

COMMITTEE AGENDA



Consolidated as of August 1, 2014

TO **Planning & Building, Engineering and Environment Committee**

DATE August 5, 2014

LOCATION Council Chambers, Guelph City Hall, 1 Carden Street

TIME 2:00 p.m.

DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

CONFIRMATION OF MINUTES – July 7, 2014 open meeting minutes

PRESENTATIONS (Items with no accompanying report)

a) None

CONSENT AGENDA

The following resolutions have been prepared to facilitate the Committee's consideration of the various matters and are suggested for consideration. If the Committee wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with separately. The balance of the Planning & Building, Engineering and Environment Committee Consent Agenda will be approved in one resolution.

ITEM	CITY PRESENTATION	DELEGATIONS	TO BE EXTRACTED
PBEE-2014.25 Enbridge Line 9B Application (PBEE Committee referral July 7, 2014) (memo attached)	Councillor Laidlaw to speak to item		√
PBEE-2014.26 Rental Housing Licensing Recommended Approach	Rob Reynen, Manager of Inspection Services	Delegations: <ul style="list-style-type: none"> • John Gruzleski • Rick Jamieson • Imad Syed Correspondence: <ul style="list-style-type: none"> • Rick Jamieson • Kevin Sargent • Margaret Abbink • Allan Dyer • Jeff Morley 	√

		<ul style="list-style-type: none"> • Alan Ross • Frank Basso • Paul D’Abruzzo • Peter Neil, Sifton Properties Limited • Al Martone • Morris Haley • Pat Martin • Lorraine Pagnan • Imad Syed 	
PBEE-2014.27 Downtown Streetscape Manual, Built Form Standards and St. George’s Square Concept	David DeGroot, Urban Designer (presentation attached)	<u>Delegations:</u> <ul style="list-style-type: none"> • Steve Baldamus <u>Correspondence:</u> <ul style="list-style-type: none"> • Mike Dougherty • Ken Chase 	✓
PBEE-2014.28 Integrated Operational Review (IOR) – First Annual Report (2013 – 2014)	Stephen Bedford, Program Manager Integrated Operational Review		✓
PBEE-2014.29 Sign By-law Variances – 679 Southgate Drive			
PBEE-2014.30 2013 Solid Waste Resources Annual Report			
PBEE-2014.31 2013 Wastewater Services Annual Report			

Resolution to adopt the balance of the Planning & Building, Engineering & Environment Committee Consent Agenda.

ITEMS EXTRACTED FROM CONSENT AGENDA

Once extracted items are identified, they will be dealt with in the following order:

- 1) delegations (may include presentations)
- 2) staff presentations only
- 3) all others.

STAFF UPDATES AND ANNOUNCEMENTS

ADJOURNMENT

NEXT MEETING – To Be Determined

MEMO



DATE August 5, 2014

TO **Chair and Members of the Planning & Building, Engineering and Environment Committee**

FROM Peter Busatto, General Manager of Water Services

DEPARTMENT Water Services

SERVICE AREA Planning, Building, Engineering and Environment

SUBJECT Federation of Canadian Municipalities, Grand River Conservation Authority & City of Guelph Staff Response to the Enbridge Pipeline 9 Application

The purpose of this memo is to provide Members of the Planning & Building, Engineering and Environment Committee with information on the Federation of Canadian Municipalities (FCM) and Grand River Conservation Authority (GRCA) response to the Enbridge Pipeline 9 Application.

Background

At the July 7, 2014 Planning & Building, Engineering and Environment Committee meeting, Members approved a resolution:

- 3. That the position of the Federation of Canadian Municipalities (FCM) and Grand River Conservation Authority (GRCA) be sought for the August 5th meeting.**

A summary of documents has been attached to provide details on the information gathered from the respective organizations regarding their response to the Enbridge Pipeline 9 Flow Reversal Project.

Federation of Canadian Municipalities

- Defeated resolution regarding the Enbridge Pipelines Inc. Line 9A Flow Reversal Project from March 2013 Board of Directors Meeting

Grand River Conservation Authority

- Minutes of GRCA General Membership Meeting of September 27, 2013 where Dan Kellar appeared as a delegate representing "Waterloo Region Against Line 9 Coalition".
- Report No. GM-10-13-114 dated October 25, 2013 which was prepared to respond to members' request for additional information concerning this matter.
- Minutes of GRCA General Membership Meeting of October 25, 2013 where Ken Hall appeared as a delegate representing Enbridge.
- Powerpoint presentation provided by Enbridge at the October 25, 2013 General Membership Meeting.

City of Guelph

Staff in Planning, Building, Engineering and Environment were consulted on the issue and noted the following factors should be considered:

- The subject pipeline is located outside the City Limits, traversing in an east west direction, approximately midpoint between the cities of Cambridge and Hamilton;
- The proposal is proceeding under Federal legislation, namely the National Energy Act, the Canadian Environmental Assessment Act and the *Onshore Pipeline Regulations, 1999*;
- All technical matters including pipeline safety issues and emergency response protocols will be addressed and evaluated as part of the National Energy Board's review of the application;
- The City of Guelph has no approval authority with respect to matters related to underground oil or liquid pipelines;
- While the City of Guelph staff are concerned with the potential of a spill, the City has no legal jurisdiction over this matter and have emergency protocols in place in the event of a spill;
- The Ontario Ministry of Environment did not identify a responsibility or interest in the Environmental Assessment of this project;
- The Grand River Conservation Authority staff have expressed similar environmental concerns but also recognizes the fact that it has no legal jurisdiction over this matter, other than through the permitting process;
- The project will take place within an existing pipeline that was originally constructed to carry crude oil in an easterly direction; entirely within existing Enbridge properties, right-of-ways and easements; and no ground disturbances are anticipated;
- There is no land use change or planned impacts on any of the Environmentally Significant Areas within Enbridge's properties, right-of-way or easements; and,
- The National Energy Board's oral hearings have concluded, a draft Environmental Screening Report was released and finally, a Letter Decision and Order issued on July 27, 2012 approving Enbridge's application.

Conclusion

Based on the above, Planning, Building, Engineering and Environment staff are satisfied that the National Energy Board has addressed the issues surrounding pipeline safety and emergency response protocol through their approvals process.

Since there are no planned impacts to Guelph's environmentally significant areas and/or to existing land uses, residents and water supplies as a result of Enbridge's proposal to reverse the direction of flow within the existing section of pipeline between Sarnia and Westover, staff have concluded that there are no foreseeable impacts to the City of Guelph.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Peter Busatto". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Peter Busatto
General Manager
Water Services

519-822-1260 ext. 2165
peter.busatto@guelph.ca

[Skip to main content](#)

**Federation of Canadian Municipalities
Response to Enbridge Pipelines Inc Line
9A.**

FCM Resolutions

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The Federation of Canadian Municipalities maintains a database of resolutions proposed by members on subjects of national municipal interest that fall within the jurisdiction of the federal government.

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Resolution Title	Meeting	Resolution Status
Enbridge Pipelines Inc. Line 9A Flow Reversal Project	Board of Directors - March 2013 - Prince George, BC	Not Adopted
Resolution	Sponsor(s)	
WHEREAS, The line 9A light crude oil pipeline reversal project has been approved by the National Energy Board; and	City of Hamilton, ON	
WHEREAS, The General Issues Committee of the City of Hamilton received a report from staff on the Line 9A Enbridge pipeline reversal project to enable light crude oil shipment from Western to Eastern Canada (currently flow is East to West); and		
WHEREAS, The General Issues Committee heard from a number of citizen delegations posing questions; and		
WHEREAS, Enbridge submitted a pre-application letter to the National Energy Board on October 11, 2012 giving notice of an upcoming Line 9B Reversal and Line 9 Capacity Expansion Project application; therefore be it		

RESOLVED, That Report PED12160/LS12022 respecting Enbridge Pipelines Incorporated - Line 9 Reversal Project, be forwarded to the Federation of Canadian Municipalities, inviting co-operation from other municipalities affected by the Enbridge Line 9A/9 pipeline.

Federation of Canadian Municipalities

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Moved by: B. Coleman
Seconded by: L. Armstrong (carried)

THAT the Minutes of the General Membership/Special Budget Meeting of September 12, 2013 be approved as amended.

7. Business Arising from Previous Minutes:

None

8. Hearing of Delegations:

D. Kellar, Waterloo Region Against Line 9 Coalition

J. Mitchell reminded the delegate and his supporters that order and decorum were to be maintained throughout the meeting. She told the delegate that he had a maximum of ten minutes to address the members.

D. Kellar said that:

- The Grand River Indigenous Solidarity (GRIS) supports indigenous self-determination and challenges the historical and ongoing oppression/dispossession of indigenous peoples and their lands.

*M. Laidlaw joined the meeting at 9:40 a.m.

- Several members of GRIS have lived in the Grand River Territory for their entire lives.
- Line 9 is a 38 year old pipeline that has been transporting light crude oil between Montreal and Sarnia.
- The pipeline runs through hundreds of communities, the territories of many indigenous nations and dozens of watersheds including the Grand River watershed.
- Diluted bitumen is a toxic compound that poses a particularly dire threat to communities and ecosystems.
- Enbridge conducted an emergency exercise simulating a spill on the Grand River on September 25 and 26, 2013.
- Line 9 crosses the Grand and Nith Rivers.
- Alberta's environment department has ordered that a lake on the site of the northern Alberta oil sands project be drained because of a bitumen leak.

**General Membership Meeting
Minutes of September 27, 2013**

- Line 9 has spilled dozens of times.
- Enbridge's Line 6 in Michigan ruptured and the clean-up involved dredging a river.
- We are residing in the Haldimand Tract and notice is not consultation.
- Line 9 contravenes treaties.
- The line cuts through dozens of communities that will be affected by the certain failure of the line.
- The members were urged to sign the Declaration of Opposition to Enbridge's Reversal of Line 9.
- The transport of bitumen through Line 9 poses a risk to the Grand River and surrounding watershed.
- Reversing Line 9 will provide no benefits to the Waterloo Region or local residents.
- The reversal of the pipeline violates current treaties with indigenous communities both within the Haldimand Tract and elsewhere along the route.
- Bitumen is more difficult and expensive to clean up than conventional crude.
- The reversal will further entrench the region in the carbon economy which contributes to climate change.

R. Deutschmann thanked the delegate. He asked if the delegate was asking GRCA members to endorse the Declaration. The delegate responded in the affirmative. He then said as an alternative he was asking for a Statement of Concern from GRCA. R. Deutschmann indicated that the Region of Waterloo was considering providing a Statement of Concern with respect to this matter.

M. Laidlaw commended the delegate for the research undertaken regarding this matter. She asked if the information is being presented to municipal councils. The delegate answered that the information has been presented to Region of Waterloo council but there would not be time to present it to other municipal councils before the upcoming National Energy Board (NEB) rally in October, 2013. M. Laidlaw asked for an electronic copy of the Declaration and the Statement of Concern so that she can distribute it to her council members.

J. Mitchell informed the members that N. Moore, GRCA's Water Resources Project Coordinator had spoken to K. Hall, a Senior Advisor at Enbridge. He was unable to attend the meeting however he wanted to ensure that the members were well

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aware of the current situation. Mr. Hall stated that Line 9A which crosses the Grand River has received approval from the NEB in July, 2012 for the reversal to carry crude oil. He also said that while Enbridge representatives are willing to answer questions regarding the process and the implications there will be no further input from other agencies. He said he would be happy to speak as a delegate to the members in the future if they would like clarification or a better understanding of the issues surrounding the Line 9 reversal.

R. Deutschmann said that he would like to hear from staff. He asked if staff had concerns or were monitoring this project. J. Farwell said that GRCA staff participated in the simulation exercise. He also said that he would like to review the Statement of Concern that had been referred to by the delegate. R. Deutschman asked if staff are satisfied with the hearings and whether staff have any concerns about crude oil going through the watershed. D. Boyd said that GRCA staff were not involved in any hearings related to this matter, but GRCA issued a number of permits for Enbridge for integrity digs which were conducted to ensure that the pipeline is safe. He then said that GRCA staff have not reviewed the project but if it is the wish of the members staff will have to undertake research and report their findings at a future meeting. R. Deutschmann said that GRCA did not take a proactive approach and is looking only at the aftermath. D. Boyd said that Enbridge has been proactive in looking at its infrastructure and how to contain a spill. R. Deutschmann said that people look to the GRCA for guidance on water issues.

M. Laidlaw asked whether staff is more concerned after the information provided by the delegate. She referred to fossil fuels and carbon economy. She then informed the members that the United Nations Intergovernmental Panel on Climate Change issued its report today. The report indicates that leading scientists are more certain than ever that humankind is the main reason behind global warming. She indicated that she would like the members to agree to sign the Declaration although she would like to see the other document as well.

J. Haalboom said that she agreed with R. Deutschmann with respect to a staff investigation into this matter.

J. Mitchell asked staff what authority the GRCA has with respect to pipes under the river. J. Farwell said the pipes are already in place and there are no permit requirements for this project other than the permits for integrity digs referred to by D.Boyd. He also said approvals for the project are the responsibility of the NEB, however staff will review the project in more detail.

9. Presentations:

None

GRAND RIVER CONSERVATION AUTHORITY**REPORT NO.** GM-10-13-114**DATE:** October 25, 2013**TO:** Members of the Grand River Conservation Authority**SUBJECT:** Enbridge Line 9 Pipeline

RECOMMENDATION:

THAT staff meet with Enbridge Pipelines to discuss safety systems and protocols for the Line 9 pipeline passing through the Grand River Watershed particularly the siting of isolation valves at key river crossing.

REPORT:**Background**

This report was prepared in response to the request by the members to provide additional information regarding the Enbridge Line 9 pipeline project.

Enbridge is a private sector energy company that operates liquid and gas pipelines throughout North America. One of the pipelines it operates is the Line 9 pipeline which runs between Montreal, Quebec and Sarnia, Ontario.

The Line 9 pipeline came into operation in 1976. At that time the pipeline was designed to carry crude oil from Western Canada to refineries in Ontario and Quebec. Flow of oil was from west to east. In 1998 the direction of oil flow was reversed to east to west to accommodate oil from North Sea, West Africa, South America and the Middle East sources. The current project to reverse the direction of oil flow is intended to take advantage of competitively priced Western crude oil.

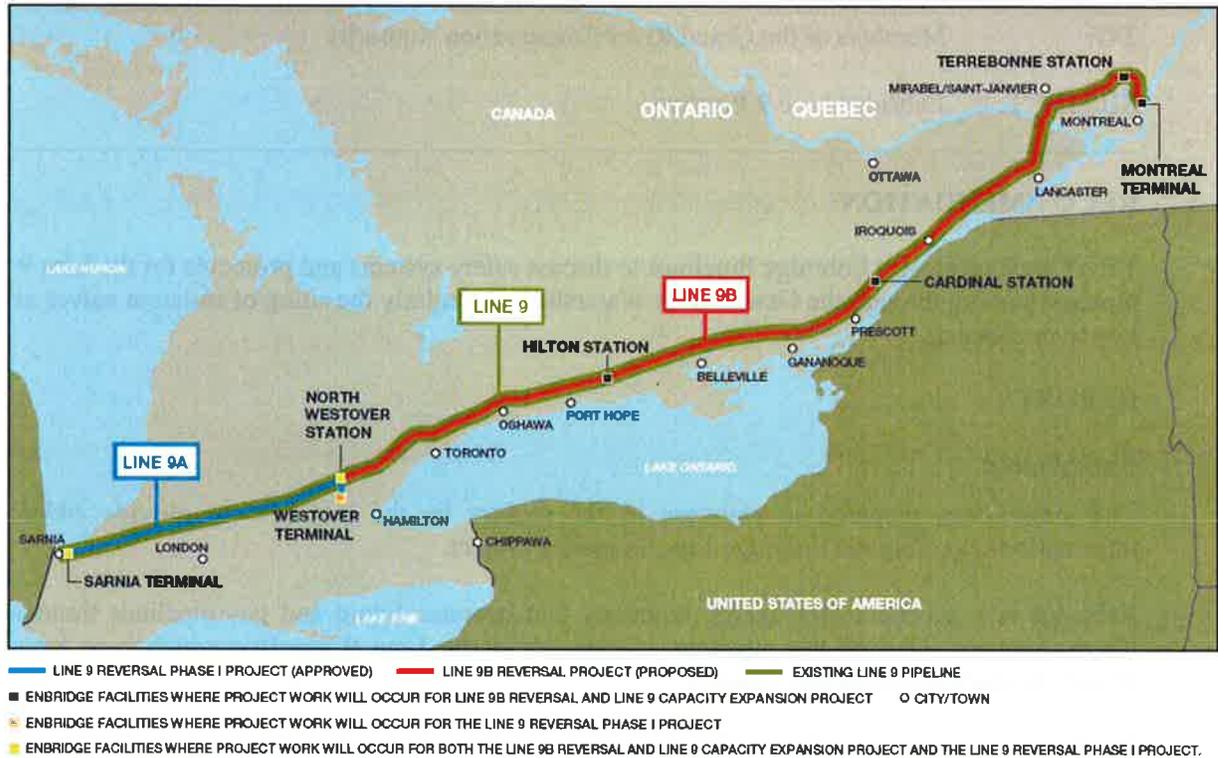
The Line 9 project was broken into two separate phases, Phase 1 (Line 9A) Sarnia, Ontario to North Westover Station and Phase 2 (Line 9B) North Westover Station to Montreal, Quebec. Phase 1 crosses the Grand River watershed and is independent of Phase 2.

The National Energy Board (NEB) regulates and approves oil pipelines in Canada. Enbridge received approval to proceed with Phase 1 (Line 9A) of the Line 9 pipeline project in July, 2012.

Enbridge applied to the NEB on November 19, 2012 to reverse the flow and increase the capacity of the Line 9B pipeline running between North Westover Station and Montreal, Quebec. The Line 9B application is currently in the approvals process. It is independent from Line 9A which has been approved and is the portion of Line 9 crossing the Grand River watershed.

The attached Map 2 illustrates the Line 9A route across the Grand River watershed. The major water courses crossed by the pipeline include Horner Creek, the Nith River, the Grand River, the east branch of Fairchild Creek and the west branch of Fairchild Creek.

Map 1 Enbridge Line 9 Pipeline Project



According to Enbridge, Line 9 is primarily designed to carry light crude oil from Alberta, Saskatchewan, Manitoba and the Bakken region to refineries in Ontario and Quebec. Shipment of any crude blend or type that meets the quality specifications including heavy crudes such as diluted bitumen from oil sands sources are allowed. The quality specifications are determined by the regulator, in this case the NEB.

Questions have been raised regarding whether diluted bitumen is more corrosive than light crude oils. According to experts at Natural Resources Canada “*Both scientific research and industrial experience have determined that bitumen-derived crude oil is no more corrosive in transmission pipelines than other crudes.*” <http://www.nrcan.gc.ca/media-room/news-release/2012/6676>.

Enbridge has an extensive risk management program intended to reduce the potential risk of oil spills. Its risk management program includes detailed inspections and real-time monitoring of pipeline flow. In line inspections and integrity digs form an important component of the risk management program. Inline inspections are used to identify potential problems. Integrity digs are completed to expose the pipeline and maintenance, repair or replacement is completed as needed.

An important component of Enbridge’s risk management program is isolation valves. The term intelligent isolation valves is often used and refers to isolation valves that can be remotely operated. Isolation valves are used to isolate portions of the pipeline to limit the amount of oil that could spill to the environment at locations such as major water crossings. Staff at Enbridge

confirmed there are isolation valves on both sides of the Grand River crossing. These isolation valves provide an important risk management function by limiting the amount of oil that could spill into the Grand River. Based on information from Environmental Assessment documents, isolation valves are also planned or have been implemented in the vicinity of the Nith River and Black Creek crossings.

Preparedness

Enbridge recently carried out an emergency planning exercise simulating a break of the Line 9 pipeline where it crosses the Grand River. These exercises are carried out to test mitigation and response in the event of an oil spill. Staff from GRCA participated in the exercise and provided technical information to Enbridge. Enbridge has collected a large amount of field data in the reach of river between the Line 9 crossing south of the City of Cambridge to the City of Brantford. It is sharing that data with GRCA. Staff found the exercise to be useful and informative. Some learning came out of the exercise and Enbridge will use this knowledge to improve its preparedness plans.

The GRCA has a limited role with respect to the Line 9 reversal project. Our involvement has been and is limited to permission to complete integrity digs in regulated areas and participation in emergency planning exercises.

Isolation valves play an important risk mitigation role. Enbridge has completed an intelligent valve placement analysis on the Line 9A pipeline between Sarnia and North Westover. THAT staff meet with Enbridge Pipelines to discuss safety systems and protocols for the Line 9 pipeline passing through the Grand River Watershed particularly the siting of isolation valves at key river crossing.

FINANCIAL IMPLICATIONS:

None

OTHER DEPARTMENT CONSIDERATIONS:

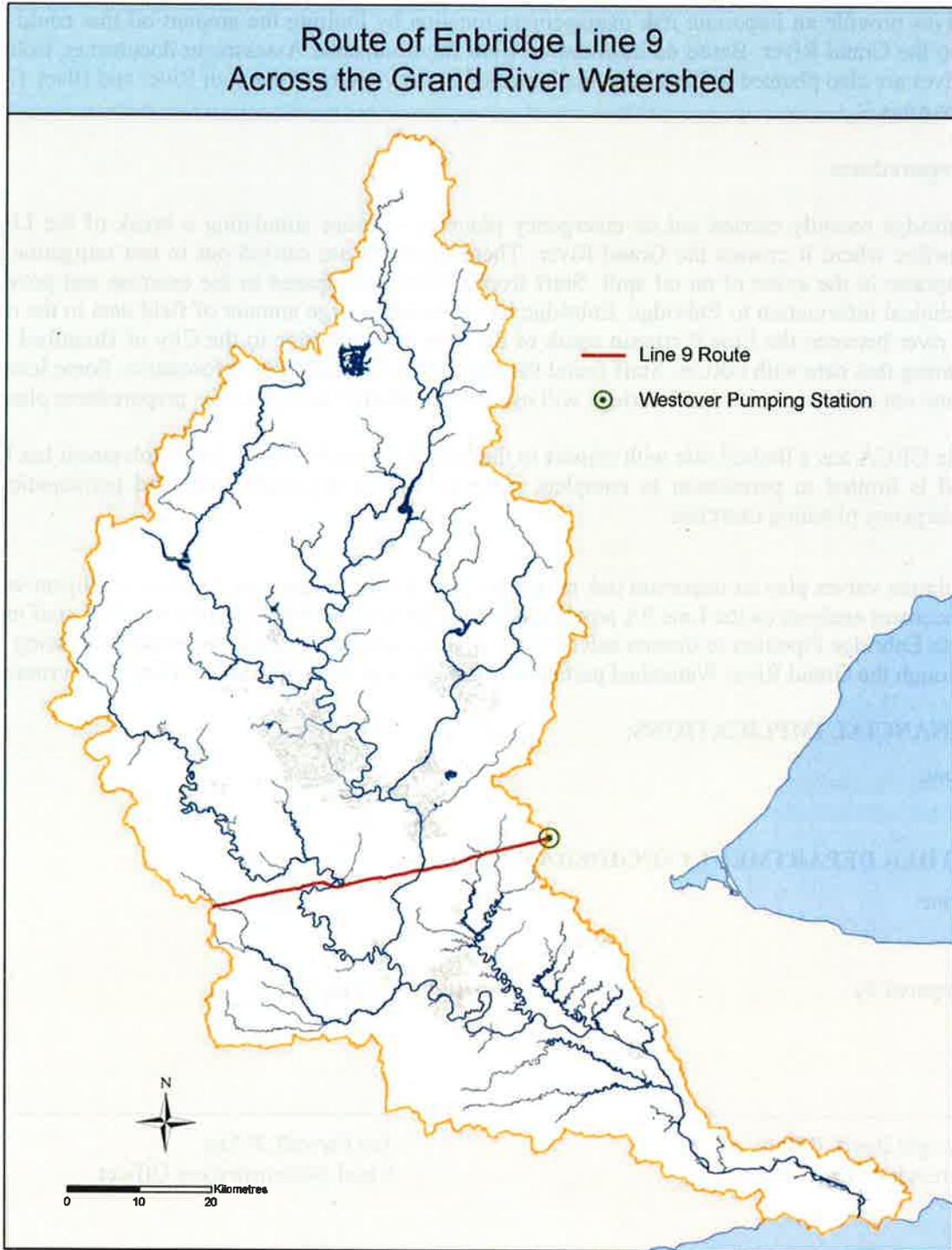
None

Prepared by:

Approved by:

Dwight Boyd, P.Eng.
Director of Engineering

Joe Farwell, P.Eng.
Chief Administration Officer



Map 2 Enbridge Line 9 Route – Grand River Watershed

ii) K. Hall, Senior Advisor of Public Relations, Enbridge Pipelines Re: Enbridge Line 9 Pipeline

K. Hall introduced himself and conducted a PowerPoint presentation indicating the following:

- Oil is integral to our lives.
- Line 9 is an existing 30 inch diameter, 831 kilometre long pipeline extending from Sarnia to Montreal.
- The pipeline was built in 1976 to supply eastern Canadian markets with western Canadian crude oil for the Trudeau government which was facing an oil embargo.
- The flow was reversed in 1998 as oil imports became more affordable.
- Line 9B currently transports foreign sourced crude oil in a westbound direction with a capacity of 240,000 barrels per day.
- In July, 2012 the National Energy Board (NEB) approved Enbridge's application for the reversal of Line 9A between Sarnia and North Westover – west to east flow began in August, 2013.
- NEB hearings for Line 9B reversal (North Westover to Montreal) were held in Montreal and Toronto between October 8 and 18, 2013. The NEB decision is anticipated in early 2014.
- The economic benefits of reversal include: a) Canadian oil for Canadian refineries and Canadians and b) refineries in Ontario and Quebec would be able to source crude oil from Western Canada that is a more secure supply and is priced at a discount to the more expensive and potentially less reliable foreign sourced offshore supply.
- The price advantage would result in significant benefits for refineries and the Eastern Canadian economy by: a) helping Eastern Canadian refineries be more competitive through increased access to lower priced Canadian oil; b) protecting their long term viability and attracting investment and c) safeguarding 3,500 permanent jobs at refineries in Quebec and Ontario along with other indirect employment.
- Line 9B flow is expected to be approximately 300,000 barrels per day of crude oil, mainly light crude oil (e.g. Bakken Formation).
- Shippers will be permitted to ship any crude type that meets the quality specifications established in the applicable tariff including heavy crudes such as diluted bitumen, a type of crude oil sourced from the oil sands. Diluted bitumen has been processed and quality tested for Enbridge transmission lines.
- All shipments of both conventional and unconventional oil must meet tariff acceptance criteria before injection into Enbridge's mainline system.
- Over the last decade Enbridge has transported almost 12 billion barrels of crude oil with a safe delivery record better than 99.999%.
- It is the belief of Al Monaco, the CEO of Enbridge that: "It is our duty – our responsibility to the public to ensure products are transported safely".
- All pipelines are monitored for corrosion, cracks and dents using internal inspection tools.
- In 2011 Enbridge invested \$450 million on integrity programs across its pipeline system.

General Membership Meeting Minutes of October 25, 2013

- Preventative maintenance programs include regular inspection, excavations, repairs and pipe section replacements.

J. Mitchell advised the delegate that he had one minute remaining to address the members.

L. Boyko asked if the same product is currently going through the pipeline. K. Hall responded in the affirmative. L. Boyko asked if diluted bitumen is going through the pipeline. K. Hall said that diluted bitumen could be transported through the pipeline. He then referred to a new report by the US National Academy of Sciences which concludes that diluted bitumen is not more corrosive than conventional crude. L. Boyko said that the delegate that appeared at the last meeting told the members that there has been dozens of spills on Line 9. K. Hall responded that this was not accurate. He said there have been 13 spills involving Line 9, eight of which were caused by acts of vandalism. He also said that no more than 100 barrels of oil were spilled on any occasion.

M. Laidlaw asked what is being transported through the pipeline at the present time. K. Hall answered that light crude is being transported. M. Laidlaw asked what diluted bitumen is diluted with. K. Hall responded that it is diluted with natural gas condensate, naphtha or a mix of light hydrocarbons such as benzene. M. Laidlaw said benzene is a carcinogen. She then said that pipeline failures are catastrophic and take ten years to clean up. K. Hall said that if M. Laidlaw is referring to the Kalamazoo River spill the members could rest assured that Enbridge would continue the cleanup until all regulations have been met. He also said that energy transportation through pipeline is the safest method. M. Laidlaw said renewable energy is the best option.

W. Stauch said that he wished to know about monitoring and what assurances there are that pipelines are safe. K. Hall said that monitoring is ongoing at all times. W. Stauch asked the cause of the spill in the Kalamazoo River. K. Hall answered that the spill was caused by exterior corrosion from water.

R. Hillier asked if the pressure will change if diluted bitumen is transported through the pipeline. K. Hall responded in the negative and said there would be no higher risk of failure.

B. Bell asked if the pressure will change by reversing the flow. K. Hall said the pipeline is designed to flow in the reverse direction. B. Bell asked why the pipeline inspections did not detect the external corrosion in the Kalamazoo incident. K. Hall said an inspection did detect the rupture but this was followed by a human error at a control centre. He then said that Enbridge has made several changes at its control centres including steps to ensure that workers cannot override the computer program.

Members discussed the difference between speaking as a delegate versus giving a presentation. Single delegates are allotted ten minutes to speak whereas presenters are not time restricted. A delegate is typically someone who asks to appear before the members. A presenter is someone who is invited by GRCA to

**General Membership Meeting
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d) GM-10-13-114 Enbridge Line 9 Pipeline

S. Cooke conducted a PowerPoint presentation indicating the following:

- The NEB is the regulator of pipelines in Canada.
- Phase 1 of the Line 9 reversal (Line 9A) which traverses the Grand River watershed was approved by the NEB in July 2012.
- GRCA staff continue to work with Enbridge to ensure risk is mitigated by the siting of isolation valves at key river crossings and ensuring accurate Time of Travel spill information.

M. Laidlaw asked how Line 9A was approved without input. She asked if GRCA had input into the approval process for Line 9A. J. Farwell said that he is not aware that GRCA participated in the approval process for the Line 9A reversal. M. Laidlaw asked why Line 9B “got on the radar”. D. Schultz said there was a public process in 2012 with respect to Line 9A and the NEB then approved the reversal of Line 9A to be implemented. M. Laidlaw said staff are talking about mitigation “when the horse is already out of the barn”.

W. Stauch said the Heritage Working Group of which he is a member wants to put the GRCA on notice that they have a “Statement of Concern” especially with respect to Glen Morris and the Nith River at Wolverton.

J. Jamieson referred to the amended recommendation and asked if staff thinks the NEB will amend its decision regarding Line 9A.

R. Deutschmann acknowledged that the “horse is out of the barn” but said that the province has made requests and the NEB does have authority to request safety measures. He then said the GRCA has a role and responsibility to protect the waterways.

M. Laidlaw said that six municipalities have objected and asked why GRCA staff have to meet with Enbridge representatives. She said detection equipment did not detect the rupture in Kalamazoo. She referred to the comment that a computer cannot be overridden by a human and said that computers are only as good as programmers. She said she will not support the recommendation.

R. Deutschmann said that oil has to be moved around the country. He referred to recent rail accidents and asked whether the members support transportation of oil by rail, truck or pipeline? In his opinion, GRCA staff have to meet with Enbridge representatives to ensure that the pipeline transportation is as safe as possible. He said staff should be vigilant and use Enbridge’s resources to develop safety measures. He also said that this is not an “us vs. them” scenario. He reminded the members of the simulation exercise that was recently undertaken by Enbridge.

Enbridge Pipelines Inc.

– Where energy meets people



Safely Reversing the Flow of Line 9

October 25, 2013

Grand River
Conservation
Authority

Ken Hall
Senior Advisor
Public Affairs
Eastern Region

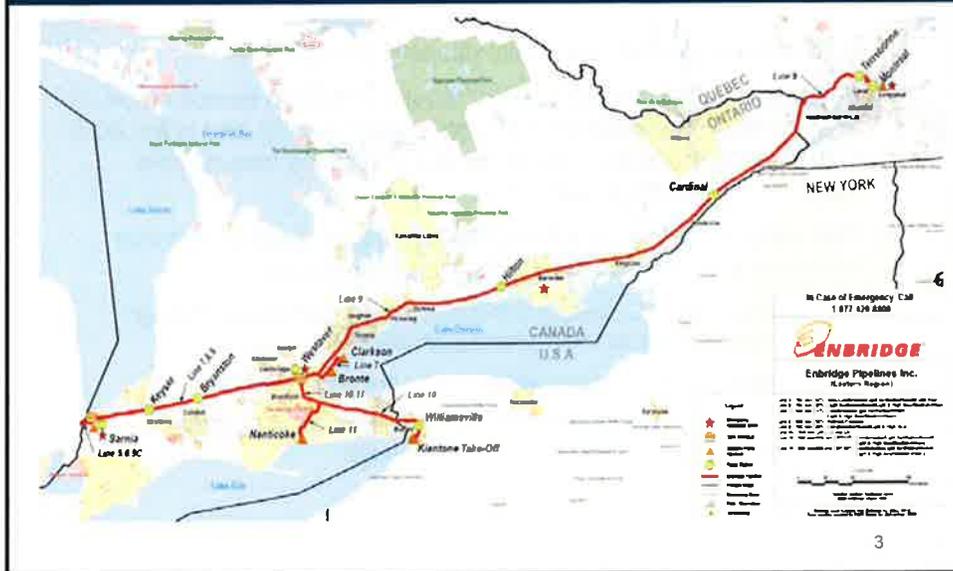


Oil is Integral to our Lives



Eastern Region

1050km ROW with 305km ROW GTA/100km ROW Quebec



Line 9 Reversal Background



- Line 9 is an existing 30-inch diameter, 831 km-long pipeline extending from Samia to Montreal
- Originally built in 1976 to supply eastern Canadian markets with western Canadian crude oil for the Trudeau government facing an oil embargo
- Reversed in 1998 as oil imports became more affordable
- Line 9B currently transports foreign-sourced crude oil in a westbound direction with capacity of 240,000 barrels per day (bpd)
- July 2012 - NEB approved Enbridge's application for the reversal of Line 9A between Samia and North Westover. West to east flow began in August, 2013.
- NEB Hearings for Line 9B reversal (North Westover to Montreal) were held in Montreal and Toronto between Oct. 8th and 18th.
- NEB decision anticipated early in 2014.

Economic Benefits of Reversal



- Canadian oil for Canadian refineries and Canadians
- Refineries in Ontario and Quebec would be able to source crude oil from Western Canada that is a more secure supply, and is priced at a discount to the more expensive, and potentially less-reliable foreign-sourced offshore supply
- This price advantage would deliver significant benefits for these refineries and to the eastern Canadian economy by:
 - Helping Eastern Canadian refineries be more competitive through increased access to lower-priced Canadian oil;
 - Protecting their long-term viability and attracting investment
 - Safeguarding >3,500 permanent jobs at refineries in Quebec and Ontario along with other indirect employment

5

Product to be Shipped



- Expect to flow approximately 300,000 barrels per day of crude oil
 - Pipeline will carry mainly light crude oil (e.g. Bakken Formation)
 - Shippers will be permitted to ship any crude type that meets the quality specifications established in the applicable tariff including heavy crudes such as diluted bitumen, a type of crude oil *sourced* from the oil sands.
 - It is *not* “raw bitumen,” rather, it has been processed and quality tested for Enbridge transmission lines
- All shipments of both conventional and unconventional oil must meet tariff acceptance criteria before injection into our mainline system. (water, solids, etc.)
- **No increase** in operating pressure or temperature
- Increase in volume to be achieved through addition of DRA to reduce friction on internal pipe wall surface

6

Our Commitment to Safety



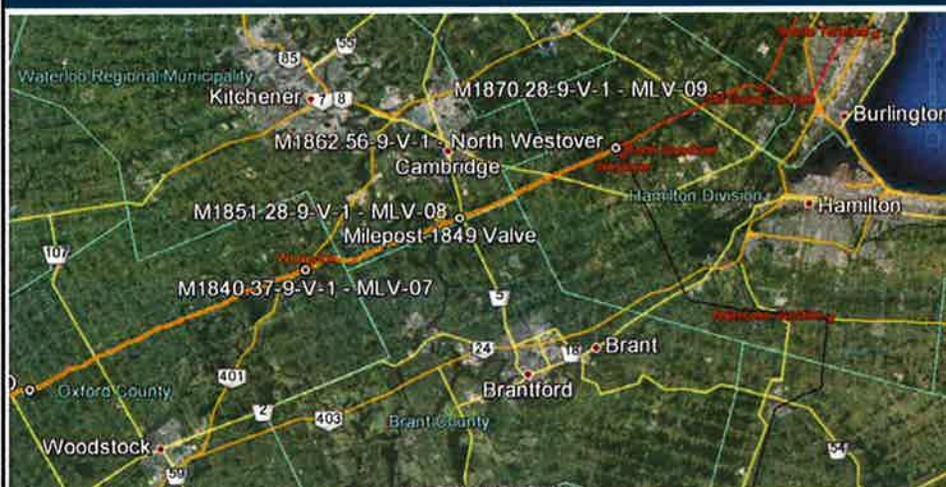
- Over the last decade we've transported almost 12 billion barrels of crude oil with a safe delivery record better than 99.999 per cent,
- Today we are witnessing broad public policy discourse on energy projects across North America
- "It is our duty — our responsibility to the public to ensure products are transported safely."

– Al Monaco, CEO Enbridge Inc.

- Public perceptions are shaped more by failures than successes.
- The 2010 spill in Marshall, MI shook our company and was very difficult and humbling but we have responded with numerous improvements to our pipeline integrity programs, spill response preparedness, and control room processes.
- Our goal at Enbridge is the prevention of all spills

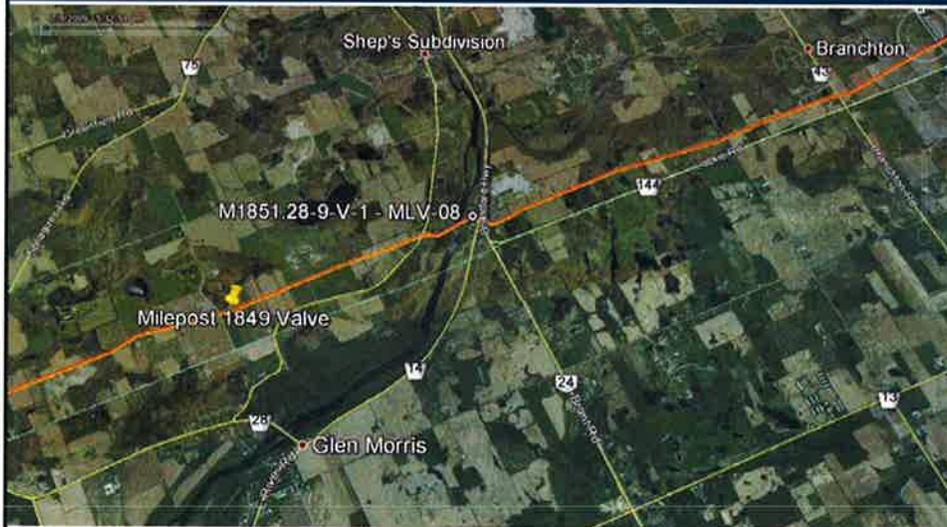
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Line 9A in Your Area



8

Line 9 Grand River Crossing



9

Pipeline Integrity



- All pipelines are monitored for corrosion, cracks and dents using internal inspection tools. In 2011, Enbridge invested \$450 million on integrity programs across our pipeline system.
- Cathodic protection systems prevent external corrosion from occurring.
- Preventative maintenance program includes regular inspection, excavations, repairs, pipe section replacements.

Metal Loss Tool



Crack Tool



Geometry Tool



10

Pipeline Integrity



- **ILI tools ran on Line 9A in 2008-2009. Scheduled to be run again early in 2014.**
- **Tools run on Line 9B in 2012-2013.**
- **Up-to-date information on condition of pipeline.**
- **Integrity dig program to address features identified for inspection and repair.**
- **Age of pipeline not an issue due to proactive, continuous preventative maintenance.**

11

Pipeline Isolation Valves

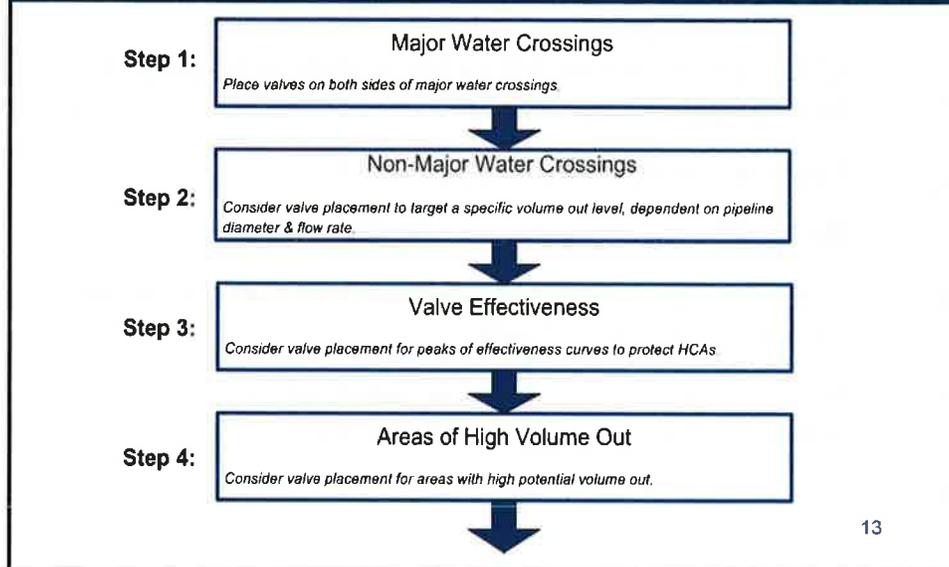


Isolation valves are installed based on a risk model (which includes “oil out” calculations) that our Risk Management Department applies for all water crossings. Enbridge is continually updating our risk model and is prioritizing new valve installations across our system.

- A second valve on Line 9A was installed this year. It is at Shouldice Side Road (approx. 2 kilometers from the Grand River).
- Nith River - we have a valve at our Wolverton station which is 4 kilometers upstream (west) of the river but no valve on the east side of this river until the valve at Shouldice Side Road.
- Fairchild Creek - for Line 9A, the east side block valve is at the Grand River crossing. The west side block valve for Fairchild Creek is at our North Westover pump station which is approximately 8 kilometers away.
- For Line 11, we have a valve on the one side of the Grand River at Highway 54 and a check valve a few hundred meters on the other side of the river. The next block valve after the river is 6 kilometers away.

12

Valve Placement Procedure for Line 9B



13

The Facts on Corrosion



- Claims that oil sands-derived crude, diluted bitumen (Dilbit), causes higher levels of internal corrosion in liquids pipelines are simply not true.
- The corrosivity of crude oil including Dilbit is extremely low, the potential for internal pipe corrosion is related to water and sediment which predominantly occurs in gathering systems containing up to 50% water.
- Transmission pipelines require the sediment and water levels in the oil being shipped, including Dilbit, to be very low, below 0.05%.
- Enbridge has been transporting crude oil from the oil sands since 1968 with the volume of Dilbit shipped exceeding 100,000 barrels per day.
- Enbridge has not experienced an internal corrosion failure on its mainline pipeline system.
- Recent studies, including one by the U.S. National Academy of Science (NAS), conclude there is no more risk of corrosion in pipelines carrying diluted bitumen than in pipelines transporting conventional crude oil.

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Safeguarding Pipelines through Public Awareness



- Annual visits to local agencies (includes municipal public works, municipal offices, police, fire).
- Contact landowners and public within 60m of pipeline ROW every three years by personal visit, by mail every year.
- Annual visits to golf courses, landscaping companies, tree nurseries, orchards.
- Regional emergency response drills, simulation exercises involving municipal response agencies. (Grand River exercise, Sept. 2013).
- **New in 2013** - online training program for emergency responders (Fire, Police, EMS, 911 Call). Free program explaining pipeline hazards, emergency response procedures and role of municipal responders in the response effort.

15

Emergency Response



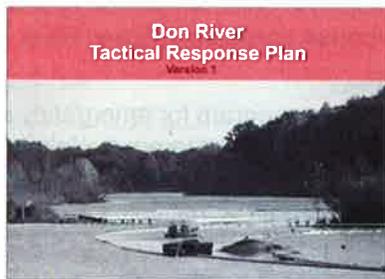
- Local Personnel on – call 24/7
- Trained to respond to pipeline emergencies
- Spare Materials on hand (pipe, fittings, etc.)
- Response Equipment on hand
- Steps of Response Plan
 - Ensure safety of the public and our employees
 - Protection of the environment
 - Resume operation only after the above two objectives have been met



Emergency Preparedness



- Tactical response plans for all major water crossings in the region, including the Grand River.
- We have established agreements with Emergency Response Contractors such as ECRC , The Response Group (TRG), and numerous small local contractors listed in our regional emergency response directories.
- Placing an emergency response team in Mississauga before the end of 3rd Q, 2014 and we are currently looking at adding other response teams to enhance our response efficiency.



17

In Summary



- Pipeline integrity and the safety of the public, our workers, and protection of the environment are our top priorities.
- Reversing Line 9 between Sarnia and Montreal would provide greater access to the Ontario and Quebec markets for western Canadian producers.
- All project construction work will take place within existing Enbridge properties, minimal disruption to environment and landowners.
- NEB Oral Hearings on the Line 9B Reversal & Line 9 Capacity Expansion Project scheduled for mid October in Montreal and Toronto.
- We expect a decision from the NEB in early 2014.
- In service date projected for 4th quarter, 2014

18

From: Rick Jamieson
Sent: August 1, 2014 5:57 AM
To: Clerks
Cc: Mayors Office; rjamieson@absfriction.com; Rick Jamieson
Subject: NO NEED for RENTAL HOUSING LICENSING

Clerks
Guelph City Council

I have followed this passively for the past year and realize now is the time to speak up.

The staff have again recommended that there is no need for rental housing licensing in Guelph. I AGREE., existing By-laws cover all properties in Guelph whether rental or not. Enforcement should come from the general tax base.

It is also wrong to consider fines differently for a PERSON versus a CORPORATION. What is the logic in this? See page 15 of the staff report? With rental housing it is my expectation as a CA that 90% of corporations are set up for tax and estate planning purposes and realistically may have only one or two rental properties in the company. The fines you are proposing are so ridiculous you might just as well add we will TAKE YOUR PROPERTY. The fines may be appropriate for large APARTMENTS but are totally unrealistic for rental housing.

I cannot believe that you have not previously been challenged to consider that it is discriminatory to license rental housing but not APARTMENT BUILDINGS.

Should you not accept the staff report are you doing a parallel and separate study on whether to license APARTMENT BUILDINGS? Rental housing is typically small people vs Apartments large corporations. Why beat up on the little guy when the big apartment building owners get an exemption?

Please register me to speak as a delegation at the August 5th PBEE Committee meeting.

Rick Jamieson

From: Kevin Sargent
Sent: July 26, 2014 8:53 PM
To: Rob Reynen; Clerks; Mayors Office
Subject: Rental licensing - a view

Rob Reynen;

My view for what its worth.

My name is Kevin Sargent - Guelph born & raised - Home owner , business owner and landlord.

In speaking with many people in Guelph (and at my Business).

I find that the issues are being masked or tucked away into a licensing scheme of sorts.

The talk is of annoyance about , Red cups on the lawn, Couches on the boulevard at school end.

Party's and yards UN- kept.

Licensing will not fix these issues.

I recommend using the tools at hand & the bylaws that are in place (be Firm and active).

Licensing would take a lot of time , money and you would have to hire people to implement it.(that's not about to happen).

Maybe what could work - is a one time license per home done now and then again each time the building is re- sold.

Collaborate with the University on getting a check list to the students about their rental unit safety aspect (escape window , smoke detectors etc.)

Have a program to get the used furniture of the boulevard in May/ June , (remember the students don't usually have a truck or a lot of cash at school end)

Enclosed a letter sent to the Mayor , Counselors and others;

Thank you for the time.

I can not attend the meeting , I am away on Holiday .

Thanks Again

Kevin Sargent

From: Margaret Abbink
Sent: July 25, 2014 10:18 AM
To: Clerks
Subject: rental housing

I am the owner of a duplex with two small apartments. We have rented these to individuals for the past 41 years and because we live right next door, we maintain the whole property and deal with problems quickly. As such, I am in agreement with the recommendations in the Rental Housing report.

A couple of points:

1. The absentee landlord issue for negligent landlords does need attention. I canvassed a variety of neighbourhoods during the recent election and was appalled at the disrepair of many obvious student houses. The longterm issue is that this is originally good housing stock and in the old university area, some unique homes. To allow these homes to deteriorate does reduce the value of housing in the surrounding areas. Not only is that an ongoing problem for the homeowners who live next door but devalues properties for the city in general. This goes for all rental houses.

2. There are a number of strategies that might be considered:

-a priority on identifying the owners and enforcing standards and not just on the basis of complaints but active observation.

-in the student community, perhaps a contest for "doing a good job ". Would need appropriate incentives and neighbours could nominate deserving student homes.

-some positive rewards for other apartments in their appearance such a citywide nominations for awards in different categories for beautification. This could be for all types of rentals.

Just a few ideas and I will follow the outcome with interest.

Margaret Abbink

From: Allan Dyer

Sent: July 25, 2014 9:40 AM

To: Clerks

Cc: Rob Reynen

Subject: Rental housing licensing recommendation to be presented August 5

Good morning

I am unable to attend the Planning Building Engineering and Environment Committee on August 5th. Please shared these comments with the committee members.

I would like to voice my support to the staff recommendation regarding rental housing licensing.

These recommendations were develop in consultation with the public and the working group on the topic. The majority of those involved were against rental housing licensing. These recommendations move to address the issues at a much lower cost to the tenants and the city.

Please keep me informed of future meetings.

Regards

Allan Dyer

From: rlproyalcity
Sent: July 25, 2014 9:14 AM
To: Clerks
Subject: Re: Rentals

Good morning:

I applaud City Staff for coming to the recommendations they did, as I have long-argued that the City has always had the tools in their toolbox to implement a safer and more harmonious rental market throughout Guelph. It is my hope that these tools are honed a little more and become more effective, as I think they have in the last 2 years approximately.

To add another layer of bureaucracy and expense to the system would only cost tenants more in the long term, while punishing those that are law-abiding and conscious landlords. Those that are currently shunning the system will continue to do so.

Furthermore, the public should be encouraged to be more proactive in reporting problem tenants, landlords and properties. With their help, problem landlords and tenants can be dealt with swiftly. The same can be said for property standards. With punitive action, these properties can be remedied and hopefully better maintained.

As a member of the real estate community I have first hand experience with clients, landlords and tenants and the challenges that they all face. The City of Guelph has always been an effective partner in facilitating rental housing and making the current system better will only make the City a better partner.

Thank you for your time and I appreciate the process, time and effort that the City has undertaken with rental housing. Have a good day.

Jeff Morley

From: Bill Green
Sent: July 30, 2014 8:14 AM
To: Clerks
Subject: Rental Housing Licensing Discussions

Dear Sir or Madam:

For the record I am against introducing licensing of only "certain types" of rental housing in an effort to help control behavioural issues of only a few tenants near the U of G. If it is such a great thing for tenants safety wise, why not introduce it for all types of rental housing such as high rise buildings & not just houses?

The best way to address behavioural issues is keep the present system with more enforcement.

Guelph taxpayers (reported by various surveys are the highest taxed across Canada) just cannot keep paying for more expensive experiments. Guelph's reputation tax wise wont be changing any time soon now that we are all waiting to hear "our" costs associated with the cancellation of the new city hall construction...

Yours truly: Bill Green

From: Alan Ross
Sent: July 29, 2014 1:03 PM
To: Clerks; Mayors Office
Subject: RE:Rental Licensing Program

Good Afternoon, it has come to my attention that the City of Guelph is considering to implement a Rental Licensing Program. To whom it my concern, I just wanted to voice my opinion that as a Guelph resident and small business owner I would NOT support this decision. My prediction is that the cost to landlords would eventually be transferred to the tenants, the group that this program is intending to help. Not only would the Rental Licensing Program raise the rental prices through the cost of the licensing itself, it would decrease the supply of available rental units by discouraging landlords from either maintaining their current properties or acquiring new rental properties, further increasing the cost of rent through a decrease in the supply of rental units. It would also encourage a larger black market of illegal rental units defeating the intention of protecting tenants. This appears to either be very hefty cash grab or an honest mistake by a group of people with possibly good intentions, but a very weak understanding of economics. I hope this does not fall on deaf ears.

Many Thanks,

Alan Ross

From: Frank Basso
Sent: July 29, 2014 2:12 PM
To: Clerks
Subject: rental licensing

To whom it may concern,

Please accept this email as my support to decline any rental licensing program that has been proposed by the city. Any program like this is only going to hurt homeowners as a whole and is not in the best interest of Guelph's property owners.

Regards,
Frank Basso

From: Paul D'Abruzzo
Sent: July-29-14 4:37 PM
To: Clerks; Mayors Office
Subject: rental licensing

please decline the implementation of a Rental Licensing program in Guelph.

--

Paul D'Abruzzo

From: Peter Neil
Sent: July 30, 2014 2:56 PM
To: Clerks
Cc: 'reynen@guelph.ca'
Subject: For your consideration....

Good afternoon,

With respect to the Rental Housing Licensing presentation at Council meeting of August 5, 2014, please find our attached opinion on this subject. Sifton Properties Limited has a longstanding relationship with the City of Guelph; not only as a Rental Housing provider, but also as a Commercial developer. We feel that our opinions contained in the attachment are clear in that we do not support Landlord Licensing as a means of dealing with the challenges that currently are being faced with other Landlords in the City of Guelph.

Hard copy via courier to follow.

Respectfully,

Peter Neil



Experience. The Difference.™

July 30, 2014

The City Clerk's Office
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

Dear Sir/Madam:

Re: Guelph PBEE Report, 14-29; Sifton Support For Staff Recommendation

We are writing in support of the Guelph City Staff report and the recommendation that Guelph reject Landlord Licensing and adopt, instead, a strategy of inspection and enforcement of existing municipal by-laws to address Council's housing concerns.

Sifton Properties Limited (Sifton) operates properly zoned, purpose built townhouse rental housing in Guelph. Sifton's townhouse rental operation consists of 471 townhomes with thousands of residents who would be adversely affected if the Licensing proposal (similar to that in Waterloo) had proceeded. Under the *Residential Tenancies Act* (RTA) a landlord is entitled to apply for an Above Guideline Rent Increase (AGI) to pass on extraordinary increases in "municipal charges", which includes municipal license fees, and the AGI is an inevitable consequence of implementation of licensing. In Waterloo, tenants of townhouse rental operations face AGI increases of between 5% and 7% as a consequence of licensing fees imposed on properly zoned, purpose built townhome rental operations. While the license fee is intended to be a "business license", the only customer available to pass the license fee to is the tenant of the licensed rental unit.

Sifton's Guelph rental operations were constructed following a rigorous public land use planning process; were developed in accordance with municipal oversight of site plan issues (fire, garbage, parking, traffic); and were constructed with the oversight of municipal building inspectors, including inspection of all building and site infrastructure. Our rental operations are subject to regulation under the *Building Code*, *Fire Code* and the RTA, including provisions to address maintenance, repair and rent control. In our view, the rental housing issues and concerns relative to student housing and low rise converted residential dwellings have no application to purpose built, professionally run rental operations, developed and operated with municipal and Provincial oversight.



Sifton Properties Limited • Retirement Living • Residential Rentals • New Homes • Neighbourhood Developments • Commercial Properties

195 Dufferin Avenue, Suite 800
London, ON N6A 1K7

Tel. 519.434.1000
Fax. 519.434.1009

Sifton.com

Purpose built townhouse rentals have a higher proportion of families renting than do apartments. In our Guelph portfolio of 471 townhouse rentals, the occupancy demographic is 6% students; 21% adults (couples, seniors); and 73% "families" with children. Guelph staff correctly concluded that tenants with families would be disproportionately adversely affected by the licensing by-law. It is clear that an AGI increase of between 5% and 7%, as is taking place in Waterloo (the Provincial rent increase guideline this year is only 0.8%), would be unaffordable for most families and many would face "economic eviction" if licensing is implemented in Guelph.

In summary, the rationale for application of licensing to our portfolio is not supported by actual circumstances. Where housing issues and concerns arise, municipal by-laws and the RTA have enforceable standards to ensure safe, well maintained housing. If licensing is introduced, it will have a devastating financial impact on residents occupying townhomes in our portfolio and will specifically adversely affect families. For these reasons we respectfully ask that Council support Guelph Staff's recommendations; reject proposals for landlord licensing; and direct that staff address housing concerns through municipal enforcement strategies.

Yours very truly,

SIFTON PROPERTIES LIMITED

A handwritten signature in black ink, appearing to read "Peter Neil", written in a cursive style.

Peter Neil

Vice President, Residential Management

From: Aldo M.

Sent: July 30, 2014 3:39 PM

To: Clerks

Subject: Support for Staff Report that recommends Guelph Rental Licensing program not be implemented

Importance: High

I would like to offer some input regarding the contentious proposed Rental Licencing program that Staff recently advised City Council to decline.

The Staff report was unbiased, comprehensive and produced good alternative recommendations and did an excellent job of analysing and addressing the key issues pertaining to rental housing that City Council asked Staff to investigate and address. In the last City Council meeting a few months ago regarding this issue, in the first opportunity the Mayor had to address the attendees at that meeting, she mentioned that she was "not for or against Rental Licensing in Guelph". I have 2 questions specifically for the Mayor:

- 1) If you are not for or against this program, then why haven't you accepted the highly detailed Staff report on the proposed Rental Licensing program that City Council asked Staff to produce in the first place ?

And secondly;

- 2) If the Staff report had taken the opposite view and HAD recommended that the Rental Licensing program be implemented, would you have still requested that this matter be further reviewed, or would you have adopted their recommendation to implement this program ?

My suggestions are as follows and reiterate the common sense recommendations of the Staff report:

A MUCH more efficient and fiscally responsible solution to the rental housing issues in Guelph would be to proceed with the following Staff recommendations to exclude the Rental Licencing Program, and instead:

- 1) Increase fines (significantly) to negligent Landlords AND to negligent Tenants (who are also the cause of some of the problems, ie. noise, unruly behaviour)
- 2) Implement a "search warrant" process *as recommended by Staff* to obtain access to suspect properties to gain a pro-active approach to enforcement issues (as they have done in Hamilton, Ontario)
- 3) **Fully utilize and enhance EXISTING City by-laws - as stated in the recent Staff Report on Rental Licencing - - "...In fact, the majority of outcomes sought by the City are available through full enforcement of existing bylaws..."**

ALL taxpayers (not just rental property owners) and ultimately Tenants in Guelph would likely have to eventually subsidize this proposed program. To achieve the goal of addressing the rental housing issues in Guelph, it would be MUCH more prudent to utilize the common sense recommendations of the Staff Report as mentioned above.

There should ONLY be sanctions and penalties for the actual people (bad Landlords and bad Tenants) who warrant such action against them. **The vast majority of Landlords in Guelph have ALREADY taken out building permits and completed the necessary inspections by the City and other government agencies to “legalize” their rental properties. Why would they have to complete the process again ? This would obviously be a duplication of processes and it is completely redundant to implement a very cumbersome and controversial licensing program to needlessly govern thousands of good Landlords in Guelph who provide a valuable service to our City, when in fact only a small percentage of Landlords (and Tenants) in this City are not abiding by the rules pertaining to rental housing.** As the Staff report states, it would be much more efficient (in every way) to address rental housing issues on a targeted basis. It’s also important to remember that even if this program were to be implemented, loud and/or unruly Tenant behaviour would not be corrected anyways.

Another important point worth mentioning is the seemingly more frequent issues pertaining to “student rental properties”. I would like to remind City Council of the well-known fact that thousands of rooms in large, purpose built student rental buildings are currently under construction and/or already approved to be constructed in Guelph. These purpose built high density properties, along with the increased and enhanced recommendations from the Staff report will alleviate most (if not all) of the rental housing issues in our City’s low density neighbourhoods.

Thank you.
Al Martone

Licensing Recommended Approach

Date: July 31, 2014

To: Planning, Building, Engineering and Environment Committee for August 5, 2014

Mayor Farbridge and Members of Guelph City Council

From: Morris Haley; Guelph, Ontario

**RE: Rental Housing Licensing Recommended Approach. Revised Report No 14-29
PBEE Committee Meeting August 5, 2014**

Summary:

- 1) I hope that this time the PBEE Committee will accept the revised Report as submitted and ask to Council accept Staff's recommendations as presented.
- 2) The Report provides the detailed information the PBEE Committee considered was missing in the original Report. Specifically, Staff describe in detail how they moved from a position of supporting a license program in February 2013 to now presently recommending a program of enhanced enforcement.
- 3) The Report describes in detail the positive effectiveness of the enhanced enforcement program implemented in late 2011 & early 2012.
- 4) The additional cost of the enhanced program is reasonable & represents "catch-up" costs for a long period of prior lack of enforcement. In addition, the additional property tax revenue from the accessory apartment program alone covers the additional enforcement costs.
- 5) Unsaid in this Report is that this licensing discussion is all about the concentration of student housing in Wards 5 and 6 and the related SRH issues surrounding that reality. A license program would negatively affect over 29,000 rented bedrooms of which about 14,000 bedrooms are rented by the general non-student population through-out the whole City. Staff's recommended approach to use enhanced enforcement on a focused & targeted basis, instead of a onerous city-wide licence program, would impact City residents the least.

Detailed Comments:

Staff should be commended for recognizing in retrospect that licensing is not good public policy. It took courage for Staff to change its previous position, based on additional analysis, to now recommend a program of "enhanced enforcement" instead of pursuing a licensing option. Now it is up to the PBEE Committee and later Council to support the recommendations within the Report.

1) The Report contains the information to supports Staff's recommendation to not pursue a license program:

This Report contains the information the Committee previously found lacking in the May Report

During the May 2014 PBEE meeting the Committee requested that Staff explain their change of position from supporting a license program in February 2013 to presently recommending a "enhanced enforcement approach" using existing by-laws. In response, Staff has fully explained that 1.5 year process that involved accumulating & analyzing additional information; holding public consultations & conducting community working groups. That process is fully described in detail on pages 4 to 16 within the Report. On Report pages 16 – 18, Staff then explains it's rationale why targeted enforcement is a more efficient use of Taxpayer resources rather than a blanket city wide license program.

This Report is complete. A possible omission is that Staff did not detail the shortcomings that London and Waterloo are experiencing with their licensing programs. Those comments would have further supported Staff's position not to proceed with a license program.

2) The Enhanced Enforcement Program is working:

At the May 5, 2014 PBEE meeting some Councillor's noted this program was either not working or not effective. The statistics provided in Attachment 5 and the enforcement commentary provided on page 9 indicates otherwise.

During 2012 and 2013, for example, 950 investigations where opened. That figure represents 11% of the 8,700 identified SRH properties. Considering that most properties are compliant, these results are is a huge accomplishment based on staffing only 2 additional FTE employees during that time.

In addition, 548 unregistered apartments where identified (Report 14-29, Page 9) during 2012 & 2013. In November 2012 Staff publicly estimated 1,100 unregistered apartments existed. It took just 2 years to identify such a large portion of these non-compliant properties. Future enforcement action will further encourage self-compliance and enhance Tenant safety.

Enhanced enforcement should be allowed to work using existing by-laws **AND** implementing a new search warrant process; larger fines and a zero tolerance policy as suggested by Staff.

3) The Additional Enhanced projected program costs are reasonable and Taxpayers should pay these costs:

Some Committee Council members made comments & posed questions at the May 5th PBEE meeting & later in the Mercury that it is not fair to expect City Taxpayers to pay the cost of the increased enforcement. Before making these comments the following facts should be considered by Committee members.

I have written before the additional proposed cost items represents a “catch-up” on many years of this City underfunding the Inspection Staff in Building Services and only enforcing SRH zoning & behavioural issues on a complaint basis. Meanwhile the student population has doubled and general population has increased by 25%. Had existing by-laws been implemented proactively in the past then we would not be dealing with SRH issues on a catch-up basis.

For Council members to expect the majority of city wide Landlords & their Tenants to pay a license fee in addition to property taxes, represents double taxation for lack of past enforcement efforts that have been paid for, but not delivered.

Schedule 1 attached summarizes the annual ongoing costs for the recommended Enhanced Enforcement strategy will be \$446,000 in 2014 dollars. The 2 FTEs hired in 2011 are also included in the costs.

Also included on Schedule 1 is my analysis showing the incremental property tax recovery of the accessory apartment program is projected to be \$482,606 annually. MPAC increases assessed property values to houses containing accessory apartments, based on the improvements made which in turn increases property taxes paid. The conclusion, is that the incremental property taxes paid by the 2,291 accessorized houses in Guelph as at December 2013 alone will cover the total projected enhanced enforcement program cost of \$446,000, However that enforcement program will be directed to all of the approximate 8,700 SRH properties as identified by Staff.

Based on the foregoing, the concerns of Taxpayers being “forced” to pay for additional SRH enforcement are not accurate. Those costs should either be are considered “catch-up” enforcement costs or costs recoverable by additional property taxes received from the accessory apartment program that is a part of the SRH group.

Instead, City Council and Senior City Administrators, should be explaining to Guelph Taxpayers why past enforcement of SRH issues did not occur and why these “catch-up” costs need to be incurred now.

4) Licensing would negatively impact affordability and supply of rental accommodations to the general population equal to at least 13,836 bedrooms:

Using MPAC data, City Staff identified 8,700 one and two unit houses containing 9,600 rental units that would be subject to a potential licensing program. Properties containing 3 or more rental units were excluded. Those 8,700 houses represented 28,836 rented bedrooms of which 15,000 bedrooms at most would be rented to students. The remaining 13,836 available bedrooms are currently rented to the general population.

A license program, if implemented, would impact the affordability and supply of rental housing to the whole City and not just to students congregated in Wards 5 and 6.

Licensing Recommended Approach

City Staff are correct to understand this impact. By not recommending a license program the negative impact to the general public can be avoided. Instead, a program of enhanced enforcement targeted to specific problem areas would be a more effective use of resources.

Thank you,



Morris Haley

Attachment

SCHEDULE 1

**PBEE COMMITTEE SUBMISSION FOR AUGUST 5, 2014
CITY OF GUELPH**

Prepared By: Morris Haley, Guelph Ontario
Prepared: July 31, 2014

ENHANCED ENFORCEMENT COST FOR YEAR :		<u>Year 1 Start-Up</u>	<u>Year 2 & Ongoing</u>
Cost of 2 FTE positions hired late 2011(1 Fire prevention Officer, 1 Zoning Inspector) & Support staff. (Source: Cost Benefit Analysis, Attachment 2, pg. 18).		\$321,000	\$321,000
Communications Plan	(Source: Report 14-29, Pg. 3)	\$25,000	
Ongoing Communications Plan (\$20K to \$30K)	(Source: Report 14-29, Pg. 3)		\$25,000
1 FTE Full-time Inspector		\$135,000	\$100,000
	Note 1	\$481,000	\$446,000

**ADDITIONAL PROPERTY TAXES TO COLLECT FROM
TWO UNIT ACCESSORY HOMES REGISTERED AT JANUARY 2013:**

Additional MPAC Assessment. Range \$20,000 to \$35,000. Use ...		\$20,000
2014 Tax Rate		0.012464
Additional Property Tax To Collect Per Property		\$249
No of Houses With Registered Apartments in January 2013		1,936
Total Additional Property Tax	Note 1	\$482,606

**ADDITIONAL PROPERTY TAXES TO COLLECT FROM
TWO UNIT ACCESSORY HOMES REGISTERED DURING 2013:**

Source: Report 14-29, Attachment 5.

	<u>2012</u>	<u>2013</u>
<u>Accessory Apartments:</u>		
No Accessory Apartments Registered	200	154
No Accessory Apartments Removed	-21	-14
No Accessory Apartments Becoming Compliant	44	115
	223	255
Additional Property Tax To Collect (detailed above)	0	\$249
	Note 1, 2	\$63,566

Note1: Additional property taxes will be collected after MPAC reassesses each property upward to account for for upgrades for additional kitchen, bathroom(s) and other renovations to create the accessory apartment.

Note 2: Did not include 2012 additional accessory apartments created from enhanced enforcement action since that number would be included in the January 2013 number of 1,936.

From: Pat Martin
Sent: July 30, 2014 10:30 PM
To: Clerks
Subject: Rental Housing

First let me say I am retired from the Guelph Police Service and currently manage the University of Guelph Campus Community Police. I am also a landlord with a house that I have owned for the past 15 years on Young St. in the Old University Neighborhood and only rent to students. My neighbours know where I work and my home number and have been advised if my students cause them problems they are to call me. Because of this I am already penalized and pay almost twice the normal rate to insure the property.

With considerable expense I created a legal accessory apartment in the basement that was registered with the City. Inspections were done by the City as it was being built. I am not in agreement with the licensing of rental units as I see it as just another tax on those who currently comply with the City bylaws and that tax although I doubt I would pass it on to students will invariably be passed on by most landlords.

There has been so much rhetoric about the taxing of rooms that I honestly do not know what it is the City hopes to accomplish. I always felt the complaints dealing with students were noise, parking and garbage. All of these can be enforced by our current bylaws. So it appears somehow the City has decided to tax those landlords who are in compliance with our bylaws and provincial statutes. Yes I would register my property but I find it doubtful those who are not in compliance are going to line up to be licensed.

Council Piper has said that adding the cost of enforcement to the tax base and that it should be paid by the landlords as that is a business. I find that difficult when our Council is not prepared to tax the bars downtown given the extra costs of policing, cleanup etc. All taxpayers pay for this. 10% of the people take up 90% of the time of our Enforcement Officers in Guelph. We all currently pay for this. If the reason for the tax is to make sure the inside of these residents meet certain standards then I think Council is doing our students a disservice. Students have access to information as to how to report their landlords should their residence not be in compliance with housing standards.

I'm having difficulty not believing that this is just another tax and am not in favour of this tax.

Pat Martin,

From: Lorraine Pagnan
Sent: July 31, 2014 3:08 PM
To: Clerks
Subject: Guelph Rental Housing Licensing Program Staff recommendations

Dear Councillors and Mayor,

I am adamantly opposed to staff's recommendations not to regulate and license shared rental housing (rooms in houses, basement apartments, lodging houses etc).

I was originally involved in the first community involvement back in the 2003 approximately when the city and the university finally admitted that there was a problem with inadequate, unsafe and illegal rental units being utilized in what were single dwelling units or homes. I watched as all the hard work that stakeholders put in were ignored not once but twice with the only outcome of more "proactive enforcement" or what I like to call it "reactive enforcement". Rental units in single detached dwellings must have some sort of ensurement for tenants, and neighbours that they will be safe and contribute to the community rather than destabilize and cost residents their safety if they are renting such units and as neighbours quality of life and safety. The only outcome from Staff's recommendations will be more cost to citizens paying for irresponsible landlords responsibilities and the proliferation of more inadequate rental units. It seems as though the landlords are pushing for this so as not to have to meet proper building code, fire code, parking regulations in order to create their rental units. I believe it is irresponsible for the city and the university of Guelph to turn a blind eye to inadequate rental housing and putting people at risk. Many students, poor and seniors hope that when they have to rent that they are renting something safe. So what is the city willing to do to ensure this? Sometimes it means doing what's best and not who has the loudest voice.

Thank-you
Lorraine Pagnan

From: Clerks
Sent: July 31, 2014 4:05 PM
To: Joyce Sweeney; Dolores Black
Subject: FW: Rental Housing Licensing Recommended Approach

From: Imad Syed
Sent: July 31, 2014 2:39 PM
To: Clerks
Subject: Rental Housing Licensing Recommended Approach

Hi There

I would like to submit my request to support the Report to the Planning & Building, Engineering and Environment Committee (PBEE) titled Rental Housing Licensing Recommended Approach which will be presented which recommends that the licensing program not be implemented.

Thanks

Imad Syed

City of Guelph

**Downtown Streetscape Manual
Built Form Standards &
St. George's Square Concept Plan**

PBEE

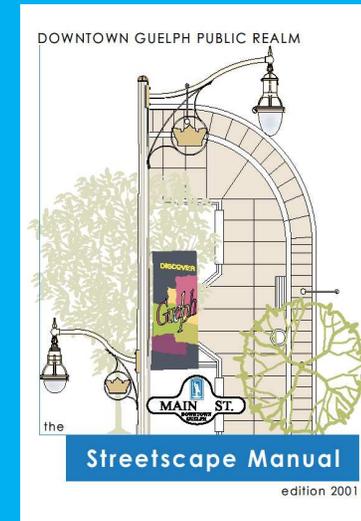
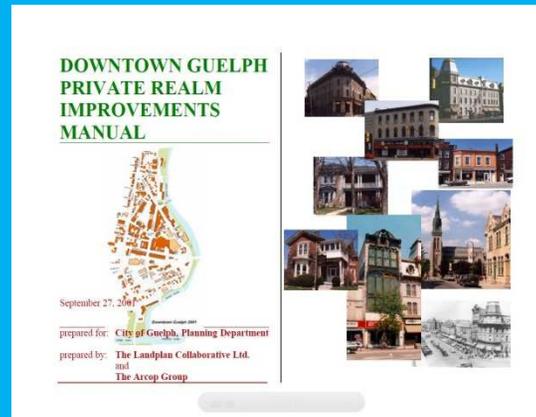
August 5, 2014

Brook McIlroy
in association with
Unterman McPhail Associates
McCormick Rankin Inc.

BrookMcIlroy/

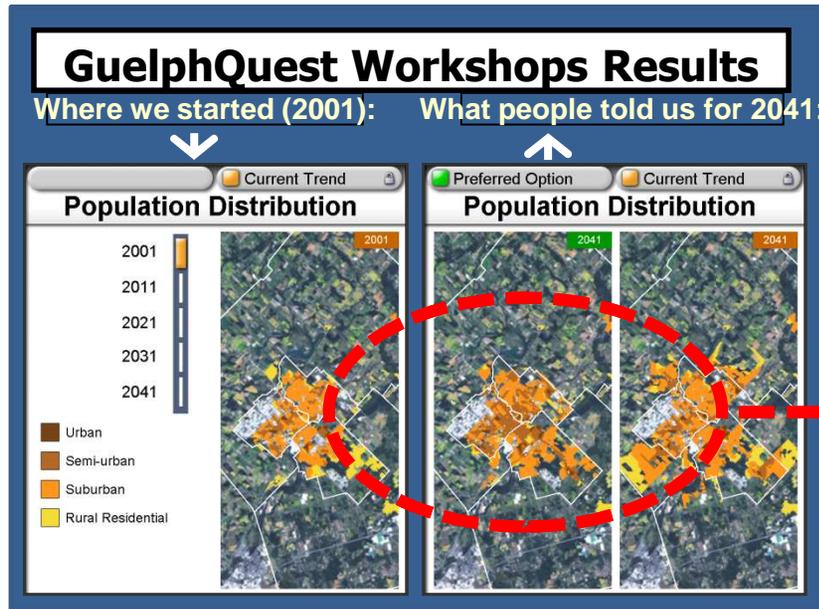
Overview

1. The Context
2. The Process
3. Streetscape Manual
4. Built Form Standards
5. St. George's Square
6. Delivering the Vision: Recommendations



Updating the Downtown Documents: So what's changed since 2001?

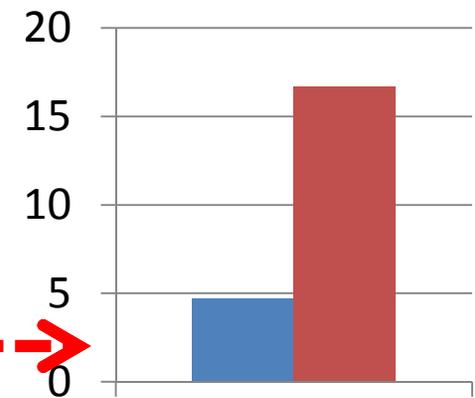
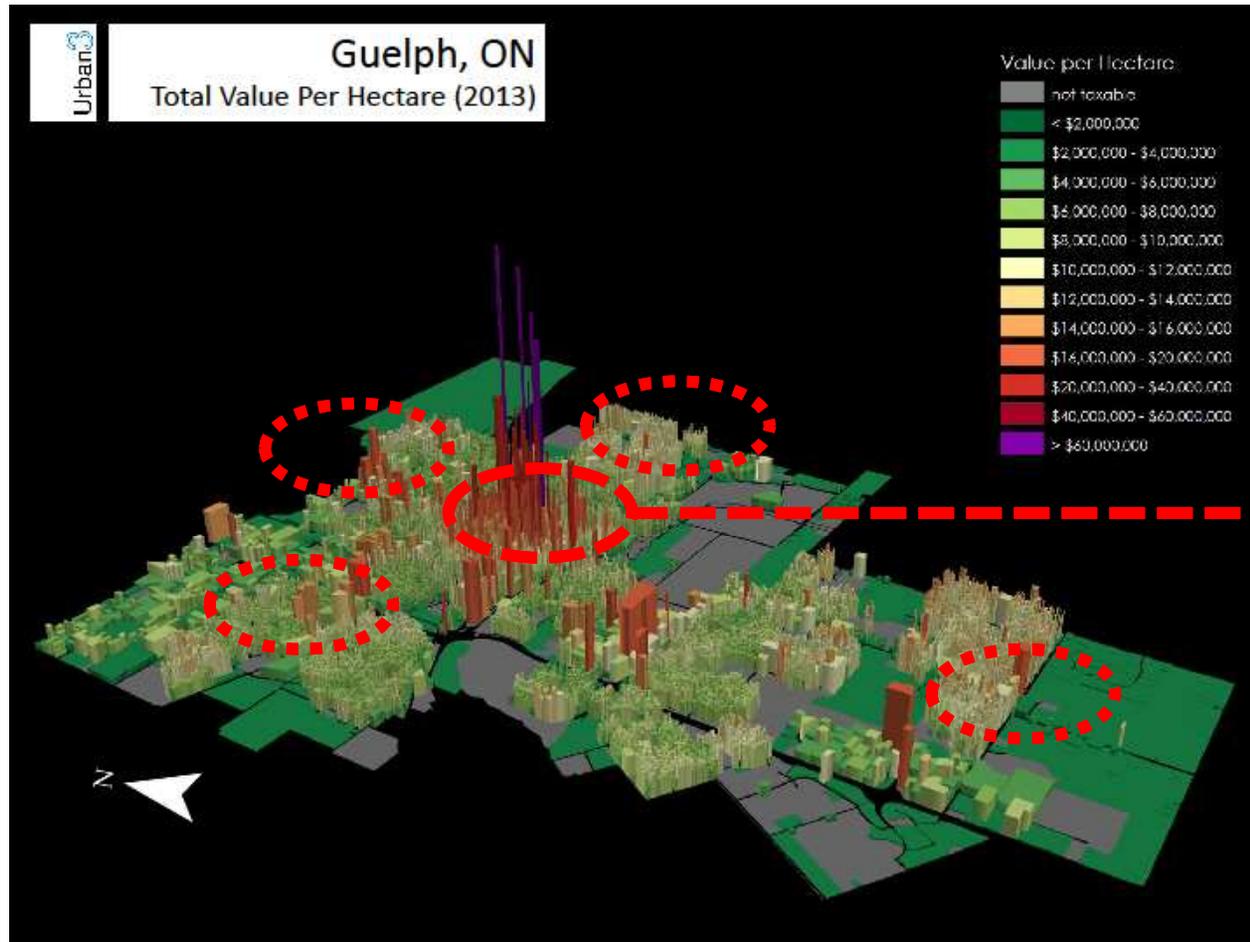
Vision and Policy



Award winning comprehensive plan reflecting significant community consultation and visioning

- **Setting new direction for growing the city**
- **More jobs and people downtown—we are adding the equivalent of a new neighbourhood downtown**

Seizing the Economic Opportunity



Downtown Taxes

■ 2012 (Present)

■ 2031 (Projected)

Modeling the economics
of the Downtown
Secondary Plan

- Investing in areas of high tax-density early creates benefits for all
- Private Sector Investment is already occurring

Seizing the Economic Opportunity

Pedestrian Connectivity and Commercial Activity

Connectivity and Pedestrian Flow Map

Connectivity and Pedestrian Flow

Ease of movement and connectivity within the Downtown is essential for both businesses and visitors. It creates a desirable, diverse, and safe environment, which prolongs shopping trips, attracts the broader target market and increases sales for commercial operators.

Quality Commercial Nodes

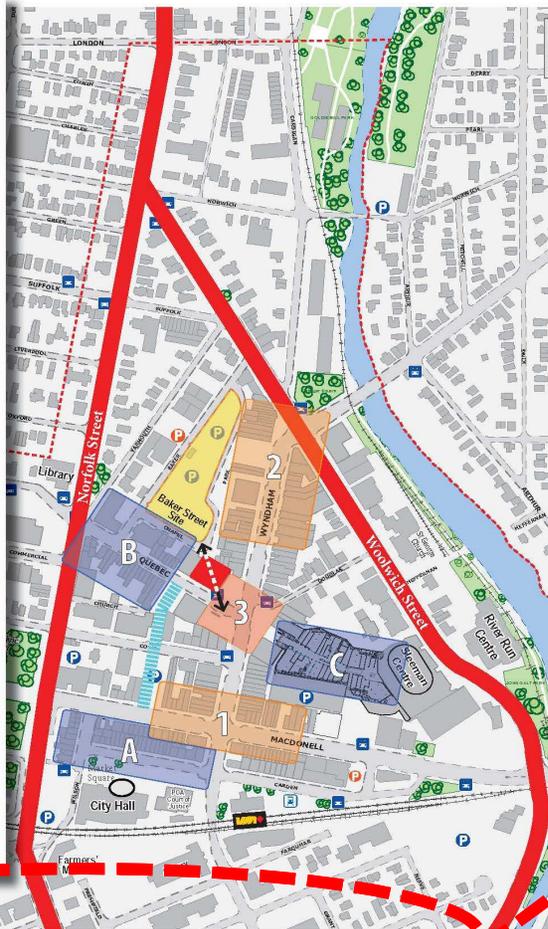
- A Wilson/Carden Streets
- B Quebec Street
- C Old Quebec Street Mall

Commercial Nodes in Need of Improvement

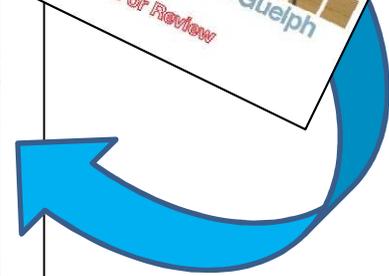
- 1 Macdonnell/Wyndham Streets
- 2 Wyndham Street North
- 3 St. George's Square

Physical Barriers to Connectivity

- ||||| Cork Street Service Corridor
- P Parking Lots
- Arterial Roads



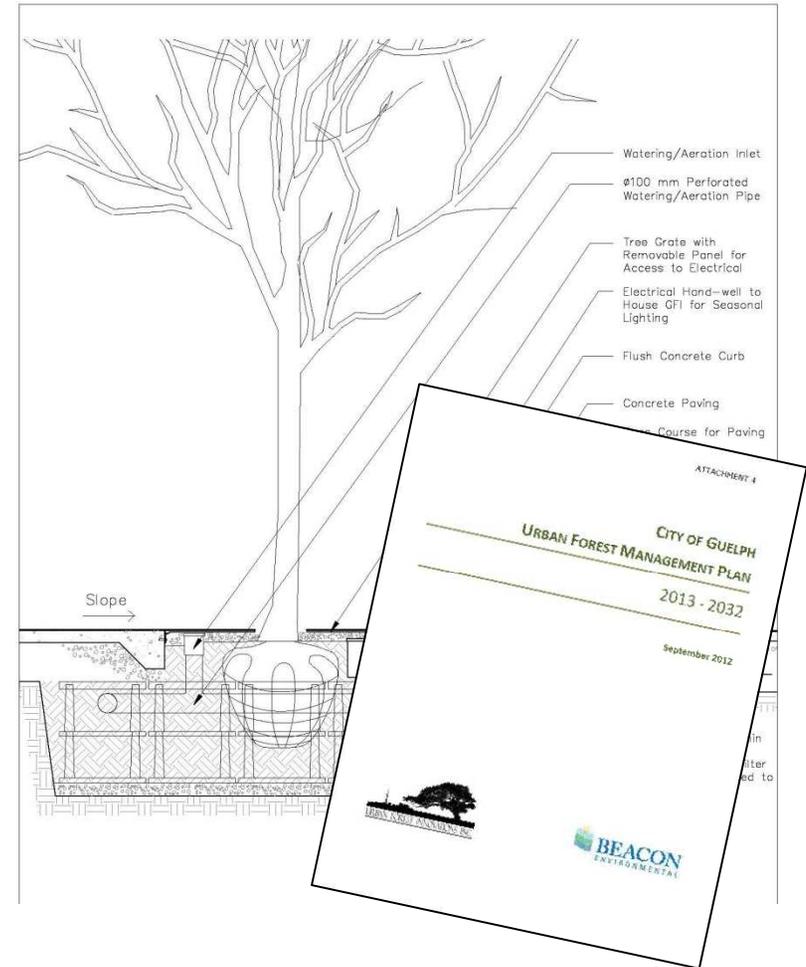
Connectivity between commercial and entertainment clusters is one of the significant challenges for the Downtown



- Opportunity to address the identified connectivity challenges of the historic downtown

Aging and greening infrastructure

1981 reconstruction



- Replacing the infrastructure necessitates a discussion about the public realm
- Trees are 'green infrastructure'

CITY BUILDING: **ENTERPRISE FRAMEWORK**



This project is about City Building

These are strategic initiatives that are building the community's vision, momentum and competitiveness

**More people +
More investment coming +
Aging infrastructure +**

=City Building Opportunity

- **This context is driving the recommended transformational vision**

Collaborative Engagement Process

2012



Studied the Downtown

2013

Engineering
Operations
Transit
Culture and Tourism
Planning

Created Cross-departmental Team

PPS
PROJECT FOR
PUBLIC
SPACES

Worked with the Public to Evaluate Opportunity

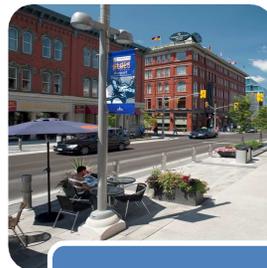


Identified the Vision and Program

On-going Public/Stakeholder engagement



Reviewed With Business and Other Stakeholders

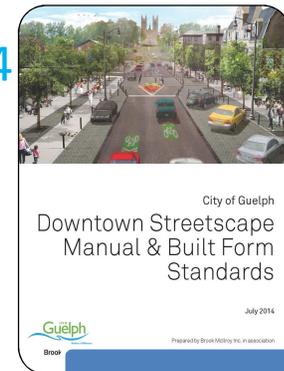


Reviewed Precedents



Surveyed Business

2014



Drafted Manuals

On-going Public/Stakeholder engagement

City Building Opportunity + Collaborative Engagement Process

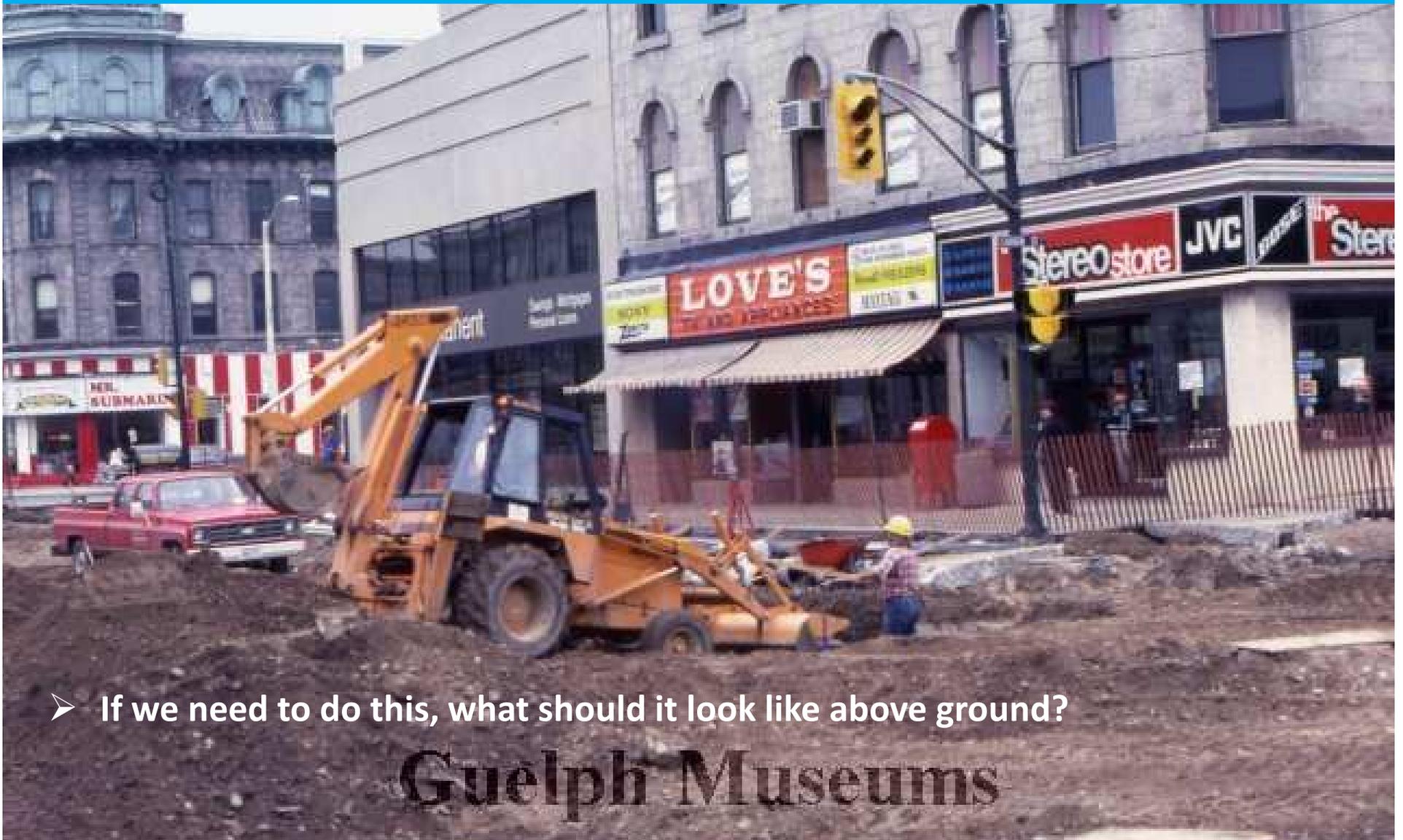
= Recommended
Transformational Vision



Transformational Vision

➤ Downtown is a destination and place for all City residents and visitors

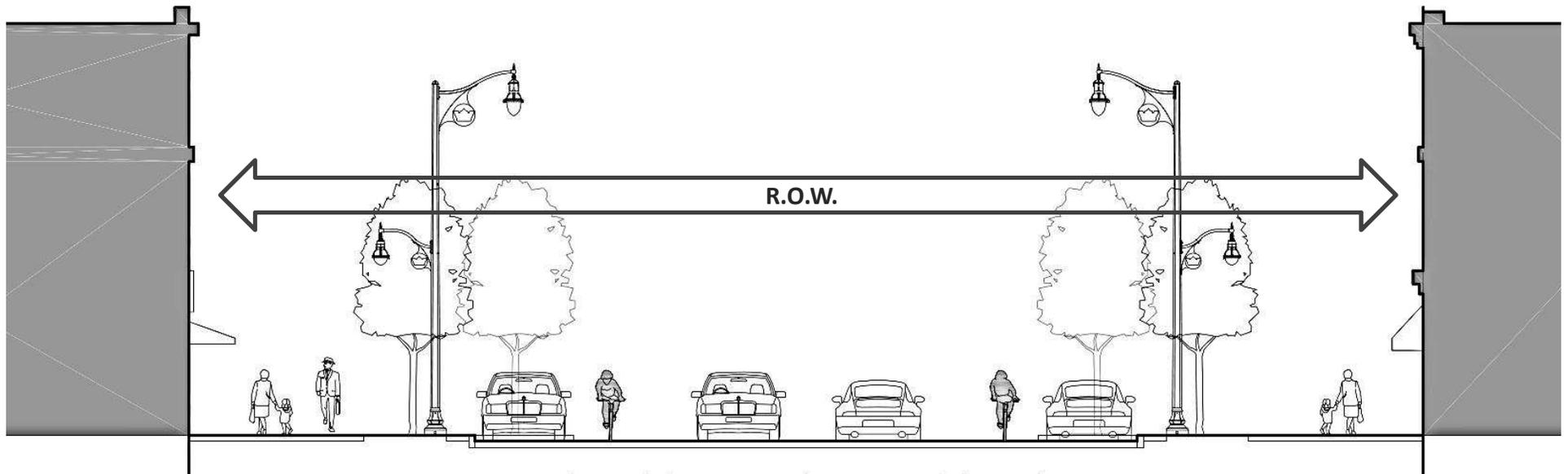
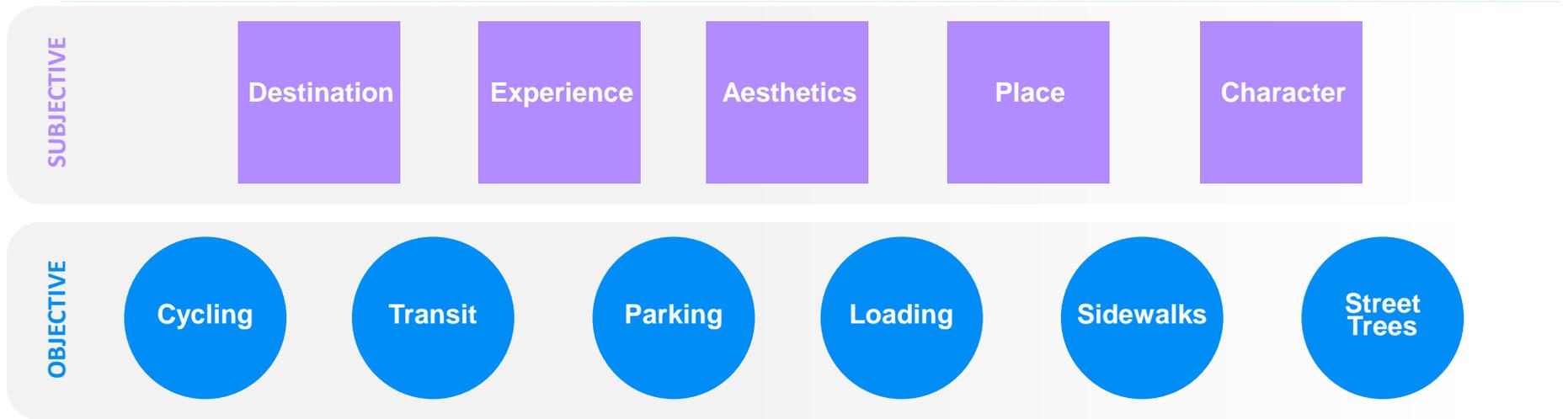
2.0 Streetscape Manual



- If we need to do this, what should it look like above ground?

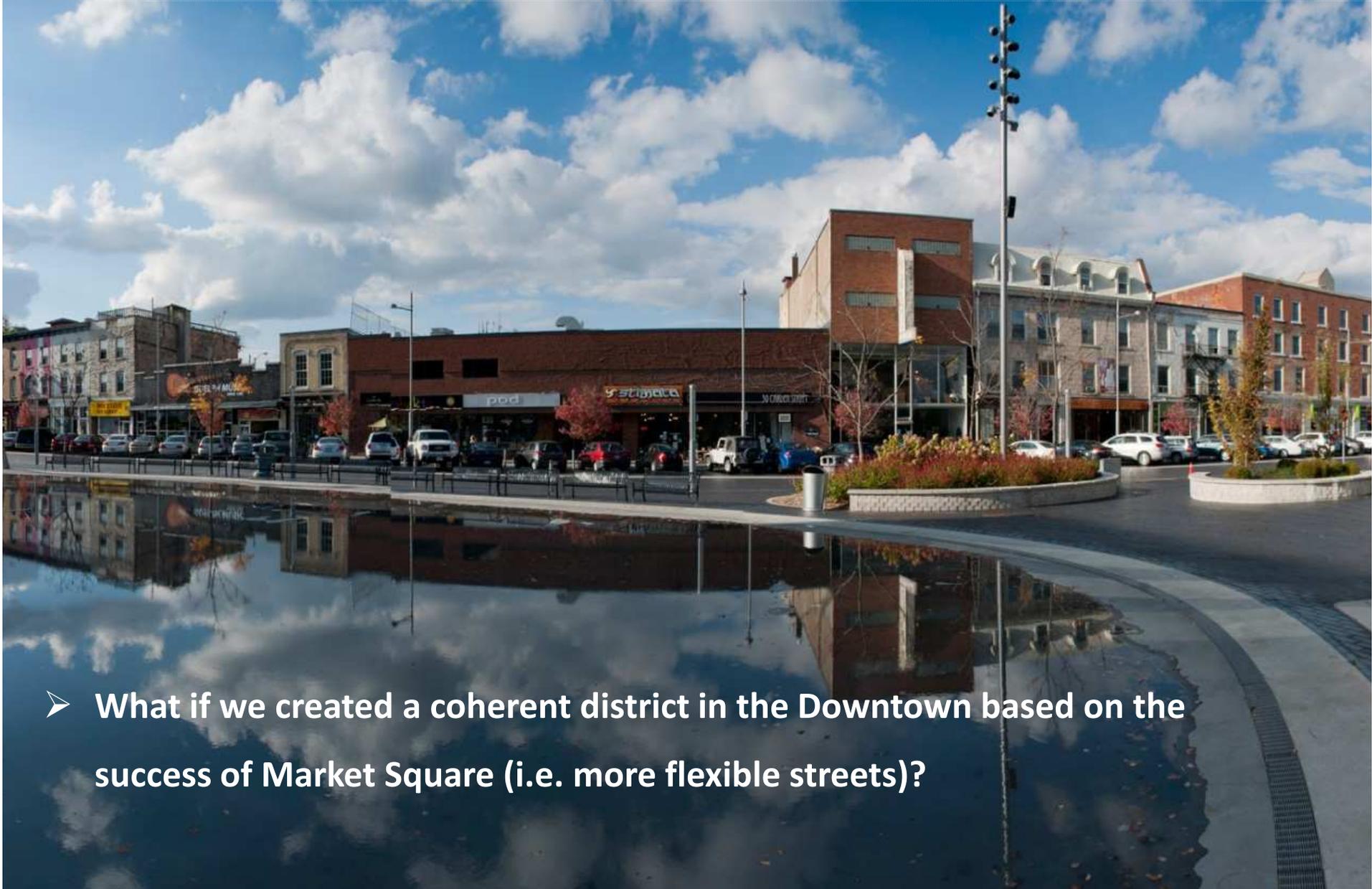
Guelph Museums

The Urban Challenge



➤ How do we balance competing interests?

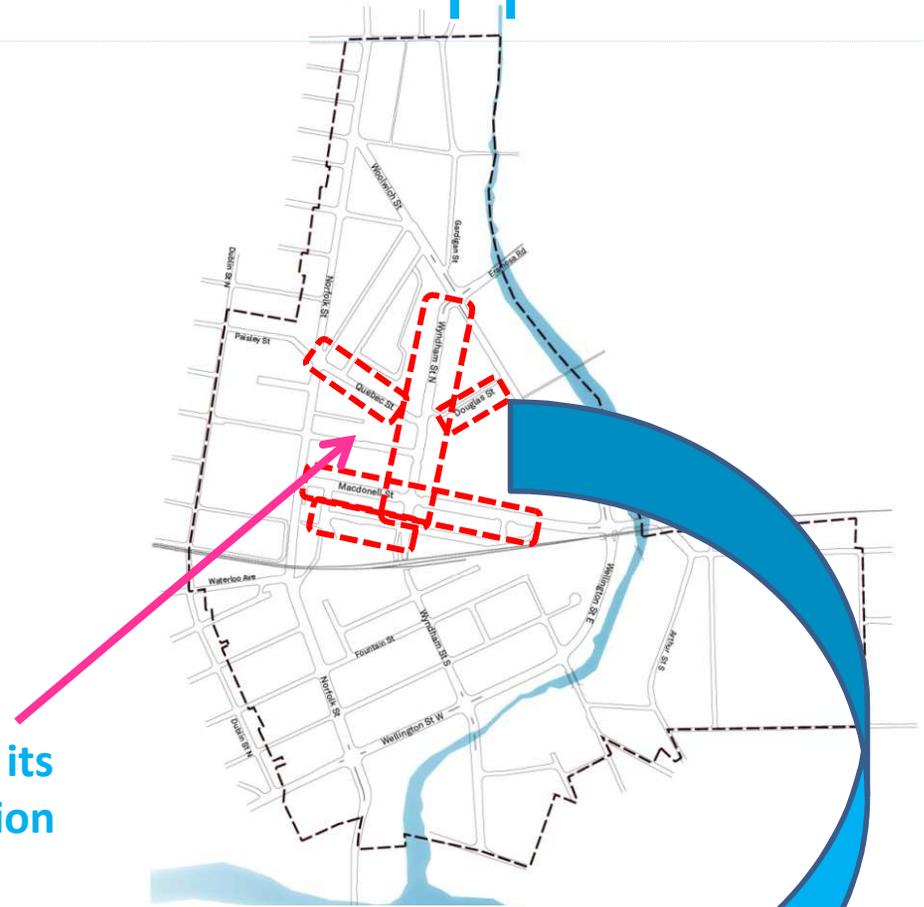
Learning from Carden Street



- What if we created a coherent district in the Downtown based on the success of Market Square (i.e. more flexible streets)?

Applying the Flexible Street Approach

- Re-balance right-of-way space allocations and modal priorities;
- Optimize street design to place equal priority on pedestrians, cyclists, transit users, and personal vehicles;
- Reduce vehicle speeds; and
- Adopt a 'complete streets' approach to street design.



We're reinforcing its role as a destination



Streetscape Manual

Flexible Streets - Wyndham

- 4 lanes to 2 lanes
- More on-street parking
- More bike parking



Flexible Streets - Macdonell

- Pavers in the parking bays
- Asphalt Roads
- Trench drains



Streetscape Manual

Flexible Streets - Douglas



Streetscape Manual

Flexible Streets - Quebec



Traditional Streets

The balance of the Downtown Secondary Plan area supports a traditional streets approach with additional emphasis and details around:

- better street tree details;
- bike facilities (e.g. cycle tracks and bike boxes);
- more on-street parking; and
- consistent streetscape details.

➤ **This is about getting the details right**



Implementation

Site Furnishings Palette Flexible & Traditional Streets

Bollard



Powdercoated galvanized steel bollard to delineate the divide between roadway and boulevard on flexible streets.

Product: Magin
Manufacturer: MTE500-B2 or MTE500-B1
Colour: Slate Finish
Finish: Powdercoat with white reflective tape strip rear top
Installation Method: Base Type 2 - threaded rod into concrete or Base Type 1 - direct bury into concrete
Alternate equal acceptable: Yes
Maintenance Implications: replace when damaged or finish compromised
Notes: see drawings F1-F8 on page 99 for placement details

Bike Ring



Stainless steel bike ring suitable to lock up two bicycles.

Product: Bala
Manufacturer: landscapforms
Colour/Finish: Stainless Steel
Installation Method: direct bury
Alternate equal acceptable: Yes
Maintenance Implications: None
Notes: One to 2.6 - Streetscape Manual (D/M)

Tree Grate



A durable, long-lasting tree grate.

Product: Kiva
Manufacturer: landscapforms
Colour: Raw Cast Iron
Size: Various
Alternate equal acceptable: Yes
Maintenance Implications: None
Notes: Recess hand-well for

Site Furnishings Palette Flexible & Traditional Streets

Bench



A slim profile coupled with a strong cast aluminum seat and back make the neoliviano bench versatile.

Product: neoliviano (with arm)
Manufacturer: landscapforms
Size: 60" length
Finish: Jarrah wood back & seat
Installation Method: surface mount
Alternate equal acceptable: Yes
Maintenance Implications: seasonal inspection for damage

Backless Bench



A backless version of the neoliviano bench shown above.

Product: neoliviano (with arm)
Manufacturer: landscapforms
Size: 60" length
Finish: Jarrah wood seat
Installation Method: surface mount
Alternate equal acceptable: Yes
Maintenance Implications: seasonal inspection for damage
Notes: This bench does not meet FADM standards, but may be useful in constrained areas.

Chair



Chairs oriented into "social seating" arrangements to create places to relax and for conversation.

Product: neoliviano chair
Manufacturer: landscapforms
Size: 24" chair
Finish: Jarrah wood back & seat
Installation Method: surface mount
Alternate equal acceptable: Yes
Maintenance Implications: seasonal inspection for damage
Notes: see drawing F7 on page 98 for placement details

Site Furnishings Palette Flexible & Traditional Streets

Detectable Warning Surface



Cast iron detectable warning plates are extremely durable and easy to install.

Product: Detectable warning plate
Manufacturer: Neenah Foundry
Colour: Raw Cast Iron
Size: 24" width Length & radius varies with location.
Alternate equal acceptable: Yes
Maintenance Implications: seasonal inspection for damage
Notes: see drawing F8 on page 99 for placement details

Planter



Glass fiber reinforced concrete planter.

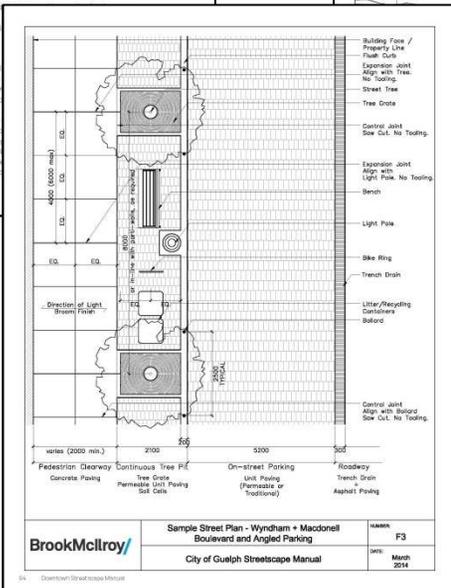
Product: newport
Manufacturer: Barkman
Colour: Flagstone
Shape: Round
Size: 4 1/2" diameter, 2' 4" height.
Alternate equal acceptable: Yes
Maintenance Implications: None
Notes: Place in the planter Section 2.5

Litter & Recycling Container



A simple, attractive, automated collector selected for use in open spaces for a period of testing and evaluation.

Containers should be differentiated by color and placement in the base of pedestrian and bicycle paths should be cleaned regularly.

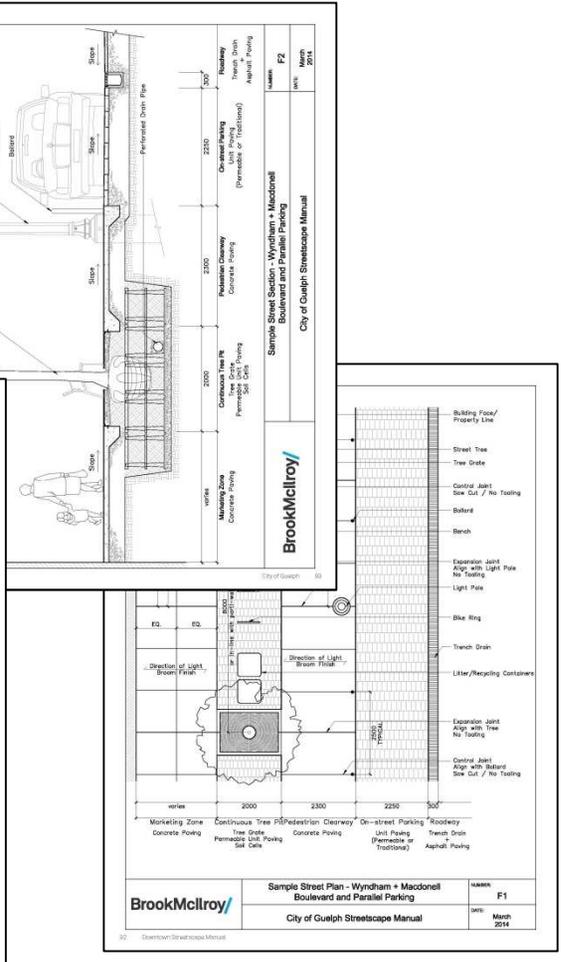


Sample Street Plan - Wyndham + Macdonell Boulevard and Angled Parking

City of Guelph Streetscape Manual

Sheet: F3
Date: March 2014

Diagram showing a street plan with various zones: Pedestrian Clearway, Continuous Tree Pit, On-street Parking, Roadway, and various utility lines like Light Pole, Bike Ring, and Trench Drain.



Sample Street Section - Wyndham + Macdonell Boulevard and Parallel Parking

City of Guelph Streetscape Manual

Sheet: F2
Date: March 2014

Diagram showing a street section with various zones: Marketing Zone, Continuous Tree Pit, Pedestrian Clearway, On-street Parking, and various utility lines like Light Pole, Bike Ring, and Trench Drain.

➤ Detailed technical specifications for capital projects

3.0 Built Form Standards

- Providing clarity and design direction for new investment



Identified Character Areas

Design principles have been developed for six character areas to ensure that site and building design supports the unique characteristics, Downtown Secondary Plan policies, and Strategic Assessment recommendations for each area.

-  Historic House-Based Area
-  Historic Street-Based Area
-  Renewal Area
-  Ward West Area
-  Mill Lands Area
-  Neighbourhood Fringe Area

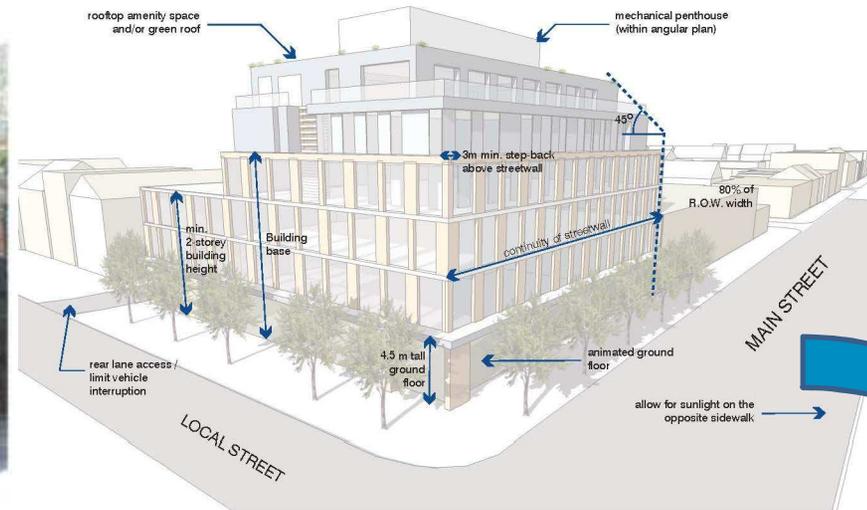


Map illustrating identified Character Areas in Downtown Guelph.

Standards and Illustrations



Standards for Built Heritage Resources



Building Design and Site Design for all buildings

- **These build on and illustrate the Downtown Secondary Plan policies**

Implementation

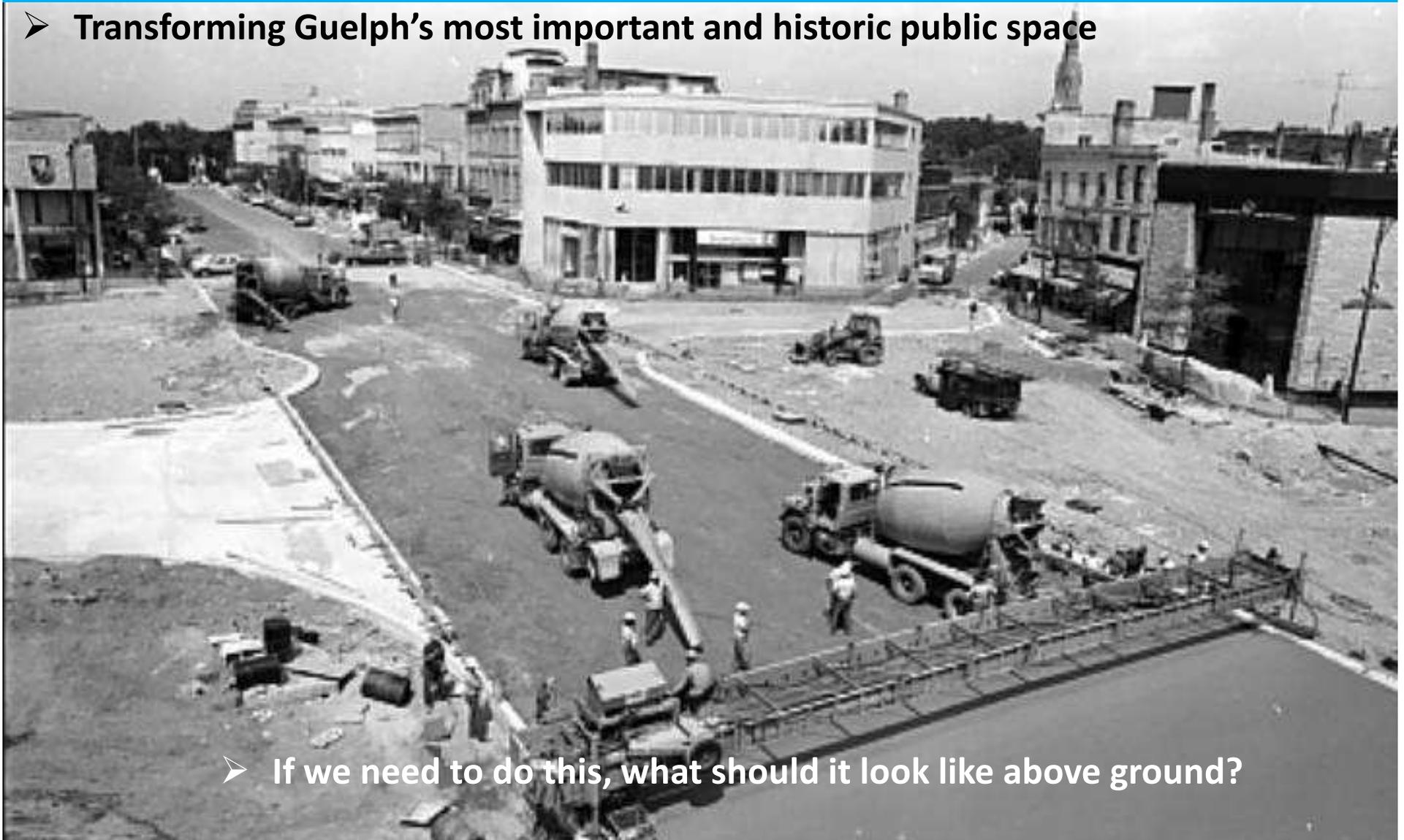
The image shows two overlapping forms. The top form is titled 'Evaluation Checklist' and contains sections for 'Applicant Information' with fields for Project Name, Project Address, Project Design Team, Applicant Name, Applicant Telephone, Land owner, and Project Description. The bottom form is titled 'Character Area Design Principles' and is a checklist table. The table has columns for 'Page', 'Provision', 'Complies', 'Partially Complies', 'Does Not Comply', 'N/A', 'Comments', and 'Staff Comments'. The rows list various design principles, such as '1. Historic Street-Based Character Areas' and '2. Ensure development complies with applicable provisions...'. The bottom right corner of the second form has the text '#1 Built Form Standards'.

- **Developer’s checklist provides a user-friendly summary of Downtown design expectations for Planning applications**

4.0 St. George's Square

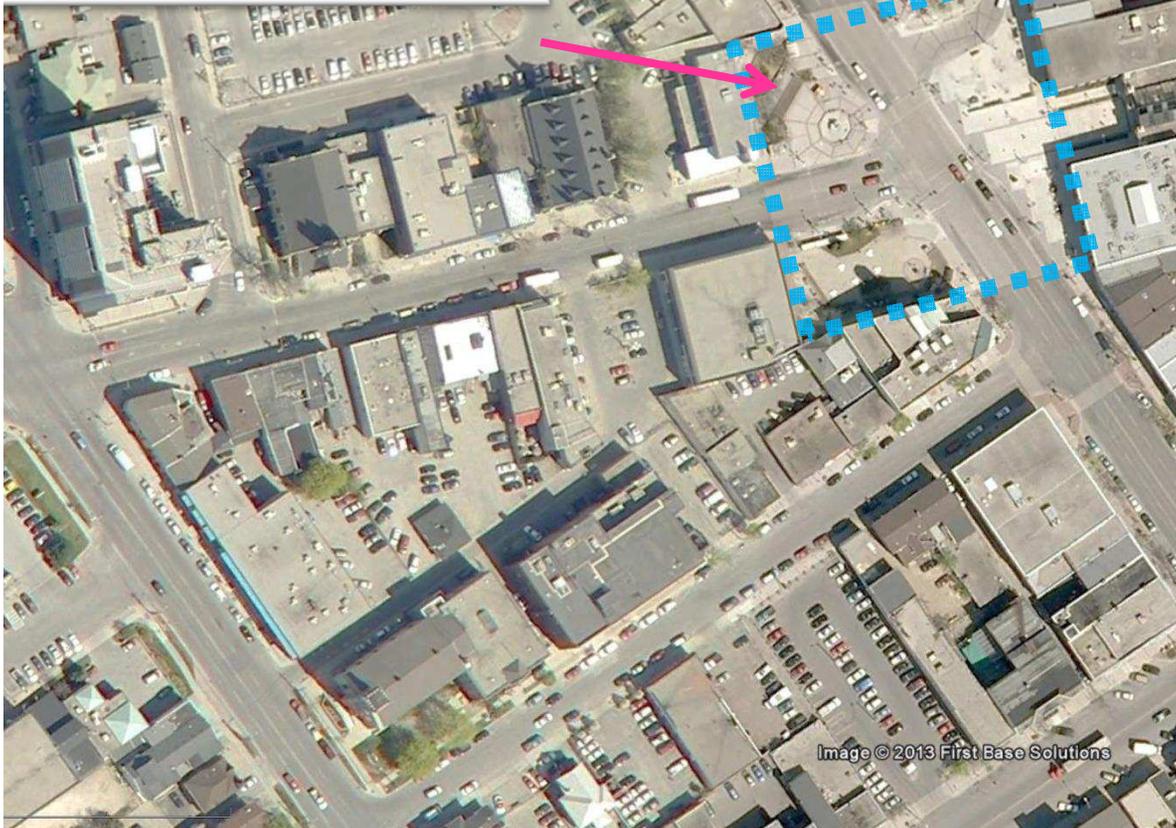
1981

- Transforming Guelph's most important and historic public space



- If we need to do this, what should it look like above ground?

St. George's Square



Context

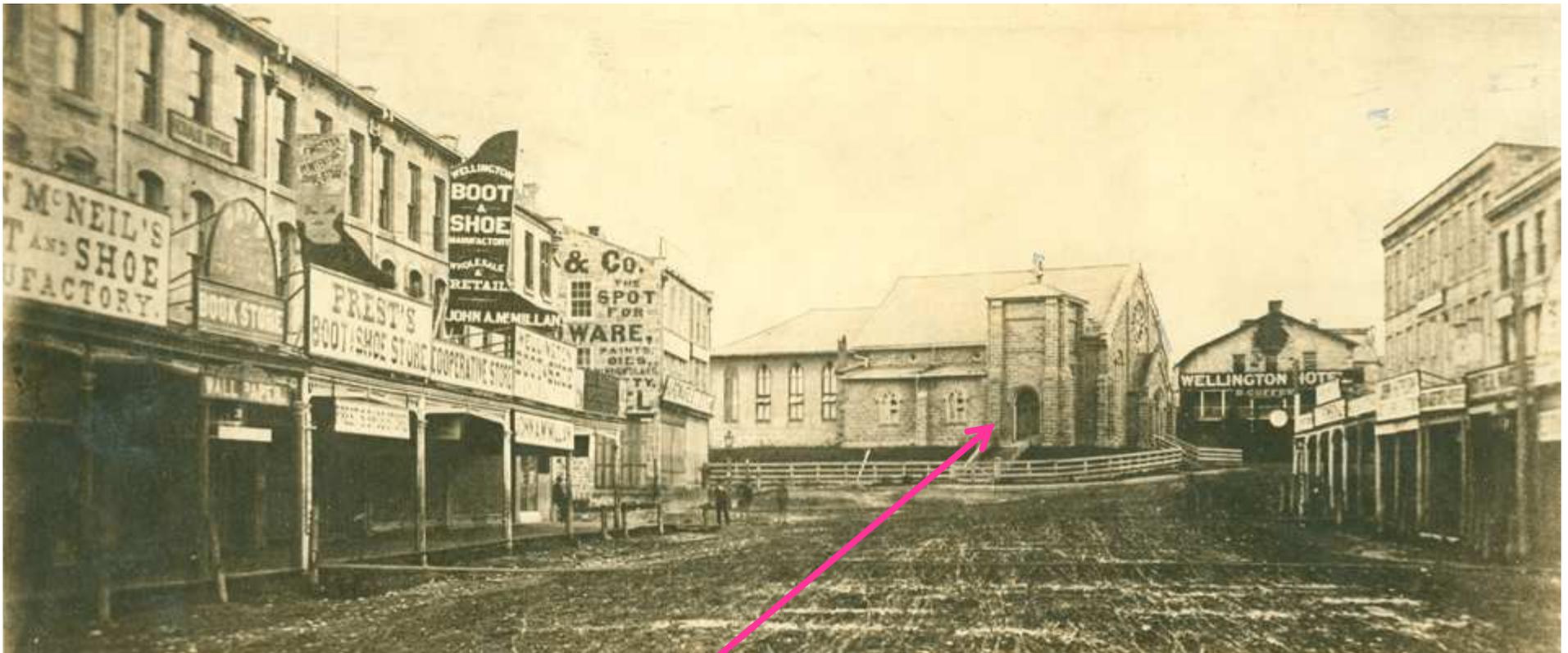
- More people
- More investment
- Aging infrastructure
- Strengthen central role in creating connections

St. George's Square Learning from the Past



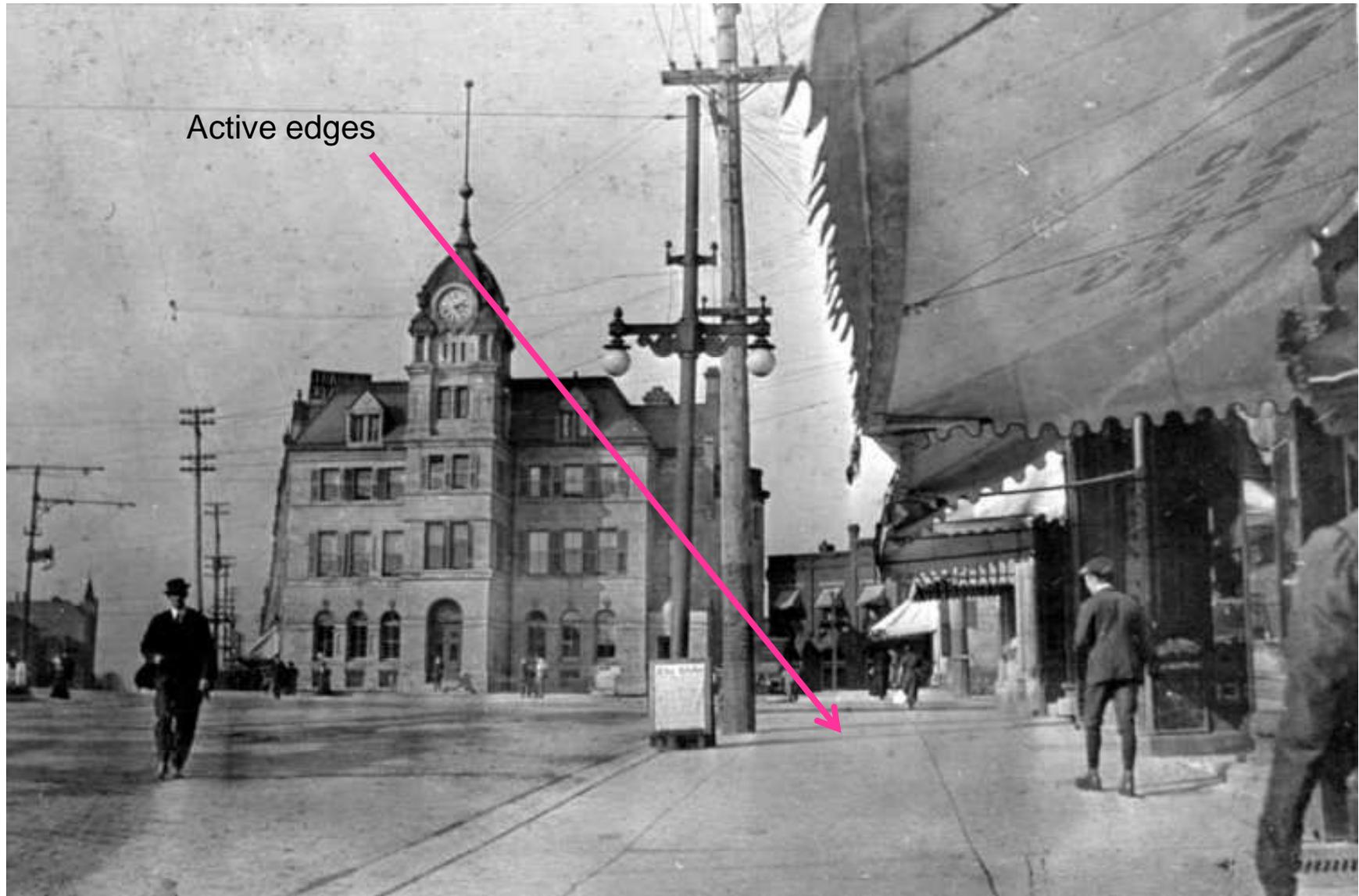
Central building

Learning from the Past – c. 1867



Central building (St. George's Church)

Learning from the Past – c.1900



Learning from the Past – 1902

Sidewalks around the edge

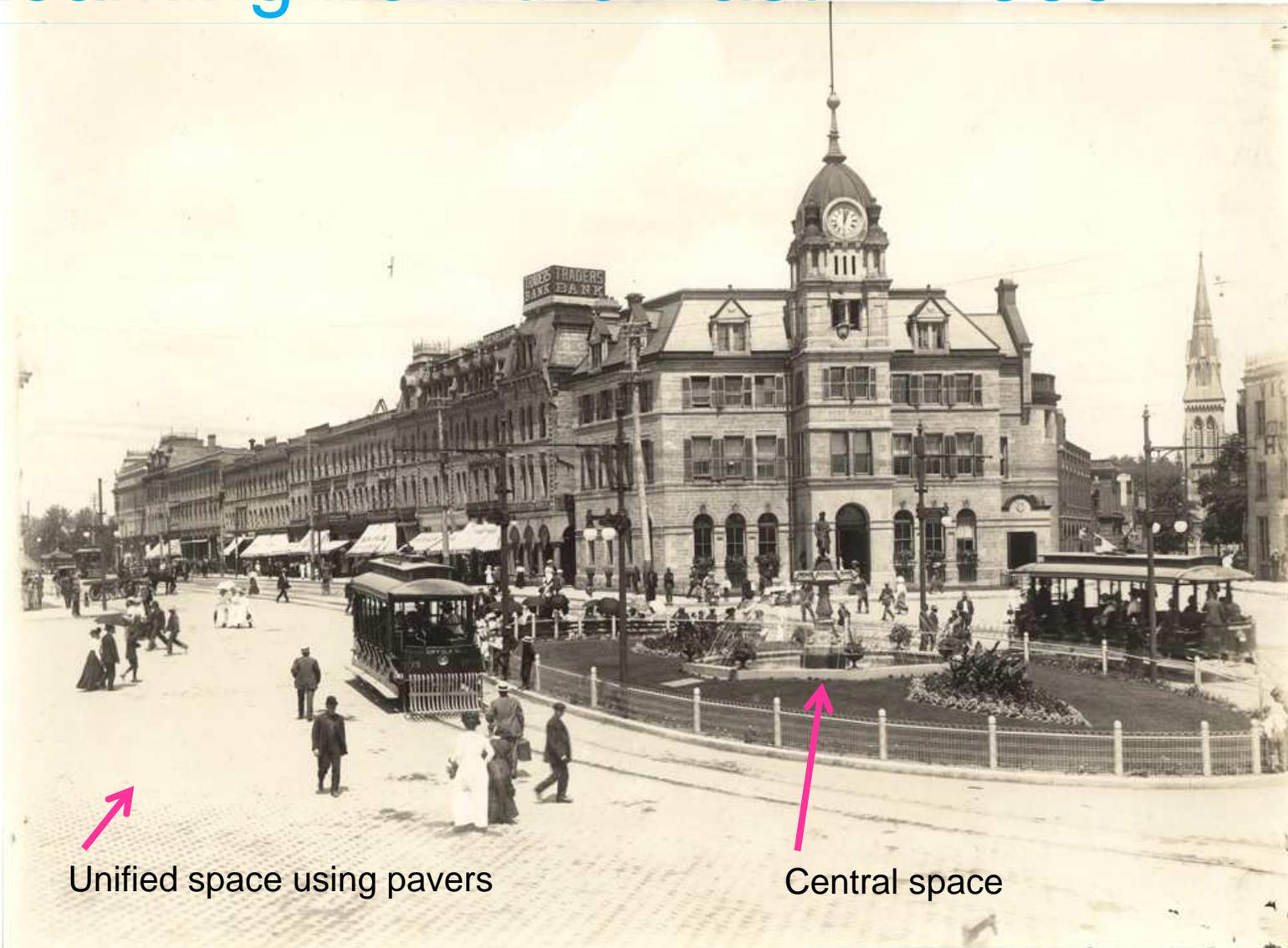


Central space

Learning from the Past – c.1908



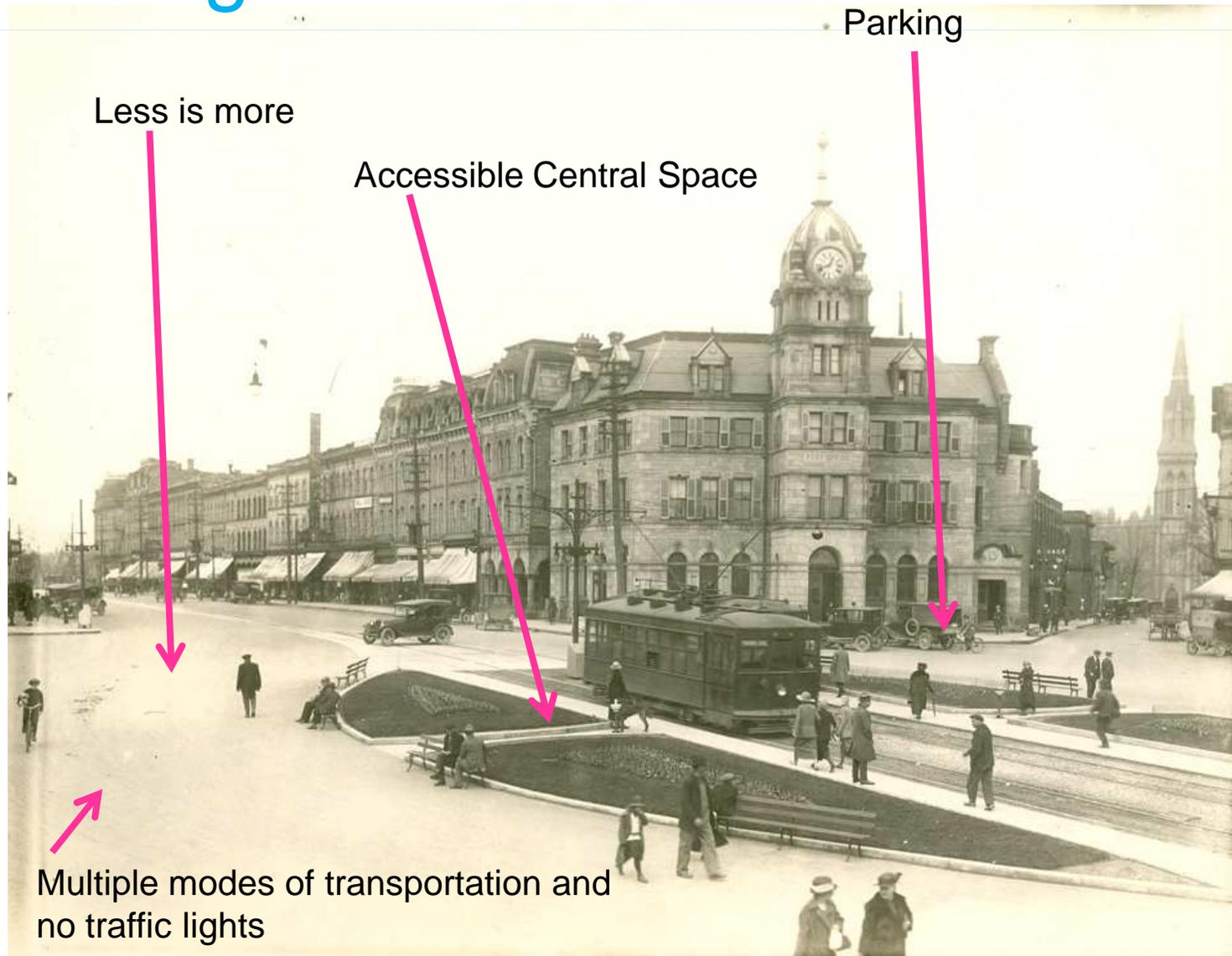
Learning from the Past – 1909



Unified space using pavers

Central space

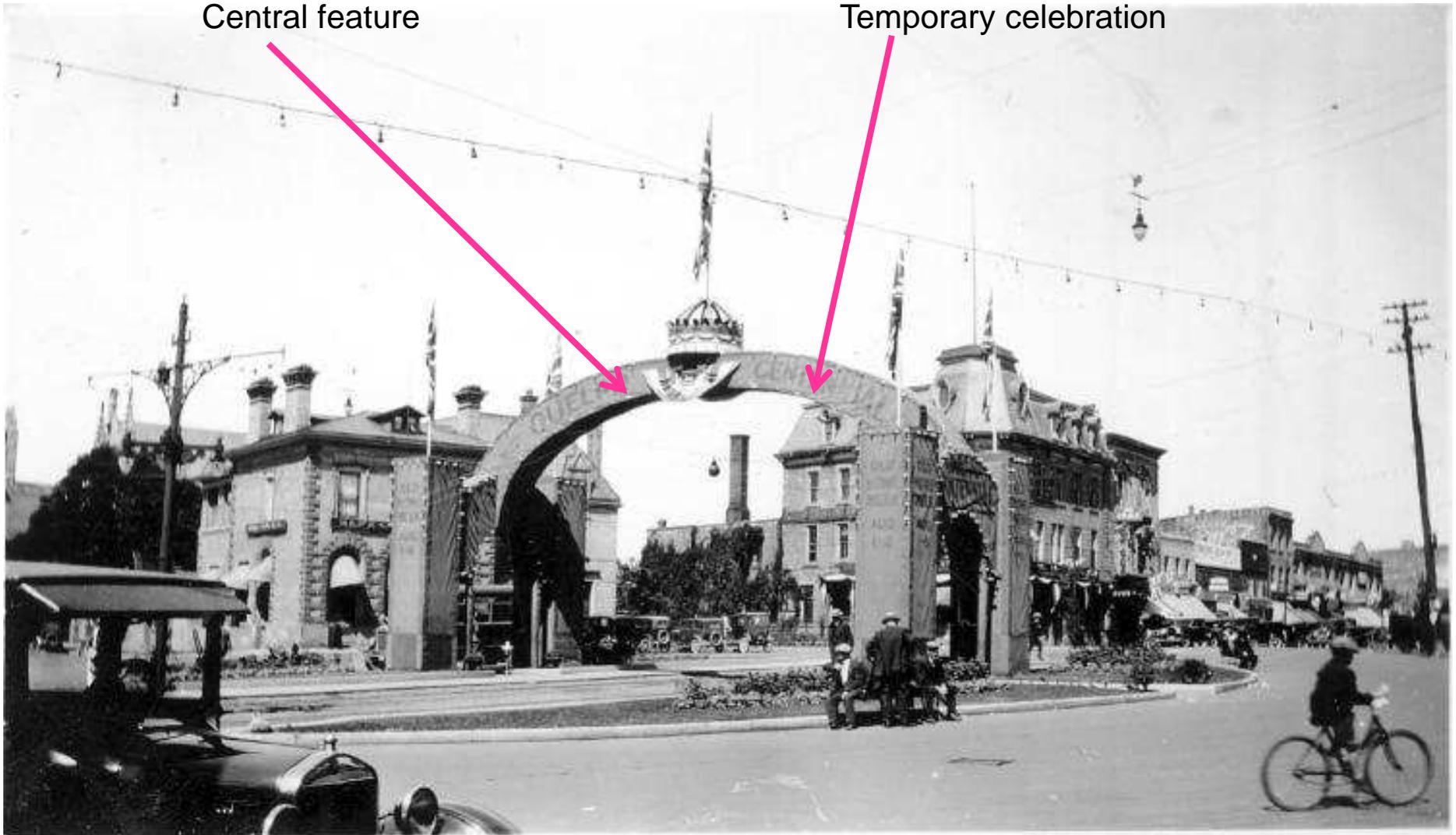
Learning from the Past – c. 1925



Learning from the Past – c.1927

Central feature

Temporary celebration

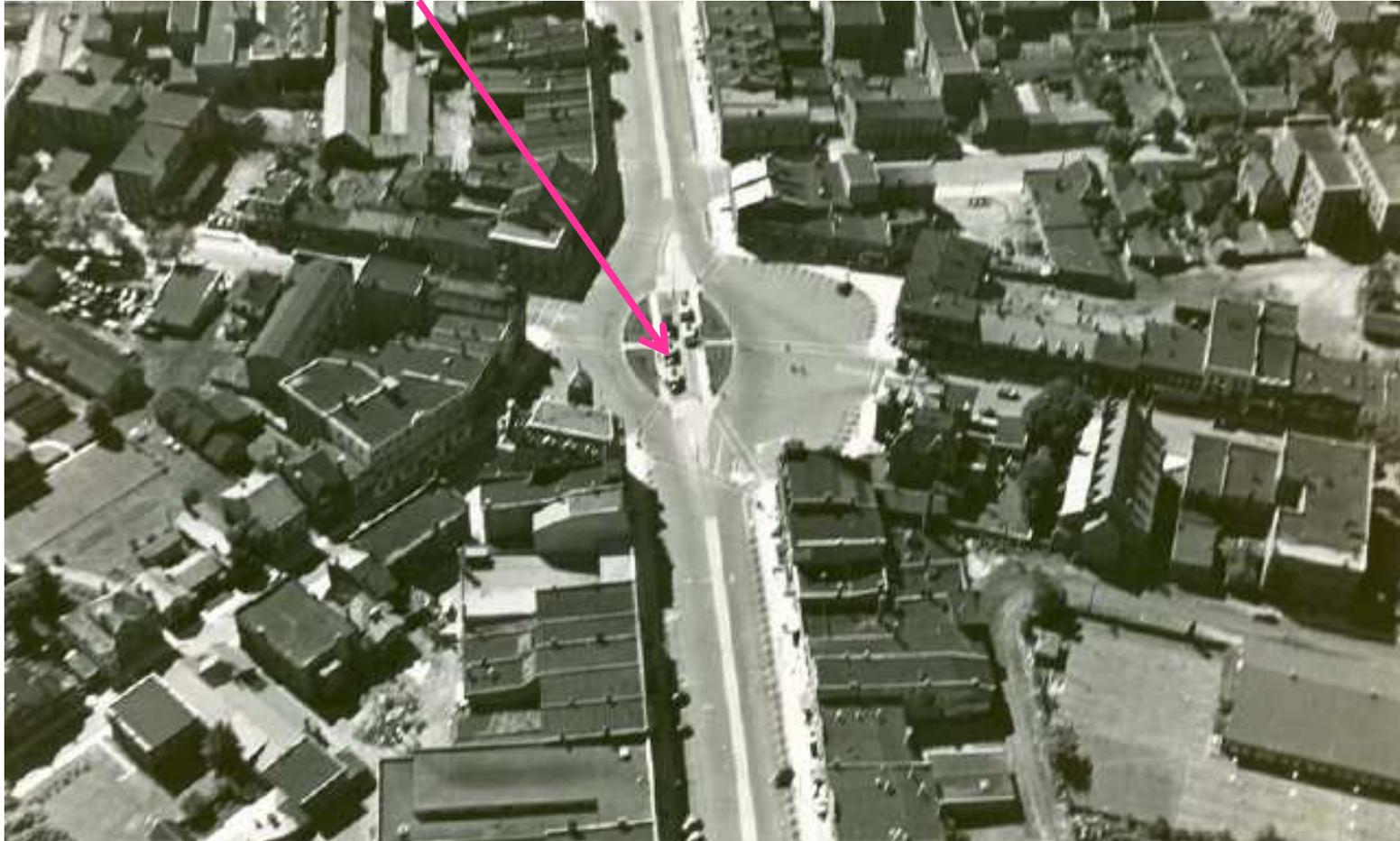


Learning from the Past – c. 1937

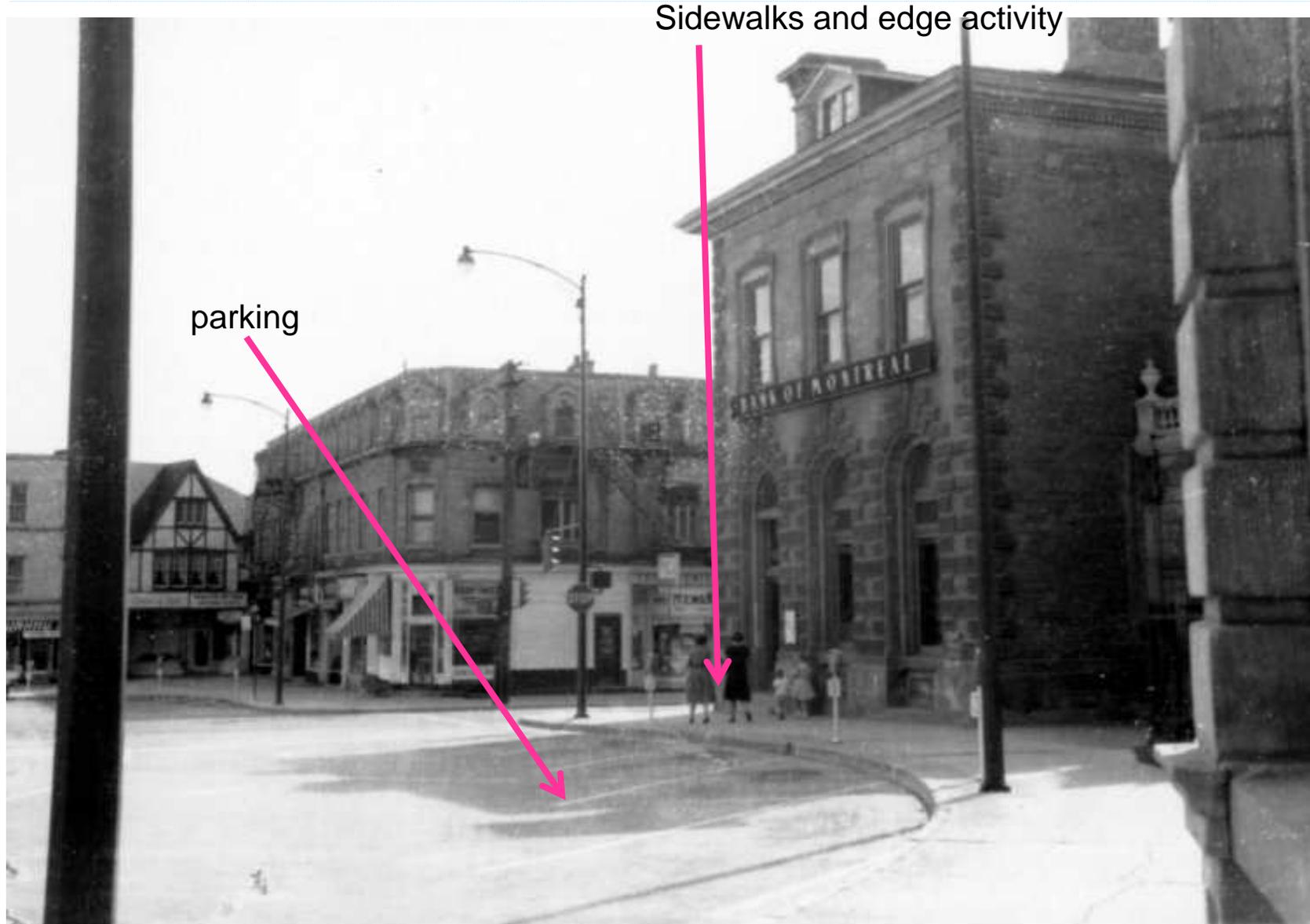


Learning from the Past – c. 1940

Central space

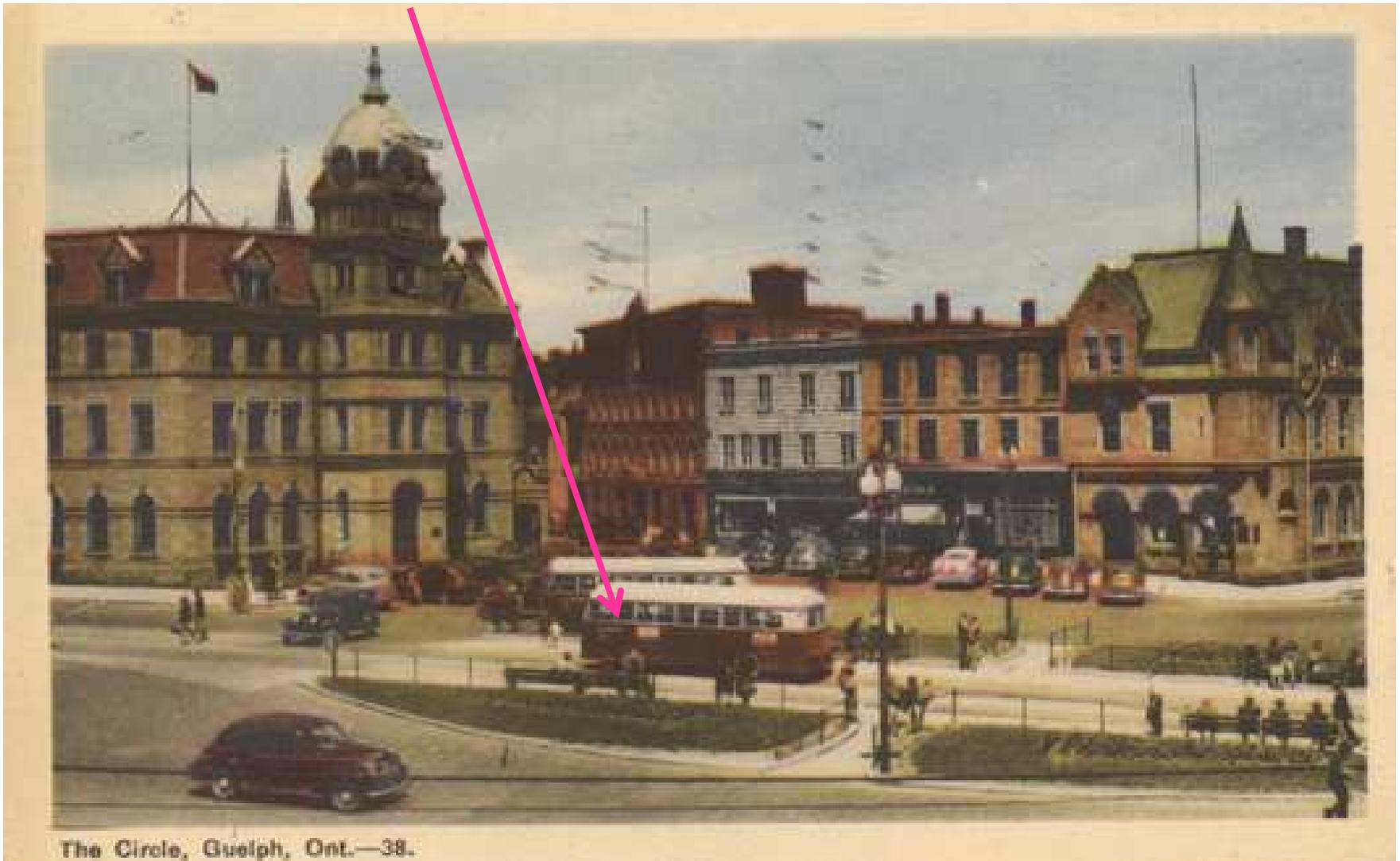


Learning from the Past – 1950



Learning from the Past— 1951

Central space



The Circle, Guelph, Ont.—38.

Learning from the Past— 1951

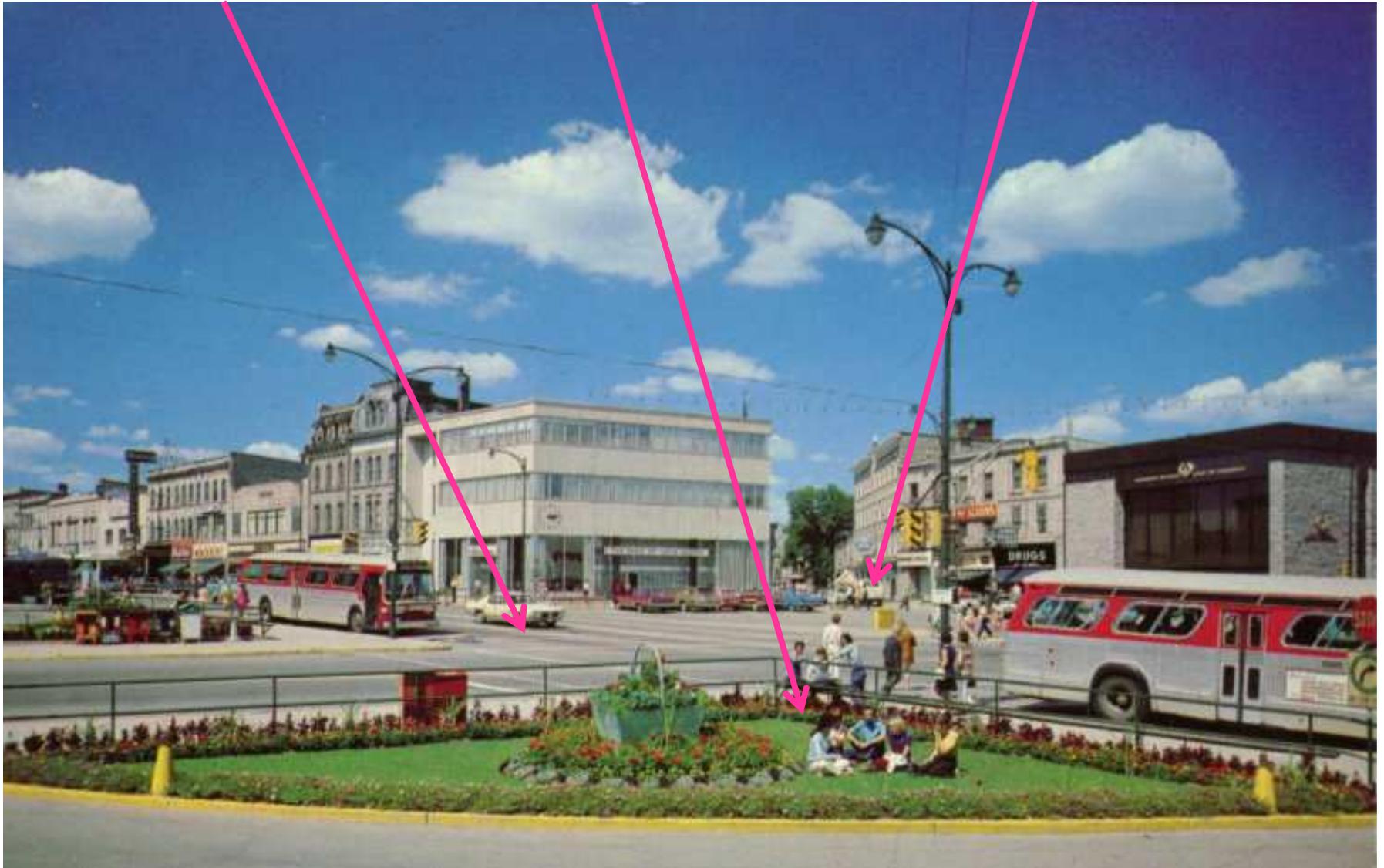


Learning from the Past – c. 1970s

Traffic intersection now at the centre

Making it comfortable

Sidewalks and edge activity

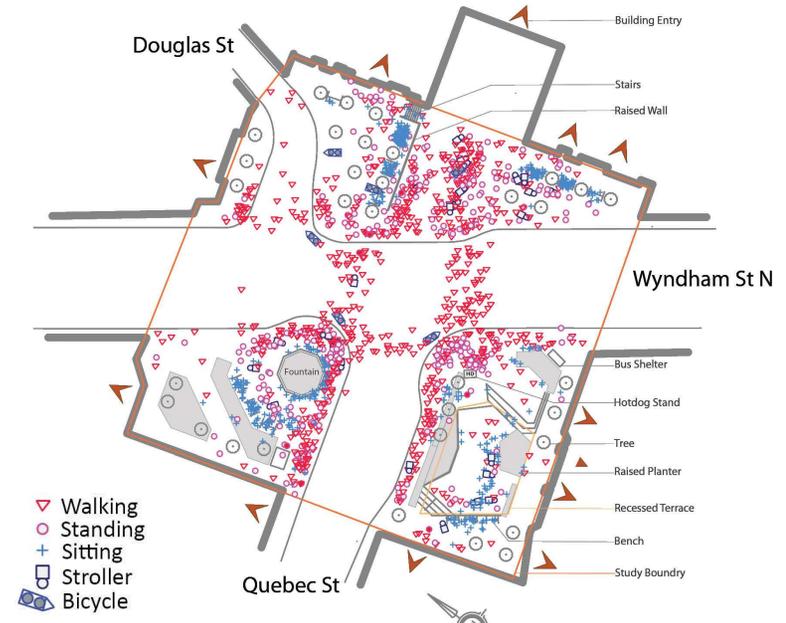


1981 Introduced a T-Intersection



Filling in the corners reduced flexibility

Day Time Activity Diagram (Late Spring/early Summer):
Count taken approximately every 15 minutes and overlaid



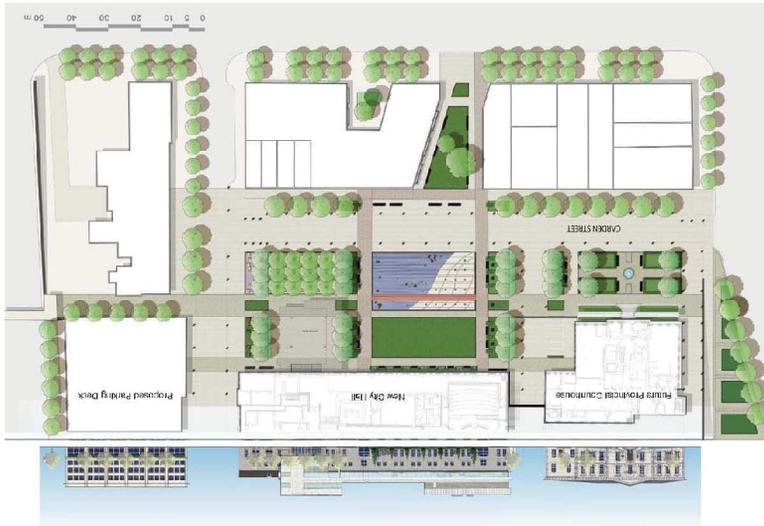
- Existing configuration create activity around the intersection and little around the edges
- Fragmented space

Learning from Market Square

- What if we created a coherent district in the Downtown based on the success of Market Square (i.e. more flexible streets)?

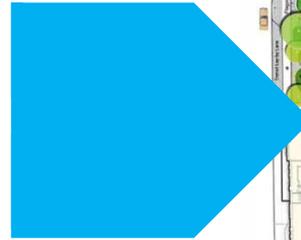
St. George's Square

Learning from Market Square



Guelph Market Place
Strategic Urban Design
Plan, 2008

This is where we are for
St. George's Square



Final Design and
Construction 2009-2012

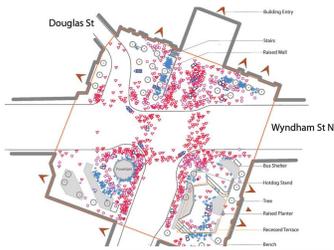
This happens next



Collaborative Engagement Process

2012

2013



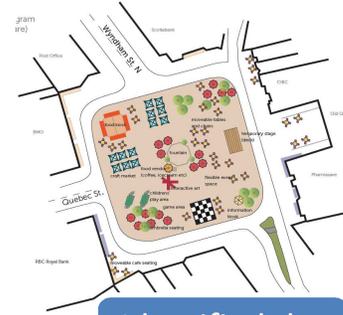
Studied the Space

Engineering
Operations
Transit
Culture and Tourism
Planning

Created Cross-departmental Internal

PPS
PROJECT FOR
PUBLIC
SPACES

Worked with the Public to Evaluate Opportunity



Identified the Vision and Program

On-going Public/Stakeholder engagement

2014



Reviewed With Business and Other Stakeholders



Tested Scenarios



Reviewed Precedents



Drafted and Revised Concept

On-going Public/Stakeholder engagement

**Context +
The past +
Market Square +
Collaborative Engagement
Process**

= Recommended Concept

Transformational Vision

➤ A signature place and a welcoming destination



St. George's Square

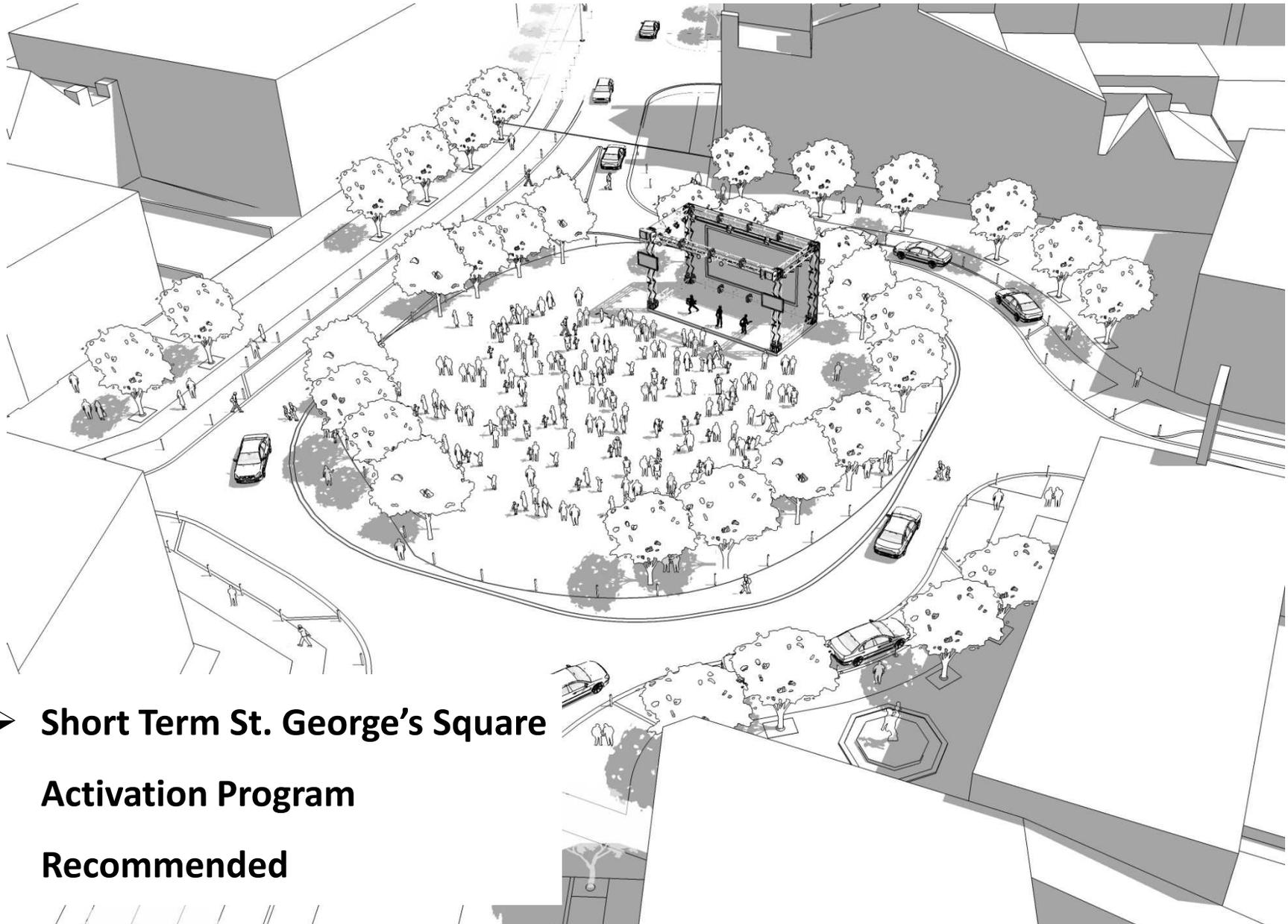
Guiding Principles



1. Support local business and daily activities
2. Unify the Square
3. Less is more
4. Make it beautiful
5. Make it comfortable
6. Improve connections to other Downtown Anchors

An activated space

Concert

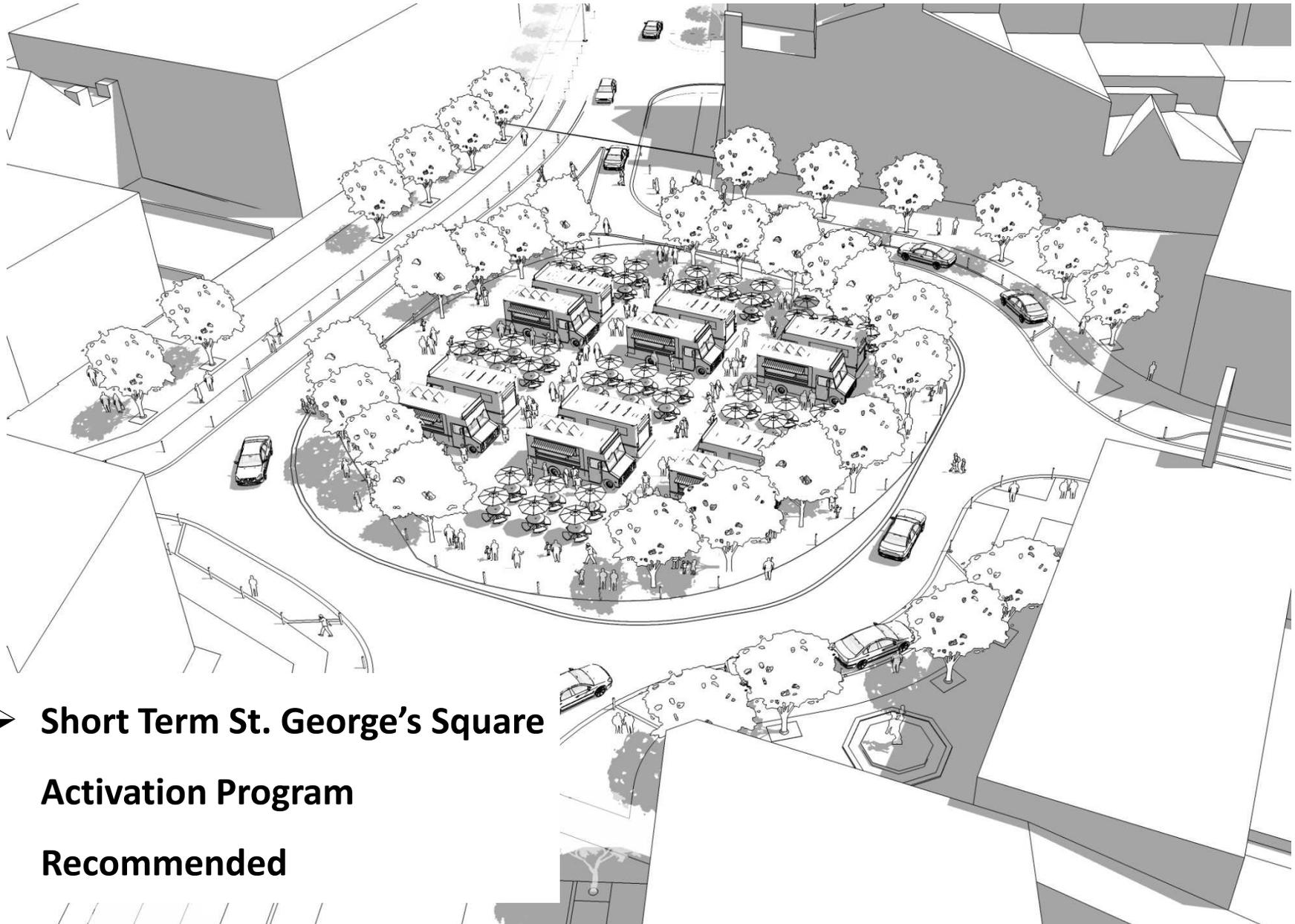


- **Short Term St. George's Square
Activation Program
Recommended**



An activated space

Food truck festival

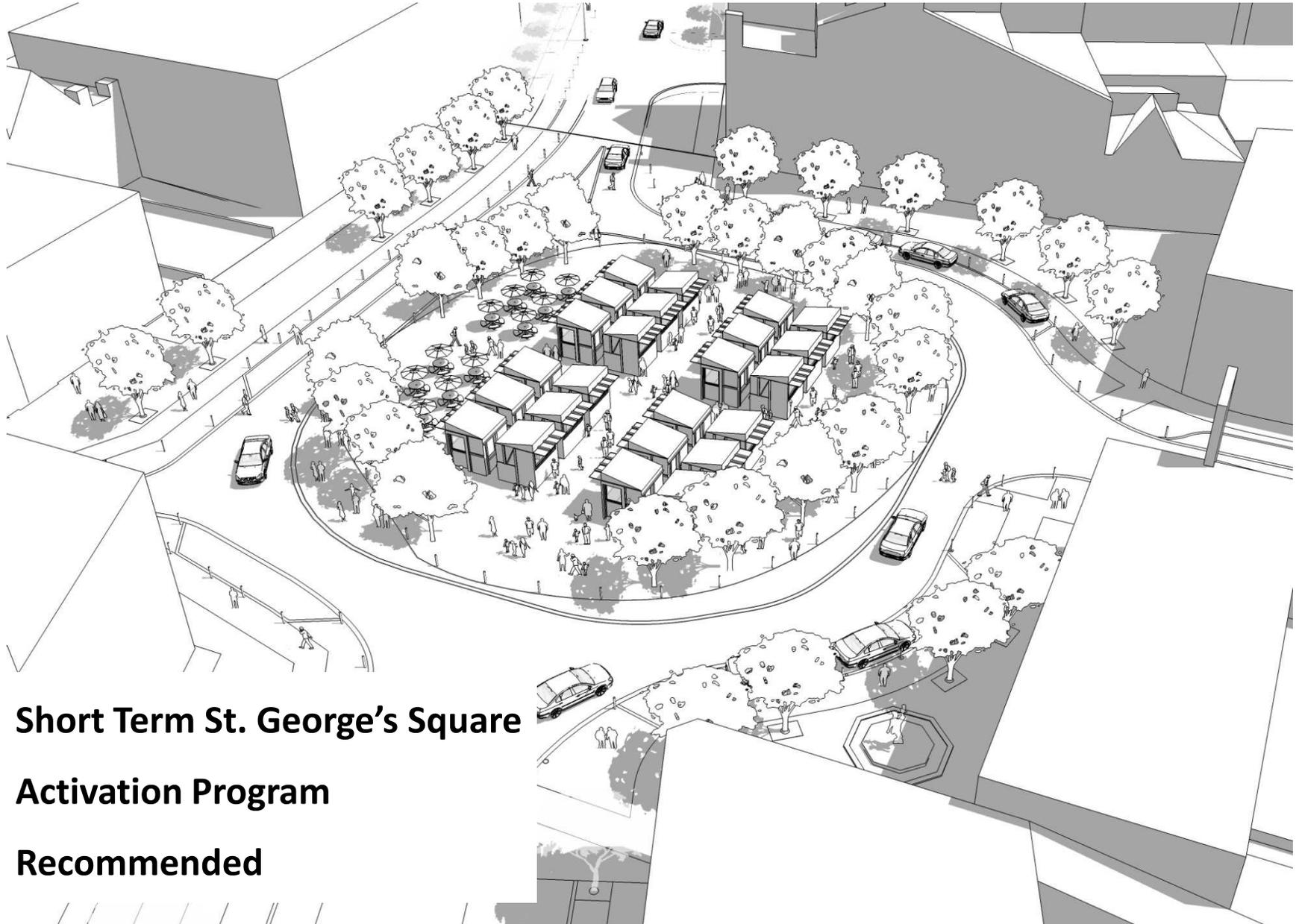


- **Short Term St. George's Square
Activation Program
Recommended**



An activated space

Market stalls



- **Short Term St. George's Square
Activation Program
Recommended**



An activated space

Food services pavilion



- **Short Term St. George's Square
Activation Program
Recommended**

An activated space

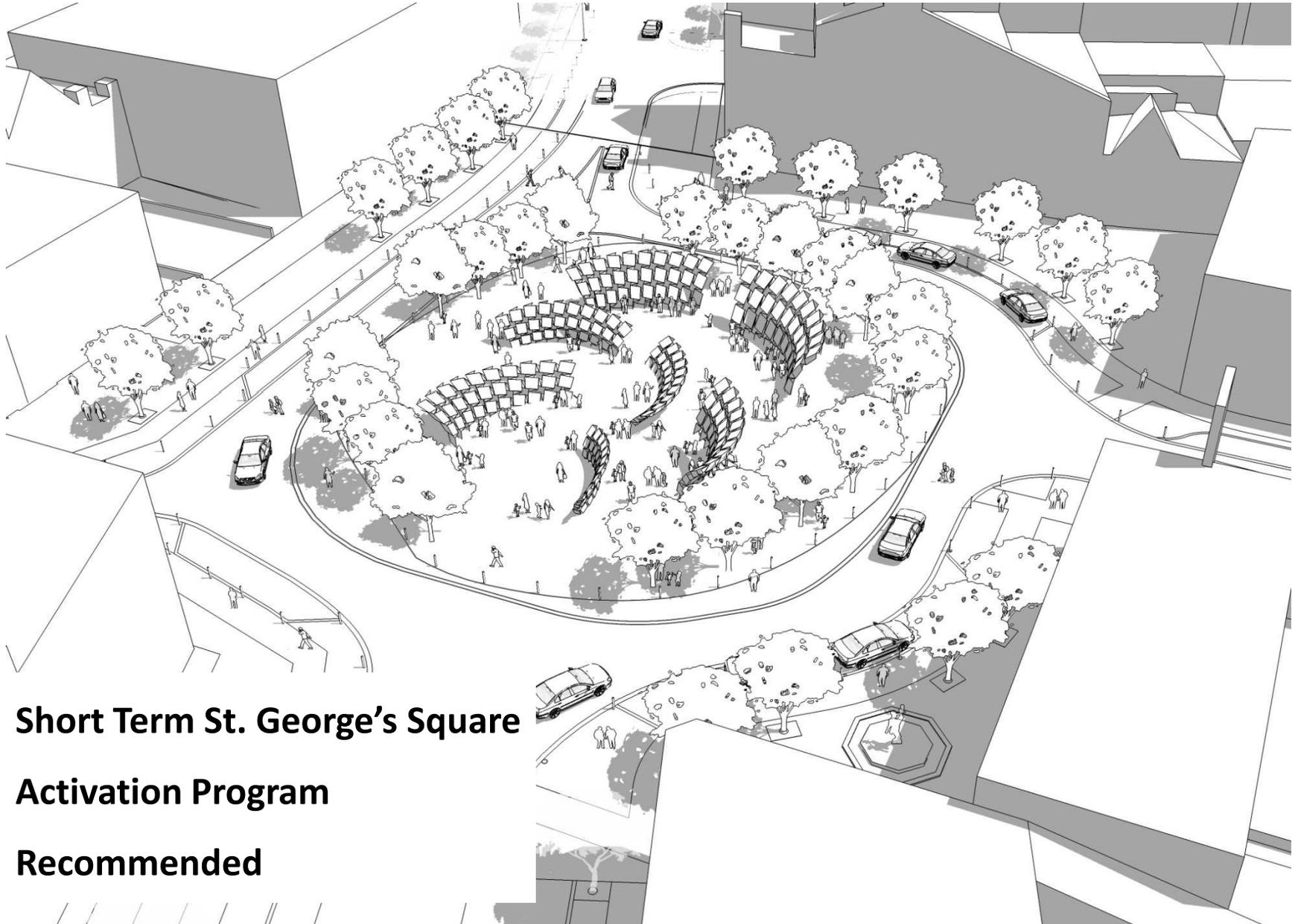
Holiday display



- **Short Term St. George's Square
Activation Program
Recommended**

An activated space

Interactive public art exhibits

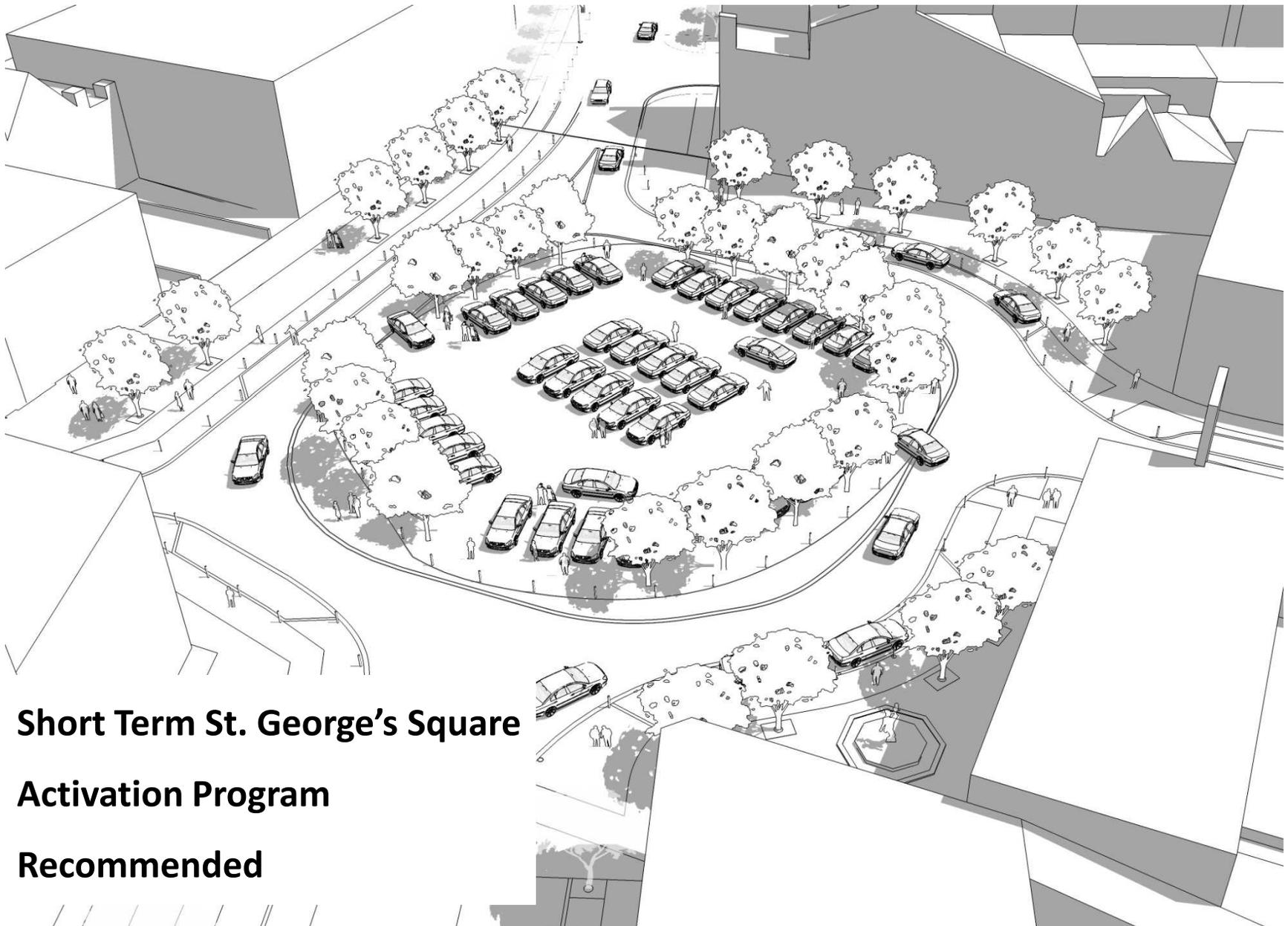


- **Short Term St. George's Square
Activation Program
Recommended**



An activated space

Temporary parking

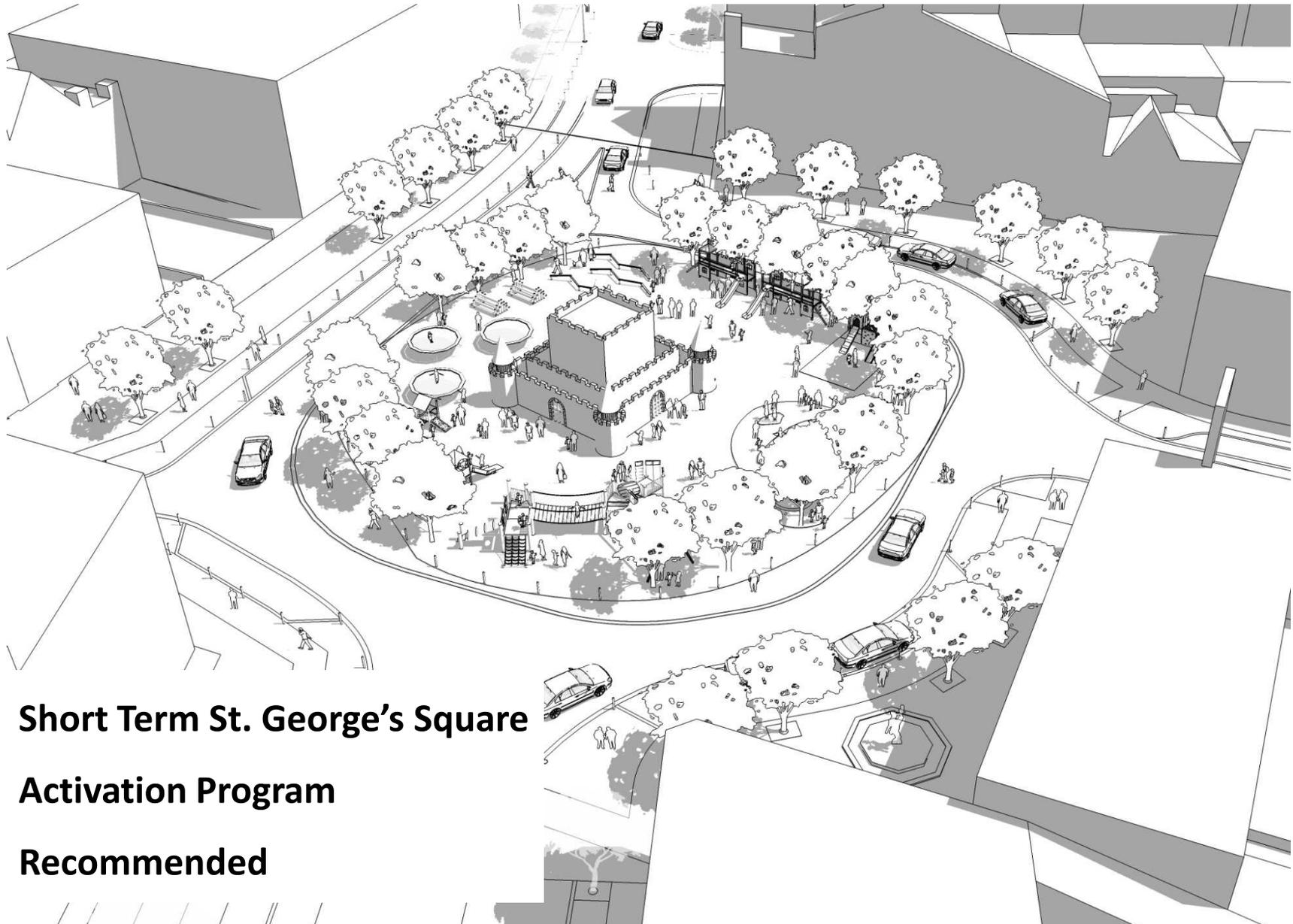


- **Short Term St. George's Square
Activation Program
Recommended**



An activated space

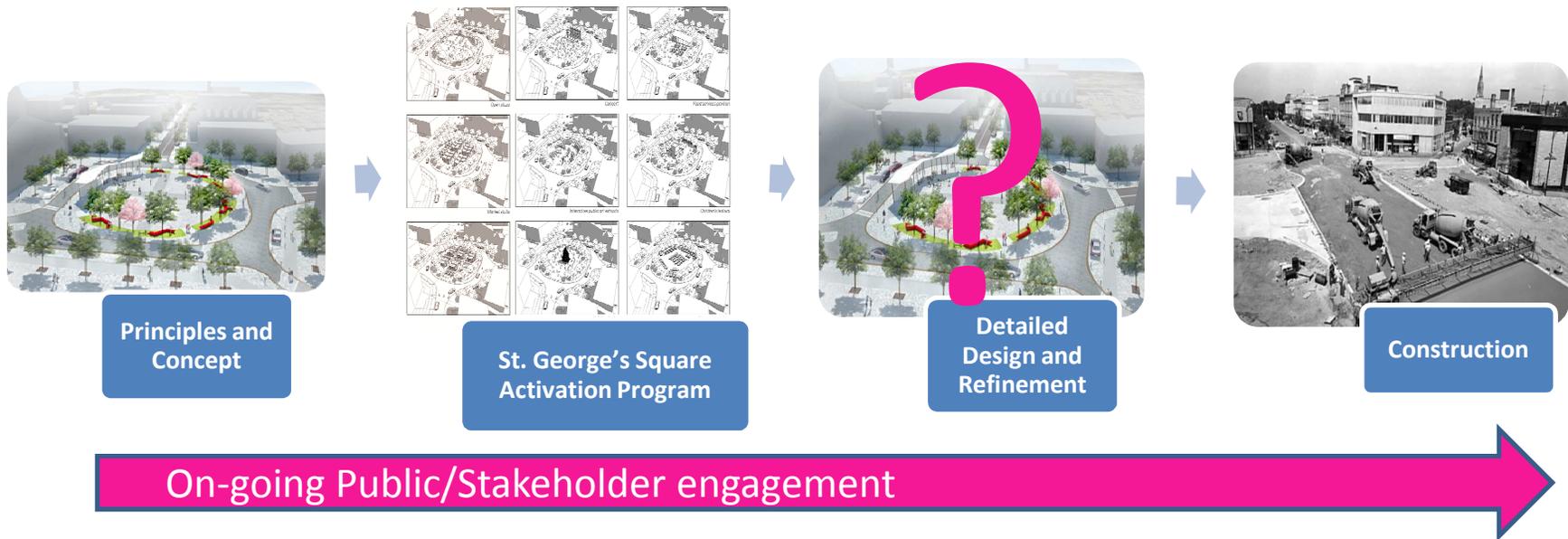
Children's festival



- **Short Term St. George's Square
Activation Program
Recommended**



Implementation



Financial Implications – 10 year plan

Existing capital budget (\$18.5 million)

- Wyndham Street
- St. George's Square
- Quebec Street



Enterprise Framework

- Baker Street
- Parking Structure(s)
- GO Upgrades



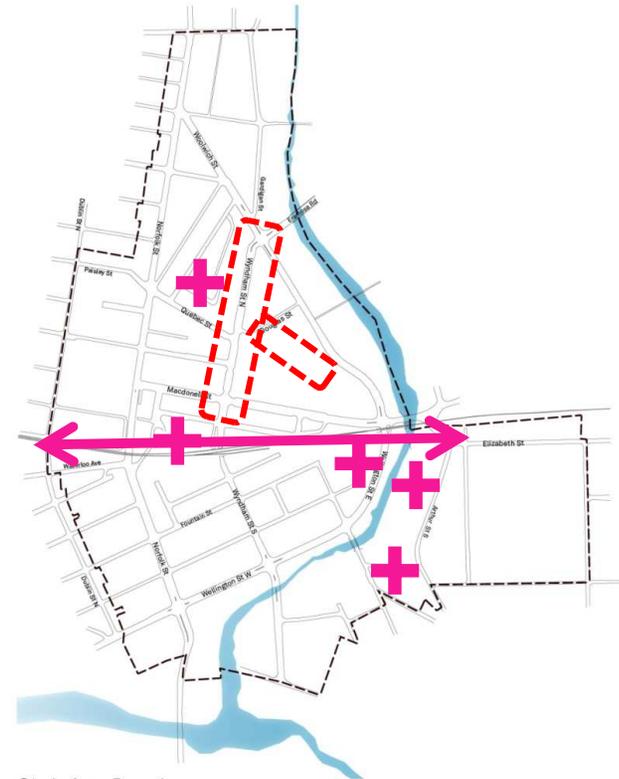
Under Construction

- York Trunk Sewer



Private Investment

- TriCar, 5 Arthur etc.



Study Area Boundary

➤ **This is about allocating and phasing of the existing budget based on aging infrastructure and development opportunities**

CITY BUILDING: **ENTERPRISE FRAMEWORK**



This project is about City Building

These are strategic initiatives that are building the community's vision, momentum and competitiveness



It's all about creating a great place.

- **Getting the details right is critical for achieving the transformational vision**

From: Michael

Sent: July 25, 2014 5:57 PM

To: Downtown Plan; Mayors Office; Bob Bell

Cc: David deGroot; Melissa Aldunate

Subject: Re: St. George's Square, the Downtown Streetscape Manual and the Built Form Standards - PBEE Meeting August 5

Why do you ask for our ideas when you do not listen to them. You still are going ahead with this plan even though a lot of people are against the traffic circle.

Why is this being presented before the fall municipal election?

Mike Dougherty

From: Ken Chase
Sent: July 29, 2014 4:11 PM
To: editor@guelphmercury.com
Cc: Mayors Office; Todd Dennis; Karl Wettstein; David deGroot;
cam.gutherie@guelph.ca
Subject: renewal vision eludes southern downtown

Renewal vision eludes southern downtown.

With the release of the Guelph Planning, Building, Engineering and Environment report on the downtown refurbishment plan on July 24 (<http://goo.gl/KfLNgs>), the 'overhaul' critiqued in The Mercury is now thankfully too far along to stop. Existing infrastructure needs wholesale repair and upgrade, so it's an opportunity for a rethink at minimal extra cost.

Despite this progressive plan for northern downtown, there is a failure to apply vision to southern downtown. The planned refurbishment of the existing police headquarters entrenches car-oriented operations into the fields of pedestrian-unfriendly parking lots, drive-thrus and monolithic structures with frontage parking, all completely unengaged with pedestrians or city culture and flow.

Density requirements mandated by Ontario's Places to Grow legislation will soon force the city's hand to work with developers to remediate brownfields currently buried under parking lots. Every opportunity to plan for this eventuality should be taken. Police HQ is a vehicle-oriented operation and must maintain significant road access (as well as open staging space), barring reclamation of street right-of-way for pedestrian use and retail redevelopment (as planned for Macdonell and Wyndham, already a huge success on Carden).

Moving the HQ to the edge of downtown would maintain community access, even by foot; a redesign in a strategic location without forcing cruisers through internal downtown streets would be ideal.

Guelphites are under a significant but worthwhile tax burden for the downtown transit hub - it should be leveraged with increased density and tax-generating commercial and retail activity placed where services already exist. The police HQ site would be ideal for mixed residential/retail/commercial redevelopment, integrated with streetscape renewal similar to northern downtown.

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