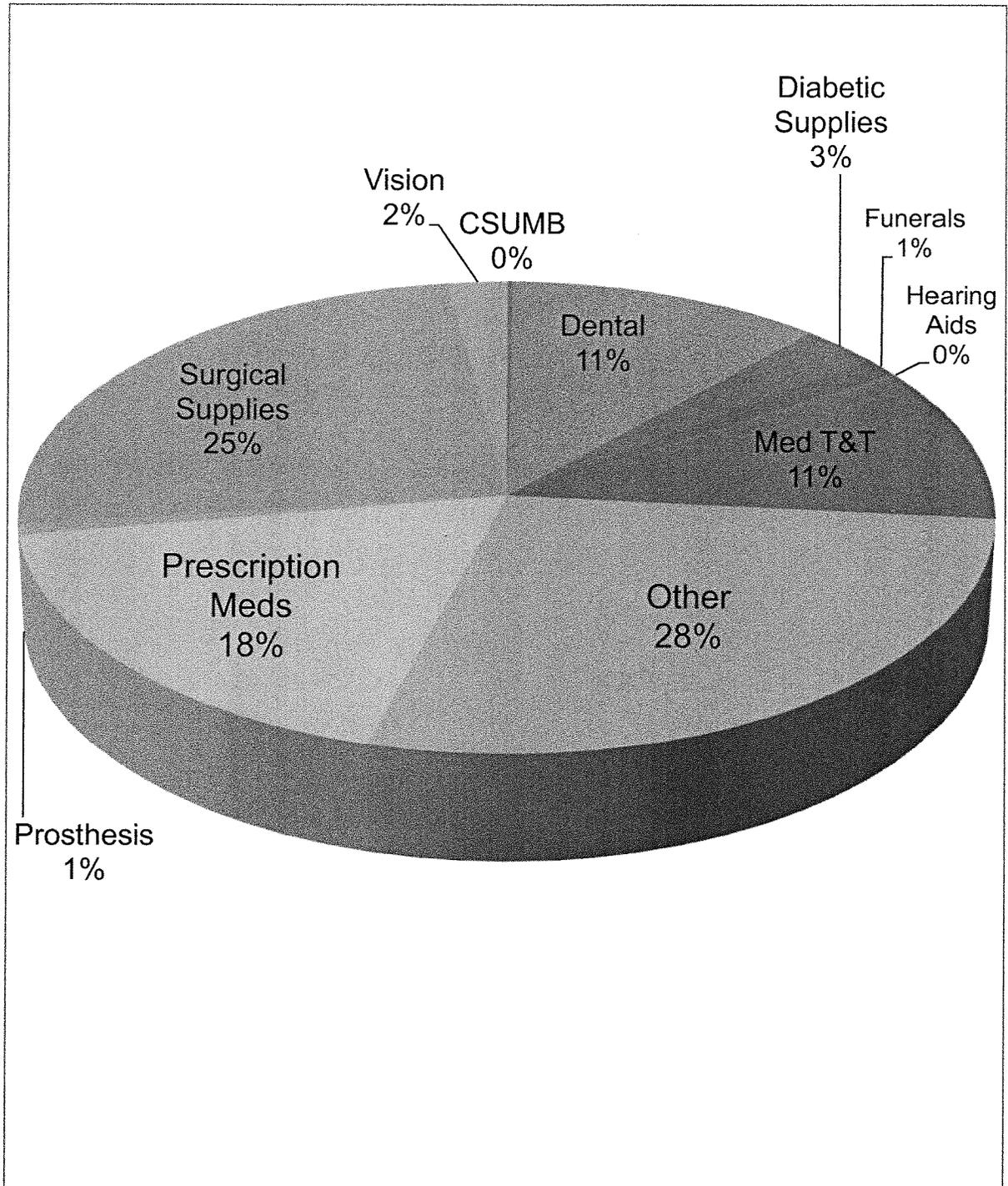
Adult vision care includes eyeglasses, lenses and frames, repairs or replacement. These requests are approved based on a cost estimate.

Benefit	City \$	City Clients	County \$	County Clients	Total \$	Total Clients
Vision	\$3 254.90	15	\$2 069.00	7	\$5 323.90	22

## 2.1 OVERALL EXPENDITURES CHART

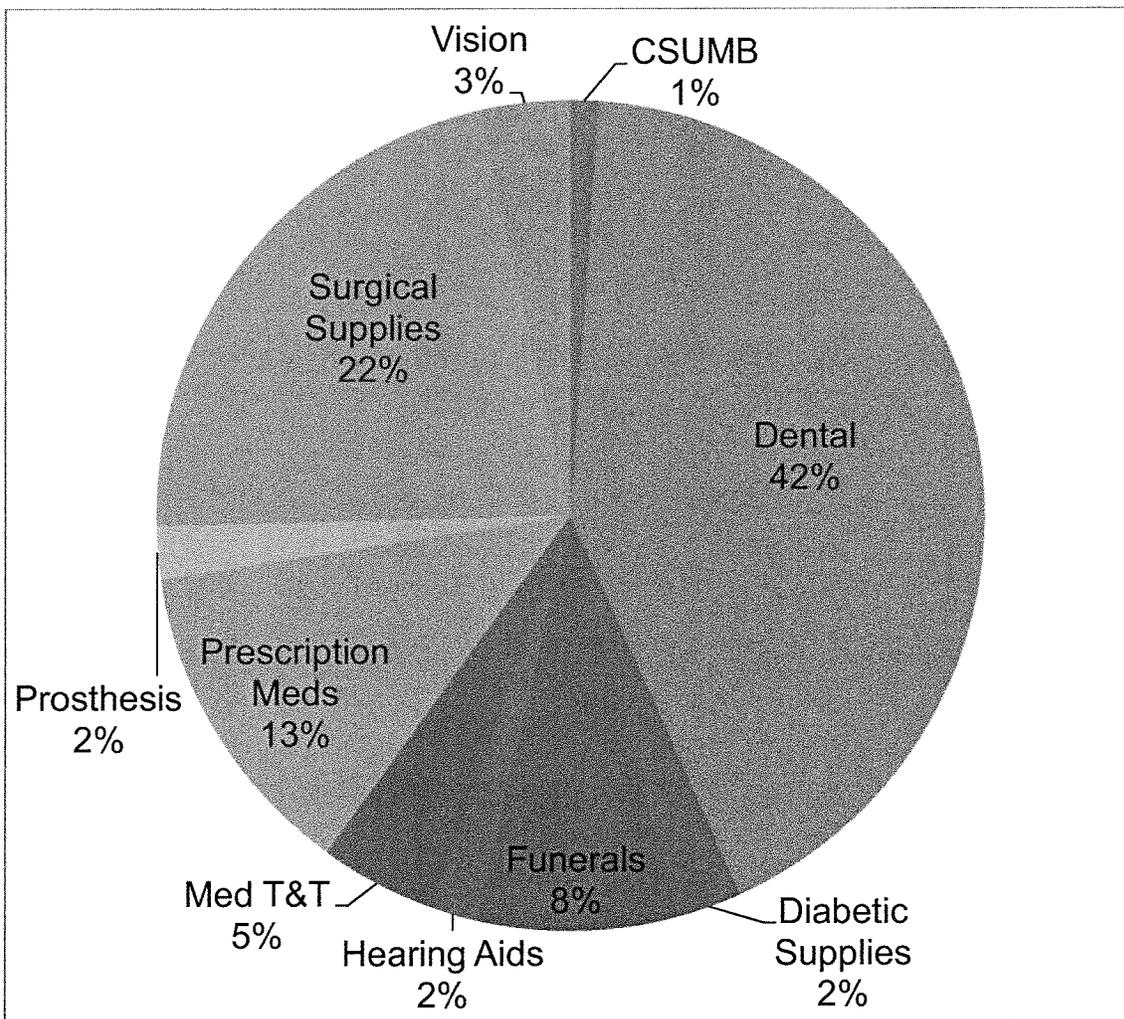
<b>Benefit</b>	<b>City 2011</b>	<b>County 2011</b>	<b>Total 2011</b>
<b>CSUMB</b>	\$ 1,645.21	\$ -	\$ 1,645.21
<b>Dental</b>	\$ 40,068.69	\$ 24,143.89	\$ 64,212.58
<b>Diabetic Supplies</b>	\$ 2,340.39	\$ 1,512.05	\$ 3,852.44
<b>Funerals</b>	\$ 4,799.54	\$ 7,080.52	\$ 11,880.06
<b>Hearing Aids</b>	\$ 2,450.00	\$ 300.00	\$ 2,750.00
<b>Med T&amp;T</b>	\$ 5,507.66	\$ 1,422.14	\$ 6,929.80
<b>Other</b>	\$ 30,395.95	\$ 173,092.84	\$ 203,488.79
<b>Prescription Meds</b>	\$ 11,093.52	\$ 8,034.96	\$ 19,128.48
<b>Prosthesis</b>	\$ 2,216.00	\$ 900.00	\$ 3,116.00
<b>Surgical Supplies</b>	\$ 22,722.51	\$ 10,557.27	\$ 33,279.78
<b>Vision</b>	\$ 3,254.90	\$ 2,069.00	\$ 5,323.90
<b>Total</b>	<b>\$ 126,494.37</b>	<b>\$ 229,112.67</b>	<b>\$ 355,607.04</b>

## 2.2 BENEFITS MOST ACCESSED BY CLIENTS



## 2.4 EXPENDITURE BY BENEFIT

The Category 'Other' is by the far the category with the greatest expenditure - \$203,488.79 which is more than every other category combined. Below is a graph illustrating how expenses attributed to every additional category compare to each other as a percentage of the total.



## Appendix A.

**3.1 BENEFIT CATEGORY SUMMARY CHART**

<b>Category</b>	<b>Description</b>
CSUMB	<p>Community Start Up and Maintenance Benefit - provided to assist in establishing a new principal residence, or to prevent eviction or the discontinuance of utilities at an existing residence.</p> <p>May also be issued where there is a threat to the health or welfare of an applicant.</p>
Dental/Dentures	<p>Emergency dental care for adults and dental care that supports employability or quality of life.</p> <p>Services for cosmetic reasons are not provided.</p> <p>MCSS Dental Fee schedule is used to determine appropriate fees.</p>
Diabetic Supplies	<p>Alcohol swabs, lancets, monitors, syringes test strips or other medically necessary items not covered by another source.</p>
Funerals	<p>Funerals and burials are approved at prescribed rates, see Appendix C. All possible reimbursements are pursued by the</p>

	Special Services Unit. These include such sources as the estate, CPP Death Benefit, Prepaid Funeral Plans ODSP, OW or Sponsor.
Hearing Aids	Hearing Aids can be approved where medically necessary
Medical Travel and Transportation	Medical Travel and Transportation costs where not covered by another source can be approved using the most cost effective method of transportation appropriate.
Other	<p>Other Benefits consist of medical or other items deemed necessary that do not fall into any of the other categories. Most often in this category are payments for laboratory work, blood tests, occupational therapist recommended equipment like shower chairs and grab bars.</p> <p>Also in this category under County Expenditures are payments to the Community Resource Centre with whom we have a purchase of Service Agreement for a Rural Transportation Programme.</p>
Prescription Medication	Short term prescription medication may be covered while other funding sources such as Trillium are pursued.
Prosthesis	Any device that strengthens a bodily function is considered a prosthesis.
Surgical Supplies	Surgical supplies are items required by a

	person being treated at home for an injury, infection or other condition. Surgical supplies may include: catheters, colostomy supplies, diapers, surgical condoms etc.
Vision	Adult vision care includes eyeglasses, lenses and frames, repairs or replacement. These requests are approved based on a cost estimate.

## Appendix B.

### 3.2 NEEDS TEST

---

Special Assistance     Supplementary A  
 Does not apply to grandfathered cases (Nov/8)

Name		Municipality/First Nation	
Street address		Case I.D.	
County or District			

Basic allowance per schedule			Monthly Expenses
No. of adults	Age(s) of first 2 children		
1st	2nd		
Additional Children 13+			
Age group 0 - 12			
Basic allowance total			

Actual Shelter Costs	Mortgage (P.A.)	without co-resident		with co-resident	
	Rent				
	Taxes				
	Fire Insurance				
	Utilities				
	Other/Fuel				
Total shelter					
Basic shelter allowance					
Variable shelter allowance or fuel (whichever is greater)					

1. Gastric type	
2. Diabetic	
3. Other (specify)	
Total:	

Board and lodging	
Number of beneficiaries	
Contingency amount	
Special Boarder Allowance	
Actual cost of food for special diet	
Pregnancy Item	
Northern Allowance	
Total	
Sub-Total	

Add 20% of sub-total	
Discretionary cost of shelter as determined by the administrator	
Advanced age item	
Total Budget	
The cost of care and maintenance in a nursing home	
The cost of drugs prescribed	
The cost of surgical supplies and dressings	
The cost of dental services	
The cost of prosthetic appliances	
The cost of vocational training	
The cost of travel and transportation	
The cost of moving	
A personal needs allowance to a resident in an institution	
The cost of funeral and burial	
BASE	500.00
Total Need	

Gross Income		Earnings/Training
Less Mandatory Deductions		
Sub Total		
Less Flat Rate Earnings/Training Exemption		
Sub Total		
Less 25%		
Less Child Care Expenses		
Sub Total		
Chargeable Amount		
Rental Revenue 80% x		
Roomers	\$ _____ (R's) x 80%	
or	\$ _____ (R's) x \$ 40.00	
Boarders	\$ _____ (B's) x 40%	
or	\$ _____ (B's) x \$ 20.00	
Farm Revenue Annual Net		Monthly charge
From _____ To _____		
Other Income		
Old age security recipients/spouse		
GAINS A		
Canada Pension Plan/Quebec Pension Plan		
War Veterans' Allowance/Civilian War Pension		
Unemployment Insurance Benefits		
Workers' Compensation		
Maintenance not assigned		
Income from Co-resident		
Other (specify)		
Total monthly income		

Total need	
Less: Total Monthly Income	
Net Assistance	
Prepared by	D M Y
Approved by	D M Y
Remarks re budget:	

Appendix C.

### 3.3 FUNERAL RATES

#### WELLINGTON COUNTY SOCIAL SERVICES DEPARTMENT

#### FUNERAL RATES EFFECTIVE JANUARY 01, 2012

##### Container

Casket – cloth covered, plywood construction	803.00
Direct Cremation - minimum available container	197.00

##### Preparation and Travel

Embalming and all preparation of remains	330.00
Removal – 16km radius – over 16km x 0.52	242.00
Funeral Coach – 16 km radius – over km x 0.52	306.00
Car for Clergy – 16 km radius – over km x 0.52	180.00

##### Funeral Home Facilities

Basic Required	360.00
Funeral Home Facilities for service(s) from other place of worship	498.00
Visitation – two hour visitation on the day prior	274.00

##### Funeral Director, Staff and Services

Arrangements and Required Services	674.00
Visitation	192.00
Conducting of Services	492.00
Register Book & Acknowledgement Cards	88.00
Documentation – registering, recording vital stats, securing legal docs, obtaining all certificates & permits, clerical and office for funeral	343.00

**Total of Above ----- \$4782.00**

**Cash Advances Over Which We Have No Control**

Cemetery Plot, Opening Charge, Cremation	Cost
Lowering Device & Grass (if not supplied)	Cost
Winter Storage – if burial to be in Spring	Cost
All Outer Containers – if required	Cost
Oversize Casket	Cost
Hermetically Sealed Liners	Cost
Sealed Pouches	Cost
Coroner's Certificate – If cremation occurs	Cost
In Town/Out of Town death registration	Cost

**Discretionary Funeral Services for Children**

**Children's funeral services will be billed to the County at the same rate your Funeral Home charges to the public but should not exceed the maximum amounts outlined below:**

Over 4 x 6" casket and Services (adult rate)	4782.00
2 x 6" to 4 x 6" casket and Services	3608.00
Newborn to one year of age	2830.00
Stillborn – funeral service at graveside or funeral home – no visitation or local newspaper notice	304.00



Office of the Town Clerk  
TELEPHONE 905-468-3266  
FACSIMILE 905-468-2959

The Town of  
**Niagara-On-The-Lake**

1593 FOUR MILE CREEK ROAD  
P.O. Box 100  
VIRGIL, ONTARIO  
LOS 1T0

April 13, 2012

RECEIVED  
APR 16 2012  
CITY CLERK'S OFFICE

Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

Attention: The Honourable Dalton McGuinty

Dear Honourable Sir:

**Re: Support City of Kingston's Resolution  
Regarding Provincial Payment-in-Lieu of Taxes**

Please be advised that the Council of the Corporation of the Town of Niagara-on-the-Lake at their regular meeting held Monday, March 26, 2012 supported the City of Kingston's resolution calling on the government of the province of Ontario to include in the budget now being prepared an increase to the payment in lieu of taxes; and to meet with the host municipalities for the purpose of reviewing the basis for payments in lieu of taxes, and determining a stable foundation going forward for those payments that meets associated costs prior to the 2013 budget cycle.

On behalf of the Council of the Corporation of the Town of Niagara-on-the-Lake, thank you for your attention to this request. We look forward to a favourable response

Yours truly,

Holly Dowd  
Town Clerk

Encl.

copy: City of Kingston  
The Honourable Dwight Duncan, Minister of Finance  
The Honourable John Gerretsen MPP Kingston and Islands  
The Large Urban Mayors Caucus of Ontario (LUMCO)  
The Eastern Ontario Mayors Committee (EOMC)  
The Association of Municipalities of Ontario (AMO)

# THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE

TOWN CLERK'S OFFICE



DATE: MARCH 26, 2012

NO. 12

MOVED BY COUNCILLOR: \_\_\_\_\_

SECONDED BY COUNCILLOR: \_\_\_\_\_

WHEREAS the Council of the Corporation of the Town of Niagara-on-the-Lake supports the City of Kingston's resolution as follows;

AND WHEREAS in 1970 the rate of provincial payments in lieu of taxes for universities was arbitrarily set at \$25 per full time student;

AND WHEREAS in 1973 that was doubled to \$50 per student and the payment was expanded to include hospitals and provincial correctional institutions;

AND WHEREAS in 1987 that rate was increased by 50%, still without apparent justification, to \$75 per student and bed;

AND WHEREAS that rate has remained constant since that time despite the fact that inflation would in 2012 require an almost doubling the payment (\$146);

AND WHEREAS at least sixty-five communities have called for an increase in payments;

AND WHEREAS heads of universities are supporting that call;

AND WHEREAS Premier McGuinty has looked to the municipalities of the province to be the economic engine of Ontario;

AND WHEREAS the payments in lieu of taxes do not meet the actual costs of municipalities to provide the necessary services for the various institutions, thus placing an unfair tax burden on their property tax payers, thereby jeopardizing a municipality's ability to meet infrastructure demands, and consequently weakening their ability to act as economic engines.

THEREFORE BE IT RESOLVED THAT the City of Kingston calls on the government of the Province of Ontario to include in the budget now being prepared an increase to the payments in lieu of taxes; and

THAT the City of Kingston calls on the Province of Ontario to meet with the host municipalities for the purpose of reviewing the basis for payments in lieu of taxes, and determining a stable foundation going forward for those payments that meets associated costs prior to the 2013 budget cycle; and

THAT copies of this motion be sent to: the Premier Dalton McGuinty; the Honourable Dwight Duncan, Minister of Finance; the Honourable John Gerretsen, MPP for Kingston and islands; all Ontario municipalities with any of hospitals, post secondary institutions or provincial correctional institutions; the Large Urban Mayors Caucus of Ontario (LUMCO); the Eastern Ontario Mayors Committee (EOMC), and the Association of Municipalities of Ontario (AMO).

RECORDED VOTE



*Approved*



**Meaford**  
the other big apple

RECEIVED  
APR 17 2012  
CITY CLERK'S OFFICE

April 5, 2012

John Bolognone  
City Clerk  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3

Dear Mr. Bolognone:

**Re: Increase in Provincial Payment-in-Lieu of Taxes**

At its meeting of March 26<sup>th</sup>, 2012, Council of the Municipality of Meaford passed the following resolution:

***WHEREAS** in 1970 the rate of provincial payments in lieu of taxes for universities was arbitrarily set at \$25 per full time student; and*

***WHEREAS** in 1973 that was doubled to \$50 per student and the payment was expanded to include hospitals and provincial correctional institutions; and*

***WHEREAS** in 1987 that rate was increased by 50%, still without apparent justification, to \$75 per student and bed; and*

***WHEREAS** that rate has remained constant since that time despite the fact that inflation would in 2012 require an almost doubling the payment (\$146); and*

***WHEREAS** at least sixty-five communities have called for an increase in payments; and*

***WHEREAS** heads of universities are supporting that call; and*

***WHEREAS** Premier McGuinty has looked to the municipalities of the province to be the economic engine of Ontario; and*

***WHEREAS** the payments in lieu of taxes do not meet the actual costs of municipalities to provide the necessary services for the various institutions, thus placing an unfair tax burden on their property tax payers, thereby jeopardizing a municipality's ability to meet infrastructure demands, and consequently weakening their ability to act as economic engines;*

***THEREFORE BE IT RESOLVED THAT** the Municipality of Meaford calls on the government of the Province of Ontario to include in the budget now being prepared an increase to the payments in lieu of taxes; and*

***THAT** the Municipality of Meaford calls on the Province of Ontario to meet with the host municipalities for the purpose of reviewing the basis for payments in lieu of taxes, and determining a stable foundation going forward for those payments that meets associated costs prior to the 2013 budget cycle; and*

***THAT** copies of this motion be sent to: the Premier Dalton McGuinty; the Honourable Dwight Duncan, Minister of Finance; Bill Walker, MPP for Bruce-Grey-Owen Sound; all Ontario municipalities with any of hospitals, post secondary institutions or provincial correctional institutions; Ontario Small Urban Municipalities (OSUM) and the Association of Municipalities of Ontario (AMO).*

[www.meaford.ca](http://www.meaford.ca)

Should you require any further information, please do not hesitate to contact me.

Sincerely,

THE MUNICIPALITY OF MEAFORD



Pamela Fettes, BA, CMO  
Municipal Clerk  
Director, Legislative Services

PF/kp

cc: Hon. Dalton McGuinty, Premier  
Hon. Dwight Duncan, Minister of Finance  
Bill Walker, MPP Bruce-Grey-Owen Sound  
OSUM / AMO  
Municipalities in Ontario with hospitals and/or post-secondary institutions



[www.meaford.ca](http://www.meaford.ca)

21 TROWBRIDGE ST WEST - MEAFORD ON - N4L 1A1 - TEL 519-538-1060 FAX 519-538-1556



**Announcing a special opportunity for the City of Guelph!  
 Start a City of Guelph Big Bike team and make a difference in our community!  
 All it takes is one to get a team on its way!**

Ride the Big Bike on June 21<sup>st</sup> and help us reach our goal of \$195,000, to help those affected by heart disease and stroke!  
**PLUS take advantage of our 1<sup>st</sup> ever downtown route that includes Carden Street and the new Market Square!**

1 of every 3 Canadians die from heart disease and stroke but together we can make a difference. Funds raised through the Big Bike event support many ongoing initiatives across our region such as Heart and Stroke Foundation-funded research at the University of Guelph!

**What is a Big Bike?**

A Big Bike is a bike built for 29 riders. It's more than just a bike and it's more than just a ride. When the Heart&Stroke Big Bike rolls through Guelph, it brings with it the support and hope of thousands across the country.

**It's also a lot of fun!** Big Bike provides organizations with a fun way for employees to work together as they support the needs of their community. And your organization's name is on the front of the Big Bike so community members know exactly whose peddling on their behalf.

In addition to fun, Big Bike offers flexibility and convenience! **And we'll assist with your recruitment and fundraising efforts.**

If a full Bike doesn't work for your organization, your team can book 1/2 a Big Bike or 1/3 of a Big Bike	<ul style="list-style-type: none"> <li>We'll find you a partner to ride with!</li> </ul>
The Big Bike is not limited to City of Guelph staff	<ul style="list-style-type: none"> <li>Family and friends 14+ can also ride!</li> </ul>
Lots of ride times to choose from. Choose a time that works for you!	<ul style="list-style-type: none"> <li>Our ride times are every 30 minutes from 12pm - 8pm</li> </ul>
Minimal time commitment	<ul style="list-style-type: none"> <li>Riders need to arrive 30 minutes before your ride time to register and hand in their pledges, and then enjoy a post ride party. <b>The actual time commitment on event day is approx 1 ½ hours on event day!</b></li> </ul>
Minimal financial commitment	<ul style="list-style-type: none"> <li>Each rider is asked to only raise \$50 for their seat. <b>We of course welcome and encourage our riders to raise as much as they like!</b></li> </ul>
Numerous dates to choose from in addition to June 21st <ul style="list-style-type: none"> <li>June 12<sup>th</sup>, June 13<sup>th</sup>, June 14<sup>th</sup></li> <li>June 21<sup>st</sup></li> <li>August 14<sup>th</sup>, 15<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>Follows an approx. 3km loop from <b>Boston Pizza</b> on Woodlawn Rd.</li> <li>Follows an approx. 3km loop from <b>Arena Bar and Grill</b> at Gordon and Wellington</li> <li>Follows an approx. 3km loop from <b>East Side Mario's</b> on Stone Rd.</li> </ul>

Contact Jennifer Fraser at the Heart and Stroke Foundation to register today! [jfraser@hsf.on.ca](mailto:jfraser@hsf.on.ca); 519-847-4858





## LET YOUR BIG HEART INSPIRE OTHERS.

Get your team geared up on the Big Bike!

When your team rides the Heart&Stroke Big Bike, you are helping your colleagues, family and friends get active while raising funds to help Canadians live longer, fuller lives! The Big Bike can hold up to 29 people for a 20-minute ride, making it the perfect setting to build team spirit. It's a great way to engage employees and show them that you care about their health and the health of their fellow Canadians!

### GET REGISTERED NOW!

## HELP US CHANGE THESE ALARMING STATISTICS.

- Heart disease and stroke take 1 in 3 Canadians before their time
- Heart disease and stroke is the #1 killer of women
- In Canada, up to 45,000 cardiac arrests occur each year
- Less than 5% of those who have a cardiac arrest outside of a hospital survive

Win an AED to help make your community cardiac-safe!



Enter our Heart&Stroke Big Bike Big Heart Challenge for your team's chance to win an Automated External Defibrillator (AED) for your community – like the one that saved Traci Wells.

1. Register your team with your local Heart and Stroke Foundation representative.
2. Go to [bigbike.ca](http://bigbike.ca) to post your photo and tell your story about why you support the Heart and Stroke Foundation.
3. Earn **vs** (points) when friends and family vote for your story or make a donation in support of your team.

The team with the most **vs** (points) in each province will win CPR training and have a life-saving Automated External Defibrillator installed in their community on the team's behalf.

Your Heart&Stroke Big Bike team spirit can stop cardiac arrest from taking its next life!

## Bystanders with big hearts save a life with on-site AED

Traci Wells was waiting in line for coffee when she suddenly collapsed to the floor. Her jaw locked, she turned blue and her heart stopped beating – for four minutes. For every minute without a heartbeat, her chance of survival was decreased by 7% to 10%.

Luckily, bystanders called for 9-1-1, began CPR and ran to alert the Corporate Medical Centre, which had an AED. After two shocks Traci's heart began beating again, a few minutes before the ambulance arrived. "I am here today because the people around me had the courage to act and were able to use an AED in my workplace to save my life."

Combining use of an AED with CPR can increase the chance of survival by up to 75%. Thanks to people like you, we're able to put AEDs and trained staff in more places. Together, we're helping Canadians live longer, fuller lives.

For more information about AEDs and their role in the chain of survival, visit us at [heartandstroke.ca/restart](http://heartandstroke.ca/restart)



TRACI WELLS

## YOUR BIG HEART CAN HELP CANADIANS LIVE LONGER, FULLER LIVES!

### How team fundraising helps hearts in a big way

\$1,000 can help deliver Heart Healthy Kids presentations in schools that promote tips for healthy living.

\$2,000 can help researchers hire the summer research assistants that are often critical to a research study's success.

\$5,000 can provide a life-saving Automated External Defibrillator (AED) and training to a community centre or hockey arena.

\$10,000 supports advocacy efforts that lead to legislation on important heart-health issues like smoking, trans fats and AEDs.

## Prizes to help get hearts pumping!

Your team members will be eager to participate and fundraise with the chance to earn these fantastic prizes!

<p><b>LEVEL 1</b> H&amp;S BRANDED TSHIRT \$100 - \$174</p>	<p><b>LEVEL 2</b> ALUMINUM WATER BOTTLE \$175 - \$299</p>	<p><b>LEVEL 3</b> DUFFLE BAG \$300 - \$499</p>
<p><b>LEVEL 4</b> FLEECE PICNIC BLANKET \$500 - \$999</p>	<p><b>LEVEL 5</b> TIMEX WATCH \$1000 - \$1999</p>	<p><b>LEVEL 6</b> IPOD SHUFFLE \$2000+</p>

Visit us at [bigbike.ca](http://bigbike.ca)





## Register your team today!

Company/Organization/Community Team Name \_\_\_\_\_

Mailing Address \_\_\_\_\_ City/Town \_\_\_\_\_  
( )

Province \_\_\_\_\_ Postal Code \_\_\_\_\_ Fax Number \_\_\_\_\_

TEAM CAPTAIN NAME \_\_\_\_\_ Title \_\_\_\_\_  
( )

Phone Number \_\_\_\_\_ Email Address \_\_\_\_\_

TEAM CO-CAPTAIN NAME (if applicable) \_\_\_\_\_ Title \_\_\_\_\_  
( )

Phone Number \_\_\_\_\_ Email Address \_\_\_\_\_

Has your organization participated in Heart&Stroke Big Bike before?  Yes # of times \_\_\_\_\_  No

Will your company be able to provide the Heart and Stroke Foundation with a corporate match?  Yes \$ \_\_\_\_\_ amount  No

Team Name \_\_\_\_\_ Preferred Ride Date \_\_\_\_\_

Preferred Ride Time \_\_\_\_\_ Team Goal \$ \_\_\_\_\_

The reason why your team is participating in the Heart&Stroke Big Bike (check all that apply):

Team Building Activity  Community Support \_\_\_\_\_  In memory of \_\_\_\_\_

Celebrating Survivor  In Support of The Heart and Stroke Foundation  Other \_\_\_\_\_

On behalf of my company/organization, we agree to participate in the Heart&Stroke Big Bike. I understand that a team consists of 29 riders including myself as Team Captain(s) and we will each donate a minimum of \$50 per rider. All riders must be at least 14 years old and are required to sign a waiver form.

Team Captain Signature \_\_\_\_\_ Date \_\_\_\_\_

Team Co-Captain Signature \_\_\_\_\_ Date \_\_\_\_\_

We are committed to protecting the privacy of your personal information. We may maintain a record of your interaction for donor-related promotion and tax receipting purposes, where required. Occasionally, we may contact you with miscellaneous communications. If you wish no further contact or have any questions or concerns regarding the privacy of your personal information, please contact The Chief Privacy Officer at your provincial Heart and Stroke Foundation office at 1-888-H2F-INFO (1-888-472-4636) or heartandstroke.ca/privacy



### REGISTER YOUR TEAM AND GET READY TO:

- inspire your peers and help make a difference together
- support life-saving research
- encourage your employees to live healthy, active lives

# **INFORMATION ITEMS**

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**Week Ending May 3, 2012**

## **REPORTS**

1. 2011 Enhanced Enforcement Program
2. Noise By-law – Motorcycle Decibel Levels

## **CORRESPONDENCE**

1. Oxford County – Request for letters of support regarding a moratorium on any future landfill construction or approval
2. FCM – Letter regarding payment from to Guelph for Guelph Innovation District Secondary Plan from FCM Green Municipal Fund Study Grant
3. 27<sup>th</sup> Scouts, Guelph – Letter to the Fire Chief regarding thanks for their guided tour
4. Township of Wainfleet – By-law regarding required setback for wind turbines from any property
5. Ontario Human Rights Commission – Request for Ontario Human Rights Code Day/Week Proclamation
6. Town of Tilsonburg – Resolution regarding Provincial payment-in-lieu of taxes

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. Grand River Conservation Authority – General Membership/Committee of the Whole Meeting Minutes – April 12, 2012
2. Social Services Committee Minutes – April 11, 2012
3. Municipal Information Application Form for Liquor Licence – Magnolia Fine Foods & Catering Inc., 88 Yarmouth Street

# INFORMATION REPORT



TO **Guelph City Council**

SERVICE AREA Operations, Transit & Emergency Services  
DATE April 30, 2012

**SUBJECT 2011 Enhanced Enforcement Program**  
REPORT NUMBER OT051213

## SUMMARY

Purpose of Report: To provide an update on the Shared Rental Housing Enhanced Enforcement Program.

## BACKGROUND

In September 2010 a short-term pilot project termed the *Enhanced Enforcement Program* was created. This program was created in response to on-going issues associated with shared rental housing. It consisted of Bylaw Compliance Staff patrolling areas in which previous bylaw concerns were routinely received to proactively address issues and engage with residents in shared rental housing environments as well as their immediate neighbours. Of significance was the change to pro-active compliance efforts and direct interaction with the neighbourhood as a whole, rather than just those in non-compliance. In 2011, sustainable funding to continue this service year round was approved by Council.

## REPORT

Since January of 2011, Officers assigned to the Enhanced Enforcement Program (EEP) have proactively:

- Patrolled over 273 kilometres of city streets (mostly on foot).
- Issued 43 warnings for various violations
- Issued 30 Provincial Offence Notices for various violations including Noise and Anti-fouling.
- Issued 218 parking tickets

EEP staff monitored areas based on past concerns being received, but were also a resource to address specific issues related to a property. When a concern was raised to either staff of the City, Police or University or Council, EEP staff were directed to monitor the location with the intent of addressing the concern in a timely and effective manner.

In addition to addressing shared rental housing issues, EEP staff also monitor neighbourhoods for suspicious or other illegal activities. While the benefits of

---

additional neighbourhood oversight are difficult to quantify, we can convey that during August through October of 2011, staff alerted the Guelph Police Service to 3 possible impaired drivers. All of these incidents resulted in charges being issued.

EEP Officers also liaise with members of the Guelph Police Service's "Community Volunteer Patrol" (or CVP); a group of civilian volunteers who patrol the city streets and alert Guelph Police Service of any suspicious behavior. EEP staff were fortunate enough to have the assistance of the CVP in alerting us to various possible bylaw violations, thereby furthering our effectiveness.

Over the course of the year, Bylaw Compliance Staff was lauded by residents for their increased response times, improved quality of service and their effectiveness of this program in dealing with the various violations occurring in community neighbourhoods. Overall the residents have welcomed the increased presence and visibility of staff and have indicated the program is making a difference.

### **CORPORATE STRATEGIC PLAN**

Goal 1: An attractive, well-functioning and sustainable city.

### **FINANCIAL IMPLICATIONS**

The Enhanced Enforcement Program is funded through the approved 2012 Operating budget.



**Prepared By:**

Doug Godfrey  
Manager, Bylaw Compliance and Security  
Operations, Transit & Emergency Services  
519-822-1260 x2520  
doug.godfrey@guelph.ca



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**Recommended By: Derek McCaughan, Executive Director**

# INFORMATION REPORT



TO **Guelph City Council**

SERVICE AREA Operations & Transit  
DATE May 4, 2012

**SUBJECT Noise Bylaw - Motorcycle Decibel Levels**  
REPORT NUMBER OT051212

## **SUMMARY**

Purpose of Report: To provide an update on the establishment of a maximum permitted decibel level generated by motorcycles.

## **BACKGROUND**

On October 24, 2011, during the review of the Noise Bylaw, Council passed a resolution directing staff to review best practices with respect to establishing a maximum permitted noise decibel level for motor cycles intended for road use.

## **REPORT**

Staff conducted a review of Bylaws and reports from other municipalities on decibel levels for motorcycles. Staff also met with a representative from the Motorcycle & Moped Industry Council to discuss options for regulating noise levels.

Through this review, staff determined that a reliable roadside test to measure motorcycle noise known as SAE J2825 (attachment A) had been developed by the Society of Automotive Engineers. This test developed in cooperation with the Motorcycle & Moped Industry Council and major motorcycle manufacturers has been implemented or is currently being implemented by a number of municipalities across Canada and the United States (attachment B). The implementation of this standard within the City's Noise Bylaw is supported by the Guelph Police Service.

Through their experience in implementing this Standard in other municipalities, the Motorcycle & Moped Industry Council recommends an educational campaign be created prior to incorporating SAE J2825 into the City's Noise By law. The campaign's intent is to allow opportunity for motorcyclists to assess whether their motorcycle will comply with SAE J2825 prior to the implementation of any restrictions. Staff concur with this approach and will undertake clinics in conjunction with the Guelph Police Service throughout the summer and then introduce amendments to the Noise Bylaw in January 2013. This delay will allow owners whose motorcycle will not comply with the pending restriction time to affect the necessary modifications that may be needed to comply.

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It should be noted, while motorcycle noise can be tested and regulated by decibel level, a simple roadside objective test has not yet been developed to allow enforcement of noise generated from other types of vehicles, such as passenger vehicles or trucks.

**CORPORATE STRATEGIC PLAN**

Goal 2: A healthy and safe community where life can be lived to the fullest

**FINANCIAL IMPLICATIONS**

All costs associated with this initiative will be funded through the 2012 Operations, Transit & Emergency Service Area Operating budget.

**ATTACHMENTS**

Attachment A – SAE J2825

Attachment B - Motorcycle & Moped Industry Council Brochure



**Prepared By:**

Doug Godfrey  
Manager, Bylaw Compliance and Security  
Operations & Transit  
519-822-1260 x2520  
doug.godfrey@guelph.ca



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**Reviewed & Recommended By: Derek McCaughan, Executive Director**

ATTACHMENT A  
Noise Bylaw - Motorcycle Decibel Levels  
OT051212

SAE J2825 –May 2009 can be found at:

[http://standards.sae.org/j2825\\_200905/](http://standards.sae.org/j2825_200905/)



Motorcycle & Moped Industry Council  
Le conseil de l'industrie de la motocyclette et du cyclomoteur

**Sound**  
**Advice**

**MOTORCYCLE ROADSIDE  
SOUND TEST**

**A Sensible Solution  
to Identify Noisy  
Motorcycle Exhaust  
Systems!**

## MOTORCYCLE INDUSTRY UNITES TO DEVELOP SOUND POLICY

| The major motorcycle manufacturers from Canada and the United States joined forces with the SAE to find a solution to loud exhaust systems.

| After years of research and testing the SAE has come up with a standard that enables law enforcement officers to measure noise emissions on-the-spot accurately, easily and quickly.

**We can now have uniform standards and testing  
that's easy to administer.**

### NEW ROADSIDE SOUND TEST

The new SAE J 2825 standard meets the need for a practical, consistent roadside sound test.

Now there is a simple, quick, economical and science-based tool for accurately identifying motorcycles with excessively loud exhaust systems.

### HOW DOES IT BENEFIT RIDERS

The SAE standard benefits riders everywhere by accurately identifying excessively loud exhausts.

Riders will no longer be subjected to questionable sound-level checks. This standard has the potential to provide fair and consistent testing for riders travelling in provinces, cities and municipalities across Canada.

### TEST : QUICK, EASY, ACCURATE!

- The SAE J2825 roadside test is conducted by holding a sound meter behind the exhaust outlet
- The procedure includes two possible tests: an Idle Test and a Set RPM Test.
- The Idle Test can be used to screen various mufflers.
- The Set RPM Test will identify excessively loud exhaust systems.

**ATTACHMENT B**  
**Noise Bylaw-Motorcycle Decibel Levels**  
**OT051212**

MMIC, its member manufacturers and distributors recommend the new **SAE J 2825** stationary sound test procedure for on-highway motorcycles and encourage the implementation of these standards across Canada.

To order the **SAE J2825** standard go to [http://www.sae.org/technical/standards/J2825\\_200905](http://www.sae.org/technical/standards/J2825_200905)

The MMIC, a national, non-profit, trade association, represents the responsible interests of major motorcycle and scooter manufacturer and distributors in Canada.

Visit us at one of our seven major motorcycle shows across the country or check out [www.mmic.ca](http://www.mmic.ca)

Motorcycle and Moped Industry Council  
Suite 201, 3000 Steeles Ave., East  
Markham, On L3R 4T9  
Tel: 416-491-4449  
Toll-Free: 1-877-470-6642



Motorcycle & Moped Industry Council  
Le conseil de l'industrie de la motocyclette et du cyclomoteur



Motorcycle & Moped Industry Council  
Le conseil de l'industrie de la motocyclette et du cyclomoteur

**À l'unisson**

## TEST SONORE ROUTIER DES MOTOCYCLETTES

Une solution avisée  
pour identifier  
les systèmes  
d'échappement  
de motocyclette  
bruyants !

# L'INDUSTRIE DE LA MOTOCYCLETTE S'UNIT POUR DÉVELOPPER UNE POLITIQUE SUR LE NIVEAU SONORE

- | Les grands fabricants de motocyclettes du Canada et des États-Unis serrent les rangs avec la SAE pour trouver une solution aux systèmes d'échappement bruyants.
- | Après des années de recherche et d'essais, la SAE est arrivée à une norme qui permet aux agents de la force publique de mesurer sur place les émissions sonores de façon précise, rapide et facile.

**Nous pouvons maintenant avoir des normes uniformes et des procédures d'essai faciles à administrer.**

### NOUVEAU TEST SONORE ROUTIER

La nouvelle norme SAE J2825 répond aux besoins pour un test sonore routier pratique et uniforme.

Il existe maintenant un outil simple, rapide, économique et scientifique pour identifier avec précision les motocyclettes à système d'échappement excessivement bruyant.

### AVANTAGES POUR LES CONDUCTEURS

La norme SAE bénéficie à tous les conducteurs en identifiant avec précision les systèmes d'échappement excessivement bruyants.

Les conducteurs n'auront désormais plus à être soumis à des vérifications douteuses du niveau sonore. Cette norme a la capacité de fournir un test équitable et uniforme pour les conducteurs qui vont de province en province, de ville en ville et de municipalité en municipalité à travers le Canada.

## LE TEST : RAPIDE, FACILE, PRÉCIS!

- L'essai routier SAE J2825 est exécuté en tenant un compteur sonore derrière l'orifice d'échappement.
- La procédure inclut deux tests possibles: le test au ralenti et le test au régime déterminé.
- Le test au ralenti peut servir à présélectionner divers silencieux.
- Le test au régime déterminé identifiera les systèmes d'échappement excessivement bruyants.

Le CIMC, ses fabricants et ses distributeurs membres recommandent la nouvelle procédure d'essai sonore stationnaire SAE J2825 pour les motocyclettes routières et prônent l'application de ces normes partout au Canada.

Pour commander la norme SAE J2825, visitez [http://www.sae.org/technical/standards/J2825\\_200905](http://www.sae.org/technical/standards/J2825_200905).

Le CIMC, une association commerciale nationale sans but lucratif, représente les intérêts responsables des grands fabricants et distributeurs de motocyclettes et de scooters au Canada.

Visitez l'un de nos sept grands salons de la motocyclette à travers le pays ou [www.mmic.ca](http://www.mmic.ca).

Conseil de l'industrie de la motocyclette et du cyclomoteur  
Suite 201, 3000 Steeles Ave., East  
Markham, ON L3R 4T9  
Téléphone : 416-491-4449  
Sans frais : 1-877-470-6642



Motorcycle & Moped Industry Council  
Le conseil de l'industrie de la motocyclette et du cyclomoteur

Municipal Councils  
All Municipalities in Ontario

Good Morning

Please find attached correspondence addressed to The Honourable Jim Bradley, Minister of the Environment, containing a resolution on future landfill construction or approval. Oxford County Council has requested that the resolution be forwarded to all municipalities in Ontario seeking support.

Please send letters of support to The Honourable Jim Bradley, Minister of the Environment, 77 Wellesley Street West, 11<sup>th</sup> Floor, Ferguson Block, Toronto, Ontario, M7A 2T5, Fax: 416-314-7337, [minister.moe@ontario.ca](mailto:minister.moe@ontario.ca) with a copy to the County of Oxford addressed to the attention of Brenda Tabor, Clerk, County of Oxford, P.O. Box 1614, 21 Reeve Street, Woodstock, Ontario, N4S 7Y3, Fax: 519-421-4712, [btabor@oxfordcounty.ca](mailto:btabor@oxfordcounty.ca)

Thank you for your consideration of the County of Oxford's resolution.

Brenda

Brenda Knott | Secretary | C.A.O./Clerk's Office  
21 Reeve Street | P. O. Box 1614 | Woodstock, Ontario | N4S 7Y3  
Phone: 519-539-9800, ext. 3004 | Fax: 519-421-4712





**OFFICE OF THE C.A.O./ CLERK**

P. O. Box 1614, 21 Reeve Street

Woodstock, Ontario N4S 7Y3

Phone: 519-539-9800 • Fax: 519-421-4712

Web site: [www.oxfordcounty.ca](http://www.oxfordcounty.ca)

April 23, 2012

The Honourable Jim Bradley  
Minister of the Environment  
77 Wellesley Street West  
11<sup>th</sup> Floor, Ferguson Block  
Toronto, Ontario  
M7A 2T5

Dear Sir:

Please be advised that Oxford County Council, at its meeting held on April 11, 2012, adopted the following resolution:

**WHEREAS** Oxford County Council recognizes that many of the resources of this planet are finite and are necessary to sustain both life and the quality of life for all future generations,

**WHEREAS** Oxford County Council recognizes that the global population will increase from the current 7 billion people to at least 9 and possibly 10 billion by 2050 and that this increased population will put even greater demand for the resources of the planet,

**WHEREAS** Oxford County Council recognizes that as populations evolve, their demand for more resources will increase as is the case currently in several of the heavily populated Asian Countries,

**WHEREAS** Oxford County Council recognizes that the reduction in use, reuse and recycling of all resources is the only viable option for long term societal sustainability,

**WHEREAS** Oxford County Council recognizes that the disposal of resources in landfills is unsustainable and further it creates potential environmental concerns which may take numerous generations to become apparent and could have significant human and financial costs before the problems are rectified,

**WHEREAS** Oxford County Council recognizes that all levels of government are elected to lead their constituents with concern for the well being of this and future generations,

**WHEREAS** Oxford County Council recognizes that landfill proposals create anxiety within the community in regards to the physical, mental, emotional and financial health of the community which can create tension within the community,

**WHEREAS** Oxford County Council recognizes that the natural environment provides for the basic sustenance of life and must be protected from any potential damage,

**AND WHEREAS** Oxford County Council recognizes that the scale of potential health risks to the community increases in direct relation to the proximity of the community to any landfill site,

**THEREFORE BE IT RESOLVED** that Oxford County Council demand a moratorium on any future landfill construction or approval until such time as a full review of alternatives can be completed which would examine best practices in other jurisdictions around the world,

**AND FURTHER** that this review of alternatives would give special emphasis on (a) practices which involve the total recycling or composting of all products currently destined for landfill sites in Ontario and (b) the production of goods which can efficiently and practically be recycled or reused so as to not require disposal in landfills,

**AND FURTHER** that Oxford County Council investigate a potential timeline that would see the maximum reduction in land filling with the goal being (a) to have this program in place within a decade and (b) that the current County landfill site would be sufficient for County needs until at least the year 2100,

**AND FURTHER** that Oxford County Council advise the provincial government that we are embarking on this course of action, and that it will be expected that Oxford County will have the full cooperation of all ministries and that Oxford County may require special and specific funding for investigation, research and implementation of the alternatives to our current disposal based system,

**AND FURTHER** that Oxford County Council send this resolution to all municipalities in Ontario for support.

Thank you for your attention to this matter.

Yours very truly,

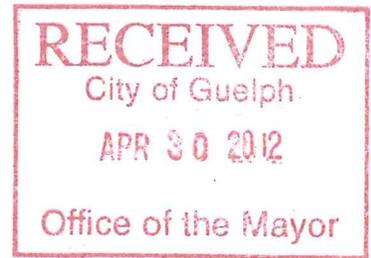


Brenda J. Tabor  
Clerk

- Copy - The Honourable Dalton McGuinty, Premier of Ontario  
- Municipal Councils, All Municipalities in Ontario  
- Ernie Hardeman, M.P.P., Oxford  
- Members, Oxford County Council  
- Michael Bragg, C.A.O., County of Oxford



FEDERATION OF CANADIAN MUNICIPALITIES  
FÉDÉRATION CANADIENNE DES MUNICIPALITÉS



INFORMATION SHEETS

President  
Président

Berry Vrbanovic  
Councillor,  
City of Kitchener, ON

April 11, 2012

First Vice-President  
Première vice-présidente

Karen Leibovici  
Councillor,  
City of Edmonton, AB

Her Worship Mayor Karen Farbridge and Members of Council  
City of Guelph  
City Hall  
1 Carden Street  
Guelph, ON  
N1H 3A1

Second Vice-President  
Deuxième vice-président

Claude Dauphin  
Maire,  
arrondissement de Lachine,  
Ville de Montréal, QC

**Project Title:** Guelph Innovation District Secondary Plan  
**Application Number:** GMF 10272

Third Vice-President  
Troisième vice-président

Brad Woodside  
Mayor,  
City of Fredericton, NB

Dear Mayor Farbridge and Members of Council:

We would like to inform you that a payment was made from FCM to the City of Guelph in the amount of \$75,188.79. This amount constitutes payment for the first contribution in regard to the Green Municipal Fund Study Grant Agreement for the project mentioned above.

The FCM is grateful to the City of Guelph for its initiative and its partnership with the Green Municipal Fund.

Chief Executive Officer  
Chef de la direction

Brock Carlton  
Ottawa, ON

Yours sincerely,

*for* Brock Carlton  
Chief Executive Officer

BC:vl

10, rue Rideau Street,  
Ottawa, Ontario

Mailing address/  
Adresse postale

24, rue Clarence Street,  
Ottawa, Ontario K1N 5P3

T. 613-241-5221  
F. 613-244-1515

www.fcm.ca





April 2, 2012

Shawn Armstrong,  
Fire Chief,  
Guelph Fire Services,  
City of Guelph,  
Guelph, Ontario  
N1H 3A1



Dear Sir:

I am writing to you on behalf of the Beaver Colony of the **27<sup>th</sup> Guelph Scouts**. We had the distinct pleasure of a guided tour of your Station #4 (West End Facilities) on the night of March 1<sup>st</sup>, 2012.

Our colony has been exploring the various services provided by the City of Guelph. Our first stop was your department. The Firefighters present, Doug, Greg and Stu, were at all times professional and patient with our large and exuberant group. With over 28 regularly attending Beavers, this level of patience can be a feat. The boys and girls were, as you would expect, excited about being in the Fire Station, touching a Fire Truck and getting to meet some of their real-life heroes. Your members provided an excellent overview of the different types of calls that your service responds to.

I want to thank both you and your service for extending to our group the courtesy we were shown and allowing our members to have a greater appreciation of the services your department provides. Thank you very much.

Yours in Scouting,

Kris J. Tozer,  
'Kodiak'  
Beaver Colony,  
27<sup>th</sup> Scouts,  
Guelph, Ontario

BRUCE J & D of Patrick E+thabn  
MAY Thank YOU MATH

Jay  
Rach

Olivia

Cricket  
Dar rd



Braham  
micheal

Aida

you were an important part of our Beaver program this year!

EmmO  
Katie  
Noah  
Sam

TOWNSHIP OF WAINFLEET

RESOLUTION

Moved by Betty Konc

No. C-177-2012

Seconded by David Wyatt

Date: April 24, 2012

THAT the Clerk be directed to circulate Bylaw No. 013-2012, being a bylaw for prescribing the minimum setback distance for the construction of all Industrial Wind Turbines, also known as Wind Turbine Generators, to be erected within the borders of the Township of Wainfleet, and to require that any such construction, in compliance with this bylaw or not, shall also provide indemnification for any loss of property value or adverse health effect therefrom to the extent of 100%, to all Ontario municipalities to demonstrate Council's support for the health and safety of its residents and request that fellow municipalities support Wainfleet's initiative by adopting a similar bylaw.

Carried

\_\_\_\_\_  
Mayor (Chairman)

Lost

Recorded on  
Request of: \_\_\_\_\_

Councilor / Staff Member	Yeas	Nays
Alderman Dykstra		
Alderman Hessels		
Alderman Konc		
Alderman Wyatt		
Mayor Jeffs		

Carried

\_\_\_\_\_  
Clerk

Lost

**THE CORPORATION OF THE  
TOWNSHIP OF WAINFLEET  
BYLAW NO. 013-2012**

Being a bylaw for prescribing the minimum setback distance for the construction of all Industrial Wind Turbines, also known as Wind Turbine Generators, to be erected within the borders of the Township of Wainfleet, **AND** to require that any such construction, in compliance with this bylaw or not, shall also provide indemnification for any loss of property value or adverse health effect therefrom to the extent of 100%.

**WHEREAS** government Ministers, Ministries, Agencies and Municipalities have an ethical duty and legal obligation to protect the health, safety, quality of life and well being of citizens and their properties;

**AND WHEREAS** the Supreme Court of Canada, in *114957 Canada Ltée (Spraytech, Société d'arrosage) v. Hudson (Town), 2001 SCC 40. File No.: 26937*, held that Municipalities, in addition to specific powers conferred by statute, also have included in that authority "general welfare" powers, upon which Municipalities can draw to enact bylaws genuinely aimed at furthering goals such as public health and safety, protection of Property and the like;

**AND WHEREAS** s.9 of the *Municipal Act, 2001, SO 2001, c 25*, grants Municipalities Powers of a natural person;

**AND WHEREAS** the *Canadian Charter of Rights and Freedoms*, being Part 1 of the *Constitution Act, 1982*, confers specific rights and freedoms on all Canadians, including that of Due Process, which rights and freedoms are to be protected by all levels of government, including the Municipal;

**AND WHEREAS** s.130 of the *Municipal Act, 2001, SO 2001, c 25*, in force until July 1, 2012, still states "A municipality may regulate matters not specifically provided for by this Act or any other Act for purposes related to the health, safety and well-being of the inhabitants of the municipality";

**AND WHEREAS** ss.128 – 129 of the *Municipal Act, 2001* confer powers to regulate Public Nuisances, Noise, Odour, Dust, etc.;

**AND WHEREAS** s.128 (2) also states "The opinion of council under this section, if arrived at in good faith, is not subject to review by any court";

**AND WHEREAS** s. 11 of the *Municipal Act, 2001* confers broad authority on the Municipality, including the passing of bylaws, *inter alia*, for the "Economic, social and environmental well-being of the municipality" and for the "Health, safety and well-being of persons";

**AND WHEREAS** s.1 (1) of the *Environmental Protection Act, R.S.O. 1990, c. E-19* states that:

*“adverse effect” means one or more of;*

- (a) impairment of the quality of the natural environment for any use that can be made of it*
- (b) injury or damage to property or to plant or animal life,*
- (c) harm or material discomfort to any person,*
- (d) an adverse effect on the health of any person,*
- (e) impairment of the safety of any person,*
- (f) rendering any property or plant or animal life unfit for human use,*
- (g) loss of enjoyment of normal use of property, and*
- (h) interference with the normal conduct of business; (“consequence préjudiciable”),*

and further states,

*“contaminant” means any solid, liquid, gas, odour, heat, sound, vibration, radiation or combination of any of them resulting directly or indirectly from human activities that causes or may cause an adverse effect (“contaminant”);*

**AND WHEREAS** s.3 of the *Environmental Protection Act, R.S.O. 1990, c. E-19* also states *“The purpose of this Act is to provide for the protection and conservation of the natural environment”;*

**AND WHEREAS** there is mounting documented evidence of the adverse impact of IWT technology on humans, wildlife and livestock;

**AND WHEREAS** the *World Health Organisation* recommends ambient noise levels be less than 30dB (a) inside a Property dwelling;

**AND WHEREAS** several jurisdictions worldwide have enacted or recommended laws or bylaws to regulate Setback distances of 2 to 10km for Industrial Wind Turbines;

**AND WHEREAS** more than 70 Ontario Municipalities, including Wainfleet, as well as the Ontario Federation of Agriculture and the Christian Farmers Federation of Ontario, have asked for a Moratorium on wind power development and for more and better studies on the impact of wind power;

**AND WHEREAS** some Ontario realtors have asserted that properties within sight and sound of IWT's are available at prices 20 to 40% lower than those properties without IWT interference;

**AND WHEREAS** restrictions in the laws of Ontario governing Municipalities and the Environment variously contradict one another and restrictions in the laws governing Alternative Energy generation do the same;

**AND WHEREAS** nothing in this bylaw frustrates the purpose of the laws governing alternative energy generation, it being the Municipality's concern to promote the responsible use of alternative energy in a manner that does no harm to persons, wildlife and livestock;

**AND WHEREAS** s.92 of the *Constitution Act, 1982* provides further that the “*Exclusive Powers of Provincial Legislatures*” includes upholding *Canadian Charter of Rights and Freedoms*, being Part 1 of said Act;

**AND WHEREAS** the fundamental rights of Canadian persons cannot be extinguished or modified except by s.33 (“*Notwithstanding*”, clause) of the *Canadian Charter of Rights and Freedoms, The Constitution Act, 1982*;

**AND WHEREAS** it is reasonable and prudent for the protection of the Municipality's citizens;

**NOW THEREFORE** the Council of the Corporation of the Township of Wainfleet **HEREBY ENACTS AS FOLLOWS:**

Definitions:

1. In this By-law, the listed words have the following meanings:

- (a) “Setback” means a horizontal radial distance;
- (b) “Industrial Wind Turbine” (IWT), means a wind turbine power generator using blade technology with a hub height exceeding 30 metres;
- (c) “Property” means property line, vacant land, dwelling or structure and their inhabitants of all species used for private or business or public purposes;
- (d) “Municipality” means the Corporation of the Township of Wainfleet;
- (e) “Construction” includes placement, erection, alteration, repair, dismantling, demolition, structural maintenance, painting, moving, land clearing and cleaning, earth moving, grading, excavating, the laying of pipe and conduit whether above or below ground level, street and highway building, concreting, equipment installation and alteration and the structural installation of construction components and materials in any form or for any purpose and includes any work in connection therewith.
- (f) “Noise” means unwanted sound, vibration, or both, emitted by or related to an Industrial Wind Turbine or Turbines;
- (g) “Developer” means any person or business or company involved in the development, Construction and operation of an Industrial Wind Turbine, including the legal owner of said Turbine; AND, person, business, company, Turbine and owner can be construed in the singular and in the plural;

Application:

This bylaw applies to all property within the territory of the Municipality.

This bylaw applies to all property owned by the Municipality.

Prohibition:

1. For the Construction, erection or operation of any IWT inside the Municipality, there shall be a minimum Setback of a distance of 2km from any property measured from the tip of the rotor blade in horizontal position;
2. In any case, noise emitted by the IWT shall not exceed 32dB at the nearest property;
3. The Developer shall provide an indemnification of 100% for any loss of property value or adverse health effect directly or indirectly caused by an IWT.

Severability:

If a portion of this bylaw is held invalid by a court of competent jurisdiction then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section.

Force and Effect:

This bylaw shall come into force and take effect on the day of its Final passing.

BYLAW READ A FIRST TIME THIS 27<sup>th</sup> DAY OF MARCH, 2012.

BYLAW READ A SECOND TIME THIS 27<sup>th</sup> DAY OF MARCH, 2012.

BYLAW READ A THIRD TIME AND FINALLY PASSED THIS 10<sup>th</sup> DAY OF APRIL, 2012.

---

A. Jeffs, MAYOR

---

T. Lamb, CLERK



**Ontario Human  
Rights Commission**

Office of the Chief Commissioner

180 Dundas Street West, 9<sup>th</sup> Floor  
Toronto ON M7A 2R9  
Courier postal code: M5G 1Z8  
Tel.: (416) 314-4537  
Fax.: (416) 314-7752

**Commission ontarienne  
des droits de la personne**

Cabinet de la commissaire en chef

180, rue Dundas ouest, 9<sup>e</sup> étage  
Toronto ON M7A 2R9  
Code postal pour livraison : M5G 1Z8  
Tél. : (416) 314-4537  
Téléf. : (416) 314-7752

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May 2, 2012

Your Worship and Members of Council,

**Re: Request for Ontario Human Rights Code Day/Week Proclamation**

On June 15, 2012, Ontario will celebrate the 50<sup>th</sup> anniversary of the *Ontario Human Rights Code*. The *Code* recognizes the dignity and worth of each person and ensures that everyone is free from discrimination and harassment where they live, work and play. Ultimately, its goal is to make sure everyone can reach their full potential and contribute in their communities.

We've seen a lot of change in the past 50 years. We've seen the end of segregation, workplaces opening doors to newcomers and women, public facilities accommodating people with disabilities, and systemic barriers within our institutions starting to be broken down.

To celebrate these accomplishments, to acknowledge the work that still needs to be done, and to make a commitment to creating equitable, inclusive environments that protect and advance human rights, I invite you to join other municipalities across the province in proclaiming June 15<sup>th</sup> Ontario Human Rights Code Day, or proclaiming the week of June 11 – 15 as Ontario Human Rights Code Week. Attached is some sample wording.

Proclaiming the day or the week gives municipalities an opportunity to encourage all residents to think about how far we have come in 50 years. It can also inspire us all to think about what steps we can collectively take to advance human rights – in our homes, our neighbourhoods and in local government.

If you do plan on proclaiming a human rights day or week, please let us know by May 30, 2012, so that we can acknowledge your commitment to human rights as we celebrate this milestone.

Yours truly,

A handwritten signature in black ink, appearing to read "Barbara Hall".

Barbara Hall, B.A, LL.B, Ph.D (hon.)  
Chief Commissioner

CCM file # MGT2010-000379

**SAMPLE PROCLAMATION FOR ONTARIO *HUMAN RIGHTS CODE* DAY**

WHEREAS Ontario has been a leader in protecting and advancing human rights for more than 50 years;

WHEREAS the Ontario *Human Rights Code* was first proclaimed on June 15, 1962;

WHEREAS each person has the right to be free from discrimination and harassment and to reach their full potential – no matter their race, ethnic origin, place of birth, religion, ability level, sex, gender identity, sexual orientation, or any other status;

WHEREAS protecting human rights reduces tension and conflict and creates an atmosphere of mutual respect and belonging;

WHEREAS municipalities play a critical role in nurturing human rights and creating equitable environments where everyone is included in work and services and able to enjoy the benefits of their community;

WHEREAS each one of us has a role to play in making sure that human rights are respected;

NOW THEREFORE BE IT RESOLVED THAT <the municipality of> does hereby proclaim June 15<sup>th</sup> Ontario *Human Rights Code* Day.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2012 by:

\_\_\_\_\_  
(Municipality)

\_\_\_\_\_  
(Mayor's signature)

April 23, 2012

Honourable Dalton McGuinty  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

RECEIVED  
MAY - 3 2012  
CITY CLERK'S OFFICE

Dear Honourable Sir:

**RE: COUNCIL Resolution – Provincial Payment-in-lieu of Taxes**

At the Tillsonburg Town Council Meeting of April 23, 2012, Council passed the following resolution:

*"WHEREAS in 1970 the rate of provincial payments in lieu of taxes for universities was arbitrarily set at \$25 per full time student; and*

*WHEREAS in 1973 that was doubled to \$50 per student and the payment was expanded to include hospitals and provincial correctional institutions; and*

*WHEREAS in 1987 that rate was increased by 50%, still without apparent justification, to \$75 per student and bed; and*

*WHEREAS that rate has remained constant since that time despite the fact that inflation would in 2012 require an almost doubling of the payment (\$146); and*

*WHEREAS at least sixty-five communities have called for an increase in payments; and*

*WHEREAS heads of universities are supporting that call; and*

*WHEREAS Premier McGuinty has looked to the municipalities of the province to be the economic engine of Ontario; and*

*WHEREAS the payments in lieu of taxes do not meet the actual costs of municipalities to provide the necessary services for the various institutions, thus placing an unfair tax burden on their property tax payers, thereby jeopardizing a municipality's ability to meet infrastructure demands, and consequently weakening their ability to act as economic engines;*

---

**CORPORATE OFFICE**

200 Broadway, Tillsonburg, Ontario, N4G 5A7, Telephone # (519) 688-3009, Fax # (519) 842-9431  
[www.tillsonburg.ca](http://www.tillsonburg.ca)

*THEREFORE BE IT RESOLVED THAT the Corporation of the Town of Tillsonburg calls on the government of the Province of Ontario to include in the budget now being prepared an increase to the payments in lieu of taxes; and*

*THAT the Corporation of the Town of Tillsonburg calls on the Province of Ontario to meet with the host municipalities for the purpose of reviewing the basis for payments in lieu of taxes, and determining a stable foundation going forward for those payments that meets associated costs prior to the 2013 budget cycle; and*

*THAT copies of this motion be sent to: the Premier Dalton McGuinty; the Honourable Dwight Duncan, Minister of Finance; all Ontario municipalities with any of hospitals, post secondary institutions or provincial correctional institutions; Ontario Small Urban Municipalities (OSUM) and the Association of Municipalities of Ontario (AMO), MPP Ernie Hardeman, MPP Toby Barrott, MPP Jeff Yurek, MPP Tim Hudak, Head of the Opposition Party and South Central Ontario Region (SCOR)."*

If you have any questions, please do not hesitate to contact me at 688-3009 Ext. 3224

Regards,



Donna Wilson  
Clerk  
Development & Communication Services  
Town of Tillsonburg  
200 Broadway, 2nd Floor, Suite 204  
Tillsonburg, ON N4G 5A7  
Phone: 519-688-3009 Ext. 3224  
Fax: 519:842-9431  
[www.tillsonburg.ca](http://www.tillsonburg.ca)

---

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200 Broadway, Tillsonburg, Ontario, N4G 5A7, Telephone # (519) 688-3009, Fax # (519) 842-9431  
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# **INFORMATION ITEMS**

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**Week Ending May 10, 2012**

## **REPORTS**

1. Guelph 2012 National Public Works Week Celebration
2. Wyndham Street at Quebec Street (St. George's Square) Removal of the Exclusive Pedestrian Phases and Turn Prohibitions
3. 2012 Clean and Green Event Results

## **CORRESPONDENCE**

1. Ministry of Natural Resources – Regarding Bear Wise Program
2. CUPE-SCFP – Regarding Comprehensive Economic and Trade Agreement (CETA)
3. City of Stratford – Invitation to attend Civic Night on June 14<sup>th</sup> for performance of "42<sup>nd</sup> Street"

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. Temporary Extension Liquor Sales Licence Application – Gordon Street Arena Bar & Grill
2. GRCA Meeting Minutes – April 27, 2012

# INFORMATION REPORT



**TO** Guelph City Council

**SERVICE AREA** Operations, Transit & Emergency Services  
**DATE** May 7, 2012

**SUBJECT** Guelph 2012 National Public Works Week Celebration  
**REPORT NUMBER** OT051220

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## **SUMMARY**

To share with City Council events and activities planned to engage staff and the community in celebrating National Public Works Week May 20 – 26, 2012.

## **BACKGROUND**

National Public Works Week is an annual event celebrated throughout North America. It was founded in 1960 as a public education campaign by the American Public Works Association to call attention to the importance of public works in community life. The week celebrates the often-unsung heroes of our society – the professionals who serve the public good with quiet dedication to improve the quality of life for present and future generations.

This year's theme is "Public Works: Creating a Lasting Impression" which speaks to the never-ending effort of public works professionals to use sustainable solutions to bring their communities the highest possible quality of life within a framework of environmental, social, and economic responsibility.

## **REPORT**

During National Public Works Week (May 20 – 26, 2012) Public Works is collaborating with Human Resources and Engineering to work with the Upper Grand District School Board to offer curriculum based education and hands on learning experiences. These career education opportunities are invaluable to students enrolled in the Specialist High Skills Major Program as they provide exposure to field demonstrations and interaction with Public Works and Engineering professionals. Many of these individuals aspire to a career in the trades and represent our workforce of tomorrow. It is our intention to provide them with the opportunity to experience Public Works and Engineering activities first hand while highlighting jobs within the field as viable career opportunities.

The week begins with a networking event focused on the promotion of engineering positions within the municipal sector for internationally trained and experienced individuals.

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The event features partnerships with agencies that specialize in employment skills training and education for internationally experienced engineers such as Immigrant Services Guelph-Wellington, Local Immigration Partnership Project, Lutherwood, and the University of Guelph's Office of Intercultural Affairs. This event is planned for Thursday, May 24th from 3:00pm – 5:00pm at City Hall.

Our partnership continues with the local high school students from the Public School Board sponsored, Specialist High Skills Major Program, and we have the following activities planned:

1. Vehicle Inspections using the MTO Safety Checks
2. Traffic Sign Maintenance and Construction Zone Traffic Control setup
3. Manhole and Catch basin Repair
4. Asphalt Repair
5. Construction Project Planning using GIS (Engineering)
6. Storm Water Management Pond education (Engineering)
7. Urban Arboriculture Inspection and Tree Climbing demonstration

On Wednesday May 23, staff will be closing a local road, Lynwood Place, to conduct scheduled road repairs while creating an interactive demonstration for students. In our fleet maintenance area, interactive workshops will take place throughout the week. Our Engineering team will be hosting students for a tour of our storm water management systems on May 25 and leading them through planning activities on May 26. As a learning tool, the students will get a hands-on opportunity to engage in the field demonstrations this entire week.

To engage staff and the community, Public Works will host an Open House on May 26, 2012 with educational and interactive displays of tools and equipment used by Public Works including Roads & Right of Ways, Traffic & Parking, Fleet Equipment & Services and Forestry. Staff will be present to speak about activities and functions performed by Public Works in serving the community. Human Resources will be present with a career information display.

#### **CORPORATE STRATEGIC PLAN**

Strategic Goal 5: A community-focused, responsive and accountable government.

#### **FINANCIAL IMPLICATIONS**

The program is funded through the 2012 Public Works Operating budget.

#### **DEPARTMENTAL CONSULTATION**

Human Resources

Engineering

Corporate Communications

#### **COMMUNICATIONS**

Advertisements in local newspaper; The Guelph Tribune

Radio spots on local radio stations; CJOY and Mix 106 radio stations

Dates and activity information on City of Guelph website

Temporary street closure notifications delivered to residents of Lynwood Place

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**ATTACHMENTS**

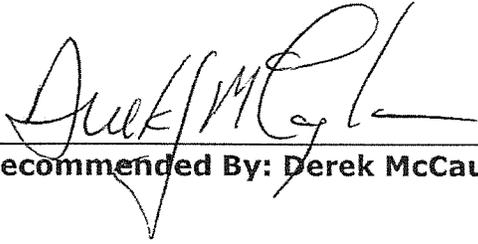
National Public Works Week Specialist High Skills Major Activity Guide



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**Prepared by:**

Rod Keller  
General Manager, Public Works  
Operations & Transit  
519-822-1260 x2949  
rodney.keller@guelph.ca



---

**Recommended By: Derek McCaughan, Executive Director**

DATE National Public Works Week – May 22-25  
FROM Joanne Oliver  
DIVISION Human Resources  
PROJECT TEAM Joanne Oliver, Sam Mattina, Richard Henry, Rod Keller

**SUBJECT Career Education Events Summary in Support of National Public Works Week**

---

**International Engineers Celebrating National Public Works Week**

Thursday, May 24

3:00pm - 5:00pm

1 Carden Street - - Galleria

- Students that are active in our local employment skills training and education programs for internationally trained / experienced engineers will have an opportunity to meet some of our City of Guelph Engineers and our Human Resources Staffing professionals to learn more about our local government, the role of engineering within our services and skills for success in interviewing.
- We are pleased to be offering this in partnership with the Local Immigration Partnership, Lutherwood, and the Department of Intercultural Affairs at the University of Guelph.

**MTO Safety Checks**

Tuesday, May 22-25

9:00am - 11:00am

45 Municipal Street.

Students must arrange their own transportation

- SHSM Transportation Students
  - With over 700 pieces of equipment in our care, our Fleet Services team works together to ensure they are safe for operation, and operated in a manner that reduces their impact on the environment.
  - Spend a part of the morning observing an MTO Safety check on one of our 1 or 1.5 tonne trucks. A brief discussion of our Green Fleet practices will follow.
  - Experience accessing vehicle information using All-Data software
- 4 Students total - with one participant / day**
- Special clothing: Please wear CSA Approved (green patch) work boots that are over the ankle, and long pants. This is a shop environment, and clothing may come into contact with grease and dirt.
  - Contact person Les Preston (supervisor) 822-1260 extn. 2024

**Construction Project Planning - Using GIS**

**Friday, May 25**

10:00am - 12:00 noon

Transportation arranged by School Board

1 Carden Street - City Hall - 3rd Floor Engineering Department

- SHSM Environment OR Engineering
- With 19 major construction projects implemented last year, and 21 regular construction projects planned for 2012, sound decisions are needed to help keep our City's people moving effectively through the City. Join members of our infrastructure team to turn data into plans that will help determine what projects get the green light for construction above and below the road. Areas of focus will be a review of how repaving projects are prioritized, including planning for transit and bicycles as well as cars. Students will have an opportunity to review our GIS and plans for construction projects in 2012.
- 5 Students Total
- This work will be conducted in the office environment. Please dress appropriate for the office environment. We support an environment of business casual attire. We ask that the students use their discretion to dress in a manner appropriate to this environment. Some examples of appropriate attire (for non-uniformed staff) include:
  - Collared sports shirts
  - Sweaters
  - Casual oxfords / loafers (running shoes are acceptable for school visits)
  - Casual slacks
  - Skirts for business casual typically fall to the knee

**Traffic and Parking- Signs for Safety**

Wednesday, May 23

Rain Date Thursday, May 24

9:00am - 12:00 noon

Transportation arranged by School Board - drop off at Lynwood Place.

- SHSM Construction and/or Transportation Students
- Students will have an opportunity to learn about the set up a roadway construction closure – using temporary traffic control signs – to help secure the site for the repair activities scheduled on this day. This set up is required for all on road construction activities and will be consistent with the Ministry of Transportation of Ontario, MTO, requirements known as “book 7”. Students will also have a chance to see how technology like GIS is used to help manage our assets in the field.
- 5 Students total**
- Special clothing: Please wear CSA Approved (green patch) work boots that are over the ankle, and long pants. This activity is out of doors. Please dress appropriately.

**Sewer Maintenance and Drainage - Manhole and Catchbasin Repair**

Wednesday, May 23

Rain Date Thursday, May 24

9:00am - 12:00 noon

Transportation arranged by School Board - drop off at Lynwood Place

- SHSM Construction and/or Environment Students
- Did you know – there are over 350 km of storm sewers and 18,000 associated structures that are maintained by our operations team in the City of Guelph? Join the crew on this morning and have a chance to learn about maintenance activities related to our storm water collection system. Repairs will be made to an access manhole, and once completed – the students will have a chance to use our CCTV (closed circuit television) inspection system to see first hand how technology is assisting us in detection and repairs of damage to our underground storm water collection systems.
- 5 Students total**
- Special clothing: Please wear CSA Approved (green patch) work boots that are over the ankle, and long pants. This activity is out of doors. Please dress appropriately.

### **Roadway Maintenance - Asphalt Repair**

Wednesday, May 23

Rain Date Thursday, May 24

9:00am - 12:00 noon

Transportation arranged by School Board - drop off at Lynwood Place

- SHSM Construction and/or Transportation students
  - Our roads crews work all year to keep our roads clean and functional for the safe movement of people, goods and services throughout our city.
  - On this morning, students will participate in one of hundreds of yearly street repairs and restorative work to repairs performed by the other city workers to various forms of infrastructure within the roadway system.
- 5 Students total**
- Special clothing: Please wear CSA Approved (green patch) work boots that are over the ankle, and long pants. This activity will be held out of doors, please dress appropriately for the weather.

### **Sidewalk Inspection and Repair**

Wednesday, May 23

Rain Date Thursday, May 24

9:00am - 12:00 noon

Transportation arranged by School Board - drop off at Lynwood Place

- SHSM Construction and/or Transportation students
  - Keeping our travelers on foot, in strollers and in wheelchairs moving effectively around this city is important to creating a community that is safe and friendly. We have almost 700 km of sidewalks that our teams work to keep in good repair each year. Students will have a chance to participate in inspection of our sidewalks, learn more about the reasons why the grooves are placed at corners on sidewalks and other accessibility features, and even have a chance to make a sidewalk from concrete.
- 5 Students total**
- Special clothing: Please wear CSA Approved (green patch) work boots that are over the ankle, and long pants. This activity will be held out of doors, please dress appropriately for the weather.

**Storm Water Management Ponds**

Thursday, May 24

9:00am - 12:00 noon

Transportation arranged by School Board

Please meet at City Hall inside the Main Entrance

- SHSM Environment
- Storm water management ponds temporarily hold rainfall, melted snow or water runoff from things like watering your lawn or washing your car. Water is collected from the local storm sewer, treated to remove large pollutants, and then slowly released back to our waterways. We manage storm water to control flooding and reduce pollution in our rivers and waterways.
- Students will have an opportunity participate in a group will tour to several sites to examine different ponds in use at the City. Students will also have a chance to see first hand how water management activities are planned and managed for the City of Guelph.
- 20 Students total each session
- Special clothing: This activity will be held out of doors, please dress appropriately for the weather, long pants and sturdy shoes are recommended

**Urban Arboriculture: Supporting our Urban Trees**

Thursday, May 24

9:00am - 12:00 noon

Transportation arranged by School Board

Bus to drop off at Royal City Park Service Road (at McCrae Blvd, near Gow's Bridge)

- SHSM Agriculture and/or Environment students
- In celebration of National Public Works Week, the Forestry team has put together an interesting morning, dedicated to participating in activities that highlight the activities involved with maintaining healthy urban trees.
- Students will have an opportunity to work with our *Urban Forestry* team in assisting with a tree hazard assessment, climbing demonstration and an opportunity to don the personal protective equipment (PPE) required for a climb and to try their skills at making the various knots to help with a safe climb. The group will also have a chance to use our GIS tree inventory system.
- 15 Students total**
- Special clothing: Please wear CSA Approved (green patch) work boots that are over the ankle, and long pants. This activity will be held out of doors, please dress appropriately for the weather.

# INFORMATION REPORT



TO **Guelph City Council**

SERVICE AREA Operations, Transit & Emergency Services  
DATE May 7, 2012

**SUBJECT Wyndham Street at Quebec Street (St. George's Square)  
Removal of the Exclusive Pedestrian Phases and Turn  
Prohibitions**

REPORT NUMBER OT051218

## **SUMMARY**

The signalized intersection of Wyndham Street at Quebec Street (St. George's Square) has exclusive pedestrian phases as well as turning prohibitions during certain times of the day that were implemented due to the amount of pedestrian traffic generated by Guelph Transit having their passenger transfer points at this location.

### **Purpose of Report:**

To inform Council of staff's intention to modify the traffic signal operation once the transit buses are relocated to Guelph Central Station.

## **BACKGROUND**

At the March 22, 2012 meeting of Guelph City Council, staff were directed to review the exclusive pedestrian/vehicle right-of-way signal phase operation in St. George's Square in conjunction with the completion of the construction of the new Transit Terminal at the VIA/Carden Street location and report back to Committee with the results of their review and recommendations regarding changes to the current traffic signal phasing. The following report speaks to staff's action regarding the direction.

## **REPORT**

The existing traffic signal operation at the intersection of Wyndham Street and Quebec Street is unique to the City of Guelph and was implemented in July 1998 to reduce pedestrian-vehicular conflict, by providing both pedestrians and motorists an exclusive right-of-way. The circumstances associated with this intersection being the downtown transit transfer point generated high pedestrian volumes.

Approximately 52 Guelph Transit buses stop each hour at St. George's Square during the peak periods and 28 buses stop each hour during off peak periods. Upon the opening of Guelph Central Station, 20 buses may stop during peak periods and 10 buses may stop during off peak periods at St. Georges Square. These buses will only stop if required to pick up or drop off passengers. It is anticipated that there will be a significant reduction in the number of potential pedestrian-vehicular conflicts due to the relocation of the transfer points to the new station.

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Therefore, the existing pedestrian/vehicle right-of-way traffic signal operation and turn prohibitions will no longer be required.

Staff will be removing the exclusive pedestrian phasing and turn prohibitions to operate the traffic signal similar to a typical traffic signal where vehicles are provided a green display and pedestrians are provided a walk display across the direction of traffic which is stopped. The existing advance green indication for northbound Wyndham Street to westbound Quebec Street will remain in place. This more typical traffic signal operation will reduce delays for vehicles while still providing adequate time for pedestrians to cross at the intersection.

**CORPORATE STRATEGIC PLAN**

Goal 1: An attractive, well-functioning, sustainable city.

**FINANCIAL IMPLICATIONS**

Funding for the traffic signal and sign modifications will be funded through the approved 2012 Departmental Operating Budget.

**DEPARTMENTAL CONSULTATION**

Mr. Marty Williams, Executive Director of the Downtown Guelph Business Association, has been made aware of the modifications to the traffic signal operation once Guelph Central Station is operational and is in agreement.

**COMMUNICATIONS**

Media Release, website content and on-site signing to advise of changes

**ATTACHMENTS**

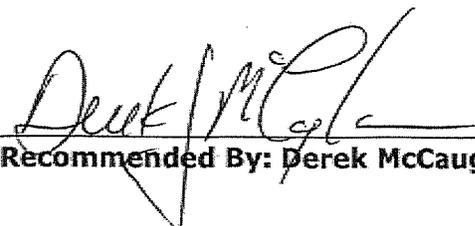
N/A



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**Prepared by:**

Rod Keller  
General Manager, Public Works  
Operations & Transit  
519-822-1260 x2949  
rodney.keller@guelph.ca



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**Recommended By: Derek McCaughan, Executive Director**

# INFORMATION REPORT



**TO** Guelph City Council

**SERVICE AREA** Operations, Transit & Emergency Services  
**DATE** May 7, 2012

**SUBJECT** 2012 Clean and Green Event Results  
**REPORT NUMBER** OT051219

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**Summary:**

To summarize the number of volunteers and quantity of litter collected as a result of the 2012 Clean and Green event.

**Purpose of Report:**

To provide information on the results of the 2012 Clean & Green Community Clean Up held on April 21, 2012.

## BACKGROUND

The Clean & Green Community Clean Up program is a volunteer community beautification initiative that takes place annually on or near Earth Day. The event originated as a collaborative effort by the City of Guelph, the Guelph and Wellington Development Association (GDA), the Guelph and District Homebuilders Association and Guelph Downtown Business Association, to address the accumulation of litter that occurs over the winter months at construction sites and major entrance points to the City.

The event first began with approximately 40 volunteers working in teams to pick and bag garbage at ten key locations in the city. City staff provided volunteers, vehicles, supplies, promotion, disposal resources and fees, while the GDA provided volunteers, vehicles and hosted a volunteer appreciation barbeque. Since its inception in 2003, hundreds of volunteers have successfully removed over 32,000 kilograms of litter from our city's roadsides and parks.

## REPORT

This year's event took place on Saturday April 21, 2012 with almost 1,000 participants. The clean up resulted in more than 1,000 bags or 5.9 metric tonnes of litter plus bulky items being removed from City green spaces, community parks, woodlots, trails and arterial roadways.

The past six (6) years has generally shown a year over year increase in community volunteers resulting in an increase in the quantity of litter removed from the city. Refer to the chart below (*figure 1: Clean and Green Historical Results*) for historical numbers of volunteers and total weight of litter collected.

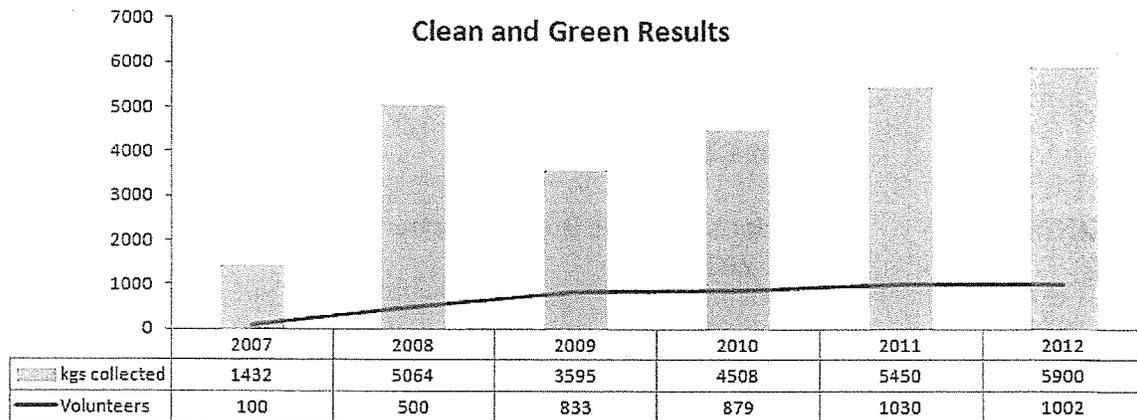


Figure 1: Clean and Green Historical Results

Many volunteers noted that there was less litter to collect in many of the areas, this year, allowing them to expand their collection areas. This year also saw two additional parks added to the collection areas, Orin Reed and Silvercreek Parks.

Eleven (11) volunteers, in Silvercreek Park, also assisted staff with the caging of trees, to protect them from beaver damage. This assistance resulted in caging 70 trees as well as collecting litter from the area.

Also of note, there was a group of young men from the Ottawa Mavericks, an "under 18" volleyball team, in town for a tournament, who participated in the Clean and Green event, collecting just under 30 bags of litter from the Riverside Park area.

City staff provided vehicles, supplies, promotion, disposal resources and fees. Sponsorship of this year's event was provided by;

- Tim Hortons – provided in store advertising, gloves, reusable travel mugs, food product for the barbeque and door prizes (adult bicycle, child bicycle and Tim Hortons gift cards)
- M&M Meats – provided the food for the barbeque at a discounted cost.
- Bag Ladies – a local Guelph company, donated 1,500 yellow garbage bags
- Terra View Homes – contributed towards the cost of the appreciation barbeque
- Guelph and Wellington Development Association – contributed towards the cost of the appreciation barbeque

At noon on the day of the event, a volunteer appreciation barbeque was held at Riverside Park following the collection of litter

The Clean and Green event remains a true community volunteer beautification cooperative of which the entire City can be proud.

---

### **CORPORATE STRATEGIC PLAN**

Goal 1: An attractive, well-functioning, sustainable city.

Goal 6: A leader in conservation and resource protection/enhancement.

### **FINANCIAL IMPLICATIONS**

Costs incurred for this event are included within the approved 2012 operating budget and a portion is recovered through sponsorship donations.

### **DEPARTMENTAL CONSULTATION**

Public Works

Parks and Recreation

Solid Waste

Corporate Communication

### **COMMUNICATIONS**

The event was advertised through website content and advertising, City News Ads, Media Release and Infonet.

### **ATTACHMENTS**

None



### **Prepared By:**

Katherine Gray

Service, Performance and Development Coordinator

Operations, Transit & Emergency Services

519-822-1260 x2006

katherine.gray@guelph.ca



---

**Recommended By: Derek McCaughan, Executive Director**

Ministry of Natural  
Resources

Office of the Deputy Minister

Room 6643, Whitney Block  
99 Wellesley Street West  
Toronto ON M7A 1W3  
Tel: 416-314-2150  
Fax: 416-314-2159

Ministère des Richesses  
naturelles

Bureau du sous-ministre

Édifice Whitney, bureau 6643  
99, rue Wellesley Ouest  
Toronto (Ontario) M7A 1W3  
Tél.: 416-314-2150  
Télééc.: 416-314-2159



Ontario  
RECEIVED  
MAY - 7 2012  
CITY CLERK'S OFFICE

May 3, 2012

Dear Chief Administrative Officer/Clerk:

I am writing to let you know about some changes the Ministry of Natural Resources is making to the Bear Wise program.

As part of our Transformation Plan announced in the 2012 Ontario Budget, the ministry conducted a review of how we deliver programs and services to Ontarians. The Bear Wise program was part of that review.

Bear Wise has set a solid foundation, helping municipalities and the public to reduce preventable human-bear encounters. In fact, no other jurisdiction in North America has provided this level of support to communities.

Today, eight years into the program, awareness of Bear Wise is high and many municipalities have good, robust bear wise strategies in place. As a result of the program, the public is better educated about what to do when they encounter a bear. In this regard, Bear Wise has achieved its main goals, and the time is right to transition from an active management model to one that places a greater emphasis on personal responsibility.

Most aspects of the Bear Wise program will continue, including:

- operating the toll-free Bear Reporting Line (1-866-514 -2327) 24 hours a day, seven days a week from April to November, with trained staff handling calls and determining the appropriate response
- educating the public about black bears and bear behaviour in Ontario
- providing advice to municipalities, the public, and other stakeholders about what they can do to keep bears away from urban and semi-urban areas, and how to manage problem bears
- tracking and collecting information about human-bear occurrences
- maintaining our comprehensive website to assist Ontarians with tips to ensure that their properties are not inviting to bears.

... 2

The ministry will continue to support the Ontario Provincial Police and local police services in responding to emergency situations. However, moving forward, we will no longer provide individual site visits to help landowners who are having site-specific conflicts with bears, and the ministry will no longer trap and relocate problem bears. Trapping and relocating has always been our least effective tool to manage problem bears, with research showing that many relocated bears simply return to the area from where they were removed.

Responsibility for managing human-bear conflicts continues to be shared between the province and local governments. The investments municipalities make in bear wise strategies, whether it's a public awareness campaign or bear-resistant waste management infrastructure, will result in long-term savings and cleaner, safer and healthier communities. Going forward, the ministry will continue to provide advice and support to municipalities on how to manage bears, as we do for other wildlife species.

Senior ministry staff have already been in contact with the Ontario Provincial Police regarding the Bear Wise program changes. Where formal or informal agreements exist with local municipal or First Nations police forces, ministry staff from the districts will be following up with their contacts in the police services.

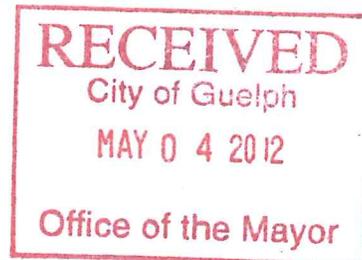
If you have any questions about these changes to the Bear Wise program, please contact the district manager for your area. Contact information for district offices is available on our website at [www.ontario.ca/mnr](http://www.ontario.ca/mnr). Click *Contact Us* from the top toolbar, and then *Where to find MNR services* from the toolbar on the left.

Sincerely,



David O'Toole  
Deputy Minister

April 23, 2012

City of Guelph  
City Hall, 1 Carden Street  
Guelph, ON N1H 3A1

Dear Mayor and Councillors,

On behalf of the 618,000 CUPE members in Canada, I am writing to thank-you for raising your concerns about the Comprehensive Economic and Trade Agreement (CETA) that is currently being negotiated between the European Union and Canada.

More than 50 municipal governments across the country have now passed resolutions calling for greater transparency by the federal and provincial governments around this far reaching trade, investment and labour mobility agreement.

This month, the House of Commons Standing Committee on International Trade concluded its study of the CETA negotiations and presented a report to the House of Commons. The dissenting opinions filed by NDP and Liberal MPs on that Committee support your call for greater transparency as well as raising other issues. These dissenting opinions are attached here for your information.

CUPE is one of many civil society organizations with significant concerns about the impact of CETA on municipal governments.

Let me highlight our key concerns here.

Canadian municipalities stand to lose their longstanding ability to use the procurement of goods and services to maximize benefits to the local economy or support policy goals such as environmental protection and local job creation. CUPE does not accept the rationale that the gain will be lower prices with competition from EU companies; the lowest price is not always the best deal for local businesses or communities.

Further, the investor-state dispute settlement mechanism used in NAFTA has proven to be an expensive way to deal with complaints by foreign investors against Canadian government policies. Let's not repeat this mistake in CETA. Democratically elected municipal governments making prudent and transparent policy decisions should not be held more accountable to foreign corporations and private tribunals than to their own citizens and domestic courts.

.../2



Canadians learned from NAFTA that public services like water services and transportation require broad and clear reservations in trade agreements to protect them from privatization now or in the future. CUPE has a long-standing interest in protecting public services. CETA and other new trade agreements like it threaten the integrity of our public services by limiting the ability of governments to expand public services or return privatized sectors to the public sector without fearing claims for compensation by foreign corporations.

The EU demand to increase patent protection and delay the availability of generic drugs will increase Canadian pharmaceutical costs by \$2.8 billion per year. This adds considerable and continuing costs to municipal employee benefit plans.

CUPE is urging federal, provincial and territorial governments to engage in meaningful public consultations on CETA to enable citizens and communities to be fully informed and register their views.

On behalf of CUPE, once again, thank-you for raising your concerns.

Sincerely,

A handwritten signature in black ink that reads "Paul Moist". The signature is written in a cursive, flowing style.

PAUL MOIST  
National President

Att.

cc: C. Fleury; S. Marshall



HOUSE OF COMMONS  
CANADA

**NEGOTIATIONS TOWARD A COMPREHENSIVE  
ECONOMIC AND TRADE AGREEMENT (CETA)  
BETWEEN CANADA AND THE EUROPEAN UNION**

**Report of the Standing Committee on  
International Trade**

**Hon. Rob Merrifield, P.C., M.P.  
Chair**

**MARCH 2012**

**41st PARLIAMENT, 1st SESSION**

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Published under the authority of the Speaker of the House of Commons

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**NEGOTIATIONS TOWARD A COMPREHENSIVE  
ECONOMIC AND TRADE AGREEMENT (CETA)  
BETWEEN CANADA AND THE EUROPEAN UNION**

**Report of the Standing Committee on  
International Trade**

**Hon. Rob Merrifield, P.C., M.P.  
Chair**

**MARCH 2012**

**41st PARLIAMENT, 1st SESSION**

# **STANDING COMMITTEE ON INTERNATIONAL TRADE**

## **CHAIR**

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Robert Chisholm

## **CLERK OF THE COMMITTEE**

Paul Cardegna

## **LIBRARY OF PARLIAMENT**

**Parliamentary Information and Research Service**

Alexandre Gauthier, Analyst

## NDP Dissenting Report for CIIT - CETA Study

The NDP thanks the Committee and witnesses for the time put into this important subject. International trade is crucial to sustaining Canada's economic growth and prosperity, and increasing trade with the European Community is an important goal. While the NDP is supportive of efforts to lift tariffs, and diversify our export markets, boosting Canada's trade performance will require more than just free trade agreements. Our success will require a strategic plan for public investment and support of key value-added industrial sectors to help back Canadian global winners, which we are pleased to see as a recommendation from the committee.

At the same time, it is clear that trade and investment agreements, such as the Canada-EU Comprehensive Economic and Trade Agreement (CETA), are about far more than just international trade. Such treaties affect public regulation of investment, services, intellectual property, public purchasing and other matters only peripherally related to trade. The details and terms of the agreement matter and must be scrutinized to weigh costs and benefits. We do not support concluding the deal as currently framed in the time period recommended by the majority on the Committee.

**Transparency** is essential. The NDP objects to the lack of transparency in the current negotiation process. Closed-door meetings have created a climate of secrecy in the CETA process. Too little public information exists for Canadians and their elected representatives, at all levels of government, to reach informed conclusions on the merits and risks of CETA. It is only through a meaningful consultation process, which engages all stakeholders, that we will craft trade agreements that benefit all Canadians. Even this Parliamentary Committee study did not allow full participation for interested stakeholders, including many submitted by the NDP.

The treatment of **public services** in free trade agreements is controversial. Too often, treaty protections for sensitive sectors such as health care, education, social services and municipally provided services including water treatment and delivery or public transit leave the door open to trade and investment challenges. Public contracts for these and other services are a principal point of interest for the EU in the CETA negotiations. Canada must seek a clear exclusion for public services broadly understood as well as protection for future policy flexibility at all levels of government.

For health care, there is particular concern from experts and citizens groups that the government is stepping back even from the protections it built into the NAFTA. A strong exclusion for healthcare is needed, as well as a commitment to avoid inflating the costs of medicine, which are the fastest-rising component of Canadian health care costs.

CETA would be the first Canadian bilateral FTA since NAFTA to have an **intellectual property rights** (IPR) chapter, going well beyond Canada's existing obligations. EU demands include adding the extra time it takes for a drug to receive regulatory approval (up to 5 years) to the regular 20-year term of patent protection, longer terms for data

protection (from 8 to 10 years), and new rights of appeal that could delay the approval of generic drugs. Such changes would reduce the availability of medicines, and drive up drug costs, which could deal a critical blow to the sustainability of our health care system. A recent study estimates these extra costs at \$2.8 billion annually.

Since IPR provisions are so rare in Canadian bilateral trade agreements and European negotiators have placed such great weight on these provisions, we should scrutinize the implications carefully. Further study is needed to consider the implications of harmonizing our IPR system with the EU in all relevant sectors and to determine the costs or benefits that will be witnessed by Canadian consumers and producers.

The NDP also has significant concerns about the CETA's impact on **government procurement at the sub-federal level**. From available information, the proposed rules would prevent governments from considering, in covered sectors, any 'condition' that encourages local development in procurement contracts or bids, even if the process is non discriminatory to foreign bidders. Restricting government procurement in this way deprives provincial and municipal governments of crucial economic levers, particularly during economic downturns, to use government purchasing to stimulate the economy and encourage local spinoffs.

The NDP supports the need for open and fair government tendering practices, but this does not require sacrificing the ability for governments to use procurement to serve local economic objectives. Municipalities including Toronto, the Union of British Columbia Municipalities (representing 150 municipalities) and over twenty others across the country, have been raising red flags about the back room CETA trade talks. These municipalities have asked their provincial and federal governments to ensure their existing rights are protected under any new trade agreement and that they be excluded from the CETA. Their concerns must be heard and addressed.

As noted in the Committee's report, participation of the provinces in the negotiations makes the process more complex. The objective to bind sub federal levels of government in the CETA on a range of issues from procurement to services raises important questions of constitutional authority, particularly in relation to enforcement of the agreement and financial liability. Further study is warranted.

The NDP welcomes any opportunities for real export growth for Canadian agricultural sectors, while noting continued European resistance at various levels. We also remain concerned about continued pressures to open Canada's **supply managed sectors**, which must be protected.

The CETA also needs to account for the highly integrated nature of North American production and the NDP appreciates the acknowledgement of this issue in the committee's report. Provisions regarding **rules of origin** must be sufficiently broad to ensure the vast majority of Canadian exports are not subject to tariffs. The automotive industry is of particular concern given the high degree of cross-border production and the potential sensitivity of production decisions to various rules of origin thresholds.

Finally, the NDP views **investor-state provisions** as an inequitable element in trade agreements that privilege corporations in a way that conflicts with the public interest. Investor-state arbitration allows foreign investors to bypass domestic court systems. Arbitration tribunals, which lack accountability, can order governments to compensate investors allegedly harmed by public policies or regulations. Both Canada and Europe have highly regarded court systems that protect the rights of all investors regardless of nationality. The NDP opposes including investor-state arbitration in the CETA and recommends that Canada follow the lead of Australia in rejecting investor-state arbitration in future trade and investment agreements.

In conclusion, the NDP urges a re-think of Canada's approach to expanding trade with Europe, and consideration of means for enhancing mutual economic prosperity in a way that contributes to a greener economy, and bolsters high quality jobs and labour rights, while respecting democratic decision making regarding public services, public regulation, local government procurement and the public interest.

### **Recommendations**

1. **The Government should publicly disclose the negotiating text and Canada's offers (federal, provincial, territorial) before the text of the treaty is finalized.**
2. **The Government should ensure full consultation with municipal governments in Canada regarding CETA offers and negotiations, and modify its time frame for the negotiations to enable this participation.**
3. **The Government should ensure that the final text does not include investor-state arbitration provisions.**
4. **The Government should ensure that the final text does not include any changes to patent protection that would decrease the availability of generic drugs or increase drug costs.**
5. **The Government should ensure that the final text exempts provincial, territorial and municipal government procurement.**
6. **The Government should ensure that municipal drinking water and waste water services are explicitly included in its Annex II reservations.**
7. **The Government should seek a clear and broad exclusion for public services including protection for future policy flexibility at all levels of government to expand public services or return privatized sectors to the public sector without threat of litigation.**

8. The Government should negotiate a new exemption for health care stipulating that nothing in the CETA shall be construed to apply to measures of a signing party regarding health care or insurance.
9. The Government should ensure a broad cultural exemption in CETA that would exclude books, magazines, newspapers, publishing, broadcasting, film, video, performing arts and other aspects of cultural industries.
10. The Government should exclude over-access tariffs on supply-managed products from tariff reduction, and re-affirm that producers and their elected representatives will maintain the unfettered ability to collectively manage domestic supply for egg, poultry, and dairy products.
11. The Government should effectively safeguard the capacity to institute or re-institute a single desk for grain marketing, in any geographic region, should a majority of farmers' elected representatives decide to do so.
12. The Government should develop an industrial strategy for Canada that partners with industry to identify competitive high-productivity sectors that can be developed into high-value export champions, as well as current export sectors in Canada that may need support to remain competitive with the European Union (including forestry, auto, etc.). This could include leveraging procurement, providing R&D support through direct grants, and improving both physical and knowledge infrastructure.
13. The Government must retain the ability to implement federal financial incentives and ensure community benefits in the development of clean power, including solar, wind, and water. Canada must develop innovative green energy technologies that will help us meet domestic needs and access a growing global market.
14. The Government should commission an independent study of the CETA whose specific terms of reference would be to determine the true cost of harmonizing Canada's intellectual property system with that of the European Union.
15. The Government of Canada should insist that the CETA agreement establish a framework for ensuring market access, and continued production, for Canadian producers of comparable agricultural and food products that use designations protected under the EU's Geographic Indications regime .

16. That the Government of Canada undertake a study to review where the CETA addresses areas of provincial jurisdiction as it related to the distribution of powers:

- in particular with respect to section 92 of *The Constitution Act, 1867*; and
- in all areas where there is shared, overlapping, or concurrent jurisdiction, and report on key implementation and enforcement issues that could arise.

17. That Government should ensure that CETA's provisions related to rules of origin are broad enough to ensure meaningful market access gains for Canadian exports, particularly auto, fish and agricultural products, recognizing the reality of highly integrated North American supply chains. With Specific reference to the Canadian automotive sector, the CETA must specify low rules of origin thresholds for Canadian manufactured automobiles.

## LIBERAL PARTY

### DISSENTING OPINION REPORT CETA NEGOTIATIONS

#### Introduction

The negotiations of the Canada – European Trade Agreement (CETA) are in their final phases and the precise issues which are on the table and specifically what issues have been settled upon in negotiations remains unclear.

The report of the committee made direct reference to the scale of the CETA agreement stating that the committee was “told of all trade negotiations entered into by Canada, including the NAFTA, the Canada-EU CETA negotiations are more likely to have a greater impact on Canada.”

That being said it is the concern of the Liberal Party that the committee has been deficient in conducting its hearings into the CETA. This conclusion has been reached on the basis that the committee examining the Canada – U.S. FTA in 1987 met with 147 witnesses and did so traveling the country. A similar course of action was taken by the committee in examining the NAFTA proposal in 1992-93 hearing from 124 witnesses and again traveling the country. The committee on CETA heard from 28 witnesses and never left Ottawa.

#### Recommendation 1:

**Given the scale of the agreement being negotiated with the European Union, the committee should:**

- A) Re-title the report as an Interim Report;**
- B) Commit to holding further hearings in the spring of 2012 on the negotiations with a commitment to travel across Canada to hear from Canadians and to invite provincial governments to make submissions and presentations to the committee.**

#### Deficiency of the background analysis of the CETA:

The basis for the government's case on CETA is a projection of possible benefits. In his testimony before the committee Don Stephenson, ADM Trade Policy and negotiations for DFAIT told the committee that with respect to the analysis prepared prior to the commencement of negotiations on a Canada – India trade agreement that, “I want to make the point these are theoretical econometric studies. They are projections... I'd like to say that these are absolutely accurate assessments and predictions, but they can't be.” (September 29, 2011, p. 8). During the course of a later hearing of the committee, Mr. Stephenson repeated this observation, stating, “The joint study is just an economic modelling exercise.” (International Trade committee, December 1, 2011, p. 10)

The Minister of International Trade confirmed that sectoral analyses have been conducted by the federal government during the course of negotiations but refused to provide them to the committee.

**Recommendation 2:**

That the government must clearly indicate not only the “benefits” from the trade agreement being sought but the “costs” which could result from any agreement being sought and identify them by sector. The assessments referred to by the Minister of International Trade should be shared with the International Trade committee in order for the committee to have a far better assessment of the impacts of the negotiations.

**Legal implications of an agreement with respect to provincial/municipal governments**

The committee report states that “the federal government is fully responsible for the implementation and application of international treaties.”

However, what has become evident is that neither the provinces, nor municipalities can apparently be held responsible or challenged directly by the EU for reneging on elements of the agreement.

**Recommendation 3:**

**Prior to the conclusion of the negotiations, the federal government should table with the committee a legal opinion clarifying the issue of responsibility under any agreement reached with the EU, outlining specifically the terms as to which level of government will bear responsibility for any dispute resolution finding against any province or municipality.**

The issue of the consequences of the CETA on municipalities and the issue of procurement is important to note.

The committee has an obligation to call upon the government to clarify situation with respect to procurement which even the Federation of Canadian Municipalities told the committee is far from clear in terms of the impact the procurement provisions may have on municipalities and provinces in terms of any ability to tender contracts locally.

**Intellectual property concerns – pharmaceutical costs:**

In testimony before the committee the representatives of the generic pharmaceutical industry stated categorically that the impact on Canadians from the CETA as currently known will result in considerable cost increases in the range of an additional \$2.8 billion annually in drug costs.

While representatives of the major pharmaceutical companies challenged this position, it was of concern that the federal government has provided no third party analysis with respect to the entire issue.

**Recommendation 4:**

**Prior to the submission of any agreement the government of Canada table an analysis with respect to the impact on pharmaceutical drug costs due to any implications arising from intellectual property changes.**

**Importance of the U.S. market – the need to keep new trade agreements in perspective:**

During the course of the committee hearings, the extent of our reliance upon the US market was emphasized. “The trade department’s own analysis shows that where the United States market accounted for 74.9% of Canadian merchandise exports in 2010, by 2040 the U.S. share of Canadian exports is expected to be 75.5%.” (October 6, 2011, p.5). Thus, according to the government’s own estimates only 25% of our merchandise trade will be dedicated to the rest of the world.

Given this fact, it is critical that the Conservative government keep this reality at the forefront of its trade policy agenda, something which unfortunately, it is failing to do.

**Recommendation 5:**

**That the committee conduct a series of hearings and table a report to Parliament on the status of current Canada – US trade issues with a focus on the future relationship with that market in the context of agreements such as the Canada – EU trade agreement.**

**Status of supply management in negotiations**

The fate of our supply management system remains very much in question as a consequence of the CETA negotiations.

In testimony by Mr. Steve Verhuel, Canada’s chief negotiator at the talks on October 6<sup>th</sup> he confirmed in response to a direct question related to supply management that all issues were on the table and that as of that date, in so far as dairy specifically was concerned, there had not been any “in-depth” discussions to that point. (International Trade committee, October 6, 2011, p. 12)

What neither the Minister of International Trade, nor our chief negotiator would confirm was whether the issues of tariff reductions or increased access were being negotiated:

### **Recommendation 6:**

**That the committee call upon the government to specifically state the position taken at the negotiations with respect to supply management – not only whether the entire system is on the negotiating table but is the government prepared to concede on issues related to increased access by the EU, and whether specific tariff issues have been discussed with a view to reducing those tariffs on any or all supply managed commodities.**

### **Regulatory implications**

When Minister Fast appeared before the committee he stated:

“We’ve committed to preserving government powers and abilities to regulate. Canadian products, services and commercial expertise are not for sale. Our government’s powers and ability to regulate are not. October 6, 2011, p. 2)

Although the document was only referenced in testimony, the March 2011 Sustainability Impact Assessment prepared for the European Commission stated that the agreement, “will clearly reduce regulatory flexibility in Canada, some of which will also constitute reductions in economic and social, and potentially environmental policy space of the type relevant to this sustainability impact assessment.”

### **Recommendation 7:**

**(A) That the committee call for a full analysis be provided on the extent and impact of the procurement elements contained in the CETA prior to any submission by the government of the agreement for ratification by Parliament.**

**(B) That the Minister report to the committee on the foregoing.**

### **The matter of investor protection and the implications on government policy must be carefully considered**

In response to questions raised regarding the issue of investment protection, Canada’s chief negotiator stated, “We actually haven’t made a lot progress in that particular area because on the EU side they only recently gained a mandate from member states to negotiate in this area of investment protection.... The EU does come from a different perspective than we do—in some ways—on investment protection...” (October 6, 2011, p. 7)

What should be of concern is the evidence provided to the committee by Scott Sinclair:

“Investor rights agreements, such as the NAFTA chapter 11, go well beyond fair treatment. They grant special rights to foreign investors that

enable them to bypass domestic court systems. Early in the CETA negotiations, Canada put the NAFTA chapter 11 template on the table. The EU has now responded, quite recently in fact, and under pressure from some of the member states has been demanding an agreement with even stronger investment protections than the NAFTA in certain respects. It is also insisting that provinces and municipalities fully comply. Under the NAFTA's most-favoured-nation rules, any concessions made to European investors in the CETA are automatically extended to U.S. and Mexican investors." (November 17, 2011, p. 10)

#### **Recommendation 8:**

**That the committee call upon the government to provide clarification to the committee regarding the status of negotiations or any final agreement concerning investor protection issues prior to submission of any final agreement to Parliament for ratification.**

#### **Conclusion**

The Minister of International Trade told the committee that the CETA negotiations were the "most significant trade talks since NAFTA." (October 6, 2011, p. 1)

The brevity with which this committee has dealt with this agreement should be of concern to anyone interested in let alone concerned about the CETA.

The strategic agenda which propels this government's trade agenda remains unclear which has resulted in the apparent willingness to negotiate and reach Free Trade Agreements for the sake of achieving an agreement. This is a matter of serious concern.

# **INFORMATION ITEMS**

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**Week Ending May 17, 2012**

## **CORRESPONDENCE**

1. Guelph Police Services Board – Regarding a telephone survey to occur late May/early June and on-line survey
2. Office of the Prime Minister - Acknowledging receipt of Guelph's correspondence regarding Katimavik

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. GRCA Minutes Newsletter – May 2012 Issue
2. GRCA – 2012 Strategic Plan



## Guelph Police Services Board

PO Box 31038, Willow West Postal Outlet, Guelph, Ontario N1H 8K1

Telephone: (519) 824-1212 # 213 Fax: (519) 824-8360

TTY (519) 824-1466 Email: [board@police.guelph.on.ca](mailto:board@police.guelph.on.ca)



May 3, 2012

Blair Labelle  
City Clerk  
Guelph City Hall  
1 Carden Street,  
Guelph, ON N1H 3A1

Dear Mr. Labelle,

I would appreciate your sharing this information with the members of City Council.

The Guelph Police Service is beginning to develop its 2013 – 2015 Business Plan. As part of the development process, the Guelph Police Services Board will be consulting with the community of Guelph to determine what the public believes are the priorities for policing in Guelph over the next three years.

As has been done in the past, one part of the community consultation will be a telephone survey conducted within the City of Guelph. The launch of the survey is planned for late May/early June, 2012. The intention is to survey 400 members of the community on their satisfaction with policing services, as well as exploring their thoughts on safety and crime in Guelph. In addition, the Service is planning to post an on-line survey on its website and Facebook page to gather information from others who may wish to provide input but were not randomly selected to answer the telephone survey.

Members of the Service will also be consulting with other segments of the community to solicit their input into the new Business Plan. While still under development, the method that has been tentatively decided upon to consult with these groups is through the use of focus groups. Through these groups, we are hoping to gain insights from the school community, social service agencies, and service clubs, among others. We will be inviting members of City Council to participate in one or more of these focus groups. Additional consultation methods may also be used as become appropriate to the circumstances.

Should you have any questions regarding this initiative, please feel free to contact me or, alternatively, Jessica Abra (ext. 294) of the Guelph Police Service Research and Development Office.

We look forward to your participation.

Sincerely,

A handwritten signature in cursive script that reads "Judy Sorbara".

Judy Sorbara  
Chair

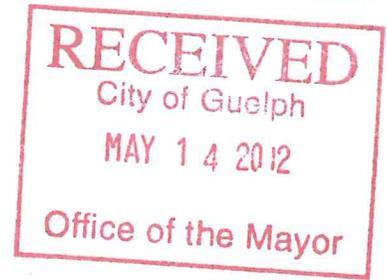
Office of the  
Prime Minister



Cabinet du  
Premier ministre

Ottawa, Canada K1A 0A2

INFORMATION SHEETS



May 9, 2012

Her Worship Karen Farbridge  
Mayor  
City of Guelph  
City Hall, 1 Carden Street  
Guelph, Ontario  
N1H 3A1

Dear Mayor Farbridge:

I would like to acknowledge receipt of your correspondence of April 30 addressed to the Prime Minister, with which you enclosed a resolution passed by the City of Guelph regarding Katimavik.

Please be assured that the views expressed in the resolution have been carefully noted. As a copy of your correspondence has already been sent to the Honourable James Moore, Minister of Canadian Heritage and Official Languages, I am certain that the Minister will wish to give your remarks every consideration.

Thank you for writing to the Prime Minister.

Yours sincerely,

A handwritten signature in blue ink that reads "B. Funes".

B. Funes  
Executive Correspondence Officer

# **INFORMATION ITEMS**

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**Week Ending May 24, 2012**

## **REPORTS**

1. Silvercreek Parkway, Elmira Road and Fife Road Remarking Project

## **CORRESPONDENCE**

1. Ministry of Transportation
  - Waterloo-Wellington-Brant Passenger-Vehicle Origin-Destination Survey
  - Information regarding Roads and Bridges funding
2. McCormick Ranking – GTA West Corridor Planning & Environmental Assessment (EA) Study Public Information Centre Round #5

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. Municipal Information Forms – Liquor Licence Application for Outdoor Areas:
  - Trappers Alley, 98 Carden Street
  - McCabe's Irish Pub & Grill, 9 Wyndham Street N.

# INFORMATION REPORT



TO **Guelph City Council**

SERVICE AREA Operations, Transit and Emergency Services  
DATE May 25, 2012

**SUBJECT Silvercreek Parkway, Elmira Road and Fife Road  
Remarking Project**

REPORT NUMBER OT051221

## SUMMARY

Three arterial roads will be repaved as part of the 2012 Annual Asphalt program – Silvercreek Parkway North, Fife Road and Elmira Road North. As part of this work, and using “Road Diets” methodology these roadways will be remarked from the existing four-lane cross-section to a three-lane cross-section with bicycle lanes.

### **Purpose of Report:**

This report is to inform Council of staff’s intention to remark these three roadways as part of the 2012 Annual Asphalt program.

## BACKGROUND

Each year Engineering Services resurfaces a number of roads through the Annual Asphalt program. Traffic Investigations staff look for opportunities to improve the City’s road network by re-marking the road surface when the new asphalt is placed. Where feasible, bicycle lanes are implemented in accordance with the City’s Bicycle Policy approved in 2009.

## REPORT

Remarking four-lane roads to three lanes plus bike lanes has proven to be a successful measure for addressing traffic concerns and provide bicycle lanes without widening roads. This methodology is known as “Road Diets.” Industry research has shown that road diets are quite successful on roadways that have daily traffic counts of 20,000 or less. Some roadways in the City have been successfully re-marked in the past such as College Avenue West, Imperial Road, and Edinburgh Road South.

The following are some of the benefits of road diets:

- Reduces the number and severity of collisions including sideswipe, rear end and angle impact types;
- Operationally improves traffic flow by moving left-turning vehicles out of travel lane into dedicated left turn lane;
- Reduces conflicts caused by lane changes and conflict points at intersections,

- 
- Controls operating speeds by eliminating opportunity to pass;
  - Promotes cycling and provides a dedicated space on the road for cyclists; and,
  - A cost efficient way to improve roadways without the need for major road reconstruction work

#### Silvercreek Parkway:

The intersection of Silvercreek Parkway North and Greengate Road has repeatedly appeared in the top 10 collision intersections through the City's annual collision report. Options to address the collision experience at this location are limited by the current lane configuration. The midblock sections of Silvercreek Parkway North between Willow Road and Speedvale Avenue West also have higher than normal collision rates.

In addition to the general benefits listed above, the addition of a two-way left turn lane will allow the City to add a protected left-turn phase for northbound traffic at the signalized intersection of Greengate Road and Silvercreek Parkway.

Silvercreek Parkway North between Speedvale Avenue West and Willow Road is classified as an arterial roadway and carries approximately 17,500 vehicles per day.

#### Elmira Road:

Elmira Road between Woodlawn Road and Silvercreek Parkway will benefit from lane remarking. The new three-lane cross-section will help control speeds throughout the day while providing improved access at intersections and driveways through the placement of a dedicated left-turn lane.

Elmira Road North between Woodlawn Road West and Speedvale Avenue West is classified as an arterial roadway carries approximately 13,800 vehicles per day.

#### Fife Road:

Fife Road is primarily located in a residential area. The current four-lane cross-section is underutilized, and operating speeds could be controlled better by having a single lane in each direction. The two-way left turn lane would provide easier access to the many private driveways and at intersections.

Currently there is parking permitted on the south side of Fife Road between Whitelaw Road and Elmira Road South. For this section, a different lane configuration is being proposed in order to retain as much parking as practicable (See Figure B). This will include a parking lane on the south side, one travel lane and one bike lane in each direction.

Fife Road is classified as an arterial roadway and carries approximately 4,000 vehicles per day.

## **CORPORATE STRATEGIC PLAN**

Goal 2: A healthy and safe community where life can be lived to the fullest

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## **FINANCIAL IMPLICATIONS**

Paint costs will be covered through the annual paving program. New signs will be financed through the Public Works operating budget.

## **DEPARTMENTAL CONSULTATION/CONCURRENCE**

Engineering Transportation Planning has confirmed that current and projected traffic volumes can be accommodated by the proposed lane configuration.

Transit has no objections to the proposed lane configuration.

## **COMMUNICATIONS**

Affected business and property owners have been advised in writing of the City's plans to remark Elmira Road North, Fife Road and Silvercreek Parkway North.

## **ATTACHMENTS**

Figure A – Typical two-way left turn lane markings

Figure B – Fife Road (Whitelaw Road to Elmira Road) new lane markings



### **Prepared by:**

John Gaddye  
Traffic Technologist II  
Public Works Department  
Operations, Transit and Emergency Services  
519-822-1260 x2040  
John.gaddye@guelph.ca

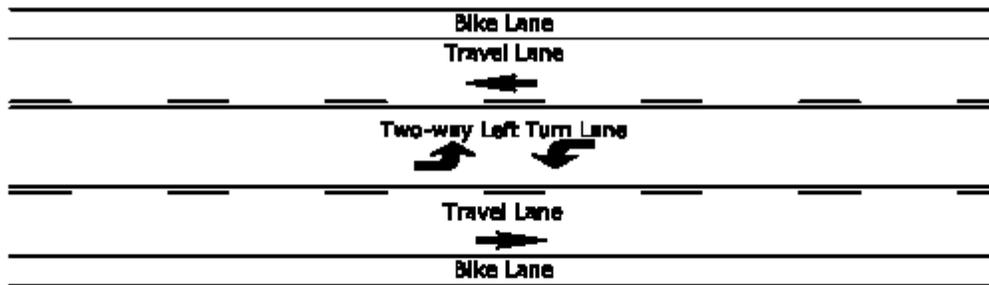


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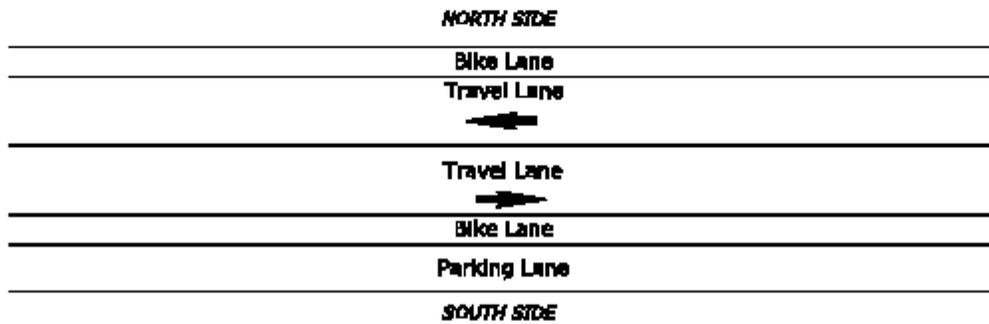
**Recommended By: Rod Keller, Acting Executive Director,  
Operations, Transit & Emergency Services**

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**Figure A**  
**Typical Two-way Left Turn Lane**



**Figure B**  
**Proposed Lane Configuration**  
**Fife Rd - Whitelaw Rd to Elmira Rd S**



Ministry of Transportation

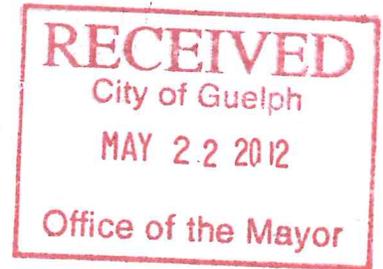
Policy and Planning Division  
Transportation Planning Branch  
Systems Analysis and Forecasting Office  
777 Bay Street, Suite 3000  
Toronto ON M7A 2J8  
Tel.: 416-585-7025  
Fax: 416-585-7324

[Becca.Lane@ontario.ca](mailto:Becca.Lane@ontario.ca)

Ministère des Transports

Division des politiques et de la planification  
Direction de la planification des transports  
Bureau d'analyse des systèmes et  
de prevision  
777 rue Bay, bureau 3000  
Toronto ON M7A 2J8  
Tél. : 416-585-7025  
Télééc. : 416-585-7324

INFORMATION SHEETS



May 17, 2012

Her Worship Karen Farbridge  
Mayor  
City of Guelph  
City Hall  
1 Carden Street  
Guelph ON N1H 3A1

Dear Mayor Farbridge:

**RE: Waterloo-Wellington-Brant Passenger-Vehicle Origin-Destination Survey**

I am pleased to advise you that the Ontario Ministry of Transportation (MTO), in partnership with the County of Brant, City of Brantford, City of Guelph, Region of Waterloo and County of Wellington, will begin conducting a passenger vehicle Origin-Destination (O-D) survey in May 2012, to collect travel pattern information from motorists using provincial highways in the counties of Waterloo, Wellington, Brant and surrounding area.

This data collection initiative is an important step toward a joint area-wide multimodal transportation planning study for the Waterloo-Wellington-Brant and surrounding area, the purpose of which is to provide a long term strategy for the efficient movement of people and goods that aligns with and helps to implement the Growth Plan for the Greater Golden Horseshoe.

The collection of passenger vehicle O-D surveys requires the Ministry to record the licence plates of passenger vehicles travelling through survey stations strategically located on provincial highways. Licence plates are recorded using video assistance technology as vehicles pass by one of ten sites selected for surveying. After matching the recorded licence plates to addresses using MTO's driver and vehicle file, a voluntary survey form both in English and French, will be sent to the household address. The vehicle owner, or person driving the vehicle at the survey station, will be invited to participate by completing the questionnaire and returning it in a supplied prepaid envelope.

Participation in the survey is voluntary and all survey information collected is confidential. No personal information will be collected and there is no way to link survey responses to specific vehicles or persons.

A vehicle counting program will also be implemented at 15 sites for collection of traffic and vehicle classification count data. Traffic and vehicle classification counts will be collected using automatic traffic recording devices and video technologies. Sites are distributed along the main provincial highways within the WWB and surrounding area including Hwy 401, Hwy 403, Hwy 6, Hwy 7, Hwy 8, Hwy 24 and Hwy 124 (Wellington Rd 124). Traffic counts will be collected for 14 consecutive days, 24 hours per day, for both directions of travel, at each site. Measures will be taken to ensure that traffic counts do not interfere with traffic flow.

IBI Group has been engaged to administer this survey program on behalf of the Ministry's Transportation Planning Branch.

A copy of the survey questionnaire, fact sheet, survey schedule and a survey location map are attached.

I would be pleased to answer any further questions that may arise regarding these surveys.

Yours truly,



Becca Lane  
Manager

Encl.

Cc: Rajan Philips, Manager of Transportation Planning and Development Engineering, City of Guelph

# Travel Pattern Survey



Ministry of  
Transportation

Dear Motorist:

The Ministry of Transportation is conducting a survey to identify travel pattern characteristics in and around the Region of Waterloo. The information you can provide is important for future transportation planning in western Ontario.

If someone in your household was driving a vehicle at the following location on **Thursday, May 31, 2012**, please take a few minutes to complete the survey below about that trip:

Location: **Highway 6 at Regional Road 17 north of Fergus**

Direction: **Northbound**

Time: **6:00-9:00 a.m.**

Please note the following:

- Completion of the survey is **voluntary**.
- Questions about this survey and data collection can be directed to **Service Ontario Transportation Info Line at 1-800-268-4686**.
- When you have completed the survey, please place it in the addressed envelope provided and mail it as soon as possible. **No postage is required.**
- The survey is being mailed to registered vehicle owners based on vehicle licence plates observed passing survey locations. If your licence plate information was recorded in error and no one in your household was driving a vehicle at the above location, please disregard this survey.

*This space for key map*



## About Your Trip

Station Code: 3N0609

Please answer the following questions about the ONE-WAY trip you were making at the time, location and direction noted above. The trip should be between two **different** locations, for example from work location to home, or from shopping location to school, etc.

1. **Where did you BEGIN your trip?** (Provide information such as nearest intersection, airport, shopping centre or mall).  
Do NOT include exact address or postal code.

\_\_\_\_\_  
Nearest intersection, or other location identification

\_\_\_\_\_  
City/Town

2. **What best describes the type of location where you BEGAN your trip?** (Circle one)

a) Home                      b) Usual Place of Work                      c) Work-Related but not Usual Work Location                      d) School  
e) Shopping                      f) Recreation/Vacation                      g) Personal/Social/Restaurant                      h) Medical

3. **Where did you END your trip?** (Provide information such as nearest intersection, airport, shopping centre or mall).  
Do NOT include exact address or postal code.

\_\_\_\_\_  
Nearest intersection, or other location identification

\_\_\_\_\_  
City/Town

4. **What best describes the type of location where you ENDED your trip?** (Circle one)

a) Home                      b) Usual Place of Work                      c) Work-Related but not Usual Work Location                      d) School  
e) Shopping                      f) Recreation/Vacation                      g) Personal/Social/Restaurant                      h) Medical

5. **How many people were in the vehicle for this trip, including yourself?** (Circle one)

a) 1                      b) 2                      c) 3                      d) 4                      e) 5                      f) 6 or more

6. **Did you make this trip in the reverse (southbound) direction on the same day at the same location noted above?** (Circle one)                      a) Yes                      b) No → If NO, survey complete

If YES **6.1 What time did you pass the survey station in the reverse direction?** (Circle one)

a) before 6 a.m.    b) 6-9 a.m.    c) 9 a.m.-12 p.m.    d) 12-3 p.m.    e) 3-6 p.m.    f) 6-9 p.m.    g) after 9 p.m.

**6.2 How many people were in the vehicle for this trip, including yourself?** (Circle one)

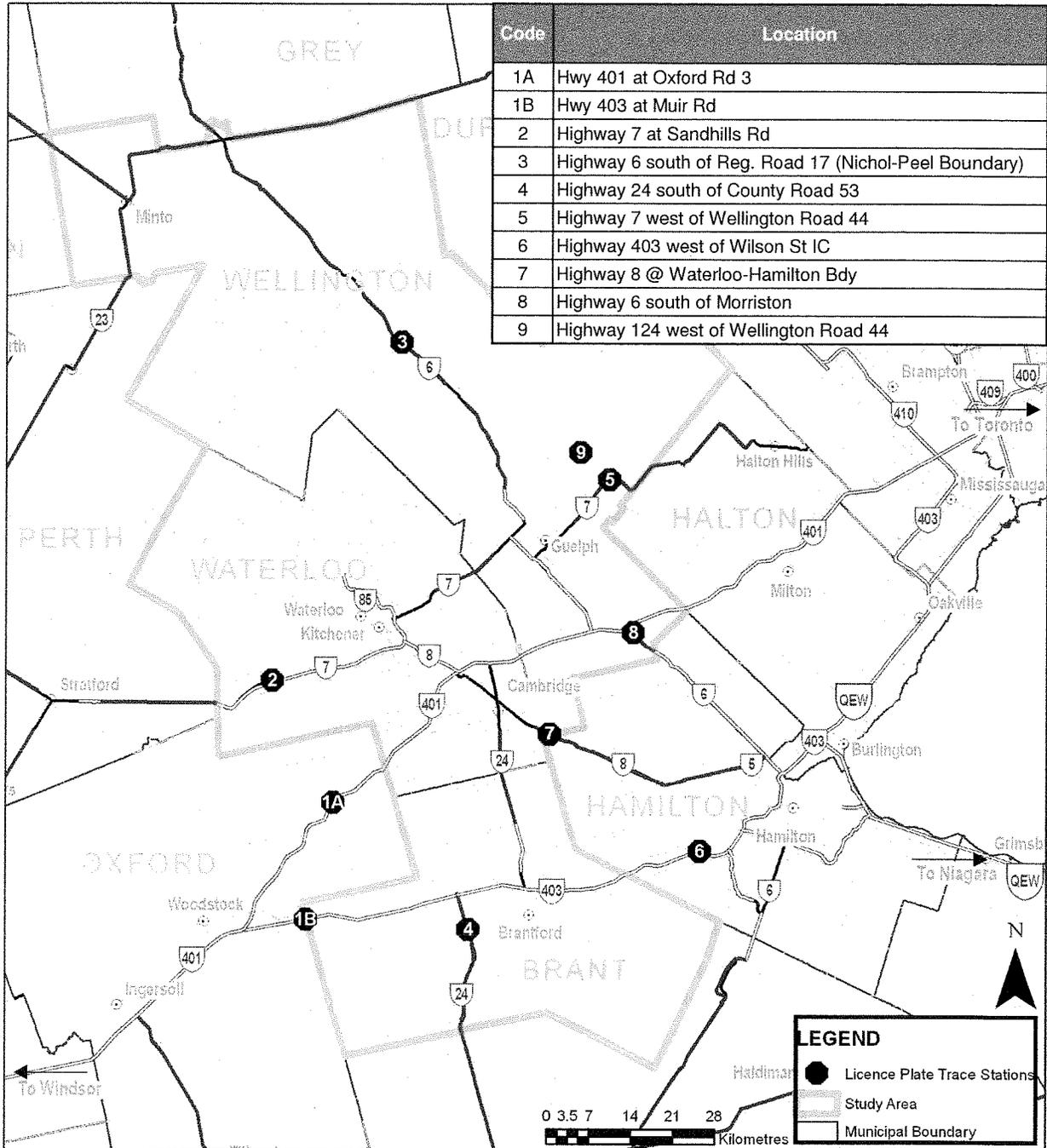
a) 1                      b) 2                      c) 3                      d) 4                      e) 5                      f) 6 or more

Thank you for your participation in this survey!

# Ministry of Transportation

## WWB Passenger-Car Origin-Destination Survey

### Key Map



#### Survey Schedule:

Each survey station will be operational for one weekday (Tuesday to Thursday) between May 28 and June 15

## The Waterloo-Wellington-Brant (WWB) Passenger-Car Origin-Destination (O-D) Survey Fact Sheet

The WWB passenger-car O-D survey is a confidential and voluntary travel survey that will capture travel patterns of motorists travelling through the Greater Golden Horseshoe (GGH) area on provincial highways located within the WWB and surrounding area. Collected data will provide valuable information of passenger-car trip characteristics that will help to identify existing and future transportation needs. Once travel data have been collected, information will be processed and integrated into the GGH Model. The GGH model is a multi-modal travel demand forecasting model that simulates passenger-car traffic in the GGH and provides long-term traffic forecasts for long-range transportation planning studies. The WWB passenger-car O-D survey is conducted with the support of local authorities representing the City of Brantford, County of Brant, City of Guelph, County of Wellington, and the Regional Municipality of Waterloo.

The passenger-car O-D survey will be conducted on provincial highways and municipal roads in the WWB area, including Hwy 401, Hwy 403, Hwy 6, Hwy 7, Hwy 8, Hwy 24 and Hwy 124 (Wellington Rd 124). The survey will be administered through a 'licence plate recording and mail-back questionnaire' approach. Licence plates of passenger cars passing through survey stations on provincial highways will be recorded, the vehicle owner's last name and addresses will be identified, and survey questionnaires will be mailed in the next 24 hours to the vehicle owner's addresses. Survey activities are conducted under strict confidentiality with measures and filters in place to protect private information.

A traffic and vehicle classification program will also be implemented at 15 sites for collection of traffic and vehicle classification count data. Traffic counts will provide the information required for understanding traffic usages within the WWB. Sites are distributed along the main provincial highways and municipal roads within the WWB boundaries including Hwy 401, Hwy 403, Hwy 6, Hwy 7, Hwy 8, Hwy 24 and Hwy 124. Traffic counts should provide a minimum of fourteen (14) days worth of traffic data, 24 hours per day, for both directions of travel, at each location. Quality assurance measures and verification of traffic counts will be implemented by the Ministry to ensure data integrity. A summary report of the traffic count program will be developed.

1. **Survey Type:** Passenger-car origin-destination survey.
2. **Survey Methodology:** Licence plate recording and mail-back questionnaires during weekdays.
3. **Type of Information Collected:** factual trip information will be collected from motorists, including trip origin and destination, trip purpose (work, school, etc.), approximate time of day, and reverse trip information.
4. **Survey Duration:** The O-D survey starts in early May 2012 and ends in late September 2012.
5. **Survey Sample:** About 57,000 passenger-cars travelling on provincial roads will be surveyed. Surveys will be conducted during one weekday, Tuesday to Thursday, in the months of May and June 2012.
6. **Survey Stations:** Ten survey stations will be located on provincial highways including Hwy. 401, Hwy. 403, Hwy. 6, Hwy. 7, Hwy.8, Hwy 24 and Hwy 124.

### Staff Contact:

Systems Analysis and Forecasting Office: Arthur Tai (416) 585-7318

Ministry of Transportation

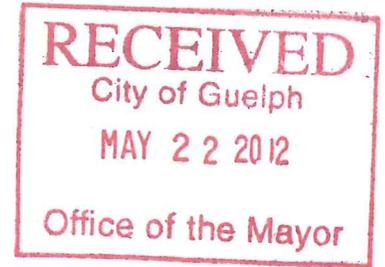
Provincial Highways  
Management Division

3rd Floor, Ferguson Block  
77 Wellesley Street West  
Toronto ON M7A 1Z8  
Tel: 416-327-9044  
Fax: 416-327-9226

Ministère des Transports

Division de la gestion  
des routes provinciales

Édifice Ferguson, 3<sup>e</sup> étage  
77, rue Wellesley Ouest  
Toronto ON M7A 1Z8  
Tél. : 416-327-9044  
Télééc. : 416-327-9226



May 17, 2012

Her Worship Karen Farbridge  
Mayor  
City of Guelph  
City Hall  
Guelph, Ontario N1H 3A1

Dear Mayor Farbridge:

The Ministry of Transportation recognizes that municipal roads and bridges are essential components of Ontario's transportation network.

Since 2003, the province has provided municipalities with over \$13 billion in infrastructure funding, including over \$1.5 billion in funding for municipal roads and bridges. These investments have helped municipalities to modernize and expand their transit systems, repair and upgrade roads and bridges, and revitalize community infrastructure.

In addition, uploading social assistance benefit programs costs - along with other increases in our ongoing support to municipalities - will ensure that municipal property tax dollars are focused on local priorities, such as municipal roads and bridges. The province's ongoing support to municipalities has increased to \$3.2 billion in 2012.

We are currently working with the Association of Municipalities of Ontario and the City of Toronto to complete the Roads and Bridges Review which will provide recommendations to support the sustainability of municipal roads and bridges.

While the 2012 provincial budget did not announce any new funding for municipal roads and bridges or Connecting Links projects, the provincial government remains committed to working with municipalities to help address these needs.

As part of *Building Together*, the province has committed to work with the municipal sector and the federal government to develop a municipal infrastructure strategy to help meet the challenges of current and emerging infrastructure needs.

This strategy will help ensure that every dollar we invest in municipal infrastructure is focusing on what is most important and leveraging the best possible outcomes.

The recommendations of the Roads and Bridges Review will be considered as part of the province's municipal infrastructure strategy.

It is important for all levels of government to work towards a common goal to advance investment in municipal infrastructure in a responsible and sustainable way.

This can be achieved through sound asset management to focus on the most critical infrastructure needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerry Chaput". The signature is fluid and cursive, with a horizontal line at the end.

Gerry Chaput, P.Eng.  
Assistant Deputy Minister



McCormick Rankin  
 2655 North Sheridan Way, Suite 300  
 Mississauga, ON Canada L5K 2P8  
 t: 905.823.8500 | f: 905.823.8503

www.mrc.ca

May 22, 2012

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study  
 Public Information Centre Round #5**

Dear Sir / Madam:

As you are aware, the Ontario Ministry of Transportation (MTO) released the GTA West Draft Transportation Development Strategy Report in March 2011. In response to input received on the draft Strategy, MTO has carried out additional analysis and consultation to further examine the recommendations for inter-regional transportation improvements in the Halton area.

The draft Strategy proposed, among other transportation improvements, a new transportation corridor between Highway 400 in York Region and Highway 401 in Halton Region. The additional analysis examined the benefits and impacts of further widening to Highway 401 as an alternative to a new east-west corridor through Halton. This work is important to address community concerns and to move forward with other parts of the Strategy, including a new corridor through Peel and York.

MTO has completed the analysis and is now inviting the public to attend the following Public Information Centres to review the results and draft recommendations.

The dates, times and locations of the fifth round of PICs are:

Tuesday June 12, 2012	Thursday June 14, 2012
<b>Gellert Community Centre</b> Kinsmen Hall 10241 Eighth Line Georgetown, ON	<b>Milton Sports Centre</b> Banquet Hall 605 Santa Maria Blvd. Milton, ON
<b>3:00 to 4:00 p.m. – Agency Drop in Session</b> <b>4:00 to 8:00 p.m. – Public Drop in Session</b>	<b>4:00 to 8:00 p.m. – Public Drop in Session</b>

The PICs will be conducted as drop-in style open house sessions from 4:00 p.m. to 8:00 p.m. to allow members of the public to review display material and discuss the study one-on-one with Study team members. In addition, brief presentations will be provided each night at 5:00 p.m. and 7:00 p.m. to provide a study overview. **An agency drop-in session will be held in advance of the Georgetown PIC on June 12, 2012 from 3:00 p.m. to 4:00 p.m., to which your agency is invited to attend.**

In January 2007, MTO initiated Stage 1 of the Planning and Environmental Assessment Study for the GTA West Corridor in support of the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe*.

The study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* and the GTA West Corridor Terms of Reference, which was approved by the Ontario Minister of the Environment in March 2008.

Stage 1 of the EA Study includes the following key steps and associated public consultation:

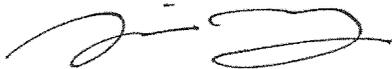
- develop an EA Terms of Reference that guides the EA Study (PIC #1);
- identify transportation problems and opportunities (PIC #2);
- identify and assess transportation alternatives that address the identified problems and opportunities (PIC #3);
- select preferred transportation alternative(s) and recommend a draft multi-modal Transportation Development Strategy (PIC #4); and,
- conduct additional analysis to examine the recommendations in the Halton area and update the Strategy (PIC #5).

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 416-585-7246, or Mr. Neil Ahmed, the Consultant Project Manager with McCormick Rankin, at 905-823-8500.

You can also contact us through our toll-free number: 1-877-522-6916 or via the project website: [www.gta-west.com](http://www.gta-west.com).

We are committed to consultation with the public and stakeholders throughout the study and we look forward to your input.

Sincerely,



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Mr. Jin Wang  
Project Coordinator  
Provincial Planning Office  
Ontario Ministry of Transportation



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Mr. Neil Ahmed, P. Eng.  
Consultant Project Manager  
McCormick Rankin, A Member of MMM Group

# **INFORMATION ITEMS**

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**Week Ending May 31, 2012**

## **REPORTS**

1. Clean Air Day June 6, 2012
2. Introduction of Magnetic Swipe on Monthly Passes

## **CORRESPONDENCE**

1. Canadian Federation of University Women Guelph – Congratulating the City on the passing of the new idling by-law
2. Guelph Municipal Holdings Inc. – Regarding April 19, 2012 meeting
3. Regional Municipality of Halton – Regarding Universal Influenza Immunization Program, 2011-2012

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. GRCA – General Membership/Committee of the Whole Meeting Minutes – May 10, 2012
2. The County of Wellington Social Services Committee Minutes – May 9, 2012

# INFORMATION REPORT



**TO** Guelph City Council

**SERVICE AREA** Operations, Transit & Emergency Services  
**DEPARTMENT** Community Connectivity & Transit  
**DATE** May 31, 2012

**SUBJECT** Clean Air Day June 6, 2012  
**REPORT NUMBER** OT061222

## Summary:

Clean Air Day will occur on June 6<sup>th</sup>, 2012. In keeping with past practice, Guelph Transit will offer free transit in support of the Commuter Challenge Program on that day. In order to minimize confusion among riders and provide the maximum benefit and level of customer service, free transit will be offered until the end of service that day.

## Purpose of Report:

To inform Council of a change in Guelph Transit operation.

## BACKGROUND

The City of Guelph has offered free transit on Clean Air Day since 2001, with the exception of 2005. This initiative is always very well received by the community and an increase in ridership on that day has been observed in previous years. The increase has typically been in the range of 3% to 5%.

Clean Air Day is a celebration of environmentally-friendly activities that promote clean air and good health across Canada. It is an opportunity for individuals, families and communities to make environmentally-friendly lifestyle choices. Clean Air Day takes place during Commuter Challenge Week, which is a national program that aims to increase awareness about the benefits of walking, cycling, taking transit, carpooling or tele-working instead of driving alone to get work.

## REPORT

Guelph Transit will provide free public transit, as has been done in previous years, on Clean Air Day, Wednesday, June 6<sup>th</sup>, 2012 from 5:45 a.m. to the end of service.

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This initiative will encourage citizens to leave their cars at home and make a contribution to a cleaner and healthier environment by choosing public transit. It is anticipated that Guelph Transit's Clean Air Day strategy will encourage first time or casual users to the benefits of Transit-travel and in doing so move Guelph Transit a step closer to its objective set by Council of significantly improving transit mode share over the next five years.

Transit Quick Facts\*:

- One regular full bus can replace 40 cars, but only requires the space of 1.5 cars on the road. Saves 70,000 litres of fuel and avoids over 175 tonnes of emissions a year;
- Personal vehicle use by Canadians is now responsible for half of all transportation emissions and approximately two thirds of on-road transportation emissions; and
- If everyone chose an environmentally friendly and healthy form of transportation one day a week, vehicle emissions would be reduced by 20%.\*

\* *Industry statistics from Canadian Urban Transit Association*

Guelph Transit began making its own contribution to cleaner air in the summer of 2003 when it started using bio-diesel as the exclusive fleet fuel source. Guelph Transit uses a B-20 blend of bio-diesel which consists of 20 percent vegetable oil and 80 percent petroleum diesel, which burns cleaner and produces fewer odours than conventional diesel fuel.

## **CORPORATE STRATEGIC PLAN**

1. An attractive, well-functioning and sustainable city.
2. A healthy and safe community where life can be lived to the fullest.
5. A community-focused, responsive and accountable government.

## **FINANCIAL IMPLICATIONS**

The financial impact of this initiative is included in Guelph Transit 2012 revenue estimates. The net cost has been in the range of \$10,000 for the last few years.

## **DEPARTMENTAL CONSULTATION/CONCURRENCE**

Corporate Communications

## **COMMUNICATIONS**

Efforts will be made to promote this initiative within the community prior to Commuter Challenge week, for local business leaders to encourage their staff members to explore alternate modes of commuter travel, including using Guelph Transit.

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It is expected that the media will provide valuable exposure to the public as they did in 2011. A variety of communication channels, as detailed below, will be used in the promotion of this initiative:

- Information on [guelphtransit.ca](http://guelphtransit.ca);
- Social media promotion (Facebook/Twitter); and
- On-bus signage.

*Michael Anders*

---

**Prepared By:**

Michael Anders  
General Manager, Community  
Connectivity and Transit  
519 822 1260 ext 2795  
[michael.anders@guelph.ca](mailto:michael.anders@guelph.ca)

*Derek J. McCaughan*

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**Recommended by: Derek J. McCaughan, Executive Director  
Operations, Transit & Emergency Services**

# INFORMATION REPORT



**TO** Guelph City Council

**SERVICE AREA** Guelph Transit  
**DATE** May 31, 2012

**SUBJECT** Introduction of Magnetic Swipe on Monthly Passes  
**REPORT NUMBER** OT061224

**Summary:**

Starting July 1, 2012 a magnetic stripe will be added to Guelph Transit monthly passes allowing riders to swipe the pass through a mechanical card reader on the fare box rather than “flashing” the pass to the operator when boarding. There are numerous benefits from adding this feature including more accurate ridership data, a reduction in the fraudulent use of Guelph Transit passes, faster boarding times and the potential to reduce fare disputes.

**Purpose of Report:**

To provide Council a summary of the current issues associated with visually verifying Guelph Transit passes and the benefits that will be gained by adding a magnetic stripe to monthly passes allowing mechanical verification.

## BACKGROUND

Historically, Guelph Transit operators have been required to visually inspect and validate monthly passes. The transit industry across North America has moved forward from this very rudimentary process and the vast majority of transit properties in Ontario now mechanically validate passes through either magnetic stripe or proximity card technology.

## REPORT

When Guelph Transit originally purchased GFI fare boxes in 2007 card readers were installed although the software to make the readers functional was not acquired. Until now, Guelph Transit operators have been visually inspecting monthly passes which has resulted in a number of issues. A significant number of benefits will be gained and issues addressed through the introduction of a magnetic stripe and the swiping of monthly passes. These include:

- More accurate ridership data. At the present time, operators have to “key-in” the ride on the farebox in order to record the ride after they have inspected the pass. By automatically recording the ride, a cumbersome task is removed from the operator’s already very demanding job.

- 
- Collection of data to assess the Affordable Bus Pass Program. The magnetic stripe and associated coding will allow staff to collect the required data to determine the incremental financial and ridership impacts from the introduction of this program. This is critical as the Program was approved by Council as a pilot and this data is required in the analysis to determine whether the Program should continue after the pilot phase.
  - Reduction in the use of invalid monthly passes. Visual inspection of monthly passes allow riders with relative ease, the opportunity to use passes that are not valid. Operators have a very short window of time to determine whether a pass is valid or not. As well, many riders put their pass inside a plastic sleeve in their wallet or phone which makes it extremely difficult to make a determination of validity. Mechanical verification through the use of a magnetic stripe will reduce the misuse significantly.
  - Potential reduction in fare disputes. Visual verification of passes means that operators have to physically intervene when a pass is suspected of being invalid. This has resulted in fare disputes in the past and has had the potential to put Guelph Transit operators at risk. Mechanical verification through the use of a magnetic stripe changes the dynamic of the interaction between the operator and rider and should reduce the occurrence of fare related confrontations.
  - Reduced boarding times. Although the boarding process may initially be slower as riders “learn” how to swipe their monthly pass, other transit properties have indicated that boarding times are reduced once a swipe card system is fully functional.

Guelph Transit is currently working with the University of Guelph to find a technical solution to allow University of Guelph students to swipe their student card through the card reader on the farebox. Until a solution is found, these students will continue to flash their student card when boarding a Guelph Transit vehicle.

## **CORPORATE STRATEGIC PLAN**

1. An attractive, well-functioning and sustainable city.
2. A healthy and safe community where life can be lived to the fullest.
5. A community-focused, responsive and accountable government.

## **FINANCIAL IMPLICATIONS**

To make the fare box card readers functional, software was recently acquired at a cost of \$17,000. The increased production costs of adding of a magnetic stripe to the monthly pass will be more than offset by the reduction in the fraudulent use of Guelph Transit fare media.

## **DEPARTMENTAL CONSULTATION/CONCURRENCE**

Community and Social Services  
Corporate Communications

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## COMMUNICATIONS

A comprehensive communication plan has been prepared to inform riders, vendors and operators of the introduction of the magnetic stripe on monthly passes. The plan will be put into effect the second week of June.

*Michael Anders*

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**Prepared By:**

Michael Anders  
General Manager, Community  
Connectivity and Transit  
519 822 1260 ext 2795  
michael.anders@guelph.ca

*Derek McCaughan*

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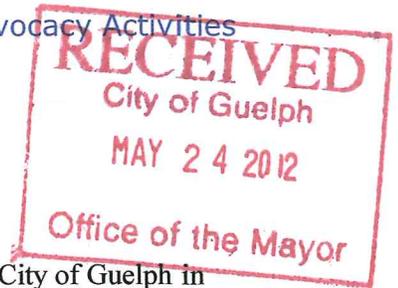
**Recommended by: Derek McCaughan, Executive Director  
Operations, Transit & Emergency Services**



# CFUW Guelph

Canadian Federation of University Women

Working together on Social, Educational and Advocacy Activities



May 22, 2012

Mayor Karen Farbridge and Members of City Council:

The Canadian Federation of University Women (CFUW) Guelph congratulates the City of Guelph in passing its revised bylaw lowering the number of minutes a vehicle is allowed to idle in Guelph. CFUW has a policy of working toward the reduction of vehicle idling in our country.

We understand that the enforcement of this bylaw can be seen as very challenging. We trust that the City Council and City Bylaw officers will all work toward improving the current surveillance and thus improving the quality of air in our community.

At this time we are especially interested in the undertaking of public information/education about the very real dangers of vehicle exhaust and of the very expensive price that is paid by allowing a vehicle to run when not moving.

We realize there is some idling information available on the city's website. However, this 'idling' page on the City's website has not been changed in some time, e.g. the pre-2012, '10-minute' bylaw is still there.

Our neighbouring communities have moved well beyond Guelph in providing information and community action tools, for example:

- the City of Kitchener has installed more than 300 anti-idling signs at drop off/pick up zones at all municipal facilities and local elementary and secondary schools;
- during the week of September 19 (2011), City of London Municipal Law Enforcement Officers carried out an enforcement blitz of the Idling Control By-Law at London schools, malls, and other locations to raise awareness of the City of London's Idling Control By-Law. (Officers issued \$50 tickets to offenders.)

We urge you to move actively to reduce the amount of vehicle idling in our community and ask that we be kept informed of any further local initiatives related to idling.

Founded in 1919, CFUW is a non-partisan, self funded organization of close to 10,000 women professionals, university and college graduates, and students, in 118 clubs across Canada. CFUW Guelph has a mandate to enhance the status of women and human rights, promote education, and encourage members' participation in their community. There are currently over 180 members of the Guelph chapter representing the City of Guelph, County of Wellington and surrounding area.

Sincerely,

Teresa McKeeman  
President  
CFUW Guelph

Mary McEwen  
Chair, Issues and Action Committee  
CFUW Guelph

cc: Doug Godfrey, City Bylaw Compliance and Security Manager



Guelph City Council  
1 Carden Street  
Guelph, Ontario  
N1H 3A1

May 25, 2012

Members of Guelph City Council,

Guelph Municipal Holdings Inc. (GMHI) held its third meeting on April 19, 2012 at 4:30 p.m. in the Council Caucus room of Guelph City Hall. For your information and consistent with the Board endorsed objective of regular communications, a number of administrative matters were addressed and, preliminary discussion took place on Committee structure and strategic planning.

*Administration Matters:*

Resolutions were passed concerning the following policies:

- Hiring of Employees;
- Procurement;
- Sale and Disposition of Land; and
- Conflict of Interest.

Note: the first three resolutions are required under the Municipal Act despite the fact that GMHI currently has no employees or land and uses the City's procurement processes.

As well Board members approved a resolution to designate the CEO of GMHI as the head of GMHI for the purposes of Municipal Freedom of Information and Protection Privacy Act (MFIPPA). A further motion approved that the CEO be directed to develop service agreements between GMHI and the City of Guelph for the provision of certain services by the City to GMHI and with each employee of the City of Guelph who has been appointed an officer of GMHI in accordance with the terms of the Shareholder Declaration. Board members also received a presentation by Jasmine Urisk, Guelph Hydro Inc. (GHI) Board Chair on a 2011 GHI Directors Compensation report, dated February 2, 2012. A copy of that report is attached as Appendix 1.

GUELPH MUNICIPAL HOLDINGS INC.

*GMHI Committee Structures*

Board Directors discussed the corporation's readiness for Committees i.e. Governance, Finance and Audit. It was agreed that the timing is not yet appropriate for a Committee structure and confidence was expressed with the expertise currently on the board in these areas.

*GMHI Strategic Plan*

Preliminary discussions took place on how best to approach a strategic planning process and the right timeframe. Board members agreed that there is logic in determining principles to support an agreed upon approach to decision making and to be able to clearly communicate it. Further discussions will take place so that efforts are aligned with the new City Corporate Strategic Plan that is scheduled for Council review and approval on June 25, 2012.

Next Steps

Board Directors will meet again on June 7, 2012 and to review and approve the Annual Report of GMHI which is scheduled to go to Council on June 25, 2012.

Sincerely,

Karen Farbridge  
Chair, Guelph Municipal Holdings Inc.

Attachments:

1. GHI Report on Directors' Compensation 2011



Jasmine Urisk  
Board Chair

February 2, 2012

Mayor Karen Farbridge  
Chair, Guelph Municipal Holdings Inc.  
City Hall  
1 Carden Street  
Guelph, ON N1H 3A1

Dear Mayor Farbridge:

Pursuant to sub-section 6.8(c) of the Shareholder Declaration I am now pleased to provide a report of compensation for each member of the Guelph Hydro Inc. ("GHI") Board and Subsidiaries of GHI for the calendar year 2011. Please note that the external auditor has not completed the audit of financial statements of GHI and its subsidiaries but we have every confidence that the amounts set forth in the report are accurate and there is little likelihood of any corrections which might be required as a result of the audit.

For your assistance in interpretation, I would like to bring your attention to the following specific elements of the attached report:

- Individual directors are identified at the top of each column of the report indicating their periods of service during 2011. As you will note, three new directors joined our Boards during 2011, replacing retiring directors, and their service commenced only later in the year as set forth in the table.
- Most of our directors serve on more than one Board of our group of companies but, apart from meeting fees, receive just a single Board stipend for their efforts.
- Directors are regularly engaged throughout the course of the year in numerous activities related to company affairs which are not *per se* formal meetings and, except in extraordinary circumstances, receive no additional compensation for time spent.

Finally, you will recall that certain material was provided to the GMHI Board in advance of its December 1, 2011 meeting, namely the GHI Board Compensation Policy and a summary of the LDC Board survey conducted by GHI staff. We are of the view that this material has satisfied our obligation pursuant to sub-section 6.8(b) of the Declaration to provide a compensation plan together with any studies or surveys on which such compensation plan was based.

I trust you will find all in order and would sincerely appreciate any comments you may have in regard to this matter.

Yours very truly,

A handwritten signature in black ink, appearing to read "J. Urisk", written over a horizontal line.

Jasmine Urisk  
Board Chair  
Guelph Hydro Inc.

**PRIOR TO EXTERNAL AUDIT**  
**REPORT OF INDIVIDUAL DIRECTOR COMPENSATION AND EXPENSES**  
**GUELPH HYDRO ELECTRIC SYSTEMS INC. ("GHESI") AND GUELPH HYDRO INC. ("GHI")**  
**CALENDAR YEAR 2011**

	Jane Armstrong GHESI/GHI Jan - Dec 2011	Bob Aumell GHESI/GHI/ ENVIDA (3) Jan-May 2011	Jan Carr GHI Aug - Dec 2011	Brian Cowan GHESI/GHI/ ENVIDA (3) Jan-Dec 2011	Rob Fennell GHESI Jan-Dec 2011	Judy Fountain GHESI Jan-Dec 2011	July-Dec 2011 GHI/ENVIDA (3)	Bob Huggard GHESI June-Dec 2011	Margaret Kelch GHESI Aug-Dec 2011	Bill Koonstra GHI Jan-Dec 2011	Barbara Leslie GHESI Jan-Dec 2011	Rick Thompson GHESI/GHI/ ENVIDA (3) Jan-Dec 2011	Jasmine Urisk GHESI/GHI/ ENVIDA (3) Jan-Dec 2011	Total
Total Stipend (1)	\$ 8,000	\$ 3,067	\$ 2,690	\$ 7,200	\$ 7,200	\$ 8,000	\$ 4,200	\$ 2,690	\$ 7,200	\$ 7,200	\$ 7,200	\$ 8,000	\$ 9,600	\$ 75,047
Meeting Fees (GHI)	\$ 2,250	\$ 750	\$ 1,250	\$ 2,500	\$ -	\$ 1,750	\$ -	\$ -	\$ 2,250	\$ -	\$ -	\$ 2,500	\$ 2,250	\$ 15,500
Meeting Fees (GHESI)	\$ 1,250	\$ 500	\$ -	\$ 1,250	\$ 1,500	\$ 1,750	\$ 500	\$ 500	\$ -	\$ -	\$ 1,750	\$ 1,250	\$ 1,250	\$ 11,500
FAC	\$ -	\$ 1,000	\$ 1,000	\$ 1,500	\$ -	\$ 2,000	\$ 750	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 1,750	\$ 10,000
Governance	\$ 1,750	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ 1,750	\$ 7,250
HRCC	\$ 2,500	\$ -	\$ -	\$ 750	\$ 2,250	\$ -	\$ -	\$ 1,250	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,250	\$ 11,500
Nominating	\$ -	\$ 1,750	\$ -	\$ 1,500	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ 1,750	\$ -	\$ 1,750	\$ 7,000
Other Compensable	\$ 750	\$ 1,250	\$ 500	\$ 500	\$ 250	\$ 1,000	\$ -	\$ 250	\$ 500	\$ 500	\$ 500	\$ 750	\$ 2,750	\$ 9,000
Education and Training	\$ 1,250	\$ -	\$ 500	\$ 1,250	\$ 1,000	\$ 1,000	\$ 1,000	\$ 500	\$ 750	\$ 750	\$ 1,000	\$ 1,250	\$ 1,250	\$ 10,750
Education and Training	\$ 1,344	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ 8,240	\$ -	\$ -	\$ -	\$ 2,181	\$ 12,365
External (expenses)	\$ -	\$ -	\$ 950	\$ -	\$ -	\$ 208	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,741	\$ 2,899
Conferences	\$ 350	\$ 350	\$ 1,099	\$ 432	\$ 403	\$ 1,031	\$ 593	\$ 775	\$ 934	\$ 756	\$ 350	\$ 350	\$ 5,124	\$ 12,197
Other Expenses	\$ 19,444	\$ 8,667	\$ 7,989	\$ 18,232	\$ 12,603	\$ 16,739	\$ 7,293	\$ 5,965	\$ 21,874	\$ 14,456	\$ 18,100	\$ 33,646	\$ 185,008	
Total	\$ 34	\$ 14	\$ 11	\$ 36	\$ 19	\$ 26	\$ 10	\$ 9	\$ 20	\$ 22	\$ 35	\$ 47	\$ 11	\$ 34
Meetings 2011	3	5	2	2	1	4	0	1	2	2	3	3	11	3
Total Compensable	3	5	2	2	1	4	0	1	2	2	3	3	11	3

STIPENDS (2)	
Chair of the Board	\$9,600 per year
Committee Chair	\$8,000 per year
Board Vice Chair	\$7,200 per year
Director	\$7,200 per year

Note 1: The annual stipend is paid only once, regardless of how many Boards an individual sits on.  
 Note 2: Board Chair and Committee Chairs receive a slightly higher stipend  
 Note 3: ENVIDA (formerly Eotricity) Board members do not receive compensation for sitting on Envida Board  
 Note 4: Compensation rate (stipend and meeting fees) is lower than the Local Distribution Company average.

Please note: Figures have been rounded.



May 17, 2012

Office of the Regional Chair  
1151 Bronte Road  
Oakville ON L6M 3L1  
Fax: 905-825-8838

The Honourable Deb Matthews, M.P.P.  
Minister of Health  
Ministry of Health and Long-Term Care  
10<sup>th</sup> Floor, Hepburn Block  
80 Grosvenor Street  
Toronto, Ontario M7A 2C4

Dear Minister:

**RE: MO-16-12 - Universal Influenza Immunization Program, 2011-2012**

This will confirm that the Council of the Regional Municipality of Halton, at its meeting held Wednesday, April 18, 2012, adopted the following resolution:

1. THAT Report No. MO-16-12 re: "Universal Influenza Immunization Program, 2011- 2012" be received for information.
2. THAT the Regional Chair send a letter to the Minister of Health and Long-Term Care requesting that hospital staff influenza immunization rates become one of the reportable patient safety indicators, and that the letter be copied to AMO, and to the Clerks of other regional and single tier municipalities in Ontario for their information.

Attached please find a copy of Report No. MO-16-12 for your information.

If you have any questions please contact Dr. Bob Nosal, Commissioner and Medical Officer of Health.

Sincerely,

  
Gary Carr  
Regional Chair

encl.

- c. Pat Moyle, Chief Administrative Officer, Halton Region  
Dr. Bob Nosal, Commissioner and Medical Officer of Health, Halton Region  
AMO  
Clerks of other regional and single tier municipalities in Ontario

**The Regional Municipality of Halton**



Report To:	Chair and Members of the Health and Social Services Committee
From:	Bob Nosal, Commissioner and Medical Officer of Health
Date:	April 10, 2012
Report No. - Re:	MO-16-12 - Universal Influenza Immunization Program, 2011-2012

RECOMMENDATION

THAT Report No. MO-16-12 re: "Universal Influenza Immunization Program, 2011-2012" be received for information.

REPORT

**Purpose**

The purpose of this report is to provide Regional Council with the details of the 2011-2012 Universal Influenza Immunization Program (UIIP), including immunization rates and related costs.

**Background**

In October 2000, Ontario launched the world's first Universal Influenza Immunization Program (UIIP). The UIIP makes publicly funded vaccine available to all persons six months of age and older who live, study, or work in the province. The program is now in its 12th year. The goals of the UIIP remain unchanged:

- Share important influenza information so that residents:
  - feel informed
  - can take steps to protect themselves from infection
  - know where to get more information
- Immunize as many Halton residents as possible against seasonal influenza virus
- Reduce the impact of influenza on health care services and hospital emergency rooms
- Support efforts to increase immunization of health care providers in Halton
- Minimize the number of influenza cases within Halton

The role of the Halton Region Health Department is to distribute influenza vaccine to family physicians, hospitals, long-term care homes (LTCH), health care services, and agencies conducting workplace programs. The Health Department also completes a qualification process by verifying that these settings have the appropriate vaccine storage and handling processes in place by performing cold chain inspections prior to distribution of vaccine. The Health Department promotes the annual influenza campaign, provides immunization clinics for the general public and monitors distribution and uptake of vaccine in the community. In addition to co-ordinating the program with its partners, the Health Department is responsible for documenting and reporting the influenza immunization coverage rates to the Ministry of Health and Long-Term Care (MOHLTC). The following is a list of various groups in the community that were included in the influenza immunization coverage rate as of November 15, 2011:

- Staff at hospitals: including employees, students, medical house staff, physicians, volunteers, and contract workers
- All persons who carry on activities in LTCH including employees, physicians, contract workers, maintenance workers, volunteers and other workers who come in contact with residents
- Residents of LTCH

In the 2010-2011 season, 121,625 doses of vaccines were distributed by the Health Department to physicians, hospitals, agencies, workplaces and LTCH and 13,015 doses were administered at the Health Department community clinics. This season 2011-2012, a total of 127,307 doses of influenza vaccine were distributed and 12,883 doses were administered by staff at clinics run by the Health Department.

#### KEY INITIATIVES:

The Halton Region Health Department uses a number of different media resources to promote influenza vaccine and community clinics. The Health Department is also responsible for vaccine distribution and support efforts in promoting influenza immunization in Halton Region's health care facilities.

#### **1. Communications**

The rate of seasonal influenza immunization has decreased across Ontario over the last few years. This year a new campaign theme, "The Flu ends with U", was created by Strategic Communications to help raise awareness among Halton residents about the importance of receiving the seasonal flu vaccine. The campaign targeted adult Halton residents (age 18 and older) and health care workers in Halton.

## **To the public**

The UIIP campaign incorporated new tactics based on research conducted by the MOHLTC. These new tactics included various social media tools such as:

- A three-part blog series on the HaltonParents Wordpress blog
- Twitter messages promoting clinics sent out through HaltonParents Twitter account
- A targeted Facebook advertising campaign that directed traffic to [halton.ca/flu](http://halton.ca/flu)

Additional communications tactics included:

- Updated materials and new digital resources on the Halton seasonal influenza website ([halton.ca/flu](http://halton.ca/flu))
- A fact sheet to help individuals to find the location and schedule of the vaccine clinics
- Media relations campaign including press releases and staff interviews with local publications
- Print advertising in local newspapers
- Coordinated messages for mobile signs that promoted flu clinic information and the [halton.ca/flu](http://halton.ca/flu) web page
- Creation and distribution of printed promotional materials including posters and clinic schedules

## **To health care providers**

Health care workers in Halton Region were also a primary audience for this year's communication activities. A 2010-2011 report to Council about the 2009-2010 season indicated that staff immunization rates in long-term care homes and retirement residences had decreased significantly compared to the 2008-2009 season. In response, specific tactics and key messages were developed to encourage this group to take responsibility for receiving the flu immunization.

Informational activities that specifically focused on hospitals and LTCH in the Region included:

- Meeting with hospital occupational health managers, infection control staff, as well as public relations officers from the hospitals to discuss strategies and activities to promote influenza immunization to their employees
- Provide "Flu ends with U" buttons to community LTCH, retirement homes, and hospitals to be given out to immunized staff
- Creating and providing posters with the tag line "Flu ends with U" to community LTCH and retirement homes and hospitals
- Meeting with health care agencies to review their influenza immunization policies for their staff working within hospitals and LTCH
- Providing influenza materials for posting and distribution to healthcare staff
- Reviewing the influenza immunization program with all LTCH

## 2. Vaccine Distribution

As of March 1, 2012, 127,307 doses of seasonal influenza vaccine had been distributed through the Health Department's Vaccine Depot Service. This represents 5,682 more doses than last season. Also, to ensure quality control, MOHLTC manages a prequalification process for organizations that administer vaccine. Settings such as health care agencies, retirement homes, LTCH, and workplaces that do not normally administer vaccines year-round must demonstrate that they can meet the vaccine storage and handling requirements to participate in the UIIP. The Halton Region Health Department prior to distributing influenza vaccine completed 49 cold chain inspections by verifying that these settings have the appropriate vaccine storage and handling processes in place. The distribution reported in Table I identifies the amount of vaccine received by various health care groups.

<b>Table I: Influenza Vaccine Distribution – Number of Doses distributed to Healthcare Provider Group</b>					
<b>Healthcare Provider Group</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10 **</b>	<b>2010/11</b>	<b>2011/12</b>
<b>Physicians' Offices</b>	83,243	82,070	57,272	86,040	91,364
<b>Hospitals*</b>	4,660	4,650	1,653	3,900	3,260
<b>Long Term Care Facilities*</b>	8,210	7,910	6,444	7,110	8,100
<b>Nursing Agencies* &amp; Private Companies*</b>	19,870	15,030	4,900	11,560	11,700
<b>Health Dept. Clinics</b>	20,268	17,560	13,094	13,015	12,883
<b>Total</b>	<b>136,251</b>	<b>127,220</b>	<b>83,363</b>	<b>121,625</b>	<b>127,307</b>

\*Includes doses administered to the general public through agency-sponsored public clinics. This does not include any adjustments for wastage.

\*\* Does not include doses of pandemic H1N1 vaccine

Halton is responsible to ensure that vaccine is distributed to many different providers such as physicians' offices, medical clinics, workplaces, public health clinics, and pharmacies. Halton residents have a number of options to receive their influenza immunization, which increases accessibility.

## 3. Health Department Community Clinics

This year 30 community clinics were held between October 18, 2011, and January 19, 2012. While most clinics were offered at high schools, some were also held at Seniors' Centres and Halton workplaces (386 staff immunized) for a total of 12,883 doses.

Overall attendance at all clinics was similar to the 2010/2011 season as reflected in Table I.

#### 4. Influenza Immunization Coverage Rates in Halton Region Healthcare Facilities

Table II reflects the influenza immunization coverage rates for staff of the hospitals as of November 15, 2011, as required by the MOHLTC. Note that the reported rates may understate the true coverage as some staff may have been immunized after the reporting date.

Table II: Influenza Immunization Staff Coverage Rate (%) – Hospitals					
Name of Institution	2007/08	2008/09	2009/10	2010/11	2011/12
Halton Healthcare Services (three sites)	56%	44%	17% seasonal 52% pH1N1	34%	43%
Joseph Brant Memorial Hospital (JBMH)	51%	32%	31% seasonal 76% pH1N1	28%	25%*

\*The per cent of staff that were immunized decreased from last season, however the number of people immunized increased (last year 416, this year 596). This discrepancy can be attributed to the fact that this year JBMH in their report included all staff who carry on activities (e.g., volunteers, maintenance workers, etc.) rather than just medical personnel.

Overall, there was improved staff influenza immunization coverage at Halton Region hospitals this year. Halton Healthcare Services also offered clinics for the public to receive their immunization. However, despite education and the recommendations of the National Advisory Committee on Immunization, significant numbers of staff in acute care settings continue to not be immunized against influenza. None of the Region's hospitals achieved the targeted provincial staff worker influenza immunization rate of 70 per cent.

Table III and Table IV reflect influenza immunization coverage rates for both staff and residents of LTCH as of November 15, 2011. Note that the reported rates may understate the true coverage as some staff may have been immunized after the reporting date.

Table III: Staff Immunization Rate Long-Term Care Homes (%)						
Name of Home	2006/07	2007/08	2008/09	2009/10 Seasonal	2010/11	2011/12
Allendale Village	88	76	91	98	89	64
Bennett Health Care Centre	51	93	79	16	62	75
Billings Court Manor	61	74	61	1	40	70
The Brant Centre	80	74	66	67	57	86
Burloak LTC	87	83	55	30	62	52
Cama Woodlands	43	34	88	29	58	71
Creekway Village	77	83	92	62	71	72
Extendicare Halton Hills	73	73	53	23	38	46
Hampton Terrace Care Centre	80	78	71	9	15	55
Maple Villa LTC	91	86	89	74	72	69
Mount Nemo Christian Nursing Home	96	81	72	40	36	64
Northridge LTC	58	72	64	18	48	50
Post Inn Village	83	70	71	56	52	53
Village of Tansley Woods	94	43	70	57	42	54
The Waterford	67	93	78	61	64	72
Wellington Park Care	57	48	77	44	87	45
West Oak Village	46	56	57	11	16	21
Wyndham Manor	98	95	97	24	67	62

The staff influenza immunization rate improved this year with an average coverage rate of 60 percent, up from the previous year of 56 per cent. As shown in Table III none of Halton Region's long-term care homes met the Ministry target of 90 per cent immunization coverage for staff however, seven out of the 18 homes had two-thirds of their staff immunized (67 per cent) or more. The three Regional LTCH continued to promote influenza immunization to staff beyond November 2011, as of December 2011, Allendale Village, Creekway Village and Post Inn Village had attained a staff immunization rate of 75, 86, 69 percent respectively.

**Table IV: Resident Immunization Rate Long-Term Care Homes (%) \***

Name of Home	2006/07	2007/08	2008/09	2009/10 Seasonal	2010/11	2011/12
Allendale Village	99	92	92	92	93	94
Bennett Health Care Centre	90	92	89	94	88	88
Billings Court Manor	95	98	98	99	100	97
The Brant Centre	93	96	96	91	93	96
Burloak LTC	97	97	99	94	94	94
Cama Woodlands	95	87	97	98	97	97
Creekway Village	92	94	96	97	89	94
Extendicare Halton Hills	97	96	98	95	95	91
Hampton Terrace Care Centre	90	91	94	90	78	92
Maple Villa LTC	94	95	95	96	98	97
Mount Nemo Christian Nursing Home	96	97	97	97	93	93
Northridge LTC	97	99	91	89	89	94
Post Inn Village	94	97	94	86	99	90
Village of Tansley Woods	98	93	99	97	95	97
The Waterford	92	98	95	92	87	97
Wellington Park Care	83	94	92	78	86	76
West Oak Village	95	97	96	90	91	92
Wyndham Manor	97	92	94	91	92	88

Resident immunization rates in six of the 18 LTCH met or surpassed the Ministry target of 95 per cent. All but three of the remaining homes achieved over 90 per cent immunization of residents. Health Department staff will continue to support initiatives that aim to immunize this vulnerable population.

### **Conclusion**

The Halton Region Health Department created communications strategies that promoted awareness about the importance of receiving the seasonal influenza vaccine by using many different methods of communication. The Health Department supported the administration of the UIIP program by ensuring residents can receive their influenza immunization in a variety of settings, including community clinics. In total, 5,682 more doses of vaccine were distributed this season compared to the last season. In addition, to ensure quality control, the Health Department completed 49 cold chain inspections for health care settings that provide influenza immunizations.

Finally, the Health Department collected and reported to the MOHLTC the staff influenza immunization coverage at hospital and LTCH facilities, which showed a slight improvement from the previous year. However, improvements are still necessary. This will continue to be an area of focus for the Health Department.

FINANCIAL/PROGRAM IMPLICATIONS

The MOHLTC continues to pay \$5.00 for every dose of seasonal influenza vaccine administered by the Health Department (excluding workplace clinics). This amount of per dose funding has been in place since the first UIIP campaign began in 2000. The direct cost of providing influenza vaccine services in 2011 was \$7.91. There are additional related costs which push the per dose costs higher. The UIIP costs in excess of the \$5 per dose administered are funded through the Health Department's cost-shared public health programs' budget.

RELATIONSHIP TO HALTON REGION'S 2011-2014 ACTION PLAN

The subject of this staff report is an operational matter not related to Halton Region's 2011-2014 Action Plan.

Respectfully submitted,

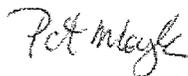


Matt Ruf  
Director, Health Protection Services



Robert M. Nosal MD FRCPC  
Commissioner and Medical Officer of Health

Approved by



Pat Moyle  
Chief Administrative Officer

If you have any questions on the content of this report, please contact:

Matt Ruf  
Kathy Jovanovic  
Frances Weatherley

Tel. # 7863  
Tel. # 7823  
Tel. # 7332

# INFORMATION ITEMS

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Week Ending June 7, 2012

## REPORTS

1. Brownfield Redevelopment Community Improvement Plan (CIP) Update – Process and Release of Draft CIP Update

## CORRESPONDENCE

1. Hydro One Networks Inc. – Guelph Area Transmission Refurbishment Project  
Recommencement of Class Environmental Assessment
2. Town of Tillsonburg – Resolution regarding MTO Connecting Link Funding
3. Municipality of Clarington – Resolution regarding Regulations for the  
Movement of Commercial Fill

# INFORMATION REPORT



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TO **Guelph City Council**

SERVICE AREA Planning, Building, Engineering and Environment  
DATE June 7, 2012

**SUBJECT Brownfield Redevelopment Community Improvement Plan (CIP) Update – Process and Release of Draft CIP Update**

REPORT NUMBER 12-67

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## SUMMARY

The purpose of this report is to inform Council of the Brownfield Redevelopment Community Improvement Plan (CIP) update process and to provide an overview of the draft Brownfield Redevelopment CIP update that will be the subject of a statutory public meeting at the July 3<sup>rd</sup> Council Planning Meeting. Material related to the July 3<sup>rd</sup> Public Meeting will be posted on the City's Website at [guelph.ca/brownfields](http://guelph.ca/brownfields) as of June 8<sup>th</sup>.

## BACKGROUND

Brownfields can be defined as abandoned, idled, or underused properties where expansion or redevelopment is complicated by real or perceived environmental contamination as a result of historical land use practices. These sites can have significant environmental, economic and social impacts on the community.

The City's records indicate that there are approximately 420 potential brownfield properties within the City. Historically, there has been little interest in redeveloping brownfield sites due to the uncertainty surrounding the extent of contamination and the potential cost of cleanup. Furthermore, brownfield sites pose a potential threat to the quality of Guelph's groundwater-based drinking water supply and surface waters.

The City's existing Brownfield Redevelopment CIP was approved by the Minister of Municipal Affairs and Housing in 2004 and amended by Council in 2008. The existing CIP provides financial incentives to undertake the studies and remedial work necessary to redevelop brownfield sites and eliminate the potential negative impacts to the City's water supply and the water quality of the City's rivers, which are important for sustaining fisheries, as well as aesthetic and recreational resources.

The purpose of the CIP and its financial incentive programs is to stimulate investment in remediation, reuse and redevelopment of brownfield sites. The premise of the CIP is that City investment in the remediation and redevelopment of brownfield sites will result in proportionally greater improvements to environmental

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and neighbourhood conditions while creating additional tax revenues in the long-term.

There are a number of additional benefits to the redevelopment of brownfield sites. For example, they are often located within existing built up areas of the City where hard and soft infrastructure services are already available, and additional infrastructure expenditure may not be required to service them. The redevelopment of brownfield sites can help reduce the stigma attached to both the subject and nearby properties thereby increasing their property values. As the City moves forward with the implementation of its Growth Management Strategy, the Official Plan Update, Downtown Secondary Plan, Community Energy Initiative and Source Water Protection planning, the redevelopment of brownfield sites will play an increasingly important role in the achievement of the City's strategic goals.

Prior to 2009, uptake of the Brownfield Redevelopment CIP programs has been fairly modest although the past three years have seen an increase in uptake with council approving a total of 14 grants pertaining to 9 properties with a value of approximately \$6 Million between 2009 and June 2012. An update to the Brownfield Redevelopment CIP was initiated in 2009 to improve program delivery and update current programs based on best practices and a critical needs analysis.

## **REPORT**

### CIP update process

RCI Consulting and Stantec were retained to assist the City with this update. Planning staff and RCI have worked with an interdepartmental steering committee, representatives of the brownfield redevelopment industry and members of the community in drafting the Proposed CIP. The following table outlines past and anticipated milestone towards adopting the CIP update.

The review of the CIP indicated that major changes to the structure of the CIP would be beneficial. Staff determined that making line-by-line amendments to the existing CIP would be administratively complex and confusing. Therefore, staff is proposing a completely updated CIP that would replace the existing CIP. This Draft CIP update will be presented at a Statutory Public Meeting at the July 3<sup>rd</sup> Council Planning meeting.

### Community Improvement Project Area

Prior to adopting a CIP Council must designate a community improvement project area. At the July 3, 2012 meeting of council, staff will bring forward a by-law for Council's consideration to expand the existing Community Improvement Project Area from the older built-up area of the City to the entire City. This would allow all CIP programs to be offered City-wide. Further implications of enacting this by-law will be considered in July 3<sup>rd</sup> council reports.

<b>Event</b>	<b>Date</b>
consultant retained to assist in preparing CIP update	December 2009
1 <sup>st</sup> project steering committee meeting	January 2010
key stakeholder interviews	March 2010
progress report #1 finalized	April 2010
progress report #2 finalized	March 2011
stakeholder meeting and public open house	April 2011
public meeting advertised in Guelph Tribune	June 7, 2012
Draft CIP and background documents available for review	June 8, 2012
proposed CIP circulated to prescribed agencies and interested parties	June 12, 2012
statutory public meeting to consider the proposed CIP	July 3, 2012
Council considers enacting a by-law to expand the Community Improvement Project Area	July 3, 2012
*Council enacts by-law to make the entire City a Community Improvement Project Area	July 25, 2012
*proposed CIP presented to Council for adoption	Fall 2012
*council passes by-law to repeal existing CIP and adopt the new CIP	Fall 2012
*provided there are no appeals, new CIP comes into force	Fall 2012
*implementation of new CIP including development of communication and marketing materials	begins Fall 2012

\*estimated timelines

#### Key Changes from the existing CIP

This report outlines key proposed changes included in Draft CIP update. A more comprehensive report will be presented at the July 3, 2012 Meeting of Council. The draft Brownfield Redevelopment CIP update and supporting materials can be found at [guelph.ca/ brownfields](http://guelph.ca/brownfields) as of June 8, 2012. It is a requirement of the *Planning Act* that this material be made available to the public a minimum of 20 days prior to the Statutory Public Meeting.

The Draft Brownfield Redevelopment CIP update maintains and enhances the Environmental Study Grant (ESG) Program, Tax Assistance (TA) Program, and the Tax Increment-Based Grant (TIBG) Program.

#### *Environmental Study Grant (ESG) Program*

The ESG program promotes the undertaking of environmental studies which assist the City in collecting information on the type and extent of contamination and helps developers understand the cost involved in remediating their properties. The proposed CIP increases the maximum amount of matching funding from \$10,000 to \$15,000 to reflect increase costs of conducting studies. The Draft CIP update recommends delegation of approval to staff to improve efficiency and because grant requests can be assessed by staff as an administrative matter based on clear Council approved criteria in the Draft CIP update.

#### *Tax Assistance (TA) Program*

The City is able to cancel all or a portion of the taxes levied during the rehabilitation and redevelopment of brownfields. Matching education tax relief is also available

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through the Province's Brownfields Financial Tax Incentive Program. To further promote the uptake of this program the proposed CIP clarifies costs eligible to be reimbursed.

*Tax Increment-Based Grant (TIBG) Program*

The purpose of the TIBG is to offset the costs of remediating, rehabilitating and redeveloping brownfield sites. The proposed CIP expands and clarifies the types of eligible costs to include more remediation costs, the rehabilitation of existing buildings and part of the cost of building to a LEED or equivalent standard.

**CORPORATE STRATEGIC PLAN**

- Goal 1:** An attractive, well-functioning and sustainable city;
- Goal 2:** A healthy and safe community where life can be lived to the fullest;
- Goal 6:** A leader in conservation and resource protection/enhancement; and

**FINANCIAL IMPLICATIONS**

Financial implications will be presented in a July 3, 2012 Council Report.

**DEPARTMENTAL CONSULTATION**

Engineering, Corporate Communications

**COMMUNICATIONS**

- Draft CIP update and supported materials posted on at [guelph.ca/brownfields](http://guelph.ca/brownfields) – June 8, 2012
- July 3, 2012 Public Meeting advertised in Guelph Tribune – June 7, 2012
- Draft CIP circulated to prescribed bodies and interested parties – June 12, 2012
- Staff intend to invite further public comment in advance of the July 3<sup>rd</sup>, council meeting through print and online media

**ATTACHMENTS**

**Prepared By:**

Tim Donegani  
Policy Planner  
519-822-1260 ext. 2521  
tim.donegani@guelph.ca

  
**Recommended By:**

Todd Salter  
General Manager, Planning Services  
519-822-1260 ext. 2359  
todd.salter@guelph.ca

  
**Recommended By:**

Janet L. Laird, Ph.D.  
Executive Director  
Planning, Building, Engineering and  
Environment  
519-822-1260 ext. 2237  
janet.laird@guelph.ca

**Hydro One Networks Inc.**  
Community Relations  
483 Bay St., 8<sup>th</sup> Fl. South Tower  
Toronto, ON M5G 2P5

Tel: 1-877-345-6799  
Fax: 416-345-6984  
Community.Relations@HydroOne.com



[www.HydroOne.com/projects](http://www.HydroOne.com/projects)

June 5, 2012

Mayor Karen Farbridge  
and Members of Council  
City of Guelph  
1 Carden Street  
Guelph, ON N1H 3A1

**VIA EMAIL**

Dear Mayor Farbridge and Council:

**Guelph Area Transmission Refurbishment Project:  
Recommencement of Class Environmental Assessment**

In 2009, Hydro One Networks Inc. (Hydro One) began a Class Environmental Assessment (EA) process and held two initial public information centres for a project that would refurbish parts of the aging high-voltage electricity infrastructure serving Guelph and the surrounding area. The Class EA process was put on hold in 2010 when an initiative was launched to develop a broader regional plan for the Kitchener-Waterloo-Cambridge-Guelph area.

The regional plan is being conducted by the Ontario Power Authority (OPA) along with a working group made up of local utility partners, including Guelph Hydro. The plan has advanced sufficiently to confirm the need for the Guelph Area Transmission Refurbishment Project. The OPA has recommended that the project include the following refurbishments to ensure an adequate and reliable supply of electricity for customers in this area:

- Installation of two new auto-transformers within the existing fenced area at Cedar Transformer Station (TS), 255 Edinburgh Road South, Guelph (Ward 5);
- Upgrading five kilometres of an existing transmission line from 115 to 230 kilovolts, between CGE Junction near Wellington Avenue West and Hanlon Pkwy and Campbell TS, 460 Edinburgh Road North, Guelph (Wards 3 and 4); and
- Upgrading the existing Guelph North Junction in the Township of Centre Wellington to a switching station by installing new facilities and fencing on Hydro One owned property.

The attached map outlines the project study area and the location of these facilities.

The Class EA is being carried out in accordance with the process described in the *Class EA for Minor Transmission Facilities*. The transmission line upgrade portion of the project must also obtain Section 92 "Leave to Construct" approval from the Ontario Energy Board (OEB). Contingent on obtaining these approvals, construction could begin in mid-2013, with the new facilities in service by the end of 2015.

Public involvement is a key part of the Class EA process and also the OEB's public hearing process. Hydro One is hosting two public information centres (PICs) to discuss the proposed project components with local residents, groups and businesses and seek their input. The PICs are on:

**Thursday June 14, 2012**

First Christian Reformed Church  
5:30 p.m. to 8:30 p.m.  
287 Water Street, Guelph

**Tuesday June 19, 2012**

Ponsonby Public School  
5:30 p.m. to 8:30 p.m.  
5923 Wellington Road 7, near Sideroad 14

The PICs will be advertised in the *Guelph Mercury*, *Guelph Tribune* and *Wellington Advertiser* beginning on June 7. I have attached a copy of the newspaper ad for your information. In addition, all owners/occupants within 150 metres of the facilities to be refurbished in Guelph are being notified directly.

Following the PICs, Hydro One will make a draft Environmental Study Report available on our website at [www.HydroOne.com/projects](http://www.HydroOne.com/projects) and at public locations for review. Details on how members of the community and interested parties may comment on the draft report will be advertised in local newspapers, and will be communicated directly to all individuals and groups on our project contact list.

On May 31, representatives from the OPA, Hydro One and Guelph Hydro met with senior staff at the City to discuss the project and lay the foundation for communication during project design, development and construction. We have also offered a briefing for Councillors representing Wards 3, 4 and 5, as our project activities would be concentrated in these parts of the City.

Hydro One will keep Council and City staff informed of the status of consultations with the community and with our progress in completing the Class EA process and submission to the Ontario Energy Board. We will also work closely with staff and citizens who live and work in the project area to minimize potential project effects on the environment and construction-related disturbances.

If you have any questions about the project, or receive inquiries from residents or business owners, please feel free to refer them to Hydro One's toll-free Community Relations line at 1-877-345-6799.

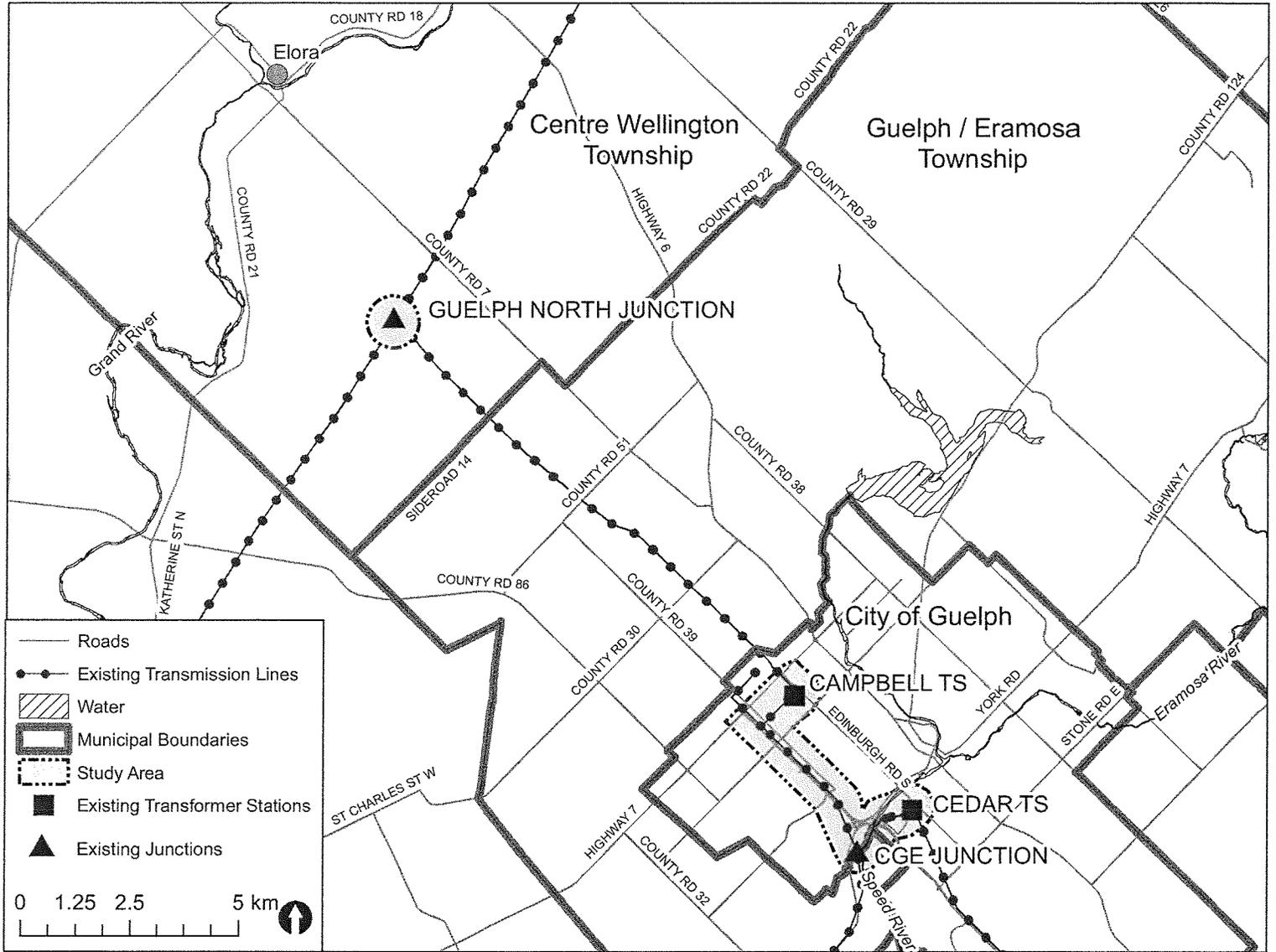
Best Regards,



Carrie-Lynn Ognibene  
Senior Advisor, Corporate Relations

Encl. (2)

cc Ms. A. Pappert, Chief Administrative Officer  
Ms. J. Laird, Executive Director, Planning, Building, Engineering and Environment  
Mr. B. Labelle, City Clerk  
Mr. B. Chuddy, President & CEO, Guelph Hydro Inc.



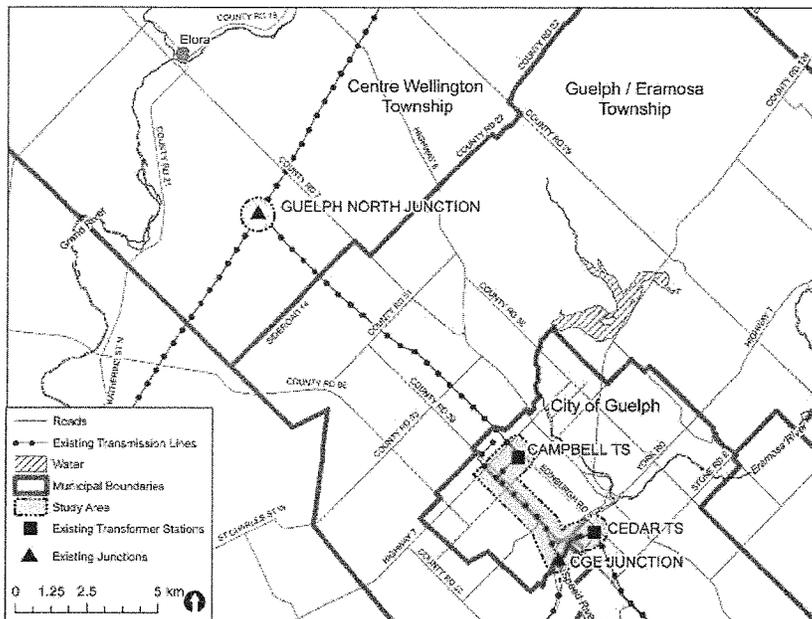
# You are invited to a Public Information Centre

## Guelph Area Transmission Refurbishment Project Class Environmental Assessment

Hydro One Networks Inc. (Hydro One) invites you to a public information centre to learn about plans to refurbish components of its high-voltage electricity transmission system supplying Guelph and the surrounding area. The Ontario Power Authority, in consultation with local distribution companies, has confirmed that facility refurbishments are needed to ensure an adequate and reliable supply of electricity for customers in the Guelph area.

The project area is shown on the map below and proposed refurbishments would include:

- Installation of two new autotransformers at Cedar Transformer Station (TS) in Guelph.
- Upgrading five kilometres of an existing transmission line from 115 to 230 kilovolts between CGE Junction and Campbell TS in Guelph.
- Upgrading Guelph North Junction in the Township of Centre Wellington to a switching station by installing new facilities and fencing on Hydro One owned property.



### Planning and Approvals

This project is being planned in accordance with the *Class Environmental Assessment for Minor Transmission Facilities*, approved under the *Environmental Assessment Act*. The transmission line upgrade is also subject to "Leave to Construct" approval under Section 92 of the *Ontario Energy Board Act, 1998*. Opportunities for public input exist throughout both the environmental planning process and the Ontario Energy Board public hearing process.

### Public Information Centres

Please join us at one of these public information centres to learn more about the project:

#### Thursday, June 14, 2012

5:30 p.m. – 8:30 p.m.

First Christian Reformed Church  
287 Water Street, Guelph

#### Tuesday, June 19, 2012

5:30 p.m. – 8:30 p.m.

Ponsonby Public School  
5923 Wellington Road 7, near Sideroad 14

### For more information please contact:

Carrie-Lynn Ognibene

Hydro One Community Relations

Tel: 1-877-345-6799

Email: [Community.Relations@HydroOne.com](mailto:Community.Relations@HydroOne.com)

Website: [www.HydroOne.com/projects](http://www.HydroOne.com/projects)



Partners in Powerful Communities

May 23, 2012

**RECEIVED**  
JUN - 6 2012  
CITY CLERK'S OFFICE

Bob Chiarelli  
Minister of Transportation  
3rd Floor, Ferguson Block,  
77 Wellesley Street West  
Toronto, ON M7A 1Z8

**RE: COUNCIL Resolution – MTO Connecting Link Funding**

At the Tillsonburg Town Council Meeting of May 12, 2012, Council passed the following resolution:

RESOLVED THAT the Town of Tillsonburg advise the MTO of our disappointment regarding the lack of connecting link funding.

FURTHER RESOLVED THAT the resolution be forwarded to area MPP's, other Municipalities affected by the connecting link, the Premier, Opposition Leaders and AMO.

If you have any questions, please do not hesitate to contact me at 688-3009 Ext. 3224

Regards,



Donna Wilson  
Clerk  
Development & Communication Services  
Town of Tillsonburg  
200 Broadway, 2nd Floor, Suite 204  
Tillsonburg, ON N4G 5A7  
Phone: 519-688-3009 Ext. 3224  
Fax: 519:842-9431  
[www.tillsonburg.ca](http://www.tillsonburg.ca)

# Clarington

*Leading the Way*

June 5, 2012

Ganaraska Region Conservation Authority  
2216 County Road 28  
PO Box 328  
Port Hope, ON, L1A 3W4

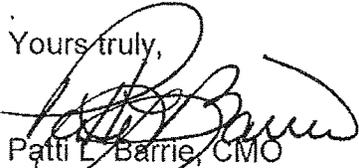
**RE: REGULATIONS FOR THE MOVEMENT OF COMMERCIAL FILL  
FILE NO.: E05.GE**

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At a meeting held on June 4, 2012, the Council of the Municipality of Clarington considered correspondence from The Honourable Jim Bradley, Minister of the Environment and directed the correspondence be forwarded to the Conservation Authorities and all municipalities within the Province of Ontario.

Accordingly, please find the subject correspondence attached.

Yours truly,



Patti L. Barrie, CMO  
Municipal Clerk

PLB/ta

cc: Kawartha Conservation Authority  
Central Lake Ontario Conservation Authority  
All municipalities in Ontario

Ministry of the Environment

Office of the Minister

77 Wellesley Street West  
11<sup>th</sup> Floor, Ferguson Block  
Toronto ON M7A 2T5  
Tel.: 416 314-6790  
Fax: 416 314-6748

Ministère de l'Environnement

Bureau du ministre

77, rue Wellesley Ouest  
11<sup>e</sup> étage, édifice Ferguson  
Toronto ON M7A 2T5  
Tél. : 416 314-6790  
Télééc. : 416 314-6748



ENV1283MC-2012-01

MAY 07 2012

Ms. C. Anne Greentree, B.A., CMO  
Deputy Clerk  
The Municipality of Clarington  
40 Temperance Street  
Bowmanville ON L1C 3A6

Dear Ms. Greentree:

Thank you for your letter of December 20, 2011 informing me about the Council of the Municipality of Clarington's Resolution (#GPA-720-11) regarding regulations for the movement of commercial fill. I apologize for not replying sooner.

Over the past year, ministry staff have met with various stakeholders, including municipalities, roads associations, waste associations, professional institutions, and other provincial partners to discuss the current regulatory interpretation regarding soil movement and to discuss future soil management options.

Based on these discussions and the feedback we have received, the ministry is in the process of developing guidance related to soil management activities which focuses on commercial fill operations. The proposed guidance intends to detail the ministry's expectations for those who manage excess soils to help ensure a consistent approach across the province. The proposed guidance also encourages reuse for beneficial purposes to prevent excess soil from being unnecessarily disposed of in landfills.

Creating opportunities to renew infrastructure and promote redevelopment opportunities benefits Ontario's economy. Cost-effective, sustainable soil management practices are important to maintaining a healthy economy and a healthy environment.

Ministry staff will continue to develop guidance related to soil management activities in the province. Any further comments your municipality would like to provide would be welcome. If your office requires additional information about the work that is underway in your area, please contact Ms. Kathleen Anderson, Assistant Director of the ministry's Central Region Office at 416-326-3466.

Thank you, again, for bringing Council's resolution to my attention.

Yours sincerely,

Jim Bradley  
Minister

c: Ms. Julia Munroe, MPP  
York-Simcoe

<b>DISTRIBUTION</b>		
PREPARED BY: _____		
ORIGINAL TO: _____		
<input type="checkbox"/> COUNCIL DIRECTION	<input checked="" type="checkbox"/> COUNCIL INFORMATION	<input type="checkbox"/> FILE
COPY TO:		
<input type="checkbox"/> MAYOR	<input type="checkbox"/> MEMBERS OF COUNCIL	<input type="checkbox"/> CAO
<input type="checkbox"/> COMMUNITY SERVICES	<input type="checkbox"/> CORPORATE SERVICES	<input type="checkbox"/> EMERGENCY SERVICES
<input checked="" type="checkbox"/> ENGINEERING SERVICES	<input type="checkbox"/> MUNICIPAL CLERK'S	<input type="checkbox"/> OPERATIONS
<input type="checkbox"/> PLANNING SERVICES	<input checked="" type="checkbox"/> SOLICITOR	<input type="checkbox"/> TREASURY
<input type="checkbox"/> OTHER _____		
MUNICIPAL CLERK'S FILE _____		

# **INFORMATION ITEMS**

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**Week Ending June 14, 2012**

## **REPORTS**

- 1.

## **CORRESPONDENCE**

1. Town of Minto – Source Water Protection Program
2. Muscular Dystrophy Canada – Thanks to Guelph Professional Firefighters Association for Donations

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. GRCA – June Minutes Newsletter
  - May 10, 2012 General Membership/Committee of the Whole Meeting Minutes



June 6<sup>th</sup>, 2012

The Honourable James J. Bradley  
 Minister of the Environment  
 77 Wellesley Street West  
 11<sup>th</sup> Floor, Ferguson Block  
 Toronto, ON M7A 2T5

Dear Sir:

**RE: SOURCE WATER PROTECTION PROGRAM**

At a meeting held on June 4, 2012, the Council of the Town of Minto approved the following Resolution # 140-12:

**WHEREAS** the Province of Ontario initiated the Source Water Protection Program in 2007 with a view to developing policies to protect sources of drinking water and since then economic and regulatory conditions have changed considerably;

**AND WHEREAS** municipalities have implemented extensive changes to water treatment processes from top to bottom through the Drinking Water Quality Management System to ensure a consistent and safe water supply for all users;

**AND WHEREAS** in the course of four years detailed technical assessments have been completed for 40 Source Protection Areas governed by 19 Committees with local representation and that public information and outreach has been considerable yet public understanding of the impact of the regulatory approach is minimal;

**AND WHEREAS** Source Protection Plans have been prepared in draft form and provided for agency review often with a confusing array of policies, options and references to existing legislation in some cases where processes and approvals are already in place, and that approach will lead to less than effective implementation and duplication;

**AND WHEREAS** in some cases small rural municipalities may have more than one Source Protection Plan to implement which adds to the complexity of implementation and most smaller municipalities do not currently have resources or expertise on staff to effectively review the policies or to act as

5941 Highway #89  
 Harriston, Ontario  
 N0G 1Z0

tel: 519-338-2511  
 fax: 519-338-2005

[www.town.minto.on.ca](http://www.town.minto.on.ca)

Risk Management Officials, and the cost of such will be added to the cost of water users;

NOW THEREFORE the Council of the Town of Minto respectfully requests the Minister of Environment consider the following actions:

1. Receive the Source Protection Plans from the 40 Source Protection Areas and forward them to the Minister of Municipal Affairs for inclusion in the Five Year Review of the Provincial Policy Statement.
2. Once the updated Provincial Policy is approved, require all municipalities' to amend official plan and zoning by-laws within three years so as to be consistent with Provincial Policy and to protect the most vulnerable areas identified in the applicable Source Water Protection Plan from future land uses that pose a threat to the drinking water.
3. Require municipalities to develop by 2015 educational materials based on templates to be supplied by the Province for landowners, farmers, businesses, developers and others to consider when using lands within vulnerable areas identified in the Source Protection Plan.
4. That the Province works with municipalities over the next three years to develop a cost effective strategy to implement streamlined risk management plans to protect vulnerable areas around municipal water systems keeping in mind resources and expertise available and the anticipated cost to water users and further;

THAT the resolution be sent to the Premier of Ontario, Minister of Environment, Minister of Municipal Affairs and Housing, MPP Randy Pettapiece and municipalities across Ontario.

Thank you for your attention to this matter.

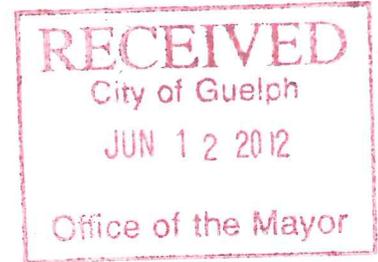
Yours truly,



Bill White  
CAO/Clerk

BW/am

- cc The Honourable Dalton McGuinty, Premier of Ontario  
The Honourable Kathleen Wynne, Minister of Municipal Affairs & Housing  
Randy Pettapiece, M.P.P., Perth Wellington  
Saugeen, Grey Sauble, Northern Bruce Peninsula Drinking Water  
Source Protection  
Ausable Bayfield Maitland Valley Drinking Water Source Protection  
All Municipalities across the Province of Ontario  
Mayor and Council of the Town of Minto



May 31, 2012

Guelph Professional Fire Fighters Association  
 C/O Pat Moore, Muscular Dystrophy Canada Chairperson  
 134 Edward St  
 Cambridge, ON N3C 1K3

Dear Pat,

Last year Canadian Fire Fighters raised \$2.9 million for Canadians affected with muscular dystrophy and we are thrilled to inform you Ontario Fire Fighters raised more than 40% of that amount. The combined efforts of 262 Ontario Fire Departments/Associations and their members raised \$1,161,000 during our past fiscal year which ran April 1<sup>st</sup>, 2011 - March 31<sup>st</sup>, 2012. Congratulations!

Thank you to the members of Guelph Professional Fire Fighters Association for your dedication and commitment. Your generous gift of \$8,068.17 during this past year is helping to change the lives of those affected. Because of our support, our organization was able to assist families across Canada in the areas of support, education, equipment, advocacy and research.

Fire Fighters have been a part of Muscular Dystrophy Canada for over 55 years and have pledged their support until a cure is found. Fire Fighter fundraising continues to be our largest and most significant source of revenue and we are proud to be affiliated with you. To date Canadian Fire Fighters have raised over \$70 million. We are so fortunate to have you on our team.

Again, on behalf of Muscular Dystrophy Canada and the thousands of Canadians affected, thank you! Should you have any questions or if I can be of any assistance, please do not hesitate to contact me at (613) 232-7334 / 1-866-337-3365 ext. 225 or e-mail [pamela.musgrave@muscle.ca](mailto:pamela.musgrave@muscle.ca).

Warmest Regards,

*Pamela Musgrave*

Pamela Musgrave  
 Senior Regional Manager

CC: Mayor Karen Farbridge, City of Guelph  
 Colin Hunter, Association President

**Ontario & Nunavut Region, Ottawa Community Office:**

150 Isabella St. Suite 215, Ottawa, ON K1S 1V7  
 T 613.232.7334 1.866.337.3365 F 613.567.2288 W [muscle.ca](http://muscle.ca)

# **INFORMATION ITEMS**

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**Week Ending June 21, 2012**

## **REPORTS**

1. Installation of Disinfection Equipment to Splash Pads

## **CORRESPONDENCE**

1. Guelph Police Services Board – Regarding Guelph Police Services 2013-2022  
Capital Budget Estimates
2. Minister of Canadian Heritage and Official Languages – Regarding Katimavik

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. GRCA General Membership Meeting Minutes – May 25, 2012

# INFORMATION REPORT



**TO** Guelph City Council

**SERVICE AREA** Community and Social Services Department  
Corporate Building Maintenance

**DATE** June 21, 2012

**SUBJECT** Installation of Disinfection Equipment to Splash Pads

**REPORT NUMBER** CSS-CBM-1219

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## SUMMARY

In response to the Wellington Dufferin Guelph Public Health (WDGPH) unit's directive to install disinfection equipment to our re-circulating splash pad facilities, staff has completed a comparison between adding UV (ultra violet) treatment to our re-circulating splash pads versus the implementation of a 'once through' system. Staff determined from the results of the comparison that adding UV treatment to the existing splash pads is the most cost effective and appropriate method to address the WDGPH directive.

Staff is currently in the process of having UV treatment systems installed at our Hanlon Creek and Norm Jary splash pad facilities in time for the 2012 splash pad season. Waverly and West End Recreation Centre splash pads are to be completed prior to the 2013 season. WDGPH is supportive of this approach.

## BACKGROUND

Major outbreaks of 'cryptosporidiosis' in both Canada and the United States have been linked to the ingestion of inadequately treated re-circulated splash pad water. In response, the Ministry of Health and Long Term Care (MOHLTC) released a document entitled *Operating Procedures for Non-Regulated Recreational Water Facilities Guidance Document* (guidance document) in April 2010. A letter from the WDGPH unit was sent to the City of Guelph Planning Department in August 2010 requesting that all re-circulating splash pad facilities install disinfection equipment in accordance with page 13 of this guidance document.

Staff had previously presented Community & Social Services (CSS) Committee with report # CSS-CBM-1142 entitled 'Installation of Disinfection Equipment to Splash Pads' which was received at the October 12, 2011 CSS

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meeting. In this report, staff had asked for feedback from Council regarding the option to continue operating the splash pads as re-circulating facilities or to convert them to 'once through' or 'flow through' systems. Both systems are acceptable to the public health unit.

At that time, staff had committed to come back to the committee at a later date with details related to the capital, operating, and maintenance cost of both systems. Additional commentary would be provided related to water consumption and conservation.

## REPORT

Staff, in consultation with their consultant Gamsby & Mannerow, has completed their investigation of costs related to the following two options:

Option #1-Re-circulating System: Upgrade the existing re-circulating systems by adding ultra violet (UV) disinfection equipment, increasing the filtration capacity, and increasing the chlorine's 'contact' time in order to meet the Ministry of the Environment's (MOE) regulation 170/03, Procedure for Disinfection of Drinking Water in Ontario.

Option #2-Flow Through System: Rework the existing re-circulating system by increasing the size of the water main entering the facility and connecting directly to the municipal water supply line. Water collected from the surface of the splash pad would bypass the holding tank and be sent directly to the municipal sanitary drain and not re-circulated.

The following table illustrates the capital, operating, and maintenance costs related to the two options described above and projected volumes for water consumption. Capital dollar estimates for both options and the projected water consumption figure for the flow through option were provided by our consultant, Gamsby & Mannerow. Maintenance, operating, and water costs along with the water volume figure for the re-circulating system were provided by City staff.

System Type Annual Water Consumption (m3)	Capital	Annual Operating and Maintenance	Annual Water Consumption
Recirculating: 5,144	\$395,000	\$ 22,900	\$ 13,900
Flow Through: 78,400	\$318,000	\$ 11,300	\$ 212,500

Based on this analysis it appears that the cost of water for the flow through option offsets the higher cost of adding UV treatment and improved filtration to the existing re-circulating systems. In addition, the significant increase in

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the amount of water required by the flow through process appears to be in direct conflict with the City's water conservation goals and policies.

Separate tenders had been prepared for the supply and installation of the UV disinfection equipment required for our re-circulating splash pads facilities at Hanlon Creek Park and Norm Jary Park. These tenders have now been closed with the total amounts coming in under \$100,000 which is significantly less than the estimated amount for these two facilities. Purchase orders have been issued to the successful bidders and work is currently under way to complete the upgrade prior to the scheduled opening of June 28<sup>th</sup>.

Approximately \$100,000 remains in capital to upgrade the splash pad facilities at Waverly and the West End Recreation Centre. Design, tendering, and installation of UV disinfection equipment for West End and Waverly will be completed prior to the 2013 splash pad season.

Staff has been in contact with WDGPH and has received their approval to operate the splash pads at Waverly and West End Recreation Centre in 2012, as per the 2011 program, with the understanding that UV disinfection equipment to these two facilities will be implemented prior to opening in 2013.

## **CORPORATE STRATEGIC PLAN**

Goal 2: A healthy and safe community where life can be lived to the fullest  
Goal 6: A leader in conservation and resource protection/enhancement

## **FINANCIAL IMPLICATIONS**

During the 2012 capital budget process, \$240,000 has been approved for this work.

## **DEPARTMENTAL CONSULTATION**

Community and Social Services  
Planning, Building, Engineering and Environmental Services  
Finance

## **COMMUNICATIONS**

N/A

## **ATTACHMENTS**

N/A

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**Prepared By:**

Mario Petricevic  
General Manager, Corporate Building  
Maintenance  
519-822-1260 ext. 2668  
mario.petricevic@guelph.ca



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**Recommended By:**

Colleen Bell  
Executive Director  
Community & Social Services  
519-822-1260 ext. 2665  
colleen.bell@guelph.ca



## Guelph Police Services Board

PO Box 31038, Willow West Postal Outlet, Guelph, Ontario N1H 8K1

Telephone: (519) 824-1212 # 213 Fax: (519) 824-8360

TTY (519) 824-1466 Email: board@police.guelph.on.ca

June 5, 2012



Mayor Farbridge and Members of Council  
Ann Pappert, Chief Administrative Officer  
Guelph City Hall  
59 Carden Street South  
Guelph, ON N1H 3A1

Dear Mayor Farbridge and Members of Council:

The Guelph Police Service's 2013 – 2022 Capital Budget Estimates were approved by the Guelph Police Services Board at a public meeting held on Thursday, May 17, 2012. The following motion was made and unanimously carried by the Guelph Police Services Board:

***WHEREAS** the Guelph Police Services Board is committed to the corporate goals from the 2010-2012 Business Plan and to its responsibility for the provision of adequate and effective policing for the City of Guelph; and*

***WHEREAS** the Guelph Police Services Board has conducted a comprehensive review of the 2013-2022 Capital Budget prepared by the Chief and Guelph Police Service staff; and*

***WHEREAS** the Guelph Police Services Board has reviewed the proposed 2013-2022 Capital Budget in consideration of the City of Guelph's 2013 Budget Process to date; therefore,*

***BE IT RESOLVED** that the Guelph Police Services Board approves the Guelph Police Service 2013 Capital Budget in the amount of \$1,577,700; and*

***THAT** the Guelph Police Services Board receives the Guelph Police Service Capital Forecast in the amount of \$1,683,100 in 2014, \$1,995,500 in 2015, \$2,492,600 in 2016, \$1,143,200 in 2017, \$1,361,500 in 2018, \$1,867,400 in 2019, \$1,340,800 in 2020, \$1,664,900 in 2021 and \$1,137,900 in 2022 to address headquarters renovations and maintenance, new and replacement vehicle acquisitions, and replacement of police information technology hardware and equipment; and*

*THAT the Board forward this information to the City of Guelph Council.*  
*- CARRIED UNANIMOUSLY -*

Sincerely,

A handwritten signature in black ink that reads "J. Sorbara". The signature is written in a cursive, flowing style.

Judy Sorbara  
Chair

Copies: Ann Pappert, Chief Administrative Officer  
Bryan Larkin, Chief of Police  
Shelagh Morris, Corporate Services Director  
Kirsten Hand, Finance Manager

Minister of Canadian Heritage  
and Official Languages



Ministre du Patrimoine canadien  
et des Langues officielles

Ottawa, Canada K1A 0M5

Her Worship Karen Farbridge  
Mayor of the City of Guelph  
City Hall  
1 Carden Street  
Guelph, Ontario  
N1H 3A1

JUN 18 2012



Dear Madam Mayor:

I am writing in response to your letter of April 30, 2012, forwarded to me by the Office of the Prime Minister, regarding Katimavik. I appreciate you taking the time to share the views of Guelph City Council and have carefully noted your comments.

Our Government's decision to discontinue funding to Katimavik was the result of careful consideration based on various criteria, including efficiency, effectiveness and affordability. In times of fiscal restraint, governments are called upon to review their spending and make difficult choices. We are committed to returning to a balanced budget that promotes job creation and economic growth.

Through the Department of Canadian Heritage, our Government continues to invest over \$80 million each year in youth programming, providing over 100,000 young Canadians with opportunities to learn about their country and connect with one another. It should be noted that Canadian youth will still be able to take part in projects financed by Youth Take Charge, Exchanges Canada and Young Canada Works, among others. For a list of these opportunities, I invite you to visit the departmental website at [www.canadianheritage.gc.ca](http://www.canadianheritage.gc.ca) under the heading "Exchanges, Jobs and Studies."

Please accept my best wishes.

Sincerely,

The Honourable James Moore, P.C., M.P.



# **INFORMATION ITEMS**

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**Week Ending June 28, 2012**

## **REPORTS**

- 1.

## **CORRESPONDENCE**

1. Ministry of Municipal Affairs and Housing – *Strong Action for Ontario Act (Budget Measures), 2012*
2. Ministry of Infrastructure – Schedule 3 Review, Growth Plan for the Greater Golden Horseshoe, 2006
3. Ministry of Health and Long-Term Care – Additional annualized base funding for land ambulance grant for 2012
4. Municipality of Lambton Shores – Electromagnetic Radiation (EMR) from close proximity to cellular towers
5. Norfolk County – Request for Support for Bill 11 – Establish the South Western Ontario Development Fund

## **ITEMS AVAILABLE IN THE CLERK'S OFFICE**

1. Guelph Police Services Board Minutes – May 17, 2012

Ministry of  
Municipal Affairs  
and Housing

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Tel. 416 585 7000  
Fax 416 585 6470  
[www.ontario.ca/MAH](http://www.ontario.ca/MAH)

Ministère des  
Affaires municipales  
et du Logement

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M5G 2E5  
Tél. 416 585 7000  
Télééc. 416 585 6470  
[www.ontario.ca/MAH](http://www.ontario.ca/MAH)



12-4242

June 22, 2012

Dear Mayor/Regional Chair:

I wanted to take this opportunity to bring you up to speed on some important changes to the *Strong Action for Ontario Act (Budget Measures), 2012* that were supported by both Opposition parties in the Ontario legislature. These changes could have significant financial impacts for municipalities as you work to negotiate new contracts with employees designated as essential services.

As I am sure you are aware, the Budget Measures Act, that was introduced on March 27, 2012, would have made a number of changes to the interest arbitration system in Ontario. The purpose of our proposed amendments was to introduce a focused and balanced package of reforms that would increase accountability, transparency and timeliness within the interest arbitration system, while preserving the independence of the decision-making process.

Under our original proposed law, there would have been a legislative requirement for interest arbitrators, upon the request of either party, to provide written reasons demonstrating that they have given proper consideration to the statutory criteria. Parties would also have been required to provide submissions on these criteria. These proposed changes would have added transparency to the process and address concerns that have been expressed by the parties that arbitrators' awards sometimes fail to demonstrate proper consideration of the factors set out in legislation.

The proposal would have also introduced a realistic deadline for an arbitration decision and set out the consequences for failing to meet that deadline. If the arbitrator failed to issue an award within the required time frame, the matter would be transferred to the Ontario Labour Relations Board for a quick resolution.

Don Drummond concluded in his report, *Public Services for Ontarians: A Path to Sustainability and Excellence*, that the arbitration system is not broken. Mr. Drummond went on to say that, "compensation increases must be highly constrained over the next several years. That will only happen if the public-sector employers adopt tough, but fair, stances in negotiations. The pattern will then likely be reflected in arbitration." In Mr. Drummond's estimation, more moderate negotiated settlements will encourage more moderate arbitration decisions.

Mayor/Regional Chair

Our Strong Budget Plan passed its final vote in the legislature. Unfortunately, opposition members at the Standing Committee on Finance and Economic Affairs joined together to remove sections of the Budget Bill that contained these important interest arbitration reforms. The changes to the Budget Bill are disappointing and surprising, considering the Leader of the Official Opposition has repeatedly committed to the same reforms.

Premier McGuinty has publicly committed to reintroducing the deleted interest arbitration reforms in new legislation next fall. These reforms are a joint priority. Our front-line workers provide vital services and it's in our shared interest to ensure those services continue to operate sustainably. I encourage you to have these conversations with your Member(s) of Provincial Parliament to ensure passage of the legislation in the fall.

Sincerely,

A handwritten signature in cursive script that reads "Kathleen Wynne".

Kathleen Wynne  
Minister

Ministry of Infrastructure      Ministère de l'Infrastructure  
Ministry of Transportation    Ministère des Transports  
Office of the Minister        Bureau du ministre  
Ferguson Block, 3<sup>rd</sup> Floor      Édifice Ferguson, 3<sup>e</sup> étage  
77 Wellesley Street West      77, rue Wellesley ouest  
Toronto ON M7A 1Z8            Toronto (Ontario) M7A 1Z8  
416-327-9200                    416-327-9200



MC-2012-375

JUN 21 2012

MEMORANDUM TO: Her Worship Karen Farbridge  
Mayor, City of Guelph

FROM:                    The Honourable Bob Chiarelli

RE:                        Schedule 3 Review, Growth Plan for the Greater Golden Horseshoe, 2006

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I am writing to update you on work the Ministry of Infrastructure is doing to review the population and employment forecasts contained in the Growth Plan for the Greater Golden Horseshoe, 2006.

The Growth Plan is a 25-year framework that works in concert with *Building Together*, our government's long-term infrastructure plan which was released a year ago. *Building Together* provides a roadmap for strategic infrastructure planning. The plan commits to an infrastructure budget over three years of more than \$35 billion, which builds on our investment of more than \$75 billion since 2003. These plans are part of our government's long-term vision to create jobs, strengthen the economy and help communities of all sizes to meet their needs.

The population and employment forecasts in the Growth Plan are an important element of the plan and are used by municipalities as a basis for planning for and managing growth. The Growth Plan contains a commitment that the Minister of Infrastructure will review the forecasts at least every five years in consultation with municipalities so that they reflect the most recent demographic trends.

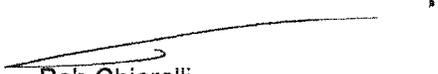
It is critically important that this review reflects the input and expertise of our municipal partners. For that reason, I have asked my ministry staff to consult with municipal staff over the coming months, to seek advice on the methodology and assumptions, and to discuss emerging policy areas. This work relates specifically to the population and employment forecasts in the Growth Plan and not to a review of the Growth Plan as a whole. The broader policy review will be done at a later date, as part of a process that must take place before 2016 under the *Places to Grow Act, 2005*.

While the outcome of this forecast review may result in an amendment to the Growth Plan with updated and extended forecasts, it is important to note that until any amendment is finalized, the forecasts currently in the Growth Plan continue to have force and effect under the *Places to Grow Act, 2005*. I share the view expressed by many Heads of Council and their staff that we ensure that new growth forecasts do not complicate or hold up current planning exercises.

.../cont'd

I look forward to continuing to work together with you on the implementation of the Growth Plan, *Building Together* and the many other transformative initiatives our government has embarked on since 2003 to build a strong economy, strong communities and a healthy, clean environment in Canada's fastest growing urban region. I welcome your feedback on all matters pertaining to both of these initiatives and invite you to contact my Senior Policy Advisor, David Black, at 416-327-1837 or [david.black@ontario.ca](mailto:david.black@ontario.ca) with any questions or comments.

Sincerely,



Bob Chiarelli  
Minister

c: Ann Pappert, CAO  
Todd Salter, A/General Manager of Planning Services  
Victor Severino, ADM, Ontario Growth Secretariat, Ministry of Infrastructure

Ministry of Health  
and Long-Term Care

Office of the Minister

10<sup>th</sup> Floor, Hepburn Block  
80 Grosvenor Street  
Toronto ON M7A 2C4  
Tel 416-327-4300  
Fax 416-326-1571  
www.health.gov.on.ca

Ministère de la Santé  
et des Soins de longue durée

Bureau du ministre

10<sup>e</sup> étage, édifice Hepburn  
80, rue Grosvenor  
Toronto ON M7A 2C4  
Tél 416-327-4300  
Télééc 416-326-1571  
www.health.gov.on.ca



JUN 22 2012

HLTC3967FL-2012-64

Her Worship Karen Farbridge  
Mayor  
The City of Guelph  
59 Carden Street  
Guelph ON N1H 3A1

Dear Mayor Farbridge:

I am pleased to advise you that the Ministry of Health and Long-Term Care will provide The City of Guelph an additional annualized base funding of up to \$930,000 with respect to the land ambulance grant for the 50:50 partnership for the 2012 calendar year.

The Assistant Deputy Minister of the Direct Services Division will write to Mr. Hans Loewig shortly concerning the terms and conditions governing this funding.

Thank you for your dedication and commitment to the provision of land ambulance services.

Sincerely,

A handwritten signature in black ink that reads "Deb Matthews".

Deb Matthews  
Minister

c: Hans Loewig, Chief Administrative Officer



## The Municipality of Lambton Shores

Mayor and Council  
Municipalities of the Province of Ontario

Dear Sirs and Madams:

The Municipality of Lambton Shores has been receiving calls, emails, and Council delegations from citizens concerned with the health concerns regarding Electromagnetic Radiation (EMR) from close proximity to cellular towers.

At the most recent meeting of Council, a resolution was passed, recommending changes to Federal guidelines for Telecommunication (cellular) Towers, and staff were directed to forward a copy of the resolution to all municipalities in Ontario and all Members of Parliament.

A copy of the resolution that was passed is attached for your reference and support.

Thanking you in advance for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read 'Cpmckenzie', written in a cursive style.

Carol McKenzie  
Clerk

## A Resolution recommending changes to Federal guidelines on health, siting requirements and municipal protocols for Telecommunication (cellular) Towers-

Whereas the siting of cellular towers is under Government of Canada jurisdiction, the siting impacts municipal land use and social planning;

And whereas: cellular service providers claim that they propose new towers to establish a high grade of service for cellular phones; the reality is the proposals are about building a comprehensive network for high data delivery to portable devices which in turn require broadcasting stronger radio frequency than for cellular phone service alone;

And whereas: many citizens have brought forward their health concerns about Electro-sensitivity based on close proximity to cellular towers emitting stronger Electromagnetic Radiation (EMR) to Municipal Councils and Members of Parliament;

And whereas: these health concerns have been given credence by International studies and reports on the possible carcinogenic results of longer term exposure to EMR as result of close proximity;

And whereas: a Parliamentary Committee's examination of these health risks recommended immediate funding to studies by suggesting that there is not a clear consensus on the science;

And whereas: the Precautionary Principle (PP) addresses the non-consensus by stating:

Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost effective measures to prevent environmental degradation;

And whereas: other nations have used the (PP) as a basis for adopting more stringent guidelines for the siting of cellular towers on the early evidence long term EMR exposure;

And whereas: Safety Code 6, Industry Canada's guideline for exposure is based on 6 minutes exposure, is outdated and does not take into account long term exposure;

And whereas: Municipal protocols enacted under Industry Canada guidelines to address local concerns are routinely ignored or overturned by an Industry Canada bureaucracy;

And whereas: the exclusion of any public scrutiny to the siting of towers under 15m gives cellular providers a convenient tool that undermines any semblance of Municipal or citizen public input to the whole process;

And whereas: it is important for all governments to put the welfare of its citizens first before corporate interests;

And whereas: no Industry Canada regulation exists to enable Municipalities to enact Exclusionary Zones for Electromagnetic radiation.

Therefore: be it resolved that the Council of the Municipality of Lambton Shores petitions the Government of Canada to employ the Precautionary Principle in addressing Health Concerns around the siting of cellular towers by:

Adopting regulatory standards that reflect current international standards for Electromagnetic Radiation long term exposure and proximity to cellular towers.

Funding and completing the necessary studies that would give assurances to citizens that EMR is a Health Canada priority.

Recommending to cellular providers, that as good corporate citizens, voluntary withdrawal of all applications for new cellular tower siting in the system be done as a show of good faith while the new regulations take effect.

Recommending to cellular providers, that as good corporate citizens, they prepare a nationwide plan to relocate all cellular towers that are within 200 m. of houses, apartments, daycare centres, healthcare centres and schools with government assistance.

Partnering with municipalities to prepare a new protocol template to be used in the Industry Canada siting process that reflects good Health guidelines, International standards for EMR and practical land use standards and that this protocol be given full power of law.

Adopting standard procedures for public process in the siting of any cellular towers under 15m.

Adopting standard procedures and enabling legislation for Municipalities to enact Exclusionary Zones within their Official Plans and Zoning Bylaws for Electromagnetic Radiation;

And that this resolution be forwarded to all Municipalities and Members of Parliament for their support.

Passed by the Municipality of Lambton Shores Council on the 18<sup>th</sup> day of June, 2012:



June 27, 2012

Mr. Toby Barrett  
MPP, Haldimand-Norfolk  
toby.barrett@pc.ola.org

Dear Mr. Toby Barrett,

**Re: Request Support for Bill 11 –  
Establish the South Western Ontario Development Fund**

Please be advised of the following resolution which was passed by Norfolk County Council to request your support of Bill 11:

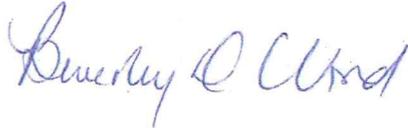
"THAT WHEREAS Bill 11 to establish a \$20 million per year investment fund for South Western Ontario is presently before the Ontario legislature and its passage is being delayed and obstructed;

AND WHEREAS the intent of the South Western Ontario Development Fund is very similar to the recently concluded Sand Plains Development Fund (i.e. comprised of "patient pay-back loans" not "grants" or as some call it corporate welfare);

AND WHEREAS through broad consultation, much effort by municipal representatives across Ontario has been put forward to frame the program design and this investment program is desperately needed and will play a major role in assisting the hard hit economy of rural and small town Ontario;

NOW THEREFORE BE IT RESOLVED THAT Norfolk County Council requests our elected representative, Mr. Toby Barrett, MPP, Haldimand-Norfolk to support the Bill that would establish the South Western Ontario Development Fund which is a vitally needed investment program for rural and small town Ontario, and we ask that he encourage his peers in the Ontario Progressive Conservative Party to do likewise. "

Trusting you will give this serious consideration.



Beverley D. Wood, AMCT, CMC, CMMIII  
Clerk/Manager of Council Services  
519-426-5870, Ext. 1228  
519-426-8573 - Fax  
[bev.wood@norfolkcounty.ca](mailto:bev.wood@norfolkcounty.ca) – Email

c.c.: AMCTO – all Municipalities  
Mr. Toby Barrett, MPP, 39 Norfolk St. N. Simcoe N3Y 3N7  
Premier Dalton McGuinty, [dmcguinty.mpp.co@liberal.ola.org](mailto:dmcguinty.mpp.co@liberal.ola.org)  
Honourable Brad Duguid, Minister Economic Development and Innovation  
[bduguid.mpp@liberal.ola.org](mailto:bduguid.mpp@liberal.ola.org)