

City Council Information Items



February 28, 2020

Items for information is a weekly publication for the public and members of City Council. Members of City Council may request that any item appearing on this publication be placed onto the next available Committee of the Whole meeting for discussion.

	Pages
1. Information Reports	
1.1 Framework for Assessing Geothermal Energy Implementation	3
1.2 Hanlon Creek Business Park Land Sale	8
1.3 Comprehensive Zoning Bylaw Review: Phase Two Consultation Summary	13
1.4 2019 Property Tax Receivables and Collections	41
1.5 2019 Year-end Assessment Report	46
1.6 Permanent Closure of Part of Dublin Street at Metrolinx Railway Crossing	57
2. Intergovernmental Consultations	
2.1 Connecting the Southwest: A draft transportation plan for southwestern Ontario	65
2.2 Potential for Cannabis Consumption Establishments and/or Special Occasion Permits	67
2.3 Proposed amendments to Ontario Regulation 422/17 under the Ontario Immigration Act	68
2.4 Proposed regulatory changes under the Aggregate Resources Act	69
3. Correspondence	
3.1 City of Guelph response to Consultation RE: Regulatory Amendments 422/17 - Ontario Immigration Act, 2015	70

4. Boards and Committees

4.1 Guelph Police Service Meeting Minutes - January 16, 2020

71

Information Report



To	City Council
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, February 24, 2020
Subject	Framework for Assessing Geothermal Energy Implementation
Report Number	IDE-2020-31

Purpose of Report

This report provides background and information on the policy framework for evaluation of geothermal system proposals in the City of Guelph.

Key Findings

Geothermal systems use water from below the ground to heat and cool buildings. The water is accessed through a series of bore holes in either a closed or open loop system. Guelph relies on a groundwater based system for the City's drinking water and source protection areas have been identified near wells and intakes that are vulnerable to contamination and or depletion. Siting a geothermal system within a source protection area can potentially put a municipal drinking water well at risk from the transport pathways that are generated from the geothermal boreholes. As such, an evaluation framework for geothermal systems in the City has been developed in accordance with the "protecting existing and future drinking water supplies" objectives of the Clean Water Act, 2006. The resultant policy has been developed to be transparent to proponents pursuing the implementation of such systems and provides a staged approach to assessing the feasibility of geothermal earth energy systems on a case-by-case basis.

Financial Implications

Financial needs for the administration of the City's Source Water Protection Program are funded from the Council approved 2020 Water Services Non-Tax Capital Budget – Groundwater Protection WT0009.

Background

Geothermal systems use water from below the ground to heat and cool buildings. Although geothermal systems are attractive from a green energy perspective, the drilling of boreholes and construction of infrastructure required for such systems can cause concern with the fractured bedrock geological setting of the City of Guelph (City) water supply aquifer. Therefore, geothermal system proposals must be proactively assessed and managed to address any potential impacts to the quality and/or quantity of the City's drinking water sources.

Through the Provincial Policy Statement, Safe Drinking Water Act and the Clean Water Act, the Province of Ontario has emphasized the importance of protecting municipal drinking-water supply systems by way of land use planning decisions.

Furthermore, the City's role in implementing Provincial policy places an obligation on the City to make land use planning decisions consistent with the Provincial Policy Statement's direction to protect the water quality and quantity of drinking water resources in the City, and to limit development and site alteration that could adversely affect drinking-water supplies.

Under the Clean Water Act, Source Protection Regions and Areas (SPRs and SPAs) have been established on a watershed basis to manage and protect the current and future municipal drinking-water supply systems that are present within the watershed. Source protection areas are important in that they contribute water to municipal drinking-water supply systems (wells and intakes) that are vulnerable to contamination and or depletion. Within each SPA, Wellhead Protection Areas (WHPAs) are delineated under the Clean Water Act around each municipal drinking-water supply well, representing the total area of land which contributes water to the municipal drinking-water supply well. The purpose of these designations is to identify the vulnerable areas associated with the municipal water supplies and in conjunction with the Approved Source Protection Plan policies, manage all prescribed activities so that water quantity and/or quality risks to municipal drinking-water supply wells are mitigated.

These policies are particularly important in the City of Guelph as it is one of the largest communities to be reliant almost solely on groundwater for its current and future drinking water needs. Further, the City overlies a fractured bedrock aquifer, which is more vulnerable to contamination than other settings such as lake based drinking water systems.

Siting a geothermal system within a WHPA can potentially put a municipal drinking water well at risk from the transport pathways that are generated from the geothermal boreholes. Locating such infrastructure outside of any WHPA is the safest approach, however, in consideration of the City's several wellfields and associated WHPAs, finding such areas can be a challenge in the City, where approximately 97% of the City exists within a vulnerable area as defined by the Clean Water Act 2006. To that end, managing such risks in the City requires a level of special due diligence to ensure requirements of Clean Water Act are met when considering our communities' green energy interests.

The geothermal systems policy for local developments in the City has been developed in accordance with the "protecting existing and future drinking water supplies" objectives of the Clean Water Act, 2006. The resultant policy has been developed to be transparent to proponents pursuing the implementation of such systems and provides a staged approach to assessing the feasibility of geothermal earth energy systems on a case-by-case basis.

Policy Administration Process

Under the Clean Water Act, 2006 and in accordance with the Approved Grand River Source Protection Plan (2019) and the Lake Erie Region Transport Pathway Guidance document (2016), proponents are required to complete a Section 59 Policy Applicability Review form (S 59 PAR) for development applications and building permits in the City. If a geothermal system is being proposed, the proponent will indicate the intent for a geothermal system installation through the S 59 PAR form and Source Water Protection staff will then review this application in accordance with the City's Geothermal Evaluation Procedure.

In managing potential risks to the City's municipal water supply well, an application for the geothermal system will not be approved should the proposed location be subject to any of the following conditions below:

- WHPA-A (wellhead protection area 1-year time of travel zone);
- WHPA-B (wellhead protection area 2-year time of travel zone) with a Vulnerability Score of 8 or higher;
- 1 km proximity to municipal drinking water supply well and within WHPA-B

For reference, a map of the City's Wellhead Protection Areas and associated vulnerability scores are included as Attachment A to this report.

If not subject to these constraints, Source Water Protection program staff will review the information provided by the proponent and may request further information of the proponent to support technical evaluation of the proposal. Such requests will be determined on a case-by-case basis and may include the need for fieldwork such as confirmation testing, site-specific monitoring, pilot programming and reporting, to be completed at the proponent's sole expense.

Following the submission of subsequent information, Source Water Protection Program staff will finalize technical review and issue a final written decision to the proponent as follows:

- Prohibited (including reasons)
- Approved
- Tentative approval with conditions (such the need for future groundwater monitoring and reporting requirements)

If the geothermal system application is approved, Source Water Protection staff will complete the Lake Erie Region Transport Pathway Notice Template, in accordance with Section 27(3) and (4) of O. Reg. 287/07 made under the Clean Water Act, 2006 and submit the form to the Source Protection Authority.

Financial Implications

Financial needs for the administration of the City's Source Water Protection Program are funded from the Council approved 2020 Water Services Non-Tax Capital Budget – Groundwater Protection WT0009.

Consultations

Departmental consultation completed in support of this policy framework include:

- Facilities and Energy Management;
- Engineering and Transportation Services;
- Planning and Building Services;
- Legal, Realty and Court Services; and
- Finance Services – Teisha Colley-Balgrave

Strategic Plan Alignment

The policy is aligned with the Strategic Plan Priorities of Sustaining our Future as its implementation will directly lead to protecting Guelph's groundwater—the drinking water supply for residents and businesses. This policy approach also aligns with Working Together for Our Future by sustaining core services.

Attachments

Attachment 1 - City of Guelph Wellhead Protection Areas and Vulnerability Scores

Departmental Approval

Wayne Galliher, C.E.T., Division Manager, Water Services

Report Author

Peter G. Rider, P. Geo., RMO, Program Manager, Source Water Protection



Approved By

Jennifer Rose

General Manager, Environmental
Services

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 3599

Jennifer.Rose@guelph.ca



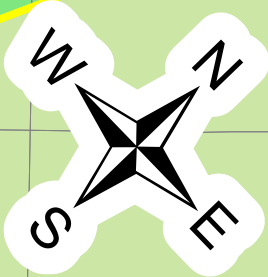
Recommended By

Kealy Dedman

Deputy Chief Administrative Officer
Infrastructure, Development and
Enterprise Services

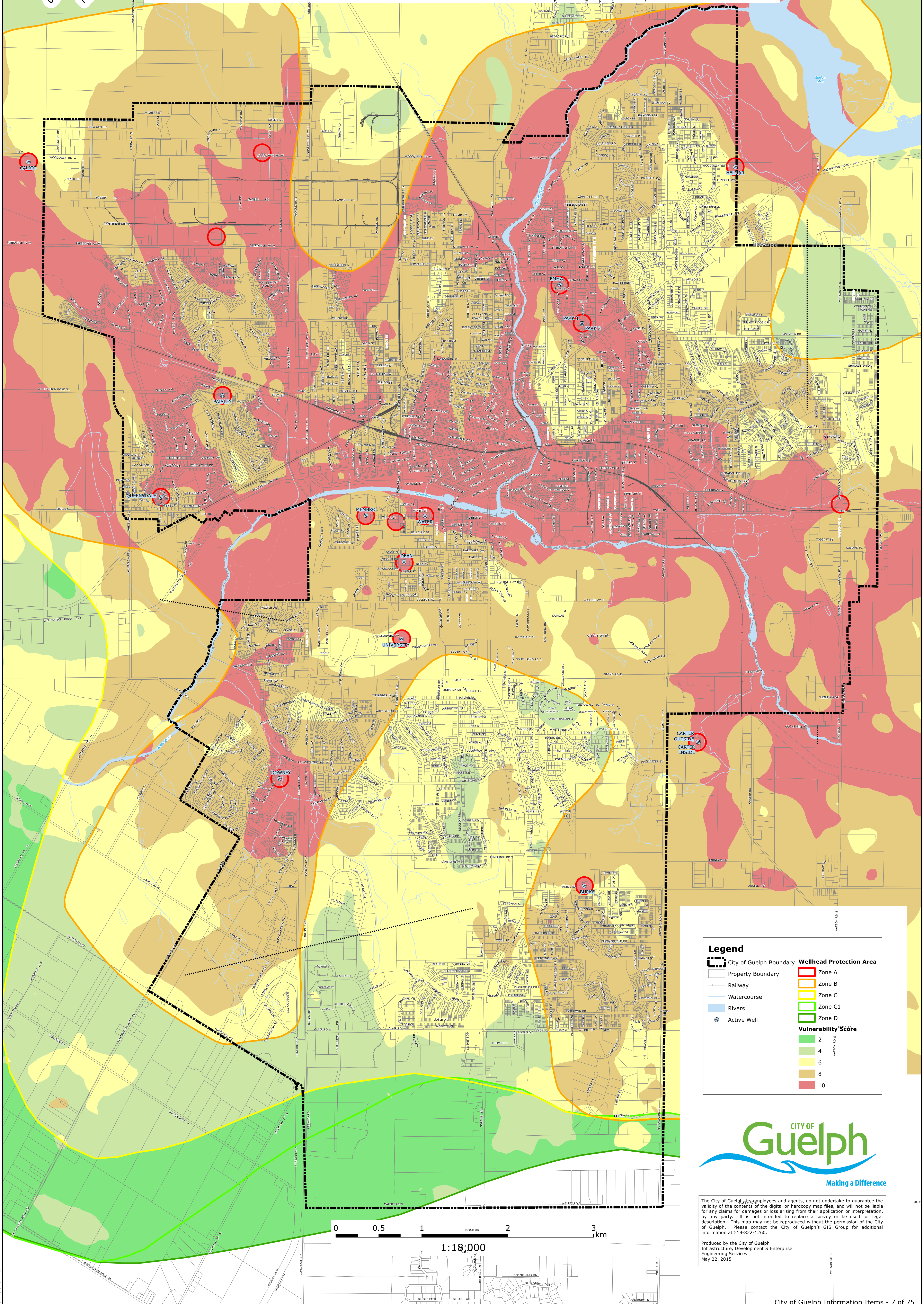
519-822-1260 extension 2248

Kealy.dedman@guelph.ca



City of Guelph

Wellhead Protection Areas and Vulnerability Scores



0 0.5 1 2 3 km

1:18,000

Legend

- City of Guelph Boundary
- Property Boundary
- Railway
- Watercourse
- Rivers
- Active Well

Wellhead Protection Area

- Zone A
- Zone B
- Zone C
- Zone C1
- Zone D

Vulnerability Score

- 2
- 4
- 6
- 8
- 10



The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be reproduced without the permission of the City of Guelph. Please contact the City of Guelph's GIS Group for additional information at 519-822-1260.

Produced by the City of Guelph
Infrastructure, Development & Enterprise
Engineering Services
May 22, 2015

Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, February 28, 2020
Subject	Hanlon Creek Business Park – Real Estate
Report Number	IDE-2020-25

Executive Summary

Purpose of Report

As per the authority that Council has delegated to staff to execute 'Offers to Purchase and Agreements of Purchase and Sale' for City owned land in the Hanlon Creek Business Park (HCBP), this is to advise Guelph City Council of two real estate transactions of these lands.

Key Findings

Two 'Offers to Purchase and Agreements of Purchase and Sale' for Hanlon Creek Business Park land have been executed. Details of each sale are provided below:

1. Southgate Properties Inc. will purchase Part of BLOCK 7, PLAN 61M169, CITY OF GUELPH, assumed acreage of 4.00 acres, as shown highlighted in Attachment 1. The purchaser is proposing to construct a 40,000 to 50,000 square foot facility for industrial and office uses. The sale will be conditional until April 1, 2020 and will close on May 5, 2020.
2. Creekside Properties Inc. will purchase Part of BLOCK 7, PLAN 61M169, CITY OF GUELPH, assumed acreage of 4.22 acres, as shown highlighted in Attachment 2. The purchaser is proposing to construct a 40,000 to 50,000 square facility for industrial and office uses. The sale will be conditional until April 1, 2020 and will close on May 5, 2020.

Financial Implications

1. Southgate Properties Inc. - The total estimated land sale of Part of BLOCK 7 – highlighted in Attachment 1, PLAN 61M169, CITY OF GUELPH is \$1,360,000.00 (4.00 acres X \$340,000.00). This will be confirmed by area measurements provided on the Reference Plan. The purchaser was represented by a real estate agent or broker and a 2.5% (\$34,000) commission will be payable.
2. Creekside Properties Inc. - The total estimated land sale was Part of BLOCK 7 – highlighted in Attachment 2, PLAN 61M169, CITY OF GUELPH is \$1,434,800.00 (4.22 acres X \$340,000.00). This will be confirmed by area measurements provided on the Reference Plan. The purchaser was represented by a real estate agent or broker and a 2.5% (\$35,870) commission will be payable.

3. The proceeds of the two land sales above are to be transferred to the Industrial Land Reserve #322 as per the Council approved Reserve Policy

Report

Details

In accordance with Council's HCBP land sale approval process, which delegates authority to staff to negotiate and execute agreements of purchase and sale for city-owned land in the Hanlon Creek Business Park, the City has entered into two agreements with the following purchasers:

1. Southgate Properties Inc. will purchase Part of BLOCK 7, PLAN 61M169, CITY OF GUELPH, assumed acreage of 4.00 acres, as shown highlighted in Attachment 1. The purchaser is proposing to construct a 40,000 to 50,000 square foot facility for industrial and office uses. The sale will be conditional until April 1, 2020 and will close on May 5, 2020. This sale will help a local business expand and remain operating in Guelph. At least Ten (10) business days before closing the City will provide the purchaser with a survey prepared by an Ontario Land Surveyor and deposited with the Ontario Land Registry Office and the lands shall be legally described in the Reference Plan. The actual acreage of the lands shall be confirmed by area measurements provided on the Reference Plan.
2. Creekside Properties Inc. will purchase Part of BLOCK 7, PLAN 61M169, CITY OF GUELPH, assumed acreage of 4.22 acres, as shown highlighted in Attachment 2. The purchaser is proposing to construct a 40,000 to 50,000 square facility for industrial and office uses. The sale will be conditional until April 1, 2020 and will close on May 5, 2020. This sale will help a local business expand and remain operating in Guelph. At least Ten (10) business days before closing the City will provide the purchaser with a survey prepared by an Ontario Land Surveyor and deposited with the Ontario Land Registry Office and the lands shall be legally described in the Reference Plan. The actual acreage of the lands shall be confirmed by area measurements provided on the Reference Plan.

Financial Implications

1. Southgate Properties Inc. - The total estimated land sale of Part of BLOCK 7 – highlighted in Attachment 1, PLAN 61M169, CITY OF GUELPH is \$1,360,000.00 (4.00 acres X \$340,000.00). This will be confirmed by area measurements provided on the Reference Plan as described above. The purchaser was represented by a real estate agent or broker and a 2.5% (\$34,000) commission will be payable.
2. Creekside Properties Inc. - The total estimated land sale was Part of BLOCK 7 – highlighted in Attachment 2, PLAN 61M169, CITY OF GUELPH is \$1,434,800.00 (4.22 acres X \$340,000.00). This will be confirmed by area measurements provided on the Reference Plan as described above. The purchaser was represented by a real estate agent or broker and a 2.5% (\$35,870) commission will be payable.

3. The proceeds of the two land sales above are to be transferred to the Industrial Land Reserve #322 as per the Council approved Reserve Policy

Consultations

N/A

Strategic Plan Alignment

The sale of City owned Hanlon Creek Business Park lands aligns with the Powering Our Future priority – by supporting an innovation economy, helping business succeed and adapting to workforce needs. It also aligns with Building Our Future by maintaining and securing community assets such as City owned lands in the Hanlon Creek Business Park.

Attachments

Attachment-1: Southgate Properties Inc.

Attachment-2: Creekside Properties Inc.

Departmental Approval

Brent Andreychuk – Corporate Analyst, Finance, Client Services

Patricia Zukowski – Senior Corporate Analyst, Finance, Financial Strategy

Katherine Hughes – Associate Solicitor, Real Estate Development

Report Author

Tyson McMann – Business Analyst, Business Development and Enterprise



Approved and Recommended By

Kealy Dedman, P.Eng., MPA

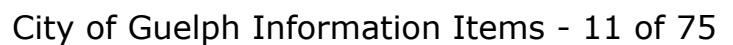
Deputy Chief Administrative Officer

Infrastructure, Development and
Enterprise Services

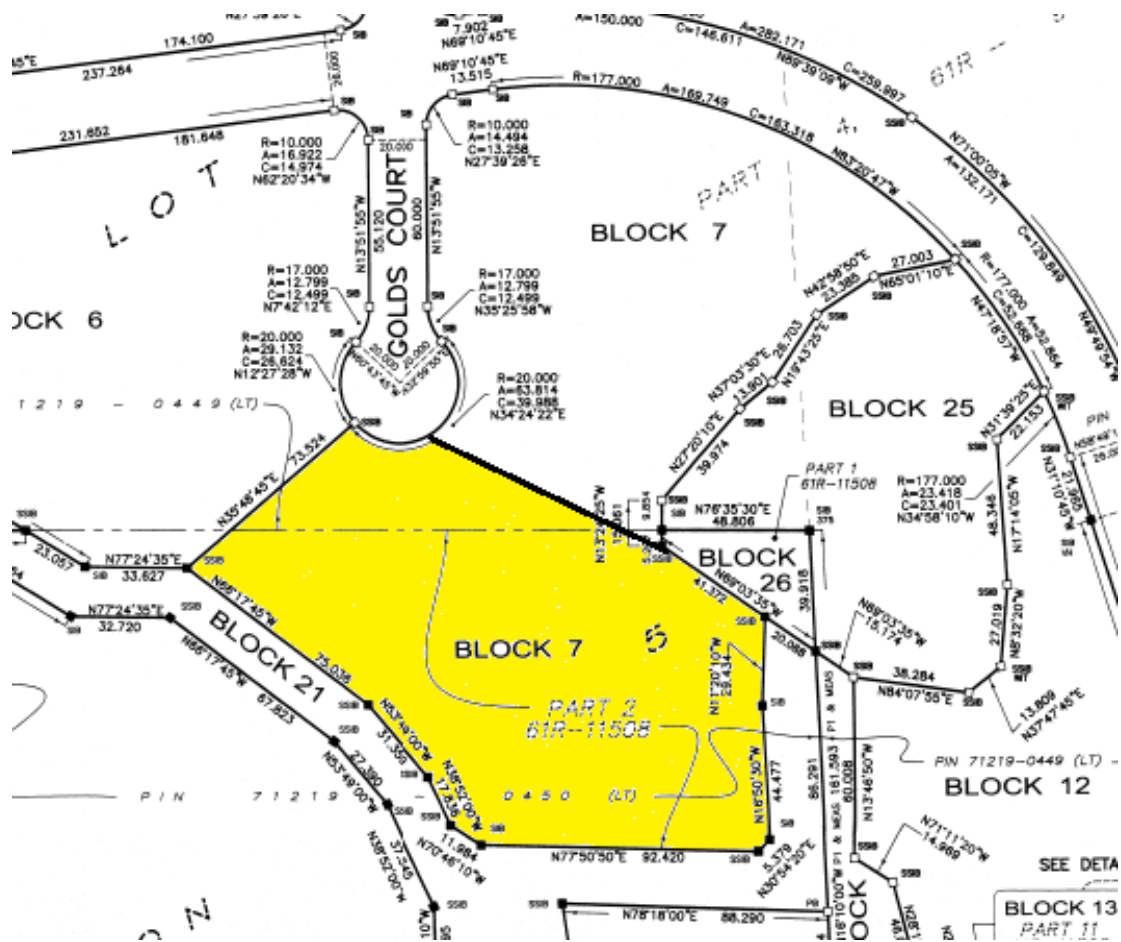
519-822-1260 extension 2248

Kealy.dedman@guelph.ca

As



Creekside Properties



Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, February 28, 2020
Subject	Comprehensive Zoning Bylaw Review: What we heard – summary of phase two public consultation
Report Number	IDE-2020-21

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with a summary of community feedback received through phase two of the Comprehensive Zoning Bylaw Review.

Key Findings

Phase two public consultation included six community workshops based on key themes of the Comprehensive Zoning Bylaw Review Discussion Paper and the Guelph Parking Standards Discussion Paper. The workshop themes included:

- Commercial areas;
- Natural areas, floodplains, open space and parks;
- Residential areas and specific housing types; and,
- Parking and driveways.

In addition to public workshops, planning staff hosted office hours for one-on-one conversations with the community, individual stakeholder meetings, as well as an online survey component. In total we heard from approximately 150 people.

Financial Implications

The Comprehensive Zoning Bylaw Review is funded through approved capital budgets.

Report

Background

In October 2019 Planning staff presented the Comprehensive Zoning Bylaw Review Discussion Paper and the Guelph Parking Standards Review Discussion Paper to Council in order to initiate phase two community engagement. The two discussion papers provide a comparison of the Official Plan to the existing zoning bylaw, examine zoning trends, and provide options and preliminary recommendations on a variety of zoning topics that formed the basis of the community engagement.

Phase two community engagement included six workshops held throughout the city from November 21 to November 28, 2019. The workshop themes included:

- Commercial areas;
- Natural areas, floodplains, open space and parks;
- Residential areas and specific housing types; and,
- Parking and driveways.

In addition to public workshops, planning staff hosted four half day office hours throughout the city for one-on-one conversations related to the preliminary recommendations of the discussion papers. Approximately 100 people attended the public workshops and community office hours to ask questions and provide feedback.

An online survey component was also available for those members of the community that were unable to attend workshops and office hours. The survey was available on the City's online community engagement site, Have Your Say Guelph, from November 29, 2020 to January 6, 2020. There were 42 surveys completed through the online engagement forum.

Staff have reached out to local stakeholders to set up individual meetings to discuss the preliminary recommendations. This includes the Grand River Conservation Authority, the University of Guelph, and local developers and builders.

Summary of feedback by theme

There are a number of topic areas included in the two discussion papers. Community engagement was focused on the four major themes mentioned above. Planning staff have summarized the feedback received based on themes, including driveway widths, parking ratios, bicycle parking requirements, proposed residential zones and built form rules, additional dwelling units, natural areas and floodplains, and commercial zones. This information is intended to provide Council with a snapshot of what was heard. Planning staff will be considering the feedback as regulations are drafted for the new zoning bylaw. A comment response chart will be provided with the first draft of the bylaw to provide rationale for the direction taken.

All comments received in person and through the online survey have been categorized by theme and attached to this report as **Attachment 1**.

Proposed driveway width regulations

The Guelph Parking Standards Review Discussion Paper was completed by IBI Consulting and provides a review of Guelph's current requirements for driveway widths and compares these standards to those of comparable municipalities. The discussion paper provides preliminary recommendations for maximum driveway width rules based on the consultants experience and analysis. We heard a number of comments related to driveway widths, both in support and opposition of the preliminary recommendations.

Residents shared their experiences living in the city and a variety of living situations. Multi-generational families living together, the need to rent out apartments or bedrooms for housing affordability, student rental housing, etc., which has illustrated a variety of parking needs throughout the city. We also heard it's not clear how wide the driveway is permitted to be when purchasing a home.

We heard that driveway widths need to accommodate two vehicles side-by-side on all properties in the city. We specifically heard that current and proposed driveway widths do not provide enough parking for semi-detached dwellings and townhouses. Current and proposed standards do not reflect the economic realities of families in Guelph, with individuals commuting out of town for work. We also heard that it can be a personal inconvenience to maneuver cars to get in and out of the driveway.

We also heard that there is a fear from some residents that entire front lawns will be paved, reducing trees and landscaping and increasing runoff and costs for stormwater management. Some residents feel that priority should be placed on street trees and increasing the tree canopy within the city. It is also important to some residents that driveway widths be reduced to create a more pleasant streetscape which is slightly less dominated by cars. It is felt by some that green space is linked to the overall quality of life within a growing city. There is also a concern for student housing and vehicles being parked on front lawns.

Some residents need a walkway in addition to the driveway and consideration should be given to accessibility for seniors and those with walkers.

Residents provided options for regulating driveways for staff to consider:

- Permeable pavers that allow grass to grow through as an option for driveway extensions
- Landscaping can be done differently to allow for two cars parked side by side on one lot
- Consider a smaller driveway at curb cut that widens into a double wide driveway
- Adjust setback for garage to allow longer driveways and fit two cars in a stacked arrangement
- Consider multi-use hard surface adjacent to driveway as both a walkway and partial driveway to fit two cars side by side
- Allow parking on the boulevard portion of the driveway
- Corner lots should be treated differently because they have more green space
- Garages should be used for vehicles not storage
- Review possibility of on-street parking year round
- Consider limiting impervious surfaces in the rear yard to deal with stormwater management issues

Proposed parking ratios

The Guelph Parking Standards Review Discussion Paper outlines proposed minimum and maximum parking ratios based on the use of a property and location within the city. IBI consulting has provided recommendations based on a review of Guelph's existing regulations, an off-street parking demand review and a review of zoning trends in other comparable municipalities. We heard a number of comments related to the proposed parking ratios, both in support of the recommendations and in opposition.

We heard that the new zoning bylaw should reduce parking standards for apartment units located in the Mixed-use Corridor designation as these areas are well served by public transit. Some thought it would be beneficial to remove minimum parking ratios all together and let the private market dictate the needs. Efficiencies should be recognized with the use of shared parking for mixed-use sites

where commercial and residential uses have different schedules for users. Some residents feel that the parking standards implemented should not create an oversupply of parking and should encourage the use of Transportation Demand Management measures. We also heard some preference for lowering commercial parking ratios.

There is also concern from some residents that parking ratios should not be reduced and this would push excess parking to the public street and other areas close by. We heard from some residents that every apartment unit should provide the option of two parking spaces. We heard that residents are concerned with the amount of visitor parking required and want to ensure that enough is provided, particularly for apartment buildings and retirement homes.

We heard that recreational uses, especially new recreation centres need more parking. We also heard that some commercial areas are not providing enough parking to meet the demands, such as the Stone Road Mall, the Zehrs located at Clair and Gordon and the Pergola Commons. There is concern that businesses will lose customers if not enough parking is provided.

Proposed bicycle parking standards

The Guelph Parking Standards Review Discussion Paper provides proposed minimum standards for bicycle parking. Generally, the recommendations were well received in the community. The following suggestions were received:

- Include a provision for showers, lockers and locked facility for long-term parking spaces
- Increase requirements for employment, recreation facilities, schools and retail establishments
- Consider stackable parking arrangements, as well as accessibility concerns with stacking units
- Communal areas for bicycle parking was also suggested instead of a minimum requirement
- Ensure space for recumbent and other types of bicycles

Proposed residential zones

The Comprehensive Zoning Bylaw Review Discussion paper provides preliminary recommendations related to the residential zone structure, permitted uses, non-residential uses permitted in residential areas and built form rules.

We heard that residents generally like the idea of reducing the number of zones and permitting multiple built forms in one zone, i.e. allowing single detached, duplexes and semi-detached dwellings in the same zone. We heard that we could go further and have only one low density residential zone that permits all forms of low density housing, including single detached, duplexes and semi-detached dwellings, townhouses and small scale apartments. We also heard that there needs to be a way to ensure the mix of housing is compatible with existing neighbourhoods and there is a concern that housing would all look the same (i.e. cookie cutter housing).

We heard that housing is unaffordable for some residents, particularly young professionals, and that density has to increase to accommodate affordability for the next generation. We also heard concerns that the R.1A zone is proposed to be eliminated which will allow intensification of these areas. We heard that these larger lot single detached dwellings are still desirable and there are concerns that lot severances and intensification would change the neighbourhood character of these areas. We also heard concerns that three storeys is too tall for existing low density residential areas.

We were asked to consider allowing small scale commercial uses within residential areas as well as look into adding commercial uses in high density residential zones to accommodate things like restaurants and convenience stores where appropriate. We were also asked to consider day care centres to improve walkability within neighbourhoods.

We heard that some residents don't like tall buildings, whereas some residents felt that a maximum of ten storeys was not tall enough. Generally residents feel that adequate green space and amenity space needs to be provided in high density areas, as well as appropriate transitions and buffers to low density residential areas. We also heard that tall buildings need to have articulation to ensure they are visually interesting.

Additional residential units

The Comprehensive Zoning Bylaw Review Discussion Paper provides recommendations for additional dwelling units, also known as accessory apartments.

Generally we heard that residents agree with the proposed changes for additional residential units, offering more housing choices for elder parents, children living with parents longer and assisting with affordability of homes within the city. Residents generally felt that existing detached accessory structures should be permitted to accommodate additional residential units but these should not impact neighbouring properties, such as shadowing.

We were asked to consider no parking requirements for additional residential units in older neighbourhoods that don't always have driveways and are located close to the transit station downtown. We also heard some concerns related to student rentals and the effects on neighbourhoods.

Natural areas and floodplains

The Comprehensive Zoning Bylaw Review Discussion Paper provides preliminary recommendations related to natural areas, floodplains, open space and parks. Generally we heard that residents are concerned with the protection of greenspace and conservation of our natural areas within the city. We heard that educational uses and low impact scientific study should be permitted in natural areas.

Some residents agreed with the recommendation for one Natural Heritage System (NHS) zone to ensure the bylaw is simple. We also heard that overlays have some appeal as they would allow for rules that apply to specific areas. We were also

asked why we would duplicate the Official Plan in the Zoning Bylaw by mapping the NHS.

We heard agreement that the stormwater management zone should be kept separate from park land. It was suggested that access and recreational use including trails should be allowed within the stormwater management zone. We also heard that the golf course zone should be flexible to include uses in the winter months and parks should include winter uses such as ice rinks. It was suggested that one park zone be created instead of three to allow flexibility depending on future needs.

We heard mixed opinions related to structures within floodways. We heard that the definition of structure should be reviewed and certain structures should be allowed within natural areas, floodplains and stormwater management zones, for example boardwalks, piers, docks and sitting areas. We also heard that active transportation routes should be allowed within floodplains when they have been engineered to be resilient to flooding. On the other side, we heard that floods are getting more common and severe and that we should not allow structures in floodplains.

Commercial zones

The Comprehensive Zoning Bylaw Review Discussion Paper provides preliminary recommendations related to the commercial zone structure, permitted uses and built form rules.

Generally, the approach to reduce the overall number of commercial and mixed-use zones and to pre-zone lands was well received. Comments reflected that this approach would provide clarity as to what is permitted as well as flexibility for the final development design.

There are concerns that a maximum height of six storeys is inadequate for the function of mixed-use corridor lands which are intended for intensification and transit supportive development. A maximum building height of 15 storeys with angular plane requirements was suggested. We also heard that residential density should not be limited within mixed use nodes.

We heard comments about the proposed service commercial zone. Generally we heard that one service commercial zone is preferred and that some retail uses such as hardware, home furniture, beer and liquor stores should be permitted, as well as fitness centre, funeral home, bar and hotel. Office uses should be permitted as a complementary use.

We heard that the number of specialized zones should be reduced in general and permitted uses should be more permissive.

We heard concerns related to drive-thoughts and safety. Adequate space should be provided off-street to accommodate vehicle line ups. We also heard that drive-thoughts and gas stations should not be permitted in mixed use zones as these areas are intended to create an environment in which people can live, work and shop in close proximity and without the need for a car. Drive-thoughts are not considered compatible with efforts to reduce carbon footprint and make areas pedestrian-friendly.

Rules regulating the location of parking, active entrances and transparency of windows were considered important for the design of commercial buildings. We heard that the green roof allowance should be reduced as this would reduce the amount of green space on the ground level which softens the appearance of buildings and parking lots.

Next steps

The Zoning Bylaw team will be using the preliminary recommendations found in the two discussion papers, as well as the feedback received from stakeholders, the community and Council, to inform the first draft of the new zoning bylaw. It is anticipated that a draft will be brought back to Council and made available to the public for comment Q1 of 2021.

Financial Implications

The Comprehensive Zoning Bylaw Review is funded through approved capital budgets.

Consultations

Phase two community engagement included six public workshops, office hours for one-on-one conversations with the community, individual stakeholder meetings, as well as an online survey.

Strategic Plan Alignment

The Comprehensive Zoning Bylaw Review supports the City's existing policies and guidelines and aligns with the following priorities within Guelph's Strategic Plan:

- Powering our future – The zoning bylaw will support a healthy economy and will be consistent with environmental priorities.
- Sustaining our future – The zoning bylaw will ensure that adaptable green infrastructure is provided, where possible, and that the natural heritage system is protected.
- Navigating our future – The zoning bylaw will support active transportation and infrastructure for electric vehicles.

Attachments

Attachment-1: What we heard – phase two community engagement feedback by theme

Departmental Approval

Melissa Aldunate, Manager, Policy Planning and Urban Design

Report Author

Abby Watts, Project Manager – Comprehensive Zoning Bylaw Review



Approved By

Todd Salter, MCIP, RPP

General Manager, Planning and
Building Services

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2395

todd.salter@guelph.ca



Recommended By

Kealy Dedman, P.Eng., MPA

Deputy Chief Administration Officer

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2248

kealy.dedman@guelph.ca

Attachment 1: What we heard - phase two community engagement feedback by theme

The following provides the feedback received at the November 2019 workshops, as recorded, and the online survey component.

Driveway width

- Maximum driveway width of 50 percent is not realistic, need more site-specific regulations depending on household needs
- Not enough parking for semi-detached dwellings, need three parking spaces
- Fear of paving over entire front lawn, need a balance of trees and landscaping
- Reduced green space and increased hardscape, potentially increases runoff and costs for stormwater management
- Impacts to property value
- Parking on front lawns needs to stop
- Smaller lots are causing issues for vehicle storage and impacts the rest of the neighbourhood
- Need walkway in addition to driveway, shouldn't count as part of the driveway
- Accessibility issue for seniors with walkers
- Multi-generational family units all with a variety of parking needs that must be met
- Need to be able to rent out basement/bedrooms for affordability of home
- Smaller affordable lots shouldn't mean less parking
- Student housing in established areas need enforcement of standards for parking on front lawns. Different standards for residents affected by student housing
- Understanding from builder that property could accommodate three cars when property was purchased, City should be responsible for informing owners of maximum driveway widths when buying a home
- Preference to have cars off the street and in driveway
- Feeling that people are being pushed to take transit and bike, being pushed out of their cars
- Option to grandfather spaces that already exist
- Permeable pavers that allow grass to grow through as an option for driveway extensions
- Landscaping can be done differently to allow for two cars on one lot
- Consider allowing single car curb cut with a double wide driveway or a smaller driveway at curb cut that's widens into a double wide driveway
- Possibility of stacking 2 cars in driveway in front of the garage
- Can achieve a pleasant looking neighbourhood while accommodating two car wide driveway with landscaping
- Adjust setback for garage to allow longer driveways and fit two cars in tandem/stacked
- Consider multi-use hard surface adjacent to driveway as both a walkway and partial driveway to fit two cars side by side

Driveway width continued:

- Allow parking on the boulevard portion of the driveway
- Looking to allow two cars in the driveway (on-street townhouses and semi-detached houses), not necessarily looking to park two cars side by side
- Provide an additional area for parking in the winter when there is no on-street overnight parking
- Preference for driveway to be measured based on 50% of lot width instead of 50% of dwelling width
- Corner lots should be treated differently, they have more green space
- Don't include "whichever is less" wording which restricts driveway width further
- Visitor parking is a challenge for narrow driveways
- Garages should be used for vehicles not storage
- Of 24 Survey respondents, 9 felt that the preliminary recommendation was not a balanced approach, 8 felt that it does represent a balanced approach and 7 felt that it is somewhat of a balanced approach.
- As long as stormwater impacts are mitigated, we need to be more flexible on driveways in our city. We have a lot of growth, we have a lot of university students renting, often with multiple cars, we also have high immigration (which is great!) so we should be accommodating for people living together in homes. Ultimately this decision comes down to people. If we want to allow people to share houses, and we understand that for some people this is the only way they can afford to live in Guelph, we shouldn't make it difficult for them to park their cars
- I think it is a balanced approach. Priority should be placed on Street Trees, Urban Street Canopy
- Limiting the width of the driveways as much as possible is important. Limiting will reduce impervious surfaces, and create a more pleasant streetscape which is slightly less dominated by cars
- The current bylaw is appropriate for residential neighbourhoods. Allowing residents to widen driveways beyond what is stipulated, compromises green space which is critical to overall quality of life in this rapidly growing city. People need to adjust their lifestyles to suit the space available
- Driveway should stay the same as in the past. Single car with, should stay single as set out when the street was developed. If not it will be one big parking lot
- What worries most of my neighbours and myself is that there is an alarming number of homes in our neighbourhood that have been made into student housing. A house in our neighbourhood was bought for their son. There are 7 cars parked at the house. Usually at least 3 are on the road day and night. The two hour parking is not being enforced on any streets in our area. What I picture with no limit on the size of driveways is that the front yard will have cars crammed on the property
- 2-3 vehicles wide for detached, 1-2 wide for towns, 1-2 spots for apartments
- Better curb appeal with nicely finished driveways instead of people laying down patio stones and parking on their lawns and all over the street

Driveway width continued:

- You are trying to reduce the amount of hardscaping in front of a house so there is sufficient area for water infiltration. But you don't seem to be worried that a person could put a pool or a patio in their backyard and hardscape 80-90% of the yard
- I support the recommendations and the rationale
- Zoning recommendations for R3 townhouses do not reflect the economic and family realities of life in 2019. Being limited to a 3 meter driveway and having to park on the street will once again make my street a dangerous place to live and will leave us without parking throughout the winter months. If I can add a path to the side of my driveway why can't I use that paved space to park 2 cars side-by-side?
- The residents of Guelph have twice successfully petitioned council to suspend enforcement of this bylaw because of the negative impact on our lives and, if enforced, our ability to stay in Guelph. Clearly the needs of neighbourhoods have not been considered if the recommendation is to revert to the old, outdated bylaw. While I recognize that suspension of this bylaw may have created issues for residents where student parking is an issue why not find ways to protect those residents rather than penalize those of us who are contributing to this community and its economy.
- Guelph likes to promote itself as a family-friendly city within commuting distance of Toronto, is this not false advertising when the reality is that for the most part commuters need cars as the rail and bus links are insufficient, and families will not be able to park those cars outside their own homes?
- I think that it is unfair that there is no proposed change for R3. There are many students in this zone and housing requires more than a single car width driveway. It realistically does not make any difference in house the housing looks seeing as so many people just park sideways across the end of their driveway which looks way worse. We constantly have to juggle our 3 cars to go to work or other engagements causing inconvenience to our neighbours and many possible accidents. Most people park cars on the "landscaped" area connected to their driveway or just right on the lawn. I doubt that having a torn up lawn looks worse than a wider driveway
- There are many students in R3 that require more than two vehicles and it is impossible to find parking. I own my house in and we constantly have to juggle cars in order to get to work or other engagements. It is inconvenient for both my home and others in the subdivision and has caused traffic in our area due to us and others having to move cars. Almost everyone in our area parks on the side of the driveway anyways because they have no other option, you may as well make it legal
- Too restrictive in these times when housing is so expensive and accessory apartments, with their own parking space, are needed to meet the demand
- I don't think driveway width should become a by-law
- Driveways should be allowed to be 50% of any dwelling

Driveway width continued:

- Minimizing hardscaping is great! Perhaps could allow for more on-property parking with pervious parking surfaces so long as the driveway entrance is not wider than the minimums noted. Though I'm not sure why richer people get bigger driveways than the rest of us - max width should be capped at min needed for two cars - 6 m or so
- Width should be no more than the width of the driveway. Too many people are paving between houses resulting in no front lawns this is parking of student housing
- Larger driveway widths are preferable to allowing people to park in bike lanes
- Most survey respondents felt that driveways should be regulated based on lot width (16), other felt that they should be regulated based on building width (5) and 4 were unsure.

How else should driveways be regulated?

- My read of the proposal suggests that there won't be too many two-car garages allowed and yet this is kind of the new standard
- When a street is developed, this is the time to set the widths etc. Not a few years later
- You need to get parked cars off the street. If garages are too narrow people will never park in them as they also store their bikes and the 3 large garbage bins (I think 3 garbage bins sitting in front of a house is a bigger assault on the visual pedestrian experience than a parked car) which will result in people parking too many cars on their driveway or parking on the street- which also takes away from the pedestrian experience and in fact makes walking more unsafe due to visual obstructions
- If you are worried about pedestrian experience (have you done a survey to find out how many people walk in their neighbourhoods?) then require people landscape their front yards. There are some houses in my neighbourhood that in 10 years haven't done any landscaping and don't tend to their lawns. That is a greater assault on the visual experience of the neighbourhood.
- Finally, I find it interesting that you are selective in the cities for various comparisons and appear to pick the cities which support your recommendations. For example how come you don't compare to Kitchener with respect to garages extending past the front of the face of the house?
- Garages should be allowed to be much wider than what the curb cuts limits are as it is the curb cut area that determines street parking and other on-street usage. If a wider garage can be accommodated with a narrower curb cut it should be encouraged
- no change is required
- 50% of Lot. Deep garages not wide
- Again why do richer folks get bigger garages? Work trucks and vans just as or more likely to go home with lower income employees. 6.5 m for rear lane is recommendation regardless of lot size, why not cap it there? Folks who want bigger garages can make them longer

How else should driveways be regulated? continued:

- They shouldn't be. Why does the city care about what the personal resale value of my home is? As long as you are in your legal lot there is no reason that the city should have any say in my property
- The owner of the home should be able to decide the width of their driveway based on their needs. As long as it is within their legal lot I do not think there is a reason to regulate
- Too many houses increase the driveway width to accommodate student parking. Limit the width to the size of the garage

Garage width

- Generally agree that garage width should be increased to allow for garbage storage
- Garages need to be wide enough and long enough to store cars, garbage bins and storage
- Wider garage to fit storage
- 11 survey respondents agree with the proposed regulations for garage widths, 6 did not and 8 were unsure
- 13 survey respondents felt that the zoning bylaw should include regulations to require enough room in the garage to accommodate storage of garbage, recycle and green bins. 7 do not agree and 5 were unsure.

On-street parking

- Not allowed to park on street year round
- Review on street parking year round
- Not enough on-street parking provided, roads not wide enough
- Parking on both sides of the street encourages speeding
- On-street parking enforcement not adequate
- Fire hydrant locations also have big impact on on-street parking
- Impacts of school zones with on street parking

Parking space dimensions

- Parking space dimensions should be reviewed to accommodate larger vehicles such as trucks

Parking ratios

- The new zoning should include a reduced parking standard for apartment units located in the Mixed-use Corridor designation since these areas are well served by public transit
- The new zoning should recognize efficiencies from shared parking for mixed-use sites where commercial and residential uses have different schedules of users. The parking standard implemented should not create an oversupply of parking and should encourage Transportation Demand Management
- Parking rates are too high in the downtown
- Consider removing parking minimums

Parking ratios continued:

- No maximum parking ratios as well as general agreement with maximum parking ratios
- Still need enough parking for all residents, generally two cars for two people. Should provide one space with the option for two spaces per unit
- Concerns with student parking, rented as one house with multiple rooms and only one parking space
- Lower commercial parking rates preferred
- Need more parking for recreational uses, especially for new recreation centres
- Reduced parking ratio pushing parking to the public street and other areas
- Explore unbundled parking for the Bylaw, could help with affordability
- More visitor parking for apartment buildings and retirement homes
- Not enough visitor parking spaces, being used by residents instead of visitors
- 1.75 parking spaces per unit is preferred
- Structure parking facilities at ground level that can accommodate hydraulic lifts for vehicles
- Despite speculated future use of vehicles, Guelph will still need parking
- A reduced parking standard per unit should be applied when underground or structured parking is provided to recognize the extra expense of providing these parking spaces and to incentivize the construction of underground or structured parking
- 12 survey respondents do not agree with the recommendation to reduce parking rates for apartment buildings, 10 agreed with this approach and 3 were unsure.
- (It is important to note that even though most respondents do not agree with the recommendation to reduce parking ratios, it does not mean that they wanted them increased, in a couple situations those who responded that they do not agree felt that parking maximums should be implemented instead of parking minimums)
- We should not be setting a minimum parking rate. We should set a MAXIMUM parking rate, allowing the market to determine how much parking is required. If I want to build a small walk-up apartment by tearing down a single residential home, that is a 5 min walk from the Go Station, Bus Routes and easy access to commercial spaces, why is the City mandating parking? Parking mandates make it more difficult to build housing, making it more challenging to build varying housing types through infill! MAXIMUM NOT MINIMUM
- While I checked that I agree with the approach, I would go further and suggest that parking minimums should be completely abolished. Mandatory parking minimums are terrible for a host of reasons I'm sure city staff are well versed in, however council and residents will fight politically to keep them enacted.
- While I'm not naive enough to believe that the city will actually remove parking minimums city wide, I would hope that especially in transit corridors like Gordon St S, parking minimums could be removed or lowered substantially to reflect the transit friendly environment.

Parking ratios continued:

- You can be sure that any developer will ask for an exemption to the bylaw no matter how much in their favour the requirement is. Keep the requirement as it is because you know they will ask for less parking anyway in order to increase FSI
- If the apartment does not have enough parking, then it overflows onto local streets. This is already a problem. We do not need it to get worse.
- I think it is outrageous that we have to pay for a parking spot when living in an apartment. The rent is ridiculously high and you have to pay for your utilities. It has become unaffordable for the everyday person to live anywhere in Guelph. There are people I know who have to rent out a room in their apartment in order to live in a half decent size apartment. People who share apartments because a one bedroom is too expensive so sharing a larger apartment is less expensive. Several people I know have moved out of Guelph because of the price of housing (Quebec, Belleville, Kingston and Windsor)
- most couples/families have 2+ cars, so there needs to be enough parking for them, so that they are not parked on the streets and blocking intersections and roundabouts
- Guelph should follow the lead of other progressive municipalities and remove (most) parking minimums altogether. Taking any other approach does not allow for the fair treatment of all transportation options, but enforces car-first planning which is not consistent with the wishes of Guelph citizens or existing Policy
- All you are going to do is push more people to park on the street around the building. Living in an area which has apartments and towns we already have too much congestion on the streets. Also, what happens in the winter with snow clearing? When they plow the snow and take up spots you will have even fewer spots.
- I don't understand how you can think that some couples need two cars. Not everyone works in Guelph and those who do sometimes don't work in locations convenient to transit or during hours that transit runs.
- It is easier to take parking away when people naturally shift away from cars than it is to add it once a building is built and you realize you don't have enough parking. This seems to be biased towards developers who are trying to maximize revenue on their land and aren't considering the livability of their product
- Reducing parking rates excludes individuals with precarious work who are dependent on cars for commuting to work which is not accessible by other means. Public and alternative transportation has not replaced these needs and reducing parking rates further reduces options for affordable and flexible housing
- A developer should be able to trade some parking spaces for bicycle shed(s)

Parking ratios continued:

- If for any reason the parking allowed is not enough...Is there a reasonable alternative for needed parking within what would be considered a reasonable distance?
- 11 survey respondents agree with the recommendation to reduce parking rates for commercial uses, 10 did not agree with this approach and 4 were unsure
- I believe this should be a maximum ratio, not a minimum ratio. We should be encouraging small scale commercial in a residential setting. This doesn't need parking when there is street parking available
- Many parking lots are vastly oversized for the number of people that park in them, with the lots being empty or lightly used much of the time. As such, commercial parking minimums should be abolished. Let the market decide how many (if any) parking spots are required to support their businesses. Parking maximums should be implemented in commercial areas to limit the parking lot hellscapes that blight commercial areas
- Do not push parking into the local streets
- Stone Road Mall does not have enough parking. The Zehrs plaza at Clairfield does not have enough parking...we need more spots, not less
- Guelph should follow the lead of other progressive municipalities and remove parking minimums altogether. Taking any other approach does not allow for the fair treatment of all transportation options, but enforces car-first planning which is not consistent with the wishes of Guelph citizens or existing Policy.
- Again, you are trying to force people out of cars. At Pergola Commons in the winter when snow piles consume 20% of the spots in the lots there are times you can't find a spot to park. If you allowed less parking the businesses are going to start losing customers who can't park (if you are buying groceries or stuff you aren't carrying it on the bus).
- Again, provide sufficient parking and when society naturally moves away from cars, then you can take away parking spots. Think about the Taco Bell at Woodlawn by Staples. It is easy to add a pad building in a parking lot when there are surplus parking spots

Bicycle parking

- Consider free long term bike storage downtown
- Consider stackable bicycle parking
- Stacked bicycle parking facilities may not be accessible and education may be needed for use
- Consider a survey to see who would cycle instead of driving
- Better bicycle parking infrastructure required with an educational component on how to use it
- Inadequate bicycle parking rates, current trend toward cycling among younger people
- Agree with recommendation for short term and long term bicycle parking. Should consider two bicycle parking spaces per unit

Bicycle parking continued:

- Idea of bicycle storage generally a good idea – need to be creative in the approach
- Zero parking for bicycles should be required, communal facilities should be used instead
- Recumbent bicycles don't work with existing bike racks
- Yes! Let's make safe and secure bicycle parking a requirement!
- Yes. I believe the proposed ratios are adequate
- Yes, I agree that implementing mandatory bike parking is a good thing. Anything that helps support cycling in the city will help make it a more sustainable place
- It's important to include adequate bike parking with an eye to the future when perhaps more people will be using this mode of transport
- Bicycle parking unlike cars/trucks does have some flexibility. It is hard to determine the use going forward. A bit more room can be added at little cost or land use
- Better bicycle parking options in malls and plazas will encourage more people to use them
- I agree but with some comments:
 - Include a mandatory provision for showers, lockers, and real security (locked facility) in long-term requirements
 - Increase the requirements for long-term in places of employment to encourage more bicycle commuting (these are the most important trips to convert in order to reduce peak congestion.)
 - Increase the residential requirements to APBP standards (minimum 2 spaces)
 - Increase short-term requirements at recreational facilities
 - Increase the requirements at schools
 - Increase the short-term requirements at retail facilities where it makes sense... places that would be reasonable for errands by bike
- Yes, agree with regulation
- Yes
- I do not think bicycle parking standards should be included in the zoning bylaw
- The proposals for bike parking are a good start but need to be combined with city wide measures for reducing bike theft and real consideration of bike lanes and pathways which give cyclists and motorists equal priority. I am an avid cyclist but avoid biking in Guelph because of poor roadways and because Guelph has a limited and poorly maintained bike path network that is not passable with road bikes.

General parking comments

- Intensification with no additional room for parking is causing issues
- Not enough free parking downtown – will not use paid lots when free options are available, don't choose to come downtown because free parking hard to come by
- Fixation on parking is not necessary, empty parking garage downtown

General parking comments continued:

- Permeable pavement if drainage is an issue
- Electrical vehicle requirements is considered a good thing
- Consider on-street parking permit system
- Transit is insufficient to reduce auto dependency
- Personal responsibility when choosing home location with or without parking
- Parking demand surveys should only look at peak parking times
- We have a parking issue but we are moving to be greener and promote less car ownership and walkable mixed use areas
- Develop minimum parking spaces per number of bedrooms
- How can we predict future trends? (work from home and changing car ownership trends)

Residential zones

- Like the idea of multiple built forms in one zone. Could have only one low density residential zone that permits all forms of low density housing
- Concerns about eliminating the R.1A zone and intensification of these areas. Larger lot singles would be demolished and semi-detached dwellings could replace them. Can't provide a mix of housing everywhere in the city, there needs to be some neighbourhoods that are different
- Concerns with lot severances and changing neighbourhood character. Important to identify the actual built form not blanket zoning
- Aging neighbourhoods and unaffordability for young professionals, density has to increase to accommodate affordability for the next generation
- Need variety and choice in housing types
- Reduced number of zones, less is better but there needs to be a way to manage the look and feel of a neighbourhood (compatibility). Don't want cookie cutter houses. Should maintain the look and feel of the streetscape
- Need to be more inclusive, newer areas that use a lot of energy may need to be rebuilt, these neighbourhoods can be replaced with a range of housing types. Energy efficient forward thinking development is important
- Consider smaller lot sizes
- Can an accessory building fit on smaller lot sizes?
- Maximum density rules can limit the amount of small units in a multi-unit building
- High density and medium density sites offer more variety to address intensification in a creative way
- Consider expanding Map 66 boundaries (Note: Map 66 refers to the older built-up area of the city and has some zoning exceptions applied to that area)
- Consider adding commercial uses in high density residential zones to accommodate things like restaurants and convenience stores where it makes sense

Residential zones continued:

- Consider what is allowed in residential zones such as small home-commercial uses (small shop that produce manufactured goods). Can be reflective of changing population and mixed generational homes. Should have little to no impact on residential/neighbourhood feel
- The common amenity area regulation for apartments should be reduced from the current requirement in the zoning by-law. A new common amenity area zoning regulation requiring less than 10m² per unit would encourage intensification within the Mixed-use Corridor Zone
- High Density Residential zoning regulations should apply to apartment buildings and mixed-use buildings within lands designated as Mixed-use Corridor
- Townhouses should be permitted in the zone implementing the designated Mixed-use Corridor lands. Townhouses along the podium of an apartment building can activate street frontage, assist in meeting angular plane requirements and provide a transition in building heights to promote compatibility and reduce shadow impacts to abutting properties
- The City has not previously had a zone which implements the Mixed-use Corridor designation. If the zone proposed to implement the Mixed-use Corridor designation requires amendments to the Official Plan it would be appropriate to include these amendments as part of this process

Preliminary recommendation for low density residential

- I love the idea of allowing more diversity in low-density housing. Low density isn't just single-detached homes! As we grow, and as a generation ages, we need far more flexibility in this area.
- I disagree with this. There should only be one low-density residential zone which permits all the housing types above. We need to build more housing, and a more diverse mix of housing. Allow all of these typologies and eliminate parking minimums, instead creating parking maximums. This will allow for more housing types.
- No mention of parking. Guelph currently has a problem with overcrowded street parking due to multiple occupancy in townhouses and semi detached homes
- Three stories is too high for low density zones in general. Maybe for new construction where all are three stories is acceptable but you want to avoid adding a third floor where all homes currently are one or two stories
- I like low density, not all but a good percentage. People need space to live. I do not like high density housing as can lead social problems. Many cities are dealing with high density social problems.
- I agree
- We need more flexibility in the low-density zone to permit a greater mix of housing types. This is especially true when it comes to infill development

Preliminary recommendation for medium density residential

- This seems clear and fair
- I think these are all appropriate. Again, parking maximums not minimums

Preliminary recommendation for medium density residential continued:

- Sort out the parking before adding more density to an area. So far any building going on south of Clair Rd i.e. Dillon project is littered with cars and Gosling Gardens will have the same problem once all apartment buildings are finished. Yes street parking is for public use but when your garbage isn't picked up due to cars in the way then that just isn't acceptable
- Again, for new construction, pack it in but in existing neighbourhoods, we would be wary of allowing extra stories to be added to townhouses already there
- I look at medium density as ok, there is a large need for this. I would rather see this than high density
- I agree

Preliminary recommendation for high density residential

- I am on board with having an overall plan whereby you don't get a ten-story building next to a low-density neighbourhood, however, is 10 storeys the highest building Guelph will ever be allowed to build? Don't we already have buildings with higher allowances? Will those only be permitted through individual, property-based zoning amendments?
- Why only permit convenience commercial as of right? Why not include day care centres, and small scale restaurants? If we want walkable neighbourhoods, we need to permit those uses within walking distance
- Ten stories are fine so why didn't the City stop the two 14 stories at Poppy and Gordon. If you have a plan then why isn't the city abiding by its own rules. Double standards being applied
- Ten stories is fine as long as good buffer zones are created. Do not allow these taller buildings adjacent to existing low-rise neighbourhoods.
- I do not like high density housing, some (little) is acceptable. Yes, there is a need for some.
- I agree.
- 5 survey respondents agree with the approach to reduce the number of zones and 1 is unsure
- 5 survey respondents agree with the types of proposed uses and 1 is unsure.
- I want more access to small commercial services in my neighbourhood. I love this
- I think this is fantastic! This will allow us to build truly walkable cities. There is no reason why we shouldn't be able to build a coffee shop, day care centre or small restaurant in a residential setting. These stores will become neighbourhood hubs that are so vital to the livability of our city
- This is fine as long as it does not get out of hand, a small percentage for this use
- I agree

Preliminary recommendation for high density residential continued:

- If you are going to allow convenience stores and day care centres in the middle of residential neighbourhoods, the impact of traffic will be massive. Please remember that in many south end neighbourhoods where student houses abound, parking and vehicle traffic is already an issue. Don't add uses that are going to draw more cars to enter residential areas. Keep those uses on intensification corridors or at least major arterial roads. Residential neighbourhoods have enough to deal with university students without adding convenience stores and daycares to the mix. Walk from the neighbourhood to the convenience store or the restaurant. We don't need them next door

Built form

- Townhouses – reduce the length of the building on street, create a maximum number of units
- Consider maximum length of for townhouses instead of maximum number of units
- Review setback considerations based on size of house on lot
- Why only 10 storeys for high density sites? How does this consider increasing cost of land? Building rental housing is not feasible with the cost of land. Is 10 storeys enough?
- Opportunity to re-evaluate the maximum height of 10 storeys and density of 150 units per hectare permitted in the context of using land efficiently, providing housing affordability and creating a walkable, transit friendly community- particularly in mixed-use corridors
- Requiring podiums for taller buildings is good. More attractive and helps with shadows. Requirement for 45 degree angular plane is good
- Concerns with new builds where houses are typically closer together. Location of parking and driveways is problematic. Builders need to be more creative and possibly use laneways
- The side yard requirement calculated as half the building height should be removed and replaced with a set minimum side yard and angular plane regulations that work together in the zoning
- Duplicate regulations regulating the same item such as density and minimum lot area per unit should be corrected by deleting the minimum lot area per unit regulation
- 5 survey respondents agree with the proposed built form rules for townhouses and 1 survey respondent does not agree with this approach
- The work done to review mid-rise and townhouse built-form standards is excellent
- Totally agree with the green roof piece. Greenspaces at Townhouses is rarely used anyways as it's terrible space
- Green space and landscaping around developments has made Guelph desirable but since the City has allowed close to road building these aesthetics are now missing
- I agree

Built form continued:

- All (6) survey respondents agree with the proposed built form rules for mid-rise buildings
- Parking again. Don't let the builders sway the City into allowing less parking. Less parking only means a higher burden for the residents in the area and causes a great deal of stress
- Buffers between mid-rise buildings and existing low-rise neighbourhoods are critical. It takes 25 years for trees to grow into a decent buffer so we need to maximize landscaped space around mid-rise buildings
- I agree
- 3 survey respondents agree with the proposed built form rules for tall buildings and 2 survey respondents are unsure
- I would love to see setback rules by floor reflect earlier design in NYC. This created some really beautiful architecture
- Giving more articulation to a tall building is more pleasing to the eye. Straight towers look boring. Don't have them so close to road. We don't want to look like those apartments along the Gardiner Express in Toronto. Pollution has not even been considered when allowing high density along Gordon
- The taller the building, the more space needed around it in order to provide green space and amenity space. The numbers cited above don't seem adequate for tall buildings
- I agree

Other residential comments

- Look at the traffic reviews again since what is currently being provided is not accurate. Also the shadow from new buildings should not impact current buildings. This has also been a failing from reports provided to the city
- Please don't burden student-heavy neighbourhoods by making it easy for back yard development or extra stories to be added to existing dwellings
- The number of investor high density student rental homes need to be controlled. PARKING on this streets is a mess. Homes with 5-7 ++ students all with cars/trucks and 2 parking spots per house does not work. This needs action. Also, a comment...do not waste too much time with by laws if they are not going to be proactively enforced!!!!!!

Landscaping

- High density sites have less room for green landscaping
- Zoning Bylaw should require the amount and type of soil for trees as well as the amount of open space and landscaped space
- More soft landscaping should be required
- A minimum landscaped open space regulation is not necessary and should be deleted since this is already regulated by other regulations such as setbacks

Additional residential units

- More flexibility in older neighbourhoods where parking can't be provided (no driveways) for accessory apartments
- Garden suites offer a good housing option for elder parents living with children and children living with parents longer
- Consider existing detached structures potential to become an accessory apartment
- 3 survey respondents do not feel that the city should add any other regulations for accessory dwelling units, 2 felt that the city should and 1 was unsure.
- Generally in support of more flexibility for accessory dwelling units, especially as a generation ages. This can allow them to stay home while a caregiver lives on site (or vice versa), both with some independence
- I think we should question why we require parking minimums for accessory apartments. Why should we limit the ability to build an accessory apartment - a more affordable housing option, all because the lot might not be able to permit a parking spot
- Parking once again is an issue for neighbours when basement apartments are allowed. Why isn't Guelph doing what other municipalities have as a bylaw? i.e. no parking on road between 2 - 6 am throughout the year. This way a unit will not be overcrowded as it can't provide parking for their renters. Also garbage bins facing the road is a blight on the city. Other municipalities have banned them from the front of houses. When you have multiple people living in one house the garbage looks horrendous when at front.
- Realize that this is being driven by provincial requirements but the idea of out-of-town landlords adding accessory dwelling units in low density neighbourhoods is worrisome. We feel the potential for abuse is great and if landlords can find a way to pack in a few more student renters, they will do so. In most areas, you cannot create a separate dwelling in the back yard without severely impacting the property to the rear and the residents on each side. We urge you to establish the maximum setbacks possible in order to protect neighbours and to insist that neighbours are notified of any building permit request for such accommodation
- In a university city this can open up a lot of problems. Investors will use this in a large scale to make more money and will defeat the reason for developing this type of housing. It could open up a real can of worms. Investors (AKA small business owners) have already ruined many streets in the N1G
- I would consider allowing the height restrictions to be increased to allow for accessory dwelling units above a garage, for instance, or to be at least as tall as the primary dwelling (house) on the property. Restricting the height restriction at 3.6 meters to midspan seems restrictive, especially if the main house is a two-storey home. I would also allow for a larger maximum floor area of the separate detached dwelling. Maybe 60% compared to 40 - 45%.

Additional residential units continued:

- I would also allow the services (hydro, gas, water/sewer) to be tied into the existing home. Having the detached dwelling separately serviced would make it very costly for a homeowner compared to tying into existing services and would discourage development. Tying in the services to the existing home would reduce construction costs and encourage more homeowners to consider creating a detached accessory unit in their rear yard and therefore would increase the number of available residential units in the city

Natural areas, floodplains, open space & parks

- Different zones for each component of the NHS sounds complicated, don't like option 3
- Like option 1 for the NHS, the idea of keeping it simple as long as it follows good planning principles
- Overlays have some appeal because there are some areas you need to be specific
- Like overlays that require Environmental Impact Studies with conditions (option 2)
- Why duplicate the Official Plan in the Zoning Bylaw?
- Like SWM zone so these are kept separate from park land space – but should still provide access/recreational use including trail use
- Golf Course Zone – Should have additional flexible uses for winter period
- Park zones should include winter uses like ice rinks
- One park zone with mix uses could allow for flexibility during changing needs
- Hunting should not be permitted in City in any zone – Fishing should be allowed
- Should have a buffer area to natural spaces
- Have a flexible definition for structures in a natural space – allow for certain structures within the natural/floodplains/SWM that do no impact its designed use example boardwalks, piers, docks, sitting areas. Make them so they can be flooded over when needed but accessed when there is no flooding
- 5 survey respondents agree with the approach to zone the NHS and 2 were unsure
- 5 survey respondents agree with the approach to zone parks, golf courses and open space and 2 were unsure
- This is a lot to wade through but the important value for residents ought to be the maximum preservation of green space within the city
- In Natural Heritage System, Floodplains, Open Space, and Parks document, Option 1 in the "Natural heritage system lands" section sounds good. I see university students in the rivers studying wildlife and conservation, and though this is intrusive, it may also serve the conservation efforts in the future. Allowing "accessory low impact scientific and educational activities and passive recreation activities that have no negative impact on the conservation use" sounds good to me
- 5 survey respondents agree with the proposed uses to be allowed in the NHS and 2 are unsure.

Natural areas, floodplains, open space & parks continued:

- I agree with the conservation uses but am not clear on what "existing uses" means. This doesn't seem to be clarified in the discussion guide
- Just hope that there are adequate protections in place for the rapidly disappearing green space that we have in Guelph
- Natural areas that are as naturalized as possible engage my children the most and provide me, the parent, with the respite from the human hardscapes
- More educational! Teach the students about the land and allow them to experience it first hand
- 5 survey respondents agree with the proposed uses to be allowed in the open space and park zone and 2 are unsure.
- I think the appropriate uses are allocated to the right types of space. It seems sensible and includes safeguards. Again, facilitating educational options, in regards to natural spaces we need to be sure that the tools are in place to make this possible
- 5 survey respondents agree with the criteria to be used to map the NHS in the zoning bylaw and 1 is unsure
- I especially like the buffer recommendation
- Instead of zoning to the farthest limits, we should include a buffer zone beyond the limit of the natural feature. This would allow for maximum protection
- For the sake of future generations, maximize green space for natural and recreational use
- Too bad we couldn't naturalize the land that is currently the golf course downtown Guelph return it to nature along the river

Structures in the floodway

- Floods are getting more common and severe. We should absolutely maintain the rule of not allowing structures in floodplains and should possibly even review existing floodplain limits
- Allow active transportation routes to be built within a floodplain. Engineer these to be resilient to flooding
- Structures of any kind should not be allowed in floodplain areas
- No structures is my preference
- Temporary structures, or low impact structures should be available. In Brampton, I saw an outdoor class room beside the Etobicoke Creek, in an obvious floodplain. A wooden pergola and large stones beneath to sit on. It was tasteful and secure, and not intrusive on the overall landscape, and had minimal impact on any surrounding wild space. This should be allowed
- I agree no structures on floodplains

Commercial uses

- Pre-zone lands in nodes and corridors
- Small scale commercial and community services should be permitted in low density residential neighbourhoods
- High density residential should permit convenience commercial

Commercial uses continued:

- Combine service commercial zones (SC1 and SC2) into one zone
- Consider allowing the following uses in service commercial zones:
 - some retail such as hardware, home furniture, beer/liquor stores
 - Consider office use as a complementary use, possibly with a size restriction
 - fitness centre, funeral home, bar, hotel (not conference or convention centre), commercial entertainment, commercial recreation, bar
- Reduce number of specialized zones where possible and be more permissive with permitted uses
- Unclear why the recommendation is to create three separate zones to implement the mixed-use corridor designation. It does not make sense to have three zones; residential, commercial and institutional zones for what is encouraged to be mixed-use
- The maximum building height of six storeys is inadequate for the function of these Mixed-use Corridor lands which are intended for intensification and transit supportive development. A maximum building height of 15 storeys with angular plane regulations applied to any abutting Low Density Residential designated lands would ensure compatibility. The Official Plan should be amended as part of this process to increase the maximum Building Height in the Mixed-use Corridor areas to 15 storeys. In addition, the wording within the Mixed-use Corridor policy should be revised to permit the 100 to 175 units per hectare density to apply to mixed-use and freestanding residential buildings, not just freestanding residential buildings
- All survey respondents (4) agree with the approach to reduce the overall number of commercial and mixed-use zones
- This would provide clarity for everyone (residents, developers) while still allowing for flexibility of a final development design. I also like the idea of people being able to access all services close to where they live, from health services including pharmacies to grocery stores, gas stations and restaurants. This also creates more opportunities for people to work near to where they live
- All survey respondents (4) agree with the proposed uses to be allowed in each commercial zone
- I don't know where businesses like Air B&B would be covered but they ought to be treated as commercial establishments and kept out of residential neighbourhoods
- I support these recommendations and the recommendations of the commercial policy review which was a detailed study
- I agree that it's important to implement minimums and maximums to balance commercial development across the city
- I support these recommendations and the recommendations of the commercial built form study which was a detailed study

Commercial uses continued:

- I disagree with the capping of residential units in neighbourhood commercial centres. These mixed use nodes should be where density is highest, and as long as the form of the building meets zoning requirements, the number of units should not be limited.
- I like restricting parking between the buildings and the street. The rule demanding active entrances/transparency should be explicit that it is required on the side of the building facing the street. Too many existing commercial buildings meet the street and present either a blank wall, or covers the entrance with advertisements directed at cars. It's offensive.
- Would like to see the green roof allowance reduced. While agreed, they would reduce costs etc., they reduce the amount of green space on the premises where it softens the appearance of buildings and parking lots
- While I like many of the regulations, and the desire to create more mixed use environments, I believe more needs to be done to require that mixed use to develop. Most commercial property developers are 1. risk averse, and 2. not residential developers. See the lack of any residential uses in the mixed use nodes zoned in each corner of the city over a decade ago

Drive-throughs and service stations

- Oh my goodness yes. Please fix the drive-through problem! Infuriating when lines block road and sidewalk traffic, and even traffic with a parking lot! I'd actually be in favour of banning drive-throughs altogether, alas...
- I strongly disagree with the inclusion of drive-throughs and gas stations in the new mixed use zones. The purpose of the mixed use zones is to create an environment in which people can live, work, and shop in close proximity, and without the need for a car. Including these uses adds a hostility to pedestrians to the environment. Gas stations should be kept only in service commercial areas, and away from areas pedestrians are expected to be. Drive throughs should be banned in the city for their contribution to unsustainable lifestyles.
- It's hard to visualize these numbers but as mentioned above, make it as difficult as possible for new drive-throughs to be established. They are not compatible with efforts to reduce carbon footprint and make areas pedestrian-friendly. They are just wrong on so many levels.
- The one thing I would want tightened pertains to drive-throughs. Those should be highly restricted so that you don't have situations like Tim Horton's where the lines extend on to the roads (common in Guelph). If you are going to allow them at all, they need to provide adequate space off the street for the line ups. Drive throughs are harmful to the environment, encourage laziness, and create dangerous situations. This needs to be seriously looked at in light of climate change threat and local restrictions are critical.

General feedback

- Less detailed bylaw to allow for more flexibility
- Like the approach of pre-zoning lands

General feedback continued:

- There should be transition provisions, deeming any application in progress to also be an amendment to the new Zoning By-law once the new Zoning By-law has been passed
- Concerns related to the two-year moratorium as it would apply to Clair-Maltby Secondary Plan area and the Guelph Innovation District Secondary Plan
- Concerns generally about the two-year moratorium applying across the city for amendments and minor variances
- Existing amendments and minor variance approvals should be carried forward with the new zoning bylaw
- Existing site specific zones are deemed to be in conformity with the Official Plan in accordance with the Planning Act and must be carried forward in the new Zoning By-law
- The new zones created should be directly correlate to, and implement the corresponding Official Plan designations. The City should create the fewest zones possible to implement the Official Plan designations thereby reducing the need for zone change applications

Information Report



Service Area	Corporate Services
Date	Friday, February 28, 2020
Subject	Property Tax Receivables and Collections
Report Number	CS-2020-06

Executive Summary

Purpose of Report

As per the City of Guelph's Tax Billing and Collection Policy, annually staff provide Council with an analysis on the current state of tax collection and arrears.

This report provides information as of December 31, 2019.

Key Findings

Property tax receivables as a percentage of tax levied annually is 1.48 per cent as at December 31, 2019 (2018 – 1.81 per cent) and continues to remain lower than the 2018 Southwest Ontario municipal average of 5.4 per cent as reported in the 2019 BMA Management Consulting Inc. Study. The total 2019 tax arrears as a percentage of taxes levied is 2.16 percent (2018 – 2.25 per cent). As the number of properties in Guelph has increased from 41,232 in 2011 to 46,744 in 2019, the City has experienced a consistent low level of tax receivables and tax arrears that are reflective of the strong economic and financial health of Guelph. Enhanced payment options such as multiple pre-authorized debit (PAD) plans with now over 35% of property owners on a PAD, and the ability to pay at any Canadian financial institution or by credit card also contribute to the low tax receivables.

During 2019 there were no properties that were advertised for Tax Sale.

Financial Implications

Tax arrears as a percentage of taxes levied is an important financial indicator of municipal economic health and is considered by Standard and Poor's in their determination of a credit rating. The lower percentage of tax arrears is a favourable factor to the City's credit rating.

Interest and penalty income from unpaid taxes directly relates to the amount of arrears outstanding on a monthly basis.

Report

Details

Definition of Terms

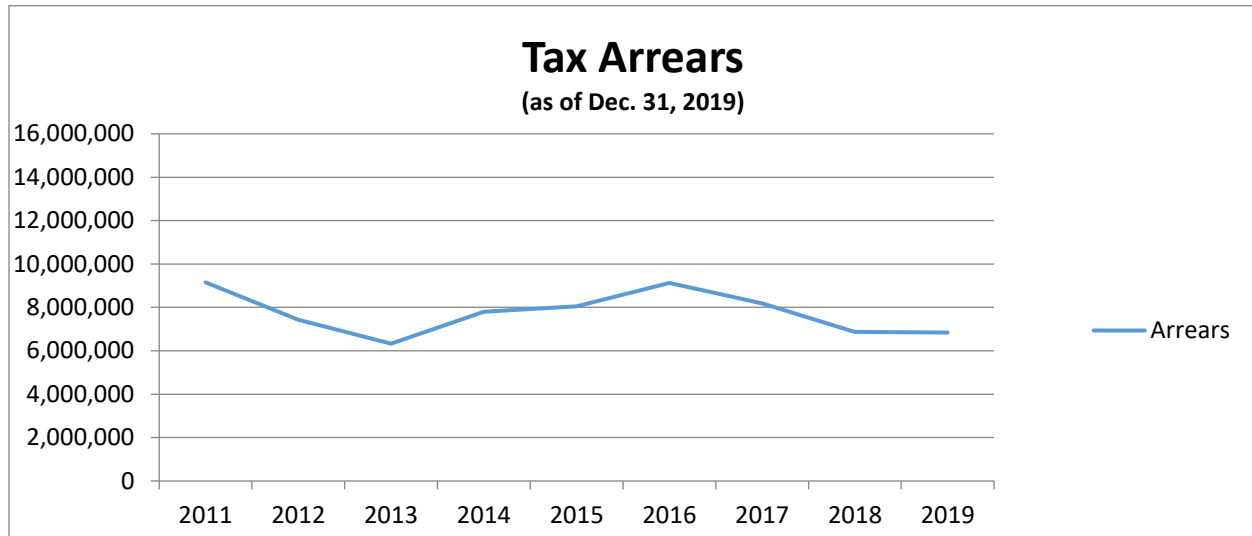
Tax arrears – the amount of taxes outstanding on all accounts.

Tax credits – credits on the tax account which occur due to pre-payments by the property owner, assessment reductions, vacancy rebates, or Municipal Act dictated tax adjustments applied to the account.

Tax receivables – the net amount of taxes owing to the City (tax arrears less tax credits).

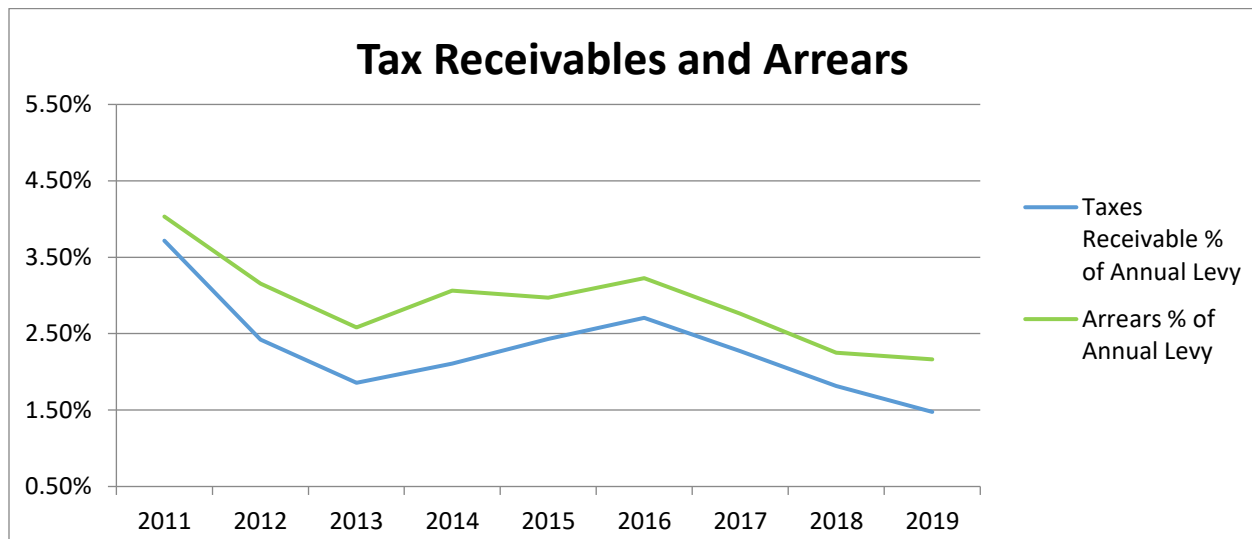
Tax arrears

From 2011 through 2019, tax arrears at yearend have fluctuated as illustrated in the chart below.



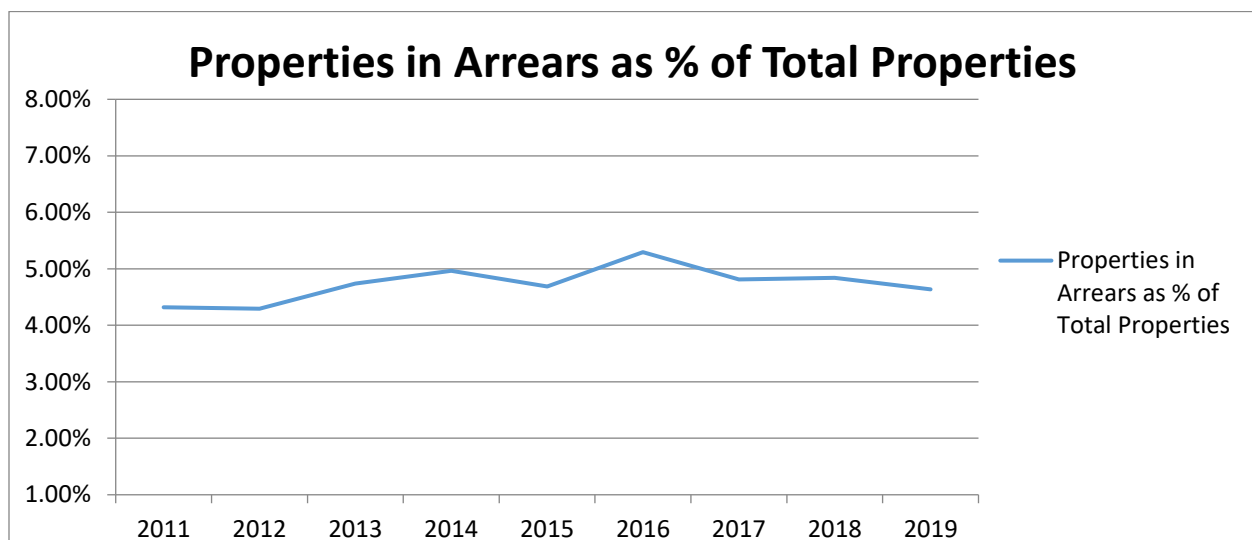
Tax receivables and arrears

The low tax receivables and tax arrears reflect the City's strong economic health and the ability of taxpayers to meet their financial obligations. The availability of payment options and the application of the Tax Billing and Collection Policy also contribute to keeping arrears as low as possible. The City's tax receivables as a percentage of taxes annual levied is 1.48 per cent in 2019 (2018 – 1.81 per cent) and continues to remain much lower than the Southwest Ontario 2018 municipal average of 5.4 per cent as reported in the 2019 BMA Management Consulting Inc. Study. The overall tax arrears percentage as a percentage of taxes annually levied is also significantly lower than 5.4 per cent sitting at 2.16 per cent in 2019 (2018 – 2.25 per cent).



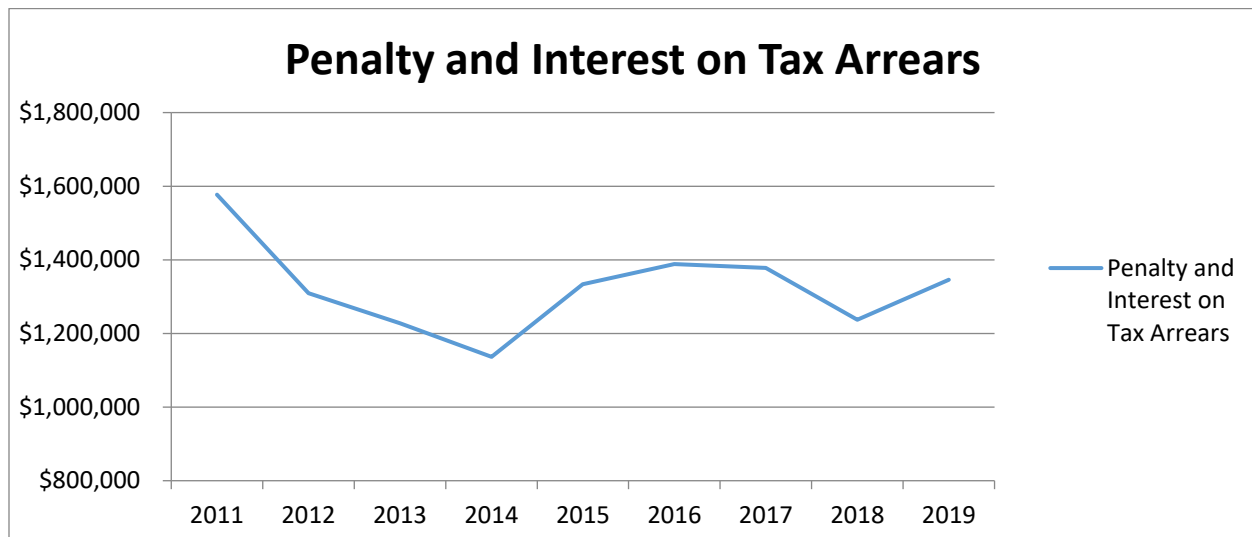
Properties in arrears

At the end of 2019, there were 2,168 properties in arrears, representing 4.64 per cent of all properties compared to 2,223 properties of 4.84 per cent in 2018.



Penalty and interest on tax arrears

Penalty and interest revenue increased in 2019 to \$1,345,947, up from \$1,237,634 in 2018. This was a positive variance as penalty and interest was budgeted at \$1,295,000 in 2019. Fluctuation in penalty and interest is to be expected. This increase, on its own, is not concerning as it relates to a taxpayers ability to meet their obligations. The nine-year trend is shown below.



Payment Plans

As of December 31, 2019, there were 12,841 properties enrolled in one of the monthly PADs and 3,739 properties enrolled in the due date PAD. The number of properties enrolled in a PAD increased by 835 in 2019. This translates to an overall increase in enrollment of five per cent, with total enrolled representing 35 per cent of all properties in Guelph.

Increased enrollment for PAD plans is a successful efficiency initiative that enables the City to process a large number of tax payments without manual entry, provides a stable cash flow through the calendar year and allows taxpayers the opportunity to spread their payments out on a monthly basis.

Collection procedures

On an annual basis, if arrears two years and greater are not paid by January 31, the City will commence the tax sale registration. From commencement of the tax sale registration process, many property owners will pay their outstanding property taxes prior to actual registration occurring later in the year. Once registration takes place, the effected property owners have one year from the date of registration to pay all taxes and associated costs including penalty and interest. If the taxes remain unpaid at the end of the one-year period, the property will be sold by the City to recoup the taxes outstanding.

At the end of 2019 there were 283 properties eligible for tax sale registration compared to 313 at the end of 2018. These properties in arrears will be reviewed for tax sale registration later in the 2020. As a result of a legislative change, 2019 was the second year where all properties two years in arrears were eligible to be registered for tax sale. This legislative change has created an environment where the individual arrears are not as significant and may be less onerous for property owners to work out payment plans with the City.

The City did not conduct any tax sales in 2019. At the end of 2019, 28 properties were under review for tax sale registration, with registration to occur in January 2020. Further, at the time this report was authored, four properties are currently advertised for tax sale with a tax sale date of March 5, 2020.

Financial Implications

Tax arrears as a percentage of taxes levied is an important financial indicator of municipal economic health and is considered by Standard and Poor's in their determination of a credit rating. The lower percentage of tax arrears is a favourable factor to the City's credit rating.

Interest and penalty income from unpaid taxes directly relates to the amount of arrears outstanding on a monthly basis.

Consultations

None.

Strategic Plan Alignment

This report aligns with Strategic Plan priority working together for our future, running an effective, fiscally responsible and trusted local government.

Attachments

None.

Departmental Approval

James Krauter Deputy Treasurer / Manager of Taxation and Revenue

Report Author

Greg Bedard Supervisor, Property Tax



Approved By

Tara Baker, CPA, CA
General Manager Finance/City
Treasurer
Corporate Services
519-822-1260 Extension 2084
Tara.Baker@guelph.ca



Recommended By

Trevor Lee
Deputy Chief Administrative Officer
Corporate Services
519-822-1260 Extension 2281
Trevor.Lee@guelph.ca

Information Report



Service Area	Corporate Services
Date	Friday, February 28, 2020
Subject	2019 Year-end Assessment Report
Report Number	CS-2020-07

Executive Summary

Purpose of Report

This report has been prepared to update Council on the work undertaken by the Municipal Property Assessment Corporation (MPAC) in delivering the 2020 assessment roll.

Key Findings

MPAC performs a number of tasks in preparation for providing the annual assessment roll to each municipality. The work completed helps to provide an updated and stable assessment roll.

Financial Implications

Stable and predictable assessment values are critical to maintaining the City's tax base and minimizing budget impacts.

Report

Details

Property assessments in Ontario are updated every four years. Currently, MPAC uses a legislated valuation date of January 1, 2016 for the 2017-2020 property tax years.

Throughout 2017-2020, on an annual basis, MPAC provides an updated assessment roll to each municipality to be used for tax billing and tax planning purposes. The 2019 Year-end Assessment Report for the 2020 Tax Year included in Attachment-1 outlines activities performed by MPAC in providing the updated assessment rolls to municipalities in Ontario. The report also contains Guelph-specific information relating to changes in assessment totals from 2019 to 2020. Notably from a percentage and also a total value perspective, multi-residential assessment has seen a greater percentage change than residential assessment. This increased assessed value in the multi-residential sector naturally creates a tax shift whereby increasing the amount the multi-residential sector would pay. This was recognized in 2017 as a trend that would be present through the 2017-2020 assessment cycle. As such, in the 2020 tax policy development, staff will continue to recommend revenue-neutral tax ratios for the multi-residential tax class as endorsed by Council

in 2017. With this, there has not been a significant overall change to the City's assessment base distribution.

Looking forward to the 2021-2024 property tax years, the legislated valuation date will be January 1, 2019. MPAC hopes that having a valuation date two years in advance of being effective will allow stakeholders time to review and identify issues before the return of the 2021 assessment roll.

Property owners in Guelph will receive their 2020 Property Assessment Notice, outlining their property's updated assessment for the 2021-2024 property tax years, in September and October 2020.

Financial Implications

Stable and predictable assessment values are critical to maintaining the City's tax base and minimizing budget impacts.

Consultations

Municipal Property Assessment Corporation

Strategic Plan Alignment

This report aligns with Strategic Plan priority working together for our future, running an effective, fiscally responsible and trusted local government.

Attachments

Attachment-1 2019 Year-end Assessment Report for the 2019 Tax Year

Departmental Approval

James Krauter

Deputy Treasurer / Manager of Taxation and Revenue

Report Author

Greg Bedard

Supervisor, Property Tax



Approved By

Tara Baker, CPA, CA

General Manager Finance/City
Treasurer

Corporate Services

519-822-1260 Ext. 2084

Tara.Baker@guelph.ca



Recommended By

Trevor Lee

Deputy Chief Administrative Officer
Corporate Services

519-822-1260 Ext. 2281

Trevor.Lee@guelph.ca

2019 Year-End Assessment Report

for the 2020 tax year

As of December 2019



MUNICIPAL
PROPERTY
ASSESSMENT
CORPORATION

Valuing Ontario

In Ontario, there are more than 5 million properties representing \$2.96 trillion in property value. It's MPAC's role to assess and classify every property, supporting the collection of nearly \$21 billion in municipal taxes annually.

This report provides an overview of the work we undertook throughout 2019 to support municipalities and stakeholders, meet service level standards, and deliver an updated and stable assessment roll.

*As of October 31, 2019

2019 by the numbers*

5.36 million

properties assessed and classified in Ontario

Representing

\$2.96 trillion

in property value



Delivered more than

800,000

Property Assessment Notices



Supported the collection of nearly **\$21 billion** in municipal taxes annually

Delivered more than

\$37 billion

in new assessment

to municipalities across the province. **More than 85%** of new assessment was processed **within one year** of occupancy.



Completed just over **15,000** Requests for Reconsideration



Completed **25,927** appeals



Our **Municipal and Stakeholder Relations** team participated in **18 municipal sector conferences** across Ontario



Building and strengthening municipal partnerships

In early 2019, we made a strategic change so that we could serve you better. Under the leadership of Carmelo Lipsi, Vice-President and Chief Operating Officer, our municipal relationship experts joined the same business unit as our assessors. This integration has strengthened our collective knowledge and understanding of your communities, how we can support you, and enabled us to be more efficient in our customer service.

We welcomed many new municipal elected officials after the October 2018 elections and, in 2019, we have enjoyed orienting these new leaders about who we are, what we do and how we can support municipalities. We continue to do this through Council presentations, meetings with local municipal partners and informational materials.

We are committed to keeping these conversations with you going, especially as we prepare to deliver the 2020 Assessment Update.



Partnerships in action

We're proud of the municipal partnerships we've developed and are working hard to demonstrate our value to you, to listen to you and to continuously improve. These stories from the field highlight some of the ways we're doing just that.

Supporting the City of Ottawa through spring flooding

MPAC continues to review properties during non-Assessment Update years, and will update an assessment if a change occurs. But what happens if these changes are due to damage from natural disasters like flooding, tornados or other extreme weather events? In this case, property owners of buildings damaged to the point of being unusable might contact their municipality asking about a property tax reduction or refund.

When these unfortunate situations happen, municipalities can rely on MPAC to provide the information they need to make informed decisions about tax applications and process the applications quickly.

"Many properties along the Ottawa River experienced flooding this spring, creating uncertainty and stress for many of our residents," says Mishele Joanis, Program Manager, Customer Accounts Branch, City of Ottawa. "We were again impressed with MPAC's highly collaborative approach to managing the situation. Together, we were able to find solutions so that property owners got the information they needed faster."

Delivering exceptional customer service to Tarbutt Township

Whether presenting at a Council meeting, looking into a property owner's concern, or sharing information with municipal partners at industry conferences, MPAC's knowledgeable and professional employees are committed to delivering exceptional customer service.

"In a time where customer service seems to be lacking, I think MPAC has achieved a high customer service standard," explains Caryn Orchard, Deputy Clerk-Treasurer, Tarbutt Township. "From the dealings that I have had with your employees, they have been nothing short of kind, helpful and knowledgeable. I feel that going forward with MPAC and the culture that it is trying to represent, you have some excellent staff to get you there."



Partnering with the Town of Lakeshore to find solutions

When there are bumps in the road, your local Municipal and Stakeholder Relations team is ready to help by bringing together the right people and resources to find a solution.

A web service submission feature recently had a system error that was causing building permits submitted by the Town of Lakeshore to be rejected. The local Account Manager quickly arranged a meeting with Lakeshore's IT, finance and building department staff, the municipal vendor, and MPAC's IT and Central Processing Facility experts.

"As soon as we brought the issue forward, our Account Manager proactively reached out to all the relevant parties and organized a series of meetings where we isolated the cause and fixed the problem," says Michelle Heslop, Supervisor of Revenue, Town of Lakeshore. "It's that kind of proactive customer service that makes MPAC a valued partner."



"This year marks our 20th anniversary as Ontario's property assessment agency. As a customer-focused organization, we're committed to continually innovating to keep your trust."

Nicole McNeill, President and CAO
2019 AMO Conference, Ottawa



What's next?

With delivery of the 2019 assessment roll on December 10, 2019, we are shifting focus to the province-wide Assessment Update in 2020, when we update the assessed value of every property in Ontario. We understand how important early engagement is to you so you can understand the assessments in your community, and we know that you want to be part of the conversation.

You'll hear more about opportunities for engagement in early 2020. We look forward to your insights and feedback as we work toward this next milestone together. Your local [Municipal and Stakeholder Relations](#) team is available to support you with any of our products or services. Please contact your Regional Manager or Account Manager, if you have any questions about this report.

Connect with us For information and timely updates

Follow Us:



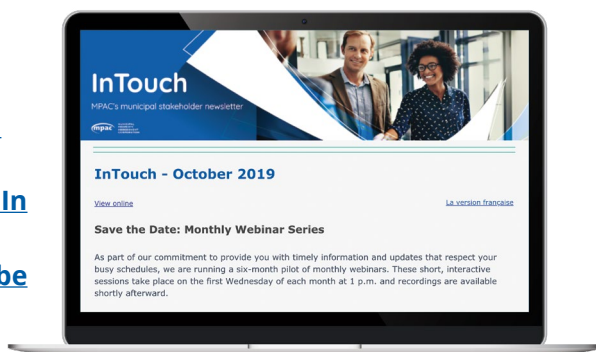
[@MPAC_Ontario](#)



[MPAC on LinkedIn](#)



[MPAC on YouTube](#)



→ Read ***InTouch***, our monthly newsletter

→ Join the conversation at our **monthly webinar**

See us at municipal conferences in 2020!

Have a question?

Visit mpac.ca/municipalities to find your local representative

About MPAC

The Municipal Property Assessment Corporation (MPAC) is an independent, not-for-profit corporation funded by all Ontario municipalities, accountable to the Province, municipalities and property taxpayers through its 13-member Board of Directors. Our role is to accurately assess and classify all properties in Ontario in compliance with the *Assessment Act* and regulations set by the Government of Ontario. We are the largest assessment jurisdiction in North America, assessing and classifying more than 5.3 million properties with an estimated total value of \$2.96 trillion.

Si vous avez des besoins d'une copie de cette material en français, veuillez contactez-nous.



MUNICIPAL
PROPERTY
ASSESSMENT
CORPORATION



APPENDIX 1

Assessment Change Summary by Property Class

City of Guelph

The following chart provides a comparison of the total assessment for the 2016 base year, and a comparison of the assessment change for 2019 and 2020 property tax year by property class.

Property Class/Realty Tax Class	2016 Full CVA	2019 Phased-In CVA	2020 Phased-In CVA	Percent Change 2019 to 2020
R Residential	17,580,569,068	16,776,852,103	17,580,569,068	4.79%
M Multi-Residential	933,907,600	872,008,553	933,907,600	7.10%
N New Multi-Residential	178,347,762	168,006,469	178,347,762	6.16%
C Commercial	1,467,723,263	1,403,240,508	1,467,723,263	4.60%
S Shopping Centre	456,217,417	437,232,012	456,217,417	4.34%
D Office Building	43,566,546	40,501,367	43,566,546	7.57%
G Parking Lot	4,301,000	3,951,845	4,301,000	8.84%
X Commercial (New Construction)	473,024,134	455,448,622	473,024,134	3.86%
Z Shopping Centre (New Construction)	65,939,300	62,211,181	65,939,300	5.99%
Y Office Building (New Construction)	5,796,597	5,551,767	5,796,597	4.41%
I Industrial	501,164,588	478,787,887	501,164,588	4.67%
L Large Industrial	256,809,334	248,786,140	256,809,334	3.22%
J Industrial (New Construction)	84,209,107	81,915,877	84,209,107	2.80%
K Large Industrial (New Construction)	62,642,100	60,454,983	62,642,100	3.62%
P Pipeline	32,575,000	31,944,562	32,575,000	1.97%
F Farm	6,233,400	5,583,545	6,233,400	11.64%
T Managed Forests	1,308,800	1,208,544	1,308,800	8.30%
B Shortline Railway Right-of-Way	0	0	0	0.00%
U Utility Transmission & Distribution Corridors	0	0	0	0.00%
(PIL) R Residential	3,063,400	2,934,299	3,063,400	4.40%
(PIL) C Commercial	133,584,800	126,812,779	133,584,800	5.34%
(PIL) D Office Building	79,852,000	75,417,699	79,852,000	5.88%
(PIL) G Parking Lot	10,759,000	10,510,558	10,759,000	2.36%
(PIL) I Industrial	9,869,000	9,765,336	9,869,000	1.06%
(PIL) W Railway Right-of-Way	0	0	0	0.00%
E Exempt	1,378,527,729	1,324,277,445	1,378,527,729	4.10%
TOTAL	23,769,990,945	22,683,404,081	23,769,990,945	4.79%



APPENDIX 2

Assessment Base Distribution Summary by Property Class

City of Guelph

This chart provides a comparison of the distribution of the total assessment for the 2016 base year, and the 2019 and 2020 phased-in assessment, which includes the percentage of the total assessment base by property class.

Property Class/Realty Tax Class	2016 Full CVA	Percentage of Total 2016 CVA	2019 Phased-In CVA	Percentage of Total 2019 Phased-In CVA	2020 Phased-In CVA	Percentage of Total 2020 Phased-In CVA
R Residential	17,580,569,068	73.96%	16,776,852,103	73.96%	17,580,569,068	73.96%
M Multi-Residential	933,907,600	3.93%	872,008,553	3.84%	933,907,600	3.93%
N New Multi-Residential	178,347,762	0.75%	168,006,469	0.74%	178,347,762	0.75%
C Commercial	1,467,723,263	6.17%	1,403,240,508	6.19%	1,467,723,263	6.17%
S Shopping Centre	456,217,417	1.92%	437,232,012	1.93%	456,217,417	1.92%
D Office Building	43,566,546	0.18%	40,501,367	0.18%	43,566,546	0.18%
G Parking Lot	4,301,000	0.02%	3,951,845	0.02%	4,301,000	0.02%
X Commercial (New Construction)	473,024,134	1.99%	455,448,622	2.01%	473,024,134	1.99%
Z Shopping Centre (New Construction)	65,939,300	0.28%	62,211,181	0.27%	65,939,300	0.28%
Y Office Building (New Construction)	5,796,597	0.02%	5,551,767	0.02%	5,796,597	0.02%
I Industrial	501,164,588	2.11%	478,787,887	2.11%	501,164,588	2.11%
L Large Industrial	256,809,334	1.08%	248,786,140	1.10%	256,809,334	1.08%
J Industrial (New Construction)	84,209,107	0.35%	81,915,877	0.36%	84,209,107	0.35%
K Large Industrial (New Construction)	62,642,100	0.26%	60,454,983	0.27%	62,642,100	0.26%
P Pipeline	32,575,000	0.14%	31,944,562	0.14%	32,575,000	0.14%
F Farm	6,233,400	0.03%	5,583,545	0.02%	6,233,400	0.03%
T Managed Forests	1,308,800	0.01%	1,208,544	0.01%	1,308,800	0.01%
B Shortline Railway Right-of-Way	0	0.00%	0	0.00%	0	0.00%
U Utility Transmission & Distribution Corridors	0	0.00%	0	0.00%	0	0.00%



APPENDIX 2

Assessment Base Distribution Summary by Property Class City of Guelph

Property Class/Realty Tax Class	2016 Full CVA	Percentage of Total 2016 CVA	2019 Phased-In CVA	Percentage of Total 2019 Phased-In CVA	2020 Phased-In CVA	Percentage of Total 2020 Phased-In CVA
(PIL) R Residential	3,063,400	0.01%	2,934,299	0.01%	3,063,400	0.01%
(PIL) C Commercial	133,584,800	0.56%	126,812,779	0.56%	133,584,800	0.56%
(PIL) D Office Building	79,852,000	0.34%	75,417,699	0.33%	79,852,000	0.34%
(PIL) G Parking Lot	10,759,000	0.05%	10,510,558	0.05%	10,759,000	0.05%
(PIL) I Industrial	9,869,000	0.04%	9,765,336	0.04%	9,869,000	0.04%
(PIL) W Railway Right-of-Way	0	0.00%	0	0.00%	0	0.00%
E Exempt	1,378,527,729	5.80%	1,324,277,445	5.84%	1,378,527,729	5.80%
TOTAL	23,769,990,945	100.00%	22,683,404,081	100.00%	23,769,990,945	100.00%

Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, February 28, 2020
Subject	Permanent Closure of Part of Dublin Street at Metrolinx Railway Crossing (Guelph Subdivision Mileage 49.09)
Report Number	IDE-2020-15

Executive Summary

Purpose of Report

This report provides background information in advance of a bylaw to be considered by Council on Monday, March 30, 2020. The bylaw will allow a portion of Dublin Street will be permanently stopped up and closed as shown in ATT-1 (the "Subject Lands") pursuant to Section 34 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended (the "Act").

Key Findings

Metrolinx has informed the City that that permanent closure of the Subject Lands is necessary to meet Transport Canada safety regulations. To facilitate the closure, adjacent roadways will change from two-way to one-way operation to prevent the passing of traffic on narrow roads.

In addition to addressing the immediate requirements of the Transport Canada, the proposed changes support Guelph's readiness to accommodate fast, frequent, two-way all-day rail service along the Toronto-Waterloo innovation corridor. Investment in two-way, all day rail service along the innovation corridor, as contemplated in the revised Metrolinx business case, will create a shared economic benefit for the entire province that will drive economic growth, competitiveness and is estimated to deliver more than 170,000 high-quality jobs by 2025.

Financial Implications

The City's cost to close the portion of Dublin Street is approximately \$10,000, funded from capital account PN0188 Rail Safety Improvements. The costs include placement of barriers, installation of updated signage, and public communication.

Report

Details

A bylaw will be prepared for Council consideration on March 30, 2020 to allow a portion of Dublin Street (the Subject Lands; see ATT-1) to be permanently closed,

pursuant to section 34 of the Act. This report was prepared to provide background information to Council in advance of the March 30, 2020 Council Meeting.

Background

Metrolinx owns railway track known as the Guelph Subdivision, which passes through the City in an east-west direction as shown in Attachment 2. The Guelph Subdivision crosses Dublin Street between the northerly and southerly portions of Kent Street as shown in Attachments 1 and 3. This railway crossing currently has signals, a bell and gates to notify road users when a train is approaching. Train speeds are restricted to 10 miles/hour (16 kilometres/hour) between Alma and Dublin streets, west of downtown Guelph.

Transport Canada provides the *Grade Crossing Regulations* (the Regulations) under the Railway Safety Act for the safe operation of all at-grade rail crossings. As part of their process for improving rail service along the Guelph Subdivision, Metrolinx has informed the City that it has completed an evaluation of the Dublin Street at-grade railway crossing and has determined there are conditions in the Regulations that are not satisfied for the crossing. These conditions include:

1. Distance to the nearest intersection is 3 metres on the north approach and 5 metres on the south approach (two-way stop controlled with Kent Street on both sides; Dublin Street is the major roadway), which is less than the 30 metre requirement.
2. Gradient within 8 metres of the crossing is 3.1 per cent on the north approach and 10.5 per cent on the south approach, which is greater than the 2.0 percent requirement. Gradient between 8 to 18 metres on the south approach to the crossing is 14.1 per cent, which is greater than the 5.0 per cent requirement.
3. Stairs are provided for the sidewalks on the south approach and a ramp for persons with assistive devices is provided in the southeast quadrant. Crossings designed for the use of persons with assistive devices cannot exceed 1 per cent within 5 metres of the crossing.
4. The masts for the existing signals are located in the path of turning vehicles from Kent Street to Dublin Street and cannot be relocated to maintain signal visibility for motorists.

These conditions cannot be corrected without closing additional portions of roadways, namely both accesses of Kent Street onto Dublin Street, or re-grading a large area near the crossing. Analysis of the options to close additional roadway or re-grading a large area were not considered feasible as Kent Street is too narrow to provide opportunities for vehicles to turn-around and there is no opportunity to provide a turn-around without removing houses. Also, re-grading to reduce the slopes near the crossing would affect property drainage. Properties are required to have driveway drainage towards the roadway, which would not be achievable if the road grade was raised.

Metrolinx approached the City to request the closure of the Dublin Street railway crossing in August 2019. At that time, Metrolinx presented why it is necessary to close the Dublin Street crossing (safety). The City asked Metrolinx if there were ways to keep the crossing open, but were informed the Regulations could not be

met (as described above). Accordingly, the City and Metrolinx have worked together to determine the process for closing this railway crossing.

Through this work, the following general process was determined:

- Prepare a bylaw to stop up and close the road
- Inform the Mayor and Council via this information report that the bylaw will come forward on Monday, March 30, 2020
- Implement a public communications program with Metrolinx
- File notice to Canadian Transportation Authority
- Register the closure on title of the lands
- Physically barricade the roadway and sidewalks so vehicles and pedestrians cannot pass over the crossing
- Update traffic operation (direction) on surrounding local streets from two-way to one-way

Community Impact

Central Public School and St. John Bosco Catholic School are located 350 and 130 metres north of the Dublin Street railway crossing, respectively. Student Transportation has indicated there are 23 students who could walk to school across this railway crossing, meaning up to 46 round trips per school day. With the permanent closure of this rail crossing, students will now have to either cross the railway using Glasgow Street or Norfolk Street, adding up to 400 metres walking distance total (per trip).

City staff notified the School Boards and each school administration about this planned closure. The City and school boards are working together to communicate this impact to those affected in the community. The City will continue to pursue pedestrian crossing opportunities with Metrolinx; however, nothing is planned at this time in the vicinity of Dublin Street.

To understand the impacts to the public of the closure, the City requested that Metrolinx complete a traffic impact study to determine the impacts of closing this railway crossing. The study found that there are an average of 1,976 vehicles per day that travel along Dublin Street across the railway crossing. The study's conclusions indicate that those vehicles can be accommodated with minimal level of service impacts to the parallel streets (Edinburgh Road, Yorkshire Street, Glasgow Street, Norfolk Street).

The study also observed 238 pedestrians crossing the railway using Dublin Street on a typical weekday.

Neighbourhood access will be impacted by the proposed closure. Kent Street is located immediately parallel to the railway tracks. Both portions of Kent Street are under 5 metres in width. Although the forecasted traffic volume impacts to these portions of Kent Street are minimal, additional two-way traffic flow on these streets is restrictive given the road width.

Therefore, in addition the railway crossing closure, the following road are required to change from existing two-way operation to one-way operation, as shown in Attachment 3:

- Northumberland Street between Dublin Street North to Kent Street will be one-way eastbound

- (Upper) Kent Street between Northumberland Street to Glasgow Street North will be one-way westbound
- (Lower) Kent Street between Dublin Street South to Glasgow Street South will be one-way westbound

Closing the Crossing

The City owns the Subject Lands as dedicated by registered Plan 8, dated 1855. If passed by Council, the bylaw to permanently close the Subject Lands will not take effect until it is registered on title to the Subject Lands with the Land Registry Office, in accordance with the requirements of section 34 of the *Act*. The City anticipates the title registration to occur by Friday, April 17, 2020. Once the closure is registered on title, and if approved by Council, the railway crossing closure and one-way street conversion is planned to take effect on Monday, April 20, 2020.

If Council does not approve the closing of Dublin Street, it would result in a dispute between the City and Metrolinx. In this situation, the Canadian Transportation Authority could become involved to resolve the dispute.

Financial Implications

The City's cost to close the portion of Dublin Street is approximately \$10,000, funded from capital account PN0188 Rail Safety Improvements. The costs include placement of barriers, installation of updated signage, and public communication.

Consultations

Terry Dooling, Manager, Public Works, Operations

Chad Scott, Manager, Logistics and Site Operations, Solid Waste Services

Jodie Sales, General Manager, Strategy, Innovation, and Intergovernmental Services

Stephen Dewar, Chief/General Manager, Guelph-Wellington Para Services

Dave Elloway, Fire Services

Robin Gerus, General Manager, Guelph Transit

Upper Grand School Board

Wellington Catholic District School Board

Strategic Plan Alignment

Priority

Navigating our Future

Direction

Improving the safety, efficiency and connectivity of the whole transportation system.

Alignment

These projects align with the directions within the City's Navigating our Future strategic priority by supporting the expansion of GO Transit rail service with the ultimate goal of providing two-way all-day service along the Toronto-Waterloo innovation corridor.

Attachments

Attachment-1 Dublin Street reference plan "Plan 61R-21723"

Attachment-2 West Guelph Area Map

Attachment-3 Kent Street One Way Conversion

Attachment-4 Confidential – Internal Memo: "Permanent Closure of Part of Dublin Street at Metrolinx Railway Crossing (Guelph Subdivision Mileage 49.09)" (Section 239 (2) of the Municipal Act, 2001 relating to (f) Solicitor Client Privileged)

Departmental Approval

Brent Andreychuk, Corporate Analyst, Finance Services

Katherine Hughes, Associate Solicitor, Legal, Realty and Court Services

Report Author

Steve Anderson, Transportation Engineering Manager



Approved By

Terry Gayman, P.Eng.

General Manager/City Engineer

Engineering and Transportation
Services

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2369

terry.gayman@guelph.ca



Recommended By

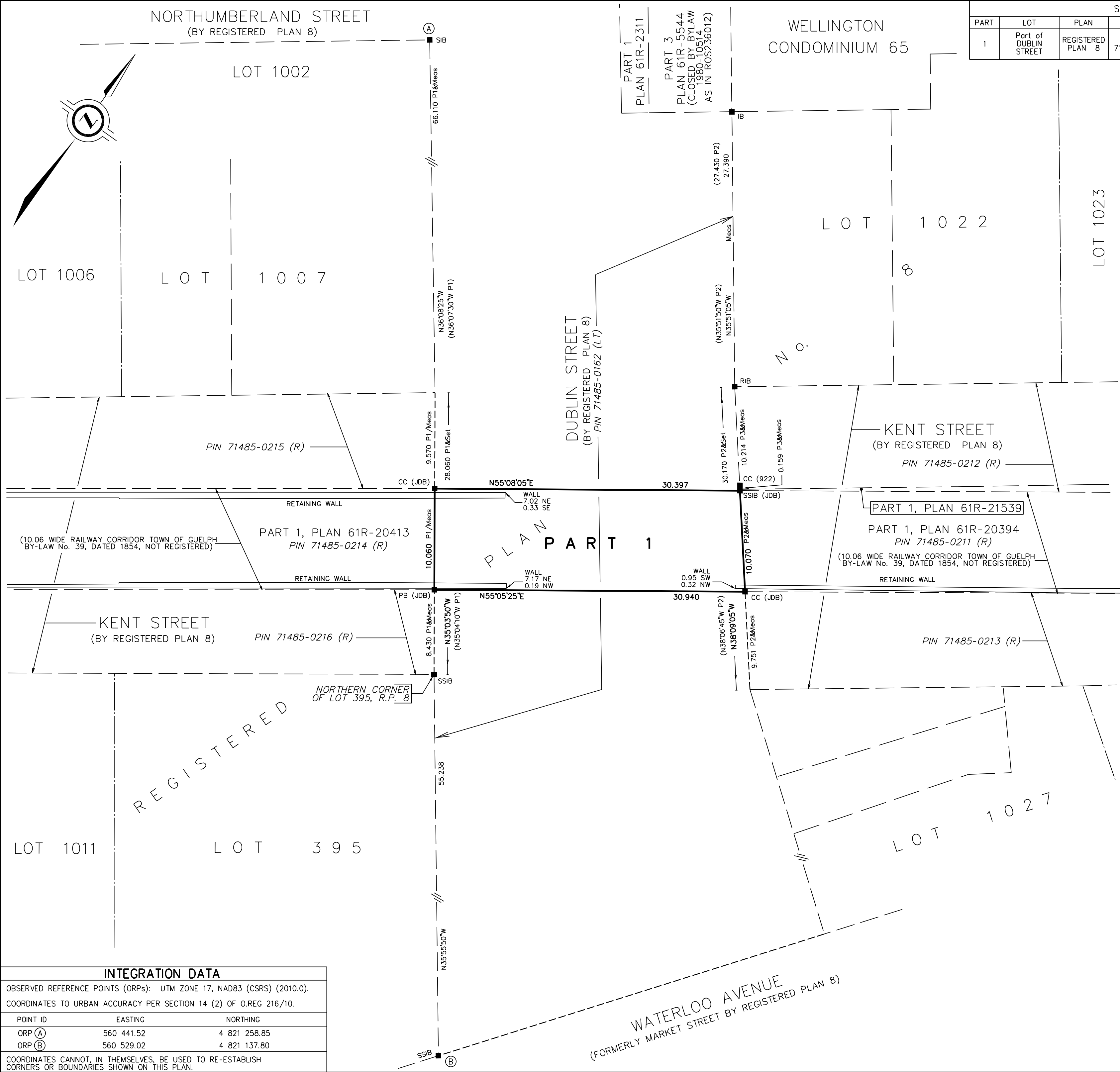
Kealy Dedman, P.Eng., MPA

Deputy Chief Administrative Officer

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2248

kealy.dedman@guelph.ca



SCHEDULE				
PART	LOT	PLAN	PIN	AREA
1	Part of DUBLIN STREET	REGISTERED PLAN 8	Part of 71485-0162 (LT)	309 sq. m.

Attachment 1

PLAN 61R-21723

Received and deposited

December 18th, 2019

Shaun Savard

Representative for the
Land Registrar for the
Land Titles Division of
Wellington (No.61)

PLAN OF SURVEY OF
PART OF DUBLIN STREET
REGISTERED PLAN 8
IN THE
CITY OF GUELPH
COUNTY OF WELLINGTON



BLACK, SHOEMAKER, ROBINSON & DONALDSON

METRIC DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
THE INTENDED PLOT SIZE OF THIS PLAN IS 609mm IN WIDTH BY 457mm IN HEIGHT WHEN PLOTTED AT A SCALE OF 1:250

NOTES

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999593.

LEGEND

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT SET
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
IB	DENOTES	IRON BAR
PB	DENOTES	PLASTIC BAR
RIB	DENOTES	ROUND IRON BAR
CC	DENOTES	CUT CROSS
WIT	DENOTES	WITNESS
MEAS	DENOTES	MEASURED
375	DENOTES	BLACK, SHOEMAKER, ROBINSON & DONALDSON LTD
922	DENOTES	SCHAEFFER DZALDOV BENNETT LTD.
JDB	DENOTES	J.D. BARNES LIMITED
P1	DENOTES	PLAN 61R-20413
P2	DENOTES	PLAN 61R-20394
P3	DENOTES	PLAN 61R-21539

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
 - THE SURVEY WAS COMPLETED ON THE 26th DAY OF NOVEMBER, 2019.

NOVEMBER 29, 2019
DATE

LEO LIU
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER 2102908.

BSR&D
ONTARIO LAND SURVEYORS
URBAN & RURAL PLANNERS
A wholly owned subsidiary of
J. D. Barnes Limited
257 WOODLAWN ROAD WEST #101, GUELPH, ON N1H 8J1
T: (519) 822-4031 F: (519) 822-1220 www.jdbarnes.com

DRAWN BY: RPA	CHECKED BY: LL	REFERENCE NO.: 19-14-066-00-A
FILE: G:\19-14-066\00\Drawing\19-14-066-00-A.dgn		DATED: NOVEMBER 27, 2019

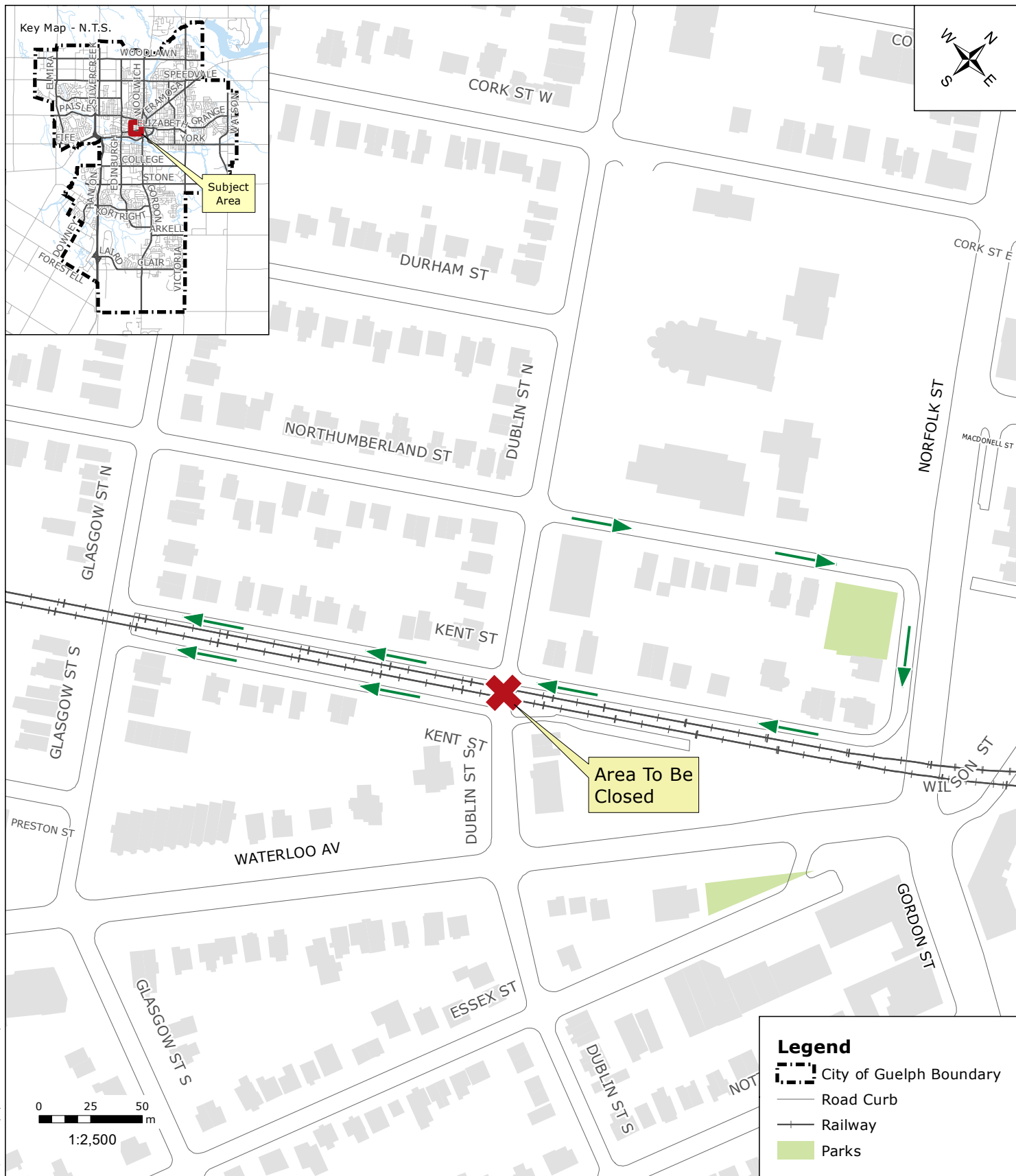


The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be reproduced without the permission of the City of Guelph. Please contact the City of Guelph's GIS Group for additional information at 519-822-1260.

Attachment 2 West Guelph Area Map



Produced by the City of Guelph
Infrastructure, Development & Enterprise
Engineering Services
January 16, 2020



The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be reproduced without the permission of the City of Guelph. Please contact the City of Guelph's GIS Group for additional information at 519-822-1260.

Attachment 3

Kent Street

One Way Conversion



Produced by the City of Guelph
Infrastructure, Development & Enterprise
Engineering Services
January 10, 2020

Provincial and Federal Consultation Alert



Connecting the Southwest: A draft transportation plan for southwestern Ontario

Ministry

Ontario Ministry of Transportation

Consultation Deadline

March 17, 2020

Summary

The Ministry of Transportation has published a draft transportation plan for southwestern Ontario and invited municipalities, businesses, and the general public to provide feedback. This is the first of a number of regional plans.

Proposed Form of Input

That the City complete an online [survey](#) and send a letter to the Minister of Transportation.

Rationale

Though Guelph falls just outside the boundary of southwestern Ontario as identified in the plan, the plan makes two mentions of Guelph and covers topics such as GO train passenger service, the new Highway 7 between Guelph and Kitchener, and public transit. The City should also comment when the regional plan for the Greater Golden Horseshoe is released.

Lead

Engineering and Transportation Services with input from Guelph Transit

Link to Ministry Website

[Connecting the Southwest: A Draft Transportation Plan for Southwestern Ontario - Consultation](#)

Contact Information

Intergovernmental Services:

Chief Administrative Office

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

519-837-5602

TTY: 519-826-9771

Provincial and Federal Consultation Alert



Potential for Cannabis Consumption Establishments and/or Special Occasion Permits

Ministry

Ministry of the Attorney General

Consultation Deadline

March 10, 2020

Summary

The Ontario government is seeking feedback on the potential sale and consumption of cannabis in establishments like lounges and cafes, and at entertainment venues, festivals and events through cannabis special occasion permits.

Proposed Form of Input

Through the feedback form provided on the [Regulatory Registry site](#).

Rationale

The City will emphasize that the regulations under the City's smoking bylaw and the feedback from recent community engagement on smoking must be considered if the Province moves forward with these changes. The City will also express its desire to be involved in the approval process.

Lead

Doug Godfrey, General Manager, Operations

Link to Ministry Website

<https://www.ontariocanada.com/registry/view.do?language=en&postingId=31588>

Contact Information

Intergovernmental Services

Chief Administrative Office

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

519-37-5602

TTY: 519-826-9771

Provincial and Federal Consultation Alert



Proposed amendments to Ontario Regulation 422/17 under the Ontario Immigration Act

Ministry

Economic Development, Job Creation and Trade

Consultation Deadline

March 2, 2020

Summary

A new regulatory proposal has been posted under the Ontario Immigration Act, proposing to expand occupation eligibility rules under the Ontario Immigrant Nominee Program, specifically in manufacturing-related positions located outside of the Greater Toronto Area, and to remove the settlement funds requirement.

Proposed Form of Input

E-mail comments to ontarionominee@ontario.ca.

Rationale

The Guelph-Wellington Local Immigration Partnership (LIP) is working to strengthen local capacity to attract newcomers and improve integration outcomes. This City-hosted coalition can provide feedback on the regulatory proposal that reflects the needs of immigrants to our community and the local labour market.

Lead

Guelph-Wellington Local Immigration Partnership

Link to Ministry Website

<https://www.ontariocanada.com/registry/view.do?postingId=31367&language=en>

Contact Information

Intergovernmental Services

Chief Administrative Office

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

519-37-5602

TTY: 519-826-9771

Provincial and Federal Consultation Alert



Proposed regulatory changes under the Aggregate Resources Act

Ministry

Ministry of Natural Resources and Forestry

Consultation Deadline

March 30, 2020

Summary

The Province is proposing changes to the way extraction of aggregate resources is regulated in Ontario. This includes proposed changes for new pits and quarries, including how site plans are created and implemented; for existing pits and quarries, including operating and reporting requirements; and allowing minor extraction for personal or farm use.

Proposed Form of Input

Submit comment to the [Environmental Registry posting](#) and participate in technical briefing as invited by the Ministry.

Rationale

Aggregate extraction operations could potentially affect Guelph's drinking water supply. Guelph is one of the largest cities in Canada to rely almost exclusively on groundwater for its drinking water.

Lead

Water Services

Link to Ministry Website

<https://ero.ontario.ca/notice/019-1303>

Contact Information

Intergovernmental Services

Chief Administrative Office

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

519-37-5602

TTY: 519-826-9771

February 20, 2020

Ministry of Economic Development, Job Creation and Trade
400 University Avenue, 4th Floor
Toronto ON M7A 2R9

Sent via e-mail to ontarionominee@ontario.ca

To Whom It May Concern:

RE: Regulatory Amendments 422/17

I am pleased to provide comments from the City of Guelph and the Guelph Wellington Local Immigration Partnership (GWLIP) on the proposed amendments to Ontario regulation 422/17 under the Ontario Immigration Act, 2015.

There is a clear demand for a variety of Machine Operators in Guelph's manufacturing sector. The additional positions proposed for the In-Demand Skills stream in **O. Reg. 422/17** address this shortage. These additional positions, along with the existing Transport Truck Driver (NOC 7511), Industrial Butcher (NOC 9462), and General Farm Worker (NOC 8431) positions seem tailor-made for the "low-skill" shortages currently faced in Guelph and Wellington County.

We would also suggest the addition of **Material Handlers (NOC 7452)**, which include those working in warehouses and forklift operators, **Labourers in food and beverage processing (NOC 9617)** in support of our cattle processing industry, and **Labourers in processing, manufacturing and utilities (NOC 9619)** to address the shortage of general labourers in the manufacturing sector. These shortages are evidenced through the findings of the Waterloo Wellington Dufferin Workforce Planning Board's EmployerOne surveys, as well as through review of the common postings on the websites of Guelph's major manufacturing employers.

Thank you for considering this feedback. If you have any questions, please do not hesitate to contact me.

Sincerely,

Alex Goss, Manager of Community Investment
City of Guelph
519-822-1260 extension 2675
alex.goss@guelph.ca

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771



Guelph Police Services Board

PO Box 31038, Willow West Postal Outlet, Guelph, Ontario N1H 8K1
Telephone: (519) 824-1212 #7213 Fax: (519) 824-8360
TTY (519) 824-1466 Email: board@guelphpolice.ca

OPEN MEETING

MINUTES – JANUARY 16, 2020

An Open meeting of the Guelph Police Services Board was held on January 16, 2020.

Present: D. Drone, Chair
R. Carter, Vice-Chair
C. Guthrie, Member
C. Billings, Member
R. Curran, Member
C. Polonenko, Executive Assistant
G. Cobey, Chief of Police
J. Sidlofsky Stoffman, Legal Services
L. Pelton, Financial Services Supervisor

Regrets: P. Martin, Deputy Chief of Police

Guests: Guelph Police Service: Inspector C. Welsh

1. **WELCOME AND INTRODUCTIONS**

2. **MEETING CALLED TO ORDER**

Chair D. Drone called the meeting to order at 1:20 p.m. in Meeting Room 112, Guelph City Hall, 1 Carden Street, Guelph.

3. **MOTION TO GO INTO CLOSED SESSION**

Moved by C. Billings

Seconded by R. Curran

THAT the Guelph Police Services Board convene in closed session to discuss matters that it is of the opinion falls under Section 35(4) (a) or (b) of the *Police Services Act*.

-CARRIED-

4. **MOTION TO RECONVENE IN OPEN SESSION**

Moved by R. Curran

Seconded by R. Carter

THAT the Guelph Police Services Board reconvene at 2:40 p.m. in Open Session.

-CARRIED-

5. **DECLARATION OF CONFLICT OR PECUNIARY INTEREST**

There were no declarations of conflict or pecuniary interest.

6. CLOSED SESSION RESOLUTIONS

Moved by C. Guthrie

Seconded by R. Carter

THAT the Guelph Police Services Board support the Warming Centre in the amount of \$400.00 with funds to be paid from the Community Account.

-CARRIED-

7. PRESENTATIONS/DELEGATIONS

There were no presentations or delegations.

8. APPROVAL OF MINUTES

Moved by C. Guthrie

Seconded by R. Carter

THAT the Minutes of the Open Meeting held Thursday, December 12, 2019 be approved as presented.

- CARRIED –

9. APPROVAL OF AGENDA

Moved by C. Guthrie

Seconded by R. Carter

THAT the Guelph Police Services Board approve the Open Meeting agenda.

- CARRIED –

Moved by C. Guthrie

Seconded by R. Carter

THAT the Guelph Police Services Board adopt **Part 1 – Consent Agenda**, as identified below.

- CARRIED –

9.1 Headquarter Renovation and Expansion

That the Report titled “Police Headquarters Renovation and Expansion Project” and dated January 16, 2020, be received for information.

9.2 Suspect Apprehension Third/Fourth Quarter Report (2019)

That the report titled “Suspect Apprehension Pursuits – July 1 – December 31, 2019” and dated January 16, 2019 [sic] be received for information.

9.3 Professional Standards Fourth Quarter Report (2019)

That the report titled “Professional Standards Fourth Quarter Report 2019” and dated January 16, 2020 be received for information.

- 9.4 Use of Force Fourth Quarter Report (2019)**
That the report titled “Quarterly Use of Force Report – October 1 to December 31, 2019” and dated January 16, 2020 be received for information.
- 9.5 Budget Signing Authority**
That the report titled “Budget Signing Authority” and dated January 16, 2020 be received for information.
- 9.6 Community Account Fourth Quarter Report (2019)**
That the report titled “Community Account Quarterly Report (October 1 – December 31, 2019)” and dated January 16, 2020 be received for information.
- 9.7 Board Member Mileage and Conference Expenses Report (2019)**
That the report titled “Board Member Mileage and Conference Expenses Report - 2019” and dated January 16, 2020 be received for information.
- 9.8 Board Correspondence Report**
That the report titled “Board Correspondence Report” and dated January 16, 2020 be received for information.
- 9.9 Annual Membership Fees**
- 9.9.1 Ontario Association of Police Services Boards – Zone 5**
THAT the Guelph Police Services Board renew its 2020 membership in the Ontario Association of Police Services Boards Zone 5 at a cost of \$250.00 to be paid from the tax supported budget.
- 9.9.2 Ontario Association of Police Services Boards**
THAT the Guelph Police Services Board renew its 2020 membership in the Ontario Association of Police Services Boards at a cost of \$6,465.95 to be paid from the tax supported budget.
- 9.9.3 Canadian Association of Police Governance**
THAT the Guelph Police Services Board renew its 2020 membership in the Canadian Association of Police Governance at a cost of \$1,498.00 to be paid from the tax supported budget.
- 9.10 Human Resources Report**
THAT Emily Dietrich, Nicholas Doner, Tyler Galea, Cecilia Hudecki, Jasmin Manani and Brett Nymeyer be appointed as full-time members of this Service effective December 19, 2019.

Part 2 – Discussion Agenda

9.11 2019-2022 Strategic Plan Semi-Annual Report

Chief Cobey reviewed the six priorities of the Strategic Plan. Senior leaders have partnered with junior leaders on each of these priorities. One area of focus is community wellness. The committee, led by Insp. Cate Welsh, will invite community members to be part of the committee to build community wellness initiatives. Sgt. Dustan Howe is leading the HEAT unit in a renewed focus on engagement and visibility in the downtown core. Road safety remains a priority.

9.12 Chief's Monthly Report

Chief Cobey provided his schedule of upcoming internal and external community events and meetings. He invited the Board to join him at any events. The video produced by Dan Gibson's Royal City Stories featuring the Guelph Police Service is to be rolled out later in the day.

9.13 New Business - There was no new business noted.

10. INFORMATION ITEMS

- Next Open Meeting: Thursday, February 20, 2020, 2:30 p.m., Guelph City Hall, Meeting Room 112
- CAPG Governance Summit: February 3, 2020, 9:00 a.m., Hyatt Regency in Toronto, ON (*R. Carter attending*)
- 2020 Police Association of Ontario (PAO) Conference: March 2-3, 2020, Sheraton Parkway Toronto North
- 2020 Law of Policing Conference: April 29-30, 2020, Toronto
- OAPSB Spring Conference and AGM: May 27-30, 2020, Marriott Downtown, Toronto (*R. Carter attending*)
- Inaugural Guelph Police Service Charity Gala: June 4, 2020
- CAPG Annual Conference: August 20-23, 2020, Victoria, B.C. (*D. Drone attending*)

Moved by R. Curran

Seconded by R. Carter

THAT the Guelph Police Services Board adjourn the Open meeting at 2:59 p.m. to reconvene in Closed Session.

-CARRIED-

11. ADJOURNMENT

Moved by C. Billings

Seconded by R. Curran

THAT the Guelph Police Services Board reconvene and adjourn the Open Session as at 3:20 p.m.

- CARRIED –

The minutes of this meeting were adopted this 20th day of February, 20120.

"D. Drone"

D. Drone, Chair

"C. Polonenko"

C. Polonenko, Executive Assistant