

City Council

Revised Meeting Agenda

Monday, November 22, 2021, 5:00 p.m.

Remote meeting live streamed on guelph.ca/live

Changes to the original agenda are noted with an asterisk "*".

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Pages

1. Notice of Electronic Participation

1.1. City Council

This meeting will be held by Electronic Participation in accordance with City of Guelph Procedural By-law (2021)-20590.

2. Call to Order

3. Authority to move into closed meeting

Recommendation:

That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to the Municipal Act, to consider:

3.1. Disclosure of Pecuniary Interest and General Nature Thereof (closed items)

3.2. November 2021 Public Appointments to Advisory Committees of Council and Local Boards - 2021-339

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

3.3. Bargaining Mandate Report Canadian Union of Public Employees Local 241 and 973, 2021-353

Section 239(2) (d) of the Municipal Act relating to labour relations or employee negotiations.

***3.4. 70 Fountain Street - Ontario Land Tribunal - Update**

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

4. Open Meeting – 6:30 p.m.

4.1. O Canada

4.2. Silent Reflection

4.3. First Nations Acknowledgement

4.4. Disclosure of Pecuniary Interest and General Nature Thereof

4.5. Closed Meeting Summary

5. Confirmation of Open Minutes

8

Recommendation:

That the minutes of the open Council Meetings held October 12, 18, and 20, 2021, be confirmed as recorded and without being read.

6. Committee of the Whole Consent Report

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

6.1. Internal Audit Work Plan 2022 -2024 - 2021-302

20

Recommendation:

That report titled 'Internal Audit Work Plan 2022- 2024' dated November 1, 2021 be approved.

6.2. Use of Corporate Resources During an Election Policy Update - 2021-300

27

Recommendation:

1. That the Use of Corporate Resources During an Election Policy, as updated and included as Attachment-1 to this report dated November 1, 2021, be approved.

6.3. Dixon's Distilled Spirits– By the Glass Manufacturer's Limited Liquor Sales Licence Application - 2021-312

37

Recommendation:

1. That Council support Dixon's Distilled Spirits' application to the Alcohol and Gaming Commission of Ontario for a By the Glass – Manufacturer's Limited Liquor Sales Licence for their brewery located at 355 Elmira Road, Unit 106, Guelph.
2. That City Council direct staff to bring back the Delegation of Authority Bylaw with proposed amendments authorizing staff to issue letters of support on Council's behalf for future requests of breweries and wineries located within the City of Guelph for "By the Glass" Manufacturer's Limited Liquor Sales Licenses.

6.4. Guelph Farmers' Market - 10C Negotiation Update - 2021-338

42

Recommendation:

1. That Council delegate authority to the Deputy Chief Administrative Officer of Infrastructure, Development and Enterprise Services to enter into an agreement with 10 Carden Shared Space for the property municipally known as 2 Gordon Street, to manage and operate the Saturday Farmers' Market and program the building and grounds on other days of the week in accordance with the Market's Council-approved vision and mission and 10 Carden Shared Space's proposal, entitled Engage Possibility, subject to the satisfaction of the City Solicitor.
2. That 10 Carden Shared Space assume all operating costs and expenses related to the Market building's maintenance, repair, administration, management, and operation while having the opportunity to establish and collect all fees, charges, rent and recoveries.
3. That 10 Carden Shared Space pay rent based on a percentage of revenue generated formula.
4. That the City provide to 10 Carden Shared Space transitional funding totaling \$500,000 over six years (2022 to 2027), recognizing the loss of revenue incurred by the Saturday Farmers' Market due to COVID-19, the costs associated with developing and implementing new programming, and the Market's 200th anniversary in 2027, and that this be included in the 2022/23 multi-year budget.
5. That staff ensure a smooth transition from City of Guelph operation and management of the Guelph Farmers' Market to 10 Carden Shared Space with existing regulation remaining in place during 2022, and that By-law Number (2009) – 18874, known as a By-law to regulate the operations of the Guelph Farmers' Market, be repealed on December 31, 2022 and replaced with 10 Carden Shared Space's Market Operating Policies and Procedures.

7. Council Consent Agenda

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

7.1. November 2021 Public Appointments to Advisory Committees of Council and Local Boards - 2021-340

68

Recommendation:

1. That _____, _____ and _____ be appointed to the Accessibility Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
2. That _____ be appointed to the Art Gallery of Guelph, Board of Directors for a term ending November 2022 or until such time as a successor is appointed.
3. That _____ be reappointed to the Board of Trustees of The Elliott for a one-year term ending November 2023 or until such time as a successor is appointed.
4. That _____ and _____ be appointed to the Board of Trustees of The Elliott for a three-year term ending November 2024 or until such time as successors are appointed.
5. That _____ be appointed to the Committee of Adjustment for a term ending November 2022 or until such time as a successor is appointed.
6. That _____, _____, _____ and _____ be appointed to the Community Grant Allocation Panel for a term ending November 2022 or until such time as successors are appointed.
7. That _____ be reappointed to the Community Grant Allocation Panel for a term ending November 2022 or until such time as a successor is appointed.
8. That _____ and _____ be appointed to the Heritage Guelph for a term ending November 2022 or until such time as successors are appointed.
9. That _____ be appointed to the Guelph Museums Advisory Committee for a term ending November 2022 or until such time as a successor is appointed.
10. That _____ be reappointed to the Guelph Sports Hall of Fame Board of Directors for a term ending November 2022 or until such time as a successor is appointed.
11. That _____ be appointed to the Municipal Property and

Building Commemorative Naming Committee for a term ending November 2022 or until such time as a successor is appointed.

12. That _____, _____, _____ and _____ be appointed to the Natural Heritage Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
13. That _____ and _____ be appointed to the Planning Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
14. That _____, _____ and _____ be appointed to the Public Art Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
15. That _____, _____ and _____ be appointed to the Transit Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
16. That _____ be appointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November 2022 or until such time as a successor is appointed.
17. That _____ be reappointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November 2022 or until such time as a successor is appointed.
18. That _____ and _____ be reappointed to the Water Conservation and Efficiency Public Advisory Committee for a term ending November 2022 or until such time as successors are appointed.

8. Items for Discussion

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

8.1. Bylaw Regulations Regarding the Parking of Trailers - 2021-311

78

Delegations:

Hy Ly

*Craig Ling

Correspondence:

Matt Rogerson

Jeff Rolph

Sylvia Thurston

Hy Ly

Joanne and Bob Hohenadel
*Jacob Halajski
*Alex Hostettler
*Matt Blair
*Gertie Clement-Blair
*Craig Ling

Recommendation:

1. That staff be directed to create an exemption process to allow for, under certain conditions, the short-term parking of recreational trailers and recreational vehicles within residential driveways.
2. That City Council direct staff to bring back a report outlining an amendment to the Zoning Bylaw related to trailer parking regulations.

8.2. Remote Accessible Vote by Mail as a Voting Method for the 2022 Municipal Election - 2021-301

236

Referred from the November 1, 2021 Committee of the Whole meeting.

Delegations:

*Lori Guest
*James Beare
*Erin Caton, Environmental Sensitivities Coalition of Canada
*Andrew Cameron
*Brooke Sillaby
*Colin Perkins
*Lorelei Root

Correspondence:

*Lorelei Root

Recommendation:

1. Subject to all required testing meeting the satisfaction of the City Clerk, that Remote Accessible Vote by Mail (RAVBM) be approved as a one-time pilot project alternative voting method for the 2022 municipal election. And that staff provide a report prior to the 2026 municipal election finalization schedule that has engaged with users of this method and other relevant information gained from implementing this method be brought back to the City of Guelph Accessibility Committee for review and comment before this information is shared with City Council for further consideration. And that \$40,000 be transferred from the unused Mayor and Council 2021 conference and event funding account to help fund this initiative.
2. That the City also continue with the current approved alternative voting methods of vote by mail (VBM) and a home vote service pilot for the 2022 municipal election.

9. By-laws

Resolution to adopt the By-laws (Councillor Salisbury)

Recommendation:

That By-laws Numbered (2021)-20633, (2021)-20648 to (2021)-20650, inclusive, and (2021)-20657 are hereby passed.

***9.1. By-law Number (2021)-20633**

259

A by-law to amend by-law number (2014)-19694 being a by-law to establish a Board of Management for the Downtown Business Improvement Area and amendments thereto.

***9.2. By-law Number (2021)-20648**

260

Being a By-law to amend Bylaw Number (2002) – 17017 – Traffic By-law.

***9.3. By-law Number (2021)-20649**

296

A By-law to provide rules for governing the order and procedures of the Council of the City of Guelph and to repeal By-law Number (2021)-20590.

***9.4. By-law Number (2021)-20650**

322

A by-law to authorize the execution of a Subdivision Amending Agreement between Terra View Custom Homes Ltd. and The Corporation of the City of Guelph and The Toronto-Dominion Bank. (NiMa Trails Phase 1B Subdivision).

***9.5. By-law Number (2021)-20657**

323

A by-law to confirm proceedings of a meeting of Guelph City Council held November 22, 2021.

10. Mayor's Announcements

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

11. Adjournment



Minutes of Guelph City Council

October 12, 2021, 6:30 p.m.

Remote meeting live streamed on guelph.ca/live

Council:	Mayor C. Guthrie Councillor P. Allt Councillor B. Bell Councillor C. Billings Councillor L. Caron Councillor C. Downer Councillor D. Gibson Councillor R. Goller Councillor J. Gordon Councillor J. Hofland Councillor M. MacKinnon Councillor D. O'Rourke Councillor M. Salisbury
Staff:	J. Holmes, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services K. Walkey, General Manager, Planning and Building Services M. Aldunate, Manager, Policy Planning and Urban Design C. DeVriendt, Manager, Development Planning D. de Groot, Senior Urban Designer S. Robinson, Senior Heritage Planner L. Sulatycki, Senior Development Planner S. O'Brien, General Manager, City Clerk's Office/City Clerk L. Cline, Council and Committee Coordinator G. Meades, Council and Committee Coordinator
Also Present:	Also Present: P. Brian Skerrett, Chair, Heritage Guelph

1. Call to Order

Mayor Guthrie called the meeting to order (6:32 p.m.).

1.1 Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

2. Presentation

2.1 Urban Design Awards - Presentation of Awards

Jayne Holmes, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services, provided opening remarks regarding the 2020/2021 Urban Design Awards.

David de Groot, Senior Urban Designer, presented the winners of the 2020/2021 Urban Design Awards.

3. Council Consent Agenda

The following items were extracted:

**Request for an Extension to Draft Plan of Subdivision Approval
Hanlon Creek Business Park Subdivision File: 23T-03501 Ward 6,
2021-287**

**239 Elizabeth Street: Proposed Demolition of a Detached Dwelling,
2021-296**

4. Items for Discussion

4.1 Request for an Extension to Draft Plan of Subdivision Approval Hanlon Creek Business Park Subdivision File: 23T-03501 Ward 6, 2021-287

Moved By Councillor O'Rourke
Seconded By Councillor Hofland

1. That in accordance with Section 51(33) of the Planning Act, the application by Astrid J. Clos Planning Consultants on behalf of the owners, the Estate of Stanford Robert Snyder and the City of Guelph for an extension to the Hanlon Creek Business Park Draft Plan of Subdivision 23T-03501 be approved with a five (5) year lapsing date of November 8, 2026, subject to the original draft plan conditions approved by the former Ontario Municipal Board in its Decision/Order No. 3143, issued on November 8, 2006 contained in Attachment 4 of Infrastructure, Development and Enterprise Services Report, dated October 12, 2021.

2. That in accordance with Section 51(45) of the Planning Act, administrative and technical revisions have been made to draft plan conditions approved by the former Ontario Municipal Board in its Decision/Order No. 3143, issued on November 8, 2006 to update standard wording and new service area names and staff titles, update By-law numbers and allow transition to the City's assumption model.
3. That in accordance with Section 51(47) of the Planning Act, City Council has determined that no public notice is required as changes to the draft plan conditions are administrative and technical in nature and are therefore considered to be minor.

Voting in Favour: (13): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (13 to 0)

4.2 239 Elizabeth Street: Proposed Demolition of a Detached Dwelling, 2021-296

Moved By Councillor Gibson

Seconded By Councillor O'Rourke

1. That the proposed demolition of the detached dwelling located at property municipally known as 239 Elizabeth Street be approved.

Voting in Favour: (6): Mayor Guthrie, Councillor Billings, Councillor Gibson, Councillor Goller, Councillor MacKinnon, and Councillor O'Rourke

Voting Against: (7): Councillor Allt, Councillor Bell, Councillor Caron, Councillor Downer, Councillor Gordon, Councillor Hofland, and Councillor Salisbury

Defeated (6 to 7)

New Motion

Moved By Councillor Allt

Seconded By Councillor Bell

That Council designates 239 Elizabeth Street for individual designation under Section 239, Part IV of the Ontario Heritage Act.

The motion was withdrawn by the mover and seconder.

New Motion

Moved By Councillor Allt

Seconded By Councillor Caron

That staff be directed to publish a notice of intent to designate 239 Elizabeth Street under Part IV of the Ontario Heritage Act.

Voting in Favour: (7): Councillor Allt, Councillor Bell, Councillor Caron, Councillor Downer, Councillor Gordon, Councillor Hofland, and Councillor Salisbury

Voting Against: (6): Mayor Guthrie, Councillor Billings, Councillor Gibson, Councillor Goller, Councillor MacKinnon, and Councillor O'Rourke

Carried (7 to 6)

5. By-laws

Moved By Councillor O'Rourke

Seconded By Councillor Allt

That by-laws numbered (2021)-20631, (2021)-20636 and (2021)-20637 are hereby passed.

Voting in Favour: (12): Mayor Guthrie, Councillor Allt, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Voting Against: (1): Councillor Bell

Carried (12 to 1)

6. Mayor's Announcements

Mayor Guthrie recognized David Card, who was born in Guelph and attended John F. Ross high school, for being awarded a Nobel Prize in economics.

Councillor Downer announced a Ward 5 town hall on October 27. Details will be provided on social media and ward5.ca.

7. Adjournment

Moved By Councillor Salisbury
Seconded By Councillor Hofland

That the meeting be adjourned (7:56 p.m.).

Voting in Favour: (13): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (13 to 0)

Mayor Guthrie

Stephen O'Brien - City Clerk



Minutes of Guelph City Council

October 18, 2021, 6:00 p.m.

Remote meeting live streamed on guelph.ca/live

- Council:
- Mayor C. Guthrie
 - Councillor P. Allt
 - Councillor B. Bell
 - Councillor C. Billings
 - Councillor L. Caron
 - Councillor C. Downer
 - Councillor D. Gibson
 - Councillor R. Goller
 - Councillor J. Gordon
 - Councillor J. Hofland
 - Councillor M. MacKinnon
 - Councillor D. O'Rourke
 - Councillor M. Salisbury
- Staff:
- S. Stewart, Chief Administrative Officer
 - C. Clack-Bush, Deputy Chief Administrative Officer, Public Services
 - J. Holmes, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services
 - T. Lee, Deputy Chief Administrative Officer, Corporate Services
 - T. Baker, General Manager, Finance/City Treasurer
 - K. Newland, Manager, Finance Client Services
 - G. Clark, Manager, Financial Strategy, Long Term Planning
 - J. Sales, General Manager, Strategy, Innovation and Intergovernmental Services
 - D. McMahon, Manager, Legislative Services/Deputy Clerk
 - J. da Silva, Council and Committee Assistant
 - D. Tremblay, Council and Committee Coordinator

Also Present: Aiden Grove-White, Strategy Corp.

Council Workshop Minutes - October 18, 2021

2. Call to Order - 6:00 p.m.

Mayor Guthrie called the meeting to order. (6:00 p.m.)

2.1 Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

3. 2022 City Budget Workshop - Prioritization and Affordability, 2021-310

4. Welcome and Overview

Trevor Lee, Deputy Chief Administrative Officer, Corporate Services provided opening remarks, introductions and outlined workshop goals.

Aiden Grove-White, Strategy Corp. provided a summary of the benefits of strategic planning, outlined anticipated challenges for budget setting in the current environment and summarized Council's response to a budget survey.

5. Service Delivery Priority Discussion

Aiden Grove-White lead Council through a facilitated discussion regarding service delivery priority.

6. Affordability Discussion

Aiden Grove-White lead Council through a facilitated discussion regarding affordability.

7. Budget Strategy

Tara Baker, General Manager, Finance/City Treasurer provided a summary of the 2022 budget process, service decision hierarchy, priorities, impacts, affordability levers available to Council and budget actions which have been undertaken.

8. 2022 City Budget Workshop

Moved By Councillor Gibson
Seconded By Councillor O'Rourke

That Council receive the 2022 Budget Workshop presentation.

Voting in Favour: (13): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (13 to 0)

9. Adjournment

Moved By Councillor Gibson

Seconded By Councillor O'Rourke

That the meeting be adjourned. (8:14 p.m.)

Voting in Favour: (13): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (13 to 0)

Mayor Guthrie

Dylan McMahon - Deputy City Clerk



Minutes of Guelph City Council

October 20, 2021, 6:00 p.m.

Remote meeting live streamed on guelph.ca/live

Council:	Mayor C. Guthrie Councillor P. Allt Councillor B. Bell Councillor C. Billings Councillor C. Downer Councillor D. Gibson Councillor R. Goller Councillor J. Gordon Councillor J. Hofland Councillor M. MacKinnon Councillor D. O'Rourke Councillor M. Salisbury
Absent:	Councillor L. Caron
Staff:	S. Stewart, Chief Administrative Officer C. Clack-Bush, Deputy Chief Administrative Officer, Public Services J. Holmes, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services T. Lee, Deputy Chief Administrative Officer, Corporate Services T. Baker, General Manager, Finance/City Treasurer G. Clark, Manager, Financial Strategy and Long-term Planning D. McMahon, Manager, Legislative Services/Deputy Clerk L. Cline, Council and Committee Coordinator T. Di Lullo, Council and Committee Coordinator
Also Present:	Gary Scandlan, Watson & Associates Economists Ltd. Nancy Neale, Watson & Associates Economists Ltd.

1. Call to Order

Mayor Guthrie called the meeting to order (6:02 p.m.).

2. Public Meeting Pursuant to Section 12 of the Development Charges Act

2.1 2021 Development Charges By-law Amendment, 2021-264

Greg Clark, Manager, Financial Strategy and Long Term Planning, provided opening remarks regarding the purpose of the public meeting and outlined various growth revenue tools, including development charges, parkland dedication by-law and community benefits charge. He provided an overview of the timeline for when these tools will be updated.

Gary Scandlan, Watson & Associates Economists Ltd., provided opening remarks regarding the 2021 development charges update study. He outlined the study process and timelines, purpose and history of development charges and changes to development charges legislation since 2018. He also outlined various amendments to the development charges by-law that are being proposed.

Delegate Susan Watson expressed concerns regarding the level of public engagement for the development charges update. She expressed support for increases that the city can impose via a by-law update and discussed the shortfalls that exist in paying for growth that isn't covered by development charges. She also spoke regarding development charges in the Clair-Maltby Secondary Plan area as well as enactment of the parkland dedication by-law.

Council recessed at 6:35 p.m. to allow time for delegations to call into the remote meeting to speak to the item. Council reconvened at 6:40 p.m.

Moved By Councillor Hofland
Seconded By Councillor Billings

That the following recommendations be referred to the December 13, 2021 City Council meeting:

1. That the Development Charges Background Study dated September 17, 2021 attached as Attachment-3 of report 2021-264 be approved;

2. That the updated capital projects set out in Chapter 4 of the September 17, 2021 Development Charges Background Study be approved;
3. That Guelph City Council hereby confirms that no further public meeting is required pursuant to Section 12 of the Development Charges Act, 1997;
4. That the Amending Development Charges By-law as set out in Attachment-4 of report 2021-264 be approved.

Voting in Favour: (12): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (12 to 0)

3. By-laws

Moved By Councillor Billings
Seconded By Councillor Hofland

That by-law numbered (2021)-20639 is hereby passed.

Voting in Favour: (12): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (12 to 0)

4. Adjournment

Moved By Councillor Billings
Seconded By Councillor Allt

That the meeting be adjourned (7:10 p.m.).

Voting in Favour: (12): Mayor Guthrie, Councillor Allt, Councillor Bell, Councillor Billings, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Carried (12 to 0)

Mayor Guthrie

Dylan McMahon - Deputy City Clerk

Staff Report



To	Committee of the Whole
Service Area	Office of the Chief Administrative Officer
Date	Monday, November 1, 2021
Subject	Internal Audit Work Plan 2022 -2024

Recommendation

That report titled 'Internal Audit Work Plan 2022- 2024' dated November 1, 2021 be approved.

Executive Summary

Purpose of Report

To provide the Committee of the Whole-Audit details regarding the 2022 Internal Audit work plan as well as the 2021 work plan status update.

Key Findings

- Consistent with past practice, the 2022 work plan was developed considering factors such as: risk assessment completed by Internal Audit, feedback from management and members of Council and previous audit results.
- The Plan's objective is to assist management in achieving the City's goals and objectives.
- It complies with City of Guelph's internal audit charter as well as supports the City's Strategic Plan.
- The work plan may be modified during the year as appropriate and changes will be communicated to the Committee of the Whole-Audit.
- All internal audit activity is performed in an independent and objective manner.
- 75% of the approved projects were completed in 2021, with an additional two projects in progress as of the report date. Similar to the previous year, 100% of the recommendations were agreed upon by management.

Financial Implications

Implementation of audit recommendations could have financial implications, leading to a more effective governance, risk management and internal control environment.

Report

The work plan was developed using a risk based methodology approach and complies with the City of Guelph's internal audit charter mandate as well as supports the City's Strategic Plan.

The 2022 work plan (Attachment 1) sets out the priorities of the Internal Audit department, are reflective of the City of Guelph's objectives, and the Strategic Plan priorities; integrated and coordinated with the risk assessment performed by

Internal Audit. The specific scope of each project will be determined during the project's planning phase.

Summarized below are several factors considered in developing the work plan:

- Risk assessment results;
- Last time an area/process was audited;
- Results of previous audits;
- Consideration requests from management and members of Council;
- Strength of internal control environment; and
- Emerging trends.

The annual work plan may be adjusted throughout the year as issues or concerns are identified.

The work plan (Attachment 1) is based on the availability of two full time auditors for the full year. The Plan will need to be adjusted if adequate resources are not available throughout the year.

The proposed 2023 and 2024 work plan (Attachment 2) has been updated based on the same factors described above in developing the 2022 work plan.

Internal audit activities will be conducted in compliance with the International Standards for the Professional Practice of Internal Auditing.

2021 Activity Summary:

The 2021 work plan was based on two full time auditors however, resources of two full time staff were not available for the entire year which resulted in one project being deferred to a future year. In addition, the driver certification program compliance audits for Transit and Fleet Operations departments were not needed during 2021. These are compliance audits performed by Internal Audit on behalf of the Ontario Ministry of Transportation (MTO) who determines when audits are required based on prior year audit results. Based on last year's compliance audit that saw no reportable findings, the Transit audit will be required in 2023. The Fleet Operations department received their initial certification in January 2021 with a follow up audit not due until September 2022. Due to the continuation of pandemic related restrictions, the planned cash handling audit of recreational facilities was not executed and has been deferred to the 2022 audit plan.

As a result, 75% (six projects) of the work plan will be completed in 2021 while 25% (two projects) will be in progress as of December 2021. All audit recommendations have been accepted by management in 2021. In addition to the projects identified on the 2021 work plan, two consulting projects were completed during the year.

As part of Internal Audit's goal of continuous improvement, Internal Audit implemented a process whereby a survey is issued to the client at the end of each audit project to receive feedback. The feedback received is used to identify opportunities to enhance the internal audit process. In 2021, 1 survey was issued and received. Client satisfaction rate, based on the feedback, was 100% versus a target of 85%.

Financial Implications

Implementation of audit recommendations could have financial implications, leading to a more effective governance, risk management and internal control environment.

Consultations

The Executive Team has been consulted and supports the proposed work plan.

Strategic Plan Alignment

The 2022 Internal Audit work plan supports the Strategic Plan – Working Together for our Future pillar. Through projects identified, Internal Audit will utilize a systematic and disciplined approach to evaluate and improve the effectiveness and efficiency of the City's governance, risk management and internal controls.

Attachments

Attachment-1 Internal Audit Work Plan 2022

Attachment-2 Possible Audit Projects 2022-2024

Attachment-3 Internal Audit Work Plan 2021 Status Update

This report was authored and approved by:

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This report was recommended by:

Scott Stewart

Chief Administrative Officer

Office of the Chief Administrative Officer

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2022 Internal Audit Work Plan

Name of Project	Type of Audit
Enterprise Risk Management (ERM) Framework Implementation Develop and implement an Enterprise Risk Management (ERM) program to identify and manage risks aligning with internal audit risk assessments.	Consulting
Playground Inspection and Parks Maintenance Processes To perform an operational review of playground inspection and maintenance processes to assess the effectiveness and efficiency of operations, and adherence to policies, procedures, and legislation.	Operational & Compliance Review
Annual Cash Handling Process Audit –Recreation Facilities To assess the effectiveness and efficiency of the processes and compliance to policies, procedures, legislation and By - Laws.	Operational Review
Data Analytics Pilot Project Working with Finance and IT identify and execute data analysis of a sample data set.	Continuous Monitoring
SRR Opportunities Implementation Provide support to service area departments completing opportunity reviews.	Consulting
Status of Service Rationalization Review Opportunities Implementation Provide an update to the Audit Committee on management's implementation of opportunities identified in the consultant report.	On Going Reporting
Annual Driver Certification Program Compliance Audit-Fleet Operations To access compliance to the Ministry of Transportation criteria.	Compliance

Name of Project	Type of Audit
Status Report on Outstanding Audit Recommendations Provides an update to the Audit Committee on management's implementation status of recommendations agreed upon by staff.	On Going Reporting

Long Term Audit Plan

Proposed Projects for 2023- 2024

In addition to the cash handling and driver's certification program annual audits Internal Audit has identified potential projects (listed below) that may be performed in 2023 and 2024. The list is based on the current risk assessment results and requests from management and members of Council. These projects may be revised based on updated risk results, previous audit results, emerging trends and/or any new projects that are identified during the period.

Name of Project	Service Area	Department
IT System Access Management	Corporate Services	Information Technology
Tree Bylaw Enforcement, and Inspection Processes	Infrastructure, Development and Enterprise Services & Public Services	Planning, Urban Design & Building Operations Parks
Winter Control Review	Public Services	Operations
Project Change Order Management	Infrastructure, Development and Enterprise Services	Engineering and Transportation Services
Revenue Billing Completeness	Corporate Services	Finance
Inventory Management	Corporate Services	Finance
Enterprise Business Continuity	Corporate Services	Information Technology
Onboarding New Employees	Corporate Services	Human Resources
Employee Expense System Post Implementation Controls Review	Corporate Services	Finance
Water Meter Replacement Outsourcing Review	Infrastructure, Development and Enterprise Services	Value for Money

2021 Internal Audit Work Plan Status

As of November 2021

Name of Project	Type of Audit	Status
Service Rationalization Review Internal Audit provided project coordination. The third party consultant will assess the City's core services in aid of finding efficiencies within the City's scope of responsibility.	Consulting	Complete
Payroll Audit Follow-Up Audit To assess the effectiveness and efficiency of the processes and compliance to policies, procedures and legislation.	Follow up-Operational	Complete
Project Management Follow-Up Audit To assess the effectiveness and efficiency of the PMO's internal controls and processes and compliance to policies, procedures, legislation and By-Laws.	Follow up-Operational	In Progress
Data Analytics Pilot Project To assess the degree of financial risk in City's general ledger financial system and provide insight to assess future financial areas for audit.	Financial Review	In Progress
Program Review Framework Development To develop a systematic audit selection and review process with the Executive Team.	Not applicable	Deferred
Annual Driver Certification Program Compliance Annual Audit-Guelph Transit To access compliance to the Ministry of Transportation criteria.	Compliance	Not Required
Annual Driver Certification Program Compliance Annual Audit-Fleet Operations To access compliance to the Ministry of Transportation criteria.	Compliance	Not Required
Annual Cash Handling Process Audit – Recreational Facilities To assess the effectiveness and efficiency of the processes and compliance to policies, procedures, legislation and By-Laws.	Operational	Deferred
Status Report on Outstanding Audit Recommendations Provides an update to Council on management's implementation status of recommendations agreed upon by staff.	Not applicable	Three reports complete

Staff Report



To	Committee of the Whole
Service Area	Corporate Services
Date	Monday, November 1, 2021
Subject	Use of Corporate Resources During an Election Policy Update

Recommendation

1. That the Use of Corporate Resources During an Election Policy, as updated and included as Attachment-1 to this report dated November 1, 2021, be approved.
-

Executive Summary

Purpose of Report

To provide Council with an overview of revisions and request approval for the updated Use of Corporate Resources During an Election Policy.

Key Findings

The existing Use of Corporate Resources During an Election Policy was approved by Council in 2017.

Since then, a review has prompted revisions to clarify policy around advertising, access to information and the use of corporate facilities for campaign purposes. This update is needed prior to the 2022 municipal election.

Financial Implications

No financial impacts are anticipated.

Report

In advance of the 2022 municipal election and for general election readiness, there is a need to revise the existing Use of Corporate Resources During an Election Policy. The current policy was brought to Council with [report number CS-2017-74](#) and approved in October 2017.

[Section 88.18 of the Municipal Elections Act](#) mandates that municipalities establish rules and procedures with respect to the use of municipal resources during an election before May 1 in the year of a regular election. The existing [Code of Conduct for Council and Local Boards](#) establishes general rules regarding the use of corporate resources by members of Council and local boards but does not apply to City staff, election candidates or registered third parties.

The revised policy, included as Attachment-1, establishes an expanded set of rules and principles regarding the use of corporate resources during a municipal, provincial, or federal election campaign.

Policy Highlights

The Use of Corporate Resources During an Election Policy is designed to ensure that the City of Guelph is complying with all relevant federal, provincial, and municipal election legislation. The [Election Finances Act, 1990](#), as amended, and the [Canada Elections Act, 2000](#), as amended, establish regulations for candidates and parties running in provincial and federal elections respectively. Section 29 (1) of the Election Finances Act prohibit a municipal corporation from making campaign contributions to any candidate, political party or constituency association in a provincial or federal election. Similarly, Sections 88.8 (4) and 88.12 (4) of the [Municipal Elections Act \(MEA\), 1996](#), as amended, prohibit a municipality or local board from making a campaign contribution to a municipal candidate or registered third-party advertisers.

A detailed summary of updates to the policy is provided below.

Definitions

The updated policy adds new definitions to provide clarification on what is meant by the following terms: advertising, campaigning, City, City employee, City facilities and City information.

Third-party Advertisers

The updated policy clarifies that requirements for candidates also apply to registered third-party advertisers, based on the addition of this framework in the MEA in 2018.

Use of City Facilities for Campaign Purposes

The updated policy adds a new requirement for campaign-related events to be identified at the time of facility booking. Additional clarification notes that campaign-related events must maintain and uphold the values identified in the City's [Community Plan](#) and [Strategic Plan](#), including the values of wellbeing, inclusion and respect. The updated policy notes that the health and safety of all event attendees and staff must be maintained at all times. Should values or health and safety be compromised, bookings may be refused or cancelled in accordance with standard facility rental procedures.

Advertising

The updated policy clarifies that the purchase of available advertising space at City facilities, in City publications and on City owned assets is permitted in line with the [City of Guelph Advertising Acceptability Policy](#), provided that associated booking processes are followed and full market rate is paid. In the past, this was followed in practice; however, it has now been added explicitly to the policy.

Access to Information

The updated policy adds a section to outline the process for candidates or third-party advertisers to request access to City information.

In order to streamline and ensure equal access to information, requests are to be made in writing to the General Manager of a department and may be managed

through the relevant Deputy Chief Administrative Officer (DCAO). Requests for sensitive information will be facilitated by the City Clerk's Office under the Freedom of Information process.

Any information requests will be shared with all other candidates, political parties and registered third parties to ensure equal and fair access to information and prevent any unfair advantage.

Responsibilities

The updated policy adds a responsibilities section to define responsibilities at all staff levels.

Financial Implications

No financial impacts are anticipated if the revised policy is approved.

If changes to the policy are recommended regarding facility rental or advertisement, this could indirectly impact revenues in other City departments.

Consultations

Legal, Realty and Court Services

Culture and Recreation

Corporate Communications and Customer Service

Operations

Strategic Plan Alignment

This report aligns with the Strategic Plan priority of Working Together for our Future by improving front-line customer service and communications through policy clarification.

Attachments

Attachment-1 Use of Corporate Resources During an Election Policy

Departmental Approval

Christopher Cooper, General Manager Legal, Realty and Court Services/City Solicitor

Danna Evans, General Manager Culture and Recreation

Tara Sprigg, General Manager Corporate Communications and Customer Service

Doug Godfrey, General Manager Operations

Report Author

Jennifer Slater, Manager Information, Privacy and Elections/Deputy City Clerk

This report was approved by:

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General Manager City Clerk's Office/City Clerk

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Trevor Lee

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Corporate Policy and Procedure



Policy	Use of Corporate Resources During an Election
Category	Corporate
Authority	City Clerk's Office
Related Policies	Code of Conduct for Council and Local Boards, Advertising Acceptability Policy
Approved By	City Council
Effective Date	Monday, October-23-2017
Revision Date	Monday, November 22, 2021

Policy Statement

The City of Guelph must balance the need for freedom of expression and access to public spaces with its legal responsibility to not provide an unfair advantage to any candidate, political party or registered third party during an election.

The Municipal Elections Act (the Act), 1996, as amended, establishes regulations governing campaign finance for candidates running in a municipal election. Section 88.8 (4) of the Act prohibits municipalities from making campaign contributions to municipal candidates and section 88.12 (4) of the Act prohibits municipalities from making campaign contributions to registered third parties.

The Election Finance Act, 1990, as amended, and the Canada Elections Act, 2000, as amended, establish regulations for candidates and parties running in provincial and federal elections. Section 29 (1) of the Election Finance Act and Section 363 (1) of the Canada Elections Act prohibit a municipal corporation from making campaign contributions to any candidate, political party or constituency association in a provincial or federal election.

As a campaign contribution may take the form of money, goods or services, any use of corporate resources for election related purposes, by candidates or staff, is not permitted.

Purpose

The purpose of this policy is to ensure compliance with the Municipal Elections Act, the Election Finances Act and the Canada Elections Act, by clarifying for candidates, current members of City Council, registered third parties and City staff the legislative requirements relating to campaign finances.

The provisions identified in this policy are in effect throughout the duration of the campaign period in a municipal election year or in the event of a by-election and from the dropping of the writ to Voting Day in a provincial or federal election.

Definitions

“the Act” means the Municipal Elections Act, 1996, as amended.

“Advertising” means the purchase of City advertising space, including but not limited to, ads at City facilities and assets such as City busses, bus shelters and arena banners and facility screens.

“Campaigning” means any activity by or on behalf of a candidate, political party or related to a question on the ballot meant to solicit support during the campaign period. Campaigning does not include the appearance of elected officials, other candidates, their supporters or registered third party advertisers at an event in a personal capacity without the display of any signage or graphic which identifies them as such and without the solicitation of votes.

“Campaign period” means the date a candidate files their nomination through to Voting Day in a municipal election year or in the event of a by-election. For a federal or provincial election, this means the date the writ is dropped until Voting Day.

“Candidate” means any individual who has filed and not withdrawn a nomination for an elected office, including Mayor, Councillor, School Board Trustee, Member of Provincial Parliament and/or Member of Parliament or anyone acting on their behalf.

“City” means the Corporation of the City of Guelph.

“City facilities” means any facility that is owned or leased by the City of Guelph from which City programs and services are provided.

“City information” means any information in the custody or control of the City, including networks, databases and systems, compiled and used by City of Guelph employees to conduct City business.

“City of Guelph employee” means any individual working for, or receiving compensation from, the City of Guelph, including those in part-time, seasonal or contract positions and volunteers.

“Election” means any municipal, federal or provincial election including by-elections.

“Election related purposes / activities” means any participation in an election that seeks to promote or oppose the candidacy of an individual seeking office or support or oppose a question on a ballot.

“Members” means City Councillors, the Mayor or anyone acting on behalf of a City Councillor or the Mayor.

Policy

Members of Council and Candidates

The following section applies to members, candidates, registered third parties and those acting on behalf of a member, candidate or registered third party.

Use of City Facilities, Services and Property

City of Guelph facilities, services and property may not be used for any election related purposes except as identified in this policy.

This provision does not prevent members from conducting their regular duties as political representatives for their constituents.

Members, candidates and registered third parties may not use the interior of any City-owned or run facilities for any election related purposes unless rented in accordance with standard City of Guelph rental procedures and full market rate is paid. Members, candidates, registered third parties or campaign staff working on their behalf, must clearly identify to City staff that the booking is for a campaign-related event at the time of booking. Campaign-related facility bookings must maintain and uphold the values identified in the City's [Community Plan](#) and the [Strategic Plan](#), including the values of wellbeing, inclusion and respect. The health and safety of all attendees and staff must be maintained at all times. The City reserves the right to refuse or cancel campaign related events if values and/or safety cannot be maintained.

Notwithstanding the ability to use the interior of any City-owned or run facilities for election related purposes, if rented in accordance with standard City of Guelph rental procedures, no election related activities, including campaigning and the distribution of campaign literature, are permitted to take place inside City Hall.

Members, candidates and registered third parties may engage in election related activities, such as the distribution of campaign literature, outside of City-owned or run facilities, with the exception of City Hall. No campaigning or election related activities are permitted to take place outside on the property of City Hall in the interest of maintaining a neutral civic and community space.

Members, candidates and registered third parties may not campaign, distribute campaign literature, or engage in election related activities at any function hosted by the City of Guelph.

All-candidate debates may be held at any City facility, including City Hall, provided that all candidates or political parties for an office are invited to attend.

Facility rentals for general election-related events, such as teaching members of the public how to become a candidate and run for office, can be held as long as no one particular candidate, political party or registered third party is promoted or endorsed during the event.

Requests by a candidate, political party or registered third party for personal meetings with Executive, Management or other City employees and requests for facility tours may not always be accommodated due to resources and time constraints. If a meeting or tour is accommodated for one individual or group, the City would need to commit to organizing a similar meeting or tour for all similar parties.

Election signs, or other election material, may not be displayed in, or on the property of, any City-owned or run facilities.

Notwithstanding the ability to post signs or distribute election materials on City property, the purchase of available advertising space at City facilities, in City

publications and on City-owned assets is permitted in line with the [City of Guelph Advertising Acceptability Policy](#), provided that associated booking processes are followed and full market rate is paid and any requirements under statute are met.

Members, candidates and registered third parties may not use City of Guelph employees for any election related purposes during regular business hours or while the employee is receiving compensation from the City.

Technology

Corporate resources or services such as computers, cell phones, smart phones, telephones, tablets, printers, scanners, copiers, e-mail, file storage, voicemail, or any other equipment or technology owned by the City of Guelph, may not be used for any election related purposes.

Websites and domains that are operated or funded by the City of Guelph shall not include any election related campaign materials or links to any sites which include election related campaign material.

Notwithstanding the ban on election related campaign materials and links on websites and domains operated or funded by the City of Guelph, the City of Guelph election website which lists candidates may include one link per candidate to a website which features election related campaign material.

When a current member of Guelph City Council registers as a candidate all links to social media accounts and personal external websites will be removed from City of Guelph run or funded websites and domains.

Access to Information

Requests for access to City information by candidates, third party advertisers, or on their behalf, should be made in writing to the General Manager of a department. They may be managed by the department through the relevant Deputy Chief Administrative Officer (DCAO). If the request is for sensitive information or information not generally available to the public, the request will be facilitated by the City Clerk's Office through the Freedom of Information process.

Any information shared with one candidate, political party or registered third party will be shared with all other parties to ensure equal and fair access to information and prevent any unfair advantage.

Communications

The City of Guelph logo, crest, coat of arms, flag, slogan, or other similarly branded corporate resources or property shall not be used by any candidate or registered third party for any campaign materials, including printed literature, signage and websites.

In any material printed or distributed by the City of Guelph, candidates or registered third parties may not convey that they, or any other individual, are a candidate or registered third party in an election.

Employees of the Corporation of the City of Guelph

The following applies to all City of Guelph employees.

Employees may not engage in election related activities during their normal working hours or anytime they are receiving remuneration from **or are representing** the City of Guelph. This includes providing administrative support to candidates or registered third parties such as photocopying campaign literature or providing technical assistance.

Employees may not perform any service, offer any advice or provide any information solely for the use of one candidate, political party or registered third party. Information that is provided by City employees to one candidate, political party or registered third party during an election will be shared with all similar individuals or organizations, either by posting them online or through other methods. Information provided should be coordinated through the DCAO for the relevant service area and the City Clerk's Office who will coordinate a shared response with all relevant parties

Candidates, including municipal incumbents, political parties and registered third parties have the same right of access to information as a member of the public. Requests for information that is not typically publicly available or may contain sensitive corporate or personal information should be coordinated through the City Clerk's Office access and privacy team.

Employees may engage in election related activities as long as those activities are separate from their official positions and duties. Employees must ensure that their political activities do not create a perceived or actual conflict of interest in their day-to-day work.

While engaging in election related activities, City of Guelph employees shall not wear any clothing, such as a uniform or badge, which identifies them as a City of Guelph employee.

While engaging in election related activities, City of Guelph employees shall not use any vehicles, technology, or other resources that are owned or leased by the City of Guelph.

Responsibility

The Chief Administrative Officer and Deputy Chief Administrative Officers will:

- Provide oversight and ensure consistent compliance with this policy by all City employees across all service areas.

The City Clerk and delegated employees will:

- Administer and provide advice and clarification on the application of this policy.

General managers, managers and supervisors will:

- Apply this policy to the use of resources, facilities and employees managed by their department or division.

City employees will:

- Understand and apply this policy during election campaign periods.
- Seek clarification and advice from their leaders and the City Clerk's Office as required.

Reference Material

[The Municipal Elections Act, 1996](#)

[The Election Act, 1990](#)

[The Election Finances Act, 1990](#)

[The Canada Elections Act, 2000](#)

Contact

The City Clerk's Office supports compliance with this policy.

For more information regarding the application of this policy please contact the City Clerk's Office by phone at 519-837-5603 or by email at clerks@guelph.ca.

Staff Report



To	Committee of the Whole
Service Area	Public Services
Date	Tuesday, October 12, 2021
Subject	Dixon's Distilled Spirits – By the Glass Manufacturer's Limited Liquor Sales Licence Application

Recommendation

1. That Council support Dixon's Distilled Spirits' application to the Alcohol and Gaming Commission of Ontario for a By the Glass – Manufacturer's Limited Liquor Sales Licence for their brewery located at 355 Elmira Road, Unit 106, Guelph.
 2. That City Council direct staff to bring back the Delegation of Authority Bylaw with proposed amendments authorizing staff to issue letters of support on Council's behalf for future requests of breweries and wineries located within the City of Guelph for "By the Glass" Manufacturer's Limited Liquor Sales Licenses.
-

Executive Summary

Purpose of Report

To seek a Council resolution supporting Dixon's Distilled Spirits' application for a By the Glass – Manufacturer's Limited Liquor Sales Licence from the Alcohol and Gaming Commission of Ontario.

Key Findings

The Alcohol and Gaming Commission of Ontario (AGCO) issues licences to Ontario wineries and breweries allowing for the on-site sale and consumption of their products to promote their products, enhance a tourist experience of their facility, and/or to provide public education.

When submitting an application to the AGCO, wineries and breweries wishing to sell their alcohol by the glass on-site must submit proof that the municipal council in which the brewery operates has passed a resolution supporting the issuance of a Manufacturer's Limited Liquor Sales Licence.

Dixon's Distilled Spirits is currently applying for a By the Glass – Manufacturer's Limited Liquor Sales Licence. The brewery has indicated the on-site sale of alcohol by the glass would assist in showcasing their product offerings to the public.

Moving forward, staff are also recommending that Council delegate their authority to staff to issue letters of support for future requests from breweries and wineries for "By the Glass" Manufacturer's Limited Liquor Sales Licences. Delegating this authority will allow such requests to be processed in a more timely manner for

businesses. In addition, the letters of support will continue to be based on input received from Guelph Police Services and Zoning staff.

Financial Implications

There are no financial implications with this report.

Report

On September 21, 2021 correspondence was received by the Licensing of the Corporate and Community Safety Department from Vicky Dixon, Dixon's Distilled Spirits (Attachment-1) requesting a Council resolution in support of their application for a "By the Glass" Manufacturer's Limited Liquor Sales Licence.

In general, Ontario breweries and wineries holding this category of licence are permitted to sell and serve the alcohol they manufacture by the glass. Beer or wine may only be sold between the hours of 9:00 a.m. and 9:00 p.m., daily. Guests are only permitted to carry and consume alcohol on-site as approved under the liquor licence.

Staff from Building Services were consulted and have no conditions to apply to this licence. As part of this zoning, accessory uses are permitted in addition to factory sales outlet. This application for "By the Glass" would comply with the accessory use provisions and be permitted by the Zoning Bylaw. Guelph Police Service were also consulted and did not voice an objection to the resolution requested.

Staff concur that sales by the glass will assist in showcasing the products of Dixon's Distilled Spirits and, therefore, do recommend that Council pass a resolution of support for Dixon's Distilled Spirits' application for a Manufacturer's Limited Liquor Sales Licence.

With respect to public notice, typically, the City does not provide communications on these types of matters. However, once a liquor licence application has been received and reviewed by a Licensing Officer of the AGCO, the AGCO will determine if advertising of this application will be required.

Financial Implications

There are no financial implications with this report.

Consultations

Patrick Sheehy, Program Manager, Zoning, Planning and Building Services

Scott Grover, Inspector, Neighbourhood Services Field Support, Guelph Police Service

Strategic Plan Alignment

This aligns with the City's Strategic plan as it is helping a business to succeed and add value to the community.

Attachments

Attachment-1 Letter for request from Vicky Dixon, Dixon's Distilled Spirits, dated September 21, 2021.

Departmental Approval

Doug Godfrey, General Manager

Report Author

Ashley Kassian, Program Manager, Operations

This report was approved by:

Doug Godfrey

General Manager

Public Services

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This report was recommended by:

Colleen Clack-Bush

Deputy Chief Administrative Officer

Public Services

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To Whom It May Concern,

This letter is written with intent to advise you of Dixon's Distilled Spirits's application for an addition to our current Manufacturers Licence- Distillery. We are in the process of applying for a Manufacturer "By The Glass" licence- Distillery to be able to offer a cocktail option to enhance the experience of our distillery tour for customers. The AGCO description of this licence is as follows:

March 16, 2018: The Government of Ontario has recently approved amendments to **Ontario Regulation 719** under the liquor licence Act (LLA) affecting Ontario distilleries. These reforms aim to create consistency within the By The Glass program for all Ontario manufacturers, to remove barriers to investment and innovation, and to enhance the Ontario tourism experience while strengthening Ontario's approach to ensuring the responsible sale and service of alcohol.

"By the Glass' Licence for Ontario Distilleries

Effective immediately, Ontario distilleries that hold a manufacturer's licence under the LLA are eligible to make an application to the AGCO for a Manufacturer's Limited Liquor Sales Licence (commonly known as a "By the Glass Licence")

Since 2007, Ontario wineries and breweries have been eligible for a By the Glass Licence to allow them to sell and serve their wine (including cider) and beer to patrons for consumption in single servings at their manufacturing site, in order to promote the manufacturer's product, provide an enhanced tourist experience or fulfill an educational purpose.

With this recent regulatory change, the By the Glass program has been extended to include distilleries, with the same regulatory requirements and licensing fees applicable to wineries and breweries now being applicable to distilleries.

This licence will offer our customers an opportunity to sample a selection of our spirits in the form of a cocktail rather than on its own. It will also provide our customers an enhanced tourist experience during tours of our distillery, as well as educate them on how we make our spirits, and how to use them to create a delicious cocktail.

As part of our application process, the AGCO requires a resolution of council in support of our application for the "By the Glass Licence"

If there are any questions or concerns that you may need addressed, please reach out to me directly by email or phone. vicky@dixonsdistilledspirits.com or 5193621850

Thank you for your time and consideration in this matter.

Vicky Dixon

Staff Report



To	Committee of the Whole
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, November 1, 2021
Subject	Guelph Farmers' Market – 10C Negotiation Update

Recommendation

1. That Council delegate authority to the Deputy Chief Administrative Officer of Infrastructure, Development and Enterprise Services to enter into an agreement with 10 Carden Shared Space for the property municipally known as 2 Gordon Street, to manage and operate the Saturday Farmers' Market and program the building and grounds on other days of the week in accordance with the Market's Council-approved vision and mission and 10 Carden Shared Space's proposal, entitled Engage Possibility, subject to the satisfaction of the City Solicitor.
 2. That 10 Carden Shared Space assume all operating costs and expenses related to the Market building's maintenance, repair, administration, management, and operation while having the opportunity to establish and collect all fees, charges, rent and recoveries.
 3. That 10 Carden Shared Space pay rent based on a percentage of revenue generated formula.
 4. That the City provide to 10 Carden Shared Space transitional funding totaling \$500,000 over six years (2022 to 2027), recognizing the loss of revenue incurred by the Saturday Farmers' Market due to COVID-19, the costs associated with developing and implementing new programming, and the Market's 200th anniversary in 2027, and that this be included in the 2022/23 multi-year budget.
 5. That staff ensure a smooth transition from City of Guelph operation and management of the Guelph Farmers' Market to 10 Carden Shared Space with existing regulation remaining in place during 2022, and that By-law Number (2009) – 18874, known as a By-law to regulate the operations of the Guelph Farmers' Market, be repealed on December 31, 2022 and replaced with 10 Carden Shared Space's Market Operating Policies and Procedures.
-

Executive Summary

Purpose of Report

To report back to Council, as directed on July 19, 2021, on the outcome of negotiations with 10 Carden Shared Space (10C) and to seek Council approval to delegate authority to staff to enter into an agreement with 10C to manage and operate the Saturday Farmers' Market in keeping with the Market's Council-approved [Refreshing Our Local Tradition](#) and 10C's proposal [Engage Possibility](#). Consistent with its proposal, the agreement will set out how 10C would create a multi-purpose, indoor-outdoor community market that is thriving with active uses 7 days a week.

This report summarizes the results of the negotiation and presents the purpose, goal, and main terms of the agreement for Council's consideration.

Key Findings

Council directed staff to negotiate an agreement with 10C to manage and operate the Guelph Farmers' Market on Saturdays and program the building and grounds on other days of the week, as outlined in the [Guelph Farmers' Market: Refreshing Our Local Tradition](#) report, dated July 5, 2021 and approved July 19, 2021.

10C's proposal was aligned with the Market's vision and mission, which clearly contributed to the success of the negotiations. 10C's keen interest in the Market and the community was demonstrated throughout the negotiation process.

The expanded programming and use of the Market building and grounds, with a focus on local food and business incubation, will generate direct and indirect employment, build on the work and furthering the goals of the Our Food Future & COIL initiatives and have a positive economic impact on the City of Guelph and Wellington County.

Financial Implications

The Saturday Farmers' Market only operates for five hours on 52 days of the year and is the sole use of the Market building. The City's direct operating costs (on-site staff, supplies, utilities, and services) averaged \$125,000 in the five years pre-COVID-19. Vendor fees covered those costs but did not contribute to overhead (management, communication, legal and other City staff) costs. Those indirect costs are estimated to have exceeded \$100,000 annually.

The agreement proposes that 10C will assume responsibility for the management and operation of the Saturday Farmers' Market and programming on other days of the week. 10C will establish and collect the associated fees and charges and cover all direct operating costs.

A rental fee for 10C has been established based on a percentage of revenue generated. This formula, from five to 20 percent of revenue, is an opportunity for the City to participate in the success of the programming being undertaken by 10C. More activity undertaken means greater economic benefits for Guelph-Wellington and more revenue generation for 10C and the City. For example, when gross rental revenues reach \$350,000 in a year, the City would receive \$37,500 in rent.

To acknowledge the impact of reduced vendor fees due to COVID-19 physical distancing restrictions, the nature of start-up programing, software requirements, policy development and the promotional and event costs for the Market's 200th

anniversary in 2027, staff have negotiated transitional funding of \$500,000 over the first six-year term of the agreement. Given the timing of this report, the financial implications of this agreement have not been included in the 2022/23 Budget and pending approval, will be directed to Budget approval on December 2, 2021.

This operational funding will ensure that 10C is set-up for success as they deal with the impacts of COVID-19, experiment with programming and increase the use of the Market building and grounds during the initial term of the agreement. The City could also receive rent during this period based on total revenues generated. For the renewal periods, years seven through 21, the City will not contribute to any Market operating costs and will receive rent base on the percentage of revenue formula.

Report

The Guelph Farmers' Market has operated for almost 200 years and is seen as an important community asset. The Market has been in its current location on Gordon Street for 50 years.

In 2018, City staff initiated a consultative process to review the vision, mission, policies, and procedures of the Farmers' Market. Refreshing Our Local Tradition gathered input from vendors and shoppers to update the Market's vision and mission and to develop five goals to build on the success of the Saturday Farmers' Market and ensure the tradition continues. The value and importance of a Saturday Farmers' Market was reaffirmed by both vendor and shopper feedback, and opportunities to strengthen the Farmers' Market tradition, expand use of the market building by animating the space throughout the week and make the Market building and grounds the focus of local food and business incubation for Guelph-Wellington.

The City looked to the community for innovative and entrepreneurial proposals for the operation of the Saturday Farmers' Market and additional indoor/outdoor programming throughout the rest of the week. Not-for-profit social enterprise 10C submitted a creative and inspiring proposal which was accepted by the City for consideration.

On July 19, 2021, Council directed staff to negotiate an agreement with 10C to manage and operate the Guelph Farmers' Market on Saturdays and program the building and grounds on other days of the week, as outlined in the [Guelph Farmers' Market: Refreshing Our Local Tradition](#) report.

Staff initiated negotiations with 10C and the parties were able to agree on terms that meet Council's direction.

Agreement Purpose and Goals

The purpose of the agreement is to implement 10C's proposal to support the continued success of the Saturday Farmers' Market while activating the Market building and grounds as a quality public place that represents downtown Guelph as a food district and the heart of food and culture in Guelph-Wellington.

The goal of the Agreement is to support the following City objectives:

1. To operate the Saturday Farmers' Market year-round based on the 2021 Council approved vision, mission, goals and objectives.

2. To operate the Saturday Farmers' Market in accordance with the City's policy direction and procedures.
3. To program and animate the building and grounds on other days of the week with a focus on local food, community engagement and business incubation for Guelph-Wellington.
4. To have the program recover all direct operating costs from revenues.
5. To ensure a smooth transition from City operation and management of the Saturday Farmers' Market to 10C.
6. To maintain and keep the Market building and grounds in good repair.

The Agreement supports this goal through a collaborative relationship with 10C to achieve the following shared objectives:

1. A responsive, innovative, and entrepreneurial approach to operating and programming the Market building and grounds.
2. Activation of the Market building and grounds seven days a week.
3. A flexible membership/activity/sliding-scale not-for-profit enterprise framework providing accessible, affordable, and free use by multiple organizations and individuals.
4. An open process to engage food, farming, social, arts, and cultural communities as to possible uses, including community-based teaching, learning, and mentorship opportunities and partnership development based on shared interests.
5. A review of the feasibility of redeveloping the Market site with expanded open and accessible access, including urban agriculture and cultivation opportunities.
6. Seeking collaboration with and investment by all levels of government, developing scale-appropriate funding and financing methods, engaging private and foundation investment, and raising community philanthropic support to create a best-in-class community-run market and urban agriculture facility.

Commencement Date, Term and Renewals

10C will require time to implement its full vision for programming of the Market building and grounds and for economic recovery from the impacts of the COVID-19 pandemic. An initial agreement term of six years starting January 1, 2022, including the Market's 200th anniversary in 2027, is proposed with three additional five-year renewals for a total of 21 years.

Transition from City Management to 10C

The agreement includes a plan to ensure a smooth transition from City operation and management of the Saturday Farmer's Market to operation by 10C. Current vendors will enter into license agreements with the City and the existing Market By-law [\(2009\) 18874](#), policies and procedures will remain in effect for 2022. The City's onsite staff will manage the Market and train 10C staff in January and February 2022.

10C will present its proposed policies and procedures for 2023 to City staff, vendors and stakeholders in the fall of 2022 and they will be finalized by November 1, 2022. Market vendors will enter into agreements with 10C for 2023 Farmers' Market

activities. The City's existing Market By-law (2009) 18874 will be repealed December 31, 2022 and 10C will assume full management and operations on January 1, 2023.

Alternative Options

Had City staff not reached a tentative agreement with 10C that was in the City's, Market's, and community's best interest, staff would have prepared additional options for Council's consideration including a second expression of interest seeking an organization to operate the Market or the City would continue to operate the Saturday Farmers' Market per Council approved direction.

Community and stakeholder consultation undertaken during the Refreshing Our Local Tradition project identified that Guelph residents want the Market to be more than a once-a-week shopping experience and envisioned the Market as a central hub in the local food community. To meet this community vision and expand programming on other days of the week, the City would require additional funding estimated at \$100,000-\$250,000 annually for a dedicated manager, support staff and additional operating costs.

Financial Implications

The Saturday Farmers' Market only operates for five hours on 52 days of the year and is the sole use of the Market Building. The City's direct operating costs (onsite staff, supplies, utilities, and services) averaged \$125,000 in the 5 years pre-COVID-19. Vendor fees covered those costs but did not contribute to overhead (management, communication, legal and other City staff) costs. Those indirect costs are estimated to have exceeded \$100,000 annually.

In 2020, vendor fees were down by \$90,100 (65 per cent) and in 2021 they are projected to be down by \$44,500 (32 per cent) due to a major reduction in vendor space to meet COVID-19 physical distancing requirements. Meanwhile, staffing, and other costs have increased due to implementation of COVID-19 precautions. The Market's operating deficit for 2020 was almost \$170,000 and it is projected to be almost \$130,000 for 2021. Should Council direct staff to continue to operate the Market and undertake increased programming on other days of the week, additional costs would be incurred with no guarantee of additional revenue. Increased costs are estimated at \$100,000-\$250,000 annually.

The Agreement proposes that 10C assume responsibility for the management and operation of the Saturday Farmers' Market and programming on other days of the week. 10C will establish and collect the associated fees and charges and cover all direct operating costs. The City will receive rent based on the following percentage of revenue formula, starting in 2023:

Rent Formula for Revenue shared with City:

Revenue-based Annual Rent Paid \$_____ =
(Gross Rental Revenue \$_____ - first \$100,000) * _____%

Total annual vendor fees, and rental charges	% paid to City
There is no % paid on the first \$100,000	0%
\$100,001 – \$200,000	5%

\$200,001 - \$300,000	10%
\$300,001 - \$400,000	15%
Over \$400,000	20%

The percentage of revenue rent formula is an opportunity for the City to participate in the success of the programming being undertaken by 10C. More activity would lead to greater economic benefit for Guelph-Wellington and more revenue generation for 10C and the City. For example, when gross Market revenues reach \$350,000 in a year, the City would receive \$37,500 in rent. These revenues will be used to offset the one-time transition cost until 2027, and then subsequently directed to the City's Rental Property Reserve Fund where the revenue can offset future capital maintenance costs.

To acknowledge the impact of reduced vendor fees due to COVID-19 physical distancing restrictions, the nature of start-up programming, software requirements, policy development and the promotional and event costs for the Market's 200th anniversary in 2027, staff have negotiated the following transitional funding schedule:

Operational Funding During Transition (value in 000's)

2022	2023	2024	2025	2026	2027*	Total
\$150	\$100	\$50	\$50	\$50	\$100	\$500

* 200th anniversary of the Market

This operational funding, subject to approval, will ensure that 10C is set up for success as they deal with the impacts of the COVID-19 pandemic, experiment with programming and increase the use of the Market building and grounds during the initial term of the agreement. The City could also receive rent during this period based on total revenues generated. For the renewal periods, years seven through 21, the City will not contribute to any Market operating costs and will receive rent base on the percentage of revenue formula shown above.

The agreement proposes the City continue to own the Market building and be responsible to maintain its structural elements and systems. Since 2015, the capital expenditures on the building have been approximately \$550,000. The City's Capital Project [CT0002 – Culture Facilities Renewal Budget](#) identifies a total of \$700,000 for improvements to the building and grounds over the next 10 years including HVAC upgrades, electrical upgrades and refinishing of the building exterior. As the City is remaining the owner of the property, this facility will remain in the City's asset management inventory, and there will be no reduction in the infrastructure renewal funding requirement except for the recognition of the new revenue stream in 2027.

There is also an understanding in the agreement that the City will support capital expenditures and one-time match funding/grant applications, on a case-by-case basis, with a priority for capital improvements to the building and grounds. This represents an opportunity for savings for the City as funding may be matched by other levels of government and other sources. Illustrating its commitment to this

project, 10C has already developed and applied for capital funding, which is pending review.

Consultations

As detailed in the [Guelph Farmers' Market: Refreshing Our Local Tradition report](#), staff engaged Market stakeholders during each stage of the three-year initiative. 10C's proposal was supported by the Guelph Chamber of Commerce and eight other community partners. Since the report was approved, Market vendors participated in video conference calls and the Tourism Advisory Committee and Economic Development Advisory Committee have been informed.

Strategic Plan Alignment

The recommended approach aligns with the City's Strategic Plan:

1. Powering our Future:
 - Accelerates Guelph's innovation economy through partnerships by fostering downtown business innovation to support a thriving downtown.
 - Supports and attracts circular economy business.
 - Builds collaborative partnerships with business.
 - Leverages partnerships with businesses to attract the talent that Guelph's economy requires.
 - Encourages the growth of Guelph's employment base.
2. Sustaining our Future:
 - Cares for the local environment, responds to climate change and prepares Guelph for a net-zero-carbon future.
3. Working Together for our Future:
 - Develops strategic partnerships with stakeholders to improve service delivery
4. Building our Future:
 - Maintains existing community assets
 - Works to enhance community well-being
 - Continues to build equitable, strong, vibrant, safe, and healthy communities

The approach also aligns with the CAO's objective to identify and action collaborative efficiencies in coordination with the [Service Rationalization](#) Review.

Attachments

Attachment-1 Guelph Farmers' Market 10C Negotiation Update Presentation

Departmental Approval

Tara Baker, City Treasurer/General Manager, Finance

Antti Vilkkö, General Manager, Facilities and Energy Management

Christopher C. Cooper, General Manager, Legal Realty and Court Services/City Solicitor

Report Author

John Regan, EcD(f), CECD., General Manager, Economic Development and Tourism

This report was approved by:

John Regan, EcD(f), CECD.

General Manager, Economic Development and Tourism

Infrastructure, Development and Enterprise Services

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This report was recommended by:

Jayne Holmes, P.Eng., PMP

Deputy Chief Administrative Officer

Infrastructure, Development and Enterprise Services

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Guelph Farmers' Market: *Refreshing Our Local Tradition*

Negotiation Update with 10Carden Shared Space

John Regan EcD(F), CEcD
General Manager
Economic Development and Tourism

November 1, 2021

Purpose of Report

To report back to Council, as directed July 19, 2021 on the outcome of negotiation with 10 Carden Shared Space (10C) including:

- Background Context
- Result of negotiation
- 10C's proposed programming
- Financial implications
- Recommendations



Background Context:

In 2017: City Staff undertook a review of the Market's by-law and operations.

In 2018: Staff initiated a consultative process entitled *Refreshing Our Local Tradition* which identified:

- the Saturday Farmers' Market is an important community asset with a 200-year tradition
- the community wants the Market be more than a 5 hour/week activity on 52 days of the year

With the input of vendors and shoppers the Market's Vision and Mission were reviewed, and five goals were developed.

Background Context cont'd:

- April 2021: City Staff issue an Expression of Interest and 10 Carden Shared Space (10C) submitted a proposal.
- July 2021: Refreshing Our Local Tradition report approved by City Council and staff directed to negotiate an agreement with 10C.

Successful Negotiation

- The negotiation between City and 10C staff has resulted in a comprehensive draft agreement.
- 10C is undertaking to ensure the ongoing success of the Saturday Farmers' Market
- 10C is creating a multi- purpose, indoor-outdoor community market that is thriving with active uses 7 days a week.



10C Shared Space

10C is a social change organization, activating projects through shared community infrastructure, including SPACE, FOOD and methods to increase SOCIAL connection.

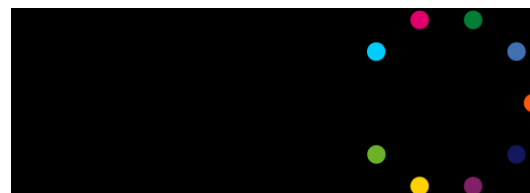
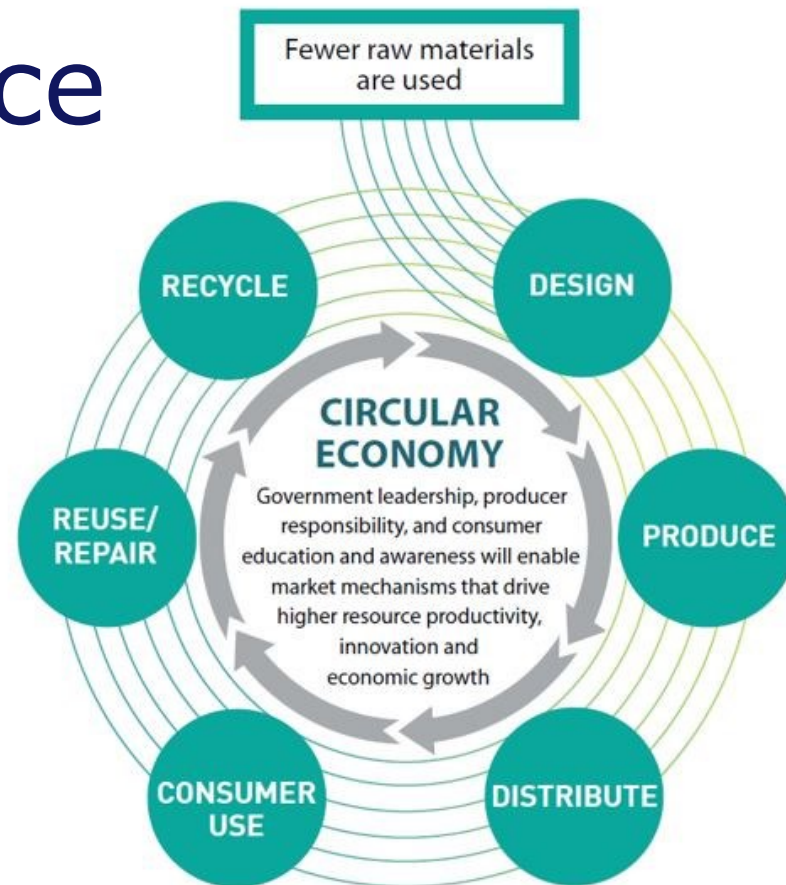
We look forward to increasing the activities at the Market.



Food & Resilience

10C's activation of the Market will link to work already underway in the Circular Food Economy, Sustainable Development Goals and Connected Communities.

The Market Renewal will help collaborators to bring this work to life, inspiring citizens to "Reduce Waste", "Reimagine Food" and "Leave No One behind" as we increase access to affordable nutritious food for all.



Benefits of Thriving Markets

"Public Markets when done properly they are the ultimate community development tool as they bring together social, economic and environmental impacts."

Marina Queirolo, sùrkl inc
and Toronto Food Policy Council -
Chair Public Market project



Eight benefits of public markets sourced from Project for Public Spaces and URBACT Public Markets various publications.

10C Stakeholder Consultation

10C has support from:

- The Guelph Chamber of Commerce
- The Seed
- Guelph Tool Library
- Guelph Neighbourhood Support Coalition
- Innovation Guelph
- Guelph Arts Council
- Sustainable Urban Delta Foundation and PRIVA systems
- University of Guelph, Landscape Architecture program, collaborating on a 3rd year Design Studio

10C and the City have also had an opportunity to host an in-person Q&A session with the Market vendors.



Community ideas include:

- Agri-food business education, incubation and support services
- Culinary events, tourism and educational events
- Trade shows to highlight circular food economy
- Connecting to shared kitchen services
- Food security, food literacy and education
- Multi-cultural celebrations and observance themed community dinners
- Food hub/centralized food distribution
- Weekly makers market to expand arts and craft participation
- Single and Multi-day arts festivals
- Care and Repair cafes
- Venue for farmer training, education and networking
- Community food programming for youth, seniors, newcomers etc.
- Community rental space



Financial Implications

The Saturday Farmers' Market only operates for 5 hours on 52 days of year and requires a dedicated building.

The Market's operating deficit was \$170,000 in 2020 and is projected to be almost \$130,000 this year.

Agreement proposes that 10C:

- assumes management and operation of the Market and expands programming. City to receive rent based on percentage of total annual vendor fees and revenues.
- receives operational funding totaling \$500,000 over the 1st, 6yr term of the lease to address COVID-19 impacts and program start-up costs.

Recommendation 1

That City Council delegate authority to the Deputy Chief Administrative Officer of Infrastructure, Development and Enterprise Services to enter into an agreement with 10 Carden Shared Space for the property municipally known as 2 Gordon Street, to manage and operate the Saturday Farmers' Market and program the building and grounds on other days of the week in accordance with the Market's Council-approved vision and mission and 10 Carden Shared Space's proposal, entitled Engage Possibility, subject to the satisfaction of the City Solicitor.

Recommendation 2

That 10 Carden Shared Space assume all operating costs and expenses related to the Market building's maintenance, repair, administration, management, and operation while having the opportunity to establish and collect all fees, charges, rent and recoveries.

Recommendation 3

That 10 Carden Shared Space pay rent based on a percentage of revenue generated formula.

Recommendation 4

That the City provide to 10 Carden Shared Space transitional funding totaling \$500,000 over six years (2022 to 2027), recognizing the loss of revenue incurred by the Saturday Farmers' Market due to COVID-19, the costs associated with developing and implementing new programming, and the Market's 200th anniversary in 2027, and that this be included in the 2022/23 multi-year budget.

Recommendation 5

That staff ensure a smooth transition from City of Guelph operation and management of the Guelph Farmers' Market to 10 Carden Shared Space with existing regulation remaining in place during 2022, and that By-law Number (2009) – 18874, known as a By-law to regulate the operations of the Guelph Farmers' Market, be repealed on December 31, 2022 and replaced with 10 Carden Shared Space's Market Operating Policies and Procedures.

Ensuring our Market tradition for the next 200-years

Thank you

Staff Report



To	City Council
Service Area	Corporate Services
Date	Monday, November 22, 2021
Subject	November 2021 Public Appointments to Advisory Committees of Council and Local Boards

Recommendation

1. That _____, _____ and _____ be appointed to the Accessibility Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
2. That _____ be appointed to the Art Gallery of Guelph, Board of Directors for a term ending November 2022 or until such time as a successor is appointed.
3. That _____ be reappointed to the Board of Trustees of The Elliott for a one-year term ending November 2023 or until such time as a successor is appointed.
4. That _____ and _____ be appointed to the Board of Trustees of The Elliott for a three-year term ending November 2024 or until such time as successors are appointed.
5. That _____ be appointed to the Committee of Adjustment for a term ending November 2022 or until such time as a successor is appointed.
6. That _____, _____, _____ and _____ be appointed to the Community Grant Allocation Panel for a term ending November 2022 or until such time as successors are appointed.
7. That _____ be reappointed to the Community Grant Allocation Panel for a term ending November 2022 or until such time as a successor is appointed.
8. That _____ and _____ be appointed to the Heritage Guelph for a term ending November 2022 or until such time as successors are appointed.
9. That _____ be appointed to the Guelph Museums Advisory Committee for a term ending November 2022 or until such time as a successor is appointed.
10. That _____ be reappointed to the Guelph Sports Hall of Fame Board of Directors for a term ending November 2022 or until such time as a successor is appointed.
11. That _____ be appointed to the Municipal Property and Building Commemorative Naming Committee for a term ending November 2022 or until such time as a successor is appointed.

12. That _____, _____, _____ and _____ be appointed to the Natural Heritage Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
 13. That _____ and _____ be appointed to the Planning Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
 14. That _____, _____ and _____ be appointed to the Public Art Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
 15. That _____, _____ and _____ be appointed to the Transit Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
 16. That _____ be appointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November 2022 or until such time as a successor is appointed.
 17. That _____ be reappointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November 2022 or until such time as a successor is appointed.
 18. That _____ and _____ be reappointed to the Water Conservation and Efficiency Public Advisory Committee for a term ending November 2022 or until such time as successors are appointed.
-

Executive Summary

Purpose of Report

To appoint members of the public to various advisory committees of Council (ACOCs), local boards, agencies, commissions and associations.

Key Findings

Current vacancies are the result of terms ending November 2021 and resignations.

Fall recruitment consisted of 31 vacancies on 12 bodies including three ACOCs (the Accessibility Advisory Committee, Planning Advisory Committee and Transit Advisory Committee) which received no qualified applicants during the spring recruitment.

Vacancies were advertised in accordance with the City's new [Advisory Committees of Council - Public Appointment Policy](#), approved by Council on July 19, 2021 and included increased social media advertising and social media posts to targeted groups resulting in 57 applications - a 51 percent increase from the Spring 2021 recruitment.

In addition, the City Council approved [Advisory Committees of Council - Public Appointments Policy](#) required all individuals applying for positions on ACOCs be provided with an opportunity to voluntarily disclose diversity-related information on their [application form](#).

A revised committee application was put in place in September 2022, including voluntary diversity questions. Of the 57 applications, 54 applicants completed the diversity questions. A total of eighteen applicants indicated they were from equity seeking groups. Of those, staff have recommended to City Council five applicants for appointment with the first round of appointments under the new policy to take place at the November 22, 2021 City Council meeting.

Financial Implications

None.

Report

Current vacancies are the result of terms ending in November 2021 and resignations.

Committee vacancies were advertised in accordance with the City's [Advisory Committees of Council - Public Appointment Policy](#), with the exception of the Committee of Adjustment whose recommendation for appointment is from retained Fall 2020 committee recruitment applications.

Fall recruitment took place for three weeks from September 2 to September 23. Twelve committees recruited for a total of 31 vacant positions including three committees (Accessibility Advisory Committee, Transit Advisory Committee and Planning Advisory Committee) which received no qualified applicants during the Spring 2021 recruitment.

In addition to advertising vacancies in the Guelph Tribune on September 2 and 16, 2021, City Clerk's Office staff worked with the Strategic Communications and Community Engagement department to increase recruitment advertising including paid social media advertising and social media posts to targeted groups. During three weeks of recruitment, 57 applications were received - a 51 percent increase from the Spring 2021 recruitment.

Three vacancies are remaining on two committees, Accessibility Advisory Committee (two) and Transit Advisory Committee (one), as qualifications identified in these committees' terms of reference did not match the applications received. Vacant committee positions do not affect committee performance and will remain vacant pending the Fall 2022 recruitment.

City staff were provided with all applications received from the September recruitment. The staff liaison for the Board of Trustees of The Elliott provided applications received to their Governance and Nominating Committee for consideration and recommendations. City Council appointments to the Board of Trustees of The Elliott are in accordance with [Section 4 of The Elliott Act](#).

The closed companion report titled November 2021 Public Appointments to Advisory Committees of Council and Local Boards dated November 22, 2021 provides City Council with the staff liaisons and Board of Trustees of The Elliott Governance Nominating Committee recommendations along with the personal applications from applicants.

The terms of appointments are in accordance with the City's [Advisory Committee of Council - Public Appointment Policy](#)

Ongoing Data Collection on Race, Gender and Disability

In November 2020, the City Clerk's Office began voluntarily collecting data from committee members with respect to race, gender and disability. Data collection has continued following each appointment cycle with updated information summarized in the tables below.

Survey Characteristic	City of Guelph Survey Data (% based on 103 responses)	City of Guelph 2016 Census Profile Data (% based on total population of 131,790)
Aboriginal identity	3 responses (3%)	1,905 persons (1%)
Visible minority	9 responses (9%)	24,455 persons (19%)
Gender (Female)	49 responses (48%)	64,100 persons (49%)
Gender (Male)	53 responses (51%)	67,690 persons (51%)
Gender (X)	1 response (1%)	Not applicable*

*The 2016 Census categorized gender exclusively as male or female. In 2021, the Census survey has distinguished between sex at birth, gender identity and gender expression.

Survey Characteristic	City of Guelph Survey Data (% based on 103 responses)	2017 Canadian Survey on Disability Data
Persons with a disability	8 responses (8%)	22.3% of the Canadian population aged 15 years and over have one or more disabilities

New Advisory Committee Application Data Collection on Race, Gender and Disabilities

On July 19, 2021, City Council approved a revised [Advisory Committees of Council - Public Appointments Policy](#) which requires that all individuals applying for positions on ACOCs be provided with an opportunity to voluntarily disclose diversity-related information on their [application form](#). When making recommendations for appointments to City Council, the policy requires that City staff give priority to qualified applicants from equity seeking groups. A revised committee application was put in place in September 2022, with the first round of appointments under the new policy taking place at the November 22, 2021 City Council meeting.

Application diversity questions are based on changes to the [2021 Statistic Canada Census survey](#) regarding sex, including sex at birth, referred to as cisgender and other forms of gender identity.

Summary of 2021 Applications

The City received a total of 57 applications, 54 applicants completed the diversity questions. A total of eighteen applicants indicated they were from equity seeking groups. Of those, staff have recommended to City Council five applicants for appointment.

The long-term goal of this data collection is to increase the percentage of committee members from equity seeking groups to match the make-up of the broader City of Guelph community. This goal has been included as a key performance indicator for the Legislative Services Division within the City Clerk's Office. Future reporting on diversity-related data will include aggregate information for the applicant pool as well as those appointed ACOC members.

Data from September 2021 applications is summarized in the chart below.

Application Characteristic	City of Guelph Application Data (% based on 54 responses)
Aboriginal/Indigenous Peoples identity	1 response (1.85%)
Visible minority	8 responses (14.81%)
Gender (Woman)*	22 responses (40.74%)
Gender (Man)*	21 responses (38.89%)
Gender (Woman/transgender)	1 response (1.85%)
Gender (Man/transgender)	3 Responses (5.56%)
Gender Diverse (gender-fluid)	1 Response (1.85%)
Non-binary	4 Responses (7.41%)
Two-Spirit	0 Responses (0%)

*cisgender: A person who identifies with the gender they were assigned at birth.

Application Characteristic	City of Guelph Application Data (% based on 54 responses)
Persons with a disability	7 responses (7.71%)

Next Steps

City Council will appoint and reappoint members to advisory committees and boards with each applicant receiving communication advising of the outcome of their applications.

Accessibility Advisory Committee

Meetings: the third Tuesday of every other month.

The [Accessibility Advisory Committee](#) (AAC) advises City Council on its accessibility plan and reviews selected site plans and drawings for new buildings or developments.

The AAC consists of a maximum of 15 members. The Accessibility for Ontarians with Disabilities Act (AODA), 2005, regulation 29(3), requires that the majority of committee members shall be persons with disabilities, a maximum of six members may not have a disability.

As a result of the AODA regulation 29(3) requirement and current AAC members, three of five vacancies can be filled at this time.

The liaison for the AAC is the Accessibility Project Specialist.

Art Gallery of Guelph

Meetings: minimum of twice a year (May/June and October/November)

The [Art Gallery of Guelph](#) Board of Trustees governs the affairs of the Art Gallery of Guelph with regard to its mission, policy, financial management, facilities and governance. Two members of the public are appointed by City Council to sit on the board.

The liaison for the board is the General Manager of Culture and Recreation.

Board of Trustees of The Elliott

Meetings: the last Thursday of each month (except July and August).

The [Elliott Board of Trustees](#) provides strategic direction and evaluation of The Elliott Community's financial and performance reports and supports the organization toward achieving its goals. Trustees are also required to ensure legislative compliance of the organization and their reporting procedures.

The Board of Trustees consists of a minimum of five and maximum of 11 persons. The liaison for the board is the Chief Executive Officer of The Elliott Community.

[The Elliott Act](#) stipulates that the term of appointment is three years with a maximum term of ten years. There are currently three vacancies on the committee. Applications received for vacancies on this committee were forwarded to the liaison to provide to the Board of Trustees for The Elliott Governance and Nominating Committee for consideration. The Governance and Nominating Committee met and are recommending two individuals for appointment. Recruitment will take place in fall of 2022 for this committee.

Committee of Adjustment

Meetings: the second Thursday of each month and the fourth Thursday if necessary.

The [Committee of Adjustment](#) hears applications under Sections [45](#), [53](#) and [57](#) of the Planning Act R.S.O. 1990 c. P13, as amended. The committee consists of seven members of the public. The liaison for the Committee of Adjustment is the Secretary-Treasurer of the Committee of Adjustment.

2021 fall recruitment did not include the Committee of Adjustment as many qualified applications were received during a 2020 fall recruitment. Staff are recommending an appointment from the retained 2020 applications.

The term of appointment for the recommended appointee to the Committee of Adjustment is for one year to ensure continuity for Committee of Adjustment terms to end with the term of Council in November 2022.

Community Grant Allocation Panel

Meetings: approximately 10 meetings per year with the meetings taking place between October and March.

The role of the [Community Grant Allocation Panel](#) (Panel) is to allocate City funding to eligible community benefit organizations through the Community Grant Program to improve the wellbeing of Guelph residents.

The Panel currently consists of eight members of the public. The City Council-approved maximum number of members is 12. The liaison for the Panel is the Manager, Community Investment.

Guelph Museums Advisory Committee

Meetings: the fourth Thursday of every month (except July, August and December).

The [Guelph Museums Advisory Committee](#) (GMAC) safeguards Guelph Museum assets, including the care of its collection, through strategic planning, fundraising, acting as ambassadors, advising on approaches to maintaining and increasing membership and approving operating policies as required by the Ministry of Culture, Sport and Tourism.

The GMAC consists of nine members of the public. The liaison for the GMAC is the Manager, Guelph Museums.

Heritage Guelph

Meetings: monthly on the second Monday of every month.

[Heritage Guelph](#) assists City Council and the public in the field of architectural preservation in order to recognize and reinforce the community value of heritage properties, provide protection against inappropriate changes to heritage properties, and assist heritage property owners accessing government-supported financial assistance.

Heritage Guelph consists of 12 members of the public. The liaison for the Heritage Guelph is the Senior Heritage Planner.

Natural Heritage Advisory Committee

Meetings: between two and six times per year.

The [Natural Heritage Advisory Committee](#) (NHAC) provides input and perspectives on strategic, high-level natural heritage conservation matters relating to City-led initiatives. Specifically, city plans, strategies and studies with a natural heritage

focus such as the Natural Heritage Action Plan, the Urban Forest Management Plan and sub-watershed studies; and reviews and updates to the Official Plan natural heritage and watershed planning and water resource policies.

The membership of the NHAC consists of nine members of the public who demonstrate informed interest in natural heritage conservation and/or civic and community matters through employment, volunteer or personal experience. The committee is a balanced membership with residents who are practicing professionals in the natural heritage industry and those who are not.

The liaison for NHAC is the Manager, Policy Planning and Urban Design.

Planning Advisory Committee

Meetings: minimum of two maximum of six times per year.

The [Planning Advisory Committee](#) (PAC) provides City Council with advice and assistance on major policy planning initiatives within the City of Guelph, specifically provincial plan and policy conformity, Official Plan reviews/updates, community plans and studies, and City-initiated Official Plan amendments and Zoning By-law amendments with city-wide impacts.

The PAC consists of nine members of the public including a member from each of the following sectors, a registered professional planner, a practicing architect and member of the Ontario Association of Architects or a practicing landscape architect and member of the Ontario Association of Landscape Architects and a practicing professional in the development industry. The liaison for PAC is the Manager of Policy Planning and Urban Design.

Public Art Advisory Committee

Meetings: a minimum of three times per year with additional meetings called as necessary to address specific project requirements.

The [Public Art Advisory Committee](#) (PAAC) provides strategic input and advice to Council and staff on matters pertaining to public art in the City of Guelph.

The PAAC consists of a minimum of seven members of the public. The liaison for the PAAC is the Cultural Program and Event Coordinator.

Transit Advisory Committee

Meetings: once per month.

The [Transit Advisory Committee](#) (TAC) provides a forum for input, exchange of ideas and debate on conventional and mobility transit related issues with representation from all affected groups in the community.

The TAC consists of nine members of the public including: two regular users of Guelph Transit conventional services, one regular user of Guelph Transit mobility services, one Guelph and Wellington Task Force for Poverty Elimination member, one University of Guelph student, one University of Guelph member of administration, one member representing environmental interests and two community members at large.

2021 fall recruitment did receive qualified applicants representing a regular user of Guelph Transit mobility services and a vacancy remains on the committee for this

position. Recruitment for this vacancy will take place during the 2022 fall recruitment.

The liaison for the TAC is the General Manager, Guelph Transit.

Waste Resource Innovation Centre Public Liaison Committee

Meetings: quarterly.

The [Waste Resource Innovation Centre Public Liaison Committee](#) (WRICC) reviews and provides recommendations with respect to the Organic Waste Processing Facility, annual operational and monitoring reports and other pertinent information. The WRICC also provides a forum for the dissemination, consultation, review and exchange of information regarding the operation of the Organic Waste Processing Facility, including environmental monitoring, maintenance, complaint resolutions and new approvals or amendments to existing approvals related to the operation of the site.

The WRICC consists of seven members of the public which may include: two residents or property owners within 2,000 metres of the Organic Waste Processing Facility, two members of interested non-governmental organizations and three interested people or representatives of groups (local businesses or residents who live greater than 2,000 metres from the Organic Waste Processing Facility). The liaison for the WRICC is the Operations Manager, Solid Waste Resources.

Financial Implications

None.

Consultations

Staff from the various departments overseeing the advisory committees, local boards, agencies, commissions and associations were consulted.

Strategic Plan Alignment

This report supports the Strategic Plan – Working Together for our Future priority, by improving how the City communicates with residents and delivers services.

In addition, advisory committees, local boards, agencies, commissions and associations are an important community engagement tool. Ensuring that citizen appointments are made to these groups enables them to continue their work.

Attachments

None.

Departmental Approval

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Staff Report



To	Committee of the Whole
Service Area	Public Services
Date	Monday, November 1, 2021
Subject	Bylaw Regulations Related to the Parking of Trailers and Recreational Vehicles

Recommendation

1. That staff be directed to create an exemption process to allow for, under certain conditions, the short-term parking of recreational trailers and recreational vehicles within residential driveways.
 2. That City Council direct staff to bring back a report outlining an amendment to the Zoning Bylaw related to trailer parking regulations.
-

Executive Summary

Purpose of Report

To respond to Council's direction for staff to report on possible amendments to the Traffic Bylaw and Zoning Bylaw, with respect to the parking of trailers on city streets and private land.

Key Findings

Residents want to give priority to community safety and the enjoyment of residential neighbourhoods, while allowing trailer owners to park temporarily within their driveways. Residents consider enforcement as key to ensure compliance to any regulation changes.

Complexities of trailer parking has led staff to agree that (a) it is difficult to support a change in on-street parking at this time, and (b) staff should focus mainly on the parking of trailers within private driveways and, whether short-term exemptions to allow for cleaning, loading/unloading should be given.

Financial Implications

There are no financial implications with this report; the cost for inspections and enforcement, along with any registration requirements will be funded through the Operations Department's existing budget.

Report

Current status

Currently, while there are several bylaws that regulate parking and storing of recreational vehicles, boats, and trailers, the two main bylaws are the City's Zoning Bylaw ((1995) – 14864, General Provisions Section 4) and the City's Traffic Bylaw

((2002)-17017). (Other Bylaws include the City's Accessible Parking Bylaw, Private Parking Bylaw, Fire Route Bylaw, Property Standards Bylaw. and Parking in City Parks Bylaw.)

In summary, the current regulations specific to trailers and recreational vehicles are:

- Boats, trailers, campers, and other recreational vehicles are permitted to be stored in a garage, side yard, or rear yard.
- Using or living in a parked or stored recreational vehicle is not permitted.
- Recreational vehicles parked or stored in a side yard, must be at least 1 metre away from the side lot line on a paved portion of the property.
- Recreational vehicles must not occupy or obstruct any access to or from the required off-street parking space.
- Every utility trailer, boat trailer, and unmounted camper top shall be parked or stored behind the front wall of the main building, or in a garage or carport.
- Under the Traffic Bylaw, trailers are considered as regular vehicles on the road and therefore are regulated as such.
- If you are found non-compliant with the Zoning Bylaw, you will receive a warning and have 30 days to comply.

Feedback from the community

Staff consulted the community using a survey that ran from July 22, 2021 to August 12, 2021. The goal of this survey was to hear from trailer owners and users, as well as residents without trailers, to find a solution that responds to the needs of the people of Guelph, whether it is the need to load or use a trailer or the need to get around our streets safely and enjoy our neighborhoods.

The trailer parking consultation was intended to generate directional and indicative feedback from respondents with respect to short-term trailer parking, as opposed to permanent trailer storage. The City did not list an option to lift restrictions altogether, because permanent storage of trailers in driveways was not a part of the project's scope of work. The survey explored community response to any adjustments that might go above and beyond the existing bylaw while still recognizing the need for residents and businesses to have short-term access to their trailer.

Throughout the survey, unless otherwise specified, the term 'trailer' was used to include any and all of the following:

- recreational vehicle (RV)
- camper
- vehicle with an attached trailer
- detached trailer of various types including but not limited to boats, personal watercraft, and snowmobile trailers with or without load attached
- utility or contractor trailer (any portable unit so constructed as to be suitable for attachment to a motor vehicle and capable of being used for the transportation of goods and/or equipment).

There were 1,831 valid responses. Respondents represented the wards evenly, in proportion to population. Also, respondents who own or rent trailers represented 51.8% and respondents that do not own or rent trailers represented the remaining

48.2%. The summarized survey results are attached (Attachment A) and can be found in this link: [\(link to survey results\)](#).

The results of the survey are divided into two opposing groups. In short, those who own a trailer would like to be able to park on their driveways and the street and those who don't own a trailer, are hesitant to allow parking on driveways and on the street.

As part of the survey, staff included a comment section, with a total of 973 comments received; staff carefully reviewed every comment. Given the significant number of comments, staff considers it important to summarize the points of greatest convergence. Of greatest note:

- Owners of trailers want allowances to park, at least temporarily, on their driveways. (449 total comments)
- Residents want safe roads and sidewalks. (380 total comments)

Other comments included:

- Residents are concerned that allowing parking on driveways will lead to increased congestion of streets, especially on narrow ones, because owners will then park their vehicles on the street in order to create space to park their trailer on the driveway.
- Enforcement should ensure that residents adhere to both existing and new regulations. Residents widely commented that enforcing the bylaws must improve because the system is currently being abused by some trailer owners and, if more allowances are to happen, a solid enforcement system will be necessary.
- Allow only temporary parking to reduce eye-sore/aesthetic harm that some feel is created by parking trailers on driveways and roads.
- A need to differentiate regulations for commercial purposes from those used for recreational purposes.
- Find alternative ways to improve access to temporary parking for trailers and recreational vehicles, in portions of City parking lots of recreational centers, as long as it is liable and safe.

Comparator municipalities

Comparator municipalities regulate storage and parking of trailers (recreational and commercial) and recreational vehicles in different manners. Some of them are very detailed regarding weight, height, and length of trailers and recreational vehicles, while others are more general. Some of them have stand-alone bylaws and some are included in other bylaws. Likewise, some allow on-street parking and some do not. In the conversations staff had with other municipalities, it was frequently highlighted that there must be a solid enforcement system to ensure compliance.

Recommendations

Considering the opinions captured in the survey, the varied bylaws, and feedback from other municipalities along with internal staff discussions, it is evident that the issue of regulating on-street trailer parking is not simple.

Just some the complexities of this topic are: size and weight of the trailer, commercial or recreational use; characteristics of the transport (i.e. recreational

vehicle, transformed bus, campervan, utility trailers, recreational trailer); impact of other vehicles being displaced into the road; number of vehicles owned versus the capacity of one's driveway; variation of width of streets and driveways; enforcement ability and capacity; and the length and frequency of temporary parking allowances.

Given such complexities and the divided feedback from the public, staff has agreed that it is difficult to support additional restrictions in the on-street parking of trailers and recreational vehicles at this time, but that staff will revisit this topic from a safety perspective as future reviews of the City's Traffic Bylaw are conducted.

Staff is therefore recommending creating a process that can, under certain conditions, exempt the short-term parking of recreational trailers within residential driveways (off-street). Specifically, the process would allow exemptions for temporary parking for trailers and recreational vehicles in private driveways within residential zones. Each property would be granted six exemptions per year with each exemption being valid for 48 consecutive hours.¹ In addition, the exemption would only be valid if the parking of the trailer or recreational vehicle does not violate any other parking or bylaw restriction, and that the parking of the vehicle does not obstruct the ability to access or egress from neighbouring driveways.

This proposed process would require an amendment to the Zoning Bylaw to modify or remove the regulations that pertain to the storage of trailers on private properties. Given the comments received through the Comprehensive Zoning Bylaw Review related to off-street parking, staff note that the proposed process would provide for temporary exemptions and not permit long-term storage of trailers on residential driveways. Should Council approve the recommendation of this report, staff would require Council direction to initiate the zoning amendment.

If Council approves the recommendation, based on feedback from other municipalities, staff will also to work on a solid legal and enforcement solution that will be implemented prior to commencement. This solution will see Bylaw staff actively enforcing violations. If approved, staff will implement the exemption program and proactive enforcement in 2022 following approval of the zoning amendment.

Additionally, in response to public feedback, staff will continue to explore opportunities to provide temporary parking for trailers and recreational vehicles within portions of parking lots at City facilities. As per all reviews, staff will update Council one year after implementation regarding the success or challenges of the off-street exemption program.

Compliance

The City's Bylaw Compliance Officers will be the primary staff responsible for compliance of the parking of trailers and recreational vehicles on private land and City streets. Trailers and recreational vehicles parked for extended periods within a private driveway without an exemption and in violation of existing parking restrictions will be proactively ticketed.

¹ Based on the feedback from the survey, the average need is 6 times a year. Suggestions from the comments indicate that temporary parking is fine up to 48 hours each time, but no more than 72 hours. All the feedback is from owners or renters of trailers who responded to the survey.

Set Fines/Summonses

Enforcement of parking violations related to trailers and parking will be conducted using existing set fines. The existing set fines for parking a trailer or recreational vehicle within a private driveway is \$135; on-street violations vary based on the violation.

As with other violations, for continued violations, or where circumstances warrant, Bylaw Compliance Officers have the option of summoning the defendant before the Provincial Offence Court where upon conviction, the Justice of the Peace may impose a higher fine.

Cost for Implementation

The cost to implement an exemption process will be absorbed within the Operations Department budget. It is expected to be nominal as staff will utilize the existing overnight parking exemption program to support this initiative.

Fees and Revenues

Staff are recommending that no fees be associated with the exemption process. Staff will review this matter after one year of implementation.

Follow up

As with any new bylaw restriction or initiative, staff will review after one year of implementation has lapsed to determine the effectiveness of the program.

Financial Implications

There are no financial implications with this report; the cost for inspections and enforcement, along with any registration requirements will be funded through the Operations Department's existing budget.

Consultations

Pat Sheehy, Program Manager, Zoning

David Gooch, Program Manager, Bylaw Compliance Security

Melissa Aldunate, Manager, Policy Planning Urban Design

Paul Hutchinson, Supervisor, Traffic Engineering

Steve Anderson, Manager, Transportation Engineering

Terry Gayman, General Manager, Engineering and Transportation Services

Walter Estrada, Corporate Analyst, Finance

Katie Duncan, Communications Officer

Tracy Suerich, Community Engagement Coordinator

Tara Sprigg, General Manager, Corporate Communications and Customer Service

Strategic Plan Alignment

The report ties to the "Navigating Our Future" pillar, and improving the safety, efficiency, and connectivity of the whole transportation system.

Attachments

Attachment 1 – Survey results

Departmental Approval

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Trailer parking survey response summary

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Overview

- Survey dates on haveyoursay.guelph.ca: July 22 – August 12, 2021
- Page visitors: 2334
- Total survey responses: 1835
- Valid survey responses: 1831 (invalid responses include duplication, and surveys that are started but no answers were provided)

Throughout this report, numbers of respondents each question was posed to is represented by N (example, N=1835 means the question was posed to all respondents in the survey). Where a question was only posed to limited groups based on a response to an earlier question (also known as branched logic), a lower 'N' number is shown and a note about the branched question is provided.

Trailer Parking Survey (Introduction)

We want to hear from trailer owners and users as well as residents without trailers to find a solution that responds to the needs of the people of Guelph whether it is the need to load a trailer, use a trailer or the need to get around our streets safely and enjoy our neighborhoods. Your responses will help inform our staff of what solution might work best in our community.

Throughout this survey, unless otherwise specified, the term 'trailer' is used to include any and all of the following:

recreational vehicle (RV)

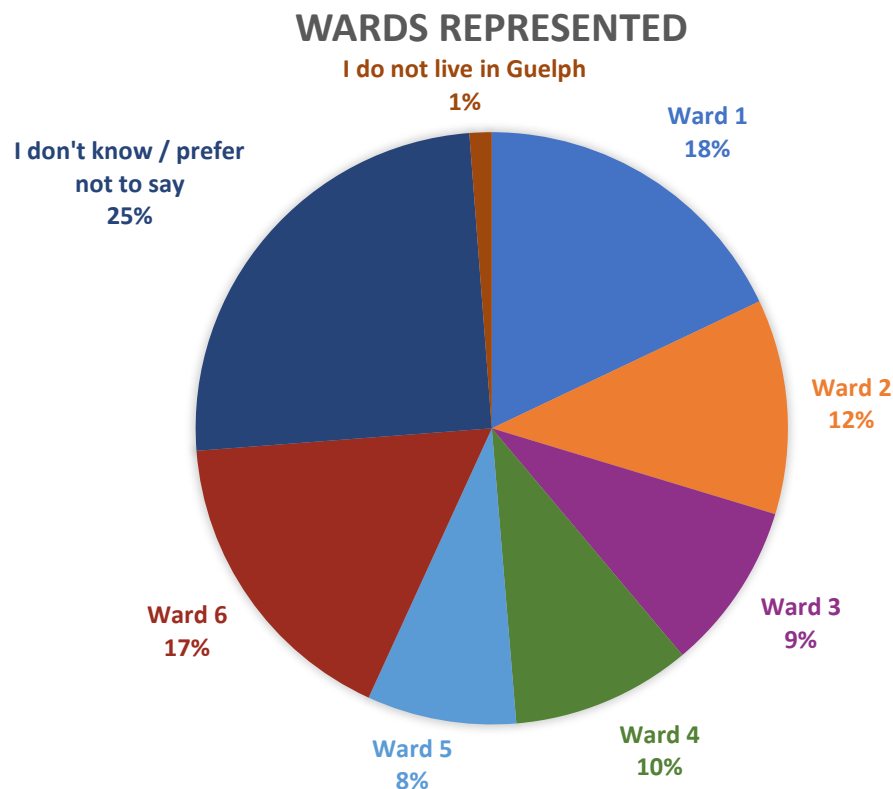
- camper

- vehicle with an attached trailer
- detached trailer of various types including but not limited to boat, seado and snowmobile trailers with or without load attached
- utility or contractor trailer (any portable unit so constructed as to be suitable for attachment to a motor vehicle and capable of being used for the transportation of goods and/or equipment)

All of our questions are optional. Through this survey we will understand if changes and other considerations need to be made to existing regulations serve our community best.

Introductory Questions: About you and your residential area

Q1: Which ward do you live in? N=1835



Q2: What kind of parking does your residence have access to?
N=1812

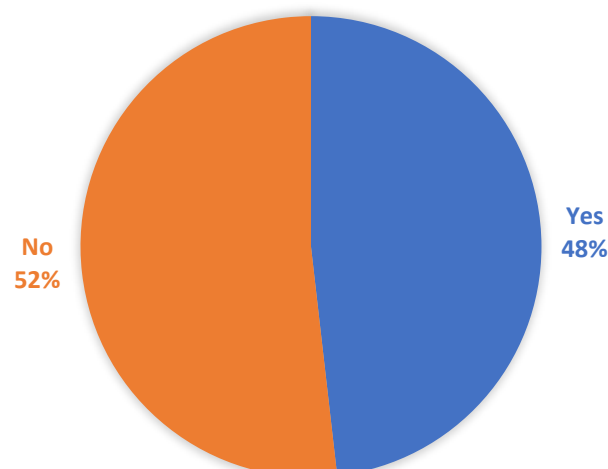
Note: Question excluded those who identified as a non-resident of Guelph



Questions about residential use trailers

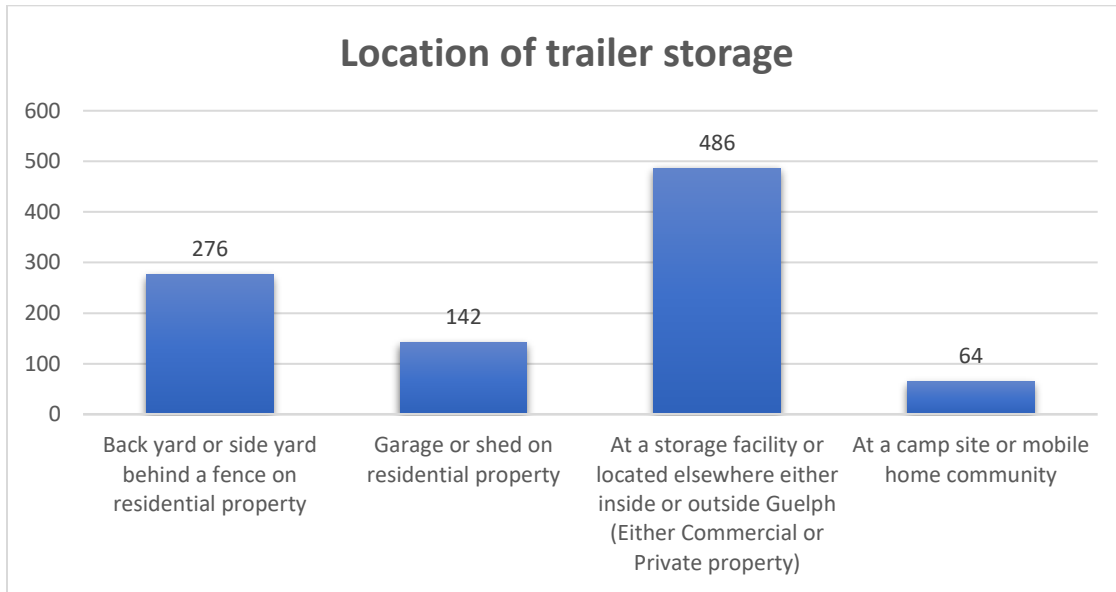
Q3: Do you own, rent or otherwise use any type of trailer one or more times per-year for personal or recreational purposes (Including recreational vehicles)? N=1835

OWNERSHIP OR USE OF TRAILER FOR RECREATION PURPOSES



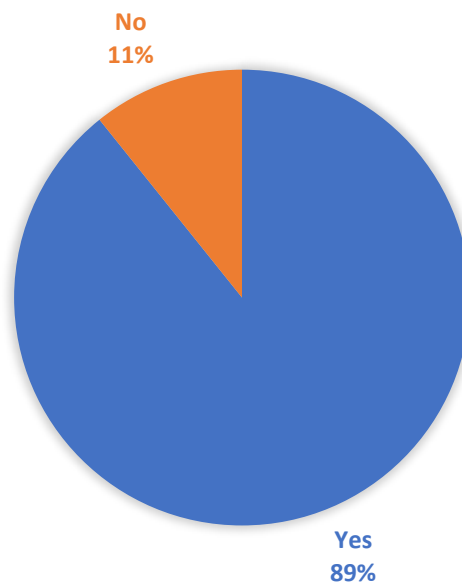
Note: Questions 4 and 5 were posed only to those who indicated yes to owning, renting or otherwise using any type of trailer (Question #3)

Q4: Where do you typically store your trailer (select all that apply) N=876



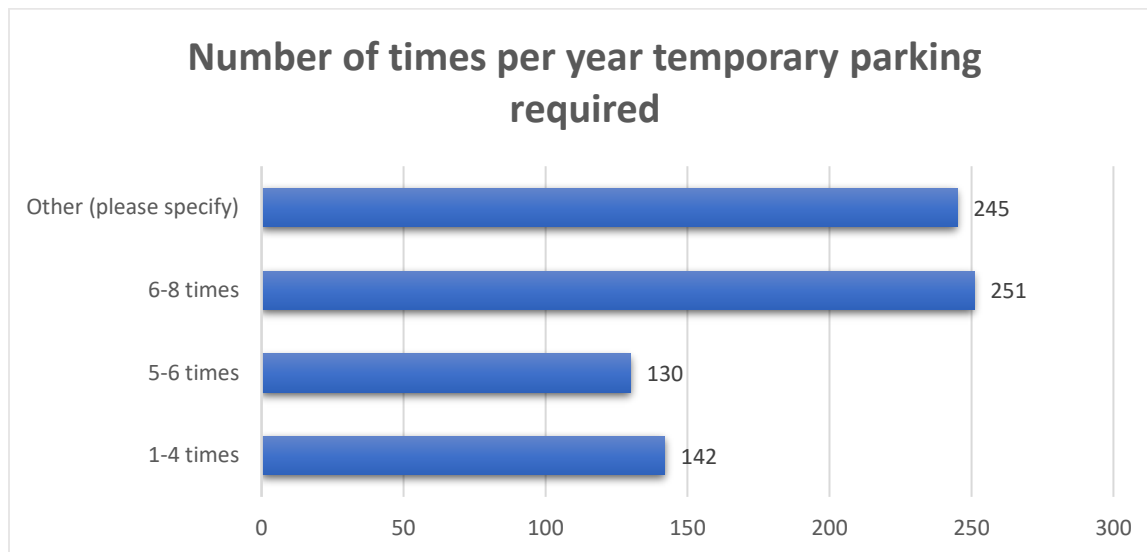
Q5: Are there times when you may require temporary parking for a trailer in your driveway or on the street near your residence?
N=876

TEMPORARY PARKING REQUIRED



Note: Questions six through nine were posed only to those trailer owners who had indicated that there are times when they may require temporary parking at or near their residence (Question 5).

Q6: About how many times each year do you require parking a trailer or recreational vehicle in your driveway or on the street near your residence for loading, unloading, cleaning or light maintenance to the trailer? N= 772



Response comments for "other" as specified:

- Summer to summer varies but max -10-12
- Multiple times a week. We use it to run our small business and it's the backbone of our business logistics.
- rather have driveway parking allowable at all times if it doesn't block sightlines
- because my trailer is a pop up with had to unload and reload, we generally go 3 out of 4 weekends from May to Oct. So anywhere from 12 - 18 per season.
- 365 days. Unable do to size of lot to park beside house or In rear yard
- 40 or so. I need to charge the battery and prepare the boat etc.
- We use this trailer for moving our recreational watercraft so we use it extremely regularly in the summer
- 30x
- Many more than 6 - 8 times over the summer
- Ideal for the entire summer.
- Once a month
- 10-12
- 14-18 times
- 10-12

- All summer
- I prefer to keep it in my driveway the entire summer and I store it in the garage over the winter.
- 20 times.
- Every weekend that I go camping or if I need to make repairs to the trailer.
- Every week
- As often as I want. Its my driveway.
- Any time
- 12+
- 20
- Boat in driveway
- Very frequently. I am a contractor who parks at my own home as well as throughout the city. Reducing my ability to park trailers as we currently do will have a direct impact on our ability to serve our customers.
- 12-15
- We try to go camping every weekend during warmer months so about 15
- I park it beside my garage. No fence but beside my garage some times I put in road or driveway for 1 night. If more I return it to Beside my driveway
- I park my boat and utility trailer in my personal damn driveway at all times during the year and will continue to do so regardless
- Keep trailer in driveway for summer, but stored out of town for winter.
- All summer
- 14 times
- 12
- Every second week for loading and then unloading at the end of the weekend from May through to October
- DAILY
- All summer
- 40
- In trailer season when not camping
- 60-80
- Parked on my personal property in driveway
- We camp every other weekend from May through October. We require our driveway or street to load and unload alot
- 14+
- 40-50
- 20
- Apr-Dec
- Every day of the year.
- Whenever I go to use it and need to load or unload the unit.
- Parked in driveway for summer, except when in use for trips. Parked at off-site storage lot in winter.
- I have or use multiple trailers and have them home almost weekly during the better weather.
- I need to park my tent trailer on my driveway June, July and August

- We regularly camp in or trailer throughout the summer months so it wouldn't be unusual for it to be on our driveway between 15-20 times per year.
- 10-12
- Working on the trailer sometimes takes a few months.
- Utility work trailers would be nice to park on driveway instead of paying for a storage spot outside of Guelph
- 180
- Full time
- 50 to 75
- It's really hard to say but maybe 100 times.
- My trailer is parked in my driveway. Not visible to the street until you pass my house.
- It's parked in my driveway 8 months a year when not in use.
- approx. 6 months (off-storage time)
- '- numerous times per month from May to September
- As many times as I need to depending on how many trips we take in a season if loading and unloading are 2 separate events and I go as many as say 2 trips per month in a season then it could be 10 or more
- 15
- We have a utility trailer we use all year round.
- More than 8 times
- Weekly
- Seasonal
- It's my house and driveway or yard. I pay taxes I can park what I want for how long I want
- For the summer months when we are not away camping with our camper.
- If you consider that 8 times is only 4 trips, or 1 trip out per summer month, we could need from 16 to 24 times.
- We store our small boat and trailer in the driveway spring to fall
- 15 to 20
- I would like to continue storing my recreational vehicles in my driveway when I need to for as long as I need to.
- During April to Nov we use our RV weekly. Although we store it off site it would be nice to have the option to park both before and after a trip. To provide regular maintenance and loading and unloading.
- It's a utility trailer- it's used for work on a daily basis. It's parked in the driveway every day.
- I would prefer to have my motor home in my driveway during the summer months.
- All week from April-November. Used every weekend.
- I'm a contractor and use a trailer many times in the year
- We usually take 6 - 8 trips per year. Loading and unloading could be required up to 16 times. Note, it is best to have the trailer plugged in over night to allow refrigerator time to cool.
- Summer
- Constantly throughout year

- 20
- 20
- Parked in driveway during summer months
- 8 to 10
- We keep it in our driveway from when we pick it up in June until we return it to storage in October. It's there, folded down, except for the 4-5 weeks we take it away to camp in it.
- All year
- Around 2dozen times
- as many times as I please because it is my property
- From June to September
- Any time when not camping.
- Occasionally need to bring a work trailer home for overnight on the street
- I keep my trailer in my driveway
- I store my trailer in MY driveway. It is safe and beside my house.
- Weekly
- 16
- Consistent for 6 months year
- Neatly parked in my yard everyday, occasionally overnight on street. My drive is narrow with stone pillars, I do not like to back in after dark. This question doesnot have a black and white answer
- Typically the camping season ie June to September. There is no storage facility that allows you to return your trailer throughout the summer for storage in-between trips. Also we use it 4-5 trips minimum so that would deter us from having and enjoying our trailer
- 150
- Everyday
- 24 times
- Year round
- 365 days a year
- 15-25
- Weekly
- At least 20 times if not more
- For our tear drop trailer, we typically need a few weeks between trips and a week to prepare it for the season.
- All the time
- We would like to park in our driveway during the summer when we use our trailer weekly for camping trips
- Permanent storage in driveway, side of house
- All summer in driveway
- Weekly throughout the spring summer and fall. 100
- 365
- 20 times
- Year round.
- 30-50 times

- "Travel trailer - 14 to 16 times for 8 trips to provincial parks. Flat trailer (5x10) - 8 times a year for transporting material for projects I do. Tool trailer (4x8) - parked in back of shared driveway by my garage - daily"
- "15-20times"
- 10-15 times - before and after each trip for 24 hrs
- 18-20 times
- 12 or more to load and unload as well as light maintenance. RV fits in driveway for loading/unloading/maintenance. We pay for storage for rest of time.
- For the summer - May to September
- 7 months a year I store my boat at a inside storage facility. 1.5 months (spring) driveway 2 months (camp) 1.5 months fall. We do day trips through Ontario spring and fall.
- 8-12
- Should be able to park our trailer on the driveway from April to October without requiring a permit.
- Spring to fall in driveway. No other parking available
- 40-50 times
- Every weekend
- Approximately 20 times. Typically for 1-2 days each.
- 12-15 times for loading and unloading, as well as maintenance and cleaning
- all year
- About 12-15
- allways
- Once or twice a week May - October
- We park the trailer in our driveway between trips. The trailer does not negatively impact our neighbours in any way. All are supportive of the way we store the trailer. We do not store the trailer on the road.
- We park our travel trailer in the driveway between camping trips.
- Difficult to ascertain as usage of a utility trailer varies. But certainly more than 8.
- All the time
- 10-12 times
- Multi-use vehicle. Conversion van that I work out of and is used as a second vehicle.
- 8 - 10
- 8-12
- May to October
- Year round
- 20-30
- All year in driveway
- "All the time..we park our utility trailer in our driveway..all the time...your survey does not allow to select park your trailer in your driveway, faulty questionnaire"
- We are senior campers that traveller all summer long in Ontario. Our trips are typically 5 - 10 days long, requiring time in between to load and unload

our camper. Sometimes there are quick turn around as others not so much. For extended down times we use our off site storage.

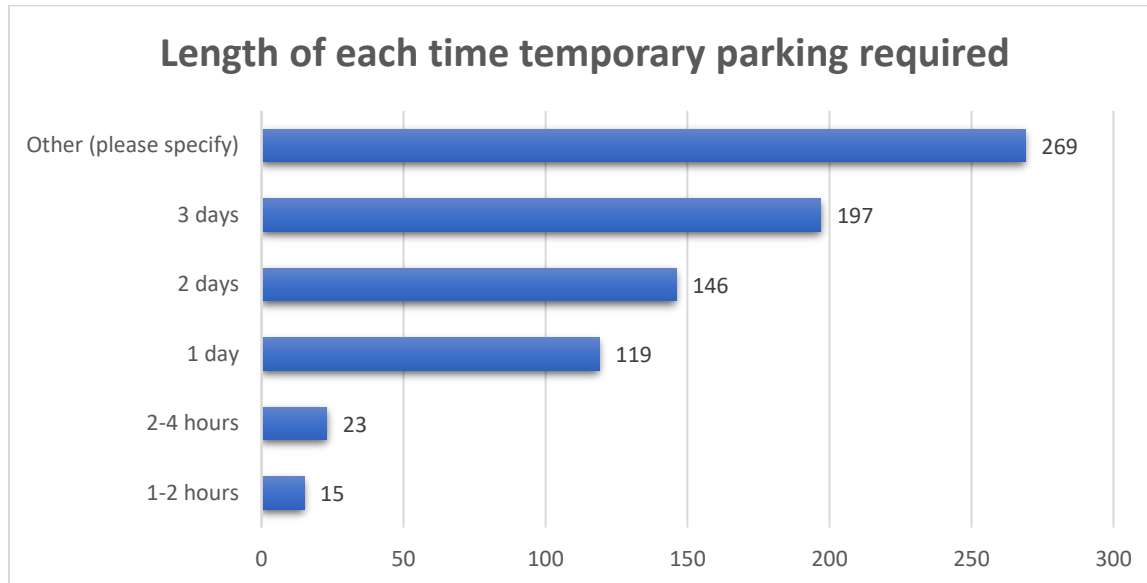
- I own a utility trailer which I use for a variety of uses throughout the year
- "About 15-20 times"
- We keep our tent trailer in our driveway year round... The only time it isn't there is when we are adventuring with it 4-8 times per year between May-September.
- We generally camp 6-8 times a year, so 12-16 times to park it
- It lives on my property so 24-7,365
- "I use my utility trailer every couple of weeks so I would say at least 20 times a year, probably more like 25. "
- Seasonally from April 1st to Oct 31st
- Utility trailer year round. Travel trailer a couple times a year but year round if I could. Taxes are paid should be able to use my property if it's safe
- All summer in driveway
- All summer long in driveway.
- Utility trailer in the driveway every day. Used for seasonal work. Jet ski trailer 6 -12 days per year, in the summer (may be in the garage).
- All the time during the summer.
- Our tent trailer is stored off site for the off season and stored on our driveway whenever we are not using it during the summer. Our vehicles and trailer all fit on our driveway. We also store a utility trailer by our shed all year around.
- more often. Its an on-going need for us.
- Most of the summer the camper is in the driveway
- Small utility trailer all year long on upper part of driveway by back yard
- 20 times a year
- We pull it into driveway from garage in late spring and return it to garage a couple of weeks after last camping trip of the year
- 10-15 times
- 20
- 6 months. It's in my driveway and sits back past the front of the house. You only see it if you are looking for it.
- "May - oct for boat
- 10 times a year for rv"
- Almost always
- All the time.
- All year
- 20
- About 5 months off and on
- I keep my trailer in my driveway
- depends on annual use - has ranged from 6 times up to 12.
- Daily, 365 Days/Year
- All year
- The summer months
- All year in driveway

- All year
- In MY driveway From May - Oct. I can fit all my vehicles plus my trailer on my driveway without impeding local traffic.
- 50 times plus
- Year-round. It's my right to use my property for whatever lawful purposes I choose.
- 0-2
- 365 days a year. I work for a living. Sue me.
- Everyday
- All the time?
- All the time
- Weekly
- All the time it's my property (redacted)
- For usage at least 6 trips a month;
- Always when not in use.
- All year when it's not in use.
- Varies year to year
- Year round
- All the time
- 365
- Daily
- 15 - 25
- Weekly all year
- I have a small utility trailer I need to keep on my driveway constantly as it is my main parking spot for it . We have a double drive and only one car so there is no space issue.
- Year round
- many
- All year
- Every other week during the warm months
- Probably have it at home for 15-20 nights per year
- 6- 8 trips loading and unloading is 12-16 times
- need parking in driveway beside house year round - not seasonal campers - camp year round in all seasons
- Overwinter storage would be great!
- "10 for loading, 10 for unloading"
- likely 2 to 3 times a week
- 12
- from May 1 to end of September/early October. Storage in Guelph is very expensive and our seasonal storage is an hour away and does not permit full access storage. We also have a small utility trailer that we have for occasional use and usually have twice a year.
- 24 -36
- May to September

- We travel several weekends and weeks throughout the summer so if every in and out is separate I would think we would need to have the trailer home 10-12 times per season
- We keep in the driveway between trips so often will sit in drive for weeks
- We park our trailer folded down near the house not the sidewalk for most of July and August. We are gone a few weekends and one week in July and one week in August.
- Daily. We don't have a fence at the top of our driveway to block access to our backyard where the utility trailer is parked. We've had numerous City of Guelph employees come up our driveway and walk straight into our backyard without our consent and while we are home. The fence we had blew down in a storm and the replacement cost is \$15,000 due to the high price of lumber these days. Our trailer and our property is well maintained and yet we can't keep the city employees out of our backyard just because we don't have a fence.
- May - October
- 10 + times in a busy year
- "Unsure of how often we would be bringing our trailer from our outdoor storage to our driveway, we try to use our travel trailer as much as possible during the useable seasons. However, I do not feel it necessary or right to restrict a home owner by making them pay for a permit to park their trailer in their own driveway. A homeowner should be able to park their trailer in their own driveway in order to clean, maintain, pack, unpack, etc. and not be restricted by something like a bylaw on parking in a personal driveway. Does the city not have more important things to be focusing on than people parking their own personal property in their own driveways? "
- We do about 6 trips each summer, so 12 times we need it in our driveway.
- 2-4 times a week.
- Whenever we're not camping
- 200-730 times
- I need to store my boat beside my house for a month each spring.
- As frequite as I like.
- 20 or so. I need to charge my batteries before many trips.
- Stays in my driveway from June to September
- Depends on planned fishing or camping trips. I'd say 20-30 times a year.
- From April to November when we are not using it.
- During the summer months
- "All year round since my trailer is my business -Small business owner"
- From May 1st to October 15th
- RV - approx 10 x per year loading and unloading. Short duration 1-2 days. Utility trailer - 6x per year for yard waste, other waste transfer and miscellaneous Also a scouting utility trailer infrequently for short duration
- "Weekly.
- Homeowners who pay taxes should not have to pay for storage when there is sufficient space to respectfully park in my own driveway"
- 365 days of the year.

- Once or twice monthly throughout the year
- 20-40
- All summer when not camping.

Q7: Each time you require parking for a trailer in a driveway or on-street, what is the maximum length of time you expect to require such parking? N=772



Response comments for "other" as specified:

- 1 week
- Varies - but 1-2 days
- rather have driveway parking allowable at all times if it doesn't block sightlines
- 365 days a year
- Need storage for trailer.
- Many days
- Sometimes I need to do work on my trailer and I need it near my garage. This could be for for number of weeks. Other than that I need it three days at a time
- One to two weeks
- Around one week
- a week
- up to 7 days
- A week on each side of the trip. We are busy and part of the reason we got the trailer was to spread the work of preparing and unpacking out over several days.
- for unloading and loading typically 1 day on street then move to driveway. sometimes stored for a week or 2 in between trips.
- all of spring and summer in my driveway

- all summer
- Week
- 1-2 weeks
- I prefer to keep it in my driveway all summer
- 6 days
- depends on time between camping trips as it varies
- I would like to have my very small trailer in my drive at all times like many other people do, but I have a grumpy neighbour who is housebound and who's only past time is complaining to bylaw. I would like to be able to have the trailer neatly in my very long driveway at all times if possible. The backyard and side yard rule is your problem too. There would be less trailers on the street if you could legally put it in your driveway.
- 7 days
- 5 days
- I keep it to a couple of hours due to restrictions currently but I would like to be able to park my trailer in my driveway with no restrictions
- As long as I want. Its my driveway.
- 24/7
- "4 weeks"
- a week
- Sometimes up to a week, to move the trailer from storage one weekend, then clean and pack it for a few days and depart the next weekend.
- Boat in driveway
- Up to a month at times between trips
- 4-5 days before a trip
- "5 months"
- My driveway it remains parked if not actively towing it somewhere
- Time depends on time in between camping trips. Always in driveway.
- Up to a week
- All summer between my trips
- A week or two weeks.
- Every day
- 4 days
- It varies - depends on the need.
- All summer
- "able to park in drive behind front of house for summer season"
- In trailer season when not camping
- Weeks
- Always parked on driveway because it's MY property, cannot afford to store elsewhere. Need access regularly. 365 days.
- 3 months
- Apr-Dec
- 24 hours
- As long as is necessary
- Seasonally.
- I need to park my tent trailer on my driveway June, July and August

- 10-14 days
- Sometimes you need a few months to work on the trailer.
- Maintenance will often take 3-4 weeks depending on availability of parts as well as time required to fix the problem ... I am not a mechanic nor can I afford one , I do most repairs myself..
- Full time
- 7+days.
- My trailer is currently parked in my driveway according to the city's by-laws.
- Spring & summer
- "Its parked for days while not being used
- up to approx. 6 months (off-storage time)
- '- several days
- All the time
- 7 days or more
- Seasonal
- It's my house and driveway or yard. I pay taxes I can park what I want for how long I want
- Between trips
- Most of the summer.
- Most times, 2 or 3 days, but up to 4 or 5.
- Spring to fall. Our boat is small (14') and we should be allowed to store it in our driveway given how high our property taxes are in Guelph.
- As long as is required for whatever I need to do.
- 2-3 days is reasonable but even 1 day is helpful.
- A week since weather can make it hard to unload for a bit.
- Daily, 365 days a year
- Parking for June, July, August and September
- Year long in driveway
- Sunday night to Friday afternoon
- I own a boat, camper, and ATVs
- 7 days
- Summer
- Between trips, since our permanent storage location is over an hour away
- Multiple days while I work on trailer or equipment on trailer
- Trailer is in storage facility except July/August when away camping or between trips.
- 5 days
- I expect to be able to park my folded tent trailer all summer between the time I pick it up in May or June until it goes away in early October, specifically between camping uses. We have a location beside our garage but in front of the backyard fence
- 1 to 2 weeks in summer
- If we're not camping, it's in our driveway.
- 6 months
- July & August
- Up to 1 week

- However long I choose to, bc it's my driveway on my property and I already pay taxes to park in My driveway
- I have it tucked at the back of my driveway out of streetview. With it onsite I can perform regular maintenance and pack and unpack with ease.
- No on street parking allowed in my neighbourhood.
- Varies
- 1 week
- It stays in my driveway 24/7 except for when I am traveling with it.
- My trailer stays in my driveway for the entire camping season unless we are using it for camping.
- Camper parked in driveway in summer when not in use
- summer season
- 12 months in side driveway. Don't park on street.
- 6n
- As I already said everyday in my yard and occasionally overnight on street. As it is my property it's no ones business what I have, parked or otherwise in my yard
- 1-2 weeks
- as long as I want in my driveway
- All day every day
- Few weeks at a time
- It depends on whether we are doing repair and/or have the time to return the trailer to where it's stored
- 7 days
- Year round
- 365 days
- "At least a week"
- 7 days
- 7 days
- Weekly
- 1 week at most
- A couple of weeks.
- We would like to have the freedom to store our trailers in our back yard. We own a small house trailer, a small open boat on a trailer and a short open utility trailer
- All the time
- all summer
- Permanent storage in driveway side of house
- 24hrs a day
- 7 days
- All summer
- 7+
- "1 - travel trailer trips Maybe 2 days if cleaning up for season.
- 2-4 days for boat cleaning end of season. Depending on weather and how much you can get done.

- Would like a choice if parking with no restrictions eg paying a fee or parking in driveway if trailer too long for driveway. Add flags around end of hitch.
- Also in case of illness to have a permit. "
- 7 day periods
- 7 days
- Never require on-street parking.
- Year round.
- 2-3 weeks
- 5-7days as a working family we can do load unload clean and maintenance only after working hours if there is nothing else to run the family life so some times takes several days to get ready for longer trip
- 5 Days
- Several days on the driveway if not being used.
- I want to park in my driveway because my driveway big enough and my rv is just camper,not big rv trailer, why I should pay extra money for storage in other place,
- All summer long
- 4-6 days
- As noted in response to question above
- 1 week
- "1.5 months spring 1.5 mi the fall
- As above. From April to October.
- Summer and fall during camping season before storing during winter
- Few hours to 1 day on street
- Could be up to weeks at a time in the winter.
- 4- 6 days.
- It depends, it could be just a day for loading returning could including an overnight for cleaning or a few days ie a week for service and to keep the fridge running
- Anywhere between a day and a week
- 4
- 24-7 365 days a year
- 7 days
- months
- In driveway is out of sire... can be there for a week or two at a time
- During the summer we keep our tent trailer in one of the 2 parking spaces in our driveway in the winter we store it elsewhere
- It varies depending on family use. Can be a couple days. Can be more.
- 24 x 7 x 365
- We store the trailer in our driveway between trips. The neighbours are supportive of the way we manage our trailer. The placement of the trailer in our driveway does not impact on traffic flow in any way. The sidewalk is clear and it does not negatively impact the use of the sidewalk in any way.
- From May to September
- We would like to be able to park the travel trailer in the driveway between camping trips. (We will likely move the trailer to the side yard if we will not

be camping for a few weeks but would prefer the option to leave it in the driveway. As a senior it would be easier for me not to have to move it to the side yard between trips.

- 7
- 12 hours
- Always
- Various lengths, sometimes a while
- 8 times/yr loading/unloading - 2 to 3 hrs on-street stopping, 2 times/yr - 2 to 3 days for maintenance in driveway.
- 2 hours for loading and unloading; up to 2-3 days twice a year for maintenance.
- 1 week
- 4 weeks
- 7 days
- 3-5 days
- Year round
- Summer season while working on it
- All the time...
- Sometimes it may be 4 - 7 days in between trips.
- "Overnight on street. Everyday in my yard"
- 5 days
- As noted above... It lives in our driveway.
- Could be as much as 24-7, 365
- 1 week or more
- 3-7 days
- "4 or 5 days max (not every time) depending on the project I am doing. I'm usually building up a load till it's worth taking to the 'dump'. Might go more frequently but now that I'm required to pay \$10 to take garden waste (sometimes it's too much to be worth cutting and bundling on grey cart pick up day), I take as large a load as possible. "
- Up to 5 weekdays if it's only used weekends
- All summer
- All summer long in driveway.
- "On my driveway. No time limit. Why is the municipality trying to have a say what I can and can not park in my driveway. "
- Stored on driveway during the summer. Never parked on the road.
- Up to a week to allow for cleaning or waiting for sun days to open and dry a tent trailer
- It could be a week or 2.
- Boat, usually park 1-3 weeks at beginning of season and 1-3 weeks at end of season and few days during season
- Most of the summer the camper is in the driveway
- All day
- 7-14 days
- As long as I want: it's my own driveway
- stored in driveway for up to 1 month at a time. 10 ft tent trailed.

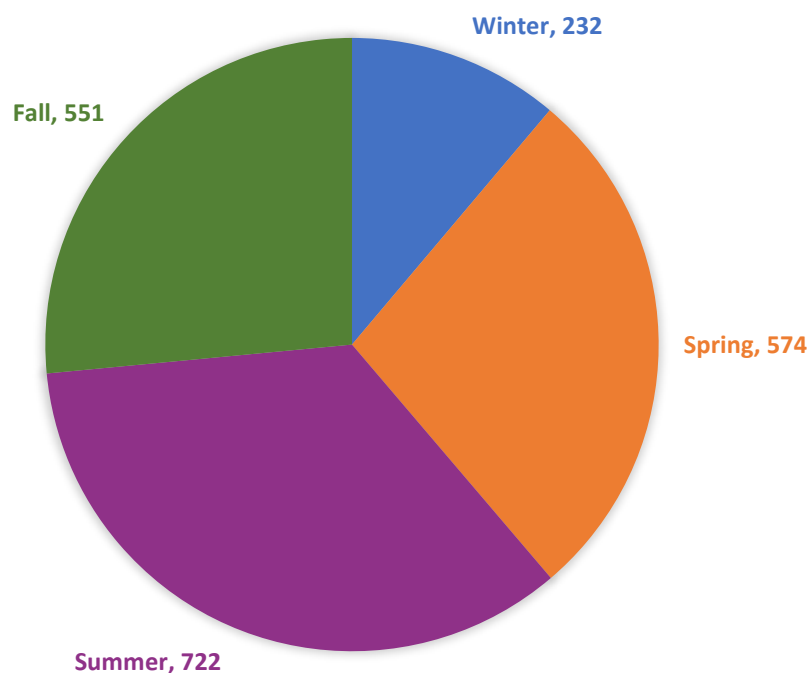
- As long as needed
- 6 months
- I would park it there all of the time if I could
- Daily for boat, a couple of hours to a couple of days for rv
- 30 days
- Boat: pre season setup, any maintenance, post season clean out. Usually a week or two at a time.
- We park a small camper trailer and a utility trailer in our driveway all the time.
- Trailer is parked in driveway spring/summer/fall
- "Loading 1 week Unloading 1-2 hours"
- All year
- Weeks at a time
- If I bring my boat home it is usually because something needs to be fixed - so I'm often stuck with the trailer for a week while I await the part to arrive. Once fixed, the boat is back to it's storage location at the marina.
- All the time as I have a large driveway and keep my trailer parked in the driveway
- Changes every time
- 3 is usual but 1st trip and last trip of season require longer period of time for extra cleaning and either setting up or packing away.
- The whole summer
- 14 days
- All year in driveway
- All year
- In MY driveway From May - Oct
- Depends on what is needed to be done;depends on if we are leaving for camping trips that are weekends back to back, or week in between.
- This is not relevant.
- 365 days a year. I work for a (redacted) living. Let me support my family (redacted).
- Whenever I need to because I park it in MY DRIVEWAY which I paid for and is my property. (redacted)
- All the time
- Weekly
- 365 days (redacted)
- When using parking in driveway for several hours; when storing it is parked on the driveway all the time
- Whenever I am not using it
- All year when it's not in use.
- I want to be able to leave it in my own driveway as long as I want but can't due to current rules.
- I'll park my trailer in my driveway however long feel for, good luck telling me otherwise
- Varies year to year
- Seasonal - May to October would be my preference.

- Depends on what I'm doing
- 7 days/week
- Up to 1 or 2 week
- one week
- Continuously
- We park our trailer in our drive way for most of the summer.
- Months
- Always
- 5 days
- the entire year
- 1 week to 3 weeks. Make repairs and load fridge cold.
- daily between periods of camper use
- All winter
- "7 days Camper from May 1 to end of September/early October. We also have a small utility trailer that we have for occasional use. But similar, 7 days a week and tends to be for 2-4 weeks at a time. Reduced days a week is not a practical option for trailer owners."
- 25 weeks
- At least 5-6 days because when you are loading you need to put all of the equipment, shop for the food, clean water tanks, and clean the trailer. When unloading you need to clean all of the equipment (tents/ awnings etc) and unload all of the food. This can't be all done at once because of the length of time.
- Days/weeks
- Again, in between trips
- It depends on what I'm doing. If I'm doing a deep clean of my trailer o may need a few days for the seats, bedding, curtains to dry.
- See above. We never park our trailer on our street.
- Up to a week or more. It's my private driveway, I'll do what I want
- Daily
- A few days a week during May - October
- 365 days
- As long as needed i own my home and pay my property taxes
- "Again I do not feel this is appropriate use of city attention or residents tax dollars. Perhaps focusing on people who continue to park on the street and unhook their trailers and just leave them parked on the street. I do not see how a homeowner who is simply parking a trailer in their own driveway or parked with the trailer on the street hooked up to their tow vehicle, packing or unpacking should be penalized or made to pay for a permit. "
- 7 days
- Weeks
- Whenever we're not camping
- 5-35 days per year
- Weeks
- Sunday to Thursday, usually shorter but definitely gone most weekends
- 1-2 days depending on circumstance.

- 365
- 3 weeks
- Entire summer
- Until our next trip.
- Would like to be able to park RV in driveway for longer durations between trips. E.g. 12 days
- As a home owner with sufficient room for parking on my driveway there is no reason to park my boat anywhere else but at my own house.
- Whenever I want
- As long as I need to.
- 24/7. All the time. It lives in my drive way.
- As long as I want. Private property should never have these restrictions.
- 5 days

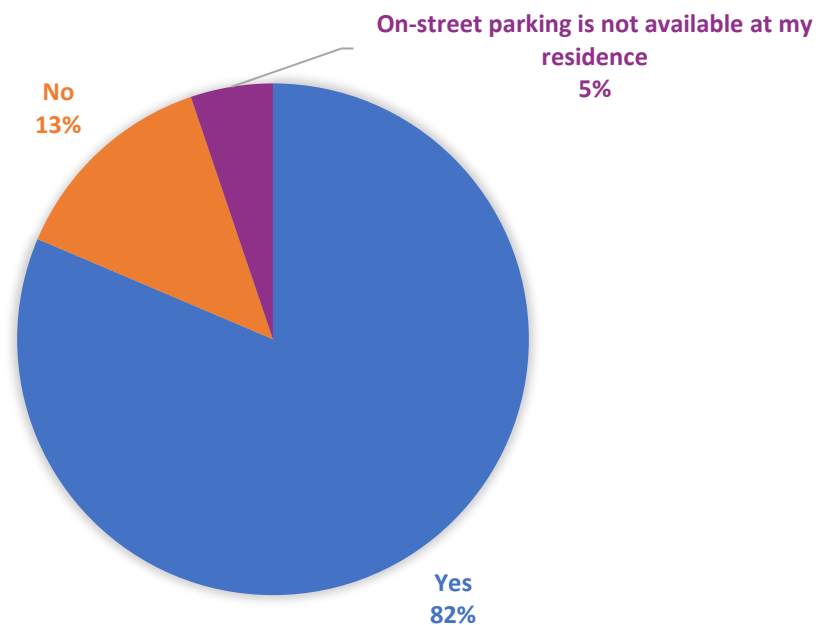
Q8: Which seasons might you require parking for a trailer in a residential driveway or on-street? (select all that apply) N=772

SEASONS TEMPORARY PARKING IS NEEDED



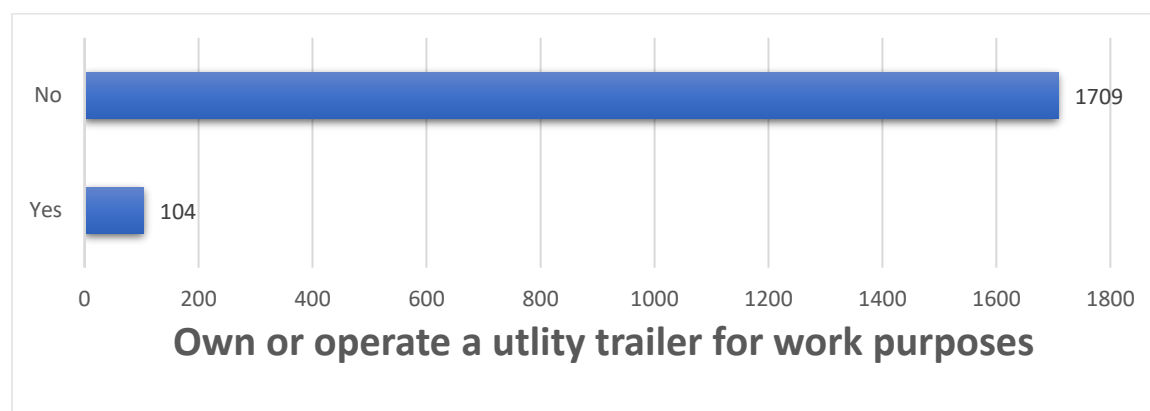
Q9: Emergency and City services sometimes require roads to be cleared quickly. Are the parking spaces on your street of residence large enough to park your trailer with a vehicle attached for quick removal if necessary? N=772

PARKING SPACES LARGE ENOUGH FOR TRAILER PLUS VEHICLE



Questions about trailers used for work purposes

Q10: Do you own or operate a vehicle with a utility trailer for work purposes that requires parking outside or near residences in Guelph (such as a mobile construction or landscaping service)? N=1835



Note: Questions 11 – 15 were posed to those who indicated that they own or operate a vehicle with a utility trailer for work purposes (Question 10)

Q11: On Average, how many consecutive days to you require parking your utility trailer outside of an individual residential unit?
N=104

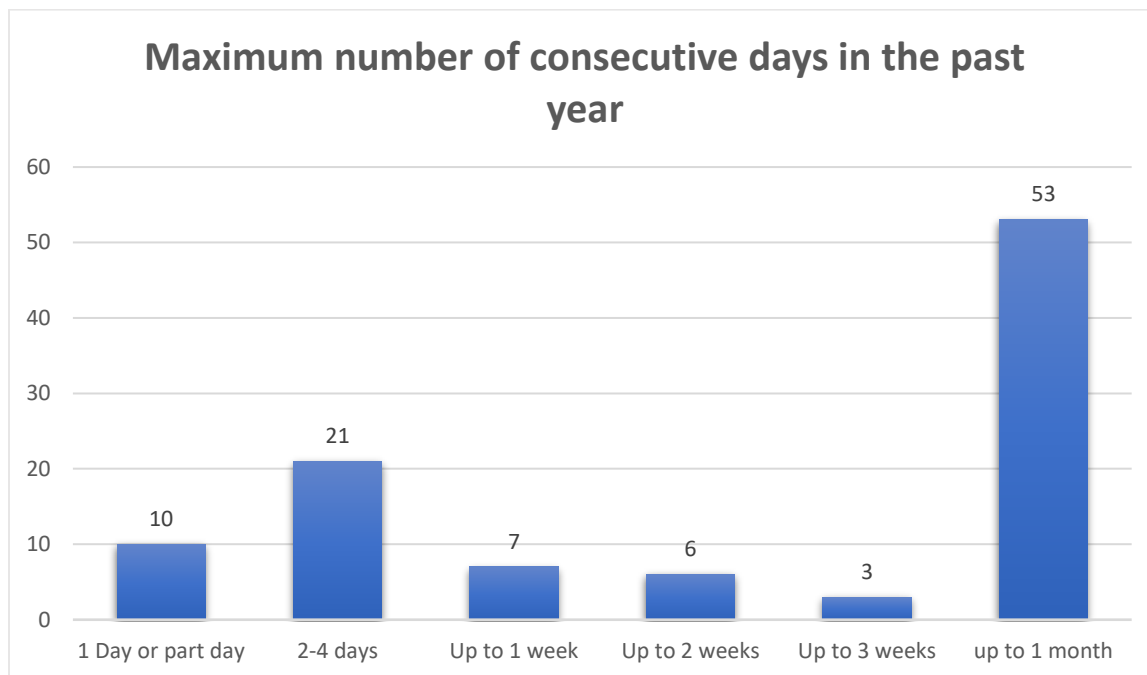


Response comments for "other" as specified:

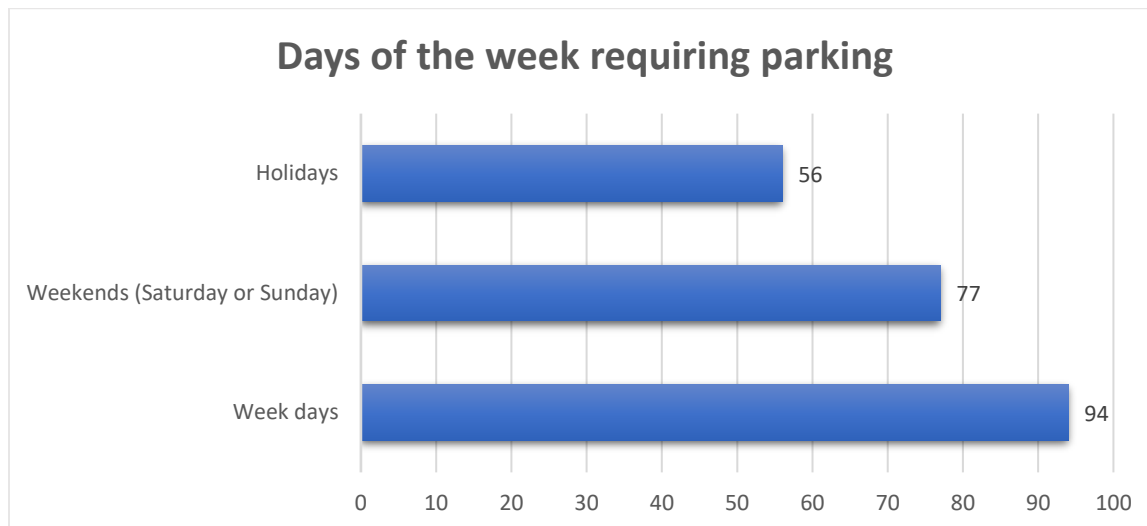
- 4 months
- Every day
- 365 days
- As often as I want. It is my driveway.
- As needed basis
- Apr-Dec
- Every day.
- 365
- Full time
- When not in use but can't with rules. If you own you want to have 365 days
- Yearly
- Tool trailer (4x8) is parked in front of my garage, behind the back line of my house and my neighbor's house since we have a shared driveway
- Every day would be nice
- Depends on the scopenof work, could be a day orn4 months.
- Every day
- All year
- All year
- 12 months (redacted)

- 365 days
- Always except when I am using it.
- All year
- None of your business what I do with it
- All year
- 8 months
- Winter months in the evening couple of times a week
- As long as needed as i own my home and property
- Bring a trailer home every night.

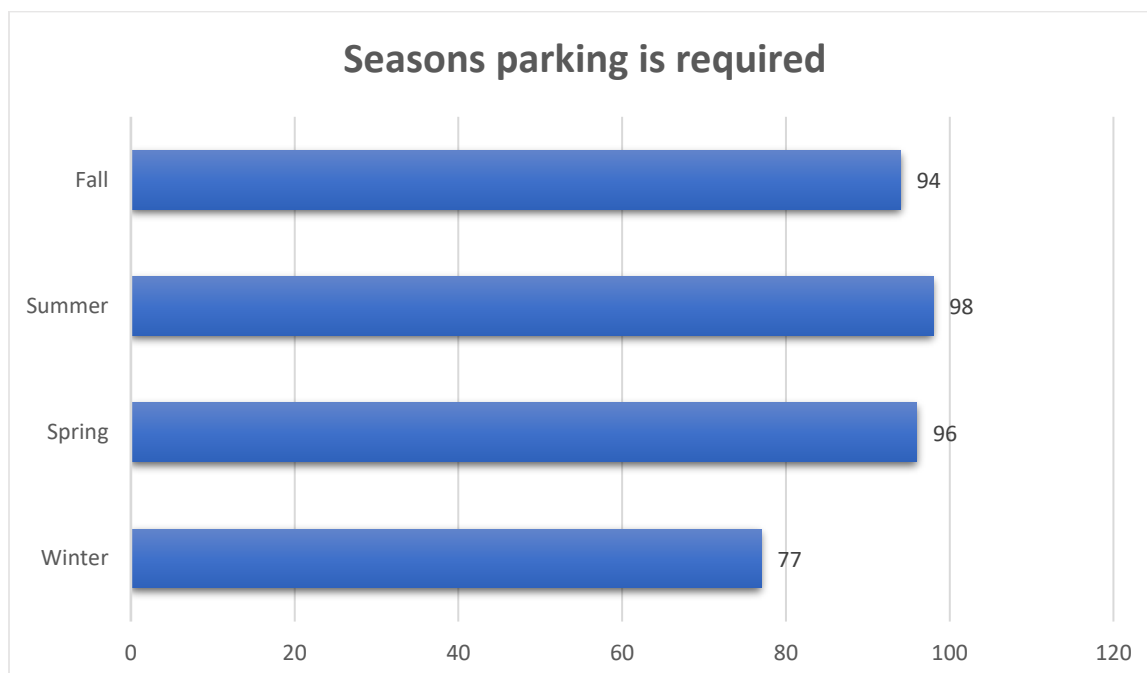
Q12: What is the maximum number of consecutive days you have required parking your utility trailer outside of an individual residential unit in the past year? (or in an average year before COVID-19, whichever is greater) N=104



Q13: Which days during the week does your business-use trailer typically require on-street or driveway parking in residential areas? (Select all that apply) N=104

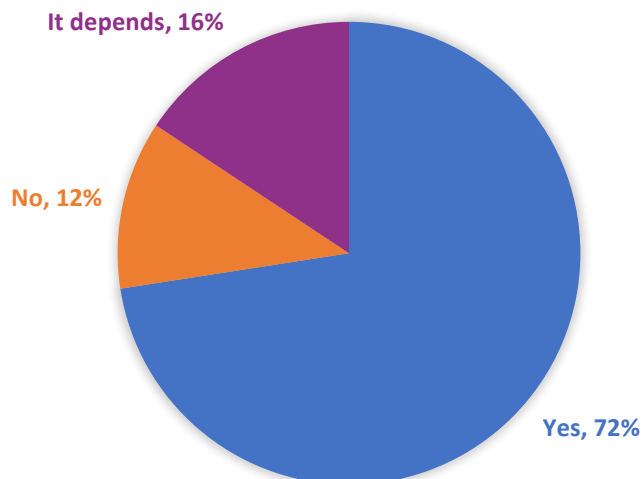


Q14: Which seasons does your business-use trailer typically require on-street or driveway parking in residential areas? (Select all that apply) N=104



Q15: Emergency, and city services sometimes require roads to be cleared quickly. When parking your trailer on a residential street are you able to maintain connection to a vehicle at all times for ease of removal? N=104

PARKING WITH VEHICLE ATTACHED



Response comments for "it depends" as specified:

- Sometimes the truck is out on errands when trailer is on road.
- If home
- On occasion, unhook to run errands
- It is never parked on the street.
- Trailer is always in my driveway
- May have to run to store for materials and there isn't room for trailers most of the time.
- We are aware that for snow storms etc, we would make sure to move it
- It depends
- On the location in city
- Not always in Guelph
- Truck used to tow the trailer may be unavailable onshore notice, but trailer is not normally parked on the street.
- Sometimes
- Usually disconnect during the working hours for ease of coffee runs or to run to a hardware store for a supply run
- Both
- "if in our driveway it is likely to be unhooked - our driveway can hold up to 12 cars/trucks/trailers so it is not in our way or neighbour's way or emergency services
- Sometimes yes

Q16 Please explain any challenges or add ideas to help maintain safe neighbourhoods in the case of emergency and parked, unattached trailers (Open comment field) N=104

- "I think for unsafe streets (ie: a parked trailer blocks emergency services from passing) could be marked prohibited trailer parking spots. Clearly explained and communicated policy requirements, such as the ability to move these trailers quickly in winter months, is a fair request to citizens.
- Or perhaps allow more flexibility in Spring, Summer, Fall months, to enable small business to conduct their services without so much restriction and overhead costs to find out of town or storage facility specialized parking. "
- Dont block view for people turning onto roads
- Can normally be moved inside 10 minutes.
- Should not be left unattended
- We all know this has to do with NIMBYs. Whatever I park in my driveway should not be the concern of the city.
- I don't see the need to reduce parking allowances for trailers, they are licences vehicles just as the towing vehicles are. If trailer parking is reduced it should not affect work related trailers, as this would be difficult for all landscapers, contractors or any other business that uses trailers that must be dropped on occasion. Many area in Guelph do not have enough driveway space to accommodate a renovation otherwise. On the personal side, I don't think there should be any restrictions at all to what is permitted in a driveway. The city should have absolutely nothing to say about what is parked in our driveways.
- Limit on street parking to one side of street, maybe alternate sides weekly.
- Our trailer does not pose a safety risk sitting in our driveway.
- Please stop trying to add so many rules that people can't enjoy their homes in Guelph. Trailers should be allowed to be stored (Unoccupied) in homeowner's driveways.
- I feel a 24 parking on streets should be acceptable. especially given that we try to avoid at all costs parking on the street. those that are reasonable should be allowed to park for 24 hrs.
- This survey needs more options ..ie I park my RV behind my residence where there is NO fence...is this illegal?
- A small utility trailer parked in a driveway poses no more safety risk than a car or large truck for which the owner/keys are unavailable. A 12 foot utility trailer in a driveway is not a safety hazard.
- It's my driveway. It is no business of the city or anyone what park in.
- You can't have due to narrow roads or vandalism. Pay or store with friends outside city
- "Our trailer is only parked scarcely and only if service is needed in driveway for partial day to 2 to 4 days to a week if service is needed depending on the service technicians schedule.

- When parked enough space from the trailer to the road should be maintained to allow neighbours on each side and in close proximity to see around trailer when backing out of their driveways.
- Short trailers under 10 feet should be allowed to park no less than 8 feet from the curb adjoining the apron and trailers taller than 10 feet should be double that.
- During winter trailers should only be allowed to park in driveway for a limited time with permit from city. During spring summer or fall any trailer parked longer than one week up to a time determined by the city also should have a permit.
- Trailers parked in the driveway for a period shorter than one week should not need a permit.
- Any trailer parked on the road longer than 3 days winter spring summer or fall should need a permit.
- Any large trailer or winnebago should be allowed to park only where there are not any homes to their immediate right and not in front or between any home. They too should be required to have a permit should they park longer than 3 days.
- (redacted due to comments that may identify respondent)... (we) canvassed all the homes in the city that had trailers parked in their driveways and found the majority did so in a respectable and safe manner. There were not a large number and no issues that our legal counsel and ourselves saw that would be of any safety concerns except for a few that parked too close to the sidewalk or were extremely large that parked in front of homes and in neighbourhoods that were already congested with street parking.
- There needs to be a understanding by the city that some of its citizens do own trailers either for work (given the fact that their are home based businesses and that number has increased by work at home due to covid) or pleasure and at one point or another that trailer will end up in their driveway for a short period of time. Their should be tolerance when responding to a complaint and the bylaw officers should be able to tell if the complaint is legitimate or vindictive and respond appropriately. Communication needs to be foremost between the homeowner with the parked trailer after a complaint is made, not just generation of a letter requesting removal of the trailer."
- My house has a very small garage, and a trailer occupies it in entirety, cutting off access to the breaker panel in an emergency.
- Driveway parking of your trailer should be unlimited/permitted. Road parking of your trailer or a contractors trailer could be treated like 'overnight visitor parking' where the homeowner calls in & gives details & permission for the trailer to be parked in front of their home. The city could grant residents longer stay 'seasonal' permission to keep their recreational trailer on their street in the summer only when roads don't have to be cleared for snow removal.
- My trailer does not fit in my garage, but my driveway is large enough for it and my vehicles.

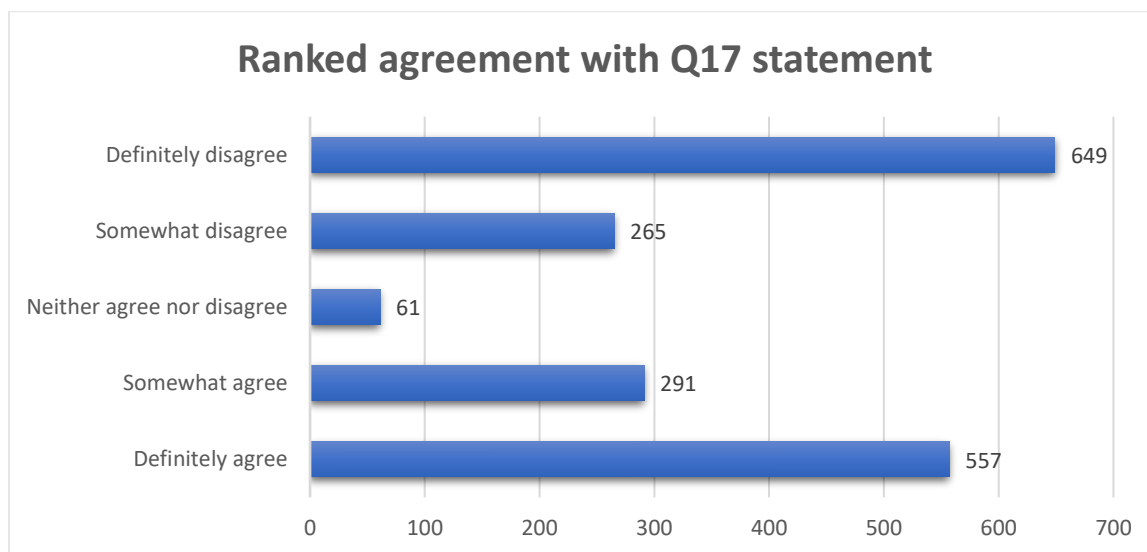
- I personally don't park my trailers on the street only on my driveway and believe I should have the right to as it doesn't affect street safety
- This is nothing but a money grab, we pay enough in taxes, stop squandering our tax money and then bleeding us for more
- We believe that if we are parked in our own driveway we are not obstructing traffic or disturbing the neighbourhood. We pay a high amount in taxes and feel we should be able to use the space on the property as needed. Most of the time it's seasonal to prepare the trailer for vacation.
- I can understand limits being placed on the amount of time you can park a trailer on the street. I couldn't possibly fathom a reason why the city would even consider limiting parking in ones own driveway. That seems a gross over use of power.
- Trailers could have tags put on them with emergency contact info I.e. phone number email ect. So if there is an emergency they can be moved
- Unattached trailers need to be given leeway to remain in one spot on the street for a short period of time (i.e. 1 - 2 weeks) in order be available for daily use, especially during peak working seasons - i.e. hauling material to landfill, picking up materials for projects, transporting equipment ... Trailers parked in the driveway BEHIND the back line of the houseand/or positioned to not cause obstructed views and/or being well back from the sidewalk/roadway should be allowed at all times. We have a shared driveway and a 90 year old garage, that would not fit most cars today, and is certainly not large enough to house the small 4x8 trailer so there is no other option but to park it in the driveway. I am very cognizant not to park it on the roadway for any extended period of time despite having on street parking. I am also aware of snow removal, as are all our neighbors, since we have overnight parking but always clear all our cars off the street when snow removal is imminent, even though that means stacking our cars and coordinating entry/exits with our neighbor with whom we share the driveway.
- My boat and trailer are smaller than a number of trucks and vans so when I park in my driveway it is safer than parking a smaller car there When the smaller car is parked there and I pull out of my driveway between my Neighbour's vehicle and mine it is more dangerous with the car and chances of hitting a pedestrian
- the houses are built so close together in my neighborhood, its hard to park anything on the street.
- RVs, trailers etc should for sure be allowed in Driveways!
- Just allow people to park on the streets. It's definitely not hurting anyone. The only people that complain are landlords.
- They obstruct view, make it difficult to exit driveways when left in road and look bad.
- Hardly anyone drives down our street. Not an issue. If you don't want people's parking put up no parking signs in some areas and allow everyone else to do what they need to do.

- Have only one side of the streets as parkable with the ability for construction projects to "claim" dedicated space(s) for the duration of the job so that residents will be encouraged to use a different place.
- I think if you have a laneway or property you should be able to park any type of car or trailer on your property as long as it is licensed and operational .
- I never park an unattached trailer on the street. Do people do that?? If the concern is that trailers might need to be moved quickly, maybe require that an on-street trailer must be connected to a vehicle. In other words, it is "parked" and not "stored." That way parking regulations would be sufficient. No parking?... no trailers. No overnight parking?... no trailers. 3 hour parking?... only trailers for 3 hours.
- I work for a living. I'm not paying yet another (redacted) fee to live (redacted)
- You guys are overreaching
- If one has the space to park any type of trailer in their driveway then it should be allowed.
- You should be able to park your utility or recreational trailer on your driveway anytime, as long as it does not block the sidewalk.
- Not a chance I will abide by any rule that says I can't park my trailer in my driveway
- this is a silly question
- I'm happy with the present situation and had not observed any issues with it as it is.
- See previous comment - a longer/wider driveway is an advantage
- I will be VERY unhappy if the city tries to force me to buy a permit just so I can park my trailer in my own driveway!
- Don't let trailers park in the driveway it's ugly (redacted)
- I hope whatever changes are implemented that there is not a cost to Guelph residents. I know a number of families that store their camping trailer in their driveway and would not be able to afford to pay for storage or permits. This is an activity they can do with their families that is not as expensive as renting cottages. Hope this does not change for these families.
- Start having police monitor the side streets for racing and speeding Auden Chesterton Lane Grange Starwood
- No challenges. Happy with the current parking situation.
- What would help more is if the snow was removed regularly and bylaw enforced. 2am-6am is not when residential streets are plowed so the bylaw is useless
- Limited on street parking for vehicle plus trailer, spots can be taken by just vehicles at any time

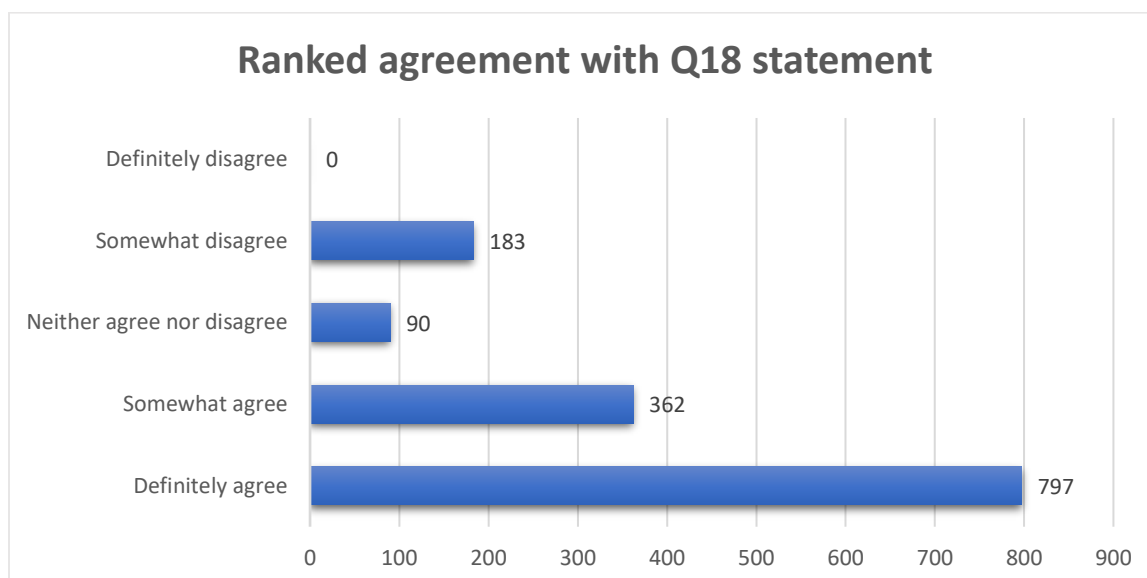
Questions for all respondents: Parking standards on residential streets

Introduction: The current [parking bylaw](#) permits trailers for on-street parking (attached and un-attached to a vehicle) with the same regulations as any other vehicles.

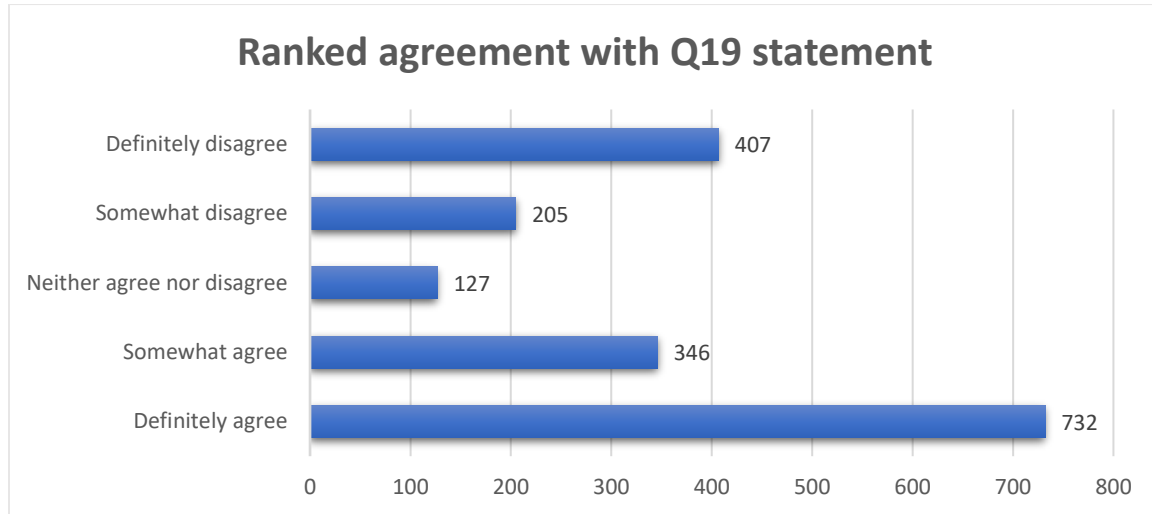
Q17: Please rank your agreement: Unattached trailers may be parked on residential streets as long as they do not block driveways (other than the owner's driveway) N=1835



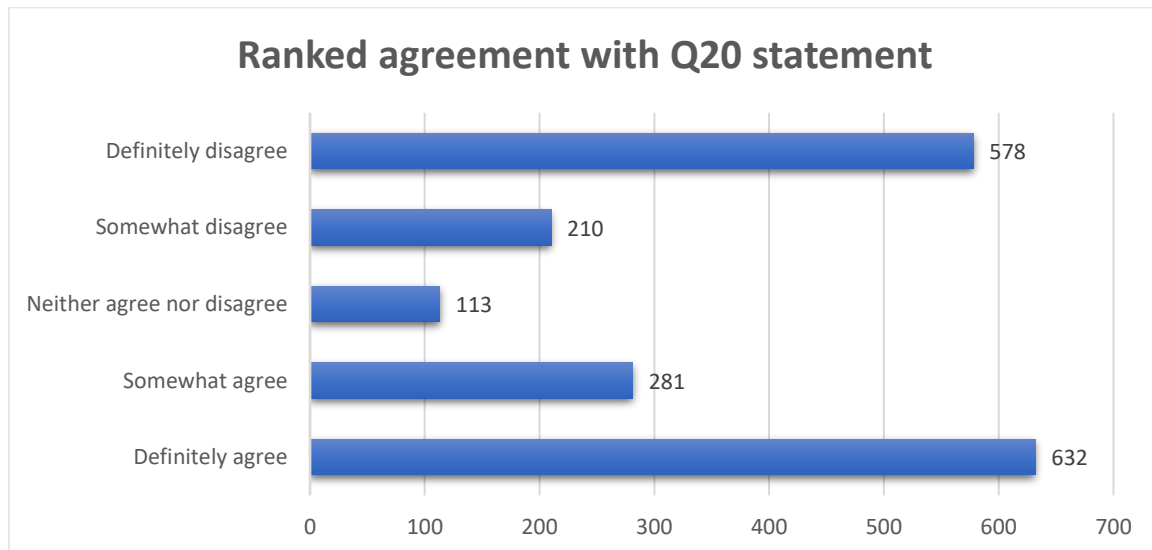
Q18: Please rank your agreement: Trailers may be parked on residential streets when they are attached to a towing vehicle as long as they do not block driveways (other than the owner's driveway) N=1835



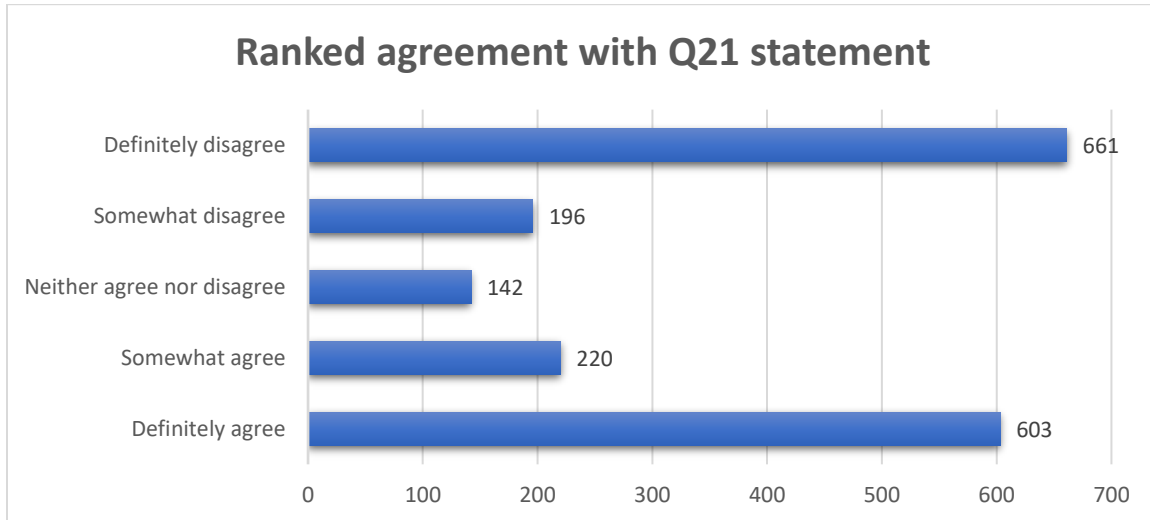
Q19: Please rank your agreement: Trailers may be parked on residential streets during day-time (7 a.m. – 9 p.m.) N=1835



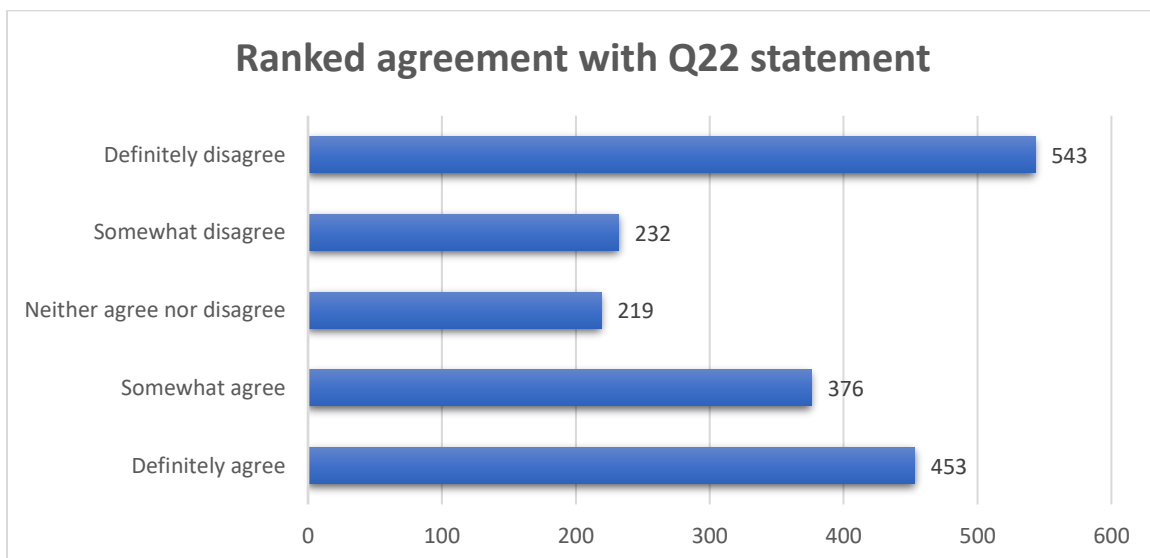
Q20: Please rank your agreement: Trailers may be parked on residential streets overnight (between 2 – 6 a.m.) N=1835



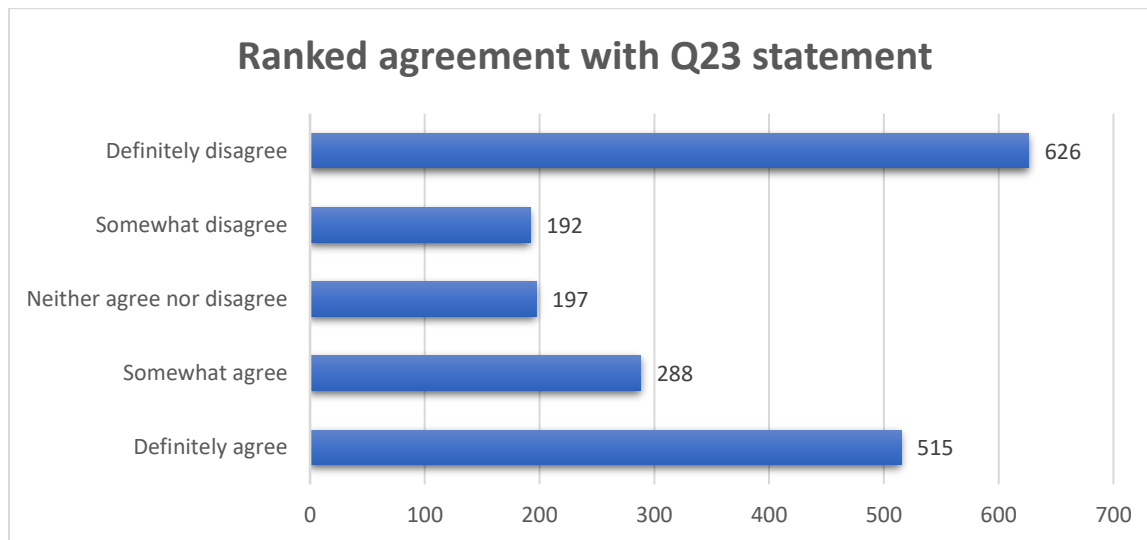
Q21: Please rank your agreement: Trailers should remain permitted for on-street parking in the parking bylaw without distinction from other vehicles (which includes no overnight parking from Dec-April) N=1835



Q22: Please rank your agreement: Trailers should remain permitted for on-street parking in the parking bylaw without distinction from other vehicles but only when attached to a towing vehicle or otherwise able to remove quickly in case of emergency. N=1835



Q23: Please rank your agreement: Trailers should only be permitted to park on residential streets between the months of April to November N=1835



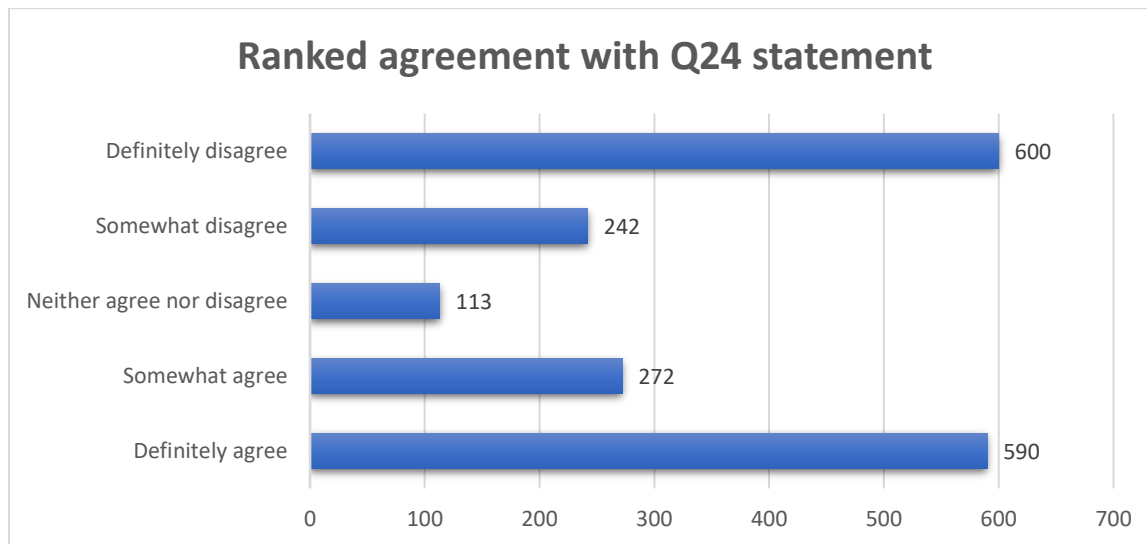
Questions for all respondents: Driveway parking

Introduction: The current [zoning bylaw](#) permits trailer parking in designated areas around a property (such as side yard, back yard and garage) but prohibits parking in an exposed area of a residential driveway.

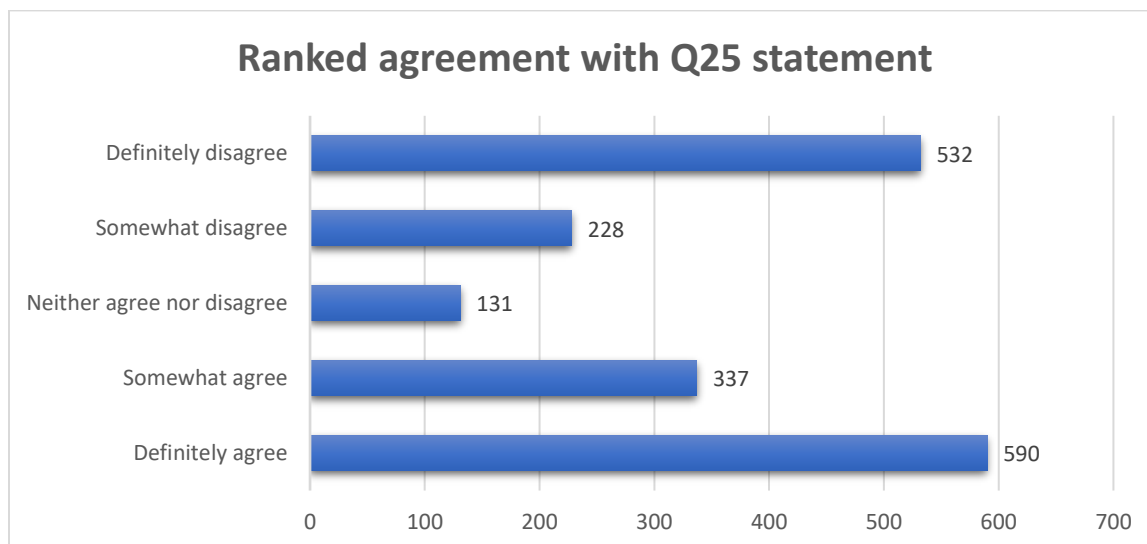
Current wording around trailers:

20187 4.13.7.3 Off-street parking shall be provided and located in accordance with the following regulations in residential Zones and Downtown Zones. 4.13.7.3.1 no boat shall be parked or stored except in a Garage or Rear Yard; 4.13.7.3.2 No Recreational Vehicle shall be parked or stored except in a Garage, Side Yard or Rear Yard and: 4.13.7.3.3 i) when the Recreational Vehicle is a converted bus, it shall only be parked or stored in a Garage or Rear Yard; ii) no Recreational Vehicle shall be occupied or Used for living or residential purposes; iii) when a Recreational Vehicle is parked or stored in a Side Yard, the Vehicle shall be at least 1 metre away from the Side Lot Line and shall be parked or stored on a paved portion of the property; and iv) no Recreational Vehicle shall occupy or obstruct any access to or from the required off-street Parking Space of a Residential Unit. 4.13.7.3.4 Every utility trailer, boat trailer and unmounted camper top, if not parked or stored in a Garage or Carport, shall be parked or stored behind the front wall of the Main Building. 4.13.7.4

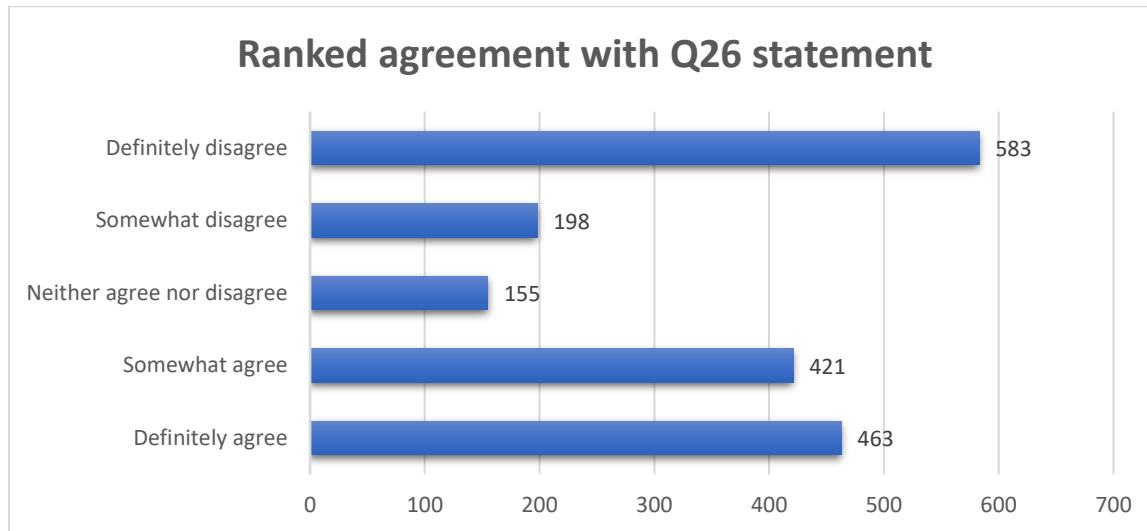
Q24: Please rank your agreement: Trailer parking should remain restricted to specific areas around a property as per the current bylaw. N=1835



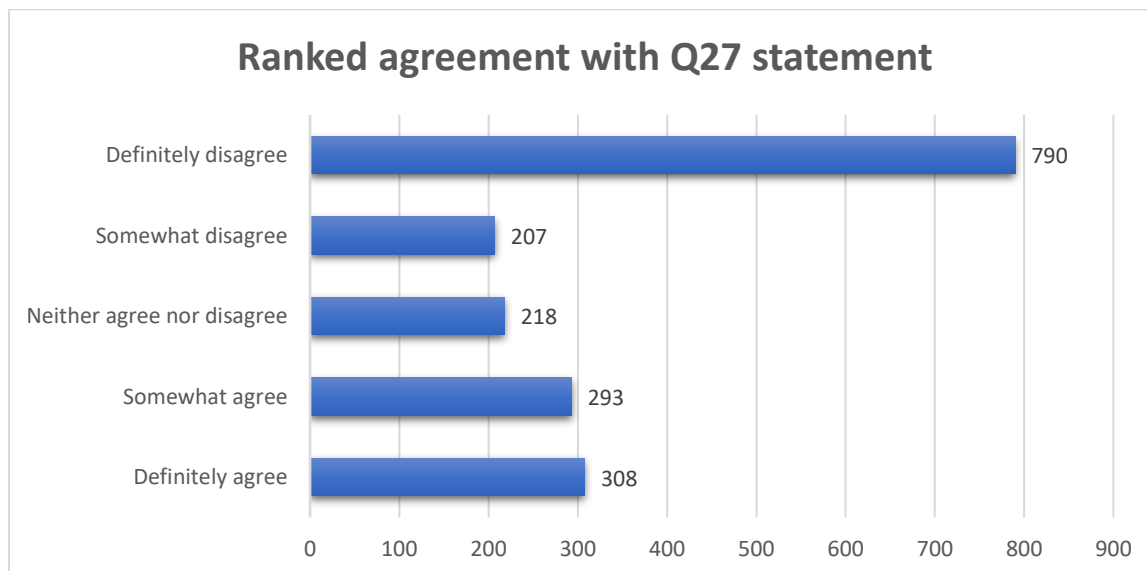
Q25: Please rank your agreement: Trailer parking should be allowed on private property driveways or residential streets for a maximum 3 days at a time without a permit. N=1835



Q26: Please rank your agreement: Trailer parking may be appropriate on private driveways for limited time periods throughout the year by pre-arranged permits. N=1835



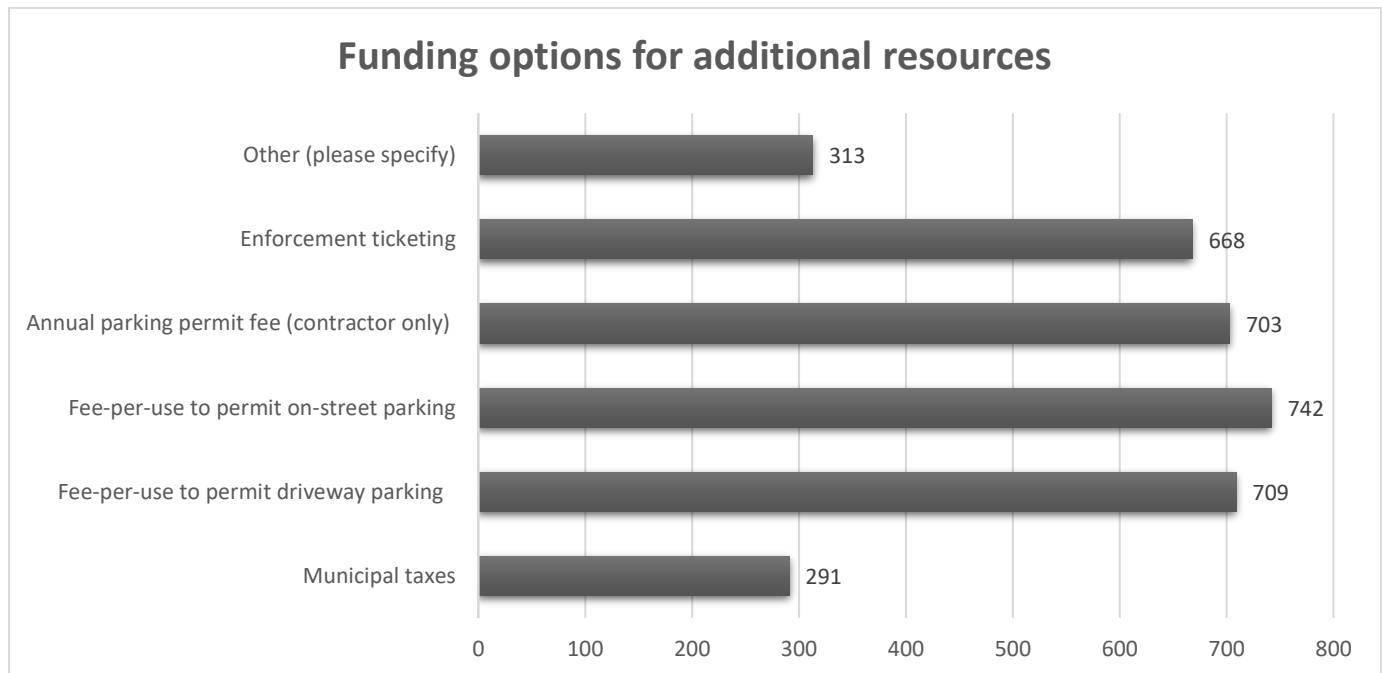
Q27: Please rank your agreement: Trailer parking may be appropriate on private driveways subject to daily restrictions (such as maximum two hours in a given day) without a permit. N=1835



Questions for all respondents: Closing questions

Permit fee structure: Additional City resources may be needed if we are to increase trailer parking options in driveways and on streets.

Q28: If required, how would you prefer these additional resources are funded? (select all that apply) N=1835



Response comments for "other" as specified:

- If the trailer is on your own property, what is the issue?
- It does not cost money to allow trailers to be kept in a driveway.
- Residents of Guelph pay some of the highest taxes already. Why do we now need to pay for permits to use our driveways for our own personal asset parking? This is slowly killing small business with restrictions and permit fees for own own properties and basic needs to run business. With mid-way solutions that provide abilities to park utility trailers only part of the time, it doesn't come close to meeting the needs of residents that need to use, refill, unload or park these trailers. A utility trailer on a long residential driveway that has ample room, is not a safety concern. Consider all angles of resident/small business needs before implementing half-solutions that don't provide the flexibility needed to stay alive as a small business.
- If permits are coming, street permits only. Driveway parking should freely be allowed unless sightlines are blocked, and it should be complaint based.
- Do nothing, let people park their trailers as if it is a vehicle as long as they follow existing parking rules and they are blocked safely.
- For a camping trailer I should not have to pay to Park in my own driveway! I pay enough taxes and should be able to park it there 3-4 days per summer at no extra charge!

- There should be no fee to park your own RV on your own property
- There's no need to fund anything. You should be able to park your vehicle's or trailers in front of your house or on your own property.
- i should not have to pay to park a trailer on my own property, my own driveway. i already pay for that space. extended street parking fees (more than 3-4 days?) reasonable.
- Why would anyone need to pay for this service? It costs nothing to park on the street or in someone's driveway. This is ridiculous.
- My property taxes cover the cost of my driveway. Let me park in my driveway as long as I don't block a sidewalk. This none sense about line of sight is ridiculous. Will you create a permit process for those with large vans or trucks who want to park at the end of their driveway?
- i think that is ridiculous that the city needs more funding for something like this since i think the city does not need a permit system. just change the bylaw to allow driveway parking and stop trying to over regulate everything!
- Trailers should be permitted in driveways. This is absurd. We should not have to pay anything extra to have trailers in our driveways.
- we pay enough taxes, no additional fees should be needed.
- Find the savings elsewhere. Or better yet don't use any more resources.
- Permit required but no fee required. Sounds like a money grab.
- You don't need added resources if you simply let it be.
- Not sure I understand why there are increased costs
- Personal driveway has already been bought and paid for. You do not need access to further resources for this.
- no permits
- No fees or permits required to park your own trailer in your own driveway!!
- Have bylaw properly enforce the rule now (we were forced to remove a trailer from a side yard despite the fact that it was in compliance with the rules) and you wouldn't have to send people out to enforce complaints that have no standing.
- I don't understand why funding is needed to allow those who own/rent trailers to park where ever and when ever needed. Also, I wasn't 100% sure how to answer the previous questions but I disagree with no overnight street parking between November-April, it should only be no parking on an "as needed" basis when big snow storms are expected so the snow removal crew can do their job easily but when no snow is expected then parking should be freely accessible.
- The city has NO BUSINESS charging for permits for people to park on their own property that they already pay municipal taxes for
- Use efficiencies.
- No city resources should be required to allow driveway parking of trailers.
- What additional fee is needed for someone to park anything in their own driveway? No tax or permit needed.
- There should not be any fees to park on my own property
- Why does me parking I. My drive way coat the city anything? Here should be no charge for parking on my own property

- No enforcement necessary when trailers are allowed on street and in driveway parking so no increase in fees needed
- No fees.
- Don't charge anyone anything to park on their own property
- No resources are needed to allow people to park in their own driveways. You should not restrict what people can park in their own driveways. (redacted)
- Not really sure why extra funds needed to park a trailer in driveway or on street?
- Fees should not be applicable to private driveways
- Fees should not be applied to people using their own driveway to park their trailers
- Simply allow on street and driveway parking as one would any other vehicle. Then there will be no need for any additional resources.
- My taxes should cover this already
- No enforcement at all
- This should come from the current property tax budget
- Included in my property tax. Doesn't cost the city anything for me to temporarily park my trailer.
- "They already pay property taxes why (redacted) would they have to pay you a fee to park in their own driveway?????"
- No funds needed..it is my driveway.
- There shouldn't be a cost to let people park their trailers in their own driveways.
- Current bylaw enforcement...(redacted)... Get them out patrolling more frequently, Or Leave enforcement to response by complaints.
- I already pay property taxes to use my driveway the way I want too.
- a permit to park a trailer on your own driveway is the wildly absurd and an abuse of power. Permit for on street parking would be fine paid for annual fee or daily fee
- Not sure
- Property owners should be able to store their rv / trailer on their property without issue. Has about reviewing the properties in disrepair, unkempt and eye sores
- None
- I do not support this! I pay large taxes for my own property. I should not be charged additional fees to park at my residence
- No extra fees required it's private property we already pay taxes
- I pay property taxes and now you want to charge someone to store their trailer on their own property? This is disgusting and a money grab. There should be NO restrictions or permitting to have a trailer on my personal property.
- No tax grab. If you own your driveway and pay the obscene tax we do in Guelph you should have the right to keep your rv/trailer etc on your property.

- Not at all. This is a loaded question. The parking bylaws that currently cover vehicles would also cover trailers, such as no parking for more than 3 days on the street.
- I don't see how allowing trailer parking would cost the city anything financially. if it is legal to park a car on the road or driveway it doesn't cost the city anything. so why would it cost the city to have a trailer legally parked in the same manner.
- There should be no fee.
- I don't think you should need a permit to park in your own driveway
- This shouldn't require any additional resources
- none, (redacted)
- If a trailer is stored/parked on your private driveway I see no impact to the city with regards to additional resources.
- No charge
- We already pay taxes. So stay out of how and when we park our vehicles!!!!!! On our own property!!!!!!
- If you have a small trailer at the back of your driveway not in anyone's eye site, there should be no need for a permit, this sounds like a money grab. The big huge ones are a completely different issue. Size and place in driveway should matter
- No fee
- No fees
- see comments
- Book BBQ at the old library.
- "Why should there be a fee per use for driveway parking? There is no fee currently charged for other vehicles, this just seems like a ""tax grab"". I can understand a permit for on street parking, with conditions. I also think there should be categories for the trailers, a small utility trailer or campervan takes up much less space than a long RV. "
- You already have bylaw officers
- As long as any trailer is licensed. then the trailer should not have to be permitted. If it is used as a guest house, or secondary residence on the property, then it needs a permit.
- How about none at all just like overnight street parking in the winter.
- If you own your trailer for work or pleasure you should be allowed to park it on your own property. A ridiculous idea that you would have to pay...
- If residents want to park a vehicle on their own tax paying property it should be their right to do so. Off street parking permit April to November without vehicle attached
- Bylaw officers
- No way a fee to park on my own property
- "Annual fee for trailer ownership. Not just commercial.
- You can't see around the bigger trailers and on our streets it is dangerous. "
- No fees when on private property
- No permit fee when parked on private property. Fee per use for on street.

- Trailer parking for plated trailers on the owner's private property should not be subjected to paid permit enforcement and no money should be collected or resources used.
- No fees. It's peoples rights to own and park where they wish. Enough taxes already to cover.
- do not want MORE trailers on roads or driveways. (plus, trailers on driveways and/or blocking sidewalks are not ticketed currently, so why would we want this worsened in our neighbourhood?!))
- We already pay taxes. It's ridiculous to try and tax this. Why would you wasted time and money enforcing this. How about clean up downtowns garbage and slums? Or help the homeless so we don't have people living in boxes.
- Disagree strongly about permits for rec Vieh parked in driveway for the summer. Our grandkids come and get to have sleepovers in the trailer. That's why it's there. No need for more governmental regulations!
- Absolutely terrible, one sided survey. Clearly this survey is to only support those not wanting trailers parked anywhere. Please redo this survey with more fair questions. This survey will not get the communities true appropriate opinions. I don't own a trailer nor intend to, but if someone does there should be ZERO restrictions on if they can park in their own driveway...ever. There should be no permits nor fees. They should simply be allowed.
- Free
- We already pay property taxes therefore should be abke to use our private property. It would cost the city nothing to allow residents to use their driveway for parking, it would however cost the city money to pay bylaw to patrol for how people choose to use their driveway. This shouldn't even be a question to consider, someone seems to have a lot of extra time on their hands.
- No fees, why do I have to pay a fee to park my trailer in my driveway? (redacted)
- Efforts to charge fees for trailer parking seem like a tax grab to me.
- Why would any citizen need to pay extra to park a trailer on their own driveway. People should be able to do what they want on their property if it doesn't cause unreasonable negative impact on others. Parking a trailer in your own driveway has zero negative impact on others.
- parking RV on own driveway should not have any fee and any registration. Driveway belong to the owner of the house as well as RV. parking RV should be treated as parking a car on the driveway.
- none of the above - stop using our taxes for nonsense
- Parking whatever you want on your own property should not be taxed, the home owner already pays property tax and their property and should be allowed to park whatever they want
- Enforcement ticketing with street monitoring not subject to telephone complaints only. There should be monitoring and ticketing without a warning as the individual will just move the trailer somewhere else on the street.

This is not just suggesting the obvious, but actually experienced on our street.

- I shouldn't have to pay to park my trailer in my own driveway or a client's.
- From current city taxes it is not clear what additional costs are incurred by rvs being parked in private driveways or why this is not allowed
- "Many residents have trailers. Some residents have lot sizes that accommodate year round storage of trailers on their property. All are Guelph taxpayers. Residents who have to pay for storage are charged monthly/yearly fees. Residents with trailers in storage need to have access to their trailers for maintenance and loading prior to travel. It is very unfair to charge these taxpayers a fee to park on the street for the holiday/camping season.
- Of course the reason for this survey would be reported abuses of our current laws. A small number of residents who take advantage of Guelph should not be reason to punish the majority of reasonable residents. Trailers and campers are one of the last affordable holidays available.
- Would be a real shame to put in place another bylaw when none is needed. One size does not fit all. Decide on individual situations."
- I think home owners should be allowed to have their trailers on their own driveway without fees/without limits on number of days.
- Why are resources required? To do what ? It is no different than additional vehicles
- No permits should be made to park a trailer in your own private driveway!
- Fee per use for commercial permits only.
- It's the person's driveway - they should be able to park a Trailer In it if they wish without a fee
- Not sure why there would be a need for extra resources
- Trailers have no place to parking in residential neighborhood .Very dangerous especially when schools are open and parents are dropping kids off.It really effects visibility
- No fee for private driveway parking.
- We own our driveway..I already pay taxes..
- Its my driveway on my property that.i already pay taxes.on . Why would i pay more to park my trailer.
- No permits...becomes a costly bureaucratic nightmare.
- No permits required
- None.
- Not out of tax-payers pockets!!!
- Zero fees
- I fail to see the need for additional City resources to deal with a recreational vehicle parked on my property. Already pay enough in taxes.
- Free to park on driveway
- Should be no trailer parking in driveways or street! We live in condensed housing!!!! Streets are too narrow for trailers and other larger equipment.
- I do not agree that people should have to pay to park their trailers or other on their own property in their own driveway. What additional resources need to be funded for someone to park a trailer in their driveway.

- no fee to park on your own property!
- There should be no enforcement of trailer parking on private property.
- free to park in your own driveway as long as you want as long as it does not interfere with neighbours
- It's my driveway, why does the city need more money for me to park in my own driveway. It costs the city nothing. Just a money grab.
- "Should be able to park our camper in our driveway for two days before and after a camping trip. No fees or fines should occur for this occurring on my own property"
- Can not see what extra resources needed. Funding should not be needed. My trailer parking does not interfere with city in any way.
- What increased resources would be caused??? No fees!
- There is currently no "permit" and it should stay that way. This is yet another way for a tax crazed city to penalize our day to day lives
- If you have the space on your property it should be free!!!
- Why would additional resources be needed? There are more than sufficient by-law officers.
- No charges. What resources would be necessary if parking on property??
- Why are you trying to charge me money to park on my own property??? Thieves is what you are
- Our taxes are so high it should be paid through them
- What do you to fund? Parking my property in my driveway doesn't cost anything,
- This is just a way to appease those against trailer parking. We already have problems with insufficient parking space for cars on residential streets!
- None since this doesn't affect the City of Guelph in any shape or form.
- This is a blatant tax grab to charge a permit fee for people to park these items on their property. There shouldn't be a fee since the household is already pay property taxes.
- Annual parking permit fee for any trailer not just contractor/trades with full transparency from city on accrued annual costs compared to trailer permit revenue
- No fees if in my own driveway. I already pay enough taxes.
- Why would you charge someone for a permit for putting a trailer on their driveway? You are taxing them for owning a trailer at that point.
- Free parking in driveway or in front of house with bylaw enforcement in case someone else parks in front of your home.
- There should be no fees or tickets needed to park your trailer or boat on your own property.
- No resources should be required.
- Complaint based fees
- Should not have to pay a fee if parking on your own property.
- Parking trailers in residential areas should not be allowed so no fee would be needed
- If you are going to charge a fee to park a trailer, then you should really be charging a fee for all vehicles that park on the street. From April to

December, emergency vehicles have difficulty getting down our street due to the number of cars that park constantly on both sides of the street directly across from one another. A trailer at least allows for emergency vehicles to get by as no one parks across from them. It is unfair to charge trailer owners a fee to park in front of their own property to load and unload.

- Having lived in several cities, I feel Guelph has a unique situation, particularly in the core area where many homes have no driveway, small driveway at the front of the property, laneway parking in behind that severely limits size of vehicle that it can accommodate, shared driveway parking. This unique parking situation may require area specific accommodations to take all of these unique features into account. Since this is a broad, city-wide plan it should be funded by municipal taxes.
- Allow parking in a driveway, don't big up our streets with private camping trailers!
- Why do you have to bother charging a fee
- I already pay taxes for my property why should I pay more It should be free on my own driveway
- Fund it within existing budgets
- I don't believe any funding is required. Permit parking of recreational vehicles on driveways from April to October without need for permits. It is current practice to park RV's in driveways in the summer. Why create a monster that upsets citizens and wastes resources.
- you should not have to pay to keep a trailer on your property
- "If parked on owners property no permit should be required. "
- You should be able to park your trailer in your own driveway during camping season
- If the bylaw is left the way it is, no additional resources should be needed. If you actually enforced on street parking of cars/vehicles during the winter, that should provide sufficient funds for the city.
- RVs should be allowed in private parking as long as they are not blocking others or unsightly.
- If a trailer is parked for a short or extended time in a residential driveway, there is no need for permission. Therefore no need for increased cost to the municipality. Just like a car.
- Permanent parking should not be allowed. There should be no fee for short term parking.
- No fees no permits
- No fees
- I do not see how additional resources are needed. The Bylaw is complaint driven now, I don't see it changing if trailers are allowed in driveways or streets.
- Pay as required by use
- I pay \$6500 a year in property tax, and having to pay more to have a trailer on my driveway is unacceptable. Are we going to charge people who have 4-6 cars parked? Are we going to charge people who have utility vehicles or trucks parked on their driveway? What is the purpose of being charged to

solving any problems? Why can we not have it like other municipalities who allow it during the summer months? Why are we taxing people more and more? Are we going to tax people for having pools because they create more noise? Are we going to tax people when they have more visitors to the house and occupy the streets with parked cars? Are we going to tax people who sub let their basement and have extra vehicles? What is the essential problem of having a trailer on a driveway? Can that be explained first? Parking on a street can present some challenges and safety concerns? But why a driveway when you can park at the side of your house or your backyard, doesn't make sense.

- None of the above, we pay enough in taxes!! Guelph is one of the most expensive cities to live because of our taxes.
- We pay high taxes. We should not be required to pay additional funds
- This cost should only be covered by those who are actually parking trailers.
- what problem exists???? leave things as they are!
- I don't believe we need to restrict what people can park in their own driveways? If folks are parking illegally on streets then bylaw can attend as they already do.
- Additional city resources for this is unacceptable. We must stop gold plating everything in Guelph - we ultimately pay for it in our property taxes. More resources to tell people what they can have in the driveway they own is preposterous. Since the by-laws are enforced only when there is a complaint, implement a complaint fee of \$10. so at least the busybody neighbour looking to get even for something entirely unrelated has to really want to make that complaint.
- "What additional resources are you referring to?"
- The by law gets called on us all the time because people don't know the law and our rights to park where-ever law permits. "
- I support the use of parking trailers in private driveways providing that the sidewalks are not impacted. I do not believe that permits should be required for owners to park their trailers on their property. If this position is adopted there would not be any additional costs involved. The previous questions are misleading and do not allow objective responses to be made. There is a strong bias in the questions that needs to be eliminated in order for meaningful data to be received.
- By allowing residents with adequate driveway space to park on their own driveways without restriction, no additional fees would be incurred.
- any permits would be totally automated as street parking permits are now, cost for project would negligible.
- What?? This is a money grab!
- This is ridiculous. There should be no fees involved with parking a trailer
- May to October permit with one annual fee.
- If on residential driveway, no funds needed
- Annual parking permit for both recreational and business trailers.
- None of the above. I don't agree with it period.
- Should be allowed free.

- what additional resources are you referring to?
- We all pay our taxes. If i am parking in my driveway why would there be any additional funds required?
- There would be no additional resources if you leave it alone without permits.
- Not at all. Trailers required for employment should require no permits. Further if fully licensed why would we pay for parking our trailer on our property.
- Towing to impound if parked longer than permitted/period after ticketed.
- I don't agree with the permits
- Annual parking in owned driveway with no fee
- No fee to park in my driveway
- Shouldn't cost anything. You can park a car on the street. You can park a trailer.
- Permit should not be required
- No funding for this.
- "Why is the municipality interfering with citizens personal belongings on private property???"
- Sounds like a money grab. "
- A permit to park a trailer on one's own property is a bureaucratic nightmare. Let's not increase the paperwork.
- That's not my job. The city has plenty of people whose job it is to determine this. I don't think it should cost more.
- If a driveway is large enough for a trailer the property owner should be allowed to park their trailer on the driveway. On street should be by permit/arrangement.
- Why does this require additional city resources?
- What additional city resources could possibly be needed to allow someone to park their trailer on their own driveway? Charging someone for a permit to do so, on top of property taxes, seems ridiculous. I don't own a trailer, but this seems wrong. It's their property. Let them park what they'd like there. Seems like a scam to get money for the city. I don't support this.
- Why would it cost the taxpayers money to have trailer owners park their trailers on their own driveways?!!
- It makes no sense to require a fee for people to park in their own driveways.
- No permit should be required to park a trailer on private property (driveways) anytime of the year. It would be ridiculous to charge anyone to park a trailer on their property.
- None of the above. This is a cash grab. I pay my taxes for MY property! What I park in my driveway is none of your business, nor is it your tax. As long as the trailer is in good condition, there should be no issue. Get your hands out of the pockets of the Gudeph residents for once!
- In driveways is fine, if it fits. Not on road at all unless working/in use.
- On driveways are the business of the property owner.
- Park somewhere else
- Completely against all fees.

- What possible costs would the city incur for people to park trailers on driveways?
- Money grab. Should be no fees to keep your trailer on your own property that you already pay taxes on. What makes sense about paying to be permitted to park on your own property?
- "Enforcement is a losing game unless there is a real problem. And I'm not sure the City has made a case for what the ""real"" problem might be.
- If most trailer parking can be legitimately explained (and thus would qualify for a permit), then having a permit system does nothing other than add overhead and burdens bylaw officers with looking for a tiny number of non-compliant residents rather than being able to direct their attention to the many more important calls bylaw officers attend to.
- Plus, if most trailer parking reasons are legit, and a permit would be issued, charging for the permit becomes like a tax -- the purpose of which is to fund the issuing of permits which really weren't needed as most people applying for a permit qualify for a permit. It's a mugs game that is certain to cause our poor Counsellors to have more wrath directed at them -- just from a different group this time. ;-)"
- No fee
- "Free - The ability to store one's own property on their property should not be infringed upon.
- Free - The ability to load and unload goods from one's property using public road ways should not be infringed upon."
- I don't understand this question
- We pay taxes and should be able to park whatever we want on our own driveways.
- Why should we have to pay for parking? Pay enough taxes ready
- no fee at all, charging us to park on our own property is (redacted), charge for on street parking only
- I believe people should be able to park a trailer in thier driveway for as long as they want and it will not affect or need additional funding. I am also in agreement with the current 48 hours to load and unload if on the road is fine and do not see any need to change that.
- Should be free if I can fit it in my driveway. I pay taxes for my property. I have a small tent trailer I store in my driveway.
- No fees at all. This is ridiculous! A money grab for no good reason.
- Residents should not be required to pay to park in their own private property. If a trailer is to be parked on the road then you could justify a parking permit fee.
- The less regulation around this issue allows for the lowest cost. No regulations, no by-law needed, no paperwork required, no cost. Keep it simple and don't infringe on the rights of the people.
- No permits should be required! People should be able to park their trailers in their driveways without permits at their discretion. Stop the tax grabs and trying to increase revenue, when this is going to be a whole costly endeavour to create the permits and have some enforce these rules. Guelph already has

way too many restrictions and higher than required property taxes. We will be seriously looking at leaving this municipality if this sort of over regulation mindset continues.

- There should not be any fees, taxes, or permits to park in your own driveway or on private property
- Should be able to park on your own property without a special permit so no extra resources are required
- no permits
- Why would it cost money to park in your own driveway?
- None. This is just another money grab let people live their lives.
- I don't believe that this is required and I don't support fee-per-use profit models.
- None of the above, I am opposed to all of the initiatives cited.
- Do not enforce these rules.
- What people do on THEIR property is THEIR business. If they want to park something on their driveway, that should absolutely be their prerogative with no interference from the city barring health and safety concerns.
- Eat the cost, leave people alone.
- Not. I'm not (redacted) paying for a permit.
- why (redacted) do I need to pay you to park MY trailer in MY driveway that I OWN. (redacted)
- What a person parks on their personal property is of no business to the city. I pay outrageous property taxes already and it costs the city nothing for me to park my trailer on my property. Since there is no cost there must be no fee.
- How about stop nanny'ing property tax payers, let them store trailers on their property, and leave them alone.
- People should be able to park their own private vehicles in their own private driveways!
- "No increase in fees is needed. No increase in resources is needed. Leave as is."
- Why are we raising funds for such a waste of money, let people do what they wish on their own property
- Parking my trailer in MY driveway should have nothing to do with the city
- Cutting bloated government spending
- None, this is unnecessary gov spending.
- No permit should be needed
- NO Additional fees of any kind to park a trailer
- Funding for what? Let people park their trailers on the property they own and you don't need to fund enforcement.
- None they all suck
- Extend the option of annual permit to residents as well as contractors for people that can appropriately store a trailer on their property
- No fees.
- I should be allowed to park any type of vehicle in my own driveway.

- I disagree with the bylaw. There are no safety concerns in the bylaw. The city needs to provide their safety concerns. I will NOT pay any fee to keep my trailers on my driveway.
- No addwfees should be needed. Just let people park trailers in their own driveways.
- If it is going to cost money to make things restrictive then don't do it.
- (redacted) (I won't) pay to park my own trailer
- Parking on private property should not be an issue. Enough with your attempts at yet another tax grab!
- Pay enough taxes already,leave it the way it is
- No taxes.
- Let the home owner park their trailer anywhere on their property at any time. No restrictions. Why is it anyone's business what a home owner does on his own property??
- Reallocate other fund
- Volunteers
- Do not support this initiative or the additional costs that would be incurred as a result of implementation.
- We shouldn't even think of these additional resources . This city and this government is hitting us with so many extra costs! please just leave us alone. We can't take it anymore! Figure out a way to lower our costs and give us more freedom to do what we wish on our own properties we bought and payed for. It is not a major concern or problem in this city . The people that are complaining complain about everything all the time and never stop and will just pick something else to complain about.
- "Parking of recreational vehicles should not be allowed, period.
- Any costs should of course be paid by the owner of said vehicle.
- However our streets are not parking lots."
- No funding needed if these ridiculous proposals aren't put into motion.
- We pay enough taxes, leave it alone
- I do not think we need to pay the city more to use our own driveways, that is ridiculous. I do not think additional street parking should be added for trailers.
- We pay enough taxes, leave it the way it is
- All residents pay taxes. I don't believe that someone should pay extra taxes to park a trailer as long as they park it safely and do no damage to public property.
- Offer "V" - visiting (rearview mirror) tags on the honour system when long-term permits are acquired; therefore, granting a grace time for parking (8hrs?) as well as providing reassurance to local residents that it is only a temporary visit; allowing all the opportunity for community communication and respect and/or ticket enforcement of bylaw.
- "Contractor/trade trailers are necessary when they are in the process of conducting their work, and should be permitted to remain during work hours, but NOT permitted, via permit or licence, to remain parked on ANY residential streets when not actively performing their work.

- There has been a proliferation of ""home"" based businesses, such as lawn care and contractors/renovators, who keep their vehicles (often diesel powered) and their equipment trailers, on the street when not in active use. In residential areas this presents exhaust fumes, loud exhaust noises, obstruction of view for neighboring dwellings, dangerous conditions when parked in a manner that obstructs others from safely entering or exiting their property. Moreover, such vehicles and trailers also serve to screen a driver's view of children who may dart out onto the street.
- When people purchase or build their homes in areas that were designated as residential, especially single home neighborhoods, they do so with the belief and understanding that their City will continue to preserve them as such. Businesses of ANY kind that require trucks and/or trailers have no place in such locations.
- If current by-law permits such, they should be appropriately corrected to prohibit any that require on-street or driveway parking overnight. "
- People should not have to playboy have their trailers on their private residence driveway or property.
- Leave people and their trailers alone! Stop pushing fees permits ... on the citizens! (redacted)
- don't agree with pay to park as it would be taken advantage of...it already is. no long term parking! Have a motor home parked in front of your house and see how you like it!
- The city doesn't need money from people parking trailers on private driveways. Is this a serious question? Really pinching pennies eh council?
- What resources? I just think tax payers should be allowed to park on their own private property if needed.
- I would be prepared to pay a small yearly fee (less than \$50) to be able to have my recreation vehicle in my driveway from April to November for the purpose of loading, unloading and maintenance as I see fit. If a recreational vehicle is to be stored permanently on a property I would think the current by-law of having it in a garage or beside or behind a house would be appropriate.
- There should be no fee/permit required
- If in your own property no restrictions.
- Let people park on their property as they see fit. They bought the property and are paying the mortgage, not the city. Butt out!!
- We already pay taxes for our property & streets
- This funding is merely another tax in one of the most heavily taxed cities on Ontario
- Shouldn't need additional funding.
- none of the above
- People should be allowed to park their own trailers in their own driveway without a permit.
- No cost
- Let people park in driveways. There's no extra cost to that.

- "Kindly explain to me how parking something like a travel trailer in a residential driveway or hooked up to a tow vehicle in front of the homeowners house to pack or unpack, etc. would cost the city additional resources. This seems absolutely ridiculous. If the city were to go with a permit option than yes you would need someone enforcing this, taking calls, or granting permits, etc. But honestly, I think this would be a waste of time and just a way for the city to be charging homeowners who should just have the right to use something they have purchase and are using appropriately in their own driveways. The only thing I can think is if a homeowner is continually parking their trailer on the road/street not hooked up to a tow vehicle or if the trailer parked in a high density housing area is impeding driving visibility. If these are the cases than I would think that enforcement ticketing would be the best approach. I do not think it would be fair to increase taxes or charge homeowners for permits to simply use their trailers."
- If it's on private property should not have to pay
- Just let people park their trailers in and around their property. Save the funds for ACTUAL issues.
- Why would you need a permit to park your trailer in your driveway? Makes no sense. Is this sort of stupidity paid for by my property tax?
- If private property leave it parked in own driveway and not on the street road
- None. Why should people have to pay extra to be able to park their traile or RVs ect on the driveway, property or in front of their home??
- Free. I pay taxes already. It's my driveway.
- "Mind you own dam business "
- Why would anyone want permits to park a trailer, please don't implement permits.
- Another city money grab!
- "It shouldnt cost extra for someone to call in an exemption for their trailer. Don't make this harder than it needs to be"
- I should not be charged a fee to park in my own driveway.
- Why are you trying to permit the parking of trailers on private property? You shouldn't have to pay to store something on your own property.
- Just let people put park their trailers and RVs in their driveways/on the street for free. I don't see the issue.
- It shouldn't be required. People own property to store stuff.
- No charge
- If they are parked on their private driveway I don't think they should have to pay anything.
- I don't understand what resources would be needed if someone is parking thier trailer in thier driveway
- No need; just another tax grab
- "Why do you need more funding for this? By-Law will continue to do their job to ensure people are following rules. "

- People already pay property tax which includes the driveway as it's part of their property, so to charge a fee for driveway parking would essentially be double taxing.
- People should be allowed to park their trailers in the back / side yard and their own personal driveway for no fee or permit! We already pay enough property tax so we should be allowed to use our own space as long as it isn't blocking anyone's street view or on anyone's else property.
- Just let people park trailers in their driveway... it's the property! Continue to enforce street parking, but allow people to use their driveways as they wish.
- Just allow people to park their trailers in their driveways no need to spend money and resources on it
- Home ownership should allow for driveway parking of pleasure trailers, boats etc
- No cost
- There is no need to fund parking on your own property
- None of the above. Shouldn't have to pay
- I don't know how big of an issue this is in other parts of town, but in my neighbourhood, this is not an issue. I would be really annoyed if I had to pay to have a trailer parked in my personal driveway. It is really no one else's business if I park my personal property in my own driveway.
- If it's on their property why should there be a fee?
- Let people park what they want on their driveways. By law parking and permit enforcement on street is fine.
- One should be able to park on their driveway without charge.

Q29: Do you have any recommendations or comments for a made-in-Guelph solution that has opportunities for our residents to have access to their trailers when they need it, while maintaining community standards and safety? (Open comment field) N=1835

- Trailers should only be allowed to park on driveways and street for short periods - up to 48 hours to allow for loading, cleaning and repairs. Homes with trailers park their other vehicles (cars, vans etc) on the road, further congesting traffic flow and safety - this needs to be considered in the overall plan. Parking in the rear of a home should only be permitted if it does not obstruct or impact the view and property enjoyment of neighbouring homes. Other residents who do not have trailers, should not have to pay the price for enforcement etc.
- Why change something that is not a problem. Been parking my trailer for years with no complaints. Is it necessary to have a rule for everything.
- If the trailer is secured to the driveway to prevent it from moving, there shouldn't be an issue

- Guelph on-street parking is a mess with the maximum of 48hr time limit which is impossible to enforce. Keep trailers and RV's out of City's right of way.
- If someone wants to park their trailer on their driveway then so be it as long as it doesn't impede sidewalk traffic. Parking of trailers on the road is a safety hazard unless its parked while the work is being done.
- Allow unconditional parking of trailers in driveways. That [obvious] option was not given.
- Please consider more flexibility for trailer parking, above partial solutions that allow only part time parking, and/or claw back additional funds from residents. I understand parking a long 30ft trailer in the road may not be optimal, but small business utility trailers in driveways that have more than ample space causes no one harm nor safety concern, and allows small business to thrive and remain agile in a time that is otherwise challenging to do so. Thank you.
- On the second page of questions, none of them discussed allowing the parking of trailers in private residential driveways for any length of time without permits needed... this would be my preferred option. Look at how Centre Wellington does it, and if they have had any issues with this. This is one reason why I currently live in Centre Wellington instead of Guelph: I would be allowed to park my future trailer in my driveway. If I'm taking up my required parking space for this, or blocking access to my required parking space, that's for me to figure out. If I live in an area without on-street parking (or time restrictions for on-street parking), I'll have to figure out what I'm going to do, or I'll get parking tickets. It should be up to me to decide how to use my driveway while still following all other by-laws (on-street parking, providing off-street parking for additional dwelling units, etc.).
- allow them to park in the back areas of certain rec facilites or unused parking lots for the summer months
- I feel that people should be allowed to park their trailers in their driveways. Residential street parking of trailers should be allowed with permits or for small periods of time otherwise.
- Driveway parking should freely be allowed unless sightlines are blocked, and enforcement should be complaint based. I'm in favour of street permits as construction trailers can be an issue with sightlines.
- We do not want our streets and driveways turning into trailer parks. Over the last few years there has been a significant increase in the number of residents that own trailers. They have a negative impact on sight lines and create hazards for drivers and children/adults crossing roads. All trailers (recreation and commercial) should be stored off site in non residential areas and only parked in driveway or street for a limited amount of time for cleaning and/or loading. There are lots of storage facilities in and around Guelph in which trailers can be parked/stored when not in use.
- People should be able to park a trailer in their driveway but not on the street long-term.

- the size of the "trailer" should be taken into consideration. the larger the trailer the less it should be parked on a street or driveway. it should not block the front of other peoples homes. Also enforcement should be stricter on people who say "the trailer is for sale" and then are allowed to leave it in their driveway all summer. there should be a limit to the amount of time it can be for sale.
- "Please allow for recreational trailers and RV's to be parked in residential driveways for cleaning and loading, max 2 days. Please allow for them to be parked on a city street while still attached to a vehicle for up to 1 day (this makes it easy to load and clean and quickly remove out of the way if necessary). In a perfect world, it would be nice to be able to park a recreational trailer or RV in a driveway all summer even if it is blocking the legal off-street parking space (garage). Most people do not use their garage for parking a vehicle as it is too small. Winter storage elsewhere should be mandatory."
- Has the city considered the possibility of people using trailers as living spaces? What happens when trailers and RVs are not just being parked for storage purposes, but are housing?
- I lived in another city and trailers were permitted in driveway year round as long as they fit in drive way (no obstruction of sidewalk or road), registered with MTO and plated, movable, reasonable condition and could not be used for overnight sleeping. If the trailer was in disrepair it could not be parked, ie missing windows, doors, etc.
- I agree with only limited parking of trailers. Thus may include loading/unloading, cleaning. I strongly disagree with storage in driveways and on roads.
- Stop micro managing how residents park their property on private property
- Let them park in their own driveway if safe. Then you don't need an alternative solution.
- I honestly think that there should be no restriction on parking your trailer on your private property, driveway or otherwise as long as it doesn't impact sidewalk usage or plowing.
- Waive City restrictions for trailers parked on private property (driveways). In neighbourhoods with special, no trailer parking covenants and agreements, leave enforcement to the neighbourhood.
- Let a boat stay on a trailer on a private driveway as long as needed as long as it does not block a side walk
- People should be allowed to park in their own driveway. More options for people who don't have access to long enough driveway.
- Let people park their trailers in their private driveways year round is the owner wishes without needing a permit. It's the owners private driveway for heavens sake! This would not require any additional resources. Otherwise the current bylaw is fine.
- I didn't like the options provided for driveway parking. If people have small camper trailers and utility trailers parked in their front driveway that isn't anyone else's business. I don't think people should be forced to store these

trailers and pay fees to do so if they have reasonable room for them in their driveway on their property and I don't think it matters if the trailers are there year round. Driveways are for vehicles and it isn't the city's job to regulate a street legal functioning vehicle someone parks in their driveway. This is a ridiculous rule and many people don't have rear yards they can park a trailer in because of how the city is designing current newly constructed neighbourhoods. The 5 feet between houses doesn't exactly leave room for this and it makes the rules silly and outdated.

- Allow residents to park trailers on their driveways. As long as they do not block the sidewalk they are no more of a danger than a pickup truck.
- A parking area at local businesses that can be arranged with permit , payed partially to city and partially to the business
- Trailers should be allowed in a person's own driveway without exception if there is space. Parking is parking.
- The existing bylaw is poorly enforced as it is. Add to that the growing intensification of neighborhoods, duplexed homes, increasing extended family living arrangement scenarios and garages used to store household items instead of cars and the end result is an unsightly and unsafe streetscape, littered with cars. Neighborhood safety and aesthetics will suffer badly if the city relaxes existing bylaws relating to utility trailers, RV's and commercial vehicle parking. In short ... it is bad enough now, don't make it worse.
- It is draconian to limit the type of vehicle or trailer to be stored on peoples property. It is also exclusionary to people who do not have the luxury of owning a property that has side and rear parking access (such as they type of property I live in). Why is there a specific stipulation about converted buses? Again, it seems exclusionary to only permit certain types of vehicle. Why does a vehicle need to be stored on a paved part of a property? Shouldn't the city be promoting reducing the amount of pavement required at a property for storm water management? This bylaw sounds like it has been written by a disgruntled neighbor and doesn't promote the inclusive society I hope Guelph is trying to create.
- "Why allow 3 days , then when complaint comes in after a week you give 30 days to comply?
- I just park my boat on front and say go ahead complain, ill be moving it within 30 day grace period anyway..."
- It has been working well in our neighbourhood. If everyone is respectful leave things alone
- Stop trying to make up for your wage increases by taxing us more.
- We go camping at least 3 times in a season. We bring our trailer home up to 3 days before departing for our trip. We need this time to plug it in to our home to get the fridge and freezer ready for food, and to load all of our belongings. Our street is quiet and we have plenty of room not to block any driveways. I would be extremely disappointed if the city decided to make people pay to park their trailers in front of their own homes. This is just

adding to the cost of a family vacation and quite frankly, a money grab from the city.

- Private driveways are private property and the city should have no say in how they are use, as long as the property is maintained and in an orderly fashion. I keep my property clean and tidy, as such I should be able to park my trailer in my private driveway anytime o see fit, without permission from anyone.
- No restriction for driveway parking in the RV season. If your driveway holds your vehicles it's not a problem
- Pay for appropriate storage/parking, as do the rest of us.
- Trailers permitted in driveways for 1 month at a time
- Let people park their trailers in their driveways. Who. Cares. Also since that wasn't an option here (redacted complaint about general survey design)
- I disagree completely. Trailers and rv are an eye sore and dangerous to children on sidewalks. They create an impairment of vision and if allowed on streets , make it very difficult to navigate around safely.
- No limitations on driveway parking of trailers in good condition for the months of May to November. They are the same as any other vehicle owned by a resident and should be allowed to be parked in driveways without restriction during these time periods.
- There's nothing unsafe about trailers, and community standards shouldn't be dictated only by those insisting on the staus quo.
- allow people to use their property as they see fit. it may help free up space on the road for parking for other neighbours and guests. do not regulate how people can use their own driveways providing it does not block sight lines for safe driving etc.
- leave the outdoorsmen alone. guelph has bigger problems. this is garbage.
- I think the main issue is people own to many vehicles/trailers for what an urban property is able to fit... Hard to fix that behaviour though. Our neighbour parks their RV in their single wide driveway all summer, and end up using the on street parking for personal vehicles (always infront of our house). Not the worst thing, but annoying when people own too many vehicles and don't take their RVs to storage lots
- Would it be possible to rent a space at the snow dump area for the summer months
- City co-op parking, outside of residential neighbourhoods.
- The Bylaws are fine the way they are.
- I feel that parking on the street or in your driveway should be permitted for a couple of days at a time without having to pay for permit.
- I would suggest a 3 day limit or storage depending on size of property. A 30' property as those in the southend are too small for trailers and boats etc. Also goes against common element property standards.
- Allow parking a trailer in a driveway provided the homeowners' vehicles are not then parking on the road.
- "We believe that home owners should be allowed to park their recreational vehicles in their home driveways, not in the streets.

- Asking on the street could be dangerous as it blocks views especially around bends and curves. I don't understand why we can't park our trailers in our own driveways but chickens and hens and ducks are allowed in a subdivision that cause bad odour and rats. So frustrating."
- "NO RV or Camper trailers beyond 1-2 day in front of house. Ticket and tow to pay for enforcement
- If you can afford the RV - pay for appropriate storage
- Strongly enforce Please - Many make the neighbourhood look shabby reducing property values plus environmental risks of leaking sewage or gases"
- It's ridiculous that we can't park in our own driveways to get our trailer ready for occupancy. It also should never cost a fee to park on the street or in one's own driveway.
- See above. My driveway. My taxes. My trailer. Enough is enough with permits and wasted resources. Spend the money on better housing solutions or other community services.
- If people have room in their personal driveway to put their trailer, they should be able to leave it there
- If trailers that are not attached to a vehicle are left on the street, I would prefer that they have to park in front of their own property.
- If private driveways used to store trailers/RVs all summer, residents just then park their vehicles on the road all summer, as if it is an extension of their driveway. Either way, these people will balk that they shouldn't have to pay for it through parking permits, fees or offsite storage of their trailers. Those of us who have to drive around their car/trailer parked on the road all summer just get to deal with it. Yay.
- I think a trailer of any kind should be allowed in a persons driveway. If it's treated as any other vehicle for on street parking, it should be the same for driveway parking. This goes for utility, boat, enclosed, snowmobile/atv or camping. However, overnight sleeping and use of a camping trailer should be prohibited both on street AND anywhere on private property within city limits. This is what campgrounds are for.
- "These questions are worded in such a way as to not allow proper conveyance of people's thoughts or desires. Non profession trailers should be allowed to be parked in private driveways up to a specified size with no permit required, and no time limitation. I should be able to use my property as I see fit. Any trailer parked on a road should be attached to a vehicle and ready to move. "
- "I agree with the idea of having limits on how long you can store or park your trailer in a driveway or on-street. I think, also, the size and nature of the trailer should come into play too... e.g. commercial trailers - businesses - shouldn't be permitted on-street parking indefinitely as I feel that's just taking advantage; whereas I don't see why small tent trailers couldn't be permitted on private driveways. I think the issue arises when these larger RVs appear and start to block the view of the street (either when on driveways or on-street) or are just unsightly. As a parent of two small

children, I'm always thinking about safety and their ability to clearly see if any cars are coming as they cross over to the neighbours house so there's obviously a need to ensure that visibility isn't jeopardized at all with any by-law change (maybe enforce trailer parking either in front of or on your own driveway to ensure enough distance for neighbours to be able to navigate in/out of theirs and have necessary visibility when crossing the road). As a trailer owner, I do agree there needs to be a little bit of flexibility - if that's even possible without opening a can of worms, where people start taking advantage of any leniencies! I own a small bumper-pull horse trailer and would very much appreciate the option to do light maintenance on it once or twice a year, one or two days at a time, from the comfort (convenience) of my own driveway where I have any and all tools needed at my disposal here at home. "

- the three day limit proposed is too short and a permit based system is not needed. stop over regulating things! just change the bylaw to allow us to live our lives without the City needing to control everything...
- It is very difficult for cars to back out of their driveways when these vehicles are parked on the street or in neighboring driveways. Having these vehicles is a choice and it is up to the owner to plan for how they will store them.. I feel traffic safety takes precedence over owner convenience.
- My opinion - anyone with a working usable trailer should be able to park it on their own property (in the driveway or designated parking space) provided it is not an eyesore for the community (both from the street and neighbouring properties) or encroaching on community property such as sidewalks or roadways and also provided there is still enough room for the rest of that households vehicles to park on the property. I do agree with a time frame for this such as April - November with special permits for the remaining months. To be clear about when I said working usable trailer - I do not think trailers that are not in working condition (other than light maintenance) should be allowed to park on the premises as often they will quickly become an eyesore - this is where enforcement and ticketing should come in.
- "Remember to consider trailer hitches impeding the sidewalks (they hurt a lot when you walk into them) and trucks parked across the sidewalk for unnecessary lengths of time. Thanks"
- Permits are not needed to make any adjustments to the trailer parking bylaws. Residents should be allowed to park trailers on their private driveways provided they do not block sidewalks for an unlimited amount of time without a permit. A permit should not be required when parking a trailer on the street when loading and unloading before and after a trip. Having to secure a permit to load and unload your trailer before and after a trip seems like a huge waste of time, a massive pain for residents with trailers, and a massive waste of city resources.
- People should be allowed to have trailers in their driveways. Period. Maybe we have some standards around the trailers have to be licensed.
- Owners should pay for appropriate storage facility

- Your survey is misleading. It is slanted toward regulating. There was no option to expand access to allow people to park their trailer in their driveway for longer periods of time. I see no harm in someone parking their own property on their own property. Maybe other people are jealous that someone owns a trailer? Don't make city policy based on a few whiners.
- "Condition of trailer etc. Must be road worthy and have reflective lights. Size matters....there is a difference between an aluminum fishing boat and a keeled sailboat in a driveway or on the street. Same as a motor home or a renovated school bus that becomes an RV. I accept looking at some trailers and what is on them....but there is a limit. It all comes down to the threshold of the neighbourhood. There are varying levels of tolerance...good luck. "
- I feel that if you park your trailer on the street there there should be limits to how long it can stay there. When it comes to parking a trailer in your own private driveway there should be no time limits and no permits required.
- Could arrangements be made to use space in existing commercial or private parking lots between trailer owners and property owners? Parking was not a concern in the past but now with a significant increase in on street parking of all types and large obstructive bus stop advertising, visibility has become very concerning for both driving and walking. More large vehicles on the road or driveways is not going to help with vanishing sight lines.
- If your trailer fits in your driveway along with your other vehicles then it should be acceptable. I can have 5 vehicles on my driveway/garage but I can't have a trailer and two vehicles between trips? Makes no sense. There are trailers all over the city. The current bylaw is ridiculous.
- "The current setup seems very reasonable for recreational trailers. Commercial use trailers need to be monitored as they are more of a continuing eyesore in a residential neighbourhoods where a business is being run from that residence."
- Depending on the size of driveway and size of trailer, I believe that home owners should be able to park trailers in their paved driveways at any time of the year, as long as doing so does not impact their ability to park any other vehicles they own in the driveway as well. Our driveway can easily hold our small tent trailer as well as 3 cars with no impact to street parking, visibility or our neighbours. This should be acceptable.
- I feel road side parking of trailers is dangerous as often you can't pass them without edging into the oncoming lane of traffic. You can't see around them. There is far too much speeding and dangerous driving ie tail gating on residential streets. I fear that children won't been seen by oncoming traffic if having to pass a parked trailer on the side of the road. Some of the trailers are quite large. I don't think they belong on residential streets. I'd like to see a survey on dangerous driving in Guelph...souped up cars with VERY loud mufflers, loud motorcycles the noise bylaw must be enforced. Speeding is horrendous! Thanks!
- One of the options should allowed trailers to be parked in a driveway from May to Sept. I have some neighbours who have pleasure craft that they park in their driveway during the week and then take out on the weekend. They

have no space beside their property to store the boat so they can only park it in the driveway which leads to bylaw issues. The roads are too narrow in sections of ward 1 to allow on street parking of trailers.

- "All trailers parked on road , must have Orange Safety Cones (min.24" in height) placed at 2 outer corners of trailer . Max. two days family trailers parked on side of road in front of their own home , not blocking any driveways , for purpose of loading or unloading . Construction trailers / bins clearly marked with above Safety Cones , not blocking driveways , fire hydrants . As the job requires."
- allow residents to expand their driveways
- There should be no fees or anything else for someone parking on their property that they already pay tax on.
- Should be able to park RVs and trailers just like cars, subject to the same rules
- Let's deal with the need for more residential parking (driveway widths) first because multiple people continue working from home now. I still have no idea when I'm back in office setting. Where do we park our vehicles when streets limited for space as it is. This should be resolved before we look at trailers no matter what type.
- build houses with bigger drive ways. (redacted)
- I found your survey with respect to trailers to present no options that I agreed with. It was biased. I had no choice but to disagree with them, understanding that those responses would be interpreted to your own benefit. How about: my driveway, I park it!
- short term trailer parking in driveway is fine. 7 to 14 days in the spring and summer. For fall and winter, find a storage facility. Nobody should be allowed to store their trailer on their property in the winter. it's ugly.
- We believe as long as the trailer is secure, not in anyone's way and no safety concern that parked in your driveway should be allowed and decided on by the home owner. Off site storage of trailers is very expensive.
- Allow parking one's own trailer/RV in one's own driveway. We already pay taxes to live here and should be able to do what we wish with our property.
- I see trailers on properties all the time that look perfectly fine, but based on what bylaw has told us is not allowed. Ease (or clarify the rules for on property storage) and perhaps the issue would be addressed. People in townhomes and condos might need to be able to load up on the street, but presumably they will be leaving within a day or two to their destination anyway. Let them park like any other vehicle. Unless they never move, it shouldn't be an issue. This city already has enough complex, anger-inducing rules. Stop adding more, and be practical about the reality of your property design. Most new houses don't have side yards, let alone access to a backyard. Change the property trailer rule and you will get more achieved than adding silly new rules.
- Do not allow it! The streets are already jammed enough thanks to in-law apartments that allow many cars to be parked on or around properties

- As a child, I lived in a camper parked in another family's driveway. It was a better and less intrusive solution for myself and my mother than sleeping in parked cars in the absence of adequate long-term homeless services. My mother was employed full time, but my father was not paying his child support. It was in the courts for years, so we had to take this option. Something to consider. If it is unobtrusive, why ban it? Permitting short- to medium-term stays in a driveway at a reasonable cost seems reasonable. We see visitors staying in RV's and campers around the neighbourhood in summer, and it's rather charming, really — as long as they don't block sight lines for drivers in the streets, which I've never seen anyone do. Thanks!
- Trailers should be allowed parked on your property
- Yes, allow those to park where ever they need to and when ever they need to. This does not have to cost money or be dictated as long as they are following safety rules, ex. Not parking in front of fire hydrants or blocking other peoples driveways.
- Home owners should be allowed to park any trailer in their driveway for any length of time as long as it does not impede the sidewalk or road.
- Short term parking to load a trailer that is hitched to a vehicle on street makes sense but unhitched trailers that are plugged in while on some streets & locations such as hills block trash collection & hinder sight lines to safely pass. Trailers, construction vehicles should be removed daily. Some construction vehicles some times remain idle on a street for days with no sign of having been moved or that work is still in progress. Parking in driveways should be allowed if the lack of space does not create on street parking problems. Trailers, RV's should be in a state of good repair & appearance. Bylaw restrictions should provide for circumstances & paid for by owners not the general public. Construction materials dumped on streets should also be removed within a reasonable length of time not left for days. My past experience is that bylaws are currently not being enforced & unless enforcement is consistent the problems will continue.
- Review Byron / London Ontario bylaw regarding parking very strict.
- Let people park on their driveway with no restrictions. No street parking ever. It always impacts flow and is dangerous when pulling out of driveways.
- I think the level of bylaws in the city are completely ridiculous and overreaching in many cases. Preventing people from parking trailers in their own driveways on properties that they pay for is an abuse of power and a violation of our rights as home owners. Furthermore, the fact that by law only enforces compliance on a complaint basis is extremely problematic and discriminatory. If the city wishes to continue insisting on overreaching guidelines that they cannot consistently enforce, the subject of discrimination and harassment must be raised. Bylaw cannot pick and choose which guidelines they enforce based solely on complaints. As stated above the city has no business telling people what they can and cannot park on the properties that they own.

- if you own a trailer and have room on your property for it you should be able to park it on your property without having to pay an extra fee. Sounds like a tax grab
- Keep them on private driveways as long as there is room and they aren't hanging over sidewalks!
- You should be allowed to park your trailer or rv on your own driveway. Permit to do so is fine to ensure that no one is living in it. Etc. But there shouldn't be restrictions to park in your own driveway
- Stay off our driveways. No one should have to pay a fee to use their driveway. We pay enough in taxes.
- Large utility trailers should not be parked on main streets near intersections or connecting streets where people are trying to turn because they make it difficult to see; e.g. there is a large trailer that is constantly parked on Clairfields and makes it very difficult when trying to turn onto Clairfields from side streets such as Doyle. I have no issue with trailers being parked on the street while being used (eg. landscaping companies that park while working) but some trailers are parked on the street for days.
- If it fits on the drive way like a vehicle there should to be an issue it's your private property
- "In our area, folks who complain are the ones who have nothing better to do or jealous they don't have access to same. Street is passable, no issues here. No other persons property affected. We're a cul de sac."
- I pay the expense of storing my trailer off site. All trailer/rv owners should do so as well. It is part of the responsibility of owning such equipment. Parking on the street and/or in driveways only degrades a neighborhood and invites people to lower their standards and lose their pride in their homes. If you can afford an rv/trailer/boat you can afford to store it off site.
- Trailers associated with building, construction, gardening should be able to park on the street during the day while the workers are active and until the project is completed. Recreational trailers should be parked in driveways while loading and unloading before and after a vacation, and then stored in an appropriate facility between usage, They should not be parked on the street, unless there is no driveway, in which case there should be a short time-limit for the loading and unloading.
- I have a concern where a neighbour down the street periodically parks overnight a one ton truck with an empty or loaded commercial or industrial trailer attached. This is not a utility trailer and definitely should never be parked on a residential street. He also sometimes has a loaded boat trailer that may stay on the street for 2 or more days. This is certainly not conducive in an area with townhomes.
- Scrap the permits
- I should be able to park in my driveway in front of my house for longer than 3 days. at least a week at a time
- I feel that in private driveways, if a trailer fits without blocking sidewalks/the road, then it should be allowed without permits. We pay taxes on that house/driveway so we should get to use it how we'd like

- It's bad enough now with the amount of people who park on the streets around stop signs which makes it extremely dangerous when trying to pull out into the intersection. Allowing trailers to park in either driveways or on residential streets for more than two days is unsightly and provides more danger to vehicles and children on bikes or crossing streets. Provide a pay per use parking lot where people can park their trailers and if they need to load them/unload them it needs to be in their driveway and for a limited amount of time. More tickets need to be given to residential street violations of vehicles parking too close to stop signs and blocking intersections.
- Our streets are congested enough in my neighbourhood. Please don't have trailers parked on the streets too.
- I live in the south end, (redacted location) It is tricky driving in my area with roundabouts, and cars parked on both sides of the street, especially on Goodwin Drive, with its hills and obstructed corners. Perhaps in older residential areas the streets are wider and can accommodate trailers. I do not recommend on street trailer parking without some kind of permit.
- "I am inclined to support more liberal restrictions than current as it pertains to parking on private property vs on street. Given that many properties in Guelph have such small frontages, and small garages, a homeowner is handcuffed by the current restrictions for parking a trailer. Owning a trailer is not hassle free. Having the ability to park a trailer in the driveway for 2-3 days before a trip and at the end would be reasonable as well as a process to permit exceptions. I have a trailer and try very hard to abide by the bylaws. I call parking enforcement if I ever require something outside the regulations and they always welcome my call and appreciate the heads up, but it gets frustrating when I see other totally disregarding the current restrictions. Thank you for addressing the issue. (redacted identifier)
- Parking trailers in driveways should be permitted at all times, without permits. They should not be permitted unattached on roadways. Permits for personal-use trailers are an unnecessary obstruction to the right to private enjoyment of personal property.
- If driveways have space for trailers and personal vehicles, this should be allowed. No trailers on city streets except for construction trailers or landscape trailers.
- Trailers on private property are not an issue at all.
- There should be no limit on length of parking on my own property! There should be no fee's required with parking on my own property
- I do not believe trailers should be stored/parked on residential streets/driveways. They often block driveways and make it difficult to see when trying to back out of our driveway. Trailers should be used/kept/stored in trailer parks - not in residential neighborhoods. They are often large and make noise. Please keep the bylaw as is and do not change it. Thanks for your understanding.
- I think a short term (2 day?) permit a limited number of times a year (4 times?) should be allowed. Other than that, the trailer owner (or large commercial vehicle) should arrange for storage outside residential areas with

a private contract, if they can't store it in a sheltered space as the current law works. By-law should enforce, as with any parking infractions.

- A lot of our side streets can not accommodate the many vehicles that are already parked on them let alone a trailer or boat rv etc . The traffic flow would be compromised. . I am on favour or a permit if one needs to park temporarily on the street for a short period of time
- Parking/storing in my driveway for the summer season is not a safety issue.
- This survey was hard to follow all options if you aren't completely sure of the rules. I think what we have is working, whether it is within the rules or not I don't know for sure.
- Your yard and driveway is yours and you should be able to use it as needed provided it stays tidy
- I think our parking bylaws need to be brought into 2021. We are operating on a system where during certain months, no matter the weather, parking is either permitted or not. There's no reason that the website can't be updated by 5 pm for each day to indicate if overnight parking is permitted or not (winter months specifically). If there is no need to have the streets empty, there's no reason we can't take advantage of the added convenience of on street parking.
- People should be allowed to park in their personal driveway as long as does not block sidewalks or encroach neighbours property
- taxes should not be spent on supporting rec vehicles for those that can clearly afford them.
- Get the trailers off the streets and on drive ways
- Make it an offence to complain about a trailer parked within the current bylaws. We have had many instances of bylaw being summoned out to our house when we are well within our rights. This amounts to not only a waste of the by law officers time but also is a waste of our Human Resources and tax dollars. Most recreational trailer owners are completely respectful of the impact parking a trailer on a street has on their neighbours. And complaints because it's aesthetically unpleasant to look at for 24 hours are the true violation that needs to be addressed here. I'm happy to put it in my driveway but I'm sure there would still be complaints then too.
- Our neighbour has had his trailer parked in the driveway since April - at one time he had 2 parked there for over 2 months. It's really an eyesore and I don't like it at all. Definitely do not want any trailers allowed to be parked on the street though. When you purchase a trailer you need to find a place to park it - it doesn't belong in the neighbourhood where we can all see it.
- Residential parking as a whole needs to be addressed. Sometimes you cannot drive on your street because cars are parked on both sides. Streets are too narrow to allow parking on both sides in most areas of Guelph.
- Have designated parking lots. Big difference, too, between driveway and on street parking, as well as RVs vs tractor trailers.
- I have yet to see a trailer that obstructs views or should be a problem for neighbours. I've seen cars and front yards that look worse than any trailer parked in a driveway

- We pay enough tax. Do not charge us to store our stuff on our own property. If a neighbour don't like the fact that someone parks a trailer in their own drive way. Too bad for them. As long as it don't block sidewalk or road. Keep is safely on your own property it should be allowed. Keeping with current bylaws. No extra fees. If they can't store it at their property safely. Then they need to find a place to store it. On road parking should only be allowed for 2 -3 nights , attached to a truck or not. And not blocking a driveway if not theirs own driveway.
- Trailer parking on the street should be permitted only when attached to a vehicle. In winter months they should not be allowed to park on the street during snow removal times. Driveway parking should be allowed for all trailers - with no limitations.
- Stop micromanaging residents
- 2 hours for loading/unloading trailer..permit required (if no permit is purchased then the person will park there all the time..The problem will become a safety issue while trying to get out of a neighboring driveway the trailer or vehicle will be too close to the end of the road to see past it especially if someone is walking on the sidewalk.
- Honestly? Unless places become an eyesore (redacted identifier) I'm all for your yard, your property, do what you wish... But if people can keep their properties looking maintained, who cares what's in their driveway?? As long as they don't block drive away and other peoples view pulling in/pulling out of their driveways, leave them be!!!
- Trailers are not effecting community standards in any way. Safety is not an issue if they are in their own driveway.
- Get these trailers off the street while not attached to a towing vehicle.
- Not sure why a trailer can't be parked in someones driveway. As long as neighbours don't complain. We keep our travel trailer in driveway for summer months. In winter, stored elsewhere. Really expensive to store out of city and inconvenient. It's not a big trailer. Can't store trailer in side yard or back yard because of yard slop.
- Limit time on parking, we have trailers that take up our entire court and leave us no parking for days on end. If this was limited to 2-4 hours without permits this would be less likely to occur.
- I believe trailer should be the same as cars as long as they're licensed and in working order they should be allowed to be on an individual's personal driveway
- There should be no restriction on temporary parking of recreational vehicles for the purpose of loading, unloading, cleaning, preparing for trips etc up to 3 days at a time.
- City streets are for driving on not parking on, I do not agree with overnight parking anytime of the year and certainly do not agree with allowing any form of trailer parking on the street.
- Everyone has to look at these eye sores and curb side parking is potent treated as a method of storage.
- Guelphs by laws are crazy. We have huge property taxes. Let Guelphites live

- The current bylaw should be sufficient if people abide by the rules.
- How do trailers compromise community safety? Is this actually a legitimate concern? Or is it about suburban aesthetics and fear of compromising real estate value? Because in a time of housing shortages, creating bylaws to help protect raising house costs...is ridiculous.
- Just respect the need for other people's use of public spaces (streets, etc).
- As much as possible, local, case by case solutions should be preferred to blanket rules.
- If people are parking their trailers as per the current by law it should be left that way. Most of the questions on this survey don't make any sense ie should I be allowed to park a trailer at the back of my driveway or require a permit.if I agree then I'm stating I accept the idea of a permit.
- You don't enforce the 1 meter rule currently in force now. My neighbours trailer actually sits on the very edge of my lawn and obstructs access of large items to my backyard, and tears up the corner of the boulevard every time the trailer is returned to the spot. It is there year round, a fifth wheel that has also been increased in height and totally blocks the view down the street. It feels like living in a trailer park year round. So, in response, please pass on having those large recreational vehicles parking on the street.
- NO Trailer, RV or Camper on any street or property regardless of position on property for more than 3 consecutive days
- Require non-attached trailers (ie work trailers and utility trailers) parking on street during daytime hours only or something similar to 7am-11pm. Outside of those hours, trailers must be parked in private driveways, not obstructing the sidewalk.
- Please refer to the word maintaining--not changing or increasing.
- City roads should have trailers parked on them. My street beginning to look like Port Dover, trailers and big boats parked all summer. I have six swimming pools within 300 ft, super busy with cars parked on both sides of the street. It's become very dangerous and these large trailers block the view.
- If needed to help residential parking congestion allow more than 2 vehicles in a resident's driveway. Allow only 1 side of street for parking
- Let people park their trailers as they see fit in their driveways as long as they are not blocking the sidewalk. I see no safety concerns with people parking trailers in their driveway.
- Stop adhering to the complaint only attendance for recreational vehicles. This only makes for bad neighbours and hardships for families who choose this type of recreational lifestyle. Rules about blocking driveways and safety sight lines should be enough to effectively safeguard these occurrences.
- I have already witnessed or been involved in near accidents due to trailers left on the street (both due to inability to see oncoming traffic and children playing). Also, neighbours leave boats and trailers parked for weeks, consuming available parking. Finally, we pay to keep our homes and yards nice, only to have to stare at huge boats and trailers parked in front of our houses all summer. It's pretty discouraging. But mainly it's impact to traffic,

sight line, and risk to little kids playing that is the most concerning. I don't mind if it's the rare occasion and for a few days, but lately everyone just leaves them there in the street and only occasionally takes them for a weekend somewhere.

- I believe you should be allowed to park your trailer in your driveway for a few days before and after you use it but not store it in you driveway all the time. If your trailer doesn't fit in your driveway and you need to park on the street it needs to remain attached to a proper tow vehicle at all times with the same few days applying. My biggest issue is when the driveway is full of trailer the cars that normally park in the driveway now consume spots on the street. That is why allowing trailers in driveway and on the street should only be allowed for a few days before and after use. This bylaw should not be complaint based, it should be enforced at all times. First offense you get a week to removes, not the current time frame. Second offense you get a fine, which should be a daily fine until removed.
- If someone has their recreational vehicle in their driveway and it's not blocking sidewalk or public space, mind your own business! We shouldn't be charged a fee to park on our own property .
- A long as they remain on their property it shouldn't be an issue.
- Any on street parking of a trailer should not be allowed to block sight lines. For some reason, a camper trailer frequently parked outside of (redacted specific location) last summer and this summer. It made it impossible to make a safe left turn onto (redacted street name) any time it was parked there. I am not sure why any vehicles are allowed to park on that section of road at any time because it is very unsafe. Bylaws and signage should ensure street parking should not block visibility
- Sorry but I do not want my street to start to look like a trailer park . It is already difficult enough to manoeuvre around cars let alone when people park trailers on the street or in a driveway. It's an eye sore. Day parking to clean /load up trailers is ok but not permanent.
- COMMUNITY STANDARDS you say? Is this all about the well off that you are concerned of since they all think they are better then many because they pay Higher Property Taxes and can afford off site locations? If the owners park their trailers in their driveways and are not living in it, and it's locked up properly what seems to be the problem other then "MONEY"? (redacted)
- People should be able to park any vehicle or traier in their driveways without fees.
- I think I should be able to park a trailer in my own driveway, all year if I wanted to without any cost, or permits to do so.
- Trailers should not be parked for several days at a time in residential areas, on the street, leading to blocking the road. Especially when on the brow of a hill and a curve and oncoming traffic cannot be seen! Pet gripe. Or parked opposite a junction (cars as well) forcing traffic into the opposite lane
- Should be able to park a trailer in my own driveway. No charge no permit Anytime for any length.. it is my driveway.

- "They should have there trailers stored on private area designed for trailers. When trailers are in driveways and parked on the road it is very hard to see other cars coming and have problem seeing people walking on sidewalks"
- Please keep rv's etc out of driveways and off streets.
- If it's on your own driveway it shouldn't be any one's business
- "The bylaw is silly. There is no reason why a person can't park a trailer on their own property, or on the street as if it is a normal vehicle. These bylaws hinder business people from getting work done and the average home owner from making improvements to their property. Recreational trailer are not a problem more than a car. This is a waste of resources trying to micromanage the community."
- "In my opinion, non-commercial trailers (of all kinds) are a non-issue altogether and the current regulations are antiquated and largely nonsensical. I don't believe that the parking of trailers in driveways or on-street as needed is any more problematic (indeed potential less) to community standards or safety than homes that have 4+ vehicles in the driveway (including sideways on the boulevard section). Given the nature and use of commercial trailers, a yearly parking permit fee seems reasonable."
- Trailers should be allowed to park in driveways provided they are able to be a minimum distance from the road so as not to block sidewalks and/or sightlines for drivers.
- As long as trailer is not compromising neighbors enjoyment of their property, a homeowner using their own driveway/property should be allowed.
- Smaller trailers like boats under 22 ft, rvs smaller than certain size should be allowed in driveways.
- This survey does not seem focused on safety concerns/solutions. This is focused on how to structure fees around parking trailers. Very disappointed in this survey.
- Just to note that any on street parking for RV's and trailers of any kind (1) reduces the number of places available for resident visitors (2) consideration could be made to differentiate between recreational trailers and utility trailers (3) contractors in residential neighbourhoods should be given short term parking of their trailers by fee free permit.
- Trailers should not be allowed on residential properties..they need to be stored off sight or need to be in a trailer park..if not , owners should have to pay a fee !
- Camping is an enjoyable, active, healthy family and personal activity. Please allow campers to keep their trailers in driveways for the summer months when needed
- Trailers should not be permitted to park in a driveway or on the street for more than a couple of hours (to load or unload supplies). Longer term parking should not be permitted.
- Access to trailers when they need would include no restrictions on driveway parking. Seriously an over reach when trying to restrict this. No real safety concerns and provides a legitimate solution to access to trailers

- "Are you kidding me? There is not enough parking on the streets or any complex that is being built around the city and now you want to allow RV's /trailers/Skidoos, etc..to be parked on a street/a driveway? Where are people supposed to park when parking on my street is currently at a premium. So, will this be allowed to occur in the south end of the city or just certain areas of the city? Do we really have a say or is this a done deal? "
- There didn't seem to be an option to suggest that trailers should be allowed in a driveway with no limitations. I see trailers parked on the street where I have to drive around them, and would much rather see them in driveways. I would like to suggest that trailers should always be allowed in driveways with no restrictions.
- Currently in BC with my camper. Many residential homes from Whistler to Vancouver have trailers parked in their driveways, front yards, back yards as secondary homes. There are no issues in the community that allows affordable living spaces on personal properties. Authors note: It seems Canadian's in this province support a culture much different from Ontario.
- I think trailer owners should be able to keep their trailers in their driveways on their own property for as long as they would like as long as it doesn't cross property lines the owner should have the discretion as to where they keep it. The rules keeping them from being on a property can only be aesthetic based and I think that should be up to the home owner and home owner only. I think the fact that this survey doesn't ask questions about this point of view makes it a very limited survey and isn't getting an adequate picture of how the city members actually feel
- On fall curb leaf pickup day trailers are always left in the way, also on street sweep day. Often owners park directly in front of your house while the area directly in front of their house is open. There might be city owned property where trailers could be parked for a fee.
- Trailer only to be parked in homeowners driveway if the trailer fits (not blocking sidewalk) between April to November and pays fee to do so. No on street parking of trailers (lots of time water , power lines run from house to trailer) . Trailers in driveway without permit 1st warning after that fine issued. After November no trailers at all in driveways , and fines issued
- Some trailers are relatively small. It doesn't make sense to have restrictions on trailers parked wholly on a private driveway, especially considering how many automobiles are parked on some driveways, and in some cases on front walkways and lawns. One automobile and one trailer one a two car driveway is not permitted, but there are dozens if not hundreds of single vehicle driveways in Guelph with three cars parked on and around them. It's ludicrous.
- if its attached to a vehicle, it should be an extension of said vehicle.
- Trailers should only be allowed to park on private driveways. If they are too large for a driveway, they are too large for the street. Our next door neighbor regularly parks their 24' trailer in front of our house and it totally obscures the traffic coming from that direction. I cannot get out of my driveway safely.

- I believe there should be more availability throughout the year and places to park for free. There are tons of people becoming homeless and lots of young people who cannot afford housing costs who could use this
- Fee for use city run storage field.
- Sight lines for pedestrian and street traffic needs to be top priority to ensure the safety of pedestrians and vehicles who pull in and out of adjacent properties.
- This is ridiculous. Parking my trailer in my own driveway is not a safety risk to anyone. This is nothing but a cash grab.
- I have a trailer and I go out of my way to ensure it's NOT on any residential streets. It's for work and hence is stored inside our own warehouse. Having trailers, especially camping trailers parked on the side of roads is hazardous, they are too tall to see over, too wide to see around, when backing out of a driveway, you would need to go very slow and very easy to ensure other passing cars see you. Very stupid idea to even consider allowing folks to park these monsters on the side of streets, whether it's for an hour or a couple of days, very dumb.
- I think the size of the trailer and available space should be taken into consideration in rules around parking in driveways and on road. I do not think trailers (non-work trailers specifically) should be allowed to be stored in driveway or road off season (ie late fall to end of winter).
- How does someone's recreational vehicle parked in their own driveway affect community standards? This is a ridiculous perspective.
- I do not agree with trailer parking on cul de sacs as it obstructs the view of the street for drivers and for residents.
- Please allow people to park trailers on their property. There is no safety or standards concern. It's like parking a car on your driveway. Literally no difference. This is a waste of time and city tax money.
- Trailers pose a visibility hazard for pedestrians, cyclists and cars. Most seasonal operators of trailers do not have the experience to maneuver and operate trailers under the varied streets of a city.
- Leave people be. We allow chickens and all kinds of other stuff at homes. Let people park their trailers and RVs in their driveways.
- Parking on private property is at the discretion of the owner and the city has no business in the matter
- No parking on roads. They create a safety hazard.
- "Not sure what you want here. If people need access, let them. If they park it in their driveway to de-winterize, maintain, clean, load, unload & winterize, I don't see an issue. If they have to park it on the street to do these same things, then the current 3 day limit in the bylaw takes effect, correct. I can't park my car on street for more than 3 days. Or is this a bigger issue because of all the new neighbourhoods with driveways that stick out front and these owners don't have access to their backyard or have a sideyard. If a fee per use for this type of driveway is needed, then I'd say okay to that. (redacted). You mention community standards & safety. What standards, other than you don't want streets full of trailers, I understand

that. But if the trailer is behind the front line of the house, I don't see an issue. As I have answered in one of the questions, my trailer is park in my driveway for summer season, except when in use and stored off-site during the winter, for me that is Oct. to April. Not a problem."

- the fact that right now I can't have my trailer in my driveway is very annoying and an inconvenience. there is no difference between my car in my driveway or my trailer. this city needs to realize that they can not control everything people do. I don't get it being a safety issue with my trailer in my driveway. Come on Guelph council use some common sense when making or changing bylaws.
- Seasonally allow trailer parking in driveways my May-October.
- Trailers should lot be allowed to park on the street for any reason
- Follow up with people who use their trailers to store garbage in their driveways
- No
- if people are being reasonable then they should not need permits.
- Yea, concentrate on fixing the roads and rent out city hall to someone that deserves to be there. (redacted)
- What I park on my driveway should not be under the jurisdiction of the city. It is private property and the city should not be able to state what or where I park a trailer or vehicle. It is simply none of the city's nor my neighbour's business
- If your private driveway can accommodate your trailer and other vehicles I see no reason this cant be allowed. I understand that not all residents have this option but for those that do they shouldn't be restricted.
- Should be allowed in private driveways. Limitations to parking on roadway makes sense for safety purposes
- "(redacted - general complaint about survey). It does not address why peple are parking their tailors on the street or in driveways. Is this a permanent situation. Some residents homes are very close to thier neighbours and the lots are small. Having a large RV a driveway can impact nearby house with noise, lack of natural light now blocked from windows etc. Also the driveway is where all the gas, heating aircondtioning stuff usually is and narrow driveways in older areas can barely accomodate the width of cars. Then we also have a problem wiht two many vehicles and they now can't all fit onto the property, so now our city streets become thier parking spot and the tax payes now have to pay fro mre maintenance. This is bad survey now discussion of current regulations and current issues related to this. I don't have aproblem wiht my neighbour loading up their RV and having it overnight on the road or if theyc an fit it in the driveway, but having oemthing liek that permantly there is not a good idea. I would rathe rhave them on the street than next to my house. I would rather have people think about how they are going tomanage all thier vehicles on small city lots. We know someone who stores their rv brings it home when they are unpacking and packing for a trip, it stays overnight sometimse they make a day of it but all works out. Go bacjk and get a better survey with stats. concerns to why

this is becoming an issue and creat survey question that allow us to answer honestly as oppoes to what you want other"

- The tricky part is monitoring how long any trailer is stationary. How is this done? Having regulations on time limits in terms of days or hours is too hard to keep track of. Some people won't honour that. It needs to be simple and consistent. Recreational trailers should not be housed on properties for months. They should be stored off-site after summer months. Work trailers would need other considerations since they would be used daily, I would think.
- There is no safety concerns when they are parked in our own driveways, !!!!!!!
- I believe a trailer should be allowed to park anywhere a car is allowed to park.
- Trailers should not be on the street long term, there is the odd time it needs to be but shouldn't be a a permanent thing. We have a small 16 ft trailer that is tucked in the back that most people don't even know it is there until we use it. This should not need a permit. We pay enough in taxes to be able to use our property, it is not seen, it is not an obstruction of view, it is generally not seen. We have an older style house where the drive way is long and goes to the back of the house.
- If a trailer is required to perform maintenance on a property, the above fees should apply. We have neighbours who own a trailer and use the street as a driveway (in addition to 5 cars in the driveway). It clogs the street basically 24/7 (April to November) and is aesthetically very unpleasant and creates conflict in the the quiet neighborhood. The owners are defiant and inconsiderate.
- If very short term and attached to a vehicle, as long as it's not obstructing a driveway, short term parking on the street seems okay, but please don't allow the park lane ways to become overnight parking lots for trailers. It then become a safety risk for residents and visitors of the park. I don't see any problem at all with trailers etc parked in private driveways.
- Extend the allowable number of days from 3 to 6 days
- They should be able to park the trailers on the street a couple of days with permit to allow them to get ready for a trip or unpack when when coming back. Otherwise, they should park in their driveway or bring them to a facility to park them when not going anywhere
- just allow trailers to be parked in private driveways at all times - more and more people have trailers (travel, covered and boat trailers)
- Allow such parking on driveways or yards without restrictions or fees. Ticket contractors parking on no parking streets.
- Exclude campervans since some people use them as cars
- "I disagree with the CURRENT bylaw...We should be allowed to park our RV/trailers on our driveways whenever and wherever we want ...as long as it does nor interfere with access by my neighbours to their property or if it presents a danger/hazard to safe passage or other city services when required ie. street/sidewalk snow removal, fire safety ...The laws should be

enforced when two or more unique complaints are received over a defined period of time as per noise bylaws. Neighbours can work disputes out on their own ...people do it all of the time...We paid for our property..We pay substantial annual taxes to the city for basic services . We do not need the City of Guelph to tell us what we can and can not do on our properties as long as we abide by the zoning requirements and public safety standards we agreed to when purchasing our space. Is the city considering this to be yet another income stream? Stay out of my life and off my property and we will get along just fine..."

- This survey does not provide residents with enough options or information. If community safety and not a tax grab is the issue, size restrictions would be applied. Parking a 30 foot RV is not the same as parking a small trailer. Guelph needs to figure out if they are going to encourage alternative housing and economic diversification which means more accommodations for things like trailer parking on driveways. As long as visibility is maintained at the street, there should not be an issue.
- The issue with parking these on the streets is that it becomes difficult pulling out of driveways when you have a large work van. I have to do a 3 point turn to leave my driveway or drive over grass to avoid them.
- Let people live their lives rather than trying to figure out how more rules and regulations we need.
- It's my driveway. I paid for it and maintain it. It is no business of the city what I park in it. If I can park my car that I need, then I should be able to park my trailer that I need.
- I don't understand why trailers aren't allowed in driveways but can be left on the road for months at a time. It's a safety issue for visibility on the street.
- If the current by-laws were to be enforced better, this wouldn't be a issue.
- "Let's adopt an attitude of compassion. Obviously old rotting trailers can be an eyesore and attract rodents and other wildlife. Build-in bylaws that address control of how many trailers and other junky vehicles can be parked on private property. Allow RVs to park on private property including driveways, all year round. I would rather see a trailer sitting in someone's driveway, housing people, than people sleeping downtown on park benches. Guelph has quickly become unaffordable except to the higher income earners, and this is one way to help mitigate housing costs. I also found this survey to be too general. There is a huge difference between a small utility trailer pulled along behind a truck and a huge RV, yet these are not distinguished in the survey. You could look at allowing smaller trailers on private property and limiting large ones for less of a visual impact. "
- Let people park the trailers where they want on their own bloody property. Also you shouldn't have combined driveway and street in the bylaw section sections. I couldn't answer appropriately and it reveals your desired outcome
- Some people enjoy activities that require the use of a trailer and they should not be punished because of this. Residential planning has decided to make the lot sizes in residential developments so small there are no opportunity to park a trailer on your property other than in the driveway. The current

situation has been created by planning and now the residents will need to pay in order to enjoy their hobbies, while the developers can continue to maximize profit. It's not right.

- Some home owners do not have ample yards and garages where they might be able to store their trailers of any kind. The city should mind their own businesses. As long as the trailers do not cross over property lines, obstruct sidewalks and the road, then who cares.
- This is beyond silly. We own multiple trailers - RV, inclosed utility, dump trailer for landscaping projects. Though we pay to have them stored offsite , we regularly have them at our house for multiple days at a time. We've been doing major landscape projects this summer so one has been at our house daily (overnight) and will be for the rest of the summer.
- Concern around children playing on streets with campers and trailers. If they are parked in the street it makes it difficult for other drivers to see. I would like to see trailers and campers parked in driveways as long as no one is using it as a permanent resident. Charge a yearly fee to store in your driveway or on your property.
- These rights should have to be paid for. We pay enough already.
- Read 13
- Trailers should be parked in driveways, not on the street, unless attached to the tow vehicle to leave on a camping trip. There is limited space on the roads as it is. With trailers parking on streets, it is unsafe to drive past.
- Small trailers could be allowed spring fall & summer on driveways as long as space remains for resident vehicles.
- I am concerned by the congestion of street parking on Goodwin, colonial, Farley and Clair fields drive already without too many trailers and campers being parked there. I would prefer that trailers are left in driveways for short periods of time and then moved.
- Allow trailers to park in a homeowners driveway if there is enough space to accommodate trailer as well as any other vehicles that they may own. Trailers should not take up precious road space when homeowners have multiple vehicles as well as trailers and cannot park them all on their own property Our city streets are congested enough without having to contend with trailers taking up the limited street parking. I feel this should be reserved for private vehicles only.
- No parking in driveway or street overnight
- "Fix the drug and homeless situation downtown.
- CLEAN UP YOUR OWN BACKYARD FIRST!!!"
- There needs to be thought given to people who live in buses and vans
- Trailers should not be allowed in driveways as it restricts views for neighbours to see pass the trailer from the porch and can restrict views when exiting driveway with vehicles. Not to mention it is awful to look at and trashes up the neighborhood. So we do not support a trailer permit in Guelph.
- As a Guelph resident and long-term taxpayer, I don't personally feel that the city has a right to dictate whether or not I can park a particular type of

vehicle/trailer in my driveway which doesn't block visibility or the sidewalk. What next, do you want to mandate the colour of my front door? Want to investigate something worthwhile? Take a look at parking on Water Street west of Edinburgh Road. Parking should only be allowed on one side of this area. On any given day, you have to negotiate a serpentine course to get through there. I'd love to see one of our fire trucks come screaming through there and take out a row of parked cars. I'd pay to see that!

- A person should be able to park a trailer on their private property at any time without permit. It is their private property. As for street parking, your questions lack nuance. There are people that require the use of trailers for their livelihoods and the city should not make the lives of working people harder by requiring them to buy permits or jump through hoops with paperwork. On the other hand, RVs should not be parking on streets work weeks on end.
- Was not completely sure of the intent of a number of the questions. If the proposal is to have some form of permit and fee for parking someone's personal trailer on their property then I strongly object to that and I am not a trailer owner.
- RV's and Trailors should not be allowed to be parked or stored in residential areas at all. Plenty of storage facilities available for these. I pay high taxes and should not have to look at these, many of our neighbors feel the same.
- Trailers should be allowed to park in your own driveway and city staff should allow permits, providing bylaw officers approve permits.
- Up to 3 days to maintain, pack and unpack RV in owners driveway.
- "Many people have trailers whether for staying in or for recreational items or for businesses. I think a permitting system should be evoked. Not alot but a sticker. So the city can track how many there really are. If someone is heading out and needs to park, a temporary pass to park on the road should be issued outlining day and time (for loading and uploading) Esthetically BIG trailers are view blockers, and people should really have a place (not their driveway) for storage. So many people park them in their back yards. Recreational holding vehicles are easier to store. On roads, they just take up too much room. Does the bylaw include ""bus"" type vehicles. Like the large motor homes or reno mini homes right now?"
- Trailers should not be parked for long periods of time on personal property unless they are being used for renovation of said property. Fees should definitely apply. Neighbour is using his trailer for overnight guests (parked in driveway)
- I have no issues with contractor trailers parking somewhere they need to. I don't want to see recreational trailers blocking valuable on street parking. It's the only option for my houseguests to park on the street and those on street parking spots are at a premium. I have no Issues if a trailer is parked on a driveway for short term purposes.
- "Trailers should be allowed on private driveways during the spring, summer and fall seasons. Permits should not be required. Permits only put more pressure on staff where they would typically ignore the issue anyway, except

by complaint. Complaints are usually only generated by retaliatory reasons. Parking on the highway should be limited to the existing 48 hr limit."

- Guelph residents should not have to pay to parking fee to park their private vehicles on their private property
- As per my comments above plus if a homeowner parks their trailer on the street without it being attached to a vehicle that person is responsible to have a vehicle or proper trailer dolly available at all times to move the trailer quickly should there be an emergency.
- I don't agree that trailers be parked on a residential street. Some street only have enough cars for visitors. I do agree that permits for driveway parking would benefit all. These trailers should be plated and in good repair
- Unattached trailers in driveways should be allowed from April to October with unlimited time providing it does not extend onto the sidewalk. No permit should be required. Between November to March there should be a limited time allowed like 3 days, for those who may be heading on vacation down south. On street parking of unattached trailers should be limited to between April and October, providing there is no obstruction of the road or private driveways. If it is longer than 7 days then a permit should be required.
- The status quo bylaw solves most issues. Perhaps on street parking bylaws could be adjusted based on road width clearances.
- People should have the option to park trailers on there property
- "You must allow people to store their trailer in a way that is safe. If it must be on the driveway for some people, then to prevent this is discriminatory at best, and poses risks to public safety at worst."
- When the property is maintained at a level reflecting the neighborhood, people need to mind their own and not be spiteful of the people who live around them.
- I do not understand "community standards and safety" on this issue. It's a vehicle like any other, why is this a big deal? Please let people have their lives.
- Perhaps allow trailers on driveways (in addition to current parking on property allowed) but ticket those who block sidewalks? We dont want MORE vehicles on the residential roads - it brings them down to one lane as it is! It is a road parking shitshow already in residential growing areas of Guelph. People generally seem to use garages as storage now, not vehicle parking; then, they have renters and fill the driveway and roadside with vehicles. This parking congestion on roads is already frustrating in residential areas. Now you want to add MORE to this problem? so you can make money? How about better addressing the overuse of on-street residential parking (& related narrowing of 2 driving lanes to 1) first? Then add trailers/rvs etc into that picture?
- there is enough congestion on city streets without the addition of trailer parking
- Safety isn't affected by having a stored trailer or recreational vehicle in someone's yard. I understand if it multiple but seriously start looking at real problems

- Fee-per-use driveway parking would be an acceptable solution for me bcs I need to be able to leave my truck camper on my driveway between trips during the summer season. In winter it is stored off site.
- "If you feel it is your duty to have permits may I suggest it only would apply to trailers used for commercial purposes"
- Please don't create this eyesore by allowing trailers everywhere. there are storage facilities available for this type of parking! People will abuse any leniency!
- I feel there is nothing wrong with having one trailer parked in a driveway on a seasonal basis, so long as it doesn't obstruct a sidewalk or roadway. The way houses are built in the city, there is no access to rear or side yards that is large enough to store said vehicles. It makes it impossible to store items, other than inconveniently outside of the city. I also don't feel there should be any fee associated with this situation. Perhaps a fee for on street parking, but not my own driveway.
- Trailers parked on residential streets are a safety concern. You can't pull out of your driveway safely because it is so difficult to see around them.
- Most new homes in new sub-divisions don't have wide enough lots to move a trailer to side or back yard. The only choices are: private driveway, street (temporarily), or remote parking/storage facilities. Why is it a problem if I keep my pop-up tent trailer in my driveway for the entire summer, along with the car(s)? Especially if my vehicles are not overflowing from my driveway to the street.
- Absolutely terrible, one sided survey. Clearly this survey is to only support those not wanting trailers parked anywhere. Please redo this survey with more fair questions. This survey will not get the communities true appropriate opinions. I don't own a trailer nor intend to, but if someone does there should be ZERO restrictions on if they can park in their own driveway...ever. There should be no permits nor fees. They should simply be allowed.
- I think RV trailers and other forms of portable habitat should be allowed everywhere other vehicles are allowed with no restrictions beyond what those other vehicles face.
- I don't see resources increasing, I see city govt looking to incorporate user fees. Charging for using our property that we are paying for. I understand user fees for onstreet parking but, not for parking in own driveway. Understand a ticket being handed out when a property is looking unsightly.
- "All should have permits POSTED with bylaw officers checking that the time period has been adhered to. "" Party"" trailers could become a problem. It should not be up to citizens to report non- compliance as is the case with so many other problems in Guelph. Trailers and Bins are found on lawns for extended periods of time which should not be allowed. Storage should be somewhere other than residential neighbourhoods except for limited time-ex. couple of days, with permit POSTED and bylaw checking. The rules should be shared via media so that all are aware of expectations. Not fair to expect people to ""police"" the situation."

- Please do not allow this...I have experienced first hand that when a trailer is parked in a driveway it blocks the view up the sidewalk. Pedestrians and small children have almost been hit because the driver backing out of the adjacent drive could not see them coming down the sidewalk, almost hitting them. If you can afford a trailer you can afford storage!
- Let people park their trailers in their driveways for free.
- Recreational vehicles should be allowed on private driveways at anytime when required by the property owner but not for living in. Current zoning rules prevent new subdivisions from having the applicable areas to park vehicles out of view and discriminates against our right to enjoy our vehicles. At no time should any vehicle impede roadways or sidewalks.
- I think you should be able to park your trailer anywhere you want on your own property and not be charged for it since it's your property
- The people who have the trailers should pay for this. And the by law should be enforced at their expense
- I don't understand what problem this is trying to solve. Trailers are a licensed vehicle in Ontario and should be treated no different than any other vehicle. I drive around Guelph regularly and have not generally seen issues with trailers in any neighborhood I have been in.
- "During peak season residents should be able to park their RV on their driveway, side yard or rear yard without restrictions. Off season residents should be able to park their RV on their driveway up to 3 days."
- The more rules = more enforcement needed = greater costs and resources needed. Even if fees are charged they will not cover this and end result will mean money from municipal tax. There are plenty of paid storage/ parking facilities in and around the city so there should not be reason for exceptions. This also presents significant safety issues, reduced visibility etc and overall an eyesore. Only time utility trailers should be parked on street is if it is being used for work at that location. Ex landscaping companies,
- Please provide a reasonable argument as to why homeowners should not be allowed to park trailers in their own driveways - ex how does this negatively impact others? This is interfering with people's reasonable use/enjoyment of their own property.
- questions 6 and 7 are loaded questions and do not give an opportunity to express my view. eg #7 why is there a need for extra resources? question 6 there was no option for 7 day parking, only 3 day parking. Why was the question so slanted? Incorrect questioning will end up with people drawing the ill based conclusions.
- "I think it's weird there's so many restrictions on how long people can park their trailers on their own property. I think it's extra weird there are rules about what people can park in their driveways or in their own garage. Who cares if there's a boat in a garage?"
- I don't see why trailers would be treated any differently than other vehicles parked on the road, with an exception for, particularly large trailers. I think the rules should be based more on size than utility of the vehicle. An RV or 5th wheel is more imposing than someone's utility trailer or tent trailer. If

the city is worried about cost they should possibly consider on-street parking permits for ALL vehicles and trailers in problem areas. They could then use the funds to improve transportation alternatives to said areas, like better bussing options or better walking/bike routes."

- Limit parking to one or two days before and after use.
- I am not sure what why residents of Guelph can not park RV on own driveway. It should not be a problem if RV is parked on driveway.
- In your driveway you should be able to park what you want when you want it's your property. Street parking same as other vehicle rules.
- Having to answer about streets and driveways at the same time makes no sense. A trailer in a driveway does not impact the ability of cars, cyclists or pedestrians to use the road/sidewalk whereas a trailer on the road does. Restricting them the same way would make no sense. Yes, trailers in driveways don't look great, but so do many other thing about people's properties that aren't restricted for good reason. 3 days is definitely too short for driveways.
- no
- Allow overnight trailer parking at exhibition park arena. It's big and always empty.
- No
- "My street (redacted location) specifically has parking and lane of traffic issues already. I would prefer these tralers not add to our problems. Maybe some streets should be EXCLUDED from the allowance of on street parking all year round, especially if we use the permit option."
- go back to the old way of having driveways going to the back of the house so you can park whatever you like at the back of your house so it is not seen by your neighbours and is not putting our children in jeopardy on side streets. it is bad enough as it is with so many cars parked on the roads and children running on the road. it's so hard to see them
- Parking trailers and Recreational vehicles on the road and in private driveways is dangerous for backing out of neighbouring driveways, kids riding bikes on side walks are at risk of being hit because you can't back up out with a trailer and see around it until you are already over the sidewalk. This also displaces cars onto The street with already limited parking. Finally, this is also a cosmetic issue - these types of items are in different of disrepair, parked on the lawns. The city should drive around and ticket all of these people. Parking is a major city issue and this does nothing to help that.
- Any bylaws regarding trailers parked on your own property are too difficult to enforce. This should not be a priority for the city. People should be able to park trailers year round in their driveway and own property. You are creating problems for yourself and residents. Please put your energy elsewhere.
- RV trailers and utility trailers must be parked off driveways, to side of house or in garage, no exceptions or else what you have is one using their driveway and parking all their cars on the street. A household with four cars and a utility trainer turns a street into a parking lot, that creates a problem for

visitors. Monitoring should not be based on a residents complaint or basically "ratting" on ones neighbour, but should be done on a regular basis. Tickets, not warnings, should be the first step. If you have a trailer, then you are responsible to find out the bylaws based on where and how to park it. A business that needs trailers for their work should be the only exception to my above comments.

- trailers,rv's,work trailers should be allowed to park in the driveway as long as they are behind the face of the house,or in side or back lot behind the face of the house.
- Charging people to park a trailer in there driveway is ridiculous. If on street parking is required then a permit system is acceptable.
- Personally don't believe in restrictions for trailers in private driveways as I use them both for work and recreation. I also don't have room to store trailers at the side or behind my home. As long as it's not stored on the driveway all year round.
- Most rv trailer owners don't want to park long term in the driveway. It is good to have 2-3 days to prepare for a trip or minor maintenance. 1 day to unload and return unit to storage is adequate.
- please do NOT allow trailer (including boats) parking and/or storage for any extended period either on the street or in driveways in front of the house. it looks awful and encourages the deterioration of the neighbourhood. When you plan to own a trailer, it is your responsibility to budget for proper off-site storage
- as long as I am able to park my personal (non-commercial) trailer and my vehicles in my driveway and not block a sidewalk I shouldn't have to pay and I shouldn't be restricted.
- Residential Parking is already limited in Guelph, the driveways are small and visitors must always park on the streets. However, trailers are huge and take up too much space...not to mention it is a safety issue because I can't see around one when trying to back out of my driveway. They should not be allowed for residential parking. Instead, I recommend that there be temporary parking permits allowed where they can park their trailer in a large parking lot of a plaza, park, or school. This way it is not in the way of residents and perhaps there could be some income for the businesses who own those parking lots.
- Homeowners should be free to park trailers in private driveways without permits, fees or restrictions. Permits or restrictions should apply only to on-street parking of trailers.
- I can't understand why people have difficulty with people parking trailers in their own driveways since they own the property and are not on the road in the way. What is the difference between trailers and other vehicles parked on the road. On our street, there is a contractor who always parks his work vehicles on the road. On Water street, between Edinburgh and Denver, near the city works yard, there are multiple vehicles parked on both sides of the road so that it would be a catastrophe if an emergency vehicle like an ambulance would need to pass through this stretch of the road. I think that

trailer parking is more of an issue near areas of the city that have 30 ft lots, which the city has approved. Also, these areas have no where for guests to park if visiting a residence with a 30 ft lot without blocking neighbouring driveways. I wonder if parking trailers on driveways are a problem due to curb appeal, however we have all had neighbours who have very messy yards and the city doesn't seem to care about this. Our neighbours have had weeds instead of lawns for years.

- It is important to allow residents up to 3 days to prepare a trailer/boat/RV for a trip & on return from trip. Plenty of places to find alternative storage. Rather than fees for parking 3 days, use ticketing, but also allow residents to register their Trailers/boats/RV's for the 3 day window.
- Sick of trailers blocking sidewalks or being parked on the street so far into the road that you cant safely pass.
- Any use of public property for trailers must have permit fees that reflect the costs of capital and maintenance that are at least as high as the purchase price for land, design and costs associated with construction and maintenance. Additionally, the full cost of administering the permit system needs to be paid for by those obtaining the permits. With respect to parking on private property, zone some areas that allow parking on private property and other areas that don't allow that parking.
- One house on our street had a trailer in the driveway and some people lived in it for an entire summer. This was repeated for a second year. I do not feel this should be allowed in residential neighbourhoods. There are 2 large Winnebagos on a street closeby. I do not feel this is appropriate. I feel differently about trailers belonging to contractors.
- Trailer parking should not be allowed on residential streets at any time and if allowed there should be a fee or annual permit charge paid by the trailer owner
- The questions in this survey seem skewed and do not allow for adequate responses
- See above
- Trailers should be allowed to store in the driveway 1-2 days for packing their trailer up before a camping trip, and one or two days after to unload.
- It is ridiculous to allow onstreet parking. Many trailers will be parked in front of neighbours
- If there is space, trailers should be allowed in the same fashion as any car that may or may not fit in a driveway
- Allow Guelph residents to park trailers in their own driveways.
- Create a parking space on the edge of town for trailers.
- The problem for me is visibility. Most camper types are as long as the drive from side walk to house. In fact then they are only parked on a portion of their own property because of road allowance. They are too large to see past and should not be allowed, like privacy fences, to block sight lines. Especially bad if parked on the street across from a driveway making it a hazard to enter and exit one's own driveway.

- I feel that trailers should be able to park in driveways or on street as long as they don't interfere with traffic flow. This is a family recreation and people should be encouraged to enjoy the outside with their families. Winter time they can be put away. Of course they should be in good shape not junky.
- "Trailer parking should not block the view of people backing out of their driveways."
- During summer months, recreational/non commercial trailers should be allowed any time for any duration, if a permit is required so be it.
- Any trailer attached to a vehicle should be allowed to park in driveway or on road without permit. Trailer parked at a residence should be allowed without a permit! This sounds a lot like another city money grab!
- A special place designated for parking of trailers. They do not belong on residential streets or long term in driveways. Eyesore, block visibility.
- "No parking on residential streets - the street view is blocked when I am exiting my driveway."
- Let's limit the time in driveways or on road to say 1 or 2 days. Long enough to load, unload and perform repairs. Vehicle must be attached on road. Another consideration is there is a 5th wheel that parks on a road close to the corner making visibility impossible. A size limit/common sense parking law should be in place. Contractors should be allowed to park a trailer at a job site for an extended period (3-4) weeks with permit. All enforcement should be on complaint basis. Permit cost should cover administration cost, permits should be purchasable online. Let's make this make sense while not overrunning our city with inconsiderate neighbours keeping their RVs everywhere because they don't want to have to find storage.
- Rv loading and unloading should be 2 days max per week
- any kind of trailers should be able to park in private driveways any time of the year as long as it is behind the face of the house .
- "a phone call to city parking, when parking an rv in front of your dwelling for 1-3 days ,if the time frame is not met without an explanation,you get a ticket.with the huge amount of interest in camping there is going to be a lot of street rv parking to load and unload"
- A trailer parked in someone's driveway is not a safety concern. Let them use their driveway as they see fit
- A guy needs to park his jeep and trailer (attached) on the street from April to November. He only uses it about 5 days a year. It's ridiculous.
- Trailer parking should be permitted in the driveway without any cost to the owner
- Maximum 3 hours on property to get the trailer packed for their trip. Too many people leave trailers on their own driveway or street for much too long. Some of these trailers are too big and block the view of streets. Esthetically speaking - trailers should not be allowed in residential areas for more than 3 hours. Our neighbourhoods are not campgrounds.
- People choosing to use a trailer should also consider the cost of storing the unit upon purchase. I've noticed more this year than ever the lack of

compliance to wards the city bylaws set out for residential parking. A bylaw officer could hand out hundreds of dollars in tickets in 1 shift.

- I know trailers in front of a house ruin the sight-lines for neighbours and have myself experienced having to look at my ex neighbours RV for most of the year. My trailer occupies my driveway a few weeks in the summer or a few days here and there between trips or for repairs but pay to store at a facility so the neighbourhood doesn't have to look at it.
- "Define the term ""when they 'need' it"". I would suggest a trailer would be needed for 2-3 hours for preparation immediately before a trip and for the same time at the end of a trip. The old complaint, ""But where else can I park it?"" should be moot. Prior to purchasing/renting/acquiring such a vehicle it should be the responsibility of the would-be owner/renter to have a plan to park the vehicle off the street and off any driveway. Note your inventory of legal possibilities, re. parking/storage and only then move forward with the acquisition. The aesthetics of a neighbourhood can be blemished by the presence of these vehicles parked on street; their presence can also restrict traffic flow on narrower streets in the older parts of the city."
- Not sure why this is coming up for review. If it aint broke don't fix it.
- We do not have a trailer. We use our driveway and sometimes the road for parking. I would like to see few to no trailers parked in our neighborhood. We already get a lot of hospital parking in our neighborhood.
- Parc them in the garage or storage place
- If all vehicles and trailers owned by property owner can be parked in owners private driveway, then there should be no fee applied, regardless of location on driveway. If a vehicle, regardless of type, is parked on the the road then a permit should be needed. Depending on location, a fee can be applied.
- "I have stored both a house trailer and a boat with a boat trailer at a rental location. At my cost ! In addition I insured these items, which I am sure many of these others do not ! My thought was if you could afford the extra ""toys"" you should have the resources to pay for the storage of such items. With many people now owning multiple vehicles, they already do not have adequate parking. Therefore there are additional vehicles parked on the street. The last thing we need is recreational vehicles parked on the street !!! The street I live on, already has parking issues. There are house trailers, utility trailers, trailers with snowmobiles, trailers with jet skis, work trailers, truck campers (off the truck) and so on.
- Our street is already a hazard. Please do not entertain the idea of making worse."
- I think that small open utility trailers should be exempt - pick a size. Business trailers should have rules specific to business uses and be permitted to allow overnight and daytime parking on streets - for renovation and maintenance businesses. Camper trailers could also have rules for parking on street but rules for parking on driveways in the summer months seems unnecessary if parked behind the front of the house.
- Members of council or staff who live in apartments or condos should not be allowed to participate in this discussion or decision making on this topic.

- Don't change anything.
- In my experience when they park on the street or fill their driveway there is excess cars on the road parked on both sides and I have seen kids nearly get run over by cars that can't safely see around the trailer or excess cars on the road, they should not be allowed to have them parked in the city.
- I think trailers should be permitted for 1-2 days before and after a trip without a permit, otherwise should be stored in their garage or at a different site.
- The problem in Guelph is the lack of parking at residences. I don't know how many double car garages are in the City, but I guess that the majority are single car. Of those single car garages, there is probably a small percentage used for cars (some are filled with stuff). One car may fit on the driveway and the rest are on the street. The on street parking at my daughters is always taken by the neighbours 3 houses away. If they park a trailer, the car in the driveway has to go somewhere. The idea that reducing parking will reduce cars, is nonsense. Some houses have 4 vehicles. Where do they park if you add a trailer to the mix?
- Recreational trailers should be allowed on-street or in-driveway without a permit ONLY for overnight or a maximum of 48 hours - enough time for someone to pick up their recreational trailer from storage, outfit it and head away (and the reverse when coming home). On street parking of any trailers, including contractor/trades must be highly restricted as many streets (mine included) would never accommodate a trailer should emergency vehicles (and garbage trucks) need to get up the street. If someone has a contractor/trades trailer, a public street should not be a parking lot for their business. Parking their trailer off-site is the cost of doing business, Our roads are not a freebie for them to take advantage of . Permits should NOT be given for any trailers for longer stays either on street or in-driveway.
- If trailers fit on driveways of private property should be permitted
- Many streets, like my street, are too narrow to have trailers parked and still maintain unobstructed street view for drivers. Trailers and RVs should definitely never be allowed to be parked on the street.
- "The trailer shouldn't block any sidewalk when in a driveway. Shouldn't be parked on a boulevard area. It shouldn't impede anyone driving or walking by when parked. Our camper is parked safely in our driveway between spring and summer trips..cleaning loading and reloading takes time."
- "I have lived on (redacted identifier) for 20 years. I use my driveway & garage. Several neighbours have more vehicles than their driveway & garage provide, including crew cab trucks which are noisy & occupy much space in parking spots that a car or minivan or SUV. In recent years on my block near (redacted identifier) the RV or trailers have been parked for days at a time & not by an immediate neighbour. Currently a (redacted identifier large truck with trailer) has been parked most of this past week occupying a significant space on the street. I took photos of the licence plates of both truck & trailer. I have no idea about ownership of these. Not an immediate neighbour. I suggest at their expense, not the taxpayer, that the city

establishes & enforces a small number of suitable parking areas within the city for parking of these trailers & other RV vehicles. "

- As long as one's trailer is in their driveway and isn't blocking the sidewalk, it should be allowed at no additional charge to the owner.
- For the most part RV's and travel trailers are stored respectively on off site facilities or respective of the current by-laws. We are asking to be allowed to bring our RV's / trailers home to be allowed to do maintenance or load in / load out when using for recreational purposes. 24-48 hours would be a maximum amount of time for these functions. I do think if the vehicle is being refurbished the amount of time it could remain on a city or public roadway would be extreme. Even to permanently leave the RV in a private driveway is probably not acceptable for extended periods of time as it may mean private vehicles are now placed on the streets displacing neighbourhood parking availability.
- Driveway storage of small trailers for personal use, for the summer months should be allowed. What community standards and safety are they violating? Why should people have to pay a fee, and use up more community resources to administer the fee?
- You are assuming that driveways are in the front of houses like most of the newer structures in the south end. In the older sections of Guelph some driveways are at the sides of homes and run from the street to well past the back of the house. If you start changing the existing driveway by-laws you may be guided by the south end driveways and this could create even more issues for other driveway types. Don't throw the baby out with the bath water. There is no one size fits all in community driveways.
- I have no problem with ppl parking anything in their driveways as long as it is not obstructing a line of sight for other drivers. I also think whatever is kept in the driveway should be kept looking nice, no old cars left to die.
- Let people park their trailers the same as cars
- People should be able to park what they want in their own driveway
- Trailers should not be allowed on street parking in any way shape or form. The streets are too congested with each residence already having multi vehicles from each house and then to add a trailer into the on street parking would be a nightmare. If a person owns a trailer and need to pack to up for a vacation they should be allowed a 5 hour window to load the trailer and move it. If they need to do maintenance they would need to apply for a permit to have the trailer in their driveway for that period of time ONLY so long as it does not block the view of the neighbours.
- " Please focus on the impact of visibility issues facing the neighbors of RV/trailer owners, trying to leave their driveways when an oversized vehicle of any kind is parked on a residential street. It is a DEFINITE SAFETY ISSUE! The city should require the owner of any trailer or RV to provide dimensions of the vehicle before issuing ANY permit for driveway or roadway parking. Please consider a color coded permit system based on trailer/RV size. Please consider prohibiting RV's that are oversized ie. Winnebago models that are far too high, long and wide to safely park on a roadway or driveway if it

impairs the ability of the neighbors on either end of the parked vehicle to safely enter or exit the roadway from their driveway . If commercial vehicles such as Dump Trucks, and Tractor/trailer cabs are not permitted to park then it makes sense that oversize recreational vehicles should also not be permitted except on private property as the by-law states at present. Unfortunately some owners play ""musical parking spot"" with their oversized RV's... moving them at the 48 hour mark and then parking again, and again and again....always on the road. If they cannot park ""long term"" as the current by-law states then they should pay for storage off property. Please make the permit only usable (if this permit situation is passed) if said trailer/RV is parked directly in front of the owner's home. Thank you

- Short term storage would be suitable for trip preparation or winterization/summerization would be suitable.
- Leave it alone! This isn't an issue, there are bigger things to enforce without punishing residences for using their driveways. It's already stupidly expensive here.
- Allow driveway parking between may-oct free of charge and street parking pay per use
- If someone's trailer or utility vehicle is stored on own property but near back and off street.. should be fine
- I would rather trailers be permitted to park on private driveway (even if they go slightly over onto the sidewalk) rather than have them parked on the street. When trailers are on the street, it is difficult for cars to move around them and they are more of a hazard.
- I think its over the top that you restriction people from parking their trailer on their own property unless it fits into your box.
- "Residents should be permitted to park their recreation vehicles on their property. Specific safety concerns should be reported to bylaw officials. (E.g. No use of chocks). Unattended trailers should be hitched to a vehicle if on city streets. RV's that do not require a vehicle should be permitted to park on the street."
- If it is on my property not bothering anyone, why is the City concerned about this? There are much more pressing issues in the City in comparison to this. Seems like a make work or money grab project. If there are individual complaints, deal with those on a case by case basis.
- "Some have no other options for parking in their driveway,, if not blocking anyone else it should be fine to stay in own driveway.. some times a family emergency ..needs extra room for family to rest without bothering the ones that are ill and need extra help. If not bothering anyone leave them alone... "
- With the absurd prices of property taxes, residents should be able to park an RV in their driveway any time they require. Forces resident to pay for rental lots is absurd
- Yes, it's called private storage lockers and units of that residents can rent. This is the cost of having trailers, campers, boats, etc. Residents should store at Storage solution places. The city could work with various companies

that may provide a cost effective solution to storing or simply parking their trailers (daily, weekly or monthly). OUR communities do not need to be jammed full of trailers (tight narrow roads in condensed subdivisions) not to mention how that would aesthetically on our streets. This would look horrible! I don't want to look at someone's boat/trailer all year round! Where would they then park their vehicles? We currently don't have any extra space for more cars and trucks parking on the streets! There is a big problem with residents parking their cars sideways on the boulevards which is again horrible and lowering the community aesthetic standards. Not to mention it is not safe! You can not see around these vehicles and trailers!

- Trailers should be allowed to always be parked on private property.
- Many people have boats or campers. Having a driveway is a natural place to park them. They city should not be restricting people from using their own driveway to park their car, boat, utility trailer, RV etc. And if it needs to be on the road like my same-size car, or pickup truck then what is the problem? If a car can be there, then a trailer can be there. Why is Guelph constantly making the city a less livable place? Our mandate is to grow the population, and all the city does is bring in more people and then create restrictions, inhibit traffic flow, bring the city to a standstill. You ruin arterial road traffic, drive everyone to the side streets and then put in traffic calming measures. Are you guys even seeing what you are doing?? 30km in school zones during summer months or late at night, when no students are even around. What are you guys doing? Let's get people moving in this city, and stop putting in all these restrictions. Now it's parking, what will you ruin next??
- Residents should not have to contend with trailers of any type in residential areas. Sight views are always impeded by any type of trailers. Anyone purchasing a trailer that does not fit in their garage should find rental accommodation elsewhere for them. Some of these recreational vehicles are very large and fill an entire driveway. When they park on streets they are a danger to small children who need to manoeuvre around them when playing or biking.
- If the trailers are not an eyesore, obstructing traffic or encroaching on other's properties, owners should be allowed to park whatever they want, whenever they want, on their own property. We already pay enough municipal taxes! They are expensive to purchase and maintain and I want mine close to home to ensure it is safe and secure at all times.
- Expensive to enforce time limits on driveway parking for trailers
- read previous comment
- Please tell me what is unsafe about me having a trailer in my driveway.
- I have a driveway big enough to park my trailer in and keep it there all summer. This avoids having to pay a storage fee when I am not using the trailer. Also, it saves driving to and from the storage facility to get my trailer when my family and I wish to camp. This lower traffic congestion. I also own a cargo trailer which I use for my business. Requiring me to pay a fee to park at a clients house while I am working will raise the cost of my services. It may also limit the amount of work that I can perform in Guelph.

All in all, not allowing people who own houses to park what they want in their own driveways sounds like a terrible idea.

- "We don't store our trailer at the house, but it would be nice to be able to have it at the house the day and night before leaving on a trip to get the fridge turned on, trailer cleaned up and packed. Add water if necessary (if water isn't available at the parks). We have never unloaded at home. Clean everything prior to leaving the park. Then we drop it at the storage place and come home.
- I'd be hesitant to allow street parking for more than a day. This could get really congested on our street, as we have 4 trailers on our street."
- I do not think residents should be allowed to use their driveways to park trailers while their vehicles park on the road to accommodate the trailer. This is dangerous for bike riders that have to weave in and out of parked cars, as well as people pulling out of their driveways and having to dodge other vehicles parked on both sides of the road. Pick up trucks have a difficult time getting out of their own driveways due to on street parking. By law enforcement does nothing to enforce the current by law, so people will continue to do whatever they want in this city making it dangerous for others that follow the law. If this city would enforce the by laws that are in place maybe our taxes wouldn't continue to go up every year. Only enforcing when there is a complaint makes no sense. Regardless of what the city decides to do regarding trailer parking, if you continue to not enforce the law, you are wasting your time and money even discussing this matter.
- I think trailers should be allowed in driveways up to five days without a permit. If permits are required they should be free and online.
- If there is appropriate room on private property no permitting should be required. There should be NO street parking of RVs or trailers allowed at any time.
- Definitely permits are the way to go. As a possible income source does the city have any land to rent for trailer or RV storage ?
- Have no problem with the current parking arrangements for trailers.
- In my opinion, trailers should be able to park in driveways full time between April and November so long go as they are not lived in (or at least the summer months June to August). On street parking for trailers should be limited to shorter time periods (3-days?) so they aren't in the way of traffic. Alberta and British Columbia have thriving RV communities and most towns allow in driveway parking all year long. Is the limitation that it looks junky? Like the clothesline to dry clothes was banned because of how it looked. RVs promote outdoor lifestyles and we need to move past what the street view of our houses might look like and focus on the benefits this brings.
- If fits in driveway, allow
- Trailers, recreational vehicles, etc., should be stored outside city limits. We do not need to clutter the streets with these extra vehicles for someone's Convenience

- Purchasing park passes/tickets might include private driveway parking privileges as a way to encourage residents to safely access their trailers for trips.
- Commercial vans, trucks not allowed on street parking unless working at customer's residence who requires their service. No overnight parking and during daytime no parking w/I 100 ft of street entrance.
- How about dropping the whole permit money grabbing plan?
- Your initial basis for review only mentions safety concerns. This question talks about community standards yet none of your questions in the questionnaire address community standards.
- "Consider the different size of trailers. A small family camper or pop up trailer is not as obstructive as some of the larger trailers.
- I do think there should be a time limit for on street parking as it takes away from other residents ability to park their cars on the street. "
- Why can't you park it on your own driveway without a fee?
- If there is room for emergency vehicle to get through, people should be able to park a trailer wherever they can park a car....road, driveway with no time limit and no additional fees.
- Trailers are useful tools and reduce the use of city resources to remove items from residence. There is no need to restrict residents from having a trailer readily available on a driveways. (Both recreational and utility) Leaving them on city streets should not be permitted but not allowing them on people's private driveways in an excessive waste of city's resources to enforce. Why restrict a person's use of their property. Residents' private driveways are just that and should not be subject to a neighbour's interpretation of neighbourhood standards. Will the next bi-law restrict what type car is permitted in a given neighbourhood.
- "Parking a utility trailer in one's driveway should not be an issue or require a permit. It does not affect anyone else as it's in ones own space. Let us park our utility trailers in our driveways "
- Temporary trailers don't bother me as much as full time parking of recreational trailers. They should never be allowed to park longer then a short period of time. Drives me nuts trailers parked in driveway and neighbor parks on road. Driveway should not be full time storage area.
- We believe that as long as trailers are respectfully used and parked then they should be allowed. We have many people with trailers in the neighbourhood and they are not an obstruction or disturbance.
- I see no reason whatsoever why trailers need a permit to be parked in owners driveway
- Current system working well - requires enforcement by current by-law officers
- I don't see any reason why Trailer parking on your own property should be regulated as it does not interfere with traffic flow on the street.
- Yeah, leave things as is. A lot of people have multiple trailers.
- A lot of trailers are an eye sore and bring down a neighborhood. They should be kept off the street and driveways.

- If something is in my driveway there are no safety issues or standards to comply with.
- Commercial space should be made available for those who wish to park trailers.
- Due to the significant increase in housing prices and cost of living, children are living at home longer, well into their 30s. Because of this, there are more vehicles per household which is making street parking congested. If trailers or RVs etc. were permitted to be parked on the road this would significantly impact the availability of parking. Furthermore, there needs to be increased enforcement of the current RV/trailer bylaw as several households in our neighborhood are parking trailers on the road.
- Too many trailers on our streets. They should be at campgrounds or in storage, not blocking views in residential neighborhoods. Citizens pay for renovations to improve their homes and then have to look out at neighbours trailers. Trailers belong in trailer parks. They are ruining our neighborhoods.
- "There should be NO restrictions for parking your RV on your driveway at anytime. It is no different than having a car or truck on blocks in your driveway for an extended time. There should also be time limited street parking (loading, unloading) assuming street access is not affected. The survey questions were biased against RV owners storing their RV on their own property."
- Having lived next door to a tractor trailer being parked on our mutual driveway, I can say it is a safety hazard. Size matters so why not break it down so large trailers or RVs don't impede on the neighbourhood. Narrow roads should not have overnight parking for any large trailer due to safety. Consideration for your neighbours should be at the forefront of any change of bylaw and not the minority.
- Homeowners should be allowed to park in their own driveways for which they are already paying municipal taxes at no additional fee. I am not convinced that our tax dollars are used prudently or wisely as it is.
- City streets should not be used to 'store' people's belongings. If you can store it on your own property, that seems fair. Blocking the view of the street is a safety concern and taking up limited regular vehicle parking is a community concern. If you can't store your 'trailer', you shouldn't have one. ...or you need to find an off site storage option.
- No trailers to be parked in city limits, only on public storage sites outside city.
- In my opinion, parking recreational trailers on public streets or driveways for periods longer than one day should be eliminated. A one day period should give adequate and fair access for cleaning, loading, unloading, and flexible trip departures. Thanks for listening :)
- Allow residents to park trailers in driveways. If the trailer fits without overhanging onto the sidewalk or road. How is it any different than a large 4x4 truck or SUV??
- Trailers should be allowed in private driveway without restriction or permits.

- It is ridiculous to have a bylaw that is only enforced when someone complains. There are many trailers, RVs, boats, etc., being stored in residential driveways for years and it is not fair. We used to store our trailer in our driveway and we're told we had to move it or else be fined only because someone complained however just around the corner there are other trailers stored in driveways. If the city wants to make money drive around and ticket everyone.
- A utility trailer in a private driveway should not be subject to regulation. We pay property taxes to enable the city to maintain roads and public services. A utility trailer is often used to enable maintenance on a property including moving equipment, assisting renovations etc. If the bylaw disables me from maintaining my property or a fee is attached for use of my personal property then taxes should be decreased to compensate for the extra cost of maintaining properties.
- 24 to 48 time limit to park your trailer in your driveway. No street parking at all of trailers.
- Other than access for emergency vehicles on public roadways, there is absolutely no reason or rational for trailer restrictions on private property. Collecting additional fees is a tax/fee grab period!
- People should be able to use their own driveway as they like as they own their property. They should not have to pay for a permit to use what is already their own.
- Storage in proper storage designated areas with access as needed. Not in the city in their driveways and in street
- As long as its in working order and not blocking sidewalks I should be able to park my trailer in my driveway whenever I need to without limitations.
- As a small camper trailer owner (smaller than a car), I see no reason why a trailer can not be stored year round on our own private property driveway, it's no different than a car. People look to camping as an affordable option, I see no reason why you would add an extra expense by "permits". You've closed off streets downtown to allow business owners to thrive, let residential owners use their own property taxed driveways to store their trailers as long as nothing is blocked for safety reasons. As for street parking then I might agree to some sort of permit but not for driveway parking. There are very large Vans, Minivans, trucks, etc parked on the street and driveways ...why target trailers?
- "1. Publish a clear and extensive explanation of how trailer parking on private property is related to community standards along with how those standards are developed and rationalized, before imposing any legislation. 2. Change year-round (especially winter) on-street parking rules to require parking on the odd-numbered house side of the street during odd-numbered calendar days as well as on even-numbered house side of the street during even-numbered calendar days. During the winter this will allow uninterrupted snow clearing along one side of every city street on a given day and the other side of each street the next day. At all times of the year this will prevent bottlenecks on narrow streets caused by cars parked too close together on

adjacent sides of the same street. Also, in neighbourhoods that allow higher density housing add the requirement that a small public overflow parking lot including CCTV surveillance be included, along with the green space donation, etc., When the plan for subdivision is submitted for approval."

- Allow residents to use their property as they see fit. If a homeowner has the space on his/her driveway to park an RV/trailer without hindering visibility, what is the problem? Parking on the street, someone who parks an RV/trailer on the road, must be available to move the vehicle no different from an owner of a regular vehicle. As long as all other bylaws are abided by, there should be no issue.
- Parking trailers on a street poses a safety hazard to children and families riding bicycles on the street by narrowing the road available for these activities. Oncoming cars may not see the bicycles due to restricted vision caused by the parked trailer. Equally concerning is that the narrowing of the roadway by parked trailers poses a safety hazard to cars and other vehicles such as emergency vehicles. In an emergency, the restricted roadway will reduce response times by emergency services which could lead to unnecessary harm or property loss due to fire or even death to someone in need of emergency care.
- Consider view of neighbours if parking allowed in residential driveways.
- Driveway parking and backyard parking should be permitted without restrictions. Restrictions should apply only for on street parking.
- As homeowners we already pay municipal taxes to own our house, property and driveway. I find it extremely redundant to also charge a permit fee for a homeowner to store anything at all (including trailers) on their own private property (including driveway) at ANY time of the year. Charging fees for parking on the City of Guelph streets is a reasonable solution.
- If the driveway and/or yard has ample room to store trailers, campers....leave it alone! We pay higher taxes to have these driveways and yards and does not interfere with emergency services or traffic flow.
- I think the by-law is just fine the way it presently reads.
- City of Guelph should allow residents to do what they like on their own property without the exception of it becomes ugly and run down only at this point something should be done. (redacted)
- Try to make sure that the solution is not worse than the problem. Do we really need more red tape and bureaucracy? Are you responding to some real concerns here or are you responding to envious nose neighbors?
- Driveway parking should be allowed without limits or permits , provided it doesn't obstruct the sidewalk. It is personal property. Using it as anything more than a recreational overnight family fun could be a permit issue, but not storage between trips or the occasional overnight driveway camping. Street parking is another issue and could be addressed through permitting and enforcement.
- enforce the bylaws for Ontario/Guelph residents and non-residents. Including No Parking a trailer across a neighbor's driveway at any time.

- I agree to not allow parking on the street unless hitching up. Parking RVs in driveways should be freely allowed. It is a great way to get away for healthy holidays and they need to be cleaned and loaded before and after trips.
- People should be able to park their trailers in their driveway without issue from the city.
- A safe well lit indoor/outdoor facility where city residence could pay to store trailer. (Similar to bus barn type facility). Keeps trailers off residential roads/neighborhoods. Only staff or security required for one central location. Maybe a 24 parking option could be allowed for people packing up for a trip?
- "Recreational vehicles and trailers should be allowed in a driveway for up to a week's time. To allow the resident to clean and load for transport to summer location or holiday. Same upon coming home. Trailers parked all summer in driveways at the front of homes should not be allowed. Commercial trailers or contractor trailers in residential driveway to be allowed in the contractor's primary residence. Limit to one trailer. Try to help not hinder the small businessmen. Street parking of trailers during construction projects should have street parking permits. Length of those permits limited to two weeks? Should the contractor require longer time, must ask and pay for an extension."
- Exceptions based on medical conditions or disability. To obtain permit sticker to put on your trailer and vehicle. No obstruction vehicles only in front of your own house. Vehicle or trailer must be in good condition.
- If you have paid the money for the trailer boat ect you should be able to park it anywhere on your property
- What problem is trailer parking causing, especially in private driveways? I don't understand how the proposed changes would do any more than make owning a trailer more onerous.
- Public lots to accommodate pay- for- parking of RVs
- Small recreational trailers as well as boat/trailer should absolutely be allowed in your driveway as long as they do not obstruct view of oncoming traffic/ pedestrians. \$7000 in property taxes should allow us to do so. Not harming anyone.
- Residents should be allowed to park their trailer/boat in their own driveway at no cost/permit if they are licensed, moveable and not living in them.
- "I believe the city should encourage tourism by having a specific parking lot for rv overnight parking as does St Jacobs near Kitchener. I also believe that the city might consider an area for people that choose to live in an rv full time to park. This may be a housing option that would get more people off the streets and in their own homes "
- Trailer parking on street or in owners driveways should be allowed 3 seasons, no time restrictions. How fun these days with covid and not being able to go safely anywhere, to be able to send the kids out to the trailer to play or sleep. Also, far easier to load up trailer when wanting and able to go places if it is within easy accessibility rather than having to go to a storage place to get it. Contractors deserve the right to park in their own driveways With their trailers.

- residents should be allowed to park trailers for seasonal use and work related uses, personal uses if stored on property, as long as not interfering with Neighbour's site lines for safety
- Parking in your own property in driveway should be permitted at any time. On the street parking should be allowed anytime but not more than 36 hours at one time.
- In some questions it is not possible to answer objectively. On-street and driveway should not be included in the same question. They are very different. On-street parking is rarely acceptable while driveway parking may be acceptable most of the time.
- Trailers parked on driveways are a safety hazard. I have seen many instances of vehicles and trailers extending over sidewalks forcing pedestrians and children on bikes to go around via the roadway. Also trailers can affect line of sight viewing for vehicles driving on roadway. If trailers are allowed, then there should be a size limit for length and height. Example, extra large motorboats on trailers.
- When a person uses their trailer for camping they need to load or unload the RV or trailer or to wash or to fill the fresh water tank in order to travel put supplies in
- We live on (redacted identifier). The street is already a parking lot, which people illegally widening driveways and parking where they shouldn't. The last thing we need is a bunch of trailers thrown in the mix.
- As a trailer owner who pays storage fees for our trailer, I strongly disagree that trailers should be allowed to park on driveways or city streets. This could be a major safety issue. There are already parking issues in Guelph with cars, we do not need trailers parked everywhere!!
- "There have been no concerns about safety when I see trailers parked for a few days on a residential street. As from my comment above, you should note that the problem is on street parking of all vehicles. Why target trailer owners when we are not the biggest problem. Furthermore, there have been times when I can't even drive down my street due to the number of cars parked on it. Also, I see nothing wrong with a person parking their trailer on their own driveway if it is flat. My driveway is not flat so I have no option but to put it on the road to load, unload and be ready for a trip. I recommend you do not change the current by-law unless it is to limit ALL on street parking."
- Make the rules and enforce them! Thank you.
- Keep this stuff off residential streets. They are ugly and ruin the neighborhood.
- I feel we need to design an area specific plan allowing for various options for parking based on whether the homeowner actually has a driveway, laneway, shared drive ... The plan must also allow ease of movement of trailers to and from residential properties. It must provide opportunities for homeowners to have access to their trailers without undue, complicated bureaucratic oversight. The short term permit application can only be a useful tool if it is online (although that presents challenges for certain

demographics) is streamlined, tested and effective, allowing for quick "registering" of the trailer. This is essential should the homeowner want to bring the trailer home from storage on short notice (i.e. a break in the weather, unscheduled repair needed, loading for a last minute trip, change of plans... The plan must also provide for the small, self employed contractor (as I am, although retired now and working only part time) who does not have "a shop" to park the trailer, but uses the driveway to park his vehicle and trailer, keeping it back from the front line of the home.

- "Parking in driveways (and on property) may perhaps require a distinction by height of trailer. For example, parking a tent trailer is much less unsightly and likely less of a safety/sightlines issue than a large RV or fifth wheel. Also, there should be a relation to boat trailers, as these are often left in driveways for full seasons in our neighbourhood."
- I have been living in Guelph almost 30 years I have never noticed any safety issue parking storing trailer near or front of the owner's property I pay over 35,000\$ yearly taxes this should be sufficient for any founding but I don't see the reason why would any founding be necessary there is no need for additional permits. Every citizen should have the right to store their belongings near to their house without any restrictions
- Trailers can be parked in trailer parks. People can drive to the park to pick up their vehicle
- N/A
- Trailers as per the description should follow the same rulings as an additional vehicle for which there is no allotted space provided. The owners of such vehicles have to find and pay for storage away from their residence. It is my understanding also that, in some neighborhoods, owners of vehicles must have a space behind the front fascade of the residence. There are enough areas now which have obstructed views of their streets due to city allowances for vehicles parked between the sidewalk and roadway without further obstructing the views with trailers and RV's. Trailers are ugly and detract from the serenity of most residential neighborhoods.
- Camping trailers and boats should not be parked on the roads for more than a couple of hours. If you can afford the trailer then you need to factor in storage costs.
- It's the people's property, not the cities, city should not be involved
- Setting a size limit to the trailer is necessary and parking in private driveway should also be based on width&length of driveway
- If rv trailer that has small size should be allowed to parked in owners driveway without any restrictions without any safety concerns,owner have the right to put what they can put on his or her driveway unless this trailer will effect some sort of safety,
- Since the current ruling was made when homes were built further apart and you could park a trailer beside your home it is time for a change Homes are built so close together now you can hardly get a lawn mower to you back yard therefore if you own a trailer or boat and you own your home and pay your taxes you should be aloud to keep a trailer in your own driveway!

- Most people don't have room for a trailer on the side of their house so the requirement to not store the trailer in the driveway is draconian and not feasible for most people. The law should be rescinded or not enforced.
- the owner should have access to his/her trailer any time through the year without any limitation
- The city is not a trailer park ,when not in use move it. There is places to park these eye soars in the country
- The size of the trailer should be considered. Ie anything larger than 15' should not be parked on street for more than a day etc.
- Don't have any issues with trailer or boat parking on private property (either front or rear yard), however it is frustrating when people use the driveway for trail/boat parking and then park on the road all the time. It would also be nice if parking was left for one side of the street in some neighbourhoods.
- "In general, I feel the restrictions should be eased so that residences which do not meet the current physical standards for parking of recreational vehicles can instead legally park recreational vehicles in their property. There are many small lots in the older neighbourhoods of Guelph which likely cannot accommodate recreational vehicles or trailers unless restrictions on parking are eased. On- street parking of trailers should also be eased in order to accommodate work vehicles, especially those which double as personal vehicles. Many trades people starting out, or simply living more on a budget might not own a home, and are instead renting, and may not have the luxury of a driveway to park in. It is important that trades people living and working in the city find the city accommodating , so that they continue to build their business here. However consideration for aesthetics and safety and availability of on street parking to residents and visitors must also remain important considerations. Many downtown residences do not have driveways (Cork Street West has some examples) and residents/tenants there rely on on-street parking for their own vehicles and for visitors. It is important that parking first and foremost is available to people in this situation for their primary vehicles. Trailers being parked on the street in these situations must be considered secondary, unless attached to a primary vehicle (which is used for personal use and/or work use). "
- Let people park their property on their own driveways without interference or permits. I paid a huge premium in house price AND property taxes to live in Guelph. Enough is enough. Stop dictating what I can do on my own property.
- Permit trailers to be parked on driveways from April to October and on the street if attached to vehicle during the same period where no driveways are present.
- In our neighborhood (Pine Ridge), we have many children that play on the streets. There are several neighbours who bring their trailers, boats etc. out of storage and park them in their driveways all summer and park their cars on the road. One neighbor runs an agri-business out of his garage and often parks farm related vehicles on the road or in his driveway. Again this makes it very unsafe for pedestrians, kids and adults on bikes and roller blades, and kids playing. I would like to see the storage all trailers etc banned from

neighborhoods. Perhaps a monetary incentive along with a permit requirement to bring trailers into the neighborhood would be the solution.

- HOMES ON MANY STREETS IN OLDER CITY AREAS (EG-EXHIBITION PARK AREA) HAVE SMALL DRIVEWAYS, SHARED DRIVEWAYS OR NO DRIVEWAY. TRAILER OWNERS IN THESE AREAS MUST CONTINUE HAVE THE RIGHT TO PARK ON STREET FOR TO ENABLE LOADING OR UNLOADING OF ITEMS FROM TRAILER. A PERIOD OF 48 HOURS WITHOUT PERMIT FEES IS REASONABLE.
- I have put much thought into purchasing a boat that fits into my driveway without impacting my neighbours. If a owner of a property has a recreational vehicle located on his own property this should not be the business of anyone including the city if it's in working condition and has not been neglected. Parking on streets is another consideration. Parking directly in front of ones house temporary or on ones street with hitched oversized vehicles should require a overnight exception. for extended periods of time and continuous parking of large items I agree should have limits.
- '- there should be strict ruling to ensure residents can not rent space for travellers.
- The cost to our city of having someone ensure parking permits for parking trailers in driveways are obtained will be astronomical. Additional resources will need to be used for this. The By-law officers already have a full work load, I'm sure, so more personnel will have to be hired just for this issue. It doesn't make any financial sense.
- "trailers can be parked in their driveways but ONLY when there is also availability for their other vehicles in their driveway as well. My personal experience for the past 8 years is my neighbour parks his trailer in his driveway during the spring/summer/fall months but then has no space for his vehicles. He then parks his car directly in front of my house (the street is busy and on a bend), 8 months of the year."
- Parking own trailers in own driveway should be allowed during summer / fall
- Trailers should not be parked on city streets, there is already too much parking on some city streets making it difficult to travel on the road. As for parking trailers in a residential driveway, this should be permitted regardless (no additional permits etc., required), provided they are stored in a manner that is safe and does not pose a hazard to the property or adjacent properties and is not used as a residence. Too many by-laws now that are not enforced!
- "We would like the opportunity to be able to park a small utility trailer year round in our driveway. Given our lot, we do not have the space to put it beside the house. We also have a small pop-up camping trailer that we would also like to keep in our driveway seasonally as we often use it on weekends. During the late fall to winter it would be off-site for storage. Thanks!"
- Should be allowed to live in a trailer if it is completely on the owner's property.
- Trailers are not the issue, especially in my neighbourhood. The issue is the number of cars that are constantly parked on both sides of the street making

it a challenge to navigate into and out of our driveway safely. If you wish to target on street parking, you should be targeting all on street parking, especially rental properties that have far too many cars for their driveway. I also don't approve of making driveways larger to allow for extra parking - that diminishes community standards more than trailers occasionally parked on the street or in a driveway. My solution is don't change the by-law. Make money by enforcing the by-laws you already have. stop wasting time and money on non issues.

- Trailers allow people to enjoy the outdoors (via camping), this should be encourage. The city should not make owning a trailer any harder than it already is by making parking it impossible. Parking during camping season should be allowed on private driveways and roads.
- Older neighbourhoods where this is room for trailers may be less of an issue. Definitely in newer neighbourhoods where parking is more problematic should be considered. I live in a new neighbourhood with no on street parking and only room for a couple of cars in the driveway. It is an issue when people park their trailers in their driveway, their cars at the end of their laneway. It is congested and visibility of oncoming traffic is an issue. People start to park on the street as well. It is a problem. The City should pay more attention to the congestion in newer neighbourhoods and require developers to create streets that are wide enough for on street parking. It is crazy to live in a large home with a double car garage (2700 square feet) and be on street that is not wide enough for on street parking. Who in the world decided that is a good idea.
- Let trailers be parked where the owners deem appropriate. As long as the are not blocking driveways or emergency routes I see no issue
- Just let people park their trailers on their own property.
- RV's should be allowed in residential driveways without time and without permit fee restrictions from May 1 - Oct 31. Rv's that park on the city road allowance should be attached to an appropriate towed vehicle. Rv's should be allowed to park on the city road allowance in accordance to the current city traffic/parking Bylaw.
- I am not a fan if recreational vehicles parked in driveways, it looks shabby.
- Guelph is out of step with other cities around like Kitchener where they are more accepting to their tax payers. Guelph at one time allowed driveway parking between Victoria Day and Labour day full time, I've disagreed when Guelph changed this since day one. It seems the minority create issues for the majority in Guelph. Not a great fan of RV overnight street parking but parking on your own property should be allowed for greater duration like we had before anytime May thru September and on street RV parking should have a limit ie 1 or 2 days.
- Perhaps special permits could be acquired and on displayed for recreational vehicles to park in City owned parking lots. For tourists and visitors , the cost of the permit would be relative to the length of stay. No permits should be provided for trailers & vehicles etc used for businesses.

- "the city has many vehicals on thr roadways each day, the drivers should be reporting vehicals that are not conforming to thr by laws, spescifiacly snow removal equipment, that have to go around parked vehicals or trailers thatshoud not be there"
- I think that a trailer should be considered just like a vehicle, to be parked in a driveway without restrictions and subject to the same restrictions as vehicles on roadways. I don't know why a trailer is considered to be any worse for the community than a car or truck.
- With the pandemic and need for space people should have been using trailers as a way to isolate.
- On residential streets where street parking is allowed and a necessity due to the large number of residential properties without driveways, such as in the Ward, large vehicles such as trailers (whether attached to the towing vehicle or not) should not be allowed to park, unless they are in a private driveway and not obstructing any view or the sidewalk for pedestrians. Such vehicles should not be considered primary modes of transportation, therefore shouldn't take up valuable space on the street and preventing other residents from parking their regular vehicles.
- 2-3 days for cleaning, loading and unloading should be a non-issue.
- People should be allowed to park their trailers and boats on their private driveways without time of day or a permit as long as the trailer is in good condition and does not obstruct the sidewalk or the area of the driveway between the boulevard and the street.
- "There is plenty of storage facilities for people to store their RV's and campers. I personally pay a reasonable price to store my trailer out of my driveway. If people are allowed to store trailers in their driveways it will block site lines and make for an ""ugly"" drive around the city. In t he winter it will create a snow fence affect and pile up snow. Also if people are allowed to park on the street, it will cause blockages for emergency vehicles trying to get through. There should be absolutely no parking of trailers in peoples driveways or on the street at any time of the year! "
- "Suggest a higher limit (upwards of 4-7 days) for driveway parking for trailers. Upon returning from using a trailer, residents may not have the time to immediately remove trailer from driveway to storage location. Trailer parking on street is not much different than parking a large truck on the street or driveway, which is allowed. "
- Parking of one's own property on a driveway shouldn't require a permit.
- I think it would make sense to have a "one side of the street" only parking by-law in certain wards/neighborhoods, in addition to private-driveway permits and pay-per-use permits.
- Community parking lot
- In ward one many streets are narrow.,in winter on Grange Street between Victoria and Regent Street parking causes a safety hazard because the snow banks make the street narrower but residents at (redacted identifier) are required to park on the street when the parking lot is being cleared. A different system of clearing this street of snow so that snowbanks are not

formed, especially on the hill between (redacted identifier) would make the street safer.

- It is a safety issue having trailers parked on streets. Pylons should be mandatory. Trailers should not block visibilities for neighbours exiting their driveways.
- RV's are seasonal - let them enjoy for the summer months without penalty's -
- Make it seasonal. I understand keeping roads clear for snow removal. Allow trailers in driveways the same you would any car.
- A large RV regularly parks on (redacted identifier). With vehicles parked on both sides of the street it's a very dangerous situation. Only single lane traffic can get through and cars come off (redacted identifier) road at a fast speed. City bus can't get through and someone is going to get t-boned when turning left off (redacted identifier). There have to be areas where Rvs cannot park at all.
- Without having access to road parking for a few days a season, we would be unable to enjoy our trailer with our family. Thanks for your consideration.
- Can someone articulate what the safety issue is of having trailers "parked on a driveway?" Once I understand that, I'd be more than willing to be part of the solution, and not part of the problem. Why are those not articulated as part of this survey? Is it similar to not being allowed to have clothes lines in your backyard, is it simply aesthetics?
- I am unsure why this is a problem to begin with. We are tax paying citizens who should be allowed to have a trailer/boat in our driveway as long as views are unobstructed. When our trailer is on the road it actually forces cars to slow down on our street which people normally race down.
- safety??? hahaha, it's my driveway
- The Wilson Street Parking lot is never full. Perhaps the un-hitched trailers can be stored there for a fee.
- People should be able to park their trailers in their own driveways with no permit and on their street for a limited time with no fee.
- As long as things are kept tidy looking, I'm happy.
- my preference is ok to park in my driveway for 3 days max
- don't allow a by law officer who own a trailer to park it in his driveway for weeks at a time
- Parking a RV in a private driveway should be allowed anytime of the year without fees. Usage permits should be required for onstreet parking at a limited use, with restricted on street parking in high traffic areas and school zones.
- "What about using under utilized spaces that exist in each neighbourhood? ie schools that don't operate in the summer and a fee can be associated with it for extended parking. Also, having limited time to have trailer on the driveway is impractical during summer months. Families holiday schedules do not correspond with by laws. "
- I think residents should be able to park their recreational vehicle in their driveway, if possible, during the April -Nov period as long as it does not block

their neighbour's site lines when getting out of their driveway. Personally, our trailer being 29' in length would be too long to keep for any length of time in our driveway. There are times when I would like to bring it home for loading, maintenance or cleaning; but because of the width of the street and cars parked it would be difficult to get it in and out of the driveway or find a spot large enough for on-street parking. Perhaps you should think about size limits when permitting residential trailer parking for any length of time other than 1 or 2 days.

- I feel that people should be allowed to park their recreational trailers in their driveway from April until November at no cost and without a permit. For on street parking they should have to obtain a permit and pay for it. For contractors/trades trailers an annual parking permit should be obtained at a cost.
- The current bylaw is not followed or enforced as many people throughout the city park trailers, RVs, etc. in their driveways for long periods of time. Seems like a waste of time to update a bylaw that isn't followed or enforced anyway?
- Public storage facilities
- I don't see a problem with on street parking for trailers at all. What's the difference from a car? I don't believe that a trailer is harder to tow than a car if needed. Plus, given the city's reliance on on-street parking for traffic calming, I would think parking trailers on the street would be desirable. I would certainly welcome them on our street.
- This is a very poor survey. It lumps private and commercial trailers of all sizes with RV's of all sizes and uses those terms very loosely. What kind of relevant survey contains questions with a certain answer and ask for agreement when the very question is wrong or not applicable. Where are the detailed specifics outlining any existing problem? Or is it 1 actual trailer that annoyed one person for 3 hours when parked on a residential street???? Asking certain questions while not asking other proper questions or lumping things together make for a useless survey that is then used to develop irrelevant policies and bylaws add additional bureaucracy and add additional costs for contractors and therefore residential owners.
- Owners must have permits. If they have driveways, it should be in the driveway. RVs and larger trailers should not be allowed in the city limits for longer than 3 days at a time. This crowds up the street parking as then households are putting their 3-4 vehicles onto the street so they can have their RV in their driveway.
- Trailers should never be parked on streets, for work or leisure. If you cannot fit the trailer in your driveway and still fit all your personal vehicles, then you should be required to find and pay for alternative storage, plain and simple. If you own an RV and can park it in your own driveway along with all you personal vehicles, there shouldn't be any additional fees for your own possessions on your own property, as long as on street parking is an extra as ALL your vehicles already fit in your driveway

- Why is it restricted? I'm not a trailer owner but it doesn't bother me. People should be able to park where they want/need so long as it doesn't block driveways. I'm genuinely curious.
- Doesn't make sense to restrict parking on private driveways, but parking a trailer/RV on the street takes up way too much space
- I don't believe we need to restrict what people can park in their own driveways?
- Parking trailers on driveways should be permitted as long as they do not obstruct the sidewalk.
- Too many commercial trailers (dump and utility) are parked full time on streets not attached to a vehicle. Would like higher enforcement of this. For short term construction it is allowed but not in front of residences. No restrictions on personal trailers left in driveway provided they do not block the sidewalk
- Trailers and RVs are incredibly difficult to see around.
- Perhaps a noise bylaw when people are camping in their driveways? When our neighbours use their camper in their driveway it is really loud well into the night. The sound travels very easily and at 3 am is certainly frustrating. Thanks.
- I think allowing RV trailers to park in an owners driveway for a max of 2-3 days in a row is fine. In new neighborhoods, there is no opportunity in terms of space, to park in a back or side yard. As for small trailers used for trades etc, if it fits in a driveway, then I don't see why it can't be parked there all of the time. A lot of trailers are smaller than some big pickups. What about people who have a "fixer upper" car (ie not drivable) sitting in their driveway all year round? I think driveway parking should not be an issue. On street, especially when there is no tow vehicle attached, should have the most restrictions. Thanks.
- Street parking of RVs and trailers should be allowed outside of winter with permit. There should be no restrictions on what people park in their own driveways.
- As long as the trailer can fit in the driveway without blocking sight down the road. So that neighbors can reverse their cars safely.
- I think that if it fits in the driveway without encroaching on neighbouring property it should be allowed and there should never be a permit / fee required to park something in your driveway. They should be allowed on the street for a few hours max and after that not at all. There is already too many cars parked on the streets especially in newer developments. Trailers are even worse and more dangerous in term of visibility and ease of access.
- "In driveways they should be allowed whenever for as long as needed. On street is the only place the city should be worried about. "
- "Residents should be allowed to use their driveways or on street parking for a limited time that would allow them to pack or unpack trailers, campers, etc. This need only take a couple of hours. Construction workers should not be allowed to leave their trailers, etc. parked on streets for lengthy periods of time while they are working on projects. Even on driveways some people

park oversized trailers which stick out onto sidewalks and hamper pedestrians use of them and can make it frustrating and difficult for those who use walkers or wheelchairs. Trailers parked on driveways for long periods of time are not very pleasant for neighbours to view and can block light from windows.

- There are areas of Guelph that have narrow streets and these parked vehicles interrupt the flow of traffic as well as take up limited parking spaces that could be used by neighbourhood residents. They do not add any visual enhancement to area streetscapes. In addition they can be a safety concern as they block drivers' vision when turning onto streets especially narrower ones and cause drivers to have to veer over to bypass them or wait and have to keep checking around them to make sure that the way is clear. Also they make it difficult to see if any children are entering the roadways. "
- Given the nature of Guelph's narrow residential streets, parked trailers of any kind create a bottleneck and hazards for emergency vehicle access, especially coupled with the increased number of cars parking on-street. If a private citizen buys a trailer or RV then they must also secure a storage location, either in a garage, side or back driveway, or private lot elsewhere. It's a part of owning a trailer, camper or RV. Three days parked on the driveway only is enough to allow for packing and trip preparation. Private businesses that use trailers must also secure proper parking locations off-street and off-driveway...it's a part of the cost of doing business. There's nothing more unsightly than a bunch of service/commercial trailers lining a street, also dangerous because these trailers encourage thieves and vandals along a residential street and in neighbourhoods. Our neighbourhood streets are becoming parking lots, and this is dangerous as well as being an eyesore for those of us who live there. The only solution is to provide paid storage locations around Guelph. The city could run unused parking lots as a business opportunity in addition to private commercial parking lots in industrial areas. If someone is visiting a relative or friend and is using a trailer or RV for sleeping, max 3 days is enough, on a driveway only. Anything over that must have a permit from the city, costing an appropriate amount, otherwise go to a local campground.
- I strongly suggest that home owners be allowed to park their trailers in their private driveways without restriction providing that the trailers do not negatively impact the use of the sidewalks.
- People should be allowed to park their trailers on their private driveways all year round.
- I propose that Guelph allow their residents to park their trailers on their personal driveways without restriction, providing that the trailer does not impact on access to sidewalks.
- Too often trailers are parked in such a way that they hinder the ability of drivers to see while on the roadways. Any bylaw, permit should ensure that intersections or closeness to the roadway are taken into account to ensure the safety of everyone.

- Understanding that people have recreational vehicles that they need to store, I believe they should be stored within the space available within the property lines of the property. I am vehemently opposed to overnight on street parking. If people don't have room to park 6 cars in their driveways or their parking lots then they shouldn't have 6 cars. On street parking is detrimental to the safety of the people living in those communities.
- "In my neighbourhood the streets are mostly vacant of parked vehicles. I think trailer owners should be allowed to use their driveways at any time for parking of recreational vehicles and they can use the street for cars. There should not be any time limits imposed nor fees for using streets to park vehicles (cars or recreational vehicles). If there is a neighborhood with street parking that is heavily used, such that home owners do not have space for their cars, then and only then should parking for recreational vehicles be by permit for a very nominal fee for the season. Trailers for hauling materials should also be permitted on the homeowners property but not in the front yard. Driveways should be also ok as should be side yards, and backyards."
- I think commercial trailers should not fall under a permit system if they are below a specific size, such as trailers used by small landscaping companies. Residential RVs, trailers and boats should not require a permit if they are on the owners properties/driveways and do not interfere with sidewalk use or neighbors.
- There's often a trailer parked on (redacted identifier) that blocks the line of sight for cars turning onto (redacted identifier).
- I understand that residents have trailers but there are many occasions on my residential street where it is an annoyance. Permits should be obtained, no trailers should be parked on the street unless it is for a short period of time, not a full trailer attached to a vehicle with all the sides popped out on a narrow street. it's dangerous.
- Is it possible to have pay for use trailer parking lot (both short and long term) on some unused lots in Guelph?
- On street parking could be a safety issues due to blind views getting out of driveways and or coming out of a street intersections !! Traffic Planning is already the worst I have ever seems over about 50 years living in different cities in ontario!! Please some one should audit Traffic plans in Guelph!!!!PLEASE!!
- I understand road parking issues, however parking on a person's own property should not be restricted.
- I strongly think that trailers should have a permit to be on a residential street so the city can keep track as to how many are on one street at a time. Currently on my street; (redacted identifier) we have two roofing companies that keep their trailers on the street from April to October; and a mechanic that keeps a trailer parked on the street. There are small children that play on the street(basketball, hockey, skateboarding, etc..., which should be allowed but it is unsafe. Cars can not see past the multiple trailers that are parked on both sides of the street. Having them request a permit would allow

the city to be aware of how many trailers are on one street and when it gets to an unsafe number, say no.

- Trailers have no place in a driveway. Maybe for a 1-2 days as you prepare for the season. These should be parked in a storage place. We have too many vehicles on streets now. It is not fair to a neighbor that someone has a trailer, boat parked in their driveway months of a year.
- Limit time to allow trailers in driveways, not on street) for short time (3 days max) for loading, unloading or repair.
- People taking up parking spaces and setting up house in a parked RV should not be allowed!
- Limit parking of a trailer not connected to a vehicle to 24 hours on a street. In a driveway there should be no limits as long as it is not blocking sidewalk etc. Also ensure the trailer parked is not in bad shape (animals living in it, broken down and looking terrible etc). If somebody has a well maintained trailer and wants to park it on their driveway indefinitely then they should be allowed to.
- "Part of the issue is the proportionate size of the trailer to the width and length of the driveway, surrounding building, lot size and street width. Some trailers can be obtrusive and downright ugly in the context of their surroundings. I'd like to live in a residential area and not a parking lot/trailer park. Those that own trailers should consider how and where their vehicle needs to be kept in advance of acquisition. Options exist for storage at private facilities for a fee and this is The most appropriate in an urban context. As a minor compromise perhaps the bylaw could make further size distinctions To the definition for different trailers Which are smaller and add provisions for Short term parking duration. "
- There's no reason for the current rules to change. All this does is puts more costs on small businesses. Many contractors need to spend weeks at a time working on houses and need to have their trailers with them at home to head directly to jobsites. Telling a business owner he needs a permit or can't work from home and needs a commercial space to work from is a good way to put people out of business.
- "I live on an older (and beautiful) street with very wide lots. Only 1 homeowner on our street parks a trailer on his property, usually behind the front wall of his house. It is in the driveway only when he is prepping for a trip. When it's just the one trailer & only occasionally in the driveway, I can live with that. Driving/walking along other streets in the neighbourhood, trailers are becoming increasingly common where previously they were rare. When parked on the street they interfere with sight lines when backing out of a driveway & also re. cyclists. One trailer per street may not be an issue but if every third house has a trailer parked out front, in the driveway or beside the house, that would pose a serious safety hazard & be unsightly. This is a thorny issue. People acquire trailers because they are affordable. Paying to park a trailer at a location away from their home makes it less affordable & much less convenient to prep for a trip. In recent years a number of residential properties in my neighbourhood (not on my street) have added a

very unsightly detached garage (solid construction or soft sided structures). Rather than litter every neighbourhood with these perhaps a particular street or area could be designated for this type of construction. And perhaps a similar policy would work for trailers so that people who want to have their trailers at home can occupy an area of the city where that is permitted. But again is that an affordable option? With the land transfer tax & all the other costs it costs \$50K to sell, buy & move to another house. If I own a trailer because it's affordable, I probably cannot afford to move house to that 'anything goes for trailers' neighbourhood. I hope the city will ensure that trailer owners fund the cost to enforce any bylaws w.r.t. trailers in residential areas.thanks."

- The only amendment to the current bylaw that would be fair and helpful is that individuals should not be able to park an unattached utility trailer that is not being used for landscaping or construction but only to save an on-street parking spot.
- I do not think trailers are any more of an issue than pick-up trucks or any other large vehicles. I don't think there should be any rules around where or how long they can be parked other than being able to be quickly moved if emergencies require or being able to be off street for winter ploughing.
- Allow people to enjoy having a trailer
- Most complaints against RV parking is usually a personal attack on the owner, not the RV. Jealousy is also a factor. Rules about my RV lifestyle shouldn't be made by others who's minds are spiteful.
- There are too many trailers parked in driveways in my neighborhood. This results in extra cars on the road (that would normally be in driveways. It has created a gauntlet of unsafe driving conditions in my neighborhood. In particular, corner lots are parking vehicles too close to the corner/stop signs, which creates dangerous situations when trying to make left turns. In some cases when you make a left turn, there is only one car length before a vehicle is blocking the entire lane. In these cases, parking should only be allowed on one side of the road.
- We have a neighbour who parks his boat/trailer in his single drive (drive is integrated w/ours), while in addition has at least two other vehicles, one of which is a (redacted identifier- vehicle) Parks sideways on boulevard (city-owned) and uses nearby (redacted identifier) parking lot regularly for parking additional vehicles - causes widespread unhappiness amongst local homeowners. It is an eyesore in our community. RV use of driveway must be for occasional use only, before and after use, and for occasional maintenance - not permanent storage. It is a major contribution to reducing property values.
- "I think recreational vehicles should ONLY be allowed to park in driveways and on the street for loading, unloading and occasionally for maintenance. I think they should not need a permit for parking on private property but should for parking on the street. Some of Guelph's streets are narrow and some trailers wide so you may need to allow recreational vehicles to park temporarily on only 1 side of the street. "

- There is absolutely no need to change existing trailer parking regulations.
- "We live in a street with two roofing companies (with multiple trucks and trailers) and another neighbour with a large utility trailer that all regularly park on the street causing sight line and congestion issues. Children play on the street and it feels unsafe. I appreciate the need to have occasional trailer parking, but these businesses use the residential street to stage their business parking. I think there should be a distinction between personal and business vehicles. Utility trailers being used for storage should not be allowed to be parked on the street indefinitely. Thanks. "
- Recognize high use times of the year for RVs and allow long periods (eg one or two months) of parking at a time on driveway during those times. Distinguish between lower impact trailers and higher impact trailers (eg lower impact might be small utility trailer or pop up camper that is well back of street vs higher impact might be large long equipment floats or large 5th wheel RVs) and regulate them differently. Do not allow parking at night (6pm to 7 am in winter), or for longer than 4 hours, on roadway of any wide trailers on narrower streets.
- Trailers are eye sores. I pay property taxes and should not have to drive down my street and see long big trailers and fear that I may hit one as I have to squeeze through small opening s in the street to get to my driveway. They should not be allowed on streets or in driveways period.
- No
- Presently people are using on street parking as their personal parking lots even though they have room to park their vehicles in their garages or driveways. I can't imagine what additional vehicles/trailers on the roads will look, like. The parked cars constitute a safety issue with children, as kids often pop out between the cars. Additional parked vehicles will make the situation even more unsafe. If people parked their vehicles in their garages (as they were designed for) then more room would be freed up. Additional trailers should be stored in garages or on the owners property or a storage facility. The street should not become a parking lot or an obstical course!!
- If the are leaving for a holiday with notification to the bylaw office and returning from holiday for no longer than 48 hours with notifications to Bylaw Office. Notifications should be given... no abuses.
- "The community needs to broaden its look, people are living more densely and we need to park the traditional ideas of what aesthetics are to be. Ie days past when laundry lines were not allowed in backyards. Residential homes are not being built as large these days and many people do not have access to park trailers beyond the front wall of the main building. Based on these standards it appears that only those wealthy enough to have a large lot can enjoy an rv/trailer with ease of access. Although more difficult it would be much better if each street could be assessed for its suitability for on street parking. Driveway parking should be allowed April to November as long as the driveway is large enough to hold the trailer without any over hang of the sidewalk."

- Trailer parking on the street so long as not blocking driveways. Trailer parking should be allowed in driveway.
- Let them park your in their own driveway if the trailer fits on said driveway. I do not think trailers not attached to a vehicle should be allowed to park on the street at any time.
- Not suitable for f downtown streets at all
- Our residential areas are congested enough and parking in driveways or on street should not be permitted.
- I believe storing trailers on you personal property should be allowed tear round and this does not impede the traffic flow in the street
- My property, I pay my taxes, I should be able to park where I want.
- I think that if someone can park their trailer in their driveway then they have the right to do so. There shouldn't be a fee to park your own trailer on your own property
- As a tax paying resident I should not have to pay any fees or require a permit to park something in my driveway on my private property. There also should be no fees or permits required for on street parking of your trailer given the fact that the city has reduced the driveway sizes that they barely fit a large vehicle anymore.
- If you have a large driveway or backyard I don't see why you shouldn't be able to use your driveway as you see fit as long as you aren't blocking sidewalks fire hydrants etc.
- We pay enough taxes in Guelph and it's private property. Current by laws are ridiculous! Keep opening clean injection sites though and keep gathering the money from the residential taxpayers!
- Permits should not be required for residential parking of trailers. Have a call in/online system like current parking exemptions.
- Trailers should be allowed in people's driveways period. We pay taxes for our homes. And if we want a trailer in our driveway so be it. As long is it's kept clean and neat that's all that should matter.
- Spend your resources on something that is important like traffic calming. Leave people to manage their own trailer / trailer parking and deal with the non compliance issues as needed.
- I like the idea of changing the bylaw to allow trailer/camper parking in our driveways or on streets. How can we be a happy city if restrictions prevent us from managing our lifestyle choices on our own property. We are house proud. Many folks without trailer/campers are not house proud have very nasty properties that are eye sores, way too many of those in my neighborhood. Chase them down!
- Have more enforcement.
- Permits would be yet another "nontax" tax in one of most heavily taxed municipalities in the area. Guelph is collecting taxes and spending money like a tax drunk liberal government.
- You should allow every household that needs additional parking to pay for a yearly permit.

- A permit process should be considered for construction and the current bylaws should remain
- Everyone with a trailer also has a vehicle. No extended street parking. Keep them in your own driveway or store them somewhere else. People are using street parking as their trailer storage and it is difficult to see around them and drive safely. This is especially problematic on Starwood, where there are always the same trailers parked on the street and obstructing safe view of traffic.
- There is no reason why trailers can't be safely parked and stored in driveways of homes that can accommodate them... Street parking permits for those needing to temporarily park them pre and post trips if not able to be in the driveway.
- Trailers should not be parked in driveways or on residential streets.
- I think that people should be able to park these vehicle types in their own driveway (or rear or side yard) without time constraints but with an annual permit, so long as it is a certain distance from property lines and sidewalks/roadways. I do not support having any of these vehicles on the road with the exception of if work is being done to repair the driveway, and then a permit would be required and a time length enforced.
- As a person who owns trailers I feel that since I had to pay a high premium to find a property inside the city that can accommodate my trailers I feel the city should not punish the citizens who obey the rules.
- Keep trailers off of private properties and off City streets whenever possible!!!
- People should be able to have whatever they want on their own property
- I believe that enforcing a permit system for people to park their trailers at their own properties is unfair, and should not be implemented. Many properties in Guelph do not have backyards to store trailers in, so driveways are the only option, and people should not be punished for owning a trailer. Citizens should not need to pay to use their own driveways for their own equipment.
- People should be allowed to keep their trailers in their private driveways and on their private property in any way they want so long as they are not a fire or other emergency hazard and do not block or park in front of neighbouring homes for extended periods without permission. If parking on street (hitched) for more than 7 days they should require a permit. I do not think they should be allowed to park on street overnight without being attached for safety and to prevent theft.
- If someone owns the property there should be no reason they cannot park in their own driveway.
- No problem with people parking trailers on their property. On roads they often block space and hard to identify whos it is.
- No, not my job.
- "People should be able to park their trailers on their own property without any fees or permits. So long as road visibility is not obstructed.
-

- Parking on the street should be controlled. Trailers should remain attached to a vehicle or be restricted with permits and limited for how long they can park. On street parking is hard enough for cars, adding trailers to the streets only makes it harder for residents to find parking."
- These should not be allowed on driveways or roads to park as they're very hard to see around and dangerous for kids and drivers
- I think contractor trailer's should be considered different than recreational trailers - livelihood is different than leisure. There are times during home construction or renovation that I think contractor trailers should be able to park on the street while working without consequence (unless blocking driveways). Adding fees to this increases the cost of construction that will be passed onto the home owner, especially during new builds and housing and home repair is already expensive. I also don't see the point in adding permits for just trailers - this adds to municipal expenses to administer and enforce. Keep government expenses low - no need to add more layers of bureaucracy. I also think if you were to add parking permits do it for street parking in general, especially on some south end streets, which have small driveways and homes built close together.
- Trailers definitely should not be parked on street or on driveways for any length of time.
- Let people park what they want in their driveways.
- I disagree with allowing trailers to be parked in driveways or on streets. Most driveways aren't big enough for the trailer and also the vehicles that tow it. So if the trailer is in the driveway the vehicles are then parked on the street. Having too many vehicles on the street adds to a safety concern for vehicles passing and using the roadway.
- I don't see the need for city interference in this. I should be able to park my trailer in my driveway without a permit.
- Leave stuff well enough alone!!
- "Streets are already congested enough without additional space being taken up by trailers.
- Driveways full of trailers and cars parked in the street is not an acceptable solution. "
- I believe that trailers should be allowed to be parked in driveway all year round and not having to be located behind the front of the house. If you have a driveway that accessible to have your trailer parked no matter the driveway is located anywhere in on property. As long it is not blocking sidewalks, street access ect.
- On-property parking should be allowed but street parking presents limits to visibility and safety driving on residential street
- I don't own a trailer and I could care less where people park them. On street, driveway every day of the year, I don't care at all.
- Keep the current bylaw in place. People have no respect for others. Currently our neighbour will leave their trailer on the street for loading unloading and that's it. Which I appreciate. Allowing trailers to be parked on streets make the streets hard to drive through

- If my trailer fits in my driveway, I should be permitted to park it in my driveway for as long as I want to. I pay taxes on MY property! I agree that trailers should not be permitted to park on residential streets.
- Parking in a private drive way should not be restricted
- People should be able to park there trial, even and boats anywhere on there property for as long as they want. (But not stay or live in it.)
- I have an 4x8 utility trailer. I should be able to park it on my driveway throughout the year. When it is in my driveway it is parked at the back and over to the side to be as least intrusive as possible. I live in an older part of the city with narrow lots and no garages. There isn't room to build a shed or garage beside my house to put my trailer in, and I'm not sure I could even get it into my backyard. I think the current bylaws lean towards the community standards of the privileged. I very seldom have the trailer on the road, and if I do it is almost always attached to my car. Very occasionally I leave it there unattached when it is too awkward to take the trailer with me to do errands. My neighbours have a house on a corner which fronts onto one street but the driveway is on the street perpendicular. They have a small camping trailer on their driveway for most of the year. Technically it is behind the front of the house. How does that fit into the rules?
- You should be able to park your trailer anywhere on your property as long as it doesn't block the side walk, without fees or time restrictions
- Residents should be able to utilize their private property for their own vehicles, regardless of where the driveway is or if it's recreational. As long as it's not a derelict eyesore let people use their own properties that best suits their lives
- As long as it SAFE ie far enough away from corners to see, not blocking driveways, not going onto the sidewalk they should be allowed just a like any other vehicle. Free of charge as there is no Maintenace involved! Those who break the rules, get tickets and the city can have income that way just like a passenger vehicle
- Residents should be allowed to park trailers in their own driveways as long as it does not block the sidewalks. Renters should abide by the tenant agreement. On street parking should be limited on narrow streets. On street parking should be allowed for a specific period of time on streets wide enough for emergency vehicles to safely pass through. It is safer for the trailer to be hitched to a vehicle while parked on the street for quick removal if required. On street parking should be limited during winter months to allow for snow removal, similarly to the current vehicle parking bylaws.
- Let people park their trailers where they want.
- Short term use such as construction trailers are not identified as separate from personal use utility or camping trailers. Large RV's should under no circumstance be permitted to remain on municipal residential roads for extended periods where posted with 2 hr time limits and others passenger vehicles are not permitted to park past the 2 hr limit. These large RV's are a traffic hazard and obstruction for emergency vehicles when anyone lawfully wants to park in front of their property even for short periods

- "A trailer should only be permitted to be parked on the road if attached to a vehicle and be subject to the overnight parking rules from Dec - Mar. They should be allowed to park on the road at any time that other vehicles are normally parked on the road. Exceptions being for commercial purposes where work is actively being completed at a residence/property or if a permit is granted for some other reason, should a trailer be unattached and parked on the road. This does not include examples such as business owners dropping their trailer on the road in front of their own residence. Even unattached trailers should be subject to overnight parking rules from Dec-Mar. Trailers/boats/etc. should be allowed to be parked in their driveways at any time of year for any period of time. Residences should have the freedom to use their driveway for these purposes as they desire. I think the only requirement should be that the trailer is maintained so that it can be easily moved. They should not be allowed to be stored if they are immobile and are in disrepair for long periods of times, >30 days. They also must not block sidewalks or other public walkways. "
- To allow trailers on driveways for more than 3 days maximum. People's property is their property, and it does not damage community safety. Let people have their campers out.
- "Stop interfering in people's personal belongings on private property. This is a money grab."
- If I had a trailer I should have the right to park it in my driveway
- Space is limited in residential areas. If the resident has space on their lot to park a trailer year round with obstructing the neighbour sight-lines, it should be allowed. A camper trailer can be smaller than some vans and suvs. Let's reduce the amount of restrictions and be realistic about space on residential properties.
- Park in driveway if not obstructing the sidewalk. No on street parking, too much abuse of this already.
- Yes peoples are strained by limited parking and rules in place preventing safe expansion. This is not possible for duplexes. What's wrong with parking on streets that are not typically busy? Peoples need to clean out their RV's and Trailers. People may keep them on the street for a while but no one intends to keep it there permanently.
- This survey is terribly designed. Nowhere is it possible to state you support trailers parked in their owners driveways without a fee.
- If the rules change proper education is needed. Also not everyone has access to Internet to buy permits online
- I don't think there should be that many restrictions on parking your trailer in your driveway or fenced in yard. As long as there is only 1 trailer, is well maintained and doesn't pose an obstruction- who cares.
- See my previous statement
- I believe a driveway is private property and owners should be able to park whatever they want on their own driveway as Long as it does not block the sidewalk

- Trailers parked in their own driveways / properties should be exempt for a permit. Permit should be for parking over night on streets only when not attached to a towing vehicle
- I really don't think small utility trailers are an issue but people should have to park campers and boats elsewhere.
- My community has insufficient space for any additional street parking for other vehicles. Jam packed with cars already. Recreational vehicles take up way too much space to be on streets. A driveway may be appropriate.
- "I think if someone needs to park a trailer on the road for more than a week, a permit could be purchased. As well, perhaps from November to March, trailers can be limited and require permits on driveways. But beyond that, I think this is a money grab. I don't support charging people money or requiring a permit to park anything in their own driveways. We pay taxes, we should be able to do with our property what is reasonable. Parking a trailer in our driveways is reasonable, as long as they meet the current size conditions. As people are turning to local recreation more with Covid and purchasing trailers and RVs, it's suspicious that suddenly the city is looking to profit from this. I'd like to know who proposed this, and why. Note: I don't own a trailer, nor rent one. But I have neighbours who do and fully support their right to use their side yard/driveway for these purposes. Without additional payment to the city. "
- Not at all certain how having a trailer in your own driveway would be a problem to anyone?
- No
- I don't see why parking in one's own driveway should be a problem at all. Perhaps put a size restriction? If it's one of those monster-sized RV things that would actually infringe on a neighbor because of their height. Otherwise I don't see any reason why parking on one's own property should be prohibited or charged for.
- I don't think there should be any restrictions on driveway use of RVs and trailers if the driveway is large enough to accommodate while also allowing for vehicle parking and without blocking sidewalks. For such trailers I don't believe there should be a restriction on usage (i.e. allowing for family members to stay in the trailer etc for short periods) On-street parking should be subject to permit for short periods.
- The key to this is they are not a requirement to have. They are simply a want. Wants take a back seat to community standards and safety.
- Trailers parked in private residence driveways do not impact safety of anyone and should be at the discretion of the property owner without a need for a permit.
- The law is fine the way it is . By allowing trailer parking on street you are opening up for a lot of angry people. If you own a trailer you knew when you bought that was the law. So pay storage fees. Parking on some city street is at a premium as it is

- No permit should be required to park a trailer on private property (driveways) anytime of the year. It would be ridiculous to charge anyone to park a trailer on their property.
- Parking a trailer in your driveway as long as it is not blocking the sidewalk there should be no issue trailers not attached to vehicles should not be parked on the road period
- By-laws should distinguish between large trailers and RVs and smaller utility trailers and campers. As well, driveway parking should be permitted when the trailer can be sufficiently set back from the street - there is a large difference between a 10 ft utility trailer on a 150 ft driveway and a 35 ft RV on a 40 ft driveway.
- Questions are too vague. It's a separate issue being in a driveway on private property and on the street. The questions I answered referred more about private property than street issues. Maybe it shouldn't be a blanket question for the whole city. Some areas have much more space than others, they should not be subjected to the same rules if they have the room.
- "This is ridiculous. I have a 60 foot driveway for a reason. If the trailer sits back behind the front of the house it should not be an issue. Leave the taxpayers alone for once. I'm sick and tired of this city inventing issues so they can charge people money to make up for their shortcomings. Enough is enough already!! The same goes for you wanting to lower the speed limits in residential areas?? You don't enforce the current speed limits and yet you want to lower them? Explain to me that if no one is enforcing the current speed limit, how will lowering it change anything? The entire Guelph city council needs to be replaced. You only listen to a small fraction of the residents. Time for a change in this city. I've lived here my whole life of 49 years and have never been so fed up as I have these past 5 years. "
- My driveway can hold four vehicles safely. I would expect that to include my 8' pop up trailer.
- Allow trailers in driveways
- None
- Trailers should only be allowed to be parked in a garage or backyard if the time period is beyond 2 hours.
- There is a big difference between allowing trailers on the street vs in someone's driveway. If it fits in the driveway and isn't causing a safety issue, then it should be allowed 100% of the time.
- If trailers are parked in residents driveways then the city needs to keep their noses out of it this is just another money grab! We already pay enough taxes and should be able to park what we want in our driveways. You wouldn't care if I park 6 cars in my driveway but add one trailer and there are issues!
- Allowed in driveways as long as they can fit required personal vehicles as well. We don't need more cars clogging up on street parking because RVs are taking up their driveway.
- "No fees added to property tax. Those with trailers only should pay through either a per use fee or annual fee.

- Many streets are narrow enough with a car or two parked on it and trailers should not at any time be allowed to park on residential streets; driveways only for short term (a couple of days max)"
- "As long as any boat, trailer, RV is kept in order, aka not an eyesore, driveway parking should be allowed WITHOUT a permit, as it is on private property."
- Should be permitted on pRivate property but not visible from the street
- One of the reason we sold our home and bought a chunk of land up north was not being able to park a trailer or a camper anywhere on my property I choose. I got tired of bylaw picking and choosing who on our block they bullied each year.
- Get rid of the ugly downtown garbage bins if you are so worried about public standards. As long as there is parking for a car in a driveway, I don't see any problems with keeping trailers, especially utility trailers in driveways.
- Driveway parking of homeowners trailers in the summer months but not on the road, and as long as the trailer doesn't not obstruct the traffic or neighbours ability to back out of their own driveway. This seems fair. Commercial trailers should not be parked on the road for days on end. (As it obstructs traffic.). What I would like to see - and it is another subject), is the loud exhaust systems of souped up cars and trucks, banned from this city. It is getting worse and worse and destroying quality of life in our city and in cities around our province. Noise pollution is intensifying and something must be done. Thank you.
- parking in a personal driveway and parking on public street parking are two very different things, and with them being grouped together I think it made answering these questions clearly, quite hard.
- "I think that recreational trailers need a time limit in driveways. Some people abuse this and park in their driveway all summer long.
- Also...a size limit. We have (in our neighbourhood) 2 trailers that barely fit the length of the driveways! View obstructing and eyesores!"
- I feel that parking trailers on residential streets is less desirable. For instance, our subdivision was designed with the houses so close that street parking for cars is already difficult. I also feel that residents should be able to park RV trailers in their driveways for loading and unloading purposes but not for months at a time. Street parking should require permits but driveway parking should not. Residents should not have to pay for permits to park their own vehicles on their own property.
- Permits for parking on the street only.
- This notion put forth by residents that because they pay taxes this therefore allows them to park whatever they want in their property is completely incorrect. Perhaps I should park a military tank or an airplane in my driveway to make this point.
- "There are times when a trailer may need to park in a driveway for a get away prep or post trip cleaning. This should be allowed . No long term parking of anything other than vehicles though. In the vast majority this

would result in more on street parking. Thanks for reaching out to seek input,"

- I have no issue with residents parking trailers on their driveway all year round, it's their property, they can use it how they please. I also have no issue with trailers being parked on the road for small stretches, however, there are some people who park them on the road (including many people who park their cars on the road) all spring and summer long while many driveways sit empty. Trailers should have a 48-72 hour limit to being parked on the road unless a permit has been issued.
- Just allow driveway parking all the time and that's all.
- "I see no reason why a trailer parked in a person's driveway would cost the city more or be a safety hazard.
- Commercial trailers should be stored off streets unless permitted for short term (days). Commercial trailers should be able to be stored in a driveway."
- storage parking lots.
- If the trailer is on their own property that they own or rent say in the driveway they should be allowed no hassle from anyone city workers or neighbors
- I would like to be able to legally park my boat trailer in my driveway or beside the house for short periods during the season.
- I find it challenging to have a neighbour who parks a large older trailer on the road near us. I like the neighbour and don't want to be that person that complains. But it is very unsightly and not ideal on a street with lots of kids running around. Having to get a permit might help?
- Home owners should be allowed to keep their trailers in their driveway all year.
- If a trailer is a "vehicle", then no restrictions should be in effect for parking them in a driveway. If a car / van / truck impedes sidewalk access, the owner gets fined. The same structure should be in place for trailers. This survey is slanted to assume otherwise. It is either brilliantly written, or very poorly designed. many of the questions blurred driveway parking with street parking. It would be more honest to delete this survey and re-issue as a balanced inquiry.
- Designate a city property/parking lot where trailers can be parked for a fee, to make it easy for people to access their trailers.
- On a street like mine(cedarvale), there is barely any parking available for cars. People park on streets because they don't have room in driveways. There are a few residents that park their trailers and work trailers occasionally and it's extremely difficult to see on coming traffic. Not to mention it's an eye sore. If there is room in someone's driveway to park I think it should be allowed but only during summer months
- Parking of trailers should be allowed on private driveways free of charge. While parking on residential streets should also be free for one night, and days should be restricted by permits only and there should either be a fee-per-use to permit on street parking or monthly parking permit fee. Or else enforcement ticketing should be in effect.

- "As mentioned, I'm unsure of the problem the city is trying to solve. I don't see a lot of boats and trailers parked in driveways around the city. Nor do I see many boats and trailers stashed in people's back yards. Is this an aesthetics issue (some people don't like to see boats and trailers) or is it a parking availability issue? (Trailers on the road take up parking spots or maybe hinder large vehicles from getting through?) Maybe our 'made-in-Guelph' solution could be to not create a problem where there isn't a problem. Unless there is compelling evidence of a problem (none has been shared publicly I believe -- eg how much bylaw officer time is spent on trailer issues?; are complaints isolated to a particular part of town?; what type of trailers are the concern - tradespersons or recreational?; is there evidence of traffic being hindered?...), I would hate to see a scenario where we amend bylaws based on people calling their counsellor because their neighbour is airing out their camper trailer. This is an important point. This survey hints at more restrictive options rather than more permissive options. This suggests that Council may believe there is a problem with trailers -- and I suspect those concerns only come from people without trailers. So this unfortunately ""pitches"" one group against the other. If the issues are both aesthetics and parking availability, then I offer we should be careful about thinking ""trailers"" are the problem. ""Crowded"" neighbourhoods in Guelph are increasingly being caused by residents who have more vehicles than can be accommodated by their homes. There are parts of Guelph now where house after house have driveways with cars parked behind cars, even when there is a garage. I find this to be much more of an eyesore than someone who has a camper trailer in their driveway for a week airing it out after a camping trip. If bylaw changes are intended for aesthetic objectives, then I encourage the discussion NOT be about trailers per se. It needs to be about ensuring residents don't have more wheeled vehicles of any type than can be easily accommodated by their property."
- "I don't believe contractors should be charged a fee for having/using trailers as they are part of their job needs/requirements. That would be discriminatory in a sense. Like having a fee levied against people who have more than one vehicle. I do, however, feel that there could be a fee for parking recreational vehicles on your property if they will be visible. unsightly boats/rv's and campers that are a source of visual noise in some places and /or block windows or views are just unnecessary "
- "Driveway Trailer Parking is accepted, but not blocking view of sidewalk.. Parking on side road should only be temporary. Sometimes blocks road driving and children crossing road ,can't see them. If have to park over night ,they should have a permit by city for temporary ,short time parking. TRAILERS are not ment to be parked on Roads....."
- "Trailers should only be parked in driveway or backyard/ side yard when not connected to a vehicle. If said trailer needs to be on street due to space issues they should be attached to a vehicle on case something happens and need to be removed quickly."

- Have more surveys like this. It appears as though some residents do not follow bylaws on trailers and boats yet there's no enforcement. Neighbourhoods look cheap. Some have resorted to parking RVs and boats on hitches on the street where there aren't any NO parking signs. It's hard to see when driving the streets.
- While many of us would like to park our trailers in side/back yards, access to these areas is quite limited due to either property fencing or room between houses/property lines. Short-term, permit free, parking in driveways for any type of trailer is fine and is needed but not for longer than a week. Currently, trailers are stored in driveways throughout Guelph, for weeks/months and the bylaw is not enforced, even for those who are overhanging onto sidewalks. Allowing parking on streets for anything other than short-term (24 hours max) is a slippery slope and will contribute to parking issues in neighbourhoods where street parking is already in limited supply. Parking of contractor vehicles on any streets, when not conducting business, should not be permitted. There are many trailer storage places within a 20 minute drive of Guelph. Let's encourage trailers to be stored in appropriate locations vs making accommodations for those who don't want to be "inconvenienced". Parking a trailer in someone's driveway has a strong possibility to impact a neighbour's view, property or gardens (sun exposure).
- This city is FULL of trailers and boats, makes our town look awful. No bylaw officers anywhere?
- Too many recreational vehicles everywhere. Nobody seems to care that neighbourhood looks like a marina/beach town without the attraction of an actual beach. Here's an example: Guy parks his boat hitched to truck in front of Canada Post boxes for days, precisely where the elderly residents park to get their mail. Now the elderly have to park and walk farther. It is selfish and inconsiderate of residents with trailers- should not be permitted on driveways or on streets.
- "Individuals should have the right to use their property as they see fit. This includes the storage and use of trailers. If a residence has complaints from several unrelated individuals, a case-by-case examination should be performed by by-law. When in doubt, the property owner should remain in the right for how they use their property."
- I don't see why people can't park their trailers in their driveways as long as they have enough room to also park their other vehicles. No permit required.
- there is little street parking as there is , reducing it is burdensome - RVs / trailers should not be dealt with by the community or the city's revenues - store them properly meaning out of sight of others as is current or in a trailer storage area dedicated to the purpose - a wave of these things will cause all sorts of problems such as blocked streets when negotiating parking and a blocked driveway is a problem even if bylaw eventually shows up -
- Get rid of this by-law
- Leave everything the way it is
- I think it's a big problem right now, how many trailers are parked on streets and disrupting the flow of traffic on residential streets. There needs to be a

designated spot and/or permit put in place so that at least if they are inconveniencing people, something good is going back into the community.

- Allow on houses with bigger properties but not on neighborhood streets. Maintain and strengthen current bylaws and continue to enforce them.
- I don't understand why people can't park their trailers in their driveways year round. Trailers are on par to a vehicle. I don't think there should be any additional charges. Maybe limit on street parking if it is creating congestion, but this would be the same issue as cars parked on the road. Maybe you should designate narrower roads with parking on one side only, instead of not allowing on street parking. I agree with clearing roads during the snow removal months.
- Homeowners should be permitted to store trailers / recreational vehicles anywhere on their property - but not on residential roads more than overnight.
- Tell neighbors complaining to (redacted – stop complaining).
- I believe most people have storage spots for their trailers and the City shouldn't worry about it. I do think that people should be allowed to park any trailer in their own driveway for as long as they want as long as it fits.
- Utility trailers are used by small business to support families and livelihoods. These should be classified differently from recreation vehicles. Small businesses should be allowed to park their own vehicles on their own driveway.
- COVID has brought excessive trailer parking to my area, and I don't understand why anyone needs more than a few hours, or at most one evening to load a trailer and leave the neighborhood with it. Streets aren't for the storage of recreational vehicles. Should we store moving pods on the street? Snowmobiles? Reasonable rules need to be enforced or people will take advantage of it.
- Leave people to park what ever they want , where ever they want, on their on property!!! For the love of God!!!
- Private property is private property. The current bylaw is ludicrous when it comes to driveway parking. The fact that a bylaw permits chicken coops inside city limits whilst I can't park my boat in my driveway during the summer months is an embarrassment to being a city of Guelph resident.
- This is such a stupid topic. Let people park there stuff !!!!!+
- We pay enough land taxes in Guelph to be able to park whatever else need to in our driveways.
- Residents should have freedom to park their trailers wherever they would like in or around their property. The city should not get a say in how residents store or use their personal trailers.
- Pls consider: a) Private driveways / private properties. What part of "private" gives the city the right to charge any citizens to park their personal belongings on their private property/driveways? b) If cars can't be parked on street in winter months neither should trailers. c) If people are allowed to put their yard waste on the road in the fall for weeks at a time - preventing safe

cycling and four-wheel scooters for those with mobility issues, trailers should certainly be parked on the street... at least those are not garbage.

- I am happy that you have a survey, but it was written in a biased way. Where is my option in the tic boxes for Street and driveway parking at the owners free will without time periods? Driveway parking all year round and street parking as per usual with the current snow removal regulations.
- Allow people to self regulate their own properties. Stop trying to control every little nuance.
- If you don't have access to a yard or a driveway, you shouldn't be able to store your trailer on city streets permanently. Occasional street parking I don't have a problem with as it allows for out of town visitors to come, attached to a towing vehicle.
- "I have a travel trailer that I store outside the city at a Farm location. I require access to it prior and post trips in order to ensure it is properly safe and securely loaded for the trip. I believe private driveways should be the safe zone for these vehicles given it is allowing the operator the proper time and access to resources to ensure safe operation and planning. I do not believe parking a trailer on the street is required as it restricts flow and visibility."
- It is ridiculous that there would be any type of by-law or permit required to park a trailer, boat, etc in your own driveway.
- Trailers particularly construction should not be allowed unless by permit ie renovating
- Again residents should be able to park their trailers on their property unrestricted
- there are no safety issues with storing things on your own driveway
- There's no reason trailers can't be parked on privately owned driveways except for a neighbourhood's picky sense of community vanity.
- Stop implementing useless bylaws and money grab fees/permits.
- Sounds like a money grab.
- Trailers should be treated like any other vehicle and should be allowed to park wherever there is public parking available. This is especially important given that we are in the midst of a housing affordability crisis and many people are forced to live in trailers and vans because they cannot afford traditional housing.
- "This is nonsense. If people want to park trailers in their own driveways they should be allowed to do so without restriction. There is no reasonable safety concern to be raised here. I'm disturbed to learn that this is currently illegal. As for on-street parking, I fail to see why trailers should be taxed at higher rate than other vehicles? Trailers are some of the few applications of motor vehicles that can't easily be replaced by cycling or walking. Many people depend on their trailers to earn a living. Surely trailer owners in Guelph already pay taxes to support bylaw enforcement and road maintenance? If you want to charge for on-street parking, which I support, then do that for all vehicles. Making people buy permits to park vehicles in their own yards is offensive. This whole initiative seems like a punitive shot at working people."

- Don't restrict trailer use any more than any other vehicle.
- Let people do what they want with their trailers on their own property.
- Individual property rights!
- MYOB let people live without more and more rules every year.
- (redacted – comment expressing general lack of support).
- There should be no restrictions on trailer parking.
- Let people park their trailers anywhere on their property because it's their property and it's not affecting anyone else. I don't think you purchased my property or my trailer so why should you be able to tell me where I can and can't park my trailer when it is on MY property? This is straight up daylight robbery. (redacted)
- People should be able to park any of their belongings on their driveways within their property without interference from the municipality, so long as it is in good working condition and is not being used as a residence.
- Leave people and their trailers alone. You have no business sticking your collective noses in this.
- Do we really need to waste time on this? Work and leisure trailers are a huge benefit to many. The few Karens that get upset about this should not have the power to enact such a negative change.
- People should be able to park their own private vehicles in their own private driveways
- "Do not restrict trailers in driveways at all. Speak specifically to contractors to look for a solution. "
- Some people have too many vehicles & if not parking trailers on street, they park their multiple vehicles on the street and make it difficult for others to back out of their own driveway. On my street we have dbl garages + parking for 4 vehicles in driveway and yet there are several houses with constant vehicle overflow onto the street. Trailer parking in residential areas should be STRICTLY LIMITED otherwise this will get abused too. If you can afford this many vehicles you can afford the cost of multiple permits. The other factor is the degrading appearance to our homes. Thank you
- Let them park on their own properties
- MY driveway is My driveway. I pay property taxes on it and any permits that the city are contemplating is just another tax grab. Enforce the bylaws that are in place now. I was told by a city councillor in ward 3 that bylaw only acts on complaints. Maybe they should open their eyes when they are driving around to get their Tim's
- Just allow residents to park their trailer on their own property.
- It's their trailer and their property. Leave it alone
- If the trailer owner has a reasonably sized parking space for their trailer, as well as their vehicle, they should be allowed to park said trailer in their own driveway without fees or penalties.
- I can understand the safety concerns with street parking but people should be allowed to park the trailer wherever they wish within their property lines. Don't turn your city into one big Karen filled HOA.

- Stop this, driveways are private property you have no right to dictate terms on what can be parked on my driveway
- Need to consider the difference between very large trailers and smaller trailers: especially those smaller trailers used for transporting other rec vehicles and small utility trailers; these should be given more leeway than large house trailers and large construction/dump trailers.
- Keep trailers out of the neighborhoods. They are eye sores.
- This is such a ridiculous proposed tax. People own their property and they should have the option to park their trailers on their property for free.
- On street parking away from the downtown is not a big issue as far as I can tell. If people park their trailers etc on the street what really is the problem? Less restrictions please for a friendly neighbourhood.
- Allow driveway parking of any type of trailer as long as it is usable and in sound condition.
- Eliminate the bylaw. Please provide safety concerns for keeping your trailers on your property.
- Remove the existing law against parking a trailer in a driveway. There is no reason a homeowner shouldn't be able to park a trailer just like a car.
- People own trailers. Let them keep owning trailers. Treat your residents with respect.
- There's no reason why a decently maintained trailer of any kind shouldn't be allowed to be stored in someone's driveway. Yes, dilapidated junky stuff can't be stored on your front lawn but if you've got a trailer of any kind you should be allowed to store it in your driveway as long as it's not overhanging onto the sidewalk or anything just like your vehicles. There's lots of vehicles around that are more unsightly than a basic utility trailer, boat trailer or travel trailer...
- It's their property, it's their choice. (redacted)
- People should mind their own business with regards to utilizing personal property. What is next.....taxing people who have swing sets and trampolines? Will people need to purchase a city event permit to have a backyard BBQ with family and friends? I am sorry, but back off on this trailer "issue".
- People should be able to park their own vehicles, including trailers, on their own driveways. Street parking should follow same rules as other vehicles.
- It's fine the way it is, leave it alone, maybe concern yourselves with drug problems in guelph
- It's insane that you can't park a trailer in your own driveway. I agree to not having them on the street 24/7 but at your own house in your own driveway?? If I can fit 5 vehicles in my driveway then having a trailer is no issue to anyone or to emergency services getting in or out. There should be no discussion about a fee to park whatever you want in your driveway, at a house you own and already pay property taxes on!
- Concentrate on other matters, like reducing red tape, governmental overreach, reducing police funding, finally getting a library built, infrastructure maintenance.

- "Maybe there should be a distinction between the prime season and off season independent of street parking rules for personal 'pleasure' trailers such as campers and boat trailers. Realistically, with weekend traffic being generally terrible, preventing owners from having quick access to personal trailers Malta them essentially worthless in many situations. Also, the bylaws regarding back and side yards storage seriously discriminate against many home owners on new lots. Access to such locations is a luxury that many no longer possess."
- As long as it is parking in tandem, I don't really mind trailers in driveways. Don't want them on street.
- The city should mind their own business and allow people to park their trailers in their private driveways for how ever long they wish, without requiring a permit. Smaller government! We need more bylaws like we need a hole in the head. I realize you have to justify your existence somehow, but please leave us tax payers alone already. You've caused us all enough grief
- This is a broad topic - trailers can be small and relatively hidden, or they can be large "in your way" vehicles. I can understand the need to keep neighbours happy by not clogging up the neighbourhood with large trailers parked somewhere 100% of the time, but completely restricting small trailers causes serious logistical challenges. A full out ban on trailer parking in driveways is not the answer
- Keep the government away from private property.
- Let people use their properties as they wish so long as its safe
- Many people in our area have more vehicles than driveway space and park on the road apparently without fear of enforcement/fines. Street parking of any kind creates hazards that accrue largely to cyclists, pedestrians and children playing as it inhibits sight lines and narrows roadways where children, pedestrians and cyclists are the last to be considered. For example, while cars generally respect oncoming traffic if a car is parked on their side (by waiting until the oncoming car is clear), they do not do this with cyclists and will "thread the needle" (even if a car is parked on their side) in a potential head on with an on-coming cyclists. Allowing on street parking combined with chronic speeding in residential areas leads to dangerous, injurious and even lethal situations. Beyond this, the costs of creating space for parking cars is very high (especially when the opportunity costs of other priorities that forgo funding as result are considered. Car ownership should not be subsidized by the city/taxes/the public. If people want to own them, they (not the general tax payer) should pay their FULL costs (which include risk, danger, injury, death, inhibition and intimidation of other property and road users). It is a fact that cars even inhibit one's own use of one's own property OFF the road (esp children for play purposes) given the risks of proximity to cars (esp if speeding). e.g. "Johnny, you cannot play on the front lawn due to the danger of passing cars." Regulatory leadership is required to counter the free ride we (the public) have historically paid/given to this ONE form of transportation (and the associated toys such as trailers, RVs etc.). It is simply and entirely unfair that so much of our hard earned

wealth subsidizes driving and car manufacturers. It is time for full cost accounting and user-pay.

- you can park a car in the driveway, why not a trailer? this is silly
- Let people do what they want on their own driveways without permits. The municipal government shouldn't be telling people what they can and can't do on their own properties. Trailers for businesses should pay something to park on the street because that is a cost of business.
- Treat them like a shed. Wherever a shed can be placed safely, so can a trailer be parked. On street parking just the same as any other vehicle.
- There is an RV parked on the street on (redacted street name), just off the intersection of (redacted street name). The road is curved and there is barely room for other vehicles to pass. One has to pull off to the side so the other can get around the RV which has been parked there for quite some time. This is a dangerous driving situation for those of us who use (redacted street name).
- City should not attempt to control use of private property.
- A small utility trailer (5x7, 4x8) used for taking things to the dump or whatever is quite different than a camping trailer where people may be sleeping. I don't see why anyone would have an issue with someone parking a utility trailer in a driveway. What about people who own 18 wheelers? Shouldn't they be able to park their work vehicle in their own driveway?
- Does this need to be a one size fits all solution, or could there be differences by ward?
- I have no idea why the city is even thinking of hanging the bylaw. Silly.
- Allow home owners to park trailers in their own driveways, without limitation, where the size of the property / driveway permits it to be possible without obstructing sight lines, sidewalks, etc. I do not understand why Guelph would limit a homeowner's ability to park / have access to their own vehicles on their own property or properties.
- Provide free summer and fall parking in that new snow melting lot you have at imperial and wellington rd .
- "I regret to say that I found this survey quite poorly prepared and I have very serious doubts about the quality of the information that could be drawn from it. The fact that ""trailers"" refers to all manner of vehicle, ranging from a seadoo trailer to a pop-up trailer or an RV or camper van (which do not even fall under the common-sense definition of the word ""trailer""), is very unhelpful. I would expect that many residents have clear and distinct thoughts about the appropriate storage of some or all of the different vehicles captured under this one term, but they have no ability to share such perspectives outside of the ""any other comments"" box at the end of the survey. I'm concerned that policy formulated on the basis of feedback submitted may not have any connection to community sentiment. I would recommend retooling this survey to ask for specific views about specific types of trailers (and non-trailer-type things that the city calls ""trailers"" and relaunching it."

- Private and small trailers should be allowed to park in personal driveways as long as they do not block sidewalks. They shouldn't be required to have a permit to park in their own driveway, that's crazy. If a trailer is too long for a private driveway, they should not be allowed to park for longer than a few days.
- Treat attached trailers as though they are an extension of the vehicle they are attached to; allowed to park anywhere the vehicle could within the current bylaw bounds. Unattached trailers should not be subject to any restrictions when stored on appropriate private property such as a driveway.
- Ridiculous. Our neighbours couldn't store their tent trailer a few days a week a few times a year on their driveway, but boats, RVs that have a built in drive train, etc can sit in the street along with contractor trailers. You bought it, store it on your property or somewhere else.
- Don't have people park trailers on driveways or roads in the city if Guelph.
- Let the people do with their property what they want. Trailers in driveways are neither safety concerns nor eyesores. Stop being busybody Karens.
- It's difficult to separate on street and in driveway regulations with this survey. Homeowners should be able to store and enjoy their trailers on their property on season. Storage is another matter.
- I'm fine with trailers in driveways except when it displaces personal vehicles onto the street or boulevard. Right now with 2 plus cars per household on street parking is being used as dedicated parking by residents
- The city puts too many restrictions on trailer parking that are not necessary. They are no different than a car parked on the street. Many times cars are on the street in winter and plows have to go around them. Why does this city insist on the "Guelph factor" with overbearing rules that restrict to no benefit but inconvenience to its citizens.
- Leave them in our driveways, not bothering anything
- During summer vacation times - July and August - recreation vehicles should be allowed some flexibility for where to park when on private property. NEVER allow overnight trailers on street! We live on (redacted street name) - no particular problems in our neighborhood except construction trailers - but it's ok if parked a few days directly in front of site I think.
- We pay high property taxes and I do not think temporary (up to three days) parking in my own driveway should be policed.
- I think that the whole trailer and where it can be parked should also reflect the space that a residence has for it and how close the trailer could be parked to adjacent homes. If you have a large property and your not shived next to another house then circumstances are different. In my neighbourhood a trailer parked in an adjacent driveway is too close to my house, could block my windows, and be noisy when starting up as well as unsafe if there is a fire. Saying that if a neighbour is just parking in their driveway to get their trailer ready and it is parked over night that would be OK. We have lovely neighbours that do this. Even though their driveway is right next to my house. But they are considerate and just do this to get ready for their trips. When they come back they park on the street and

unload a sometimes leave it on the street overnight. But the best thing of all is they have rented a spot for their trailer when they are not using it. This is a great solution . I think if they are just doing this for short periods of time that is doable. But I have seen other areas where the trailer is parked on the street for months or in a driveway, city does nothing about it, people living it etc. I think that just doing this survey is not enough there needs to be ideas brought forward.

- "Supply or create a secure area for Guelph residents to store said vehicles when not in use at a very reduced rate (which will include permission for short term, loading time on street or at home). Sooooo much of Guelph is rentals at extraordinary high rates forcing larger #s of ppl per unit to be cost effective or manageable. Its those vehicles that are blocking views and taking up much needed parking spaces. Seems like another insane and unnecessary bylaw which only serves a small portion of this city. I personally cannot afford to have those kinds of toys, pay Guelph's insane rent and cover cost of storage of toys outside my rental (which does not allow those vehicles/trailers). I wish there was something more accessible making being outdoors (rv, pop up, boat, or watercraft) possible. As for open trailers...they don't block views if open. So sure to driveways and such. Current bylaw says side and back? Really? How many properties actually have that option? 😞 once single family homes now apartments..."
- It is a safety risk having trailers parked on streets (hard to see children behind/beside them) and they take up more than one parking spot on a street. I had this issue in the past where there was a truck and boat trailer parked on a side street near my daughters school-made it very difficult to find parking when picking her up from the after school program.
- It's fine the way it is, leave it alone
- "People should be allowed to park their trailers on the driveway or road if not blocking driveways from Mid May until Mid October after Thanksgiving. Why should we be required to pay to have our own vehicle on on our driveway!!!!!!!! or the road which we are already paying for in our taxes.
- It takes a long time to load a trailer to go away for a week or two. All the food planning and packing into a small freezer requires a lot of planning and buying only a few days before you go. The freezer takes a day or so to be cold enough to pack as well."
- There are many vacant lots that could be used to store trailers, especially around industrial areas.
- On street parking of trailers can be obstructive to other drivers. I don't see what is wrong with driveway parking of trailers. I think the rules are backwards. Allow driveway trailer parking and have a fee for on street parking.
- see above.
- Trailers should be allowed as long as they are road worthy
- We own a trailer and would like to be able to keep it on our driveway during the camping season (Apr-Nov). However, I wouldn't want to see people living in the trailers. Paying a reasonable fee for a permit (\$30/month) would seem

fair to us. Thanks for being open to looking at the issue and doing this survey.

- "I am NOT opposed to permitting recreational vehicles or trailers a 2 day on-street or driveway stay once or twice a month. But under NO circumstances should business vehicles or their trailers be permitted overnight street parking in a residential neighborhood. They are noisy, unsightly, take up parking that visitors and day contractors need, present potentially dangerous sight-line obstruction, emit noxious fumes, and potential danger to children playing near them.
- They simply have NO place in a residential neighborhood.
- There are adequate paid storage locations where both business and recreational vehicles can be stored when not in active use. And if the demand became greater I'm reasonably certain more would come on-line. "
- "Safety restrictions aside, there is very inconsistent bylaw enforcement in our district, and on our street. Certain properties have RV type units for the entire summer (driveway camping), and others have frequent complaints for 48 h parking of RV or other trailers. Lots in the city of Guelph are no longer designed for side or back lot parking and this requirement is no longer appropriate. There is 1-1.5 m between dwellings, insufficient space to move or park. It is realistic to collect a fee for business labelled trailers parked for an extended time or year-round (e.g. \$200). It is not acceptable to penalize or require permits (e.g. \$0/register for 1-5 days, \$50 permit for 6-10 days) for private trailers.
- I would appreciate if there were increased overall bylaw requirements for visibility around corners (plants, vehicles, trailers) and prevention of parking on both sides of a street near busy intersections. Several units rent in our ward are rentals where tenants use predominantly on-street parking in high traffic areas with narrow streets. There are intersections off very busy, fast moving streets into residential areas where the street is not wide enough for a car to turn into the street while 2+ are waiting to turn out because there are 2 cars parked across from one another, less than 20 ft from the intersection and there is only 1.5 lane space available. This is a serious safety concern."
- Leaving a trailer in a driveway should not be restricted. If i own a house with a driveway big enough to accommodate a trailer it should fall under the same rules as any other licensed vehicle. Please remember that trailers are plated vehicles just like cars. The fact that the city of Guelph is trying to restrict this is unethical. There are no additional costs assumed by the city for me to park my trailer in my driveway.
- Forget your PERMITS. We should be allowed to park in our driveways as long as we want between may and November. We pay plenty of city taxes already.
- "Allow temporary street parking if trailer and/or vehicle fit to ensure ease of moving in an emergency. City purchase lot for trailer storage/parking in areas where street parking is unavailable or space is too small between driveways. Offer weekly/monthly parking permits for specified area. It is very

difficult to see when backing out of a driveway when there is a large trailer parked on the road"

- Trailers for recreational and/or commercial purposes should not be allowed to park in private driveways and/or on the street as they are unsightly and present safety problems when trying to back out of driveways or onto streets, and they block peoples view from their homes reducing enjoyment of your living space
- "R.V's. Should be able to park in the owner's driveway of and on during summer for Sleep overs , entertaining, and the convenience of the owner to have it close by For maintaining it , instead of parking it 1 hr away and picking it up the following week ie vandalism, rodents . Theft etc. Some smaller mobile r.v. Should be able to park in owners driveway all year long without restrictions, as Long as it does not interfere with sidelines, or block views."
- Parking on driveway should be permitted all year long.
- Should be allowed 3 days in a driveway - no questions asked. Needed for packing/unpacking and cleaning.
- My issue with a communal trailer storage parking (which is what I believe is what you are referring to) is the cost. The security that would be needed to maintain the safety of the trailers would be costly. I do not think that you should charge the trailer owners an outrageous amount to recover the costs, however I also don't think all residents should be paying for security that only half use. I think allowing people to park trailers on their own property, at least for periods of 1 or 2 weeks, is the best and cheapest idea. Trailers do not diminish "community standards" in any way. The exception being trailers that are falling apart and inoperable. But most trailers aren't and are therefore no more an eye sore then ugly decorations/decor or those who don't take care of their garden/lawn. Both of which we have to live with, so we can live with trailers in our neighbours 4 car driveway that is not blocking anyone or causing any nuisance.
- The increased parking of trailers in driveways and on streets has been noticeable and is a true hazard. Difficult to see pedestrians including children on bikes on sidewalks. Cars need to move to oncoming lane to manoeuvre streets. Need local yards for parking and storage facilities. Residential areas are for basic living not storage of commercial or recreational equipment. Residents who do not want increased trailer presence should have same consideration as those pushing for increased accessibility of trailers at residential location. The personal choices of trailer owners, recreational or commercial, should not be impacting others to the degree of using city resources for survey, staff time, permits, additional enforcement. Guelph property tax rates high enough. If Guelph seeks quality community living, integrating trailers into residential living is not the way to go. It places increased stress on all residents to deal with the risks. My neighborhood is not especially dense yet I've witnessed near misses with driver's views impaired by camper trailers on the street. Coupled with the increase in regular automobiles per household, an increased presence of any type of

trailer is making a decision of increased risk of accident and injury in favour of convenience and less expense for trailer owners.

- Driveway parking is fine provided it doesn't block neighbour's (or their own) views from safely exiting their driveways, or pedestrian access to sidewalks
- No fees or permits
- Trailers mobile homes and other orv should be parked in a, driveway for safety traffic concerns and aesthetic of the neighbourhood
- The look of trailers in driveways is awful. Many are too large or in disrepair. It makes my neighborhood look trashy. Before looking at changing the rules because people aren't willing to pay to park their trailers in an appropriate spot you should be enforcing the current rules and ticketing the many people using their driveways to store these items, which currently is still against the rules.. If people feel the need to own these items there are storage facilities to use.
- Dedicated parking lots
- For real, trailers do not pose a threat to anyone's safety; so please don't make up ridiculous bullshit. If you need a night per week to street clean or night hours where certain streets can have snow removers come through, that is all understandable and simply post these requirements on by-law signs by the street. But if you try to enforce paid permits and other limitations, (redacted expression of opposition), making it especially hard for the poor (most people), especially, to afford to live in Guelph. You are contributing to an evil cash grab and privileges for a wealthy elite. There are already too many cash grab entangling permits in Ontario - it is really getting ridiculous and too expensive for most people; please leave us alone! Let us survive, (redacted).
- We need to change the way we think of aesthetics on our streets as we live more densely on smaller properties. Similar to the cloths line ban in the 80/90s, practicality and good urban living practices need to take president. We don't want to see wider driveways, paved rear yards and large garages where we could have neighborhood greenspace. Allowing trailers on street and in front yard driveways (even front landscape areas) is a reasonable approach. In terms of safety, trailers are often smaller than large vehicles, so if sightlines are an issue we need to address them as well (trucks, vans, etc). Arguably trailers are more safe on the road as they tend to be parked for longer and don't have side doors - far less likely to have conflicts with cyclists/vehicles over parked cars. There is also the socioeconomic lens that the City needs to consider when making this decision - just because people can't afford a large property to store their work/leisure trailers doesn't mean they should be penalized or face complicated barriers. In particular small businesses, but similar for us campers where a low cost tent trailer can carry large monthly expenses people are forced to seek lot storage in Guelph. Overall, yes people will complain because it can be ugly and safety will be called on as the excuse to remove the eye sore. It doesn't mean those complaints should influence practice. Not all streets are appropriate for parking or trailer parking and those could be signed and managed on an

individual basis. Any street too narrow and with poor sightlines shouldn't have large vehicles parked on it of any kind and maybe not even compact cars. Please consider making the made in Guelph solution a flexible and inclusive one, and not restrictive.

- Trailers can be parked for work purposes but remove after the work is done. motor homes and campers can be parked for getting ready for a trip and after and for cleaning purposes then removed to their proper storage area.
- The size of a trailer & or if it is an enclosed trailer should be taken into consideration for on driveway parking.
- "Is trailer parking an issue? on our street we have a few residents with large camping trailers; they are parked in the driveway or street 1-2 days before and after a trip. This timeline seems appropriate. We have a medium sized enclosed trailer used for recreational vehicles, small moving events (kids to univ etc) It is stored at a storage yard, brought into the City for a few days , then returned to the yard. We are cognoscente of being a good neighbour which is not always the case across the City. The newer developments have very limited parking to begin with (driveway or on street) so the City may need to consider a somewhat geographically designed bylaw that takes into account neighbourhoods that have plenty of private space for extra parking vs neighbourhoods that have very limited parking options. Large campers or RV's should NOT be permitted to be parked in the driveway for the months. I don't see an issue with smaller trailers (snowmobile, seedoo, utility trailers) being kept in the driveway for extended periods of time if they do not create sightline concerns. A trailer permit systems seems like it would be more costly to administer then it may be worth? Whatever the solution, it may be best to be based on a bylaw compliance vs an active permit system ; trailer issues I suspect it will be mainly complaint driven. "
- "We own an RV and have made arrangements for storage when not in use. Why can't others do this? There is no shortage of storage facilities in and around Guelph. The cost is reasonable, these facilities are safe and there is no cost to the city in terms of bylaw enforcement. There are also many homes in the City where trailers/RVs are parked legally per the current bylaw (i.e. in garage like a neighbour does on my street) and in the side yard behind the front wall of house. There is no need to change the current bylaw. If trailers/vehicles are allowed to be stored/parked in residential neighbourhoods, whether on driveways or on city streets, any restrictions that come with a new bylaw i.e. times storage is permitted, definitions of terminology such as ""occasional"" etc will be a nightmare to enforce. Street parking is already a big issue in the City where time restrictions, overnight parking etc. are not being followed. It does not make sense to develop bylaws that will be very difficult to enforce. Trailers and vehicles that have a self-enclosed living spaces provide living accommodations. How would the City handle situations where people ""lived"" in their trailers on their driveways? For example, relatives/friends coming to visit and stay in their RVs while parked on the driveway or street; Or people permanently taking up residence in the vehicle. Would these folks be evicted as per Landlord Tenant

Act? It is not absurd to predict these types of situations as the price of housing becomes prohibitive. Whoever thought sea containers would be promoted as viable residences? Another concern I have relates to the demand for vacationing with RVs due to covid and the emerging ""gig economy"" which is providing a supply of recreational vehicles. It is becoming big business. As an example, our neighbours bought, refurbished and then sold 1 recreational trailer in 2018 and 1 cargo van in 2020 (not permitted to be parked on driveway due to size). The first one was on their driveway continuously for over 1 month and the second one was on their driveway continuously for about 3 months. Recently they purchased a large motorhome and it appears that they are renting it out like an airbnb. Apps for private RV rentals include Outdoorsy and RVerzy. After turning a blind eye to the first 2 situations I reported the motorhome parking to Bylaw Enforcement. Not only have the neighbours found an alternative location to store the motorhome in a timely manner, they are able to meet the existing bylaw and staying compatible with the neighbourhood. In conclusion, I believe that the current bylaw works well as it is. It is flexible as it allows for temporary variances in special circumstances and it allows for parking on your own property in the side yard. Furthermore, if trailers/RVs cannot be accommodated on your property there are many locations in and around Guelph for storage and parking. Please do not turn our residential streets and neighbourhoods into storage facilities for vehicles/trailers or risk introducing residential units in trailers into our driveways, backyards and streets. It will cause more problems that in will eliminate."

- Trailers that are parked fully on the residential property (not on city designated boulevard lands) and are not a safety risk should not require a permit.
- Allow driveway parking for travel trailers that are not obstructing view of road traffic to park from May till October.
- Guelph should be highly accepting of trailers and any vehicle attachments and allow for unlimited overnight parking, the more restrictions associated with trailers will have a bottle neck affect on the freedoms and privileges of its citizens, allowing the rich to thrive and the poor to feel restricted when it comes to use of their trailer or recreational vehicle. Tourism is an essential part of Canadian culture and when you start saying no to that economic virtue now, you are stemming the flow of the tourism community and turning Guelph into more of a bedroom community than ever before.
- As long as emergency services can operate and roads can function then I see zero reason why trailer owners can't have access to fair parking all because they city is clearly desperate for money.
- Trailers need to be safely stored. Contractors parking in no parking zones/sides of streets needs to stop. A firetruck cannot get through my neighborhood most days.
- Tax payers should be allowed to utilize their own property and driveways how they like for trailers. By restricting them you are making it harder to

enjoy outdoor recreational activities that require trailers. Let's have less restrictions and more freedom

- I feel that a person should be able to park a trailer on their driveway at any time without a permit. I feel that people should be able to park their trailer on the road without a permit for short periods of time 3 days or less and should need a permit for extended periods of time.
- Look at any surplus land the city may own that could be turned into a storage yard for profit. that is sitting idle. Run a quick tender for a parking company to partner to run it
- Increase enforcement for areas where access is limited due to narrow streets or small driveways.
- Downey Road was to have speed bumps and other traffic calming measures installed this past spring and summer. Instead we got a huge sign about this survey. Can't the city focus on what's really important? Trailers aren't an issue. Excessive speeding is. Use your resources more wisely.
- Do not restrict on private property, but restrict on streets. So many contractors/trades permanently park their trailers on the streets and prevent other residents from using those spots.
- People should be allowed to park whatever they want in private driveways. For street parking trailers should be attached to a towing vehicle so they can be moved easily. Trailers should not be allowed to park on the street for days at a time without permits. They cause congestion too much congestion.
- In my neighbourhood, if you allow residents to park RVs in driveways, you will have students and family members living in them permanently
- Road parking of recreational vehicles poses a sight hazard on most streets and I don't feel it should be permitted for more than a couple hours at a time for loading/unloading. If your driveway is too small to fit your RV then you need to have access for a short amount of time but any more than that and I believe you should make alternate arrangements for storage.
- I'm not sure how parking my trailer in my driveway is a safety concern for my community. It does not hinder sight lines on the road, pedestrians are able to walk along the sidewalk safely without having to go around. I do not have a side yard or backyard that is accessible with our trailer due to trees. Not sure why I should pay to park on my own property either. Maybe I've missed something in my reading but it just doesn't make sense to me.
- No trailers or rv's allowed on the road at any time. They obstruct the view of oncoming traffic and create a safety Hazzard
- We should be able to use our own driveway to park our own trailer with no fees.
- Private property used to mean "private property". Guelph has no right to tell me I can't keep my road legal and safe camping trailer in my driveway. This doesn't help anyone, and by enforcing this you are wasting tax payer money
- Parking on residential streets should be limited to one side of the road. Regardless of type of vehicle. And if trailers, RVs, or boats are parked on private property city should leave it be. Driveway or side yard. No fees or tickets.

- If you allow trailers to park on driveways Bylaw needs to enforce size. If the hitch is exceeding the driveway it can be very dangerous if sticking out on sidewalks.
- Let people park their trailers in the drive ways and stop being nosy-nellies!!! It's their property, not the cities!!
- I personally don't care what's in others driveways. Therefore they shouldn't care what's in my driveway. If I c a for sale sign next door then obviously I would be more considerate and I hope others would too. I also don't think it's fair that this is not currently an enforced bylaw so by complaint only and if u have a neighbor or 2 constantly calling these Infractions out there will likely b disputes. And from personal experience i know those who r calling out bylaw all the time, think the rules can b bent for them because they do know the rest of the neighborhood doesn't care. And not to mention, if we r paying property tax we shouldn't b told what we can and cannot park in our driveways. I can understand placing limits on such issues. Example. 1 trailer allowed at a time and must b licenced. This is my comment and I do hope when it gets viewed it is taken seriously. Thank u
- There is not enough parking on the streets in Ward one for visitors so it would be unfair to have vehicles with attached trailers taking up on street parking. People should plan for parking in their driveway when they purchase or rent a house. Referring to newer areas with narrow roadways that have cars lined up on the streets April-December such as Edwards street and Washburn. It is dangerous for visibility of children in the area crossing the road especially when there are sidewalks on one side of the street and not the other and the road is already narrow without cars parked on the street. More planning is needed. Maybe a communal paid parking lot for work trailers and vehicles in the short term at a park or Vic Rd Rec Centre.
- I suggest these vehicles are parked on private property. People pay prop taxes and therefore should be allowed to use their private property as needed (not subject to certain months/time of the day)
- Leave things as they are. Why are you penalizing trailer and RV owners. If there is room to park these vehicles on their property how would it differ from any other legally owned and played vehicle.
- Don't see an issue that needs a solution at this time.
- "Let residents park their trailers in their own driveways. It's ridiculous that you would mandate a permit system for anyone to park a trailer in their own driveway. It's also ridiculous that a utility or boat trailer has to be parked in the backyard or side yard. Why can't it be left in the driveway? My neighbourhood is without garages but people have long driveways that accommodate their trailers. I have concerns with trailers parked on roads as it can impede sight lines and be a safety concern. But I have similar concerns with people lining both sides of our street with parked cars that make it very dangerous for pedestrians - yet numerous calls to bylaw for a solution over the years have never generated any improvement. "
- Trailers should be allowed to park in the owners driveway as long as they would like as long as it does not pose a safety concern or infringe on a

neighbour's driveway or sidewalk. Trailers should not be able to park on the front lawn and neither should cars.

- I feel bad for trailer owners but there is not enough on street parking now and anyone having to share a driveway will be penalized by having a trailer there. Either driveways need to be allowed to be made bigger or no trailers
- Allow trailers on private driveways without restrictions, and limit then to one hour street parking
- I'm not sure why trailers aren't allowed to be parked in driveways -all the time. I must be missing something. If you own a vehicle and it fits in your driveway, what is the issue having it there year-round? Why would permits be needed? My solution would be letting people park in their own driveways if there is room and it's not obstructing views needed for road/sidewalk safety.
- "Trailers parked on roadways present sight line restrictions and make residential streets difficult to navigate for vehicles, pedestrians cross the roadway, and for emergency response vehicles. Are there local opportunities for trailers to be parked, secured and picked up as needed, that are cost efficient and safe? Other communities seem to succeed at keeping trailers, RVs and other sight line obstructions off the road. "
- There should not be an issue of having a trailer on a residential / private property
- recreational trailers are different from working vehicles. No way someone should dump their "poor man's cottage" on the community. Also, people will live in them.
- Our street has so many trailers parked in driveways that block vision down the street and create unsafe areas of play for kids. Trailers should be parked off streets and driveways unless loading or offloading for a trip. There are too many now and it's creating safety concerns.
- I don't think the city should be involved in a persons choice to park their trailer/boat on their own property. On street parking permits for those areas where it is safe to park a trailer is a good idea.
- Families should be allowed to park trailers and rec vehicles in their driveway during seasonal months. Commercial trailers should be by permit. No trailer or rec vehicle should be obstructing views for safety
- Please consider that some trailers block off access by firefighters to the owner's backyard (on their own property) should there be a fire at the back of their home or in their backyard. Thanks.
- Allow trailers to park in driveway with no time limits so long as the are not blocking sidewalk and trailer is in road-safe condition
- As it stands I think that if a trailer is owned and it is parked on a private driveway from the first of May until October 31st in such a way that it does not impede traffic safety it should be allowed. I know some of my friends in guelph who own a trailer, but because neighbours phone the city they are not allowed to park their trailer in their driveway, yet I have other friends who park their trailers in their driveway and because their neighbours do not complain it is parked there year round. it is not fair. Especially because the

one set of friends fell on hard times (temporarily) and found they couldn't keep up their storage fees for 2 months, yet were told to move their trailer.

- Its my property so the community shouldnt be near or on my property
- "Trailers parked on street are dangerous as they impede view of on coming traffic.
- Often the street has too many cars parked on street as well.
- RV parked in driveways can impede vision when leaving a driveway."
- "As I have previously stated throughout this survey, I do not think it is fair to penalize a homeowner who is not impeding traffic, or visibility to others or blocking a street/driveways, etc. I especially do not see how it would be fair to penalize a homeowner who chooses to bring their trailer home to maintain, pack or unpack for use, etc. This just comes across as a money grab by the city as a way to get yet more money out of our pockets. I think there needs to be more of a focus on enforcement within the city and if people are being unsafe or clearly breaking the rules than they should be ticketed. If people are ticketed they tend to learn versus penalizing those who are simply trying to use the trailer they purchased. "
- Rules need to be put in place but don't feel like extra needs to be paid as taxes are paid yearly and these fees should be included
- I do not think residence should pay a fee to have their trailer on their property. They should be required to park them in a garage or out of sight if parked for more than a few days. On street parking should be allowed for a few days only.
- Leave it u changed!
- Maximum 1 day temporary driveway parking at a time for boats and rv's for loading, cleaning and maintenance purposes.
- I own my driveway I should be able to park whatever I want in it
- I do not see how a homeowner having a trailer at home is a safety issue. My husband works out of town and occasionally has to bring home a trailer from work. None of our neighbours have ever complained to us about this. We have a corner lot and often park on our side street. If this bylaw changes my husband will spend twice and much time taking his trailer back to work and less time with our young family.
- If trailer is parked at the side of a house, or behind it, the trailer should not be visible from the street; jutting out further than the house, if it is parked at the side for example
- People should be allowed to park what every they want on their own driveway. They shouldn't be allowed to be parked on the residential streets or any street.
- In this case, you should be allowed to park your vehicles in your driveway without restriction. There are no safety concerns with this.
- If you have room for your trailer and vehicles in your driveway what's the problem? This survey and the need for it is pathetic.
- If parking a trailer in your driveway means you have no room to park your vehicle and are therefore parking it on the street, you shouldn't be allowed to park your trailer in your driveway.

- Trailers should be permitted anywhere on privately owned property with permission of the property owner completely without city interference. Where is that option?
- Same as above, private property leave it in the driveway not on parked on roads. Roads are for driving. Driveways are for parking.
- "I don't have any suggestions, other than to let folks park their own possessions on their own property. If they do not have space to park them, then other options, including permits, should be used for on-street parking.
- I would like to add that you questions under the ""Driveway parking"" section of this survey are leading - there is no clear option to say ""I think that the current bylaws should remain as is"". The way the questions are written, however you answer them in terms of level of agreement could be interpreted differently by the respondent, and therefore can be interpreted by Council in any way they wish in order to push the agenda they wish. For example, Trailer parking should remain restricted to specific areas around a property as per the current bylaw - one could say ""Definitely Disagree"" and mean ""I want the bylaws to change and people to not be allowed to park there"" OR ""I want the bylaws to change and people to be allowed to park wherever they want"". There is no space for additional clarification beyond this box."
- I see no harm in people parking RVs ,travel trailers in your driveway if not blocking sidewalks. Times are changing with more TT with washrooms to travel and camp for mental health come home and not worrying about parking your unit in your driveway in the summer and fall months . Guelph please do not start harassing residents, we will move out of town after 40 + years let's keep Guelph a great place to live, slow the growth .
- Let people park what they want into heir driveways so long at they are not in unseemly condition and allow people to park their trailers in front of their homes whether or not they are attached to their vehicle. Not everyone has enough room in their driveways for both their vehicles and trailers
- Allow for in driveway parking of trailers, and other vehicles as long as they do not block sidewalks or roads.
- I don't own a trailer or RV and there is barely enough street parking available now. Trailers and RVs take up a lot of room. They are also junky looking parked everywhere.
- "Park in your own driveway. We dont need any more bureaucratic rules. Leave people alone."
- We have a 26' trailer and pay for storage at a private facility in the City of Guelph when not in use. The trailer does fit in our driveway but only when not attached to my tow vehicle. We'll bring our trailer home 1-2 days before or camping trips to prep it , ie clean if necessary, turn on fridge to cool it down and load out clothes into it. When we return from our trips we park briefly in front of our home, We unload food and clothes and then return it to our private storage facility. We practice this approx 6-8 times between May and mid October. Please don't change our ability to follow this procedure as

it's worked for 20 years so far. Don't punish us all for a few bad apples that don't follow the parking rules!

- I believe people should be able to park their rvs all year round in their driveways without added costs or fees. Housing and taxes are very high already in this city!
- Unattended trailers should be locked and chalked.
- I feel as though trailer should be allowed in your private driveway from May to October since it's the season for them
- Driveway parking in private property should always be permitted.
- On street parking should be regulated via permits whether cars or trailers. If an owner can fit a car and trailer (reasonable size) I their driveway then fine. If they choose to keep their trailer in their driveway and park their car on the street, their car should be regulated because permanent on street parking is becoming a nuisance. Thanks!
- If a trailer is on private property then it is not city concern. People who pay taxes have the right to park their vehicles including trailers in their driveways and backyards. This looks to be another city money grab. However, trailers left on city streets unconnected from a towing vehicle should be ticketed unless the owner notifies the city. As like parking in the winter, there should be an allowance for how many times it may be parked on the road. City of Guelph should understand that people need their trailers, and recreational vehicles, and we pay enough taxes already. Keep the restrictions the roads not private property
- People should be allowed to park trailers in their own driveways even when visible. I would prefer that to street parking.
- There should be a size that is allowed to park in your personal driveway. Parking a tent trailer in your driveway should be ok. Parking a 35ft trailer should be seasonal
- Yes, let people park them in their driveways, not on the street. However, only allow vehicles/trailers that are in use not derelict broken down immovable vehicles - which is an eye sore plus not environmentally toxic - like broken down trucks abandoned on a side yard.
- As long as it's in their driveway or on their property. Not on the road
- Most residents don't have trailers/campers etc. This should not be put on all tax payers. It should be on the owners of these rec. vehicles
- Let us park what we want when we want to in our own driveways. We own the property to do what we will with it.
- Your driveway should be allowed one trailer as long as it's not blocking sidewalks. If too big, off site storage should be provided by the city. Owners should be allowed to do maintenance on their boat for a couple days at a time in their driveway.
- You cannot park your trailer in front of somebody else's house. Being as I live on one of the biggest parks in the city and I have already had people park their trailers in front of my house blocking my view, and causing me to look at an eyesore. I strongly oppose parking recreational vehicles or trailers on residential streets.

- If they park on street they should be made to park in front of their own front yards and not in front of their neighbour's
- Seriously, this is so dumb. Let people store trailers etc. on their own property and temporarily park it on the road if they need to without charging a permit. Maybe regulate ones that are in a state of disrepair or if they're parked on a street for longer than 24 hours. Or offer exceptions in extenuating circumstances. I live downtown and we don't have the driveway space.
- I don't quite understand why people should pay to park their RVs or trailers in their driveways or on the streets, especially if people are living in them. It seems classist and lacking compassion to encourage people without steady homes to live outside of city limits.
- Focus on the theft and homeless camps. They're destroying our city before a couple trailers will.
- Please do not let trailers park right at the corner on a street, or cars for that matter. It makes turning onto the street dangerous as traffic is trying to enter and exit through one lane as the other one is being used by trailer. I do not mind trailers being on private driveways.
- I own my driveway with my house, I should be able to park whatever kind of anything I want, I'm my driveway. No questions asked
- If people have driveways large enough to accommodate thier trailer, they should be allowed to park it in thier driveway for as long as they want, whenever they want. Parking in residential streets is different. That should require a permit and restrictions.
- It's your property park whatever you want on it
- It's my property; I should be able to park anything anytime without interfering with my neighbours
- You should be able to park whatever you want in your driveway. It's your driveway. As long as I am not blocking the side walk why should anyone care. Leaving trailers unattended on roads is where I draw the line.
- "A trailer should be permitted to park on a private driveway if; 1. It is plated and fit for road use. 2. There is adequate setback from the sidewalk, street or property line, as not to create a visual blind spot that would create a safety issue for pedestrian traffic as well as emergency and snow clearing services. 3. It is not filled with garbage or scrap. 4. It is not tarped or covered for storage. A trailer should be permitted to park on street if; 1. it is plated and fit for road use. 2. It is attached to tow vehicle at all times. 3. It does block or impede access neighbouring driveways 4. During daytime hours"
- I agree trailers shouldn't be stored on the street for more than 24 hours and not at all during the winter months but people shouldn't have to pay or be punished for parking in their own driveway, side yard or back yard.
- Take a drive to another city where people are allowed to park their trailer in their driveway. Is the city ugly? Is it dangerous? No. Trailers don't make our city look trashy, and they don't cause a hazard to citizens. This is simply another opportunity for (redacted) residents to rat on their neighbour

because they don't like how their property looks. (redacted – meaning don't throw stones at other people's houses)

- It is ok to park either on street or driveway prior or after the use of trailer for a short period of time with a free permit as long as it doesn't block the street it is very hazardous sometimes and they abuse the laws by parking at stop sign or near fire hydrant
- The biggest issue is blocking visibility and safety issues... it can vary a lot between different parking situations, so staying with something like permits is probably the best way to ensure people aren't abusing the system.
- Well this may appear to be a complicated issue, I see a strict division between on street parking, and within your own property on the driveway parking. I would agree that if city resources are going to now include more on street parking options, then changes to your existing byelaws may be required. However I don't see any changes required for parking an RV a vehicle, on our own property.
- I'm totally in favour of exploring options for increasing on street parking with or without permitting. I think that permits for longer term on street parking is great if it means more people will be able to access trailer and RV - ing. However, when it comes to private property parking, I think that trailers and RVs should be able to be parked and stored long term so long as they are abiding by municipal safety bylaws. No permitting for private property parking.
- I truly do not understand why or how parking a trailer in you yard effects the city. I have one for family fun and I do not want to have to pay to store it somewhere, I truly hope this get thrown out. we also have utility trailer so we can take our stuff to and from the dump or to pick up larger items for our families, we also help out alot of friends,
- Private property should remain private meaning owners should be permitted to park their trailers on their driveways at anytime of the year without a permit so long as it is not obstructing any neighbouring property or adjacency driveway
- We have someone on our street with 3 trailers frequently on the street and driveway. I believe that they are being used for commercial purposes. Commercial trailer parking should be limited.
- Our living areas are small. If you cannot store your trailer offsite, don't get a trailer.
- Overall, I dislike that there are restrictions for trailers. People who own trailers for pleasure or business should be able to park them where there is space be it a street, a driveway or even off season in the backyard. I dislike the complaint driven system that a neighbour can decide to complain on another neighbour for things as petty as a trailer parking. As long as the trailer is not blocking anyone else from driving on the street it should be allowed on the street and always on a person's driveway. Why this rule would require more taxes is beyond me. I only see the complain driven model that makes bylaw officers having to inspect for complaints as the reason costs go up.

- It is my driveway I can use it how I see fit.
- Length of trailer may be a limiting provision. If trailer easily fits in driveway length without blocking sidewalk then why should there be restrictions. Similarly on road.
- Not a fee service
- Having a trailer on your street or driveway shouldn't cost any more
- Designated lot within the city, rental parking, fee based on size of trailer
- Already have a problem with street parking now with too many on the street instead of driveways with turns it into a parking lot. Also an issues with people always parking in spots they can't and frequently blocking driveways - only see this getting worse if they allow RV's, Trailers etc to park on the street. Should be limited to a procure driveway if you can also park your vehicles too.
- Trailers should be allowed to be parked on private property at all times even visible in the driveway. They should only be allowed to be parked on residential streets during certain months and for very short periods of time only, and they should require permits. I don't agree with longer-term parking of huge unattached trailers and RVs left for months at a time up on cinder blocks on the street. It is inconvenient for people using the road to have to navigate around it and it takes up parking that others may wish to use. There are storage facilities for people without space on their properties to store these vehicles. It should not be the city's responsibility to provide parking.
- If you own a trailer, what ever kind you should be able to park it in your own driveway if your driveway can handle the size. There's no difference between parking a car or van or some kind of trailer as long as it fits in your driveway. Looks like the city is looking for another cash grab
- Rvs and other campers should not be allowed to park on any residential street. People who own these should pay storage fees off site, if they do not fit in their own driveway. These should only be at their home in the driveway during the spring/fall cleaning and maintenance days. I know it's not a popular opinion but I am sick of people with too many vehicles for their own driveway bringing more chaos to our streets. I also don't think any cars should be allowed to park on city bus routes in residential areas where roads are already too narrow.
- People should be able to park their recreational vehicles in their own driveway for short period of time period. They should not be parked on the street as it blocks the view of on coming traffic and very dangerous
- We had a trade trailer parked on road opposite our front window for approximately 3-6 months...trades persons came to vehicle to get product....left us very much against residential street parking for rvs, utility and trailer. Better if they were parked in a driveway if left with a choice. Rent a spot in a local yard for trailers..give maximum of 1-2 days at home/ street to load trailers if travelling. If can buy a trailer, renting a spot has to be a consideration when purchasing.

- Every single situation is different. The trailer on (redacted street name) impedes the vision of the cross walk. The snow removal company disrupts the plowing. What is the answer 😞???
- Trailers are an eyesore in residential neighborhoods. I am a taxpayer and I don't want to see them parked in the neighbourhood. Owners should have an offsite area where they have to pay to park or store them. Get them out of neighborhoods!!!
- Trailers should never be allowed to park where they block the sightline because this endangers lives
- Keep the current bylaw the way it is and raise the enforcement level and fines so that trailers don't become any more of a nuisance than they already are on most streets in the city of Guelph.
- Why should people need a permit to park a trailer at any time on their own property? It's not the city's business. FREE COUNTRY? It's my property and I'm not effecting anyone but myself.
- I don't have a problem with trailers in people's driveways for any length of time. They shouldn't be on the street for an extended period.
- "How is having a trailer parked in my driveway a safety issue? If the trailer is parked on the street in a legal parking spot, it should be allowed without penalty. For a temporary time. I am sick of my taxes going up and municipal services going down. "
- Implement a temporary parking permit system for loading only, of trailers, or for visitor parking permits, with limited stay. have the administration paid for by user fee.
- Is this really a problem? I see a far greater issue with cars parked in driveways that block sidewalks and/or overhang on the road. I think we are focused on the wrong problem here. Parking a private trailer on a private driveway is an area the city need not be involved in.
- "My private driveway is my property. I should be able to park a trailer on my driveway anytime as long as it does not block a sidewalk or road or view and cause a safety issue. Perhaps a setback requirement is appropriate. How is this different than a commercial van used by a resident for work being parked every day in a driveway? City employees do this all the time. It is ridiculous to expect trailer owners to ask for a permit every time they pull a trailer from their garage or side yard or offsite storage so they can use or load it. I can guarantee you that will not happen. And enforcement is a joke.
- Asking for a timeline to load or unload a trailer is unrealistic when weather dictates activities Whether my pop-up tent trailer can be opened or not.
- Additional red tape and a tax grab are exactly what I expect from the city. Stop already! Property standards by laws should cover issues like derelict trailers etc. Let me use my own property without your permits!"
- contractor/trades trailers should be permitted only when activity doing a job at a residential location. They shouldn't be on the street overnight at a residential location (even outside contractor's residence).
- Upkeep of property around trailers and vehicles should be required.

- "The current driveway parking legislation is Draconian and unnecessary. If space permits, allow driveway parking year round for well maintained trailers with no permit required. This costs the City nothing and is not a safety/vanity issue. Junker/eyesore heaps are another issue and are already dealt with in the property maintenance municipal legislation. On street parking however, is a safety issue and a use of shared resources. A permit should be required for long term on street parking. "
- Trailers under 12' should be permitted to park in private driveways, and trailers should not be required to be behind a wall. Neighbours should learn to live with the sight of small trailers used by the homeowner for utility use and for camping. Commercial trailers should be parked in commercial yards. Camping Trailers/RVs should be able to access on street parking permits for two days (including overnights of those two days) to permit pick-up from storage areas and packing to leave by NOON the next day. The current ban on living in trailers parked on private property should remain. A new ban against on street parking for more than two days (and nights) in a vehicle fitted for residential occupation AND occupied/lived in should be enacted more than once in a calendar year should be enacted. This would allow "van-life" folks to pass through the city but prevent long-term occupations of streets... The City may also wish to consider finding and designating a permitted spot for "van life" campers such as these - perhaps then a stop of a few days might be acceptable and allow tourists to enjoy GUELPH!.
- Each neighbourhood is different - historically and currently. A broad based set of outlines is best, allowing neighbourhood differences that make sense to that neighbourhood to continue.
- For people who have recreational vehicles but no garage or side yard the driveway bylaw makes maintenance and use difficult and is an added expense.
- Allow residents a 2 day permit to load and unload the trailer. Otherwise they need a storage area.
- now they should not be use for permanent living and be considerate of their neighbors.
- I believe it's best to leave trailer parking as per the current bylaw. No expansion of trailer parking locations, length of parking time etc If temporary parking is required to prepare for trips, cleanup etc., it should be done by permit only and with penalties when the rules aren't followed. The less ambiguity the better, both for trailer owners and neighbours. Residential zones already accommodate storage of trailers and cars in a way that is safe and compatible with residential neighbourhoods. I have no problem with expanding where these vehicles can be stored in non-residential areas like underutilized retail plazas, large vacant tracts of land or city outskirts or industrial areas. Introducing more trailer parking into residential zones will create problems between neighbours, increase enforcement costs, create visual blindspots when backing out of driveways, create hazards for other users of roadways such as walkers, cyclists and kids playing in the streets (yes in my neighborhood kids still play in the streets, hockey etc.).

Recreational vehicles have become more popular during COVID-19 but this trend may be very short-term as we come out of the pandemic. Why create new bylaws for a possible fad?

- A trailer in a private drive is no safety risk. Do what is needed for on road permits but leave people alone about private driveways.
- I do not believe there should be restrictions for trailers on driveways. I especially disagree that permitting for this is necessary.
- In my opinion, the utility trailer/camper should be attached to the vehicle at all times when parking on city streets. Following the same dates as single vehicle street parking

Bylaw Regulations Regarding the Parking of Trailers - 2021-311

General Correspondence

I am strongly against not being able to park my boat trailer etc in My driveway at any point in the year.

Matt Rogerson

* * *

Dear Councillors and Mayor,

I write this to express my opposition to the proposed change in the enforcement of the parking bylaw.

As I understand it, current bylaws prohibit the parking of trailers but is only enforced if there are complaints by neighbours. The City proposes to notch up the enforcement by having the bylaw enforced on a steady basis by your officers. There may be areas within the city that have little road parking due to high housing density. That is not the case in my neighbourhood. Many in the neighbourhood are avid campers/boaters and get those units out in the Spring and take them to different weekend excursions until the Fall. During the weekdays, these trailers are parked in our driveways until the next excursion. In the 'off-season', they are normally stored somewhere...not in our driveways. In this new age, the popularity of families owning recreational vehicles/boats, etc has skyrocketed and throwing a parking permit wrench will only serve to disrupt residents attempts to reunite with nature and family.

If there are complaints by neighbours, you currently have a mechanism in place to deal with the situation. Normally these complaints stem from 'asthetics' and should carry little weight in my opinion.

I'm happy to discuss.

Regards,

Jeff Rolph

* * *

Hi !

I wish to address the issue of residents of Guelph being allowed to have their "5 th wheels, campers , motor homes etc " parked in their driveways inside the City Limits of Guelph on a permanent bases

Guelph is a gorgeous City !!!!! I came here as a student in April 1966 for the first Summer Semester offered by the University of Guelph . After graduation and a year at University of Toronto , I taught at J F Ross CVI for 31 years , retired from full time teaching in June 2001 and then worked as a Supply Teacher for the Upper Grand School Board in 7 area Secondary Schools for an additional 9 years and a month . Since " Really Retiring " , I have continued to live here in Guelph . Yes, I am free to move anywhere I choose to live -- - I STILL CHOOSE GUELPH !!!!! There are so many "things " here in this beautiful city that are very difficult to find .Not only does Guelph offer so much to it's residents , it's very central for travelling and visiting other parts of this province / Country .

There are many reasons to have pride in our fantastic city -- 2 that are very important to me are #1 Campfires are not allowed inside the city . Some of us [yes , me too] have allergies , smoke of any type isn't healthy and also campfires increase the risk of causing much larger dangerous fires . #2 The city has made sure that our city is and stays beautiful through our tree canopy ,our parks ,& the facilities they offer ,our various Cultural and Interest events to support ALL OF US , etc etc . i could fill this page with all Guelph has to offer .

I appreciate that many people enjoy camping and travelling during their holidays . I totally understand that these people need a certain amount of time to clean and pack up their trailer, campers etc before they go away and also time to unpack , clean and service their "campers " when they return . I think there should definitely be a PERMIT to have these recreational vehicles at their homes for a very limited time . Perhaps these PERMITS could be FREE of Charge -- or , if necessary , a very small fee . Allowing these large vehicles to sit in Residential areas for an extended length of time isn't attractive , and it blocks the views of the people living near them . The size of the property lots in Guelph aren't large enough to accommodate such large vehicles . As time has progressed and new neighbourhoods were made , the width of property lots has become smaller and smaller . The number of cars / trucks parked on City streets is increasing more and more . There isn't room for adding Recreational vehicles to this already congested parking issue in Guelph . Please DO NOT ALLOW RECREATIONAL ACCOMMODATION to be PERMANENTLY ALLOWED IN GUELPH !!!!! Looking at the sides or ends of a large recreational vehicle isn't attractive. It is so much nicer to look around our neighbourhoods and see gardens , trees , skyline , a glimpse of sunrise or sunsets etc

Thank you for taking your time to read this. I would be very happy to discuss this with you ,

Sylvia Thurston

Good evening, everyone. My name is Hy Ly and I am a resident of Guelph. Thank you very much for allowing me this time to express my concerns regarding tonight's debate on a propose by-law to addressing residents who own trailer and park them in their own driveway. The trailer that I am referring to include RV's, Boats, Seados, and Utility trailers.

Before I start, I want to acknowledge that I am aware that parking trailers on residential driveways is prohibited. However, like many municipalities, it is only enforced if a neighbour complains. In my opinion, the complaint will be based on safety if the trailer is too large that it creates a bind spot for vehicles or pedestrians. If the trailer is parked on the adjacent neighbour's property. If the trailer prohibits the neighbour from accessing their own driveway without causing damage to their own vehicle, or if the trailer is unkept and an eye sore bringing down the value of the home and neighbourhood.

I am not here to represent these residents who do not care about safety of others or have a disregard of respect for their neighbours. I am here to represent lawful, respectable residents of Guelph who feel that there is no concern with responsibly parking their trailers in their driveway. I am also here representing those who are contractors with utility trailer containing tools and equipment needed for their trade. These utility trailers are their office they trailer to and from their job site each day. It would not be fair to expect them to pay for off side storage or time needed to pick up and drop off their work trailer each day.

I understand that the by-law permits storage of trailers in the garage, side or back yard, but most residential house do not have access to these options. I also understand that counsel is proposing permits of 6 days within a year. 6 days within a year may be acceptable for those who already store their large RV offsite but not practical for those who store their boats, RV's or work trailers at home. What would be practical is a seasonal term from April 1 to October 31 each year.

I own a small boat which I keep on one half of the driveway. My boat is 16 ft long and 4 feet high. It is well kept and not a safety concern. I think I represent many residents of Guelph by saying that we have worked very hard in order to enjoy the boats and RV we own. We enjoy spending time with our families boating, fishing, and RVing on weekends and summer vacations. We have no intentions of violating vehicle or pedestrian safety. We have no intentions on offending our neighbors by parking our trailers in the driveway. As for those who's trade requires a utility trailer to store their tools and equipment. These trailers are part of their trade of work and it is needed for them to earn an income.

I strongly encourage counsel to reconsider my views and consider defining the term Trailer by its function and size. If the trailer if a utility trailer, boat, small RV, I don't see the safety concern or any other concern with it being parked in the driveway as long as it is done with the respect of all residents in the community.

Thank you very much for your time and I hope you consider my points in this matter.

Hy Ly

Good Afternoon Mayor Guthrie

My name is Joanne Hohenadel. My husband and I live in Ward 4 (█ Greenwich Drive). I am writing to express our support of seasonal parking of recreational vehicles. Thank you so much for putting this forward. We enjoy camping in the summer months and snowmobiling in the winter. I appreciate that the council is considering expanding the bi-laws around parking of recreational vehicles to having six, 48 hour exemptions per year. However there are challenges to this approach:

- Cost, time and inconvenience of:
 - year round storage (vs seasonal);
 - additional travel to pick up and return vehicles with every use;
 - packing and unpacking perishables, clothes, tools, etc. that are normally left in trailers
- Risk of not being able to get snowmobiles out of year round storage in winter months
- Inability to maintain vehicles e.g. winterize camper, change belts and oil on snowmobiles, wait for spare parts on order if longer than 48 hours from time of identifying problem and getting the parts to fix it
- Limited use of the recreational vehicles e.g. this policy would limit the number of camping trips (we take multiple short camping trips as opposed to 1 or 2 extended trips), as well as snowmobile trips that are often half day or single day excursions.

Seasonal parking would lessen the burden on City administrative and bi-law staff and increase the enjoyment of outdoor activities, especially in these times of a pandemic. It is proven to be an effective strategy in Kitchener and would ensure that trailers do not sit in driveways for years on end. It is also important to note that most neighbourhoods in Guelph do not have the luxury of large lots that would support parking at the side of the building. Significantly more homes have driveways that would support reasonably sized recreational vehicles without obstructing sidewalks or being parked on front lawns.

If you take a few minutes to walk or drive through Guelph neighbourhoods you will note that recreational vehicles are not a problem and that if it becomes unsightly, like any other maintenance bi-law such as grass cutting or snow removal, people have the right to complain and resolve it on an individual basis.

Thank you very much for your consideration.

Joanne and Bob Hohenadel

Good morning Mayor and Councillors,

I'm writing today to voice my displeasure about what is currently being proposed in regards to trailer parking. I participated in the survey back in August and was under the impression the reason for it was to move forward and improve the situation and not remove what is currently in place. The current proposal seems like an attempt at revenue enhancement for the Corporation. The proposed six 48 hour exemptions are in no way sufficient for an individual or family that enjoys year round camping or other recreational activities that require the use of a trailer such as boating, ATVing or snowmobiling. Also, the proposal to proactively enforce the bylaw instead of address it on a complaint basis is further backwards. There are many families that rely on these types of recreational getaways as conventional vacations are too cost prohibitive. I'm sure there are other higher priority issues that should be at the forefront to be dealt with by Council and staff. There should be a focus on moving the city forward rather than setting up roadblocks such as this for overtaxed property owners and residents. Please leave the trailer parking as is especially when it does not create any hazard/danger or visual blind spots for pedestrians, traffic, emergency vehicles or City service vehicles and respects neighbouring boundaries. And if they do creat a hazard, please address them on a case by case basis.

Thank you for your time,
Jacob Halajski

Hello Mayor & Councillors,

I am writing you to express my opinion about the new regulations being proposed, in regards to pro-actively enforcing trailer parking rules. I understand that in some circumstances, trailers are not desirable on residential properties, such as if they are blocking the sidewalk, creating a blindspot or look extremely messy. But in such situations, the current system of the bylaw being enforced on complaint-basis is sufficient.

Many families rely on trailers and RV's as a source of recreation, as they do not have the budget (or preference) for conventional vacations. Many people also require a trailer for landscaping projects on their property.

Pro-actively enforcing the trailer parking rules seems like just another money-grab, to take more money from Guelph's hard-working citizens (who are already much over-taxed, by the way). Guelph's citizens already pay plenty of taxes to be able to own a home and land- should we not have the right to park a trailer or recreational vehicle, if it is not bothering anyone?

I ask you to please re-consider pro-actively enforcing trailer parking; this would negatively affect so many people. Please continue addressing trailers & recreational vehicles on a case-by-case basis, as this is the fairest way this situation can be handled.

Thank you for your time,
Alex Hostettler
The Hostettler family

Dear Mayor Guthrie and city councillors, I am very opposed to the proposed change to the bylaw regarding the parking of trailers in our driveways! Presently the bylaw is complaint based which seems reasonable. To proactively enforce the bylaw (regardless of complaint) seems very heavy handed and draconian! You would be opening up a "can of worms" to enforce it.

Presently we own a Roadtrek rv van which is the size of a commercial van. It fits nicely in our driveway and is not offensive to our neighbours (most stop to chat about our adventures and comment that they would like to own one). We only have one other vehicle and the van serves as our second means of transportation.

Guelph is a great city to live in and I find it very disturbing that the council is considering a bylaw telling me what I can park in my driveway!
Please do not pass this bylaw!

Thank you,
Matt Blair

In 1985, after teaching for 5 years on a native reserve in northern B.C., my husband and I decided to move back to Ontario...we chose Guelph! It was an hr drive to both families and my husband's alma mater. We got teaching jobs, bought a condo, sold it, bought another house, had a child, sold that house and finally built a lovely 2 storey cape cod on the green space in the west end. We live on a crescent with very caring neighbours. I had an unexpected emergency life saving heart operation in January of this year....Wow, 'Still Here' is my new mantra.

I am 68 years young, a year older than my husband. We pay all taxes, including federal and municipal on time and in full every year. So I find it very disturbing that the rules surrounding trailers are changing.

Over the years we have bought several different types of trailers. We started out in a mid size tent trailer, moved up to a 18ft travel trailer, back to a smaller tent trailer, and finally an all in one van (no more pulling for us). It is beautiful! New, shiny (my husband takes pride in keeping it that way). We feel so fortunate to own it. Our neighbours and other walkers often stop and ask us where we've been and what adventure is next for us in our 'tin can' as I call it. The van also serves as our second vehicle, a necessity as my husband and I are quite active.. We have never had a complaint about parking in our driveway.

A self contained van is one of the safest ways of travelling in these Covid times. That's why I find your timing so confusing, annoying and basically downright nasty that the Guelph Council has the nerve to say we cannot park our van in our driveway, on property that we own, and with the exorbitant taxes that we pay each year.

Find another way...wait, you have one...it's the present complaint based rule. It works, keep it!

I have never felt the need to voice my concerns in a letter, until now.
Please do not pass this new bylaw!

—Gertie Clement-Blair

As a homeowner with a trailer in my driveway for several years, I oppose any changes to the trailer bylaw that would make it more restrictive.

I have been talking with people in my neighborhood that also have trailers, a lot of them didn't know they could not have a trailer under the current bylaw. And none of them have received any complaints, privately from neighbours or officially from bylaw.

I don't think a single person in the city with a trailer would want their trailer blocking sightlines or encroaching on sidewalks. Those arguments are nonsense and people are hiding behind them as excuses for not allowing trailers in driveways.

Many in my neighbourhood are avid campers/boaters and get those units out in the Spring and take them to different weekend excursions until the Fall. During the weekdays, these trailers are parked in our driveways until the next excursion. Why do you wish to cause grief where there is no issue and things are running smoothly without a conflict?

Most properties built in the last 30 years do not provide enough side yard width to store a trailer or get a trailer through it to the rear yard.

There are many families that use campers/boats for recreation and getaways as conventional vacations are too cost prohibitive. During the pandemic, even more folks went out and bought boats, campers, etc., because they could not travel out of the province. This trend is going to continue for many years.

Off site storage would also likely lead to more vandalism and theft. Boats don't have lockable covers. Thieves are less likely to rummage through my boat in my driveway versus if it was parked in a storage lot with nobody around. The same is likely true about RVs and campers.

The idea of having to basically ask permission to deal with your own property, on your own property, is far reaching at best.

Please leave the trailer parking alone especially when it does not create any hazard/danger or visual blind spots for pedestrians, traffic, emergency vehicles or city service vehicles and respects neighbouring boundaries. And if they create an issue address them on a cases by case basis.

Thanks,

Craig Ling

[REDACTED]

Guelph

Staff Report



To	Committee of the Whole
Service Area	Corporate Services
Date	Monday, November 1, 2021
Subject	Remote Accessible Vote by Mail as a Voting Method for the 2022 Municipal Election

Recommendation

1. That the City continue with the current approved alternative voting methods of vote by mail (VBM) and a home vote service pilot for the 2022 municipal election.
 2. That no more than two (2) alternative voting methods be approved for the 2022 municipal election.
 3. That Remote Accessible Vote by Mail (RAVBM) not be approved as an alternative voting method for the 2022 municipal election.
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Executive Summary

Purpose of Report

To report back to Council following a review of the Remote Accessible Vote by Mail (RAVBM) voting method as directed by Council [on June 28, 2021](#).

Key Findings

- RAVBM, described by the Accessibility Advisory Committee (AAC) motion as "mail in voting with an electronic ballot marking option", does not support a fully independent and barrier free voting experience.
- RAVBM has not been offered in any Canadian election to date.
- Offering RAVBM as a fourth voting method presents significant staffing, budget, security and timing challenges.
- Council, staff and the community need to be able to trust the underlying system for any form of digital voting process.
- Staff do not recommend RAVBM given its close similarity to internet voting and given Council's clear direction to not pursue internet voting as an alternative voting method.

Financial Implications

Vendor costs for the RAVBM voting method is estimated to be \$17,000. Additional costs include security testing, estimated to range between \$22,000 and \$52,000 and an additional contract position, estimated at \$105,000 for compensation and benefits. Total costs of implementation are estimated to be \$144,000.

These costs are in addition to anticipated costs for in-person voting, vote by mail (VBM) and the home vote service pilot currently estimated between \$458,500 to \$483,500.

The Election Reserve does not have sufficient funds to cover the estimated cost of \$144,000 for RAVBM. Council would need to increase the 2022 budget for RAVBM if it is approved.

Report

Background

Prior to each municipal election, Section 42 (1) of the Municipal Elections Act (MEA) requires that:

42 (1) The council of a local municipality may pass by-laws,

- (a) authorizing the use of voting and vote-counting equipment such as voting machines, voting recorders or optical scanning vote tabulators;
- (b) authorizing electors to use an alternative voting method, such as voting by mail or by telephone, that does not require electors to attend at a voting place in order to vote. 1996, c. 32, Sched., s. 42 (1).

The information report on the [Vote from Home Service Pilot for the 2022 Municipal Election](#) was pulled and discussed by Council on June 28, 2021. During that meeting, Council passed a resolution "that the matter of mail-in voting, with use of a marked electronic ballot, be referred to the City Clerk's Office for review, recommendations and report back to City Council by Q4 2021."

The following report responds to Council's direction and will provide an overview of the RAVBM alternative voting method. This would be a separate and fourth voting method being considered for the 2022 municipal and school board elections, in addition to in-person voting with vote tabulators, traditional VBM and a vote from home service.

The deadline for Council to approve alternative voting methods for the 2022 municipal election is May 1, 2022. A decision on vote-counting equipment and alternative voting methods has previously been required by May 1 in the year before the election. However, Bill 218 changed this at the end of last year. This date change was not supported by municipal election administrators as it significantly reduces timelines for procurement and planning. Staff intended to have a final decision and direction from Council by early 2021. A final Council decision on voting methods is needed no later than November 2021.

Supporting voter access and enfranchisement

The City Clerk's Offices recognizes the importance of providing an accessible municipal election and is committed to working with the City's accessibility staff, the AAC and the public to ensure this.

In planning a municipal election, requirements under the MEA and the [Accessibility for Ontarians with Disabilities Act \(AODA\)](#) are followed. The MEA requires the following:

Electors and candidates with disabilities

12.1 (1) A clerk who is responsible for conducting an election shall have regard to the needs of electors and candidates with disabilities. 2009, c. 33, Sched. 21, s. 8 (8).

Plan regarding barriers

12.1 (2) The clerk shall prepare a plan regarding the identification, removal and prevention of barriers that affect electors and candidates with disabilities and shall make the plan available to the public before voting day in a regular election. 2016, c. 15, s. 11.

Report

12.1 (3) Within 90 days after voting day in a regular election, the clerk shall prepare a report about the identification, removal and prevention of barriers that affect electors and candidates with disabilities and shall make the report available to the public. 2016, c. 15, s. 11.

Accessibility

45. (2) In establishing the locations of voting places, the clerk shall ensure that each voting place is accessible to electors with disabilities. 2009, c. 33, Sched. 21, s. 8 (23).

Unless Council approves additional alternative voting methods and vote counting equipment, the MEA requires only that the in-person voting method be accessible. Legislation does not require that alternative voting methods or remote voting methods be offered. However, each election the City seeks to offer a range of voting methods that will make voting accessible to eligible voters. Individually, each voting method may not support every voters' accessibility needs. By offering a range of voting methods, the goal is to provide voters with the ability to choose which method is best for them to cast a ballot. Staff ensure that municipal election services meet and exceed legislative requirements and are informed by best practices at the federal, provincial and municipal levels of government. For the 2022 municipal election, the following accessibility considerations are planned for each method of voting currently approved:

In-person voting locations

Accessibility considerations for 2022 will continue from what was offered in 2018. Location audits will be completed in advance of voting and locations will offer:

- An accessible route that is clear of barriers, has good signage and connects from a municipal sidewalk.
- Entrances and exits that meet accessible design standards. If an automatic door operator is not available, a person will be assigned to monitor and open the door when needed.
- Accessible parking.
- Access from Guelph Transit routes or mobility services.
- Interior voting areas that are well lit, have seating available and provide enough space for individuals using mobility devices, such as a wheelchair or scooter, to navigate the space.
- Accessible voting booths set-up at a lower height to enable voters who use a mobility device to mark a ballot independently.

- Magnification screens will be available on request at all voting locations.
- Accessible ballot marking devices that provide an audio ballot that can be marked independently using a hand-held touch pad, paddles or sip-and puff attachments. These devices will be available at all advanced voting locations and at one (1) designated location in each ward on Voting Day. Locations with these devices will be indicated on voter notification cards and on the City's election website.

Voters and candidates can be accompanied by a support person, family member or friend. An oath or secrecy and confidentiality will be sworn if they assist the voter in casting a ballot. Election Officials will also be available if a voter requests assistance and will have taken the oath prior to working.

Support animals can accompany any voter, candidate or Election Official at a voting location.

Accessibility training will be mandatory for all Election Officials prior to working at a voting location.

A complete list of accessibility planning considerations can be found in the [City of Guelph 2018 Municipal Election Accessibility Plan](#) and the [2018 Election Report on Accessibility](#). A similar plan will be provided to the public ahead of October 2022 and a post-election report will be available afterwards.

Vote by mail (VBM)

VBM will be offered as a remote voting option. A VBM kit can be requested by contacting the City Clerk's Office or by completing an online form on the municipal election website. A VBM kit will be mailed to the voter including the ballot, declaration card, secrecy envelope and a return envelope with postage pre-paid. Once completed, the ballot can be returned by mail or could be dropped off at City Hall. A more detailed overview of the VBM process can be found in [staff report 2021-30 on Voting Systems and Alternative Voting Methods for the 2022 Municipal Election](#).

This voting method may support voters who are unable to vote in-person for a variety of reasons. This could include supporting voters living with severe allergies, immunosuppression or limited mobility. Staff acknowledge that voters living with certain visual related disabilities may not be able to vote independently using this method. Depending on individual circumstances, assistance from a trusted friend or family member, as is permitted by the MEA, may be needed to mark the ballot, sign the voter declaration, assemble and mail the VBM kit.

Home vote service pilot

The home vote service will be available to eligible voters who are unable to vote using other voting methods due to illness, injury or disability. This method can be requested by contacting the City Clerk's Office. Once registered, an Election Official would be scheduled to bring a ballot direct to the voters' home.

Staff acknowledge that voters who are blind or have certain visual related disabilities may not be able to vote independently using this method as this also involves a paper ballot. Depending on individual circumstances, assistance from a trusted friend or family member, as is permitted by the MEA, may assist in marking the ballot. Alternatively, the voter may request assistance from the Election Official, who is a paid Official of the City and has sworn an oath of confidentiality. Officials will be required to wear any personal protective equipment (PPE) as directed by Wellington Dufferin Guelph Public Health (WDGPH). Once the ballot is marked, the Election Official would put the ballot in a secure ballot box for counting on election night. More information on this service can be found in the [Vote from Home Service Pilot for the 2022 municipal election information report](#).

The City Clerk's Office may offer a braille ballot sleeve on request as part of this service. An example of this process can be found on the [Elections New Brunswick's website](#). However, based on AAC feedback, City Clerk's Office staff acknowledge that not all voters living with visual disabilities read braille so this may not enable all voters to mark a ballot independently without assistance.

An audio ballot could not be provided as part of this service. In the interest of safety and limiting intrusion on a voters' home, it would not be possible to set up the tabulator, accessible ballot marking devices and printer. The audio ballot is best accessed at an in-person voting location during advanced voting or on Voting Day.

About the RAVBM voting method

Staff met with two (2) vendors to research how the RAVBM system works from a public and administrative perspective. These vendors are Democracy Live and Dominion Voting Systems. To staff's knowledge, these are the only two (2) vendors currently offering the RAVBM voting method as described in the AAC resolution.

The RAVBM method was originally created to support the United States [Uniformed and Overseas Citizens Absentee Voting Act \(UOCAVA\)](#). This legislation is part of a [federal voting assistance program in the United States](#) to enable voting for uniformed and overseas voters on active military deployment, embassy deployment and their families. It was designed as a method to increase the speed of return of overseas ballots previously sent and received by mail. It reduces the amount of time needed to receive and mark a ballot to ensure that it is returned in time to be counted. RAVBM is generally available to a limited number of individuals and that number can be estimated in advance of an election. For example, the number of voters on active military deployment and number of accompanying family members.

RAVBM can be offered in two (2) ways:

Option A – Voters' login to an online system, mark the ballot electronically, print a VBM kit and mail it to the election office to be counted on election night. This option is the method described in the AAC motion, included as Attachment-1, as "mail in voting with an electronic ballot marking option." It also reflects the approach described by Council's motion "that the matter of mail-in voting, with use of a marked electronic ballot, be referred to the City

Clerk's Office for review, recommendations and report back to City Council by Q4 2021."

Option B – Voters' login to an online system, mark the ballot electronically, submit the ballot with a signed declaration electronically. Election administrators are notified that a VBM kit has been submitted by the system, print the kit, including the ballot, and count the ballot on election night. This method was not reflected in the AAC motion or Council's motion. It reflects full digital receipt, marking and delivery of a ballot. The only significant difference from the internet voting method is that it allows a digital ballot to be printed which can be counted on election night or used for audit purposes.

RAVBM has been used mostly in American elections to date, including the 2020 United States (US) presidential election. Option B, described above, was offered as an accessible voting solution by a number of counties in the state of California, including Orange County, Marin County, Madera County and Kings County. To date, no election in Canada at the federal, provincial or municipal levels of government has implemented this method.

An overview of both options is provided below.

How RAVBM works

When offered as an accessible voting method, RAVBM is usually only available to eligible voters who are unable to vote using any other voting methods due to disability. Voters who meet this criteria can request to use this method by contacting the Election Office. If implemented by the City, it would likely be offered during the advanced voting period only. In the interest of privacy and limiting the collection of personal information, voters would not be asked to verify their eligibility. Similar to the home vote service, they would just need to confirm that they meet the criteria and are unable to vote using any other method. Option A, as described above, is typically offered in situations where Election Officials have an initial estimate of how many voters will use this method.

Once a voter is registered to use the RAVBM service, Election Officials send a PIN or other security credentials to the voter by email. Security credentials are limited to an administrator generated PIN and information that can be confirmed from the voters' list. This process varies between vendors. It can be an automated process that links access credentials to the voters' list in one case or a manual process for staff to generate a PIN, email it to the voter and add the registered voter to a spreadsheet that is emailed to the vendor to enable access to the voting system. If implemented, this process would need to be updated. An administrator generated PIN rather than a randomized system generated credential and emailing voter data both present security and privacy risks.

Once a voter has their credentials, they can login to the RAVBM system to access their ballot. The online system allows voters to use any personal assistive software or hardware to mark the digital ballot. A voter receives instructions on how to mark the ballot and prompts to notify them if a contest is over-voted, under-voted or blank. This would be a very similar interface offered by the City in 2014 when internet voting was offered.

Once a ballot is marked the process differs based on whether Option A or Option B, as noted above, is being offered.

In the case of Option A, the voter prints the VBM kit which includes the ballot, signed declaration, secrecy envelope and mailing envelope. Both vendors noted that this option was not designed and is not offered as an accessible voting method. Option A enables voters to mark the ballot independently, however, many voters living with disabilities, including visual or mobility limitations, are unable to independently print, assemble the kit and mail it. This option was specifically designed to meet UOCAVA requirements for uniformed and overseas voters. Barriers to independent voting still exist as assistance from a friend or family member may be needed.

In the case of Option B, the voter submits their ballot online and receipt is confirmed by the system. Election Officials who have administrative access to the system receive a notification that a VBM kit has been submitted. This option is recommended by vendors as the more accessible option which allows voters to independently mark and cast their ballot.

For Option A, the voter is struck off the voters list manually when the kit is received by Election Officials similar to the traditional VBM process. The declaration must be signed and, if all information is correct, the secrecy envelope is opened and the ballot is counted by a tabulator on election night with all other VBM ballots.

For Option B, the voter is struck off the voters' list automatically or manually when the digital voter package is received, depending on the system. Election Officials print the voter package, including the ballot and declaration. The declaration must be signed and, if all information is correct, the ballot can be counted by a tabulator on election night with all other VBM ballots.

Principles of the MEA

The City Clerk must conduct an election in a manner that reflects the principles of the MEA and its Regulations. These principles are recognized as being that:

- the secrecy and confidentiality of the voting process is paramount;
- the election shall be fair and non-biased;
- the election shall be accessible to the voters;
- the integrity of the voting process shall be maintained throughout the election;
- there is to be certainty that the results of the election reflect the votes cast;
- voters and candidates shall be treated fairly and consistently; and
- the proper majority vote governs by ensuring that valid votes are counted and invalid votes are rejected as far as reasonably possible.

The use of RAVBM would support some principles of the MEA by:

- Offering a remote option that is fair, consistent and does not bias, advantage or disadvantage any candidate or voter.
- Supporting accessibility thorough independent marking of a ballot by enabling the voter to change font size, adjust contrast or use any assistive technology on personal devices.

It is unclear or unlikely that RAVBM would uphold the following principles by:

- Limited secrecy, confidentiality and accessible functionality in the case of Option A as a voter may need assistance to print, assemble and mail their voter package.
- Being untested to ensure it meets legislative requirements, maintains integrity of the voting process, provides certainty of results or verifies appropriate votes are counted under the Canadian electoral process and the MEA.

Engagement feedback

Engagement on alternative voting methods began in November 2020, with an online survey, phone survey and virtual open house panel discussion. The RAVBM voting method was not in scope for this public engagement as staff were not aware of it at the time as it is not used in Canadian jurisdictions. It is not a method currently advertised on the Ontario municipal election market by vendors or used by any comparators.

Engagement with Accessibility Services staff on alternative voting methods began on November 5, 2020 and City Clerk's Office staff attended the December 22, 2020 meeting of the AAC to seek feedback prior to the voting methods by-law coming forward on February 17, 2021. At this meeting, City Clerk's Office staff heard that the internet voting method would provide the most accessible voting experience. Of the methods considered, internet voting supports accessibility as it provides a digital ballot and allows voters living with various disabilities to mark a ballot independently using their own devices with any assistive software or hardware. The VBM voting method was flagged as less accessible based on the fact that a voter living with a visual disability, for example, may require assistance from a friend or family member to mark a ballot. Getting to a mailbox to send a traditional VBM ballot was also highlighted as less accessible for voters living with disabilities that impact mobility. This feedback was included in report number 2021-30 on [Voting Systems and Alternative Voting Methods for the 2022 Municipal Election](#) which Council considered on February 17, 2021.

City Clerk's Office staff also attended a subsequent meeting of the AAC on April 20, 2021 to seek feedback prior to the vote from home pilot report and by-law coming forward. At this meeting, the AAC passed a resolution with recommendations related to the RAVBM voting method. The motion has been provided as Attachment-1 for reference. During the meeting, City Clerk's Office staff heard that the traditional VBM mail method and the proposed vote from home service would continue to present barriers for voters living with certain disabilities. Particularly in the case where voters would need to rely on the assistance of a friend, family member or Election Official to mark a paper ballot. The RAVBM voting method was presented as an additional alternative voting method which may allow voters to use their personal devices and their prescribed assistive technology to independently mark a digital ballot.

Following Council direction on June 28 to investigate RAVBM, City Clerk's Office staff engaged with two (2) vendors that support the delivery of RAVBM. The vendors were Democracy Live, which offers a solution called OmniBallot Online, and Dominion Voting Systems, which offers a solution called Imagecast Remote. The process and costing information provided throughout this report is based on

information gathered from these vendors. Staff are not aware of other commonly used RAVBM solutions available on the market.

Regarding the recent 2021 Federal Election, City Clerk's Office staff engaged with Susan Dickert, the Returning Officer for Guelph. The Federal Election offered similar voting methods currently approved by Council for 2022, including in-person voting, VBM and a home vote service. At the time of writing, no specific accessibility concerns were raised to the Returning Office regarding the voting methods offered. Roughly 5,000 mail in ballots and special ballots at the returning office were cast. Planning for COVID-19 related precautions and safety were established for each voting method and can be learned from based on the Federal experience.

City Clerk's Office staff are also engaging with representatives from the Canadian National Institute for the Blind (CNIB) to review current voting methods and consider any gaps or process adjustments that would support accessibility for voters who are blind or partially sighted. The CNIB advocates at the federal level so it is well positioned to provide feedback based on the current planned voting methods which are similar to what is offered by Elections Canada. However, they do not have a position on digital ballots as this is not something offered at the federal level.

Engagement with the Accessibility Services staff and the AAC was sought following the recent Federal Election on September 20, 2021. The feedback from the AAC via Accessibility Services staff is as follows:

"For some people, their disability can impact their ability to mark a paper ballot independently or in a way that is considered secret. Further, some people may also have compromised immune systems or other disability that public settings may put their health at risk. For this population, during the Federal election 2021 there were only two (2) inequitable choices available; the person can use the mail-in voting method and encounter barriers or encounter barriers through in-person voting at a polling station.

This is what the AAC heard:

- Further Staff training of accessible options, as well as ensuring that all polling location are accessible is needed. For example:
 - Accessibility features for voters who are blind or have low-vision, for example:
 - Accessibility features were not offered on the spot/upon arrival, and thus were not used. Partner had to assist voter to cast vote. Quote: "I didn't use any of the accessible options, as they weren't offered to me. I think the polling station staff should tell voters what accessible options are available to them. It was obvious that I have a visual disability, as I was being guided by a family member, and he had to show me where to reach for my ID and ballot (polling station staff should have provided verbal cues to guide her participation in process)."
 - Another member shared the following: "I was unable to vote independently, and also faced many other barriers including lack of wheelchair access and staff not knowing how (or even if they were allowed) to offer accessibility even though I had contacted

elections Canada ahead of going to see whether accessible options were offered... At the end of the day, I had to have a stranger help me mark my ballot". This member created a video of their experience, that will be shared with Staff.

- Long lines and busy facilities created barriers for people with physical disabilities and seniors, due to the need to stand, lack of nearby accessible parking, and poorly laid out accessible routes that lead to longer distances to walk than the non-accessible route.
 - In another location, there was a poorly designed accessible pedestrian route – with the shortest route causing pedestrians to travel across grass.
- Through discussion with polling staff, it was shared that procedural information was delivered to polling staff right up until the polling stations opened on election day. This seemed to contribute to a lack of consistency with which staff received information; and
- There were concerns for people with suppressed immune systems, related to COVID-19. "There was also a lack of any type of masking or social distancing enforcement".

Election trends and RAVBM considerations

RAVBM has been used largely in US elections. No Canadian election to date has offered this method at any level of government. This includes either Option A or Option B outlined above. The following administrative impacts should be considered.

RAVBM has not been tested or confirmed to comply with Canadian election processes or legislation including the MEA. It is important to note that the US electoral system, including information available on a voters' list to verify identity, is very different than what the City has on our voters' list provided by the Municipal Property Assessment Corporation (MPAC). During vendor meetings, this was highlighted with examples of using a voter signature, social security number or drivers' license number. The City would not have any of these unique identifiers on our voters' list to verify during the login process. The only information available to the City is voter name, address, date of birth and school support. State level testing and certification of election technology is well established in the US but has not been developed in Canada to date. This relates to two important points raised in the [Voting Systems and Alternative Voting Methods for the 2022 Municipal Election](#) staff report. Staff are concerned regarding the quality of voters' list data to verify voter identity when giving access to a digital ballot and feel that independent security standards are needed to lower risk when implementing voting technology. Both initial points were raised in relation to internet voting, however, they apply to any method that provides access to a digital ballot. Both of these areas may be addressed for future elections but not for 2022. Voter data quality will likely increase once the voters' list is provided by Elections Ontario for the 2026 municipal election. Likewise, [voting technology standards](#) are being championed by Dr. Aleksander Essex and Dr. Nicole Goodman but are not established yet. Staff cannot recommend implementing RAVBM in the absence of improved voters' list data quality and independent standards. Both of which are foundational to a secure and trustworthy digital voting process. In addition, Council was clear at their February

17, 2021 meeting about these also being important considerations in relation to internet voting and the use of remote/digital ballots.

Detailed security testing would be required to ensure that RAVBM upholds the principles of the MEA and sufficiently protects the privacy of voter information. During the 2020 US presidential election, questions were raised about security around this method. A study conducted by researchers at MIT and the University of Michigan titled "[Security Analysis of the Democracy Live Online Voting System](#)" flagged significant concerns around system security and the privacy of voter data. Security testing is estimated to cost between \$22,000 for a penetration test to \$52,000 for penetration testing plus a full Treat Risk Assessment (TRA) which would provide a more detailed assessment of technical and human processes. This testing is not currently budgeted for and would impact the election reserve. Costs could not be shared with other municipalities as was done when offering internet voting in 2014. Timing to conduct this testing is also of concern. Should Council approve this method at this time, there would not be enough time to procure and conduct testing before the May 1, 2021 deadline for a decision on alternative voting methods. If testing identifies security concerns that cannot be addressed by the vendor after the May 1 deadline, the City would still be bound by by-law to offer this method.

Approval of RAVBM would mean offering four (4) voting methods, three (3) of which are new to Guelph and will be offered for the first time in 2022. The most voting methods ever offered by the City during an election event is two (2) when in-person and internet voting were offered in 2014. Careful planning, testing and procedure development is necessary to ensure the integrity of the voting process and reliability of results. Staff recommended VBM and home vote service methods based on the ability to learn and develop procedures from other municipal experiences. If the RAVBM method were approved for the 2022 municipal election, the City of Guelph would be the first government to implement this technology in Canada. To date, the City has taken a wait and see approach to ensure that any technology used has been tested by our comparators. We have leveraged this for lessons learned, to establish procedures and testing that ensure the integrity of the election. None of these options would be available if we moved forward with this method.

The amount of staff time needed to investigate, test and plan for implementation of RAVBM is not something that could be managed by existing staff. Adding a fourth voting method would require significant staff time to develop and test prior to voting. Regardless of how many voters use this method, every method requires the same amount of time to procure, test, configure, develop procedures, and conduct logic and accuracy testing. The requirements associated with the considerations listed above for each voting method is the same whether 10 voters or 10,000 voters use the voting method.

The ability to offer a fourth voting method is also challenging in the context of additional election planning that will be unique to the 2022 municipal election. Given the ongoing COVID-19 pandemic, staff will work closely with WDGPH to plan for multiple scenarios so that appropriate precautions are in place for all candidates, voters and Election Officials. Planning for a range of scenarios will be necessary to ensure we're prepared as the situation evolves. Staff will also need to invest additional time to plan for multiple ward boundary scenarios following an appeal of Council's recent ward boundary decision. If the appeal is not heard or

decided on by the Ontario Land Tribunal (OLT) by December 31, 2021 then the current ward boundaries would be in place for the 2022 municipal election. Work to identify voting locations and prepare GIS mapping must continue and plan for [current ward boundaries](#) and [new approved ward boundaries](#).

Staff recommend offering no more than two (2) alternative voting methods. Any additional work not currently scoped by staff would impact other pro-active election work, such as developing diversity and inclusion planning, day-to-day City Clerk's Office operational work, such as Council and Committee support or Freedom of Information (FOI) requests, or corporate strategic initiatives like SharePoint/Microsoft 365 implementation. An additional un-budgeted contract FTE would be required immediately to begin this work if approved by Council.

Procurement timelines will be challenging to meet this close to 2022. It may seem early in planning; however, staff were intentional in coming to Council in February 2021 for approval of alternative voting methods. Staff have already completed all election procurement as of August 2021. The City's [Purchasing Bylaw](#) may require the development of two (2) new requests for proposal (RFP). Depending on the cost threshold, the first would be to procure the RAVBM system and second would be to test it. Based on recent procurement timelines, a minimum of five (5) months would be needed to draft post and award the new RFPs which would take us to April 2022. Security testing could take an additional one (1) to two (2) months which would mean testing into June or July 2022. It is too late to be initiating these new procurement processes with nominations opening May 2, 2022 and significant amount of other planning needed in that time.

Overall, there is significant administrative concern with offering either Option A or Option B of RAVBM. Traditional VBM and home vote service were recommended by staff to ensure we are providing a range of options for voters to cast their ballot in line with election accessibility standards consistent with Elections Ontario and Elections Canada.

Staff recommend continuing with the approved alternative voting methods of VBM and the home vote service pilot for the 2022 municipal election.

Summary of concerns with RAVBM

- Usability and accessibility limitations for Option A – A mail-based return was designed to support overseas voters and is not considered an accessible option advertised by vendors. Voters would likely still require assistance to print, assemble and mail the VBM kit.
- A number of security concerns are raised including:
 - The need for thorough testing as this system has not been implemented before and the ballot would still be accessed and marked online.
 - A lack of standards for testing online voting systems in Canada.
 - The quality of voters' list data limits the ability to effectively verify identity of the voter and provide a secure login to receive the ballot.
 - Timing challenges of testing after Council approval that could require a method be offered even if security issues are identified.
- Limited staff capacity to support a fourth voting method, especially one that has been untested. An additional contract FTE would be needed urgently if approved.

- Procurement related to voting methods and election equipment is complete. There is not enough time to initiate new procurement processes for a RAVBM system and security testing without compromising other pro-active election work or ongoing operational or strategic work with the City Clerk's Office.
- Lack of budget to cover the additional staffing, vendor and security testing costs that would be required to offer RAVBM successfully.

Staff recognize the need to offer an accessible municipal election and enable voters to cast their ballot as independently as possible. However, there are significant concerns with offering either Option A or Option B of RAVBM.

Staff are ultimately concerned that Option A, the method that the AAC and Council asked to be investigated, will not provide the functionality that is desired. Either Option requires that Council be comfortable with the electronic delivery of a ballot and Option B requires that Council is comfortable with the electronic receipt, marking and delivery of a ballot online.

Based on the above concerns, RAVBM is not recommended as a voting method for 2022.

RAVBM and internet voting

An underlying question that should be addressed is how similar or different is RAVBM from internet voting. Both voting methods use the same type of system provided by vendors but vary based on what features are turned on or off along a spectrum.

Option A of RAVBM uses an online portal to provide access to a digital ballot that can be marked using a personal device. However, digital delivery of the ballot is not allowed. The voter must print, assemble the VBM kit at home and mail or drop it off at the election office.

Option B of RAVBM uses the same online portal to provide access to a digital ballot. Allows the voter to mark it using a personal device and allows the ballot to be delivered online to the election office. Election Officials then print a paper ballot for counting.

Internet voting uses the same system but has all features turned on. It allows the digital receipt and marking of a ballot, as well as the digital delivery and counting of the ballot.

Council, staff and the community need to be able to trust the underlying system for any form of digital voting process.

Recommendation

City Clerk's Office Staff recommend that the City continue with the current approved alternative voting methods of VBM and a home vote service pilot for the 2022 municipal election.

Staff approached the direction received by Council at the June 2021 meeting with a solution-based mindset and in an attempt to address concerns expressed by all stakeholders. Despite this and when evaluating the RAVBM option as an alternative voting method, staff found that the method may not meet all of the principles of the MEA. In addition, pursuing the RAVBM method presents logistical, operational and administrative challenges as outlined throughout this report.

Should Council wish to pursue the RAVBM method, despite staff's evaluation of the alternative voting options and despite staff's recommendations, staff are prepared to support Council through a discussion at Committee of the Whole and/or Council in order to attempt to find an operationally feasible pathway that is aligned with Council's risk tolerance associated with selecting alternative voting methods.

Financial Implications

Vendor costs for the RAVBM voting method are estimated to be \$17,000, in addition to anticipated costs for in-person voting, VBM and the home vote service pilot.

Additional costs for security testing is estimated to range between \$22,000 for a penetration test to \$52,000 for penetration testing plus a full TRA which would more broadly assess technical and human processes.

An additional contract position would be needed to support a legislative review, procurement, testing and procedure development if the new method is approved. This staffing cost is estimated at \$105,000 for compensation and benefits based on similar Coordinator positions.

Total costs of implementation are estimated to be \$144,000.

These costs are in addition to the cost of current voting methods already approved for 2022. In-person voting is estimated to cost between \$375,000 to \$400,000. This includes the cost of supplies, equipment and location rentals and election workers. VBM is estimated to cost \$75,500 to support 10,000 voters. This includes the cost of vote by mail kits, vendor services to integrate with the voters' list, postage to send and return, as well as high-speed tabulators to tabulate results on Election night. The cost of this method is challenging to anticipate and will fluctuate based on the number of voters who use this option. The home vote service pilot is anticipated to cost \$8,000 for staffing and supplies. The total cost of currently approved voting methods is estimated to be between \$458,500 to \$483,500.

The Election Reserve does not have sufficient funds to cover the estimated cost of \$144,000 for RAVBM. Council would need to increase the 2022 budget for RAVBM if it is approved.

Consultations

Accessibility Services

Accessibility Advisory Committee

Information Technology

Finance

Federal Returning Officer, Guelph

Strategic Plan Alignment

This report aligns with the Strategic Plan priority of Working Together for our Future. It reviews voting methods with the goal of improving accessible front-line customer service while maintaining the integrity of the voting process.

Attachments

Attachment-1 Motion by AAC elections sub-committee

Departmental Approval

Leanne Warren, Accessibility Project Specialist, Facilities and Energy Management

Sarah Cunneyworth, Accessibility Services Coordinator, Facilities and Energy Management

David Boyle, Manager Information Technology Infrastructure

Report Author

Jennifer Slater, Manager Information, Privacy and Elections/Deputy City Clerk

This report was approved by:

Stephen O'Brien

General Manager City Clerk's Office/City Clerk

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This report was recommended by:

Trevor Lee

Deputy Chief Administrative Officer Corporate Services

Corporate Services

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Attachment 1

Recommendation from AAC elections sub-committee

April 6, 2021

The AAC elections sub-committee is encouraged by the Clerk's office in their request to understand the barriers to voting methods for municipal elections. The following recommendation is from the AAC Elections Sub-committee and addressed to the AAC.

Motion: The AAC sub-committee recommend that the AAC recommend to the City that they offer mail in voting with an electronic ballot marking option as the first and foremost to accommodate people with disabilities to participate in the 2022 municipal election. Which could include:

- Increase operating hours of local libraries during election for use of computers to mark their ballots; and
- Make printing from local libraries available and free of charge to print ballots completing the voting process.

Further, supplementary options that may accommodate some people who cannot use an electronic ballot marking system should include, vote from home and traditional vote by mail.

These options should be implemented so that there is respect for the reality that accessibility needs vary and take into account that:

- COVID-19/post-pandemic concerns related to physical distancing need to be respected,
- City employees/volunteers receive prior training by Accessibility Services for communicating with those that have communication difficulties,
- Translation can be promoted and available by request (including Braille, ASL and ESL),
- Scheduled contact-less drop off of voter's packages (in mailbox, front steps, front door):
 - By appointment only,
 - Hand sanitizer and personal protective equipment required,
 - Coordinate pick up and drop off over the phone (ballot drop off and completed ballot pick up),
 - Make phone assistance available so voters can receive step-by-step instructions without person to person contact, while the ballot is in front of them:
 - Such as but not limited to: Read ballot options to voter over the phone.
- Prepare step-by-step visual video to be emailed as a tool for voters using vote from home to maintain contact-less communication; and
- Ballot pick up option (contactless pick up).

Motion by: Lorelei

Seconded: Brooke and Ted

Carried

OMNIBALLOT ONLINE

OmniBallot Online is an electronic, fully accessible vote-by-mail, absentee, UOCAVA and sample ballot solution.

OmniBallot Online has been deployed in thousands of U.S. elections and used by U.S. military, overseas citizens, and voters with disabilities in 96 countries and on every continent.

OmniBallot Online is a single platform where administrators can choose a single module or bundle one or more together for even greater savings and efficiency.

[Download Flyer](#)

OmniBallot offers secure, accessible remote balloting for all voters, including voters with disabilities, living abroad or serving in the military.

FREQUENTLY ASKED QUESTIONS

FAQ: Can you explain how OmniBallot is Secure?

OmniBallot is an electronic method of delivering and returning ballots via a secure online portal, hosted by Amazon's secure cloud, AWS. Importantly, the ballot that is counted and tabulated is on paper. The AWS cloud has been certified for use by federal agencies under FedRamp certification. FedRamp approval allows Department of Homeland Security, U.S. Department of Defense, FBI, the National Security Agency (NSA) and virtually all other federal security and intelligence agencies to use AWS.



What is OmniBallot?

OmniBallot is an accessible, electronic ballot transmission system hosted in a secure, federally approved cloud. The OmniBallot balloting portal delivers ADA-compliant, electronic ballots to voters remotely, no matter where they are, or what device they are using. The system offers elections administrators the option of one-way electronic ballot delivery and two-way ballot delivery and electronic return. OmniBallot always generates a paper ballot.

How is OmniBallot Secure?

OmniBallot is not an online voting system. OmniBallot:

- Always generates a paper ballot for tabulation
- The OmniBallot portal is a document storage system that stores ballots in a federally approved cloud
- The OmniBallot cloud (AWS) has been FedRAMP approved for use by nearly every federal agency, including FBI, DHS, DoD
- Every voter has the option to print and mail their ballot



Where has OmniBallot been deployed?

Over 15 states have deployed the OmniBallot system in nearly 1,000 elections over the last decade. Serving over 600 jurisdictions in the U.S., the OmniBallot portal has generated a voter-verified paper ballot in 100% of all elections. Since our launch in 2009, the system has never been compromised.

How is OmniBallot Accessible?

OmniBallot is a fully ADA Section 508, WCAG 2.0aa compliant remote ballot marking solution. The system has been tested to meet the accessibility requirements of over 90 combinations of browsers, operating systems, screen readers and devices. OmniBallot has been deployed as an accessible absentee tool since 2009 and has been tested and reviewed by members of most every leading disability organization in the nation.

What has OmniBallot been used for?

OmniBallot is a platform that has multiple modules that may be turned on or off. These modules include

- Fully accessible, ADA compliant vote by mail
- Automated, secure UOCAVA ballot delivery
- One-way or two-way electronic ballot delivery & return
- Ballot auto-duplication or direct tabulation of accessible VBM/UOCAVA
- Mobile voting on any device, producing a paper ballot
- Fully, ADA-compliant, audio-enabled mobile sample ballot

OmniBallot is not an online voting technology. Please see other providers for that requirement.

Reviews, Approvals and Certifications?

Democracy Live and features of OmniBallot have been selected, certified or approved for use in hundreds of jurisdictions, including:

- Selected by the U.S. Department of Defense
- Certified in multiple states, including Ohio, California and Florida
- Approved and deployed in Texas, California, Colorado, Washington, West Virginia, VT and more



OmniBallot Cloud (AWS) Certifications

OmniBallot is hosted in the AWS secure cloud which has been certified and approved for global and federal certifications and approvals, including but not limited to:

ISO 27001, ISO 27018, SOC 1, SOC 2, Soc 3, DoD SRG, NIST, FedRAMP, FISMA, HIPPA, SEC, VPAT/Sec 508, CJIS

For more information: www.democracylive.com

info@democracylive.com

855-655-VOTE (8683)

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Council Memo



To	City Council
Service Area	Corporate Services
Date	Monday, November 22, 2021
Subject	Remote Accessible Vote by Mail

This memo was prepared in response to questions raised at the November 1, 2021 Committee of the Whole meeting regarding the Remote Accessible Vote by Mail (RAVBM) voting method.

The City Clerk's Office continues to support [staff report 2021-301](#) recommendations:

1. That the City continue with the current approved alternative voting methods of Vote by Mail (VBM) and a Home Vote Service pilot for the 2022 municipal election.
2. That no more than two (2) alternative voting methods be approved for the 2022 municipal election.
3. That Remote Accessible Vote by Mail (RAVBM) not be approved as an alternative voting method for the 2022 municipal election.

Staff understand the need to provide an accessible municipal election, however, we cannot recommend any new voting technology this late in election planning. Staff would support a Council motion, in addition to Council's support of the above noted staff recommendations, to investigate RAVBM as part of voting methods considerations for the 2026 municipal election. Such a motion could be:

That staff be directed to research and investigate further accessible voting service enhancements, including the Remote Accessible Vote by Mail (RAVBM) method, in advance of the 2026 municipal and school board election and report back to Council in the 2022 to 2026 term of Council.

Questions were raised about whether there is enough time to procure, conduct security testing, logic and accuracy testing, and certify the use of RAVBM. It is not recommended as these processes would be rushed and the following risks would apply:

- Procurement and testing timelines will be beyond May 1, 2022. It will not be possible to repeal a voting methods by-law after the May 1 deadline. Staff would be required to deliver an election with whatever solution could be procured and deliver the use of the solution regardless of testing concerns that may arise.
- Council may delegate their authority to the Clerk to determine whether a method can be provided securely. However, the Municipal Elections Act (MEA) is clear in [section 42.\(1\)\(b\)](#) that decisions on alternative voting

methods are to be made by Council. Staff are not aware of other instances where the Clerk has removed the use of a voting method after approval by Council. This could result in a court challenge. As a result, staff are not supportive of adding reference to a motion that a voting method be implemented at the "satisfaction" of the City Clerk.

- There is not enough time to conduct a thorough legislative review of the MEA to ensure that RAVBM upholds legislative requirements and principles. During the delegations at the November 1, 2021 Committee of the Whole, questions were raised relating to where the RAVBM method has been used. Staff advised that it has been used, at the local voting level, in some counties in California. This type of compliance is built into the [California Election Code](#) as foundational before state-level certification can be provided.
- Staff would need to develop security and integrity testing standards based on United States state-level testing processes. It is unknown whether the City can meet these requirements given the resources that centralized state-level testing can provide and if there are vendors that specialize in this testing.
- Conducting testing to staff satisfaction would be challenging this close to October 2022 and proceeding without ensuring legislative compliance is not recommended.

Questions were raised about whether removing one of the approved alternative voting methods would make offering RAVBM easier to resource. Staff feel that even the removal of both VBM and the Vote from Home Service pilot methods would still not provide enough time or staff capacity to deliver the RAVBM method effectively.

- VBM is the most resource intensive voting method to plan and implement after in-person voting at an estimated cost of \$75,500 to support 10,000 voters. The Vote from Home Service pilot is estimated to require a maximum budget of \$8,000.
- Both VBM and the Home Vote Service will require far less staff capacity and time to test and develop procedures based on lessons learned from other municipalities as they are well established.

Questions were raised around the ability to re-prioritize existing City Clerk's Office work plans to accommodate adding RAVBM. Staff feel that adding RAVBM without an additional full-time contract staff resource is not possible.

- The majority of City Clerk's Office capacity is directed by legislatively required operational work. This includes managing Committee and Council meetings, Freedom of Information requests and planning appeals, as well as vital statistics work associated with registering deaths through the Ontario Office of the Registrar General. All of this work continues in an election year and cannot be paused, delayed or stopped.
- Strategic work is limited in an election year and any further reduction would not provide enough capacity to offer RAVBM as a fourth (4) voting method.
- Each election cycle, \$30,000 is allocated in the Election budget for over-time when one (1) or two (2) voting methods are offered. Adding more over-time would stretch staff capacity and budget beyond what it is manageable.
- Work plans for 2022 and the election work plan must also factor in increased work in new areas related to communicating ward boundary changes and pandemic preparedness. Pandemic preparedness will require the development of multiple plans with the guidance of Wellington Dufferin

Guelph Public Health. As we have learned throughout the COVID-19 pandemic, having the capacity to plan and respond to ongoing developments will be essential to delivering a safe voting experience and cannot be compromised. On the matter of the City's new ward boundaries and at the time of writing, the City is still waiting on the results of the ward boundary appeal to the Ontario Land Tribunal. Normally, staff would have been able to plan communications relating to new ward boundaries at this very moment in our pre-election work. This has not been the case given the unknown results of the appeal. As a result, ward boundary change communications will need to be planned and executed later in the pre-election cycle which further taxes resources.

- Staff have planned an efficient 2022 election workplan. If Council wishes to not heed staff's recommendations and decides to instead move forward with offering four (4) voting methods in 2022, a full-time contract position would need to be hired as soon as possible to support the increased workload. There are concerns with the ability to hire an individual with the expertise required and associated with such a new voting method as RAVBM with limited use cases in the Ontario municipal context. Further, Council's current motion from Committee of the Whole would not cover the full cost of the required additional contract position and Council would need to identify a funding source for the entirety of the cost of adding this voting method.

Questions about offering RAVBM Option A as part of a pilot were raised. Staff feel that offering this method as a pilot would not address risks or resource impacts.

- Staff have used the term pilot to indicate where numbers of users would be limited to allow for staffing levels to be planned, for procedures to be tested and for service to be scaled in future elections. This approach was taken with the Vote from Home Service pilot which is anticipated to have a limited uptake of approximately 60 appointments.
- Staff feel a pilot approach would not be possible with RAVBM. If approved, this method could not be limited to a certain number of voters and therefore there would be no ability to test, learn and scale service. In short, the offering of RAVBM cannot be considered a true pilot.

Questions about engagement on this method were raised. Staff must highlight that broad public engagement has not been conducted on this method. There has not been enough time to properly plan, communicate and conduct broad engagement on this voting method in advance of a Council decision.

- Voting methods engagement was planned over four (4) months from July to November 2020 and conducted over four (4) weeks from November 9 to December 4, 2020.
- The Accessibility Advisory Committee (AAC) passed their motion on April 6, 2021 and Council directed staff to investigate the possibility of implementing the RAVBM method on June 28, 2021.
- The City Clerk's Office has had targeted conversations with the Accessibility Services staff, the AAC, the Canadian National Institute for the Blind and the local Returning Officer for Elections Canada and Elections Ontario.
- The rigorous engagement noted above and to which Guelph residents and electors are accustomed to could not be replicated for the RAVBM method in time to deliver for 2022. Engagement should take place before a decision is

made. For this reason, staff do support further research and investigation of accessible voting service enhancements, including RAVBM, in the lead up and planning for the 2026 municipal and school board elections.

Staff want to provide a good voting experience for all voting methods. This is particularly important when it is the first time that a method is offered. Further to the commentary on page 14 of [staff report 2021-301](#), staff are supportive of working with Council and the community to find an operationally feasible path forward to consider accessible voting enhancements for municipal election services. Staff are confident that this can be achieved, but not if RAVBM is rushed with lack of time, resources and capacity for 2022. Staff recommend that RAVBM be considered for 2026.

This memo was approved by:

Stephen O'Brien
General Manager City Clerk's Office/City Clerk
Corporate Services
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This memo was recommended by:

Trevor Lee
Deputy Chief Administrative Officer
Corporate Services
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The Corporation of the City of Guelph

By-law Number (2021) – 20633

A by-law to amend by-law number (2014)-19694 being a by-law to establish a Board of Management for the Downtown Business Improvement Area and amendments thereto.

Whereas Council of the City of Guelph passed by-law number (2014)-10694 designating an area as an improvement area and creating a board of management for the Downtown Business Improvement Area;

And whereas at a meeting of City Council held on November 23, 2020, Council approved a recommendation to direct staff to amend by-law (2014) establishing the Downtown Business Association Board of Directors to include the mandatory appointment of one councillor elected in wards one, two or three and one councillor elected on wards four, five or six to the Downtown Guelph Business Association Board of Directors.

The Council of the Corporation of the City of Guelph enacts as follows:

1. That By-law number (2014)-19694 is hereby amended by deleting section 6.2(a)(i) and inserting section 6.2(a)(i) below:

6.2 The Board of Management shall consist of twelve (12) directors as follows:

- (a) Four directors appointed by Council as follows,
 - (i). Two members of Council, one which represents Wards one, two or three and one which represents Wards four, five or six.

Passed this twenty-second day of November, 2021.

Schedules:

None.

Cam Guthrie, Mayor

Stephen O'Brien, City Clerk

The Corporation of the City of Guelph

By-law Number (2021) - 20648

Being a By-law to amend Bylaw Number
(2002) – 17017 – Traffic By-law.

The Council of the Corporation of the City of Guelph enacts as follows:

1. Schedule XV of Bylaw Number (2002) – 17017 is hereby deleted and replaced with the new Schedule XV, attached here to as Schedule A (To add James Street West, North, Forest Hill Drive to Mary Street, Anytime; To add Baker Street, West, 135 meters south of the south curb of Woolwich Street for a distance of 6 meters southerly, 5 am – 2 pm Thu; in the No Parking Schedule)

Passed this twenty-second day of November, 2021.

Schedules:

Schedule A: No Parking XV

Cam Guthrie, Mayor

Stephen O’Brien, City Clerk

Schedule A
to By-law Number (2021) – 20648
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Abbeywood Crescent	North	148m west of Deerpath Drive to 36m west thereof	Anytime
Aberdeen Street	North	29m west of Arnold Street to Edinburgh Road North	Anytime
Aberdeen Street	South	Edinburgh Road North to Arnold Street	8am-6pm, Mon-Fri
Acker Street	North	Severn Drive to easterly limit	Anytime
Admiral Place	Both	Southgate Drive to westerly limit	Anytime
Albert Street	South	Water Street to Mary Street	Anytime
Alice Street	Both	Arthur Street South to Huron Street	Anytime
Alice Street	North	Johnston Street to Stevenson Street South	Anytime
Alice Street	North	Morris Street to Harris Street	Anytime
Alice Street	South	Harris Street to Johnston Street	Anytime
Alice Street	South	Huron Street to Morris Street	Anytime
Alice Street	South	Johnston Street to Stevenson Street	8am-6pm, Mon-Fri
Alma Street North	East	Raglan Street to 46m north of Paisley Road	Anytime
Alma Street North	East	Suffolk Street West to 23m south thereof	Anytime
Alma Street North	West	46m south of Paisley Road 53m north of Paisley Road	Anytime
Alma Street North	West	Suffolk Street West to 29m south thereof	Anytime
Ambrous Crescent (north leg)	North	MacAlister Boulevard to Kirvan Drive	Anytime
Ambrous Crescent	North, West and South	Kirvan Drive (north leg) to MacAlister Boulevard (west leg)	Anytime
Ambrous Crescent	South	190m west of Kirvan Drive to 45m west thereof	Anytime
Ambrous Crescent	South	MacAlister Boulevard to 190m east thereof	Anytime
Ambrous Crescent (south leg)	North	200m west of Kirvan Drive (south leg) to 45m west thereof	Anytime
Ambrous Crescent (south leg)	North	MacAlister Boulevard to 90m west thereof	Anytime
Amsterdam Crescent (north leg)	South	150m west of Summerfield Drive to 28m west thereof	Anytime
Amsterdam Crescent (south leg)	North	150m west of Summerfield Drive to 28m west thereof	Anytime
Ann Street	North	Woolwich Street to easterly limit	Anytime
Applewood Crescent	East	21m north of Parkwood Road to 34m south thereof	Anytime
Applewood Crescent	East	Elmhurst Crescent to 22m south thereof	Anytime
Applewood Crescent	West	22m south of Elmhurst Crescent to 38m north thereof	Anytime
Applewood Crescent	West	Parkwood Road to 21m north thereof	Anytime
Applewood Crescent (east leg)	East	Willow Road to 31m north thereof	Anytime

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Applewood Crescent (west leg)	West	Willow Road to Greengate Road	Anytime
Ardmay Crescent	West	Eramosa Road to Lemon Street	Anytime
Arkell Road	Both	Victoria Road to Gordon Street	Anytime
Armstrong Avenue	East	York Road to Balsarroch Place	Anytime
Arnold Street	East	Paisley Road to Suffolk Street West	Anytime
Arrow Road	Both	Woodlawn Road to the northerly limit	Anytime
Arthur Street	East	Norwich Street East to Elizabeth Street	Anytime
Arthur Street North	East	40m south of Spring Street to 16m south thereof	Anytime Apr. 15th - Nov. 15th
Arthur Street North	West	Eramosa Road to 40m north thereof	Anytime
Arthur Street North	West	Heffernan Street to 67m south thereof	8 am - 6 pm Mon - Sat
Arthur Street North	West	Heffernan Street to King Street	Anytime
Arthur Street North	West	Norwich Street East to northerly limit	Anytime
Arthur Street South	East	Alice Street to 120m north thereof	Anytime
Arthur Street South	East	Manitoba Street to Oliver Street	Anytime
Arthur Street South	West	38m south of Cross Street to Ontario Street	Anytime
Arthur Street South	West	Macdonell Street to 34m south of Cross Street	Anytime
Atto Drive	West	Woodlawn Road East to Norma Crescent	Anytime
Auden Road	East	Chesterton Lane to 21m south thereof	Anytime
Auden Road	West	77m north of Lindsay Court to a point 72m north thereof	Anytime
Auden Road	West	Hadati to 29m north thereof	Anytime
Audrey Avenue	East	York to southerly limit	Anytime
Audrey Avenue	West	York Road to 22m south thereof	Anytime
Bagot Street	East	Paisley to Willow	Anytime
Bailey Avenue	South	55m east of Beattie Street to 59m east thereof	Anytime
Baker Street	East	Quebec Street to 66m north thereof	Anytime
Baker Street	East	Woolwich Street to 11m south thereof	Anytime
Baker Street	East	140 metres north of Chapel Lane to 69 metres north thereof	Anytime
Baker Street	West	Woolwich Street to 15m south thereof	Anytime
Baker Street	West	135 meters south of the south curb of Woolwich Street for a distance of 6 meters southerly	5 am – 2 pm Thu
Baker Street	West	Chapel Lane to Quebec	Anytime
Balmoral Drive	Both	36.3m east of Inverness To 65.6m west thereof	Anytime
Balmoral Drive	West	Waverley to 137m north thereof	Anytime
Barber Avenue	East	London to 30m north thereof	Anytime
Barber Avenue	West	London to 37m north thereof	Anytime

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Barber Avenue	South	53m east of Westmount Road to 26m east thereof	Anytime
Barber Avenue	East	London Road West to Westmount Road	Anytime
Bard Boulevard	North	55m west of Victoria Road South to 21m west thereof	Anytime
Barton Street	South	Kathleen Street to Exhibition Street	Anytime
Baxter Drive	East	60m north of Goodwin Drive to 30m north thereof	Anytime
Baxter Drive	West	Goodwin Drive to northerly limit	Anytime
Baxter Drive	East	Frederick Drive to Colonial Drive	Anytime
Beaumont Crescent	Both	Elizabeth to York	Anytime
Beaumont Crescent	Both	York to Clearview	Anytime
Beaumont Crescent	South	Elizabeth to Clearview	Anytime
Beaver Meadow Drive	East	Farley Drive to 50m south thereof	Anytime
Beaver Meadow Drive	West	Farley Drive to 12m south of Blair Drive	Anytime
Beechwood Avenue	East	Chadwick Avenue to 15m south thereof	Anytime
Beverley Street	South	Harris to Morris	Anytime
Birmingham Street	East	Waterloo Avenue to Essex Street	Anytime
Bishop Court	North	43m south of Flanders Road to 51m west thereof	Anytime
Bonar Place	East	Willow Road to 180m north thereof	Anytime
Borden Street	West	College to Moore	Anytime
Boult Avenue	West	York to southerly limit	Anytime
Bowen Drive	South	Victoria Road North to Birchbank Boulevard	Anytime
Bowen Drive	West	Norma Cresent to Birchbank Boulevard	Anytime
Brady Lane	East	84m west of Bathgate Drive to 34m south thereof	Anytime
Braid Place	East	University to northerly limit	Anytime
Braid Place	West	University of northerly limit	8 am - 6 pm, Mon.-Fri
Brant Avenue	North	43m west of Muskoka to 54m west thereof	Anytime
Brant Avenue	South	64m west of Muskoka to 43m west thereof	Anytime
Brazlot Drve	West	55 metres south of Harvard Road to 28 metres south thereof	Anytime
Brentwood Drive	Both	Nicklin to 17m west thereof	Anytime
Brentwood Drive	East	19m north of June to 15m south of June	Anytime
Brentwood Drive	West	23m north of June to 17m south of June	Anytime
Brentwood Drive	East	352m north of June Avenue to 62m west of Strathmere Place	Anytime
Bright Lane	West	McNulty Lane to 23m north thereof	Anytime
Brighton Street	North	Stevenson Street west to the driveway of Brighton Street School	Anytime
Brighton Street	South	Stevenson Street to 43m west thereof	Anytime

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Bristol Street	North	Wellington to Edinburgh	Anytime
Bristol Street	South	23m east of Holliday to westerly limit	Anytime
Brockville Avenue	East	York to southerly limit	Anytime
Brockville Avenue	West	York to 98m south thereof	Anytime
Brown Street	Both	Colonial Drive to 49m west thereof	Anytime
Buckthorn Crescent	East	108 m west of Grange Road to 33m west thereof (south leg)	Anytime
Buckthorn Crescent	East	124 m west of Grange Road to 30 m west thereof (north leg)	Anytime
Burcombe Crossing	East	Dallan Drive to Lobsinger Lane	Anytime
Burcombe Crossing	East	Lobsinger Lane to Poppy Drive East	Anytime
Burns Drive	North	120m east of Edinburgh Road North to 32m east thereof	Anytime
Burns Drive	South	Edinburgh Road to 158m east thereof	Anytime
Caledonia Street	Both	College to Dean	Anytime
Calgary Avenue	Both	Ottawa Crescent to 40m south thereof	Anytime
Callander Drive	East	Ottawa Crescent to Eramosa Road	8am-9am, 3pm-4pm, Mon-Fri, Sep 1-Jun 30
Cambridge Street	North	32m west of Yorkshire Street to Clinton Street	Dec 1 st to Mar 31 st
Cambridge Street	North	Yorkshire Street to 32m west thereof	Anytime
Cambridge Street	North	Yorkshire to 18.4m east thereof	Anytime
Cambridge Street	South	Clinton to Glasgow	Anytime
Cambridge Street	South	Dublin to Glasgow	Anytime
Camm Crescent	South	99m north of Periwinkle Way (west leg) to 23m north thereof	Anytime
Camm Crescent	South	89m north of Periwinkle Way (east leg) to 27m north thereof	Anytime
Campbell Road	Both	Silvercreek Pkwy to Dawson Road	Anytime
Carden Street	South	Wilson Street to Wyndham Street North	Anytime
Cardigan Street	East	107m north of Woolwich to 30m north thereof	Anytime
Cardigan Street	East	191m north of Norwich to Marcon	Anytime
Cardigan Street	East	London to 122m north thereof	Anytime
Cardigan Street	East	Norwich Street to 15m north thereof	Anytime
Cardigan Street	West	Marcon to 105m south thereof	Anytime
Cardigan Street	West	Norwich to 132m south of Marcon	Anytime
Carere Crescent	East	125 m east of Atto Drive to 130 m north thereof	Anytime
Carere Crescent	South/East	Atto Drive to 130 m north thereof	Anytime
Carere Crescent (south)	North	95m east of Atto Drive to 125m east thereof	Anytime
Carrington Drive	East	Darnell Road to Ryder Avenue	Anytime
Carrington Place	East	Edinburgh to 30m south thereof	Anytime

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Carrington Place	West	87m south of Edinburgh Road South to 31m south thereof	Anytime
Cassino Avenue	South	William Street to 27m west of Anthony Avenue	Anytime
Cavell Avenue	North	Central to Exhibition	Anytime
Cedar Street	East	44m south of Water Street to 40m south thereof	Anytime
Chadwick Avenue	South	Beechwood Avenue to 16m east thereof	Anytime
Chapel Lane	Both	South-east corner, north to Post Office	Anytime
Chapel Lane	North	South-east corner, west to Baker Street	Anytime
Chapel Lane	South	58m east of Baker Street to 34m east thereof	Anytime
Charles Street	South	Woolwich to Dublin	Anytime
Cheltonwood Avenue	North	97m east of Elginfield Drive to 25m east thereof	Anytime
Chester Street	North	Exhibition Street to Kathleen Street	Anytime
Chillico Drive	North	Elmira Road to westerly limit	Anytime
Chillico Drive	South	49m west of Hillsdon Place to 14m west thereof	Anytime
Church Lane	Both	Norfolk to easterly limit	Anytime
Cityview Drive	Both	York Rd to White St	Anytime
Clair Road W	Both	Hanlon Parkway to Laird Road	Anytime
Clair Road W	Both	Laird Road to Gordon Street	Anytime
Clairfields Drive W	East	Clair Road West to Doyle Drive	Anytime
Clairfields Drive E	North	37m west of Beaver Meadow Drive to 133m west thereof	Anytime
Clairfields Drive E	South	31m east of McGarr Drive to 35m west of McGarr Drive	Anytime
Clairfields Drive E	South	97m west of McGarr Drive to 33m west thereof	Anytime
Clara Street	East	Grange to southerly limit	Anytime
Clarence Street	Both	Dufferin to C.P.R. track	8 am - 6 pm, Mon - Sat
Clarence Street	North	Woolwich to Dufferin	Anytime
Clark Street	North	Dufferin to Woolwich	Anytime
Clark Street	South	Exhibition to Princess	Anytime
Clark Street	South	Woolwich to Princess	Anytime
Clearview Street	Both	Suburban to Beaumont	Anytime
Clinton Street	East	Elora to Paisley	Anytime
Clough Crescent	North	Colonial Drive to 21m east thereof	Anytime
Clough Crescent	South	Colonial Drive to 22m east thereof	Anytime
Clough Crescent	East	159 metres south of Bard Boulevard to 50 metres north of Bard Boulevard	Anytime
Clough Crescent	North	Colonial Drive (south intersection) to 130 metres east thereof	Anytime

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Clough Crescent	South	Colonial Drive (north intersection) to 130 metres east thereof	Anytime
Colborn Street	Both	Stone to Monticello	8 am - 6 pm
Cole Road	Both	Scottsdale to Cole	Anytime
Cole Road	Northeast	164m south of Briarlea to 46m south-east thereof	Anytime
Cole Road	Northwest/ West	Scottsdale to Ironwood South	Anytime
Cole Road	North	64m east of Ironwood Road to 30m east thereof	Anytime
Cole Road	Southeast	112m north of Aspen 46m north-east thereof Valley/Christopher to	Anytime
Cole Road	South	97m east of Cole Road (north leg) to 20m east thereof	Anytime
Cole Road	Northeast	57 meters south of Cole Road to 23 meters east thereof	Anytime
Cole Road	Northwest	10 meters east of 75 Cole Road driveway to 25 meters north thereof	Anytime
College Avenue	Both	Stone to Victoria	Anytime
Colonial Drive	East	15m south of Marsh Crescent to 92.5m north thereof	Anytime
Colonial Drive	West	15m south of Brown Street to 98.5m north thereof	Anytime
Colonial Drive	Both	20m south of Bard Boulevard to 15m north of Bard Boulevard	Anytime
Colonial Drive	East	9m south of Baxter Drive to 67m north thereof	Anytime
Colonial Drive	East	Lambeth Way to 40m south thereof	Anytime
Colonial Drive	West	9m south of Baxter Drive to 64m north thereof	Anytime
Colonial Drive	West	24m south of Walker Way to 100m south thereof	Anytime
Colonial Drive	East	Summerfield Drive to 160 metres south thereof	Anytime
Commercial Street	North	58m west of Norfolk to 6.1m west thereof	Anytime
Conroy Crescent	West	College to College	Anytime
Cork Street	North	Yorkshire to 17m east thereof	Anytime
Cork Street	South	Dublin to Yorkshire	Anytime
Cork Street West	Both	Norfolk Street to Dublin Street North	Anytime
Corporate Court	Both	Southgate Drive to easterly limit	Anytime
Cote Drive	Both	Skov to northerly limit	8 am-6 pm, Mon.-Fri.
Couling Crescent	North, West and South	Inner portion of the Crescent from Watson Parkway to Watson Parkway	Anytime
Crawford Street	West	Dean Avenue to University Avenue West	Anytime
Creighton Avenue	North	77m east of Vipond Street/Trimble Crescent to 33m east thereof	Anytime

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Crestwood Place	West	60m north of Palmer Street to 12m north thereof	Anytime
Crestwood Place	West	60m north of Palmer Street to 12m north thereof	Anytime
Crestwood Street	East	Palmer to the northerly limit	Anytime
Crimea Street	North	Alma to 42m east thereof	Anytime
Crimea Street	North	Edinburgh to 213m west thereof	8 am - 6 pm
Crimea Street	South	Edinburgh to 63m west to C.N.R. crossing	Anytime
Crimea Street	South	164m west of C.N.R. crossing Alma Street North	Anytime
Cross Street	South	Arthur Street South to Neeve Street	Anytime
Crowe Street	South	Edinburgh Road South to McElderry Road	Anytime
Curtis Road	Both	Silvercreek Pkwy to the westerly limit	Anytime
Curzon Crescent	North	Tovell Drive to 93m west thereof	Anytime
Curzon Crescent	North	54m west of Saigon Street to 32m west thereof	Anytime
Cutten Place	Both	Southgate Drive to easterly limit	Anytime
Dallan Drive	East	Clair Road East to McIntyre Court	Anytime
Dallan Drive	West	Kay Crescent to Poppy Drive East (east leg)	Anytime
Dallan Drive	West	Poppy Drive East to Lobsinger Lane	Anytime
Dallan Drive	West	Lobsinger Lane to Burcombe Crossing	Anytime
Dallan Drive	East	Poppy Drive East (west leg) to 104m south thereof	Anytime
Darby Road	East	56m south of Stephanie Drive to 34m south thereof	Anytime
Darby Road	North/West	252 metres north of Rochelle Drive to 42 metres north thereof	Anytime
Davis Street	East	Eastview Road to Acker Street	Anytime
Davis Street	West	Eastview Road to 18m north thereof	Antime
Dawson Road	Both	Willow to Woodlawn	Anytime
Dean Avenue	North	36m west of Talbot to Caledonia Street	Anytime
Dean Avenue	North	Gordon to 36m west thereof	Anytime
Dean Avenue	South	65m west of Talbot to Caledonia Street	Anytime
Dean Avenue	South	Gordon to 58m west thereof	Anytime
Deerpath Drive	West	Imperial Road to 27m north thereof	Anytime
Deerpath Drive	East	61m north of Abbeywood Crescent (west intersection) to 34m east thereof	Anytime
Delaware Avenue	East	50m north of Speedvale Avenue East to 30m north thereof	Anytime
Delhi Street	East	Eramosa Road to 323m north of Spring Street	Anytime
Delhi Street	East	Peter Avenue to Philip Avenue	Anytime
Delhi Street	East	Emma Street to 52m south thereof	Anytime

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Delhi Street	West	130m south of Speedvale Avenue to 31m south thereof	Anytime
Delhi Street	West	35m north of Paul Avenue to 35m south of Paul Avenue	Anytime
Delhi Street	West	11m north of Peter Avenue to 6m south of Peter Avenue	Anytime
Delhi Street	West	93m north of Spring Street to 15m south of Derry Street	Anytime
Delhi Street	West	Eramosa Road to 42m north thereof	Anytime
Delhi Street	West	280m south of Emma Street to 22.5m south thereof	Anytime
Delhi Street	West	Emma Street to 256m south thereof	Anytime
Delhi Street	West	Peter Avenue to 21m south thereof	Anytime
Derry Street	North	Arthur to 108.5m east thereof	Anytime
Derry Street	South	Arthur to Delhi	Anytime
DeShane Street	East	Mullin Drive to Norma Crescent	Anytime
Devere Drive	East	Crane to 28m south thereof	Anytime
Devere Drive	West	18m south of Crane to 47m north thereof	Anytime
Division Street	Both	Woolwich to Westmount	Anytime
Dodds Avenue	West	York Road to 20m south thereof	Anytime
Dominion Drive	Both	northerly limit to 40m south thereof	Anytime
Domo Drive	Both	Grange Road to easterly limit	8 a.m. – 4 p.m. Monday - Friday
Douglas Street	West	St. George's Square to Woolwich	Anytime
Downey Road	Both	30m west of Hanlon Pkwy to Hanlon Creek Boulevard	Anytime
Dublin Street	East	55m north of Cork Street to Paisley Street	Anytime
Dublin Street	East	Cork Street to 36m north thereof	Anytime
Dublin Street	East	Cork to Kent	Anytime
Dublin Street	East	Paisley to 23m north thereof	Anytime
Dublin Street	East	Suffolk to 10m north of Norwich	Anytime
Dublin Street	West	9m south of Durham to 36m north of Cambridge	Anytime
Dublin Street	West	London to 31m south thereof	Anytime
Dublin Street	West	Paisley to 30m south thereof	Anytime
Dublin Street	West	Suffolk to Paisley	Anytime
Dublin Street	West	Waterloo to Kent	Anytime
Dublin Street	West	Wellington to Waterloo	Anytime
Dublin Street South	East	Nottingham Street to 19m north thereof	Anytime
Dublin Street North	East	8m north of Norwich Street West to 16m south of Charles Street (Except Authorized Permits)	Anytime
Dublin Street North	East	McTague Street to 16m south of Charles Street	Anytime

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Dudley Drive	South	42m west of MacAlister Boulevard to 37m west thereof	Anytime
Dufferin Street	East	London to Clarence	Anytime
Dufferin Street	West	George Street to 40m north thereof	Anytime
Duke Street	West	Elizabeth to 14m south thereof	Anytime
Duke Street	West	105m north of Alice to 7m north thereof	Anytime
Duke Street	West	78m south of Elizabeth to 29m south thereof	Anytime
Duke Street	West	Alice to 27m north thereof	Anytime
Dunhill Crescent	North	Imperial Road North (south intersection) to 150 metres east thereof	Anytime
Dunhill Crescent	East	172 metres east of Imperial Road North (south intersection) to 141 metres north thereof	Anytime
Dunhill Crescent	North	Imperial Road North (north intersection) to 45 metres east thereof	Anytime
Dunhill Crescent	South	28 metres east of Imperial Road North (north intersection) to 19 metres east thereof	Anytime
Durham Street	South	Yorkshire to Dublin	Anytime
Earl Street	North	Woolwich to Dufferin	Anytime
Earl Street	South	Woolwich to 34m east thereof	Anytime
Eastview Road	Both	61m east of Victoria to the east City limit	2 am - 6 pm
Eastview Road	Both	Victoria to 61m east thereof	Anytime
Eastview Road	South	Watt Street to 30m east thereof	Anytime
Eastview Road	South	Auden Road to 25m east thereof	Anytime
Eden Street	Both	Silvercreek to westerly limit	Anytime
Edgehill Drive	Both	Division to the southerly limit	8am - 6pm, Mon.- Fri.
Edgehill Drive	East	30m north of Division to 15m south of Highview Place	8am - 6pm, Mon.- Fri.
Edgehill Drive	East	Division to 30m north thereof	Anytime
Edgehill Drive	West	Division to 15m north of Highview	Anytime
Edinburgh Road	Both	Woodlawn to southerly limit	Anytime
Edwin Street	North	Woolwich to Dublin	Anytime
Elizabeth Street	Both	York to Suburban	Anytime
Elizabeth Street	North	Duke to Arthur	Anytime
Elizabeth Street	North	Stevenson to Victoria	Anytime
Elizabeth Street	South	Arthur to Victoria	Anytime
Elmira Road	Both	Fife Road to Willow Road	Anytime
Elmira Road North	Both	North City limits to Flaherty Drive	Anytime
Elmira Road North	East	Willow Road to 115m north thereof	Anytime
Elmira Road North	West	Flaherty Drive to Willow Road	Anytime
Elora Street	North	Yorkshire to Harrison	Anytime
Elora Street	South	91m west of Yorkshire to Harrison	Anytime
Emma Street	North	Delhi Street to westerly limit	Anytime

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Emma Street	South	Metcalf Street to Marlborough Road	Anytime
Emma Street	South	Stevenson Street North to Renfield Street	Anytime
Emma Street	North	East of Delhi Street to 28m east thereof	Anytime
Emslie Street	North	Yorkshire Street to 18.0m west thereof	Anytime
Emslie Street	South	Yorkshire Street South to McGee Street	Anytime
Emslie Street	North	Glasgow Street South to Birmingham Street	Anytime
Eramosa Road	East	13.6 m north of Mitchell Street to northerly City limits	Anytime
Eramosa Road	East	Woolwich Street to 39 m south of Mitchell Street	Anytime
Eramosa Road	West	19 m north of Mitchell Street to northerly City limits	Anytime
Eramosa Road	West	Woolwich Street to 57 m south of Mitchell Street	Anytime
Erin Avenue	Both	Lane to westerly limit	Anytime
Essex Street	South	Waterloo Avenue to 111m east of Dublin Street North	Anytime
Essex Street	North	Waterloo Avenue to 31.9m west thereof	Anytime
Eugene Drive	South	Farley Drive to 82 metres east thereof	Anytime
Eugene Drive	East	Goodwin Drive to 142 metres north thereof	Anytime
Evergreen Drive	Both	Monticello to Stone	8am-6pm, Mon. - Fri.
Exhibition	East	Speedvale to Division	Anytime
Exhibition	West	161m north of Division to Speedvale	Anytime
Exhibition	West	Division Street to 37m north thereof	Anytime
Exhibition	West	Division to London	Anytime
Exhibition Street	East	Clark to 25m north of Powell	Anytime
Exhibition Street	East	Powell to 22m south thereof	Anytime
Extra Street	North	Woolwich to Central	Anytime
Fair Road	Both	Silvercreek Pkwy to Arrow Road	Anytime
Fairview Blvd	North	Gordon to Mary	Anytime
Farley Drive	Both	32m west of Beaver Meadow Drive to 24m east of Beaver Meadow Drive	Anytime
Farley Drive	East	Porter Drive to 26m south thereof	Anytime
Farquhar Street	Both	Freshfield to 12m east thereof	Anytime
Farquhar Street	Both	Gordon to Freshfield	Anytime
Farquhar Street	North	Wyndham to 126m west thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Farquhar Street	North	75 meters west of Wyndham Street to 30 meters west thereof	Anytime
Farquhar Street	North	Wyndham to easterly limit	Anytime
Farquhar Street	South	111m east of Wyndham to 24m east thereof	Anytime

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Farquhar Street	South	82 meters west of Wyndham Street to 25 meters west thereof	Anytime
Farquhar Street	South	Wyndham to 56m east thereof	Anytime
Fergus Street	East	Waterloo Avenue to Galt	Anytime
Fergus Street	West	Galt Street to 21m north thereof	Anytime
Ferguson Street	Both	Morris to Stevenson	Anytime
Ferguson Street	North	40m west of Morris Street to 18m west thereof	Anytime
Ferguson Street	South	Morris to 57m west thereof	Anytime
Ferndale Avenue	South	75m east of Blackbird Crescent to 46m east thereof	Anytime
Fife Road	North	Wellington Street West to west City limits	Anytime
Fife Road	South	Wellington Street West to Elmira Road South	Anytime
Fife Road	South	Whitelaw Road to 81m west thereof	Anytime
Fischer Drive	Both	Paisley Road to the easterly limit	Anytime
Flanders Road	North	39m east of Bishop to 71m west thereof	Anytime
Flanders Road	South	20m west of Bishop to 66m east thereof	Anytime
Fletcher Court	South	144 metres east of Cheltonwood Avenue to 25 meters east thereof	Anytime
Fletcher Court	South	208 meters east of Cheltonwood Avenue to 24 meters east thereof	Anytime
Forbes Avenue	North	Gordon to Mary	Anytime
Forbes Avenue	South	Fairview Blvd. To 35m west thereof	Anytime
Foster Avenue	Both	Yorkshire to Edinburgh	Anytime
Fountain Street	North	Dublin to 18.6m east thereof	Anytime
Fountain Street	North	73 meters west of Wyndham Street to 45 meters west thereof	Anytime
Fountain Street	South	91 meters west of Wyndham Street to Gordon Street	Anytime
Fountain Street	South	Wyndham Street to Grant Street	Anytime
Fountain Street	North	Wyndham Street to 93m east thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Frederick Drive	North	Baxter to 15m east of Waterford	Anytime
Frederick Drive	South	Baxter to 15m east of Oldfield	Anytime
Freshfield Street	West	9m north of Fountain to 17m north thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Freshfield Street	West	39m north of Fountain to 18m north thereof	Anytime
Freshfield Street	West	57m north of Fountain to 17m north thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Freshfield Street	West	74m north of Fountain to the most northerly limit	Anytime
Freshmeadow Way	North	Stephanie Drive to 21m west thereof	Anytime
Freshmeadow Way	South	Stephanie Drive to 20m west thereof	Anytime
Freshmeadow Way	Both	Elmira Road to 18m west thereof	Anytime

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Freshmeadow Way	South	68m west of Elmira Road South (north intersection) to 34m west thereof	Anytime
Galt Street	Both	Fergus to Edinburgh	Anytime
Galt Street	North	57m east of Fergus Street to 26m east thereof	7am-6pm, Mon. –Fri.
Galt Street	South	Fergus to 76m east thereof	Anytime
Galt Street	South	Edinburgh Road South to Meadowview Avenue	Anytime
Garth Street	South	Yorkshire to Glasgow	Anytime
Gateway Drive	East	45m south of Queensdale to 24m north of Queensdale	Anytime
Gateway Drive	East	Queensdale to 45.7m south thereof	Anytime
Gaw Crescent	East	107m north of Periwinkle Way (south intersection) to 20m east thereof	Anytime
Gaw Crescent	West	107m north of Periwinkle Way (north intersection) to 20m west thereof	Anytime
George Street	North	Dufferin to 42m east thereof	Anytime Nov 1-Mar 31
George Street	South	Dufferin to 20m east of the C.P.R. right-of-way	Anytime
Ginger Court	North	52m east of Edinburgh Road South to 32m east thereof	Anytime
Glasgow Street	East	19m north of Paisley to 35m north thereof	Anytime Mon. - Sat.
Glasgow Street	East	Cambridge to 28m south thereof	Anytime
Glasgow Street	East	London to 30m south of Suffolk	Anytime
Glasgow Street	East	Paisley to 19m north thereof	Anytime
Glasgow Street	East	Paisley to 21m south thereof	Anytime
Glasgow Street	West	London Road West to 42m south thereof	Anytime
Glasgow Street	West	Waterloo Avenue to 30m north of Suffolk Street West	Anytime
Glasgow Street	West	Waterloo Avenue to Fountain Street	Anytime
Glenhill Place	East	Eramosa Road to 42m north thereof	Anytime Nov 1-Mar 31
Glenhill Place	West	Eramosa Road to 57m north thereof	Anytime Nov 1-Mar 31
Goldie Avenue	East	Paisley Road to 25m south thereof	Anytime
Goldie Avenue	West	Paisley Road to 21m south thereof	Anytime
Goodwin Drive	South	200m east of Farley Drive to 30m east thereof	Anytime
Goodwin Drive	South	Farley Drive to 95m east thereof	Anytime
Goodwin Drive	North	Farley Drive to Beaver Meadow Drive	Anytime
Goodwin Drive	South	22m west of Lynch Circle (west intersection) to 35m west thereof	Anytime
Goodwin Drive	North	Tolton Drive to 62m west thereof	Anytime
Goodwin Drive	South	Tolton Drive to 77m west thereof	Anytime
Gordon Street	West	Clair to Nottingham	Anytime

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Gordon Street	West	Waterloo Avenue to 45m south thereof	Anytime
Gordon Street	Both	Clair Road to Maltby Road	Anytime
Governors Road	Both	Woodlawn Road to Malcolm Road	Anytime
Grandridge Crescent	East	116m north of Stephen Drive to 27m north thereof (south leg)	Anytime
Grandridge Crescent	East	116m north of Stephen Drive to 27m west thereof (north leg)	Anytime
Grange Road	South	Cityview Drive to Breesegarden Lane	Anytime
Grange Road	South	Victoria Road to 307m east thereof	Anytime
Grange Street	Both	Regent to Arthur	Anytime
Grange Street	Both	Regent to Stuart	Anytime
Grange Street	North	Hardy Street to Victoria Avenue	Anytime
Grange Street	North	Stevenson to 122m east thereof	Anytime
Grange Street	South	Hardy to a point 100m west thereof	Anytime
Grange Street	South	Stevenson to Stuart	Anytime
Green Street	North	Dublin to westerly limit	Anytime
Green Street	North	Norfolk to 37m west	9am-4pm, Mon-Fri, Exempting authorized funeral procession vehicles only
Green Street	South	Norfolk to Dublin	Anytime
Grey Oak Drive	North	Colonial Drive to 25m west thereof	Anytime
Grove Street	Both	Regent to 137m east thereof	Anytime
Grove Street	North	253m east of Metcalfe Street to 213m west of Stevenson Street	Anytime
Grove Street	North	Metcalfe to 18m west thereof	Anytime
Grove Street	North	Stevenson to 49m west thereof	Anytime
Grove Street	South	Regent to Stevenson	Anytime
Guelph Street	East	Suffolk Street to 31m south thereof	Anytime
Guelph Street	West	Paisley to 274m north thereof	Anytime
Guelph Street	West	Western to Willow	Anytime
Hadati Road	Both	88m east of Victoria to 112m east thereof	Anytime
Hadati Road	East	52m south of Upton to 27m South thereof	Anytime
Hadati Road	East	Upton to 53m south thereof	Anytime
Hadati Road	South	Cassino to 100m south thereof	Anytime
Hadati Road	West	Upton to 58m south thereof	Anytime
Hagan Avenue	East	55 metres south of Trailbrook Lane to 25 metres south thereof	Anytime
Hales Crescent	South	Moore Avenue to the northerly intersection of Borden Street	Anytime
Hales Crescent	South	Borden Street to 31m east thereof	Anytime
Hales Crescent	West	Northerly intersection of Borden Street to southerly intersection of Borden Street	Anytime
Hall Avenue	East	190m west of Dominion Drive to 129m south thereof	Anytime

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Hall Avenue	West	141m north of Duck Lane to 40m north thereof	Anytime
Hall Avenue	Both	Goodwin Drive to 215m north thereof	Anytime
Hands Drive	South	Gordon Street to Latenda Place	Anytime
Hands Drive	North	Hands Drive to 15m west thereof	Anytime
Hands Drive	West	Hands Drive to 15m north thereof	Anytime
Hanlon Road	Both	Clair Road to northerly limit	Anytime
Hanlon Road	Both	Southgate Drive to northerly limit	Anytime
Harris Street	West	York Road to 34m north thereof	Anytime
Harrison Avenue	East	Elora to Paisley	Anytime
Harrison Avenue	East	Foster to Robinson	Anytime
Harrison Avenue	West	Robinson to Elora	Anytime
Harvard Road	Both	Youngman to 19m north thereof	Anytime
Harvard Road	East	Youngman Drive to 53m South thereof	Anytime
Harvard Road	North	Gordon to 380m west thereof	Anytime
Harvard Road	South	Gordon Street to Youngman Drive	Anytime
Hasler Crescent (west leg)	East	179m north of Bard Boulevard to 25m east thereof	Anytime
Hasler Crescent (east leg)	West	168m north of Bard Boulevard to 26m west thereof	Anytime
Hastings Boulevard	North	102m east of Mountford Drive to 25m east thereof	Anytime
Havelock Street	East	Derry to Spring	Anytime
Havelock Street	West	Derry to Spring	8am-6pm, Mon. - Fri.
Hayes Avenue	East	York Road to the southerly limit	Anytime
Hayes Avenue	West	30m each side of the loading dock at 24 Hayes Avenue	Anytime
Hayward Crescent	South	Clairfields Drive West (north intersection) to 155 metres west thereof	Anytime
Hayward Crescent	North	Clairfields Drive West (south intersection) to 155 metres west thereof	Anytime
Hearn Avenue	West	Waterloo Avenue to Inkerman	Anytime
Heffernan Street	Both	Woolwich to C.P.R. track	Anytime
Heritage Drive	South	Gordon Street to 27m west thereof	Anytime
Hewitt Lane	South	Paisley Road to Paisley Road	Anytime
Hickory Street	West	75m north of Oak Street to 38m west thereof	Anytime
Hill Trail	East	85m north of Grange Road to 30m north thereof	Anytime
Hill Trail	South	Esker Run to Esker Run	Anytime
Hillcrest Drive	South	easterly limit to 30 m west thereof	Anytime
Hillcrest Drive	West	Grange Street to southerly limit	Anytime
Hillsdon Place	West	Chillico Drive to 40m north thereof	Anytime
Hilltop Road	South	66 meters north of Wilton Road to 25 meters northeast thereof	Anytime

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Hodgson Drive	North	Goodwin Drive to Samuel Drive	Anytime
Holland Crescent	North	East of Summerfield Drive (south leg) to 21m east thereof	Anytime
Home Street	South	Yorkshire to North	Anytime
Hood Street	Both	York to southerly limit	Anytime
Hooper Street	East	188m south of York to its southerly limit	Anytime
Hooper Street	West	York to southerly limit	Anytime
Hosking Place	Both	Scottsdale Drive to 20m west thereof	Anytime
Howden Crescent	West	Bard Street to Bard Street	Anytime
Howitt Street	North	Wyndham to Margaret	Anytime
Howitt Street	South	Neeve to Margaret	Anytime
Huron Street	East	Ontario to 122m north thereof	Anytime
Huron Street	West	118m north of Alice to Elizabeth	Anytime
Huron Street	West	Alice Street to 18m north thereof	Anytime
Imperial Road	Both	Wellington Street to northerly limits	Anytime
Independence Place	Both	Elmira Road North to westerly limit	Anytime
Industrial Street	West	York Road to Elizabeth Street	Anytime
Inverness Drive	East	Woodlawn Road East to Islington Avenue	Anytime
Ironwood Road	North	Edinburgh Road South to Scottsdale Drive	Anytime
Ironwood Road	South	115m east of Scottsdale Drive to 64m east thereof	Anytime
James Street East	North	Gordon Street to easterly limit	Anytime
James Street West	South	Gordon Street to Mary Street	Anytime
James Street West	North	Forest Hill Drive to Mary Street	Anytime
Janefield Avenue	East	177m south of Mason Court to 34m south thereof	Anytime
Janefield Avenue	East	318m south of Mason Court to 32m south thereof	Anytime
Janefield Avenue	North	18m west of Torch Lane to 86m east of Torch Lane	Anytime
Janefield Avenue	North	Scottsdale Drive to 30m west thereof	Anytime
Janefield Avenue	South	Scottsdale Drive to 28m west of Torch Lane	Anytime
Janefield Avenue	East	College Avenue West to 103 metres south thereof	Anytime
Janefield Avenue	West	College Avenue West to 440 metres south thereof	Anytime
Jeffrey Drive	North	Starwood Drive to Summit Ridge Drive	Anytime
Joseph Street	South	48 metres west of Victoria Road North to 41 metres south thereof	Anytime
John Street	North	Dufferin Street to the easterly limit	Anytime
John Brabson Crescent	East, north and West	MacAlister Boulevard to MacAlister Boulevard	Anytime
John Brabson Crescent (east leg)	East	90m north of MacAlister Boulevard to 25m east thereof	Anytime

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John Brabson Crescent (east leg)	West	85m north of MacAlister Boulevard to 30m west thereof	Anytime
Johnston Street	Both	Alice Street to 109m south thereof	7:00am-6:00pm Mon-Fri
June Avenue	North	87m east of Strathmere Street to 90m east thereof	Anytime
June Avenue	South	131m east of Strathmere Street to 30m east thereof	Anytime
Kathleen Street	Both	15m north of June to 30m south thereof	Anytime
Kathleen Street	Both	22m north of Freeman Avenue to 23m south of Freeman Avenue	Anytime
Kathleen Street	East	Barton Street to 62m south thereof	Anytime
Kathleen Street	East	Division to 30m north thereof	Anytime
Kathleen Street	East	London to Division	Anytime
Kathleen Street	East	St Andrew to 19m south thereof	Anytime
Kathleen Street	West	62m south of Division to 27m south thereof	Anytime
Kathleen Street	West	Division to 30m south thereof	Anytime
Kathleen Street	West	Division to Speedvale	Anytime
Kathleen Street	West	Division to London	Anytime
Kay Crescent	East	Poppy Drive East to Dallan Drive	Anytime
Kearney St	East	Lee St to 25m north thereof	Anytime
Kearney St	West	Lee St to 30m north thereof	Anytime
Kensington	South	Stevenson to 61m east thereof	8am - 6pm Mon-Fri
Kensington Street	Both	152m north of Cathcart to 30m north thereof	Anytime
Kensington Street	North	Stevenson to 98m east thereof	Anytime
Kensington Street	South	61m east of Stevenson to 30m east thereof	Anytime
Kent Street	South	Glasgow Street South to Dublin Street South	7am to 9am, Tuesdays
Kent Street	Both	Glasgow Street North to Dublin Street North	Anytime
Kent Street	South	Glasgow Street South to Dublin Street South	Anytime, Dec 1 – Mar 31
Kent Street	North	Glasgow Street South to Dublin Street South	Anytime
Kent Street	Both	Dublin Street South to easterly limit	Anytime
Kent Street	South	Dublin Street North to easterly limit	Anytime
Kerr Street	Both	Woolwich to Dufferin	Anytime
Keys Crescent	East	Clairfields Drive (east intersection) to 105 metres north thereof	Anytime
Keys Crescent	South	60 metres north of Clairfields Drive (east intersection) to Clairfields Drive (west intersection)	Anytime
King Edward Place	Both	Dublin to the westerly limit	Anytime
King Street	East	Eramosa to Arthur	Anytime

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King Street	West	Eramosa to 30m south thereof	Anytime
King Street	West	Eramosa to Spring	Anytime
King Street	East	15m north of Norwich Street to 3m north thereof	Anytime
Kingsmill	West	Laneway Reg. Plans #340, 351, 353, 354 to southerly limit	Anytime
Kingsmill Avenue	East	York to 64m north thereof	Anytime
Kingsmill Avenue	East	York to laneway Reg. Plans #340, 351, 353 & 354	Anytime
Kipling Avenue	North	Imperial Road North to 68m west thereof	Anytime
Kipling Avenue	South	Imperial Road North to 25m west thereof	Anytime
Kirby Court	Both	Laird Road to easterly limit	Anytime
Kirkland Street	East	Suffolk to London	Anytime
Kortright Road West	North	Hanlon Expressway to Gordon Street	Anytime
Kortright Road West	South	Hanlon Expressway to Gordon Street	Anytime
Laird Road	Both	Hanlon Parkway to Clair Road	Anytime
Landsdown Drive	North	Gordon Street to 70 metres east thereof	Anytime
Landsdown Drive	South	Gordon Street to 94 metres east thereof	Anytime
Landsdown Drive	East	Valley Road to 300 metres north thereof	Anytime
Lane Street	East	Ryan to Rosedale	Anytime
Lane Street	West	Cassino to Stevenson	Anytime
Laneway	Both	Gordon to Freshfield	Anytime
Latenda Place	East	Hands Drive to 140 metres south thereof	Anytime
Laughland Lane	East	60m south of Goodwin Drive to 30m south thereof	Anytime
Laughland Lane	North	Goodwin Drive to Goodwin Drive	Anytime
Laurelwood Court	North	40 meters west of Edinburgh Road South to 87 meters west thereof	Anytime
Laverne Avenue	Both	Meyer to Callander	8 am-6 pm, Mon.-Fri.
Law Drive	West	85 meters north of Fleming Road to 53 meters north thereof	Anytime
Law Drive	East	Fleming Road to Pettitt Drive	Anytime
Law Drive	East	Pettitt Drive to Skinner Drive (north intersection)	Anytime
Law Drive	West	Skinner Drive (north intersection) to Swan Drive	Antime
Law Drive	South	70 metres east of Skinner Drive (south intersection) to Swan Drive	Anytime
Lawrence Avenue	West	23m south of York Road to 17m south thereof	Anytime
Lawrence Avenue	West	York to 30m south thereof	Anytime
Leacock Avenue	North	Auden to Hadati	Anytime
Lee St	North	30m west of Kearney St to 30m east of Kearney St	Anytime

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Lee St	South	20m west of Kearney St to 30m east of Kearney St	Anytime
Lee St	North	Cityview Dr to 30m east thereof	Anytime
Lee St	South	Cityview Dr to 30m east thereof	Anytime
Lemon Street	North	Queen to 36m east thereof	Anytime
Lemon Street	Both	Metcalf Street to 22m east thereof	Anytime
Lemon Street	North	Metcalf Street to 20m west thereof	Anytime
Lemon Street	South	Metcalf Street to 27m west thereof	Anytime
Lemon Street	North	St. Catharine Street to 15m east thereof	Anytime
Lewis Road	Both	Speedvale to northerly limit	Anytime
Lincoln Crescent	Both	Laverne to Meyer	8 am - 6 pm
Linke Place	North/East	Davis Street to Acker Street	Anytime
Liverpool Street	North	Glasgow to Yorkshire	Anytime
Liverpool Street	North	Norfolk to Glasgow	Anytime
Liverpool Street	South	Yorkshire to Edinburgh	Anytime
Liverpool Street	South	Dublin Street North to 20m east thereof	Anytime
Lobsinger Lane	North	Dallan Drive to Burcombe Crossing	Anytime
London Road	Both	Edinburgh to Bagot	Anytime
London Road	North	30m west of Exhibition to Edinburgh	Anytime
London Road	North	Cardigan to Woolwich	Anytime
London Road	North	Woolwich to 34m east of Exhibition	Anytime
London Road	South	16m west of Dufferin to Woolwich	Anytime
London Road	South	30m west of Exhibition to Edinburgh	Anytime
London Road	South	Dufferin to Cardigan	Anytime
London Road	South	Woolwich to 37m east of Exhibition	Anytime
Lorna Drive	South	Hands Drive to 50m east thereof	Anytime
Lovett Lane	North	209m west of Carrington Drive to 50m north thereof	Anytime
Lovett Lane	West	121m north of Ryder Avenue (east leg) to 50m north thereof	Anytime
Lovett Lane	East	113m north of Ryder Avenue (west leg) to 50m north thereof	Anytime
Lovett Lane	West	Rodgers Road to Ryder Avenue (east leg)	Anytime
Lovett Lane	South	Carrington Drive to Rodgers Road	Anytime
Lyon Avenue	West	London to Campion	Anytime
Mac Avenue	North	Woolwich to easterly limit	Anytime
MacAlister Boulevard	East, south and west	Ambrous Crescent (north leg) to Ambrous Crescent	Anytime
Macdonell Street	North	31.5m east of Wyndham to 9m east thereof	Anytime
MacAlister Boulevard	West	Ambrous Crescent (south leg) to 210m south thereof	Anytime
Macdonell Street	North	83.7m east of Wyndham to 9m east thereof	Anytime
Macdonell Street	North	Arthur to Woolwich	Anytime
Macdonell Street	North	Woolwich Street to 46m west thereof	Anytime

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Macdonell Street	North	62m west of Woolwich Street to 115m west thereof	Anytime
Macdonell Street	South	Carden to Arthur	Anytime
Macdonell Street	South	Norfolk to Wilson	Anytime
Malcolm Road	Both	Elmira to westerly limit	Anytime
Malvern Crescent	Both	Arkell Road to southerly limits	Anytime
Manhattan Court	Both	Speedvale to southerly limit	8 am-6 pm, Mon.-Fri.
Manitoba Street	North	Huron to 30m west thereof	Anytime
Manitoba Street	South	Huron to Ontario	Anytime
Maple Street	East	Water Street to 27m south thereof	Anytime
Maple Street	West	Water Street to 27m south thereof	Anytime
Marcon Street	Both	Cardigan to Dufferin	Anytime
Marilyn Drive	South	Woolwich Street to easterly limit	Anytime
Marksam Road	Both	Speedvale Avenue West to Sanderson Drive	Anytime
Marksam Road	East	67m south of Willow Road to 48m west thereof	Anytime
Marksam Road	West	Willow Road to 126m west thereof	Anytime
Marlborough Road	East	Emma Street to Speedvale Avenue East	Anytime, Except Friday 1pm-3pm, Nov.1-Mar.31
Martin Avenue	East	James to Forbes	Anytime
Mary Street	North	Caledonia to 60m south thereof	Anytime
Mary Street	East	Water Street to Albert Street	Anytime
Mary Street	West	60 metres south of Water Street to 91 metres south thereof	Anytime
Mary Street	East	Albert Street to James Street West	Anytime
Mary Street	West	James Street West to Forest Street	Anytime
Mason Court	Both	Southerly limit to 46m north thereof	Anytime
Massey Road	North	300 m east of Elmira Road to 300m west of Elmira Road	8:00am -6:00pm
Massey Road	North	300m west of Elmira Road to the westerly limit	Anytime
Massey Road	North	Lewis Road to 300m east of Elmira Road	Anytime
Massey Road	South	Lewis Road to westerly limit	Anytime
Maude Lane	South	Severn Drive to Davis Street	Anytime
Mayfield Avenue	Both	Monticello to Colborn	8am-6pm Mon - Fri
McArthur Street	East	70m north of Goodwin Drive to 72m west thereof	Anytime
McArthur Street	South	128m east of Beaver Meadow Drive to 46m east thereof	Anytime
McCall Crescent	South	Woodycrest Drive to 48 metres east thereof	Anytime
McCann Drive	North	182m west of Zaduk Place to 90m west thereof	Anytime

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McCrae Blvd	Both	Water Street to Gow Bridge	Anytime
McElderry Road	North	50m east of McElderry to 33m east thereof	Anytime
McElderry Road	South	44m east of McElderry to 39m east thereof	Anytime
McElderry Road	East	42m north of Crowe Street to 50m north thereof	Anytime
McGarr Court	Both	100m east of Beaver Meadow Drive to easterly limit	7am-1pm, Fri.
McGarr Drive	East	Clairfields Drive E to 25m south thereof	Anytime
McGee Street	West	Bristol to Waterloo	Anytime
McIllwraith Crescent	North	56m west of Mountford to 30m west and north thereof	Anytime
McIntyre Court	North	Dallan Drive to 175m east thereof	Anytime
McNulty Lane (west leg)	East	69m south of Summerfield Drive to 33m east thereof	Anytime
McNulty Lane (east leg)	West	106m south of Summerfield Drive to 27m west thereof	
McTague Street	North	Woolwich to 23m west thereof	Anytime
McTague Street	South	Exhibition Street to Woolwich Street	Anytime
McTague Street	South	Woolwich to Exhibition	Anytime
Meadowview Avenue	East	Waterloo Avenue to Allan Avenue	Anytime
Meldrum Street	North	Woolwich to easterly limit	Anytime
Menzie Avenue	East	York Road to Florence Lane	Anytime
Menzie Avenue	West	Florence Lane to the southerly limit	Anytime
Merion Street	North	Bagot to Edinburgh	Anytime
Metcalf Street	East	Pleasant Road to 45m south thereof	Anytime
Metcalf Street	West	109m south of Pleasant Road to 25m south thereof	Anytime
Metcalf Street	West	140m south of Pleasant Road to 17m south thereof	Anytime
Metcalf Street	West	34m north of Emma Street to 32m south of Emma Street	Anytime
Metcalf Street	West	Pleasant Road to 36m south thereof	Anytime
Metcalf Street	Both	Lemon Street to 22m north thereof	Anytime
Metcalf Street	West	Lemon Street to 34m south thereof	Anytime
Metcalf Street	East	Lemon Street to 30m south thereof	Anytime
Metcalf Street	East	North of Gladstone Avenue to 19m north thereof	Anytime
Metcalf Street	West	North of Emma Street to 30m north thereof	Anytime
Meyer Drive	Both	Ottawa Crescent to 17m west thereof	Anytime
Meyer Drive	North	Eramosa Road to 17m west of Ottawa Crescent	8 am-6 pm, Mon.-Fri.
Meyer Drive	South	Eramosa Road to Ottawa Crescent	Anytime
Michener Road	Both	Woodlawn to Malcolm	Anytime

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Michener Road	East	Woodlawn to Massey	Anytime
Michener Road	West	Woodlawn to 86m north of Massey	Anytime
Milson Crescent (west leg)	West	Teal Drive to 22m north thereof	Anytime
Minto Road	Both	Michener to westerly limit	Anytime
Mitchell Street	East	Eramosa to Norwich	Anytime
Mitchell Street	West	Eramosa to Norwich	8 am - 6 pm Mon. - Fri
Moffat Lane	West	58m south of Doyle Drive (east leg) to 30m south thereof	Anytime
Moffat Lane	East	62m south of Doyle Drive (west leg) to 25m south thereof	Anytime
Monarch Road	Both	Southerly limit to the northerly limit	Anytime
Mont Street	North	Woolwich to Exhibition	Anytime
Mont Street	South	29m west of Woolwich to 32m west thereof	Anytime
Monticello Crescent	Both	Gordon to Mayfield	8 am-6 pm, Mon.-Fri.
Monticello Crescent	Both	Mayfield to Stone	8 am-6 pm, Mon.-Fri.
Moore Avenue	Both	Caledonia to Hales	8 am-6 pm, Mon.-Fri.
Morris Street	West	York Road to Beverley Street	Anytime
Moss Place	East	58m north of Sidney Crescent to 35m north thereof	Anytime
Moss Place	East/North	73 metres south of Rodgers Road to 33 metres south thereof	Anytime
Mountford Drive	North	200m east of Hadati to 70m east thereof	Anytime
Mountford Drive	North	McIlwraith Crescent (south) to 9m east of Conrad Court	Anytime
Mountford Drive	South	118m east of Conrad Court to 22m east thereof	Anytime
Mullin Drive	North	150 m west of Atto Drive to 30 m west thereof	Anytime
Mullin Drive	South/West	Atto Drive to Norma Crescent	Anytime
Municipal Street	North	Edinburgh to 88m west of Denver	Anytime
Municipal Street	South	Edinburgh to Denver	Anytime
Mussen Street	South	110m east of Victoria Road North to 23m east thereof	Anytime
Neeve Street	East	York to Fountain	Anytime
Neeve Street	West	15m north of Wellington to Howitt	Anytime
New Street	South	Arthur to Queen	Anytime
Nicklin Road	West	94m north of Burns Drive to 195m north thereof	Anytime
Niska Road	Both	Bailey Bridge to 30m east thereof	Anytime
Niska Road	Both	Downey Road to Niska Road Bridge	Anytime
Niska Road	Both	Downey Road to westerly limit	Anytime
Norfolk Street	East	Waterloo Avenue to Church Lane	Anytime

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Norfolk Street	East	15m south of Suffolk Street to 9m south thereof	Anytime
Norfolk Street	West	22m south of Cork Street to 22m north of Macdonell Street	15 minute maximum (except Authorized vehicles only) 8am – 6pm
Norfolk Street	West	Green Street to 22m south of Cork Street	Anytime
Norfolk Street	West	Macdonell Street to Waterloo Avenue	Anytime
North Street	West	London Road East to Home Street	Anytime
North Street	East	63m north of Suffolk Street West to 88m north thereof	Anytime
North Street	Both	Suffolk Street West to 34m north thereof	Anytime
North Street	West	51m north of Suffolk Street West to 84m north thereof	Anytime
Northumberland Street	Both	Wilson Street to Norfolk Street	Anytime
Northumberland Street	North	Dublin Street to Yorkshire Street	Anytime
Northumberland Street	South	19.5m east of Dublin Street North to Kent Street	Anytime
Northumberland Street	North	Dublin Street North to Kent Street	Anytime
Norton Drive	East	Grange Road to Shackleton Drive	Anytime
Norton Drive	West	158m north of Severn Drive to 30m north thereof	Anytime
Norwich Street	North	132m west of Cardigan Street to Dublin Street	Anytime
Norwich Street	North	Mitchell Street to 45m west of Cardigan Street	Anytime
Norwich Street East	South	Arthur Street North to King Street	Anytime
Norwich Street East	South	Woolwich Street to Cardigan Street	Anytime
Nottingham Street	South	Gordon Street to 56m west thereof	Anytime
Old Stone Court	Both	Monticello Crescent to westerly limit	8:00 a.m. to 6:00 p.m. Mon. - Fri.
Oliver Street	South	Arthur Street South to Huron Street	Anytime
Ontario Street	North	York Road to Neeve Street	Anytime
Oriole Crescent	Both	Edinburgh Road South to 46m west thereof	Anytime
Ottawa Crecent	North	15m east of Callander Drive to 32m west of Calgary Avenue	Anytime
Ottawa Crecent	West	23m north of Meyer Drive to 22m south of Meyer Drive	Anytime
Ottawa Crescent	South	30m east of Calgary Avenue to 73m west thereof	Anytime
Oxford Street	North	48m west of Dublin Street to 17m west thereof	Anytime Nov 1-Mar 31

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Oxford Street	North	Glasgow Street to Yorkshire Street	Anytime
Oxford Street	North	Norfolk Street to 37m west thereof	Anytime
Oxford Street	South	25m east of Yorkshire Street to 28m east thereof	8 am-6 pm Mon. - Fri.
Oxford Street	South	Norfolk Street to Glasgow Street	Anytime
Paisley Road	Both	Hanlon Expressway to westerly limit	Anytime
Paisley Road	North	Edinburgh to Hanlon	Anytime
Paisley Road	South	67m east of Alma to 67m west of Alma	Anytime
Paisley Road	South	Edinburgh to 80m west thereof	Anytime
Paisley Road	South	Hanlon to Silvercreek	Anytime
Paisley Road	South	Silvercreek Parkway North to 67m West of Alma Street	Anytime except Sundays 8am-2pm and Christmas Day, New Years Day, Ash Wednesday, Good Friday and Easter Day
Paisley Street	North	Dublin Street to Edinburgh Road North	Anytime
Paisley Street	South	Norfolk Street to Edinburgh Road North	Anytime
Palmer Street	North	20m west of Jane Street to 35m east thereof	Anytime
Palmer Street	North	King Street to Queen Street	Anytime
Palmer Street	North	Queen Street to Stuart Street	Anytime
Palmer Street	South	76m east of King Street to 29m east thereof	Anytime
Palmer Street	South	King Street to 26m east thereof	Anytime
Palmer Street	South	Arthur Street North to King Street	Anytime
Palmer Street	South	Queen Street to Stevenson Street North	Anytime
Park Avenue	East	London Road West to Suffolk Street West	Anytime
Park Lane	Both	Baker Street to southerly limit	Anytime
Parkholme Avenue	North	Jackson Street to 21m west thereof	Anytime
Parkholme Avenue	South	Metcalf Street to Jackson Street	Anytime
Paulstown Crescent	East	Clairfields Drive West (west intersection) to 68 metres south thereof	Anytime
Paulstown Crescent	East	143 metres south of Clairfields Drive West (west intersection) to 30 metres south thereof	Anytime
Paulstown Crescent	West/south	75 metres south of Clairfields Drive West (west intersection) to 165 metres south thereof	Anytime
Paulstown Crescent	West/south	Clairfields Drive West (east intersection) to 170 metres south thereof	Anytime
Pearl Street	South	King Street to Arthur Street North	Anytime
Pearson Street	East	Goodwin Drive to Wilkie Crescent	Anytime
Pettitt Drive	North	Frasson Drive to Law Drive	Anytime
Pine Ridge Drive	South	Lowes Road to 91m west of Oakridge Crescent	Anytime

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Pinetree Drive	North	9m west of Crossingham Drive to 84m east thereof	Anytime
Pinnacle Crescent	South	Stephanie Drive (south intersection) to 17 metres east thereof	Anytime
Pinnacle Crescent	North	Stephanie Drive (south intersection) to 65 metres east thereof	Anytime
Pinnacle Crescent	North	415 metres east of Stephanie Drive (south intersection) to 35 metres north thereof	Anytime
Pinnacle Crescent	South	369 metres east of Stephanie Drive (north intersection) to 36 metres south thereof	Anytime
Pipe Street	North	Dufferin Street to easterly limit	Anytime
Plymouth Court	North	Alma Street North to 100m east thereof	Anytime
Poppy Drive	Both	141m south of Clair Road West to southerly limit	Anytime
Poppy Drive East	North	Dallan Drive to 334m west thereof	Anytime
Porter Court	Both	36m north of Evans Drive to northerly limit	7am-1pm, Fri.
Powell Street	North	Dufferin Street to 18m east of Exhibition Street	Anytime
Powell Street	South	67m east of Woolwich Street to 46m west of Woolwich Street	Anytime
Powell Street	South	Central Street to Exhibition Street	Anytime
Preston Street	North	76m east of Yorkshire Street to 30m west of Glasgow	Anytime
Preston Street	South	Edinburgh Road to Glasgow Street	Anytime
Price Street	South	Atto Drive to Carere Crescent	Anytime
Prospect Avenue	West	Grange Street to 27m south thereof	Anytime
Quebec Street	North	Baker Street to Yarmouth Street	Anytime
Quebec Street	South	Norfolk Street to 14m east thereof	Anytime
Queen Street	East	Arthur Street North to Derry Street	Anytime
Queen Street	West	57m north of Palmer Street to 15m south of Palmer Street	Anytime
Queen Street	West	Arthur Street to Grange Street	Anytime
Raspberry Lane	East	64m west of MacKay Street to 21m west thereof	Anytime
Ray Crescent	West	63m east of Dominion Drive to 42m east thereof	Anytime
Raymond Street	North	54m south of Bristol Street to 35m south and east thereof	Anytime
Raymond Street	South	Wellington Street to Bristol Street	Anytime
Regal Road	Both	Woodlawn Road West to northerly limit	Anytime
Regent Street	Both	Grange Street to Rose Street (lower)	Anytime
Regent Street	Both	Grange Street to Rose Street (upper)	Anytime
Revell Drive	South	62m east of Vaughan Street (south leg) to 32m east thereof	Anytime

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Revell Drive	West	153m south of Vaughan Street (north leg) to 59m south thereof	Anytime
Revell Drive	South	Vaughan Street (south intersection) to 63 metres east thereof	Anytime
Revell Drive	West	Vaughan Street (north intersection) to 58 metres east of Vaughan Street (south intersection)	Anytime
Rhonda Road	West	Willow Road to Westwood Road	Anytime
Richardson Street	North	Neeve Street to westerly limit	Anytime
Rickson Avenue	East	4m south of McElderry Road to 37m north thereof	Anytime
Rickson Avenue	West	Edinburgh to 30m north thereof	Anytime
Rickson Avenue	West	McElderry to 26m north thereof	Anytime
Rickson Avenue	East	Hickory Street to 51m south thereof	Anytime
Rickson Avenue	East	73 metres north of Columbus Crescent to Kortright Road West	8am to 6pm, Monday to Friday
Rickson Avenue	East	107 metres north of Keats Crescent to Kortright Road West	8am to 6pm, Monday to Friday
Riverview Drive	East	Speedvale to 62m north thereof	Anytime
Riverview Drive	West	50m north of Speedvale to 38m north thereof	Anytime
Robinson Avenue	North	Edinburgh to Harrison	Anytime
Robinson Avenue	North	Yorkshire to 37m west thereof	Anytime
Robinson Avenue	South	Edinburgh to Yorkshire	Anytime
Rochelle Drive	East	Stephanie Drive to 24m south thereof	Anytime
Rochelle Drive	South	90m east of Darby to 99m east thereof	Anytime
Rodgers Road	North	Rickson Avenue to Lovett Lane	Anytime
Rodgers Road	North	Edinburgh to 53m east thereof	Anytime
Rodgers Road	South	Edinburgh to 30m east thereof	Anytime
Rodgers Road (south)	Both	Edinburgh to 15m west thereof	Anytime
Roland Street	East	Bristol Street to Waterloo Avenue	Anytime
Rose Street	Both	Arthur to Regent	Anytime
Rosewood Avenue	East	Paisley to 29m north thereof	Anytime
Royal Road	Both	Speedvale Avenue to Woodlawn Road	Anytime
Rutherford Court	Both	Southgate Drive to Easterly limit	Anytime
Ryde Road	West	63m south of Paisley Road to 33m south thereof	Anytime
Ryde Road	East	59m north of Imperial Road South to 33m east thereof	Anytime
Ryder Avenue	South	Lovett Lane (south leg) to 60m east of Carrington Drive	Anytime
Ryder Avenue	North	Lovett Lane (south leg) to 320m east thereof	Anytime
Ryder Avenue	South	Lovett Lane (north leg) to 334m east thereof	Anytime

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Sackville Street	West	Alice to northerly limit	Anytime
Samantha Court	Both	Imperial to Imperial	Anytime
Samuel Drive	West	Goodwin Drive to Clair Road East	Anytime
Schiedel Drive	West	Bowen Drive to Norma Crescent	Anytime
Schroder Crescent	North	58m east of Thornton Street to 32m east thereof	Anytime
Schroder Crescent	North	64m west of Thornton Street to 36m west thereof	Anytime
Schroder Crescent (west leg)	East	Grange Road to 140m south thereof	Anytime
Schroder Crescent (west leg)	West	51m south of Grange Road to 48m south thereof	Anytime
Schroder Crescent (west leg)	West	114m south of Grange Road to 15m south thereof	Anytime
Scottsdale Drive	East	168m south of Wilsonview to 28m south thereof	Anytime
Scottsdale Drive	East	224m east of Janefield to 103m east thereof	Anytime
Scottsdale Drive	East	30m north of Kortright to Ironwood	8 am-6 pm, Mon.-Fri.
Scottsdale Drive	East	70m north of Wilsonview to 61m north thereof	Anytime
Scottsdale Drive	East	Kortright to 30m north thereof	Anytime
Scottsdale Drive	East	Stone Road to 153m east of Janefield Avenue	Anytime
Scottsdale Drive	West	60m north of Wilsonview to 69m north thereof	Anytime
Scottsdale Drive	West	College to 255m south thereof	Anytime
Scottsdale Drive	West	Wilsonview to 268 m south thereof	Anytime
Scottsdale Drive	Both	Kortright to 30m north of Janefield	Anytime
Scottsdale Drive	East	Wilsonview Avenue to 46m south thereof	Anytime
Scottsdale Drive	East	105 meters south of Wilsonview Avenue to 42 meters south thereof	Anytime
Shelldale Crescent	South	Dawson to 46m east of the westerly limit	Anytime
Severn Drive	East	40m north of Maude Lane to 13m north thereof	Anytime
Short Street	East	27m south of Ontario to 23m south thereof	Anytime
Sidney Crescent	West	65m south of Moss Place to 28m south thereof	Anytime
Silurian Drive	West	Chesterton Lane to Grange Road	Anytime
Silurian Drive	East/North	Grange Road to Starwood Drive	Anytime
Silvercreek Parkway	Both	621m north of Eden Street to northern city limit	Anytime
Silvercreek Parkway	Both	Waterloo Avenue to 621m North of Eden Street	Anytime except Sundays 8am-2pm
Simmonds Drive	South	66m west of Ingram Drive to 33m west thereof	Anytime

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Simmonds Drive	North	58m west of Ingram Drive to 35m west thereof	Anytime
Simpson Way	Both	Gordon to the southerly limit	Anytime
Skinner Drive	North	Starwood Drive to Swan Drive	Anytime
Skinner Drive	South	130 metres east of Starwood Drive to 45 metres east thereof	Anytime
Southampton Street	East	Sydenham to Paisley	Anytime
Southcreek Trail	Both	Edinburgh Road South to 23m west thereof (north leg)	Anytime
Southcreek Trail	Both	Edinburgh Road South to 24m west thereof (south leg)	Anytime
Southcreek Trail	North	230m west of Edinburgh Road South (south intersection) to 45m west thereof	Anytime
Southcreek Trail	South	178m west of Edinburgh Road South (north intersection) to 50m west thereof	Anytime
Southgate Drive	Both	Laird Road to Laird Road	Anytime
Speedvale Avenue	Both	Silvercreek to 650m east of Eramosa	Anytime
Speedvale Avenue	Both	Westerly City limits to Hanlon	Anytime
Spring Street	South	Delhi to King	Anytime
Spring Street	North	King Street to 18m east thereof	Anytime
St Arnaud Street	West	Chadwick to Waterloo	Anytime
St. Catharine Street	West	Eramosa to Lemon	Anytime
St. Catharine Street	East	Lemon Street to 21m north thereof	Anytime
Stanley Street	North	Exhibition to Kathleen	Anytime
Stanley Street	South	Kathleen Street to 17.5m east thereof	Anytime
Starwood Drive	North	90 metres north of Summit Ridge Drive (east intersection) to 30 metres west thereof	Anytime
Starwood Drive	North	120 metres north of Summit Ridge Drive (west intersection) to 30 metres east thereof	Anytime
Stephanie Drive	East	39m north of Freshmeadow Way to 48m south thereof	Anytime
Stephanie Drive	North	116m west of Imperial Road South to 53m west of Rochelle Drive	Anytime
Stephanie Drive	South	38m west of Rochelle Drive to 65m east thereof	Anytime
Stephanie Drive	West	17m north of Freshmeadow Way to 41m south thereof	Anytime
Stephanie Drive	West	20m north of Freshmeadow Way to 37m south thereof	Anytime
Stephen Drive	North	35 metres west of Marksam Road to Grandridge Crescent (east intersection)	Anytime
Stephen Drive	South	47 metres west of Marksam Road to 51 metres west thereof	Anytime
Stevenson Street	Both	Eramosa Road to Elizabeth Street	Anytime

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Stevenson Street North	Both	Emma Street to Eramosa Road	Anytime
Stevenson Street North	East	Emma Street to 53m south of Balsam Drive	Anytime
Stevenson Street North	East	24m north of Cathcart Street to Speedvale Avenue East	8 am - 6 pm
Stevenson Street North	East	50m south of Speedvale Avenue East to Emma Street	8 am - 6 pm
Stevenson Street North	East	Speedvale Avenue East to 50m south thereof	Anytime
Stevenson Street North	West	Speedvale Avenue East to Emma Street	Anytime Mon. - Sat
Stevenson Street North	Both	Waverly Drive to Speedvale Avenue East	8 am – 6pm
Stevenson Street South	East	Empire Street to York Road	8 am - 6 pm
Stevenson Street South	West	Elizabeth Street to Alice Street	8 am - 6 pm
Stone Road	Both	College Avenue West to east City limits	Anytime
Stuart Street	Both	Eramosa Road to 30m south thereof	Anytime
Stuart Street	West	Eramosa Road to Palmer Street	Anytime Nov 1-Mar 31
Stuart Street	West	Palmer Street to Grange Street	Anytime
Suffolk Street West	North	28m west of Park Street to Yorkshire Street North	Anytime
Suffolk Street West	North	Arnold Street to Edinburgh Road North	Anytime
Suffolk Street West	North	Park Street to 28m west thereof	Sun.
Suffolk Street West	North	Woolwich Street to Park Street	Anytime
Suffolk Street West	South	Edinburgh Road North to Yorkshire Street North	Anytime
Suffolk Street West	South	Yorkshire Street North to Dublin Street North	Mon.-Sat.
Suffolk Street West	South	Norfolk Street to 76m west thereof	Anytime
Suffolk Street West	South	Dublin Street North to 58m east thereof	Anytime
Sullivan Crescent	East	74m north of Stephanie Drive (north intersection) to 13m east thereof	Anytime
Sullivan Crescent	West	72m north of Stephanie Drive (south intersection) to 15m west thereof	Anytime
Sultan Street	North	Edinburgh Road North to C.N.R. tracks	Anytime
Summerfield Drive	East	Arkell Road to 27m south thereof	Anytime
Summerfield Drive	West	Amsterdam Crescent to Amsterdam Crescent	Anytime
Summerfield Drive	Both	Jenson Boulevard to Miller Street/Cummings Court	Anytime
Summit Crescent	South	Westmount Road to Division Street	Anytime
Summit Ridge Drive	East	55m north of Eastview Road to 40m north thereof	Anytime

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Sunnylea Crescent	South	49m east of Pleasant Road to 47m east and south thereof	Anytime
Surrey Street	North	Gordon Street to Bristol Street	Anytime
Surrey Street	North	Neeve Street to Wyndham Street South	Anytime
Surrey Street	South	70m west of Gordon Street to 30m west thereof	8 am-6 pm, Mon.-Fri.
Surrey Street	South	Gordon Street to 20m west thereof	Anytime
Surrey Street	South	Gordon Street to Wyndham Street South	Anytime
Surrey Street	South	Grant Street to 30m east thereof	Anytime
Surrey Street	South	Neeve Street to Wellington Street	Anytime
Surrey Street	North	46m east of Neeve Street to Wellington Street East	Anytime
Surrey Street	South	Wyndham Street South to 66m east thereof	Anytime
Surrey Street East	South	Neeve Street to 21m west thereof	Anytime
Surrey Street East	North	Gordon Street to 110m east thereof	Anytime (Authorized Vehicles Exempt)
Sweeney Drive	North	129m east of Cox Court to a point 40m east thereof	Anytime
Sweeney Drive	South	115 meters east of Cox Court 60 meters east thereof	Anytime
Swift Crescent	North	Clythe Creek Drive to 74m east thereof	Anytime
Swift Crescent	West	59m east of Clythe Creek Drive to Fuller Drive	Anytime
Swift Crescent	South	63m west of Clythe Creed Drive to 30m south thereof	Anytime
Sydenham Street	North	Edinburgh Road North to Clinton Street	Anytime
Taggart Street	Both	Watson Road to Watson Parkway	Anytime
Terrance Lane	West	Gordon Street to southerly limit	Anytime
Terrance Lane	East	21m north of Gordon Street to southerly limit	Anytime
Terraview Crescent	East, South & West	Inner portion of the Crescent from Edinburgh Road South to 30m south thereof	Anytime
Thompson Drive	North	Starwood Drive to 30m west thereof	Anytime
Thornberry Court	North	37 meters west of Edinburgh Road South to 88 meters west thereof	Anytime
Thornhill Drive	South	87m east of Greenwich Drive to 23m east thereof	Anytime
Thorp Street	North	Woolwich Street to easterly limit	Anytime
Tiffany Street	North	Exhibition Street to 43m east thereof	Anytime
Tiffany Street	North	Woolwich Street to Central Street	Anytime
Tiffany Street	North	41m east of Dufferin Street to 22m east thereof	Anytime
Tiffany Street	South	Dufferin Street to easterly limit	Anytime
Tiffany Street	South	Dufferin Street to Exhibition Street	Anytime
Tipperary Place	Both	Lyon Avenue to Kathleen Street	Anytime

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Toronto Street	North	Neeve Street to York Road	Anytime
Torrance Crescent	Both	Westmount Road to 30m east thereof	Anytime
Torrance Crescent	North	30m east of Westmount Road to 58m east thereof	8:00am-4:30 Mon-Fri
Torrance Crescent	South	30m east of Westmount Road to 118m east thereof	8:00am-4:30 Mon-Fri
Torrance Crescent	South	Hardy Street to 55m east thereof	Anytime
Toth Drive	Both	Frasson Drive to Skinner Drive	Anytime
Tovell Drive	Both	43 meters south of Willow Road to 41 meters south thereof	Anytime
Troy Crescent	West	152m east of Watt Street (north intersection) to 16m southerly	Anytime
Troy Crescent	West	164m east of Watt Street (south intersection) to 33m north thereof	Anytime
University Avenue East	North	129m east of Braid Place to easterly limits	Anytime
University Avenue East	North	Braid Place to 129m east thereof	8 am-6 pm, Mon.-Fri.
University Avenue East	North	Braid Place to Gordon Street	Anytime
University Avenue East	South	Braid Place to easterly limit	Anytime
University Avenue West	South	Crawford Street to Gordon Street	Anytime
Valley Road	North	Landsdown Drive to 30 meters west thereof	Anytime
Valleyhaven Lane	East	55m south of Cedarvale Avenue to 33m south thereof	Anytime
Vancouver Drive	East	28m south of Ottawa Crescent to 41m south thereof	Anytime
Vancouver Drive	South	Victoria Road North to 131m west thereof	Anytime
Vancouver Drive	West	26m south of Ottawa Crescent to 40m south thereof	Anytime
Vanier Drive	East	College to 163m north thereof	Anytime
Vanier Drive	West	College to 40m south of Skye	Anytime
Vaughan Street	North	Gordon Street to 27m west thereof	Anytime
Vaughan Street	North	105m west of Gordon Street to 22m west Thereof	Anytime
Vaughan Street	North	166m west of Gordon Street to 102m west Thereof	Anytime
Vaughan Street	South/ East	57m west of Revell Drive to Zess Court	Anytime
Vaughan Street	South	57m west of Revell Drive to Gordon Street	Anytime
Verney Street	Both	Woolwich to Exhibition	Anytime
Victoria Road	East	Del Mar to north City limits	Anytime
Victoria Road	East	Grange to Del Mar	Anytime Mon. – Sat
Victoria Road	East	York Road to Grange Road	Anytime

Schedule A
to By-law Number (2021) – 20648
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Victoria Road	West	296m north of Delta to 164m north thereof	Anytime Mon. - Sat
Victoria Road	West	34m north of Delta to 231m north thereof	Anytime
Victoria Road	West	Drummond to north City limit	Anytime
Victoria Road	West	Vancouver to Drummond	Anytime Mon. - Sat
Victoria Road	West	York Road to Vancouver Drive	Anytime
Victoria Road North	West	Ingram Drive to 27 meters north thereof	Anytime
Walter Street	East	27m south of Elizabeth to 6m south thereof	Anytime Nov 1-Mar 31
Water Street	North	94m east of Maple to 148m west thereof	Anytime
Water Street	North	Gordon to 76m west thereof	Anytime
Water Street	South	36m east of Maple to 90m west thereof	Anytime
Water Street	South	Gordon to Mary	Anytime
Water Street	North	Edinburgh Road South to westerly limit	Anytime
Waterloo Avenue	North	90m east of Fergus to 33m west of Yorkshire	Anytime
Waterloo Avenue	North	Edinburgh to Wellington	Anytime
Waterloo Avenue	North	Gordon to Edinburgh	Anytime
Waterloo Avenue	South	15.2m east of Yorkshire to 39m west of Dublin	8am-6pm
Waterloo Avenue	South	15m east of Woodycrest to 15m west of Alma	8am-6pm
Waterloo Avenue	South	15m east of Woodycrest to 50m west of Edinburgh	8am-6pm
Waterloo Avenue	South	15m west of Alma to 52m east thereof	Anytime
Waterloo Avenue	South	27m east of Dublin to Gordon	Anytime
Waterloo Avenue	South	33m west of St. Arnaud to 50m west of Edinburgh	8am-6pm
Waterloo Avenue	South	50m east of Edinburgh to 38.4m west of Yorkshire	8am-6pm
Waterloo Avenue	South	50m west of Edinburgh to 100m east thereof	Anytime
Waterloo Avenue	South	Wellington to 15m east of Woodycrest	Anytime
Waterworks Place	East	York to southerly limits	Anytime
Watson Parkway North	East	Watson Road North to Shackleton Drive	Anytime
Watson Parkway North	West	91m south of Fuller Drive to Watson	Anytime
Watson Parkway North	West	Grange Road to 91m south of Fuller Drive	8am-6pm, Mon-Fri
Watson Parkway North	Both	Watson Road North to York Road	Anytime
Watson Road North	West	Watson Parkway North to 203 meters south thereof	An
Waverley Drive	North	Balmoral to 13m south thereof	Anytime

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Waverley Drive	South	46m west of Vermont to Windsor	Anytime
Waxwing Crescent	North	74m west of Pheasant Run Drive to 39m west thereof	Anytime
Waxwing Crescent	South	65m west of Pheasant Run Drive to 34m west thereof	Anytime
Wellington Street	Both	Macdonell to the west City limits	Anytime
Wells Street	Both	York to northerly limit	Anytime
West Acres Drive	North	34m west of Gateway to 41m east of Gateway	8:30am-4:30pm Mon – Fri
West Acres Drive	North	43m west of Gateway to 80m east thereof	Anytime
West Acres Drive	South	17m east of Northwood to 74m east thereof	Anytime
West Acres Drive	South	Gateway to 43m west thereof	Anytime
Westra Drive	North	42m west of Rooke Court to westerly limits	Anytime
Westmount Road	Both	99m south of Division to Highview	Anytime
Westmount Road	East	17m south of Division To 25m south thereof	Anytime
Westmount Road	East	40m north of Torrance to London Road	8am-6pm Mon – Sat.
Westmount Road	East	54m south of Division to 45m south thereof	Anytime
Westmount Road	East	66m north of Torrance to London Road	8am-6pm Mon – Sat
Westmount Road	East	66m north of Torrance to Summit	Anytime
Westmount Road	East	67m north of Summitt to 55m north thereof	8am-6pm Mon – Fri
Westmount Road	East	Highview to 6m south of Division	Anytime
Westmount Road	West	27m north of Torrance to 196m north thereof	Anytime
Westmount Road	West	305m south of Division to 377m north Division	Anytime
Westwood Road	Both	22m south of Wimbledon to 44m north thereof	Anytime
Westwood Road	North	Silvercreek to 33m south of Willow Road	Anytime
Westwood Road	South	Silvercreek to Rhonda	Anytime
Westwood Road	South	Willow to 33m south thereof	Anytime
Westwood Road	West	311m south of Willow to 154m south thereof	Anytime
Westwood Road	South	Bond Court to Imperial Road North	Anytime
Westwood Road	North	Bond Court to 52m east thereof	Anytime
Wheeler Avenue	West	Elizabeth to Ferguson	Anytime
Whetstone Crescent	North	East of Summerfield Drive (north leg) to 26m east thereof	Anytime
Whispering Ridge Drive	Both	Cole to Scottsdale	Anytime
Whitelaw Road	East	49m north of Shoemaker Crescent to Paisley Road	Anytime

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Whitelaw Road	East	Fife Road to West Acres Drive	Anytime
Whitelaw Road	West	Paisley Road to south City limit	Anytime
Wilkie Crescent	East	Goodwin Drive (east leg) to 180m south thereof	Anytime
Wilkie Crescent	North	80m west of Pearson Street to 80m east of Pearson Street	Anytime
Wilkie Crescent	West	Goodwin Drive (west leg) to 180m south thereof	Anytime
Willow Road	Both	62m west of Westwood to 40m east of Westwood	Anytime
Willow Road	Both	Edinburgh Road to Silvercreek Parkway North	Anytime
Willow Road	North	39m west of Thistle Road to 85m west thereof	Anytime
Willow Road	North	Imperial Road North to 166m west of Elmira Road North	Anytime
Willow Road	South	203m east of Elmira Road North to 187m east thereof	Anytime
Willow Road	South	27m west of Imperial Road North to 60m west thereof	Anytime
Willow Road	North	15m west of Elmira Road North to 87m west thereof	Anytime
Willow Road	North	57m west of Westwood Road to 205m west thereof	Anytime
Wilson Street	East	Gordon Street to Carden Street	Anytime
Wilson Street	West	Gordon Street to Northumberland Street	Anytime
Wilton Road	North/West	Inverness Drive to Simmonds Drive	Anytime
Windsor Street	East	Waverley to 20m north thereof	Anytime
Wood Street	East	Ontario to Manitoba	Anytime
Wood Street	West	Manitoba to 17m south thereof	Anytime
Woodborough Road	North	68m east of Ironwood Road [south] to 21m west thereof	Anytime
Woodborough Road	North	225m west of Ironwood Road [south] to 35m east thereof	Anytime
Woodborough Road	South	313m west of Ironwood Road [south] to 23m east thereof	Anytime
Woodland Glen Drive	North	145m south of Wagoners Trail to 115m south thereof	Anytime
Woodland Glen Drive	West	69m east of Old Colony to 45m southeast thereof	Anytime
Woodlawn Road	Both	Victoria Road to west City limits	Anytime
Woodlawn Road	North	Ferndale to 19m east thereof	Anytime
Woodlawn Road	South	19m east of Ferndale to 37m west thereof	Anytime
Woodlawn Road	South	Victoria Road to 35m East thereof	Anytime
Woodlawn Road East	South	35m west of Atto Drive to 7m west thereof	Anytime
Woodridge Drive	Both	West Acres Drive to 91m north thereof	Anytime

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Woodycrest Drive	Both	Waterloo Avenue to McCall	Anytime
Woolwich Street	East	Cardigan Street to 18m north thereof	Anytime
Woolwich Street	East	101m south of Norwich to 25m south thereof	Anytime
Woolwich Street	East	147m north of Macdonell to 152m north thereof	Anytime
Woolwich Street	East	30m north of London Road To McTague Street	12pm-1pm 4:30pm-6pm
Woolwich Street	East	39.9m south of Eramosa to 56m south thereof	Anytime
Woolwich Street	East	Eramosa to 28.9m south thereof	Anytime
Woolwich Street	East	Macdonell to 119m north thereof	Anytime
Woolwich Street	East	14m south of Suffolk to 14m north thereof	Anytime
Woolwich Street	East	Norwich to London	Anytime
Woolwich Street	East	Woodlawn to 91m north Of the centre line of London Road	Anytime
Woolwich Street	West	110m north of Verney to 97m north thereof	Anytime
Woolwich Street	West	Macdonell To 175m north thereof	Anytime
Woolwich Street	West	32.5m north of Douglas to 14.5m south of Douglas	Anytime Mon. – Sat.
Woolwich Street	West	Clarke to 18m north thereof	Anytime
Woolwich Street	West	Clarke to 22m south thereof	Anytime
Woolwich Street	West	Division to 18m north thereof	Anytime
Woolwich Street	West	Division to 18m south thereof	Anytime
Woolwich Street	West	Extra to 18m north thereof	Anytime
Woolwich Street	West	Extra to 18m south thereof	Anytime
Woolwich Street	West	Macdonell to 168m north thereof	Anytime
Woolwich Street	West	Macdonell to Thorp	Anytime
Woolwich Street	West	McTague to 18m north	Anytime
Woolwich Street	West	Mont to 18m north thereof	Anytime
Woolwich Street	West	Mont to 18m south thereof	Anytime
Woolwich Street	West	Powell to 54m north thereof	Anytime
Woolwich Street	West	Powell to 69m south thereof	Anytime
Woolwich Street	West	Speedvale to Woodlawn	Anytime
Woolwich Street	West	Tiffany to 18m north thereof	Anytime
Woolwich Street	West	Tiffany to 18m south thereof	Anytime
Woolwich Street	West	Verney to 18m south thereof	Anytime
Woolwich Street	West	Verney to 48m north thereof	Anytime
Woolwich Street	West	Wyndham to Suffolk	Anytime
Wyndham Street	East	4m south of Cork to 13m south thereof	Anytime
Wyndham Street	East	Carden to Howitt	Anytime
Yarmouth Street	East	Norfolk to 21 m north thereof	Anytime
Yarmouth Street	West	Norfolk to Woolwich	Anytime

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Yewholme Street	Both	Oak to Renfrew	Anytime
York Road	North	60m East of Ontario to east City limits	Anytime
York Road	North	Neeve to Ontario	Anytime
York Road	North	Neeve to Wyndham(on driveway and boulevards between the curb and 2m behind the sidewalk)	Anytime
York Road	South	60m east of Ontario to Boulton	Anytime
York Road	South	Armstrong to Brockville	Anytime
York Road	South	Cityview to east city limit	Anytime
York Road	South	Wyndham to 35m east thereof	Anytime
York Road	South	115m east of Wyndham Street to 14m east thereof	Anytime
York Road	South	243m east of Wyndham Street to Hooper Street	Anytime
York Road	South	Toronto Street to Ontario Street	Anytime
York Road	South	Victoria Road South to Beaumont Crescent	Anytime
Yorkshire Street	East	Paisley Street to Liverpool Street	Anytime
Yorkshire Street	East	Suffolk Street West to 38m south thereof	Anytime
Yorkshire Street	East	Waterloo Avenue to Paisley Street	Anytime Except Sundays
Yorkshire Street	West	Paisley Street to London Road West	Anytime
Yorkshire Street	West	33m south of Foster Street to 31m south thereof	Anytime
Youngman Drive	East	1m south of Smart street to 28m north thereof	Anytime
Youngman Drive	East	33m north of Smart to 83m north thereof	8am-6pm, Mon-Fri Sep 1-Jun 30
Youngman Drive	West	Smart Street to 28m north thereof	Anytime
Zaduk Place	West	156m east of Sweeney Drive to 56m east thereof	Anytime
Zaduk Pl	East	50m north of McCann St to 40m south of McCann St	Anytime
Zaduk Pl	West	50m north of McCann St to 40m south of McCann St	Anytime
Zaduk Pl	East	MacAlister Boulevard to 50m north thereof	Anytime
Zaduk Pl	West	MacAlister Boulevard to 82m north thereof	Anytime

The Corporation of the City of Guelph

By-law Number (2021) - 20649

A By-law to provide rules for governing the order and procedures of the Council of the City of Guelph and to repeal By-law Number (2021)-20590.

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1. Definitions

In this by-law,

"Act" means the Municipal Act, 2001, c.25 as amended or replaced from time to time.

"Acting Mayor" means the Councillor who is appointed, in alphabetical order by last name, to serve one month each, to act in the place and stead of the Mayor as required.

"Ad Hoc Committee" means a committee created by Council with a defined ending, to report directly to Council on a specific matter.

"Advisory Committee" means a committee created by Council, to report to the Committee of the Whole on a specific subject.

"By-law" means an enactment, in the form approved by Council, passed for the purpose of giving effect to decisions or proceedings of Council.

"CAO" means the Chief Administrative Officer of the City.

"Chair" means the Mayor or Acting Mayor of any meeting of Council or the chair or acting chair of any meeting of a committee.

"City" means The Corporation of the City of Guelph.

"Clerk" means the Clerk, or his or her designate.

"Closed Meeting" means a meeting, or part of a meeting of Council or a Committee, which is closed to the public as permitted by the Municipal Act.

"Committee" means Committee of the Whole, advisory committee or other committee, sub-committee or similar entity, appointed by City Council.

"Committee of the Whole" means a committee comprised of all Members of Council that directly reports to Council.

"Committee of the Whole Consent Report" means a report from Committee of the Whole outlining items approved by the committee and forward to Council for consideration.

"Confirmatory By-law" means a by-law passed at the conclusion of Council meetings, confirming the actions of Council taken at that meeting and any previous meetings which did not have a confirmatory by-law, in respect of each resolution and other actions taken, so that every decision of Council at that meeting shall have the same force and effect as if each and every one of them had been the subject-matter of a separately enacted by-law.

"Consent Agenda" means a listing of consent items being presented to Council and Committee of the Whole for its consideration.

"Consent Item" means a report that is presented for approval without debate and with no delegation or presentation.

"Council" means the City's elected representatives, comprised of the Mayor and Councillors.

"Councillor" means a Member of Council, other than the Mayor.

"Declared Emergency" means any period of time during which an emergency has been declared in all or part of the City of Guelph under Section 4 or 7.0.1 of the Emergency Management and Civil Protection Act.

"Defamatory" means an unjustified falsehood which is derogatory towards an identifiable person or group.

"Delegate" means any person, group of persons, firm or organization, who is neither a Member of the Committee of the Whole, Council or an appointed official of the City and who is speaking to committee or Council.

"Deputy CAO" means staff who report to the CAO and are responsible for multijurisdictional service areas.

"Electronic Device" means computers, cell phones, smartphones, personal digital assistants, smartwatches, tablets, voice recorders, cameras or any other similar device.

"Electronic Participation" means a member of City Council who participates

remotely in any open or closed Council or committee meeting via electronic means and has the same rights and responsibilities as if they were in physical attendance, including the right to vote, and shall count towards a quorum of members.

“Items for Discussion” means agenda material that is presented for approval which has an associated presentation or delegation(s).

“Local Board” means a local board of the City as defined in the Municipal Act.

“Majority” means, for the purpose of voting, unless otherwise specified, more than half of the Members of Council or committee present at the vote and not prohibited by statute from voting.

“Mayor” means the head of Council and includes the Acting Mayor when acting in place of the Mayor.

“Meeting” means any regular or special Council or committee meeting when a quorum is present as defined in the Municipal Act and includes meetings where some or all Members are attending via electronic participation.

“Member” means, according to the circumstances, a Member of Council, including the Mayor, or a member of the committee including the chair.

“Motion” means a proposal, moved by a member and seconded by another member, for the consideration of Council or a committee.

“Notice of Motion” means a written notice, given by a member, advising Council that the motion described therein will be brought forward at a meeting.

“Obscene” means language, gestures or images which are, or which are likely to be received as being, degrading or dehumanizing of an individual or group, particularly but not limited to on the basis of grounds protected under the Human Rights Code (Ontario).

“Open Meeting” means a meeting which is open to the public.

“Presentation” means information presented to Council or committee in person by an individual or group on an issue which typically does not require any action to be taken by Council or committee.

“Quorum” means a majority of the members.

“Recording Device” means any device used for the purpose of recording whether it be analogue, digital or other means of recording, including but not limited to computers, cell phones, smartphones, tablets, voice recorders, cameras or any other similar device.

“Registered Delegate” means an individual who has submitted a request for delegation to the Clerk within the prescribed timelines to address Council or committee in relation to a matter appearing on the agenda.

“Resolution” means a motion that has carried.

“Rules of Procedure” means the rules and procedures set out in this by-law.

“Regular Meeting” means a meeting of Council or committee held at the times and dates specific in this by-law and approved by Council or committee as part of an annual calendar.

“Special Meeting” means a separate meeting of Council or committee held at a time different than a regular meeting as approved by Council or committee and which is focused on one or more particular and specific items or subjects.

“Vice-chair” means a Member of Council appointed by Council who shall have all the power and duties of a chair in their absence; and consequently the words “Vice-chair” are interchangeable with the word “chair” in all sections of this by-law.

“Workshop” means a meeting convened for the purpose of educating or training the members, for providing the members with information and/or advice, or to solicit input from the members.

2. Purpose and Principles

2.1 Purpose

- a) Council and Committee of the Whole shall observe the Rules of Procedure

contained in this by-law in all proceedings of the Council and committee. This by-law shall be used to guide the order and dispatch of business of the Council and committee and wherever possible, with the necessary modifications, for all advisory committees and ad hoc committees unless otherwise provided.

- b) This by-law sets out processes that are open and transparent.

2.2 Principles

- a) Each member has the right to:
 - i. One vote, subject to the declaration of pecuniary interest;
 - ii. Information to help make decisions, unless otherwise prevented by law;
 - iii. An efficient meeting; and
 - iv. Be treated with respect and courtesy.
- b) No item shall be placed on an agenda with respect to a matter which is not within the jurisdiction of Council or committee. The Mayor and/or chair, in consultation with the Clerk, will determine if a matter is within the jurisdiction of Council or committee.
- c) In the event of conflict between the provisions of this by-law and the Act, or any other legislation, the provisions of the legislation shall prevail.

2.3 Suspension of Rules

- a) No provision of this by-law shall be suspended except by an affirmative vote of at least two-thirds of the entire Council (nine members) for each incidence of suspension of the rules.
- b) The suspension shall only apply to the procedure(s) or rule(s) which are stated within the motion to suspend and only during the meeting in which such motion was introduced.
- c) The following procedure(s) or rule(s) cannot be suspended:
 - i. No other business in special meetings; and
 - ii. Majority of members for quorum.

3. Conduct at Meetings

3.1 Council and Committee Members

- a) Council Members shall govern themselves according to Council's Code of Conduct and Council-Staff Relations Policy.
- b) The Mayor or chair shall preserve order and rule on points of order and privilege.
- c) Every member desiring to speak shall indicate so in order to be recognized by the Mayor or chair.
- d) Every member, on being recognized, shall remain seated in his or her place and address themselves to the Mayor or chair.
- e) A member called to order by the Mayor or chair shall immediately cease further comment and may appeal the call to order to the Council or committee. The Council or committee, if appealed to, shall decide on the case without debate and by way of a majority vote of the members present. If there is no appeal, the decision of the Mayor or chair shall be final.

- f) No member shall, without leave of the Council or committee:
- i. Speak to an issue for more than five (5) minutes (cumulative);
 - ii. Use offensive words or speak disrespectfully of the Mayor, Members of Council, committee, staff or the public;
 - iii. Speak on any subject other than the subject under debate;
 - iv. Speak in contempt of any decision of the Council or committee;
 - v. Leave his or her seat or make any noise or disturbance while a vote is being taken or until the result is declared; and
 - vi. Disobey the rules or decisions of Council or a decision of the Mayor or chair on points of order or privilege, or upon the interpretation of the Rules of Procedure. If a member persists in such disobedience after having been called to order by the Mayor or chair, the member may be ordered by Council or committee to leave his or her seat for the meeting. In the event that a member refuses to vacate their seat, the Mayor or chair may request that the member be removed by the Clerk and/or staff as required. In case of adequate apology being made by the member they may, by way of majority vote of the members present, be permitted to take their seat.

3.2 Member Absent from Council

The office of a Member of Council becomes vacant if the member has been absent from meetings of the Council for three (3) successive months without being authorized to do so by a resolution of Council unless otherwise permitted by S. 259 (1.1) of the Act.

3.3 Electronic Devices

- a) Each member shall place any electronic devices on an inaudible setting during any open or closed meeting.
- b) No member shall use an electronic device to broadcast, record or otherwise publish or distribute audio or video of any open or closed meeting, nor photographs of any closed meeting.

3.4 Hearing Delegations

- a) Except for points of order or privilege, Members of Council shall not interrupt a delegate while he or she is addressing Council or committee.
- b) Members may address a delegate only to ask questions of clarification and not to express opinions or enter into debate or discussion.
- c) All registered delegates for any particular agenda item shall be heard before Council or committee enters into discussion or debate on that item.
- d) After all delegations have been heard, the related item shall immediately be brought forward for the consideration of Council or committee.

3.5 Conduct of Public and Delegations

- a) Members of the public and delegations in attendance at a meeting, shall not:
 - i. Address Council or committee without permission;
 - ii. Bring food or beverage, with the exception of water, into the Council Chamber or meeting room unless so authorized;
 - iii. Engage in any activity or behaviour or make any audible noise that could affect the Council or committee deliberations, including clapping,

shouting, jeering or any other form of disorderly conduct; or

- iv. Bring any signs or placards into, or hand out any brochures, pamphlets, buttons or literature in the Council Chambers.
- b) No person, except Members of Council and appointed officials of the City of Guelph, shall be permitted to come within or behind the horseshoe during a meeting of the Council or committee without the permission of Council or committee.
- c) No person shall make detrimental comments, or speak ill of, or malign the integrity of staff, the public, Mayor, Members of Council or committee.

4. Rules and Procedures for Council and Committee Meetings

4.1 Public Notice of Meetings

- a) The Clerk shall give public notice of all regular open and closed Council and committee meetings by inclusion on the City's website at least 72 hours prior to the meeting.
- b) The Clerk may, at his or her discretion, publish notice of Council and committee meetings in a local newspaper or other local media source.
- c) Public notice shall include:
 - i. Date;
 - ii. Time;
 - iii. Location of meeting; and
 - iv. Method of participation for Council, the public and staff (in-person, electronic or a combination of both).
- d) The Clerk shall give public notice of all special open and closed meetings of Council and committee by inclusion on the City's website as soon as possible after the meeting is called and no later than 48 hours prior to the meeting.
- e) Section 4.1 (d) shall not apply to emergency meetings called under Section 8.1 (d). The Clerk shall give public notice for emergency meetings called under Section 8.1 (d) by inclusion on the City's website as soon as possible after the meeting is called.

4.2 Location, Date and Time of Meetings

Committee of the Whole, regular Council and Council Planning shall meet in the Council Chambers of City Hall, 1 Carden Street, unless with adequate public notice, as required in Section 4.1, the Council selects an alternate meeting location, date, or time. In the event the regular meeting date falls on a public holiday, the Council or committee shall meet at the same hour on the next day not being a public holiday.

4.3 Revised Agenda

- a) The Clerk shall prepare a Revised Agenda advising Council or committee of the names of registered delegates and written submissions relating to matters on the agenda.
- b) Items or matters will not be added to the agenda after distribution to Council or committee unless directed by the Mayor or chair, CAO and/or Deputy CAO(s) and if the urgent nature of the matter requires a decision prior to the next Council or committee meeting.

4.4 Quorum and Commencement of Meetings

- a) Unless there is a quorum present within fifteen minutes after the time appointed for the meeting of the Council or committee, the Council or committee shall stand adjourned until the next meeting date.
- b) As soon as there is a quorum present, the Mayor or chair shall call the members to order. In the absence of the Mayor or chair, the Clerk shall call the members to order and the Council shall choose a chair from the members present and that person shall preside over the meeting or until the arrival of the Mayor or chair.
- c) If at any time during a meeting quorum is lost, the meeting shall automatically be recessed until a quorum is re-established. If the loss of a quorum continues for thirty minutes, the meeting shall stand adjourned either until the next regular meeting or until a special meeting is called to deal with the matters remaining from the adjourned meeting. This clause shall also apply if quorum is lost during an electronic meeting because of technology issues.

4.5 Disclosure of Pecuniary Interest

Prior to a particular matter being addressed, members shall declare any pecuniary interests they may have, and the general nature thereof, in connection with that matter pursuant to the Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50, as amended. Such members shall then be precluded from participating in any way regarding the matter in question.

4.6 Closed Meetings

4.6.1 General Principles

- a) Meetings shall be open to the public.
- b) Notwithstanding Section 4.6.1(a), a meeting or part of a meeting may be closed to the public in accordance with Section 239 (2), (3) and (3.1) of the Act.
- c) Council shall approve and maintain a closed meeting Protocol.

4.6.2 Date and time of Meetings

Further to Section 4.2:

- a) Where possible, when a closed meeting of Council is required, it shall be held no earlier than 4:30 p.m. on the day of an existing regular Council or Council Planning meeting.
- b) Where possible, when a closed meeting of Committee of the Whole is required, it shall be held no earlier than 12:30 p.m. on the day of an existing Committee of the Whole meeting.

4.6.3 Resolution

- a) Prior to holding a closed meeting, Council or committee shall state by resolution in an open meeting, that Council or committee will be holding a closed meeting, the subject matter and the permitted closed meeting exemption under the Municipal Act.

4.6.4 Recording of Minutes

- a) The Clerk and/or his or her designate shall attend all closed meetings and record the proceedings, including procedural motions and direction given to staff, without note or comment.
- b) The Clerk may delegate the Clerk's duties with respect to recording minutes in a closed meeting of Council or committee to a staff person. For closed meetings of committee or Council where the CAO's performance or contract is addressed, the Clerk may delegate the Clerk's duties with instructions to a third party.

4.6.5 Reporting in Open Session

- a) The Mayor or chair shall report out in an open meeting immediately following the closed meeting and summarize the actions taken in the closed meeting.
- b) Matters discussed in a closed meeting which require a decision will be brought forward to an open meeting of Council or committee.

4.6.6 Closed Meeting Voting

- a) In relation to a matter considered in a closed meeting pursuant to Section 4.6.1(b), Council or committee may vote:
 - i. On procedural motions;
 - ii. On motions to rise, report and introduce a proposed recommendation on an open meeting agenda; or
 - iii. To give direction to staff or a third party of the City.
- b) Notwithstanding Section 4.11(g), votes held in closed meetings shall be by a show of hands unless a recorded vote is requested by a member in accordance with the regulations contained in the Act.

4.7 Presentations

4.7.1 Public Presentations

- a) A request from an outside organization or individual to make a presentation to Council or committee shall only appear on an agenda upon approval of the Mayor, chair and Deputy CAO for the appropriate Service Area.
- b) Public presentations are for information only.
- c) Public presentations at a meeting shall be limited to a maximum of 10 minutes and shall be heard at the beginning of a Council or committee meeting.
- d) Presentations by outside organizations or individuals shall not be permitted for the sole purpose of generating publicity or promotion.
- e) Outside organizations or individuals shall provide the Clerk with written material for inclusion on the agenda by the agenda production deadline.
- f) Presentations by outside organizations or individuals shall not be added on the revised agenda.

4.7.2 City Presentations

- a) Presentations by City staff at meetings shall endeavour to be a maximum of 10 minutes.
- b) Presentations by staff providing information with no accompanying report shall be heard at the beginning of a regular Council or Council Planning meeting.
- c) Presentations recognizing achievements shall be heard at the beginning of a Committee of the Whole meeting.
- d) Where a staff or third party presentation accompanies an item on an agenda, the item shall be placed under items for discussion with the report and shall be brought forward for consideration immediately after the presentation has been made. If delegates wish to speak on an item with a presentation, the item shall not be considered until all delegates on the item have been heard.

4.8 Delegations

- a) A delegate may address Council or committee for a period of time not exceeding five minutes. Council or committee may extend the five minute

time period by a majority vote of the members present. Such a motion shall be decided without debate.

- b) For the purpose of Council and committee meeting agendas, delegates have until 10:00 a.m. on the Friday of the week prior to the meeting to notify the Clerk that they wish to delegate or to submit written submissions on items on the agenda.
- c) Notwithstanding Section 4.8 (a), designated representatives of senior levels of government or the County of Wellington appearing before Council or committee shall have no time limitations placed on their delegation.
- d) A delegate may only address Council or committee with respect to an item on the agenda.
- e) Delegates shall only be permitted at Council budget meetings designated for the explicit purpose of receiving budget delegations.
- f) No delegation shall be made to Council or committee on matters relating to litigation or potential litigation, including those matters which are before and under the jurisdiction of any court or administrative tribunals unless such matter is referred to Council by the said administrative tribunal or court.
- g) No delegate shall speak on a matter that is not within the jurisdiction of the Council or committee. The Mayor and committee chairs in consultation with the Clerk will determine if a matter is within the jurisdiction of the Council or committee.
- h) No delegations shall be made to notices of motion on a Council or committee agenda. Delegates will have an opportunity to speak at a subsequent Council or committee meeting when that item will be discussed.
- i) No delegations shall be permitted to speak on a notice of motion to reconsider.
- j) No delegations shall be made at workshops.
- k) A delegate may not address Council or committee with respect to a by-law on the agenda.
- l) Delegates shall not be permitted to appear before Council or committee for the sole purpose of generating publicity for an event.
- m) No delegations shall be permitted to speak to presentations at Council or Committee of the Whole meetings.
- n) No delegations shall be permitted to closed Agenda items.
- o) A delegate shall only register themselves to speak and may not register other delegates.
- p) If a delegate is unable to attend the meeting for which they are registered they may provide their written submission to the Clerk.
- q) Delegates wishing to speak on a matter not on the agenda:
 - i. Shall provide the Clerk in writing a request outlining the subject matter of the delegation and the action being requested to be taken by Council.
 - ii. The Clerk will advise the appropriate chair and Deputy CAO of the request.
 - iii. The Clerk will advise the requestor that the chair and Deputy CAO has been made aware of the request.

- iv. The requestor will be advised of the actions taken or when the item is coming forward to Council or committee.
- r) For Special Council meetings called under Section 8.1 (d), delegations may be permitted at the discretion of the Mayor or Chair in consultation with the City Clerk. If delegations are not permitted, a note to that effect will be posted on the City's website and/or included on the meeting agenda.
- s) For delegations permitted under Section 4.8 (r), the deadline to register as a delegate and/or to submit written correspondence will be posted on the City's website and/or included on the meeting agenda.

4.9 Written Submissions/Petitions

- a) Individuals may submit written correspondence on matters listed on the agenda by the timelines specified in Section 4.8 (b) and (s) for inclusion on the agenda and revised agenda.
- b) Petitions may be submitted in written or electronic format and shall meet the requirements set out in a petition policy approved by City Council.
- c) Written submissions and petitions shall not contain any obscene or defamatory content or language.
- d) The individual or group initiating the petition, or submitting the petition to the Clerk, must provide a key contact name, mailing address, and telephone contact information.
- e) Personal information will be redacted from the information published in the agenda.
- f) Petitions that relate to a matter listed on the agenda should be submitted in accordance with the timelines specified in Section 4.8 (b) and (s) for inclusion on the agenda and revised agenda.
- a) Petitions not relating to a matter listed on the agenda will be included on the subsequent Information Items in accordance with a petition policy approved by the City Clerk.
- g) No written submissions shall be accepted with respect to a by-law on the agenda.
- h) Written submissions for Council budget meetings shall only be accepted for those budget meetings designated for receiving written submissions.

4.10 Motions and Order of Voting

- a) After a motion has been moved and seconded, it shall be deemed to be in the possession of Council or committee. Council or committee may consent to the withdrawal of the motion at any time before amendment or decision.
- b) Council or committee shall not debate any motion until it has been moved and seconded. When a motion has been seconded, it may upon request, be read or stated by the Mayor, chair or Clerk at any time during the debate.
- c) When a Councillor moves a motion or an amendment to a motion that is not included as part of the agenda package, that Councillor shall provide a copy of the motion to the Mayor or chair prior to the vote being taken.
- d) Whenever the Mayor or chair is of the opinion that an amending motion is contrary to the main motion, the Mayor or chair shall apprise the members thereof immediately. A Member of Council or committee may appeal the ruling of the Mayor or chair to Council or committee. If there is no appeal, the decision of the Mayor or chair shall be final. The Council or committee, if appealed to, shall vote on the motion without debate and its decision shall be

final.

- e) A motion in respect of a matter which is not within the jurisdiction of the Council or committee shall not be in order. The Mayor or chair in consultation with the Clerk will determine if the matter is within the jurisdiction of Council or committee.
- f) When a motion is under consideration no other motion shall be received unless it is a motion:
 - i. To refer the motion to committee, Council, staff or any other person or body. Such a motion to refer:
 - a. is open to debate;
 - b. is amendable; and
 - c. shall preclude amendment or debate of the preceding motion.
 - ii. To amend the motion. Such a motion to amend:
 - a. is open to debate;
 - b. shall not propose a direct negative to the main motion;
 - c. shall be relevant to the main motion;
 - d. is subject to only one further amendment, and any amendment more than one must be to the main motion; and
 - e. if more than one, shall be put in the reverse order to that in which they were moved, and shall be decided or withdrawn before the main motion is put to the vote.
 - iii. To defer the motion to another time. Such a motion to defer:
 - a. is not open to debate;
 - b. is not subject to amendment; and
 - c. applies to the main motion and any amendments thereto under debate at the time the motion to defer is made.
 - iv. To adjourn the meeting notwithstanding Section 4.13(d). Such a motion to adjourn:
 - a. is not open to debate;
 - b. is not subject to amendment; and
 - c. shall always be in order.
 - v. To call a vote on the motion. Such a motion to call a vote on the motion:
 - a. cannot be amended;
 - b. cannot be proposed when there is an amendment under consideration;
 - c. when resolved in the affirmative, shall be forwarded by voting on the motion, without debate or amendment;
 - d. when resolved in the negative, shall be followed by resumption of debate; and

- e. shall always be in order.
- g) Once all motions relating to the main motion have been dealt with, and once the main motion is put, there shall be no further discussion or debate and the motion shall be immediately voted on.
- h) A motion may be voted against by the mover and seconder.

4.11 Voting at Open Meetings

- a) When one or more motions as set out in Section 4.10 have been made, the order of the vote shall be as follows:
 - i. To defer the motion;
 - ii. To refer the motion;
 - iii. Upon the amendments in the reverse order to that in which they were moved, dealing with an amendment to an amendment immediately before the amendment it proposes to amend; and
 - iv. Then, upon the main motion or upon the main motion as amended. If any amendments have been carried.
- b) Except as otherwise provided, every Member of Council or committee shall have one vote.
- c) Any motion on which there is a tie vote shall be deemed to be defeated, except where otherwise provided by any act.
- d) A failure to vote by a member who is present at the meeting at the time of the vote and who is qualified to vote shall be deemed to be a negative vote.
- e) When the motion under consideration contains distinct clauses, and a member has requested to vote on each distinct clause, then a vote shall be taken separately on each clause; including each clause added by way of an amendment.
- f) After a vote has been called by the Mayor or chair, no member shall be recognized to speak to the motion or make any other motion after the result of the vote has been declared.
- g) Members shall distinguish their vote by voting either in favour or opposed using an electronic voting system. Should Council or committee meet in a location where there is no electronic voting system, or should the electronic voting system be inoperable, each member must distinguish their vote by a show of hands.
- h) Unless otherwise requested by a member, no recorded vote is required for the following privileged and incidental motions:
 - i. Adjournment;
 - ii. Recess; and/or
 - iii. Moving out of a closed meeting.
- i) The Mayor or chair shall vote on any motion while in possession of the chair, however, if the Mayor or chair wishes to propose a motion he or she shall step down and shall not resume the chair until the vote is taken.

4.12 Points of Order or Privilege

4.12.1 Point of Order

- a) A member may raise a point of order at any time, whereupon the Mayor or chair shall:
 - i. Interrupt the matter under consideration;
 - ii. Ask the member raising the point of order to state the substance of and the basis for the point of order; and
 - iii. Rule on the point of order immediately without debate by Council or committee.
- b) A Member of Council or committee may appeal the ruling of the Mayor or chair to Council or committee which will then decide on the appeal, without debate, by way of a majority vote of the members present. If there is no appeal, the decision of the Mayor or chair shall be final.

4.12.2 Point of Privilege

- a) A member may raise a point of privilege at any time if he or she considers that their integrity, the integrity of Council or the committee as a Whole or staff has been impugned, whereupon the Mayor or chair shall:
 - a. Interrupt the matter under consideration;
 - b. Ask the member raising the point of privilege to state the substance of and the basis for the point of privilege; and
 - c. Rule on the point of privilege immediately without debate by Council or committee.
- b) A Member of Council or committee may appeal the ruling of the Mayor or chair to Council or committee.
- c) If there is no appeal, the decision of the Mayor or chair shall be final. The Council or committee, if appealed to, shall vote on the motion without debate by way of a majority vote of the members present and its decision shall be final.
- d) Where the Mayor or chair considers that the integrity of any city employee has been impugned or questioned, the Mayor or chair may permit staff to make a statement to Council or committee.

4.13 Adjournment of Council and Special Council Meetings

- a) Council shall adjourn at 11:00 p.m. unless otherwise decided before that hour by a majority vote of the members present. If Council is adjourned before the agenda is completed, Council shall establish a time and date for consideration of the balance of the agenda.
- b) Only one motion to extend the automatic adjournment beyond 11:00 p.m. shall be permitted per meeting, and the maximum allowable extension shall be to 11:59 p.m.
- c) A motion to adjourn may be made by any member who has been recognized by the Mayor or chair. The motion must be moved and seconded. A motion to adjourn shall not be made during a vote on any other motion.
- d) Notwithstanding Section 4.13(a), if a motion to extend the automatic adjournment time is required prior to the hearing of all delegates on a matter being considered at the time such motion to adjourn is made, Council shall not adjourn the meeting until all listed delegates on the matter have been heard. Once the listed delegates have been heard, Council shall deal with the matter being considered at the time the motion to adjourn was made, as well

as any other time sensitive issues on the agenda identified by the Clerk.

4.14 Adjournment of Committee of the Whole Meetings

- a) The Committee of the Whole shall adjourn at 8:00 p.m. unless otherwise decided before that hour by a majority vote of the members present. If the Committee of the Whole meeting is adjourned before the agenda is completed, the committee shall establish a time and date for consideration of the balance of the agenda.
- b) Only one motion to extend the automatic adjournment beyond 8:00 p.m. shall be permitted per meeting, and the maximum allowable extension shall be to 9:00 p.m.
- c) A motion to adjourn may be made by any member who has been recognized by the chair. The motion must be moved and seconded. A motion to adjourn shall not be made during a vote on any other motion.
- d) Notwithstanding Section 4.14(a), if a motion to extend the automatic adjournment time is required prior to the hearing of all delegates on a matter being considered at the time such motion to adjourn is made, Committee of the Whole shall not adjourn the meeting until all listed delegates on the matter have been heard. Once the listed delegates have been heard, the committee shall deal with the matter being considered at the time the motion to adjourn was made, as well as any other time sensitive issues on the agenda identified by the Clerk.

5. Regular Meetings of Council

The rules and procedures contained in Sections 3 and 4 shall apply with necessary changes.

5.1 Location, Date and Time of Meetings

Notwithstanding Section 4.2:

5.1.1 Time of Regular Meetings

Regular Council meetings shall be held at 6:30 p.m.

5.1.2 Closed Council Meetings

When a closed meeting of Council is required, where possible, it shall be held no earlier than 4:30 p.m. on the day of an existing regular Council meeting.

5.2 Order of Business

The Clerk, in consultation with the Mayor and staff, shall have discretion to prepare for the use of members, an agenda containing the following:

- Call to Order
- Singing of O Canada
- Silent Reflection
- First Nations Acknowledgement
- Closed Meeting Summary
- Disclosure of Pecuniary Interest and General Nature Thereof
- Confirmation of Minutes
- Presentations
- Consent Agenda
- Items for Discussion
- Special Resolutions
- By-laws
- Announcements
- Notice of Motions
- Adjournment

5.3 Closed Meeting Summary

Following a closed meeting of Council or committee, the Mayor or chair shall disclose, in a general manner, how the agenda items were dealt with in the closed

meeting.

5.4 Confirmation of Council and Committee of the Whole Minutes

- a) The Clerk shall present the minutes, without note or comment, of any previous open and closed Council or committee meetings to Council for adoption.
- b) When the minutes of Committee of the Whole, or any Council meeting, have been adopted, the Mayor and Clerk shall sign them.

5.5 Committee of the Whole Consent Report

- a) The report from Committee of the Whole to Council, for items which do not have presentations or delegations, shall be submitted to Council in the form of a consent report, and shall be dealt with by Council as follows:
 - i. The Committee of the Whole consent report shall be presented by the respective chair or, in his or her absence, by the vice-chair who shall move the adoption of their report.
 - ii. Council Members shall identify any items contained on the Committee of the Whole consent report which they wish to speak to and the matter shall be extracted from the consent report to be dealt with separately under items for discussion.
 - iii. The balance of items on the Committee of the Whole consent report, which have not been extracted, shall be voted on in one motion.
- b) In the event that Council adopts a motion to be referred back to staff, staff shall report back to a regular Council meeting and not back to a Committee of the Whole meeting.
- c) Reports from local boards and advisory committees submitted in writing shall be signed by the chair or secretary. When such reports are requesting Council action, they shall include appropriate resolutions for consideration.

5.6 Council Consent Agenda

- a) The Council consent agenda shall consist of the following items that do not have presentations or delegations:
 - i. Reports from staff;
 - ii. Correspondence for the direction of Council, which may include:
 - correspondence for which a policy decision or approval of Council is required;
 - correspondence accompanied by a recommendation from staff; and
 - iii. Items of a timely nature.
- b) Council Members shall identify any items contained on the consent agenda which they wish to speak to and the matter shall be extracted from the consent agenda to be dealt with separately under items for discussion.
- c) The balance of items on the consent agenda, which have not been extracted, shall be voted on in one motion.

5.7 Items for Discussion

- a) Items for discussion shall consist of the following items that have presentations and/or delegations:
 - i. Reports from staff;
 - ii. Correspondence for the direction of Council; and

- iii. Correspondence extracted from the weekly Items for Information.
- b) In the event that Council adopts a motion to be referred back to staff, staff shall report back to a regular Council meeting and not back to a Committee of the Whole meeting.

5.8 Reconsideration of a Council Decision

- a) Council may reconsider an entire resolution that was decided during any term of Council. A reconsideration of a portion of a resolution shall not be permitted. Such reconsideration can either amend the previous decision or rescind it.
 - i. No resolution shall be reconsidered more than once during the term of Council.
 - ii. A motion to reconsider shall not be reconsidered.
- b) A resolution that was decided by Council cannot be reconsidered if action has been taken in implementing the resolution resulting in legally binding commitments that are in place on the date the motion to reconsider is considered by Council.
- c) If Council passes a resolution and adopts the same matter by by-law, only the resolution may be reconsidered. If the decision resulting from the reconsideration warrants, the by-law will be amended or repealed accordingly.
- d) A motion to reconsider shall be introduced by way of a notice of motion to Council pursuant to Section 5.11.
- e) No delegations shall be permitted to speak on a notice of motion to reconsider.
- f) Only a Member of Council who voted with the majority in respect of a previous decision or who was absent from the vote or was not a Member of Council at the time may move or second a motion for reconsideration.
- g) A motion to reconsider must be carried in the affirmative by a vote of two-thirds of the entire Council.
- h) Any revision to the budget in budget confirmation years, as defined in the Budget Policy, shall not be deemed a reconsideration.
- i) If a motion to reconsider is decided in the affirmative:
 - i. The reconsideration effectively returns Council to just prior to the original Council decision.
 - ii. Reconsideration of the original motion shall then be the next order of business unless the motion specifies a future date.
- j) A notice of reconsideration received from the Local Planning Appeals Tribunal shall not be deemed a reconsideration of a Council decision.

5.9 By-laws

- a) The Clerk shall submit to Council a summary of all by-laws proposed for adoption that includes the by-law numbers and titles.
- b) A complete copy of every proposed by-law shall be attached in electronic format to the revised agenda.
- c) Unless otherwise requested, all by-laws proposed for adoption shall be passed in one single motion.

- d) The Clerk shall be responsible for their correctness should they be amended at a Council meeting.
- e) Every by-law passed by Council shall:
 - i. Be signed by the Mayor, or the presiding officer;
 - ii. Be signed by the Clerk or designate;
 - iii. Be sealed with the City seal; and
 - iv. Indicate the date of passage.
- f) Council shall enact a by-law to confirm all actions taken by Council.

5.10 Announcements

Council meeting announcements shall be provided to the Mayor in writing prior to the Council meeting, and the Mayor shall read the announcements at the end of the Council meeting.

5.11 Notices of Motion

- a) Prior to initiating the notice of motion process, a member shall first submit the proposed motion in writing to the relevant Committee of the Whole Service Area chair for approval to place the matter on a Committee of the Whole agenda. If approved, the motion shall be submitted in writing to the Clerk prior to the regular agenda deadline for inclusion on a committee meeting agenda.
- b) If approval is not obtained as per Section 5.11 (a), a notice of motion shall be submitted in writing, on the prescribed form, to the Clerk and shall be placed on a regular Council agenda, as a referral to a future Committee of Whole meeting as an item for discussion, or if no future Committee of the Whole meeting has been scheduled, to regular Council.
- c) The motion may not be submitted as part of a revised agenda.
- d) No delegations shall be permitted to speak on a notice of motion when it appears on an agenda as a referral to the Committee of the Whole.

5.12 Special Resolutions Arising from Closed Meeting

- a) Where Council has passed a procedural resolution at a closed meeting to report out at a meeting, such resolution shall be introduced under the special resolution or closed meeting summary heading of the agenda pursuant to Section 4.6.7 (a) (ii).
- b) Council or staff may provide contextual information prior to Council's consideration of the special resolution.

6. Council Planning Meetings

The rules and procedures contained in Sections 3, 4 and 5 shall apply with necessary changes.

Council Planning shall consider matters where a public meeting is required to hear applications under the Planning Act.

6.1 Public Notice of Meetings

Notwithstanding Section 4.1, staff shall give legislated notice of items on any agenda in accordance with the applicable legislation.

6.2 Location, Date and Time of Meetings

Notwithstanding Section 4.2:

6.2.1 Time of Meetings

Council Planning meetings shall be held at 6:30 p.m.

6.2.2 Closed Council Meetings

When a closed meeting of Council is required, where possible, it shall be held no earlier than 4:30 p.m. on the day of an existing Council Planning meeting.

6.3 Order of Business

The Clerk, in consultation with the Mayor and staff, shall have discretion to prepare for the use of members, an agenda containing the following:

- Call to Order
- Singing of O Canada
- Silent Reflection
- First Nations Acknowledgement
- Closed Meeting Summary
- Presentations
- Disclosure of Pecuniary Interest and General Nature Thereof
- Setting of the Consent Agenda
- Public Meetings Pursuant to The Planning Act
- Items for Discussion
- Special Resolutions
- By-laws
- Announcements
- Notice of motions
- Adjournment

6.4 Delegations

- a) Notwithstanding Section 4.8 (a), the time limitation for delegations speaking at a public meeting to hear applications under the Planning Act, shall not exceed ten minutes. Council may extend the ten minute time period by a majority vote of the Council Members present without debate.
- b) Council may ask questions of staff after a staff presentation and prior to delegates addressing Council.
- c) Once all registered delegates have spoken, the Mayor or chair shall ask if anyone present wishes to speak. Such individuals shall be permitted to speak without advance notice pursuant the Planning Act and as per Section 6.4 (a).

6.5 Council Planning Consent Agenda

The rules and procedures contained in Section 5.6 shall apply to the Council Planning consent agenda.

7. Committee of the Whole Meetings

Notwithstanding Section 4.2, the rules and procedures contained in Sections 3, 4 and 5 shall apply with necessary changes.

7.1 Location, Date and Time of Meetings

7.1.1 Time of Meetings

Committee of the Whole meetings shall be held at 2:00 p.m.

7.1.2 Closed Meetings

When a closed meeting of committee is required, it shall be held no earlier than 12:30 p.m. on the day of an existing scheduled Committee of the Whole meeting.

7.2 Chairing

- a) Chairs will chair the portion of the committee meeting where business is forwarded from their respective Service Areas or portfolios.
- b) Chairs will assume the head of council seat when chairing their portion of the meeting.

7.3 Service Area Reporting

Service Areas will report to committee on their designated month.

7.4 Order of Business

The Clerk, in consultation with the chairs, Mayor and staff, shall have discretion to prepare for the use of members, an agenda containing the following:

- Closed Meeting Summary
- Disclosure of Pecuniary Interest and General Nature Thereof
- Presentations
- Consent Agenda (rotating based on Service Area reporting)
- Items for Discussion (rotating based on Service Area reporting)
- Chairs and Staff Announcements
- Notice of motions
- Adjournment

7.5 Committee of the Whole Consent Agenda

- a) Committee of the Whole shall use a consent agenda which shall consist of items that do not have presentations or delegations.
- b) Reports from local boards and advisory committees submitted in writing shall be signed by the chair or secretary. When such reports are requesting Council action, they shall include appropriate motions for consideration.
- c) Those matters which are time sensitive may be included on the consent agenda as approved by the CAO and appropriate Deputy CAO.
- d) Council Members shall identify any items contained on the Committee of the Whole consent agenda which they wish to speak to and the matter shall be extracted from the consent agenda to be dealt with separately under items for discussion.
- e) The balance of items on the Committee of the Whole consent agenda, which have not been extracted, shall be voted on in one motion.

7.6 Announcements

Service Area updates may be made by the Mayor, chair, CAO, Deputy CAO's or their designates. Service Area announcements provided to the chairs prior to the meeting shall be read by the chair at the end of the relevant Service Area portion of the meeting.

8. Special Council Meetings

The rules and procedures contained in Sections 4 and 5 shall apply with necessary changes.

8.1 Calling of Special Council Meetings

- a) The Mayor may at any time summon a special meeting of Council within 48 hours. The Mayor shall also summon a special meeting of Council when so requested in writing by a majority of Members of Council.
- b) Upon receipt of a written petition of the majority of the Members of Council, the Clerk shall summon a special meeting for the purpose mentioned in the petition.
- c) Upon the calling of a special meeting the Clerk shall give notice to all members, not less than 48 hours prior to the time fixed for the meeting of the:
 - time;
 - place; and
 - business to be considered.
- d) On emergency or extraordinary occasions, the Mayor may call a special

Council meeting without the notice provided in Section 8.1 (a).

- e) City Council shall have the discretion to consider any items previously considered by any committee of City Council, but not yet confirmed by City Council, as part of a meeting called under Section 8.1 (d).
- f) Only items disclosed on the meeting agenda may be considered by Council. Items will not be added to the special meeting on a revised agenda.

8.2 Workshops

8.2.1 Location, Date and Time of Meeting

Council workshops shall be held no earlier than 6 p.m.

8.2.2 Delegations

Delegations will not be heard at Council workshops.

9. Electronic Participation in Meetings

- a) Any member of City Council may participate in any open or closed City Council, Special Council or Committee meeting electronically and be counted for the purpose of establishing quorum.
- b) A member who joins a meeting via electronic participation partway through the meeting shall advise the Chair and Clerk of their attendance at the meeting.
- c) A member who is participating electronically in a meeting who, for any reason, will no longer be attending the meeting prior to adjournment, shall advise the Chair and Clerk of their absence from the meeting.
- d) In accordance with Section 4.5 and pursuant to the Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50, as amended, members who have declared a pecuniary interest regarding a matter being discussed, and are participating electronically, shall disconnect and leave the electronic meeting and not participate in any way with respect to the matter in question.
- e) Delegations may participate in an electronic meeting via telephone, videoconferencing software and/or other technology methods deemed appropriate by the City Clerk's Office, and in accordance with the rules set out in Section 4.8.
- f) Any member of an advisory committee, local board, agency, commission and association may participate in meetings electronically and be counted for the purpose of establishing quorum.

10. Inaugural Council Meeting

- a) The first meeting of Council following a regular election shall be held on the first Monday in December at 6:30 p.m. in the Council Chambers of City Hall or at such alternate location as determined by the Clerk.
- b) At the inaugural meeting, each member present shall make his or her declaration of office and sign Council's Code of Conduct. The Clerk may provide additional policies or procedures to Council as appropriate. Council shall not proceed with any regular business at this meeting.

11. Council Meeting as Shareholder

- a) Council meets as the shareholder of the following Corporations:
 - i. Guelph Municipal Holdings Incorporated; and
 - ii. Guelph Junction Railway Company.

- b) Shareholder meetings shall be held as special meetings on separate dates, unless otherwise directed by the Mayor and/or CAO.

12. Committees

12.1 Appointments to Committees

- a) Council shall appoint chairs for Committee of the Whole. Council shall consider rotating the chairs' position every two years. In appointing chairs, consideration shall be given to workload balance, individual interests and Councillor development.
- b) Council shall appoint vice-chairs for Committee of the Whole. Council shall consider rotating the vice-chairs' position every two years. In appointing a vice-chair, consideration shall be given to workload balance, individual interests and Councillor development.
- c) Council shall make public and member appointments to agencies, boards, committees and commissions at regular Council meetings.

12.2 Committees Reporting Directly to Council

The following committees are appointed by and report directly to Council:

- a) Ad Hoc Standing Committees
 - i. Emergency Governance
- b) Quasi-judicial committees
 - i. Business Licence Appeals Committee
- c) Chief Administrative Officer Recruitment, Selection and Performance Sub-committee

12.3 Committee Composition

The Mayor is ex-officio on all committees and:

- i. May attend meetings;
- ii. Attendance does not count towards quorum; and
- iii. May participate in meetings.

12.3.1 Emergency Governance Committee

- a) The Emergency Governance Committee shall be comprised of a minimum of four (4) and a maximum of six (6) Members of Council and quorum shall be four (4) members.
- b) The Emergency Governance Committee's scope of responsibilities includes the exercise of Council's legislative, quasi-judicial and administrative powers, subject to the limitations of the Municipal Act, with such delegated authority to be exercised only:
 - a. For the duration of an emergency which has been declared by the Mayor or his/her designate, in accordance with the City's Emergency Response Plan;
 - b. At such time when at least seven members of Council are incapacitated through death, illness or injury, and are not able to attend a properly scheduled Meeting of Council; and
 - c. For Council's normal decision-making process and not for the management or coordination of emergency response activities.

12.3.2 Committee of Management for The Elliott

The Committee of Management for The Elliott shall be composed of all Members of Council.

12.3.3 Business Licence Appeals Committee

The Business Licence Appeals Committee shall be composed of five (5) Members of Council appointed for the term of Council to hear appeals under the Business Licence By-law.

12.3.4 Chief Administrative Officer Recruitment, Selection and Performance Sub-committee

The Chief Administrative Officer Recruitment, Selection and Performance Sub-committee shall be composed of the Committee of the Whole service area chairs for Corporate Services, Public Services, Infrastructure, Development and Enterprise Services, Audit and Governance.

12.4 Ad Hoc Committees and Advisory Committees

12.4.1 Ad Hoc Committees

- a) Council may appoint ad hoc committees, with a defined ending, to consider a specific matter and report to Council.
- b) Only the members of an ad hoc committee shall participate in debate or ask questions at ad hoc committee meetings.

12.4.2 Advisory Committees

- a) Advisory committees are created by Council with no defined ending, to report through the appropriate Service Area on a specific subject matter.
- b) No Members of Council shall be appointed to advisory committees.
- c) The appointment of a member of the public to an Advisory committee may be forfeited if the member is absent from meetings of the committee for three (3) consecutive months without being authorized to do so by a resolution of the committee.

13. Report Deadlines and Information Items

13.1 Report Deadlines

Reports, presentations and other agenda materials are due to the Clerk's office on the dates and times set out in the Council and Committee Report Deadlines schedule prepared following the adoption of the Council and committee meeting dates.

13.2 Information Items

- a) Information Items may consist of the following items:
 - i. Information Reports;
 - ii. Correspondence received that may be of interest to Members of Council;
 - iii. Boards' and committees' minutes and information; and
 - iv. Intergovernmental Information.
- b) Information Items will be published on the last business day of each week.
- c) Members of Council may request an item from the Information Items be placed on the appropriate Committee of the Whole or Council agenda for discussion.
- d) Members of City Council may request a petition from the Information Items be placed on the appropriate Committee of the Whole or City Council agenda in the form a referral to staff for an analysis of the petition request.

14. General Rules

14.1 Robert's Rules of Order

In relation to the proceedings of Council and committees and for which Rules of Procedure have not been provided in this by-law, Robert's Rules of Order 11th

Edition shall be referenced where practicable.

14.2 Other General Information

13.2.1 This by-law comes into force on November 22, 2021.

13.2.2 The short title of this by-law is the Procedural By-law.

13.2.3 Appendix 1, the “Motions Table”, forms part of this by-law and shall be used as a reference.

15. Procedural By-laws for Other Boards, Committees or Commissions

Where a board, committee or commission of the City has not adopted a procedural by-law, such board, committee or commission shall be deemed to have adopted this procedural by-law with necessary modifications including the requirement that all meetings be open to the public, subject to the same exceptions applicable to Council meetings as set out herein.

16. Repeal of Previous By-law

By-law Number (2021)-20590 is hereby repealed.

Passed this twenty-second day of November, 2021.

Cam Guthrie, Mayor

Stephen O’Brien, City Clerk

17. Appendix 1

Table 1 Motions Table

Motion	Debatable	Non-debatable	Amendable	Non-amendable	Special Majority
Adjourn	No	Yes	No	Yes	
Point of privilege	No	Yes	No	Yes	Chair Rules*
Point of order	No	Yes	No	Yes	Chair Rules*
Call a vote on the motion	No	Yes	No	Yes	
Motion to amend	Yes	No	Yes	No	
Defer	No	Yes	No	Yes	
Refer	Yes	No	Yes	No	
Extend Council meeting beyond 11:00 p.m.	Yes	No	No	Yes	Majority of the members present
Extend Committee of the Whole meeting beyond 8:00 p.m.	Yes	No	No	Yes	Majority of the members present
Reconsideration	Yes	No	No	Yes	Two-thirds of entire Members of Council
Appeal the chair’s ruling	No	Yes	No	Yes	
Suspend the Rules of Procedure	No	Yes	No	Yes	Two-thirds of entire Members of Council
Extend delegation speaking time beyond the five or ten minutes, whichever is applicable	No	Yes	No	Yes	

* A point of order/privilege is ruled on by the Mayor/chair. Any member may appeal the chair’s ruling which must then be decided by a majority vote of the members present without debate.

The Corporation of the City of Guelph

By-law Number (2021) - 20650

A by-law to authorize the execution of a
Subdivision Amending Agreement
between Terra View Custom Homes Ltd.
and The Corporation of the City of Guelph
and The Toronto-Dominion Bank. (NiMa
Trails Phase 1B Subdivision)

The Council of the Corporation of the City of Guelph enacts as follows:

1. THAT the Mayor and Clerk are hereby authorized to execute on behalf of The Corporation of the City of Guelph and seal with the corporate seal, a Subdivision Amending Agreement between Terra View Custom Homes Ltd., The Corporation of the City of Guelph and The Toronto-Dominion Bank (NiMa Trails Phase 1B Subdivision).
2. The office of the City Solicitor is authorized to execute by electronic means the Notice of Subdivision Amending Agreement requiring registration to give effect to Section 1 herein.

Passed this twenty-second day of November, 2021.

Cam Guthrie, Mayor

Stephen O’Brien, City Clerk

The Corporation of the City of Guelph

By-law Number (2021) - 20657

A by-law to confirm the proceedings of a meeting of Guelph City Council held November 22, 2021.

The Council of the Corporation of the City of Guelph enacts as follows:

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed, and every resolution passed at that meeting, shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at this meeting, are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.
4. Any member of Council who disclosed a pecuniary interest at the meeting at which this by-law is passed, shall be deemed to have disclosed that interest in this confirmatory by-law as it relates to the item in which the pecuniary interest was disclosed.

Passed this twenty-second day of November, 2021.

Cam Guthrie, Mayor

Stephen O'Brien, City Clerk