

Special City Council Revised Meeting Agenda

Monday, May 11, 2020, 1:00 p.m.

Remote meeting live streamed
on guelph.ca/live

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

City facilities are closed to the public in response to COVID-19. City Council meetings are being held electronically and can be live streamed at guelph.ca/live.

For alternate meeting formats, please contact the City Clerk's Office at clerks@guelph.ca or 519-822-1260 extension 5603.

Pages

1. Notice - Electronic Participation

1.1 City Council

This meeting will be held by Electronic Participation in accordance with the City of Guelph Procedural By-law (2020)-20490.

*1.2 Delegations to Items 6.1, 7.1 and 7.2

Members of the public who have an interest in delegating to item 6.1 Managing the Impacts of COVID-19: Update #2; item 7.1 Motion from Councillor Downer; and/or item 7.2 Motion from Councillor Gordon may register up until 10:00 a.m. on Monday, May 11, 2020.

You can register as a [delegation](#) or [submit written comments](#) by contacting the City Clerk's office by email or phone:

519-837-5603

TTY 519-826-9771

clerks@guelph.ca (attachments must not exceed 20 MB)

When we receive your registration or written comments, we will send you a confirmation message and instructions for participating in the meeting.

2. Call to Order

2.1 Disclosure of Pecuniary Interest and General Nature Thereof

3. Authority to move into closed meeting

Recommendation:

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

3.1 Disclosure of Pecuniary Interest and General Nature Thereof

***3.2 Baker District Redevelopment Project - Update - 2020-43**

Section 239 (2)(c) and (f) of the Municipal Act relating to a proposed or pending acquisition or disposition of land by the municipality or local board; and advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

4. Open Meeting – 2:00 p.m.

4.1 Closed Meeting Summary

4.2 O Canada

4.3 Silent Reflection

4.4 First Nations Acknowledgement

5. Council Consent Agenda

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

5.1 2020 Property Tax Policy Report - 2020-02, 2020-45

(Referred from the April 16, 2020 Emergency City Council Meeting. Further information provided in Council Memo.)

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Recommendation:

That the 2020 City of Guelph property tax ratios, subclass discounts and corresponding tax rates, as set out in Attachment-1 to the report titled 2020 Property Tax Policy dated April 16, 2020, be approved.

6. Items for Discussion

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

6.1 Managing the Impacts of COVID-19: Update #2 - 2020-4717***Presentation:**

Mayor Guthrie

Scott Stewart, Chief Administrative Officer

Colleen Clack, Deputy Chief Administrative Officer, Public Services

Kealy Dedman, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services

Trevor Lee, Deputy Chief Administrative Officer, Corporate Services

Christopher Beveridge, Director, Health Protection, Wellington-Dufferin-Guelph Public Health

Correspondence:

*Bonnie Smith

Recommendation:

1. That report "Managing the impacts of COVID-19: Update #2" dated May 11, 2020 be forwarded to the local MP and MPP, FCM, AMO, LUMCO and the Federal Minister of Finance and the Ministers of Municipal Affairs and Housing and Minister of Finance for the Province of Ontario.
2. That Council endorse staff exploration of financial, economic development and culture and tourism considerations raised by the Mayor's Task Force for Economic Recovery and report back through the next COVID-19 update with recommendations.
3. That Council endorse the Grow Back Better: Our Food Future's 10-point COVID-19 Recovery Plan that refocuses \$1.6 million in Federal Smart Cities funding over the next 18 months to support social and economic recovery efforts in Guelph-Wellington.
4. That due to the on-going revenue losses resulting from COVID-19, the limited access to revenue tools to manage through these impacts, concerns with property tax and user rate affordability and the forecasted need to rely upon reserve and reserve funds for a long-term period of uncertainty, the City of Guelph support the call for emergency municipal funding by the Federation of Canadian Municipalities and the Large Urban Mayors' Caucus of Ontario.
5. That Guelph call on other levels of government to arm municipal governments with more diversified revenue streams, inclusive of both income and consumption based taxes, as a way to mitigate municipal financial vulnerability, support the sector's recovery and improve financial independence through longer-term reforms.
6. That Guelph Council endorse the April 28th motion from the Large Urban Mayor's Caucus of Ontario (LUMCO) which states that running deficits as a way to manage municipal financial challenges as a result of the pandemic is not in the public interest.
7. That the revised May to August 2020 City Council Meeting Schedule, included as Attachment-1 to report titled "Managing the impacts of COVID-19: Update #2", dated May 11, 2020, be approved.

7. Councillor Motions in Response to COVID-19

The following motions have been brought forward by members of Council for consideration in response to the COVID-19 pandemic.

***7.1 Motion from Councillor Downer**

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Correspondence:

*Mike Darmon

Recommendation:

That staff be directed to prepare a plan and associated funding sources for physical distancing in outdoor public spaces, where possible, that is informed by public health safety guidelines and advice in order to ready the community for a phased return to pre-COVID-19 activities and that staff report back to Council via the monthly COVID-19 update meetings.

***7.2 Motion from Councillor Gordon**

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(Amended for issuance of revised agenda.)

Delegations:

*Laura Brown, Guelph Coalition for Active Transportation

*Mike Darmon (presentation)

*Marty Williams, Downtown Guelph Business Association

*Luke Weiler

*Mandy Hiscocks, OPIRG-Guelph

*Martin Collier

Correspondence:

*Frederique Aroryas

*Robert Case

*Brad Johnston

*Linda O'Neill

*Sidney Sproule

*Brandi Matheson

*Christopher Beveridge, Wellington-Dufferin-Guelph Public Health

*Laura Brown

*Abhilash Kantamneni

*Mike Darmon

*Bryan Munn

Recommendation:

That staff be directed to examine methods to adhere to physical distancing guidelines and public health advice through the implementation of active transportation options to support the health and wellbeing of our citizens during our collective fight against COVID-19. And that the identified funding source be reallocated as one-time use from the 2020 approved Mayor and Council training and conference budget - account 702-0000-24 and account 701-0000-34 up to \$45,000. And that staff prioritize existing owned city infrastructure or materials to accomplish the separation of vehicular and pedestrian/cyclists. And that any changes to areas be clearly communicated in advance to the public. And that Council acknowledge that these actions will be temporary and on a trial basis where staff will monitor and make adjustments as necessary. And that such initiatives will be implemented as soon as possible.

***8. By-laws**

Resolution to adopt the By-laws (Councillor Billings).

Recommendation:

That By-laws Numbered (2020)-20491 to (2020)-20494, inclusive, and (2020)-20496, are hereby passed.

- | | |
|---|------------|
| *8.1 By-Law Number (2020)-20491 | 124 |
| A by-law to set tax ratios and tax rate reductions for prescribed property subclasses for the Corporation of the City of Guelph for the year 2020. | |
| *8.2 By-law Number (2020)-20492 | 126 |
| A by-law to levy education tax rates for the year 2020. | |
| *8.3 By-Law Number (2020)-20493 | 127 |
| A by-law to impose and levy a rate of taxation for the Board of Management for the Downtown Business Improvement Area of the City of Guelph for the 2020 taxation Year. | |
| *8.4 By-Law Number (2020)-20494 | 128 |
| A by-law to set the tax rates for City purposes for the year 2020 and to provide for a final tax levy and the payment of taxes. | |

***8.5 By-law Number (2020)-20496**

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A by-law to confirm the proceedings of a meeting of Guelph City Council held May 11, 2020.

9. Adjournment

Staff Report



To	City Council
Service Area	Corporate Services
Date	Thursday, April 16, 2020
Subject	2020 Property Tax Policy Report

Recommendation

1. That the 2020 City of Guelph property tax ratios, subclass discounts and corresponding tax rates, as set out in Attachment-1 to the report titled 2020 Property Tax Policy dated April 16, 2020, be approved.
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Executive Summary

Purpose of Report

To recommend that the 2020 property tax ratios, subclass discounts and corresponding tax rates (Tax Policy), included as Attachment-1, be approved and incorporated into by-laws. This provides sufficient time to prepare the final tax bills for meeting the legislated mailing date for the June 30, 2020 tax installment.

Key Findings

Municipal Councils are required to make a number of Tax Policy decisions and pass the related by-laws annually. Attachment-1 and calculated rates are an administrative consolidation of all applicable previous Council decisions.

In 2020, the average residential taxpayer with a property assessed at \$388,362 will be levied \$3,766.50 in City taxes for an overall property tax increase of \$140.76, broken out as follows:

City of Guelph Portion	\$ Change	% Change
Reassessment Phase-in /		
Average Residential Property	\$3.49	0.10%
2020 Budget Impact	\$128.67	3.55%
Multi-residential Ratio Change Impact	\$5.19	0.14%
Subclass Discount Change Impact	-\$7.58	-0.21%
Hospital Levy Impact	\$10.99	0.30%
Total Change	\$140.76	3.88%

Fair tax policies and a balanced tax ratio form an integral part of the City's strategic goals.

Financial Implications

There are no financial implications related directly with Tax Policy. Tax ratios and subsequent tax rates only allocate the approved tax supported operating budget over the different tax classes.

Annually, the cost of the mandatory charity rebate program is approximately \$130,000.

Report

Municipal Councils are required to make a number of Tax Policy decisions annually. The Municipal Act sets out the parameters to be followed by municipalities when setting property tax policies. These parameters include establishing tax ratios and discounts; use of graduated taxation and optional classes; capping options on multi-residential, commercial and industrial properties; and various tax mitigation measures. Annually Tax Policy decisions determine how the property tax levy, approved in the annual budget, will be distributed across the various classes of properties.

On December 3, 2019, Council approved the 2020 tax supported budget, of which \$256,192,624 is to be raised from taxation and payments-in-lieu, plus an additional hospital levy of \$750,000.

2020 Tax Policy

The following summarizes the Tax Policy and programs discussed in this report:

- Approving the 2020 tax ratios, subclass discounts and tax rates;
- Continuing the low-income seniors and low-income disabled tax relief program; and,
- Continuing the charitable tax rebate program, of which the City annually accrues funds for.

The by-laws for approval resulting from this report are to allow sufficient time to prepare and mail the final property tax bills within the legislated time frame for the June 30, 2020 installment.

Tax Ratios and Subclass Discounts

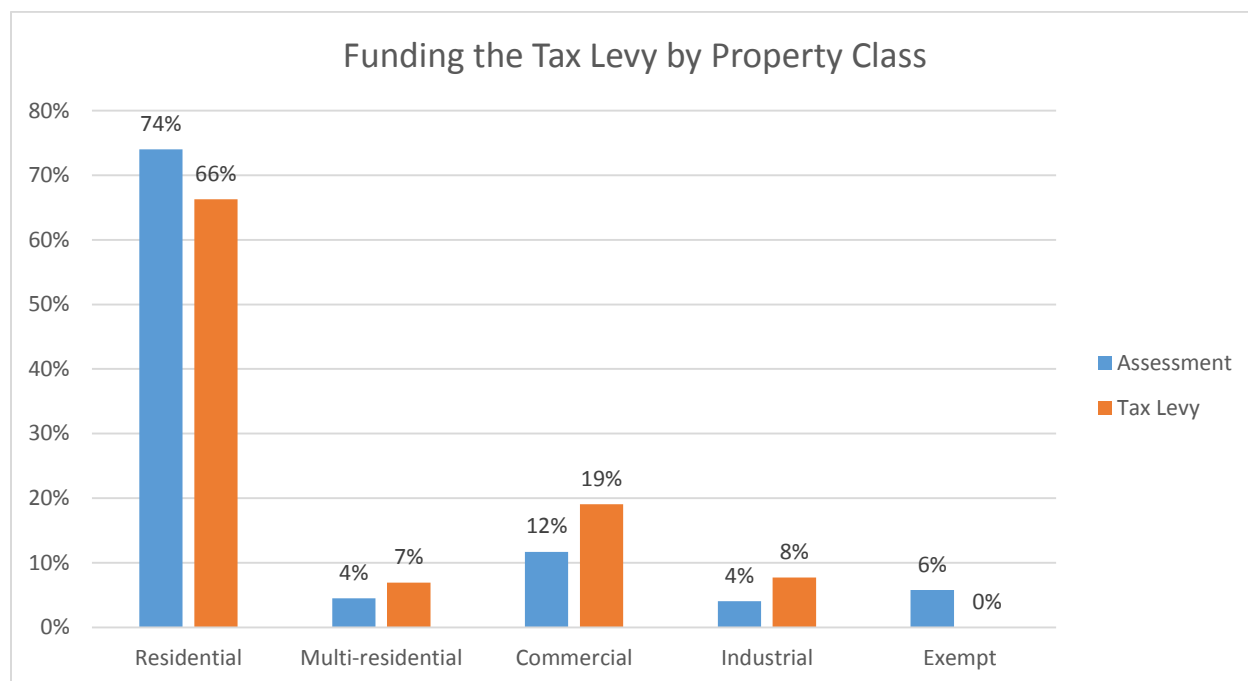
On April 24, 2017, Council adopted the recommendations in the [Tax Ratios 2017-2020 Assessment Cycle report](#), which provided direction for setting tax ratios for the reassessment cycle 2017 through 2020. This direction was that all ratios remain at their start ratio, except for the multi-residential ratio, which would remain revenue neutral on an annual basis.

On July 22, 2019, Council adopted the recommendations in the [Vacant and Excess Land Subclass Review report](#), which provided direction for phasing out subclass discounts. This direction provided that subclass discounts would be phased out over two years beginning in 2020, reducing the discounts from 30 per cent to 15 per cent in 2020 and fully eliminating the discount in 2021.

Funding the Tax Levy by Property Class

The tax levy is funded primarily through four broad property tax classes: residential, multi-residential, commercial, and industrial. The split between total

assessment and total tax levy based on the proposed Tax Policy for 2020 is shown below.



The residential tax class makes up 74 per cent of the City's total assessment base and funds 66 per cent of the tax levy. The assessment and tax levy split among all classes is consistent with prior years.

Impact on the Average Residential Taxpayer

The impact on the average residential taxpayer with an average property assessment of \$388,362 is as follows:

City of Guelph Portion	\$ Change	% Change
Reassessment Phase-in /		
Average Residential Property	\$3.49	0.10%
2020 Budget Impact	\$128.67	3.55%
Multi-residential Ratio Change Impact	\$5.19	0.14%
Subclass Discount Change Impact	-\$7.58	-0.21%
Hospital Levy Impact	\$10.99	0.30%
Total Change	\$140.76	3.88%

The impact of the reassessment phase-in is the only item not driven by the 2020 budget and Tax Policy decisions. This impact is solely driven by the assessment phase-in and associated tax shifting, along with what an average residential property assessment in Guelph looks like. Naturally, as residential properties increase in value, the average assessment will increase each year due to the phase-in process. Additionally, on an annual basis the average residential property continues to be bigger and of a higher quality as new larger, higher value homes

are being constructed. This further increase in the average residential property value provides for upward pressure when comparing an average year-over-year.

Hospital Levy

In 2020, a hospital levy will be shown separately on the final tax bill. This levy is Council's commitment to funding Guelph General Hospital renovations with \$750,000 on an annual basis from 2020 through 2025.

Tax Relief for Low-Income Seniors and Low-Income Persons with Disabilities

Municipalities are legislatively required to have a tax relief program under Section 319 of the Municipal Act. This program provides qualifying low-income seniors and low-income persons with disabilities tax relief through a deferral of property tax, should their annual assessment-related tax increase be greater than \$200. The program is set out in By-law (2015)-19988.

Tax Rebates for Charities

Municipalities are legislatively required to have this rebate under Section 361 of the Municipal Act. Qualifying charities, upon application, are provided a rebate of 40 per cent of taxes paid. In 2019, the City processed 37 rebate applications for a total dollar amount of \$217,939, of which the City's share was \$130,073. The charitable tax rebate program is set out in By-law (2002)-16851 and By-law (2003)-17152.

Financial Implications

There are no financial implications related directly with the Tax Policy. Tax ratios and subsequent tax rates only allocate the approved tax supported operating budget over the different tax classes.

Annually the cost of the mandatory charity rebate program is approximately \$130,000.

Communications

Once adopted by by-law, tax rates will be posted on the City's website.

Included with the 2020 final tax bill is an informational insert, which outlines the services that are funded through property taxation and the percentage of each dollar that goes to fund that service.

Strategic Plan Alignment

This report aligns with Strategic Plan priority Working Together for our Future, running an effective, fiscally responsibly and trusted local government.

Attachments

Attachment-1 2020 City of Guelph - Tax Ratios, Discounts and Rates

Departmental Approval

James Krauter, Deputy Treasurer / Manager of Taxation and Revenue

Report Author

Greg Bedard, Supervisor, Property Tax

This report was approved by:

Tara Baker, CPA, CA

General Manager Finance/City Treasurer

Corporate Services

519-822-1260 extension 2084

Tara.Baker@guelph.ca

This report was recommended by:

Trevor Lee

Deputy Chief Administrative Officer

Corporate Services

519-822-1260 extension 2281

Trevor.Lee@guelph.ca

Attachment-1 to Report 2020-02
2020 City of Guelph Tax Ratios, Discounts and Rates

Property Class	Tax Ratio	Tax Rate Discount	General Levy Tax Rate	Hospital Levy Tax Rate	Total Tax Rate
Residential	1.000000	0%	0.967011%	0.002831%	0.969842%
Residential - Farmland 1	1.000000	25%	0.725258%	0.002123%	0.727381%
Residential - Farmland 4	1.000000	0%	0.967011%	0.002831%	0.969842%
New Multi-residential	1.000000	0%	0.967011%	0.002831%	0.969842%
Multi-residential	1.786308	0%	1.727379%	0.005057%	1.732436%
Multi-residential - Farmland 1	1.000000	25%	0.725258%	0.002123%	0.727381%
Multi-residential - Farmland 4	1.786308	0%	1.727379%	0.005057%	1.732436%
Commercial	1.840000	0%	1.779300%	0.005209%	1.784509%
Commercial - Farmland 1	1.000000	25%	0.725258%	0.002123%	0.727381%
Commercial - Farmland 4	1.840000	0%	1.779300%	0.005209%	1.784509%
Commercial - Excess Land	1.840000	15%	1.512405%	0.004428%	1.516833%
Commercial - Vacant Land	1.840000	15%	1.512405%	0.004428%	1.516833%
Commercial - New Construction Full	1.840000	0%	1.779300%	0.005209%	1.784509%
Commercial - New Construction - Excess	1.840000	15%	1.512405%	0.004428%	1.516833%
Industrial	2.204800	0%	2.132066%	0.006242%	2.138308%
Industrial - Farmland 1	1.000000	25%	0.725258%	0.002123%	0.727381%
Industrial - Farmland 4	2.204800	0%	2.132066%	0.006242%	2.138308%
Industrial - Excess Land	2.204800	15%	1.812256%	0.005306%	1.817562%
Industrial - Vacant Land	2.204800	15%	1.812256%	0.005306%	1.817562%
Industrial - New Construction Full	2.204800	0%	2.132066%	0.006242%	2.138308%
Industrial - New Construction Excess	2.204800	15%	1.812256%	0.005306%	1.817562%
Pipelines	1.917500	0%	1.853958%	0.005351%	1.859309%
Farmlands	0.250000	0%	0.241753%	0.000708%	0.242461%
Managed Forests	0.250000	0%	0.241753%	0.000708%	0.242461%

Business Improvement Area Tax Rates: Occupied 0.331494%, Vacant 0.281855%

Council Memo



To	City Council
Service Area	Corporate Services
Date	Monday, May 11, 2020
Subject	Additional Information - Multi-residential Ratio for 2020 Tax Policy

Purpose of memo

At the emergency Council meeting held April 16, 2020, the 2020 Property Tax Policy Report - 2020-02 was referred to the next meeting of City Council. The reason for the referral was to allow staff the opportunity to provide further details to the changes related to the Multi-residential tax (MT) ratio.

Further it illustrates the average residential property tax increase compared to the approved City budget levy increase of 3.60% plus the 0.31% increase for the Guelph General Hospital.

Background

The MT class consists of buildings with seven or more residential units under the same ownership. MT does not include condominiums. These MT buildings were built prior to 1998 as the New Multi-residential tax (NT) class was implemented that year. There are just over 7,300 MT units in the City of Guelph. Some of these buildings have tenants who have been there for decades.

Tax ratios only allocate or divide the portion of taxes for each representative tax class. Changing tax ratios does not increase or decrease the overall amount of taxes the City will levy. When tax ratios are changed, it only shifts the amount from one tax class to the others.

Tax ratios for the MT class in Guelph have historically been approximately two times that of Residential. Which means for each dollar of assessed value, the MT class pays twice the amount of taxes when compared to the Residential or NT classes. Proponents of affordable housing also are supportive of lowering the MT ratio as a means to keep rent from increasing.

On April 24, 2017, Council adopted the recommendations in the [Tax Ratios 2017-2020 Assessment Cycle Report](#), which provided direction for setting tax ratios for the reassessment cycle 2017 through 2020. This direction was that all ratios remain at their start ratio, except for the MT ratio, which would remain revenue neutral on an annual basis. Through the analysis at that time, it showed that through this assessment cycle, the overall assessment in the MT class increased at a rate significantly higher than all the other tax classes, causing what is known as a tax class shift in each of the four years.

The numbers

So far in this assessment cycle from 2017 to 2019, the tax class shift mitigated through Council's prudent decision to have the MT class revenue neutral has been approximately \$1.4 million. This has ensured that the MT sector has not taken on an additional annualized tax burden from the reassessment tax class shift of approximately \$192 per MT unit.

Specifically for 2020, the tax shift increase in the MT sector shifts \$330,000 to the 7,300 units resulting in a per unit increase of \$45.14. Keeping the MT ratio revenue neutral means mitigating that assessment-related tax shift by spreading out the \$330,000 over the remaining tax classes, this means reducing MT taxes by 2.01% while shifting a slight increase of 0.14% to the other tax classes. Through this, \$234,000 shifts back to the Residential tax class, for an impact of \$5.19 on the average residential property, with the broad commercial class picking up \$66,900 and the broad industrial sector \$27,200.

The assessment tax shift impacts to the MT class is on top of any budget impact, hospital levy impact, or other factors that make up the overall total change to any specific tax class.

Future Implications

The final consideration relates to the MT class and the previously mentioned NT class. The current provincial legislation fixes a property in the NT class for only 35 years. There continues to be a significant gap between the MT ratio at 1.825401 and the NT ratio at 1.0. Properties in the NT ratio will be forced over to the MT ratio starting in 2034, which is only thirteen years from now. The City needs to have narrowed the gap considerably between the MT and the NT class to avoid a significant increase in property taxes to the affected properties, which will be passed along to the tenants. It is strongly recommended that a reduction for the ratio to at least reflect the revenue neutral tax level for the MT continue to be implemented.

With this analysis and additional information related specifically to the 2020 taxation year, staying the course for the final year of the 2017-2020 reassessment cycle and adopting revenue neutral ratios for the MT class is the prudent, responsible and equitable course of action.

2020 Approved Budget

On December 3, 2019, Council approved a City tax supported budget levy increase of 3.60% in addition to a levy for the Guelph General Hospital of 0.31% for a total net levy increase of 3.91%.

The staff recommended 2020 Tax Policy will result in the taxes for an average residential property to increase by 3.88% or 0.03% less than the approved net budget levy increase.

Council's decision in 2019 to eliminate commercial and industrial vacant and excess land subclass discounts over a two-year period is contributing to a decrease in the average residential taxes in 2020 of 0.21. This is a great result of Council's decision to increase the fairness of taxation and this decrease more than offsets the increase

from the MT revenue neutrality ratio impact as well as the fourth year of the reassessment phase-in impact.

This memo was approved by:

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

This memo was recommended by:

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

Staff Report



To	City Council
Service Area	Office of the Chief Administrative Officer
Date	Monday, May 11, 2020
Subject	Managing the impacts of COVID-19: Update #2

Recommendation

1. That report "Managing the impacts of COVID-19: Update #2" dated May 11, 2020 be forwarded to the local MP and MPP, FCM, AMO, LUMCO and the Federal Minister of Finance and the Ministers of Municipal Affairs and Housing and Minister of Finance for the Province of Ontario.
 2. That Council endorse staff exploration of financial, economic development and culture and tourism considerations raised by the Mayor's Task Force for Economic Recovery and report back through the next COVID-19 update with recommendations.
 3. That Council endorse the Grow Back Better: Our Food Future's 10-point COVID-19 Recovery Plan that refocuses \$1.6 million in Federal Smart Cities funding over the next 18 months to support social and economic recovery efforts in Guelph-Wellington.
 4. That due to the on-going revenue losses resulting from COVID-19, the limited access to revenue tools to manage through these impacts, concerns with property tax and user rate affordability and the forecasted need to rely upon reserve and reserve funds for a long-term period of uncertainty, the City of Guelph support the call for emergency municipal funding by the Federation of Canadian Municipalities and the Large Urban Mayors' Caucus of Ontario.
 5. That Guelph call on other levels of government to arm municipal governments with more diversified revenue streams, inclusive of both income and consumption based taxes, as a way to mitigate municipal financial vulnerability, support the sector's recovery and improve financial independence through longer-term reforms.
 6. That Guelph Council endorse the April 28th motion from the Large Urban Mayor's Caucus of Ontario (LUMCO) which states that running deficits as a way to manage municipal financial challenges as a result of the pandemic is not in the public interest.
 7. That the revised May to August 2020 City Council Meeting Schedule, included as Attachment-1 to report titled "Managing the impacts of COVID-19: Update #2", dated May 11, 2020, be approved.
-

Executive Summary

Purpose of Report

This report provides Council with an update on the proactive and responsive work the City has undertaken in response to COVID-19 in the last month. It highlights how the City continues to manage and respond to the impacts of COVID-19 through a set of working tables in collaboration with partnering agencies.

Key Findings

The City is responding to the COVID-19 pandemic while—at the same time—beginning to prepare for the recovery of our community and our organization.

The Executive Team has established a number of working tables comprised of senior staff and subject matter experts to respond and begin to plan for recovery. The work of these tables fall into the categories of economic recovery, social recovery and organizational recovery.

Financial Implications

In total, cost projections of COVID-19 has increased by \$2.8 million, bringing the current total to \$11.8 million. At the same time, the City's mitigation measures have resulted in an additional \$3 to \$5 million in expected savings for a total of \$7.8 to \$9.8 million. This figure continues to be refined by management.

The City's forecasted operating deficit for 2020 is currently expected to be between \$4 and \$8 million.

In response to the significant financial impacts of COVID-19, the City has taken steps to reduce expenditures. These steps include halting all discretionary spending; employee layoffs and placement of full-time employees on declared emergency leave; halting non-critical hiring; and prioritizing capital projects.

Staff are actively advocating with municipal counterparts to higher levels of government for emergency financing to assist with the projected losses rather than depleting the City's reserves in one year.

The City's cash flow is currently healthy with better than expected property taxation collections in April and will continue to be maintained with \$45 million of investment maturities occurring in May and June 2020.

Report

Like most other Canadian cities, the City of Guelph made a dramatic shift in early March 2020 when the realities of COVID-19 forced people into their homes, businesses to close, and services to adapt almost overnight.

Today, eight weeks on, the COVID-19 pandemic continues to present the greatest economic and social challenges our community has faced in generations.

Over the last eight weeks, the City has responded swiftly, decisively, and in collaboration with our community partners, including Wellington Dufferin Guelph Public Health, Guelph Police Services, Guelph General Hospital, and others. The City's guiding principle has been to protect the health and safety of our residents and employees above all else, and we continue to adjust services to respond to and support the changing needs of our community.

On April 16, City Council approved expanded relief measures for businesses and residents as outlined in "Managing the Impacts of COVID-19". Those measures included relief related to water, wastewater and stormwater user fees; transit fees; the municipal accommodation tax; parking fees, permits and fines; rental and lease revenue; business and other licenses; property taxes; and yard waste pick up.

As a result of the closure of the Public Drop-Off (PDO) at the Waste Resource Innovation Centre (WRIC) to residents in support of Public Health's direction to stay home, 16,780 residential vehicle trips to the PDO have been avoided from March 24 to April 23, 2020. Commercial drop-off continued in support of essential services as defined by the province.

On April 20, 2020, the City started a Curbside Yard Waste Collection program so that residents would continue to have a way to dispose of their yard waste, despite the closure of the PDO. The City's regular program provides curbside yard waste collection in the Spring and the Fall, with residents bringing yard waste to the WRIC the rest of the season.

Since April 20, the Curbside Yard Waste program has collected 366,450 kg of yard waste—the equivalent of 5,552 trips to the WRIC. The City also reinstated the Bulky Item Pick-Up program and this has experienced a four-fold increase as a result (from approximately 15 calls per week to approximately 70 calls per week).

Response, relief, and preparing for recovery

In recent weeks, the nature of the City's work has begun to shift from urgent response to preparation for recovery. Response continues, and the Emergency Operations Control Group (EOCG) continues to meet daily, as it has for the past eight weeks.

But increasingly, the City is planning for the eventual resumption of business—both within the organization and in our community. To that end, the Executive Team has established a series of working tables as a key mechanism for advancing the important work of preparing for economic, social and organizational recovery.

Economic Recovery

There are several working tables advancing important interconnected work in support of helping Guelph's economy to rebound and recover from the impacts of COVID-19.

Economic Recovery Table

This working table explores and implements initiatives that will contribute to the recovery of Guelph's economy, through three interconnected work streams: the Mayor's Task Force for Economic Recovery, economic development activities, and financial considerations.

Mayor's Task Force on Economic Recovery

The Task Force is a critical engagement tool to listen, understand and raise awareness of the shared and unique challenges faced by Guelph's business community impacted by COVID-19.

The Economic Recovery Table supports the Mayor's Office in planning and undertaking Task Force meetings that surface opportunities for a community response to economic recovery. The inaugural meeting was held on April 22, where

a total of 28 business owners and operators, government representatives and support agencies discussed current day realities ranging from devastating revenue loss, widespread layoffs to mental health concerns and immediate and longer-term needs such as clarity in government programs, rent relief and grants for transitioning to digital business models.

The Task Force members' first-hand accounts and experiences have been summarized and distilled into a series of draft actions by City staff. Once endorsed, this will inform a shared plan of action, some of which the City will be in a position to lead and/or support, such as intergovernmental advocacy.

Economic Development Activities

Mobilizing Support—Grow Guelph Partners Reassemble

The City has mobilized the reassembly of Grow Guelph; these dynamic partners have a seven-year track record of successfully working together to support businesses navigate Guelph's constantly evolving business landscape. The COVID-19 pandemic has significantly impacted this landscape and in response, Grow Guelph partners are coming together with regular frequency to:

- coordinate efforts and better understand community needs based on uptake or gaps in programming and support;
- raise awareness of existing programs and avoid duplication; and
- support, where aligned with agency mandates, the implementation of actions raised by the Mayor's Task Force on Economic Recovery.

Raising Awareness and Sharing Resources

New COVID-19 information, resources and programs relevant to the business community are announced daily. Monitoring, tracking, consolidating and disseminating this information is an important operational undertaking of the City's Business Development and Enterprise department.

This staff team has increased the frequency of the City's communications to business stakeholders – now publishing special bulletins weekly to provide time sensitive resources to subscribers, analyzing and sharing data as it becomes available, and responding with one-on-one support.

Buy Local Campaign

City staff are in early planning stages to facilitate a resurgence of buying local through a collaborative promotional campaign intended to rally the community and embrace local spending. The City and its partners will promote opportunities for participation through a variety of channels.

Anticipating Culture and Tourism Patterns

Work is underway with sector partners to understand the current impacts due to COVID-19 through data collection showing broad closures, revenue loss and staffing impacts. The sector has begun to anticipate resident and visitor preferences by trying to understand consumer or patron patterns for post COVID-19.

The sector is exploring alternatives for service and programming delivery for the mid and long term economic recovery. Tourism, as an industry, looks well positioned to take a lead on promoting assets to local residents first, and then to visitors as Ontario reopens. Guelph has a strong foundation through the

DestinationGuelph tourism strategy, but will need to leverage other partners and funding for local impacts.

Financial Considerations for economic recovery

In addition to the relief measures approved by Council last month, staff continue to explore various financial mechanisms and tools to support Guelph's short-, medium- and longer-term economic recovery. Options that are aligned with the City's long-term financial strategy and do not duplicate programs offered by other levels of government, will be implemented and/or recommended for Council consideration. The following are underway:

1. Existing Community Grants and Community Benefit Agreements—Keeping \$2 million in the community where it is needed most.

Staff are working closely with 65 organizational recipients and partners to maintain current funding allocations.

Many organizations received funds through these programs to support operational priorities and mandates, and for a number of these organizations, work is still underway.

In some cases, a funded event or program has had to be cancelled because of COVID-19. City staff are committed to working with these organizations to apply the funding to another initiatives provided there are demonstrable benefits to Guelph residents and contributes to community and City goals.

Staff will report on specifics within each program in the 2020 Annual report, if not before.

2. Reallocating Economic Development Program Funding

The City is pivoting its programming approach to retaining and expanding Guelph businesses in response to the harsh impacts of today's pandemic-influenced economy. The Business Development and Enterprise team is working closely with service agencies that provide critical services to businesses of all sizes to better understand program needs related to reinstating Guelph's economic well-being. As details are finalized, additional information will be shared publicly.

3. Our Energy Guelph's PACE Program—Supporting energy retrofits as an economic recovery tool.

City staff are assessing the request of allocating resources in order to become a billing agent for PACE. Our Energy Guelph would raise the funding to provide loans to property owners for energy efficient retrofits. Full details are forthcoming in a staff report next month.

4. City procurement—Supporting local business.

Although not new, the City, through its procurement practices, will continue to buy from local and Canadian businesses. For context, last year, 40% of purchase orders issued by the City, totaling \$70 million, were to local businesses—either in or within 50 kilometres of Guelph.

The City, through its purchases, remains an important contributor to the local economy.

The City's purchasing practices adhere to the corporation's Purchasing Bylaw and the Canadian Free Trade Agreement, which dictate preferential treatment cannot be extended to local companies, because it would limit fair and open competition and the ability to obtain the best possible value for tax dollars.

5. Grow Back Better: Our Food Future's 10-point COVID Recovery Plan

In January 2020, Our Food Future — Guelph-Wellington's ambitious initiative to create Canada's first circular food economy officially launched. COVID-19 highlighted and exacerbated many of the system-level challenges Our Food Future aims to resolve. In response, a 10-point recovery plan is refocusing about \$1.5 million in Federal Smart Cities funding over the next 18 months to support social and economic recovery efforts within the longer-term goals of the initiative.

A brief overview of the 10-point plan follows.

Priority: Increasing access to affordable, nutritious food

1. Emergency Food Relief — immediate food distribution: The SEED is working with partners to prepare and deliver 100,000 nutritious food boxes between April and October (1200 – 4000 food boxes per week) including fresh foods, frozen meals and shelf-stable goods free of charge to community members in need through contact-free home delivery.

Harve\$t Impact Community Donation Platform: To address direct food and logistical costs for the SEED's Emergency Food Home Delivery Program, the Harve\$t Impact Fund will launch a new online community funding platform in May 2020. Funding: \$90,000, goal of raising \$100,000 or more in matching community donations; Programs underway.

2. Supporting Vulnerable Residents — identifying needs and coordinating action: We're working with community partners to identify the barriers vulnerable residents face in accessing affordable, nutritious food during the pandemic and leverage best practices to provide supports.
3. Get Growing!: To boost local food production, we will support gardening at home starting with children's gardening kits, launch a call for urban agriculture projects, and help new Canadians grow food from their home country. Funding: \$155,000; Launch May/June 2020.

Priority: Supporting new and existing food businesses

1. Seeding Our Food Future — micro-grant project: To support economic recovery, we will provide advice, resources and grants of up to \$5,000 to about 40 new and existing food system businesses and social enterprises. Also, beginning in June 2020, businesses and collaborations, including not-for-profits will be able to apply for \$10,000 at 0% financing. Funding: \$200,000 for micro-grants, \$170,000 for delivery partners and advisory services; \$300,000 leveraged for loans; Launch May – June 2020.
2. Launch Harve\$t Impact Fund: In response to community needs, we will accelerate the launch of the Harve\$t Impact Fund, making financing available sooner for businesses and social enterprises to drive innovation and economic recovery. With the early launch of the fund, there will be an immediate call for private and institutional investment partners, with a

capitalization target of \$2 million. Funding: \$500,000; applications Fall 2020; investments beginning January 2021.

3. **Business Tools and Services for the Food Sector to Reduce Waste:** Provision Coalition will offer virtual workshops for micro-sized businesses and provide food loss and waste prevention consultation to eight local food businesses to increase their circularity and profitability. Funding: \$250,000; immediately accepting applications.

Priority: Taking action to strengthen regional food system resiliency

1. **Connecting Food Producers and Consumers — accessing local markets online:** To support local food producers, the Smart City Office will be partnering with the Open Food Network, an open source not-for-profit, to make an e-commerce platform available to help farmers' markets across Guelph and Wellington County create online sales channels. Funding: \$10,000 to allow free access for 2020 for interested Guelph & Wellington markets; May 2020.
2. **Enabling Distribution and Delivery Models for Online Food Delivery:** Working with partners, we will support the development and testing of new distribution and delivery models that meet the needs of producers, businesses and consumers and align with evolving Public Health guidelines. Funding: \$60,000; Neighbourhood pilot underway.
3. **Leveraging Food System Data to Help Our Partners Innovate and Respond to the Changing Market:** A key part of Our Food Future is collecting and sharing data. We'll pivot the initial focus of these efforts towards supporting food security and economic recovery in the wake of COVID-19.
4. **Community Steering Committee Food Resiliency Table:** Through our Community Steering Committee, we will convene a Food Resiliency Table to champion and support this plan.

Capital and Construction Table

While staff worked through the impacts of COVID-19 and Ontario Regulation 82/20 - Closure of Places of Non-Essential Businesses (Provincial Closure Order), the City and its construction partners took an appropriate pause on construction projects to protect workers and prevent the spread of COVID-19. During the pause, staff focused on developing health and safety procedures and prioritizing what work could and should proceed safely in 2020 to support the corporation and community towards economic recovery. At the same time, employees who are able to work from home continued with design, study, and master plan work that will ensure the City is prepared to implement future critical work and projects that align with the Strategic Plan. On Friday, May 1, 2020, the Provincial Closure Order was amended, allowing for all municipal construction projects to qualify as essential services and those City projects that were previously under construction but paused were immediately resumed.

Health and safety protocols were developed to ensure City staff are protected and field work can be conducted safely. This includes work conducted by surveyors and inspectors on job sites. Training was provided to protect city staff, construction workers, and the community while balancing the continuation of essential and critical work. The City is continuously working with its contractors and staff to

ensure projects operate according to the Occupational Health and Safety Act and advice from public health officials on job-site COVID-19 best practices.

Concurrent to the health and safety work done, the Capital and Construction Table carefully prioritized what projects are proceeding to ensure the City continues to provide essential services the community relies upon. Factors initially considered in the prioritization included health and safety, staffing resources/capacity, corporate cash flow and the Provincial Closure Order. On Friday, May 1, 2020, the Provincial Closure Order was amended, allowing for all municipal construction projects to qualify as essential services.

Considering the amendment to the Provincial Order, and the better than forecasted tax collection (improved cash flow as outlined by the Fiscal Recovery Table), there are now fewer pressures affecting timing of delivery of the City's 2020 capital and construction program. These changes don't significantly impact the prioritization work done by the Capital and Construction Table since staff had continued with project scoping, planning, design, and tender preparations in many cases to allow for a smooth transition.

Economic Recovery and Financial Implications of the Work Prioritization

Each capital and construction project has been categorized using the guideline to determine if the project will proceed, pause (postpone spending) until after June 30, 2020, or be deferred for re-consideration through the 2021 budget process. Work proceeding in 2020 provides essential service delivery, aligns with the Strategic Plan, is informed by asset management principles and delivers on the City's 2020 Capital Plan.

Moving forward in a safe, strategic manner with the 2020 Capital Work Program continues towards the City's goals of investment focused on balancing the demands of Infrastructure Renewal, Growth and City Building while providing stimulus spending for the local economy. There are many benefits to moving forward with essential and critical construction and priority capital projects, including:

- Creating local jobs through capital and construction related spending
- Avoiding future material and contractor premiums before the demand on construction trades escalates
- Progressing while the supply chain remains stable locally
- Mitigating potential delay claims

The City's Finance team has summarized the project prioritization work and has applied the results to cash flow modelling. The outcomes indicate that capital budget cash flow can be managed based on the tax collection experience to date and the prioritization work done across the corporation.

It is anticipated that the capital and construction related investment into the local economy, which will support economic recovery, will range between \$5 million to \$15 million a month and a total of \$60 to \$80 million of total capital spending in 2020.

Projects that were identified for reconsideration in the 2021 budget process will be reviewed further as future announcements from the Province regarding lifting of current measures to restrict the spread of COVID-19 are received and as the City gains further clarity around the full fiscal impact of the current closures. Staff are also assessing options to move forward capital projects within the 10-year capital

plan to help with recovery efforts including feasibility of a debenture issuance in 2020 and receipt of higher-level of government stimulus funding.

COVID-19 Scheduling and Staffing Implications for Capital Work

The City is working with contractors, consultants, suppliers, associations, and other partners to move business forward towards economic recovery. Project schedules are being adjusted to the extent possible to limit the overall impacts of COVID-19 related delays. The Capital and Construction Table will continue to work with Managers and Project Managers to minimize schedule delays and find creative solutions for projects where needed. However, it is important to recognize that schedule risks will persist and will depend on future items that are out of the Capital and Construction Teams control such as potential future supply chain disruptions, contractor availability, utility service providers, and competition for skilled workers. Updates related to potential project delays will be captured and reported through future capital variance reports.

The City's long-term capital plan is being assessed given the revenue outlook, COVID-19 related project deferrals, and the implications from temporary staffing reductions. The Capital and Construction Table is collaborating with other tables and the Capital Steering Committee on procedures to implement through the 2021 Capital Budget process that will help manage any sequencing implications to the capital forecast. As part of this work, a review of required staffing levels and capacity to deliver the longer-term capital program will be conducted. In the shorter term, the Capital and Construction Table Point has collaborated with the Human Resource Table Point to provide input into staffing considerations as critical work moves forward in 2020.

The Capital and Construction Table has collaborated closely with the Economic Recovery Table; the Fiscal Recovery Table to explore options for using debt to advance more work to help stimulate the local economy; the Information and Intergovernmental Hub in its advocacy efforts towards additional stimulus funding to support Guelph.

Information and Intergovernmental Hub

The Information and Intergovernmental Hub (formerly the Central Repository Table) continues to gather information from other municipalities and other levels of government to support the Executive Team, the EOCG and the COVID-19 response tables. In addition to information gathering and sharing, the Information and Intergovernmental Hub is working with the Financial Recovery Table, the Economic Recovery Table and the Capital and Construction Table to develop a 'made-in-Guelph' list of principles to share with other levels of government in an effort to guide future economic recovery and stimulus program development. The goal is to inform other levels of government and ensure that future recovery programs and their associated application criteria fit with Guelph's strategic plan and approach to recovery initiatives. These principles will come to Council for endorsement in June.

We continue to liaise with Guelph's MP and MPP regularly and are having productive dialogue about programs and initiatives to support our community. Our focus is on proactively identifying opportunities, and responding to identified challenges in the most timely and agile way.

Through the Financial Recovery Table, we have identified challenges prohibiting municipalities from participating in rent relief programs, where the municipality acts

as the landlord. We are working with AMO and the Ministry of Municipal Affairs and Housing to ensure a fulsome understanding of our challenge and identify solutions that would enable us with the opportunity to participate in rent relief programs, should the Council provide that direction in the future.

Additionally, in support of Mayor Guthrie's role as Chair of the Large Urban Mayors' Caucus of Ontario (LUMCO), this team continues to support Ontario's big cities with coordinated advocacy. The previous report, Managing the Impacts of COVID-19, mentioned a coordinated ask from the Association of Municipalities of Ontario (AMO), Mayors and Regional Chairs of Ontario (MARCO) and LUMCO to address challenges with staffing and redeployment as Ontario municipalities battle COVID-19 on the front lines. On behalf of LUMCO, the Mayor spoke with Minister McNaughton's office to advocate on this issue, and in response, the Provincial Government issued an order providing municipalities with flexibility in relation to emergency staffing redeployment on April 17.

Transit revenue losses, ridership declines, enhanced cleaning and other operational impacts continue to be among the highest priority items for Ontario municipalities. Transit systems that serve LUMCO municipalities anticipate losses from April to June totaling more than \$415 million. This is the highest individual revenue impact, accounting for between 20-30% of total financial (expected) COVID- impacts. The Mayor and CAO have spoken with Minister Mulroney about this issue, and staff continue to work with CUTA, OPTA, the provincial government and other Ontario municipalities to achieve financial support to address transit impacts.

On April 28, LUMCO Mayors and CAOs heard directly from Minister Clark and provided information about the impacts of COVID-19 on municipal operations. At that meeting, LUMCO also endorsed the Federation of Canadian Municipalities ask of the federal government to provide emergency support for municipalities. In addition, LUMCO passed a resolution stating that Ontario's big-city mayors are united in their position that running deficits as a way to manage municipal financial challenges as a result of the pandemic is not in the public interest.

On May 8, LUMCO Mayors and CAO's discussed focusing their advocacy efforts to a three phase approach: 1. Immediate Relief, 2. Recovery Support, 3. Long term Reform of the Municipal-Provincial relationship. This strategy is being developed in partnership with Strategy Corp through their current contractual relationship with LUMCO. Also on May 8, LUMCO Mayor's spoke with Minister Clark and Phillips about financial recovery for cities, and with Minister Mulroney to continue the discussion about emergency support to address transit impacts. Additionally, Minister Hussen joined the meeting on behalf of the federal government to speak with LUMCO about the federal response to COVID-19. LUMCO continues to be a strong and united voice for Ontario's big cities, and its productive and collaborative relationship with the Ontario government is resulting in important, ongoing dialogue as we work toward achieving financial supports for municipalities on the frontline of the battle against COVID-19.

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Social Recovery

Social and Community Response Table

Work continues to track and coordinate the work of the City of Guelph with the County of Wellington, social services providers, and other not-for-profit groups who are supporting the community.

A highlight of our collaborative efforts is the preparation and delivery of roughly 1,000 weekly meals to vulnerable seniors, youth and others in our community who are suffering from food shortages. This initiative is a collaboration brought to life by our chefs at Evergreen Seniors Community Centre and Sleeman Centre, with a variety of community agencies including the Community Support Services via Guelph Wellington Seniors Association (GWSA), East Wellington Community Services, United Way, and Wyndham House.

In partnership with Our Food Future, staff continue to find ways to provide affordable and nutritious food by supporting organizations, farmers and markets who provide or sell local farm-fresh food for all levels of need in the community. In addition, Our Food Future has launched Grow Back Better – multiple urban agriculture programs for organizations and residents this month. Another joint initiative this month includes working with Guelph Farmers' Market vendors to access a new selling and information-sharing platform through the Open Food Network platform.

At the beginning of May, the Province of Ontario added Community Gardens to the essential services list. Guelph has a full network of Community Gardens that includes both individual plot based community gardens and communal gardens hosted on public and private land. The City of Guelph hosts eight traditional gardens on City land, however, the broader community gardens network includes another 29 places where approximately 500 people grow food together. Staff continue to work with Public Health to ensure necessary safety protocols are in place and have connected with garden coordinators and volunteers to have the gardens active now for growing season.

This table is not coordinating requests from the community for support whether in kind or for staff resources. Requests from social service or community benefit organizations are being funneled through to the Community Emergency Management Coordinator (CEMC).

Lift our Spirits Table

Through this extraordinarily difficult time, we continue to lift our community's collective spirits by creating opportunities for the community to engage and share their caring stories.

New online content continues through Culture and Tourism social media platforms led by Visit Guelph, and includes engagement through puzzles, challenges to re-enact old photos, photo throwback-stories, virtual highlights from exhibitions, links to virtual tours and more.

We also share and support the work that is still taking place in our community by highlighting the food providers and restaurants that are still open for business through links to purchase online and draw attention to virtual special events. Staff are also shining a light on our community's caring spirit by sharing stories of businesses that have adjusted their businesses to address current needs, such as

making meals, creating hand sanitizer, shields, masks and more. We are proud to highlight others through various hashtags like #visitguelphlater, #guelphcares and #industrypost.

Other creative interactions will continue to be shared via social media, and the City will continue to share our community's heartwarming response.

Organizational Recovery

Fiscal Recovery Table

The Fiscal Recovery Table has a renewed mandate that extends beyond immediate fiscal relief. As we move forward this group is focused on the overall financial impacts of the pandemic to the organization, and our recovery efforts as we work towards business resumption.

The City's fiscal journey has moved beyond the initial "reactionary" phase and into a "resiliency" phase where we will be managing through a great level of uncertainty that could last for years. Staff are focused on developing fiscal recovery strategies that further the goals of the City's Strategic Plan while protecting long-term sustainability. Multi-year budget planning has begun with assessing evolving constraints on revenue, considering the sequencing impacts of shifting capital project plans, reviewing options for increased debt and accessing federal and provincial stimulus programs, and supporting advocacy to other levels of government for emergency financing and influencing recovery stimulus programs.

Fiscal position and relief efforts

Staff are monitoring the fiscal relief and cost mitigation measures approved by Council on March 23, and April 16, 2020 and are currently assessing their impacts through a detailed analysis scheduled to be released to Council through the first quarterly variance report on May 22, 2020. Cash flow has been the highest priority concern given the revenue shortfalls experienced across the City in addition to the property tax, rate, and user fee deferral programs.

In order to bolster cash flow, staff have followed up on grant claims previously submitted to higher levels of government. We have been successful in receiving approximately \$7 million related to the first instalment of the Smart City grant, the Clean Water and Wastewater Fund grant, and the Provincial Transit Infrastructure Fund grant.

The City is also enhancing digital infrastructure for electronic payment receipt, reducing the need for multiple staff processing cheque deposits. The City has successfully now enabled electronic fund transfer (EFT) for all development-related fees, enhancing efficiency. This has helped to keep the development pipeline open for business during this emergency period. The corporation is assessing more options to advance this initiative.

Further, with the approval of the contingency financing by Council in April, staff have successfully actioned the approval of a \$25 million line of credit facility from the City's primary banking institution, TD Bank. This facility was achieved at a favourable borrowing rate of 1.60%, which is variable depending on bank prime rate changes. This will only be used as a contingency mechanism and given stronger than expected taxation collection, may not be required.

The City continues to monitor and adapt to changing higher-level of government relief programs to ensure we are not duplicating efforts and that, wherever possible, that the City can foster access to other government programs. The Fiscal Recovery Table has raised concerns to the Information and Intergovernmental Hub who have advocated for change through AMO and the MMAH to bring attention to a current matter where the City is the landlord. The federal-provincial commercial rent relief program, run through CMHC, operates by way of forgivable loans for 50% of the monthly rent through June 30, 2020. This program however requires that each of the tenant and the landlord pay the other 25%. Given that the City, as landlord, is prohibited by Municipal Act bonusing provisions from reducing rents, this creates an impediment to program participation and risks a loss of 100% of rents if the tenant defaults. Further recommendations to Council may be forthcoming on this topic.

Staff is also considering additional investigation regarding business licensing and permit fee relief for the next reporting period.

Supporting the call for emergency funding

Sustaining the City's financial health over the long-term while balancing the need for fiscal relief and economic recovery is putting significant financial strain on the City's current budget and reserve position. Staff recommend fully supporting the Federation of Canadian Municipalities and the Large Urban Mayors' Caucus of Ontario in their call for emergency municipal funding from the provincial and federal governments. Without this, the City's reserves will likely not be sufficient to support a long-term recovery through an economic recession.

Staff are working to identify funding sources for the anticipated programs and initiatives that will be identified through the Economic Recovery Table.

The City is projecting significant operating deficit positions across both the tax supported and non-tax supported businesses and so there is limited financial capacity beyond the City's reserves or reprioritizing capital budgets for these programs. Base budgets allotted for development incentives, economic development programming and community support and wellbeing grants are also being reviewed.

Looking longer-term, staff have started multi-year budget planning aligned with the Strategic Plan priorities which will be more complex due to COVID-19 impacts. Longer-term impacts that can be triggered with the current recessionary outlook could mean changes to the City's growth-revenue projections and related capital plan. It can also mean tax assessment shifts towards residential properties as the commercial and industrial sector downsizes due to economic realities. This also would mean impacts to operating growth revenues like tax assessment, building and planning application fees and growth rate revenues in water, wastewater and stormwater services. These pressures will compound the challenge of tax levy and user rate affordability and will limit planned service level enhancements.

It is not in the sector's best interest to loosen the regulatory requirements to allow municipalities to budget for deficits as a way to solve this financial distress. Municipalities are looked upon favourably in the credit market because of the very prudent financial restrictions that were implemented in response to the financial fallout post-world wars and the Great Depression. Rather than allowing budgetary deficits, the Province should look to ways to enable municipal autonomy through

more diversified revenue streams like an income tax or consumption tax. Municipalities are innovative, responsible and accountable entities that, when given the right financial tools, can effectively weather these types of storms. Lack of revenue diversification has been an on-going concern in the sector for years, and COVID-19 is shining a light on this vulnerability.

City budget as stimulus

The City's 10-year capital plan of over \$1.8 billion plus an annual \$500 million operating budget should be recognized as stimulus to the local economy as the City looks beyond the immediate emergency period. Essential construction projects will continue to move forward immediately, and may be even more critical now so that the City can help with job creation and spin-off economic benefit. The City's capital plan is being assessed through the Capital and Construction Table given the revenue outlook, COVID-related project deferrals, and implications from temporary staffing reductions.

While these immediate pressures are causing some capital project delays, staff are actively planning with an outlook towards the capital and operating budgets as local stimulus. Projects like Baker District Redevelopment, the Operations Hub, fleet electrification and a number of road and bridge reconstruction projects have significant job creation and economic benefit in the local community. Last year, 40% of purchase orders issued by the City, totaling \$70 million, were to local businesses—either in or within 50 kilometres of Guelph.

Balancing the financial implications of these diverging pressures could mean issuing debt financing earlier than originally planned, a change in project timing due to shifting priorities, and being ready to respond quickly to higher-level of government stimulus programs if they become available. Alignment to the City's Strategic Plan will continue to provide the direction for determining priorities.

Human Resources Table

In response to the expansion of closures and service impacts, the City of Guelph made the difficult decision to temporarily lay off 601 casual part time employees on April 2, 2020. Subsequently, following Council direction on April 16, 2020, 127 full-time employees were notified on April 17, 2020 that they would be transitioned to declared emergency leave effective April 24. This group comprised both union and non-union employees. These actions were taken in collaboration and coordination with the City of Guelph Library, and with regular communication with the corresponding union leaders.

At this time, the Human Resources Table, in conjunction with the Business Resumption Table, has expanded its focus to include a recall and return to work protocol for employees placed on declared emergency leave. This work includes the development of a decision guide that supports staffing decisions. The decisions with respect to which businesses resume and in what order will be guided by provincial orders, public health restrictions, EOCG feedback and Executive Team approval.

The decision guide provides a process that outlines the considerations and responsibilities leaders have with welcoming back employees, and supporting the City's mission of working together to deliver responsible and responsive public services. The process helps us to look after one another, and demonstrate our corporate values as we adapt to a post-COVID-19 workplace. Our current and

future work is being undertaken in close collaboration with the Fiscal Recovery Table, as continued fiscal restraint is paramount as the City moves forward.

Governance Table

Interim City Council Governance Structure

To continue moving City business forward during the COVID-19 pandemic, the Governance Table recommends that a revised City Council meeting schedule (Attachment-1) be approved for the months of May through August. During this period, a governance structure that includes one City Council Planning meeting, one regular City Council meeting and one Special City Council meeting for COVID-19 updates per month is recommended. Committee of the Whole meetings have been temporarily removed from the schedule.

It is also recommended that City Council placeholder dates remain in the schedule to provide flexibility for holding Special City Council meetings as required. All meetings are proposed to maintain their regular start times (6:30 p.m. for regular City Council and for City Council Planning meetings and 6:00 p.m. for Special City Council meetings), with the exception of Special City Council meetings for COVID-19 updates, which are proposed to start at 2 p.m.

While the provincial and municipal states of emergency continue, all meetings will be held electronically in accordance with [report 2020-34 Procedural By-law Update](#), which was approved by City Council on April 16, 2020. Through this report, section 8.3 of the [Procedural By-law](#) was updated to permit delegations at electronic City Council and committee meetings via telephone, videoconferencing software and/or other technology. As a result, and to continue to encourage public participation and community engagement while adhering to physical distancing guidelines, delegations will be permitted for all proposed meetings.

Additional consideration, from an agenda management perspective, will be given to the number and timing of items brought forward to remote City Council meetings, as the process of debate and amendment is slower than in-person. This will ensure that business can continue to move forward as the City works towards economic and organizational recovery, while also managing the length and effectiveness of meetings.

Changes to the meeting schedule for future months of 2020, if necessary, will be brought forward to the Special City Council meetings for COVID-19 updates on an as required.

Land Use Planning Applications

Through Bill 189, the [Coronavirus \(COVID-19\) Support and Protection Act](#), the province has given municipalities increased flexibility in the way land use planning applications are processed and brought forward to City Council. Timelines regarding decisions for land use planning applications are not in effect for the duration of the state of emergency. The effect of this is that no appeals for non-decisions can be made until the provincially declared state of emergency has ended. This gives staff the flexibility to continue moving forward land use planning applications in a way that does not put unnecessary strain on the municipality as it responds to the on-going COVID-19 pandemic.

Committee of Adjustment

Beginning in May, regularly scheduled Committee of Adjustment meetings will resume electronically to ensure that the statutory/legislated requirements of the committee can continue. Similar to land use planning applications which go before City Council, the province has suspended timelines for Committee of Adjustment applications so that appeals for non-decisions cannot be made during the duration of the provincially declared state of emergency.

Agencies, Boards and Committees

The Governance Table is working with staff in Information Technology to develop systems and processes to allow for remote meetings of Guelph's many City Council appointed agencies, boards and committees. More information regarding remote meeting of agencies, boards and committees will be available in future updates.

Business Resumption Table

The Business Resumption Table is a recently created working group that replaces the former Cleaning Table and the Facility Redeployment Table. The latter were dedicated to the short-term response to organizational and community needs related to COVID-19, and they fulfilled important mandates. The Business Resumption Table reflects our shift from short-term response to preparing for recovery, and addresses how the corporation will transition employees back into their regular workspaces, contemplates what remote working looks like in the coming weeks and months, and how we begin to integrate public access back into City facilities once we are able to reopen our buildings.

We have begun mapping out a plan for our recreation facilities that would involve reopening the West End Recreation Centre first, and then a delayed resumption of use for the Victoria Road facility until after it is no longer required as a screening centre.

Of note with respect to the resumption of City business, where supply chain is concerned, staff do not expect obstacles or impacts to revenues for culture and recreation facilities as a result of a break down or shortfall in supply chains. Nor does staff foresee delays in food, supplies, product or equipment repair, for example, that would impact operations or delivery of service. Staff continue to monitor additional or modified personal protection equipment and product installation that may be required during the business resumption phase.

Corporate Management Team

The Corporate Management Team (CMT) continues to manage the City's regular business and day-to-day operations. CMT is also focused on addressing how we are working differently during the pandemic, and whether some of those changes and innovations are beneficial to maintain over the long-term when we emerge on the other side of this crisis.

Throughout May, CMT members will review the pre-pandemic Strategic Plan Action Plans to refine work plans to adapt and align with new operational realities, including finances and human resources. This work is closely embedded with the development of a multi-year budget forecast. A council workshop on multi-year budgeting and the strategic plan is being scheduled for July.

Union Presidents Table

The COVID-19 pandemic has increased the need for collaboration with union leadership across all of the City's bargaining units. To that effect, the Executive Team has initiated regular meetings with the union presidents, providing updates and seeking input as events unfold. Guelph Public Library management and the bargaining union president has been part of these meetings.

On an operational level, there have been instances of redeployment of employees and repurposing of facilities where the respective union leadership has worked effectively with managers, supervisors, HR advisors and health and safety professionals to ensure our employees are safely taking on and performing in new or modified roles.

Meetings are scheduled weekly for the foreseeable future with additional opportunities for discussion and collaboration on topics such as health and safety measures, and return to work processes through regular touchpoints with the Executive Team.

First Responders Table

This table continues to meet three times a week to discuss common issues. Our Community Emergency Management Coordinator (CEMC) has recently been tasked with maintaining a consolidated inventory of PPE supplies on hand at City Hall, as well as among Fire, Police and Paramedic Services so that on a weekly basis we have a report on quantities of PPE available.

Financial Implications

City staff have been actively analyzing the City's projected financial impacts resulting from COVID-19 and updates have been made since the early estimates in April 2020. These continue to be estimates based on best information at the date of the report. In total, the projected cost of COVID-19 has increased by \$2.8 million—bringing the projected cost to \$11.8 million.

At the same time, the City's mitigation measures have resulted in an additional \$3 to \$5 million of savings expected, for a total of about \$7.8 million to \$9.8 million.

More specifically, the cost of the fiscal relief measures to ease the burden of the COVID-19 pandemic is estimated to be \$5.2 million. In addition to this cost, revenue loss due to facility closures, program cancellations and other impacts from the slowing economy and investment market rate decline is now estimated to be \$6.6 million. This is an increase from early estimates and comes from staff's ongoing analysis of impacts on businesses including Court Services, Planning and Building Services, Engineering and Transportation Services, Police Services and Library Services. Staff expect further impacts to become apparent as we continue to assess changing water use patterns and their impact on water and wastewater revenues.

Projected cost of COVID-19 impacts	As at May 11, 2020	As at April 16, 2020
Fiscal relief measures		
Waiver of interest and penalties for user rates including water, wastewater and stormwater	\$50,000	\$50,000
Waiver of transit fares	\$3,440,000	\$3,400,000
Waiver of parking fees and fares	\$1,230,000	\$1,200,000
Waiver of interest and penalties for property taxes	\$400,000	\$400,000
Increased residential yard waste pick in the spring	\$100,000	\$100,000
Sub-total fiscal relief cost	\$5,220,000	\$5,150,000
Lost revenues from COVID-19		
Parks, Recreation and Culture and Library program cancellation and facility closure	\$2,000,000	\$1,380,000
Parking fines	\$390,000	\$450,000
Other user fees and licences including planning, building, engineering, clerks office, and police services	\$845,000	TBD
Closure of Public Drop Off for residential use and other Solid Waste fees	\$355,000	\$95,000
Court Services closure	\$1,020,000	TBD
Decline in investment portfolio returns	\$500,000	\$500,000
Economy slowing reducing budgeted growth revenues inclusive of property tax supplementary billings, water, wastewater and stormwater rates	\$1,500,000	\$1,500,000
Sub-total lost revenues from COVID-19	\$6,610,000	\$3,925,000
Total projected cost of COVID-19 impacts	\$11,830,000	\$9,075,000

In response to the significant financial impacts of COVID-19, the City has taken steps to reduce expenditures. These include halting all discretionary spending, temporary casual, part-time and full-time staff lay-offs, halting non-critical hiring, and prioritizing capital projects. These efforts have resulted in an updated expenditure reduction estimates in the range of \$7.8 million to \$9.8 million (up from approximately \$4.8 million), however this continues to be refined by management.

Forecasting these financial impacts to year-end, the City will likely experience deficits in both the tax supported and non-tax supported businesses. It is difficult to forecast these deficits at this early stage, however they are expected to be in the range of \$4 to \$8 million in total.

In addition to the figures above, the City is projecting to incur additional expenses specifically related to COVID-19 for cleaning supplies and personal protective equipment, and digital technology costs of \$1.5 million. The City is hopeful for emergency grants to assist with funding these costs, otherwise they will increase the projected losses. These year-end projections also do not include the risks of lost revenues beyond June 30 in some business lines or impacts from our shared service entities.

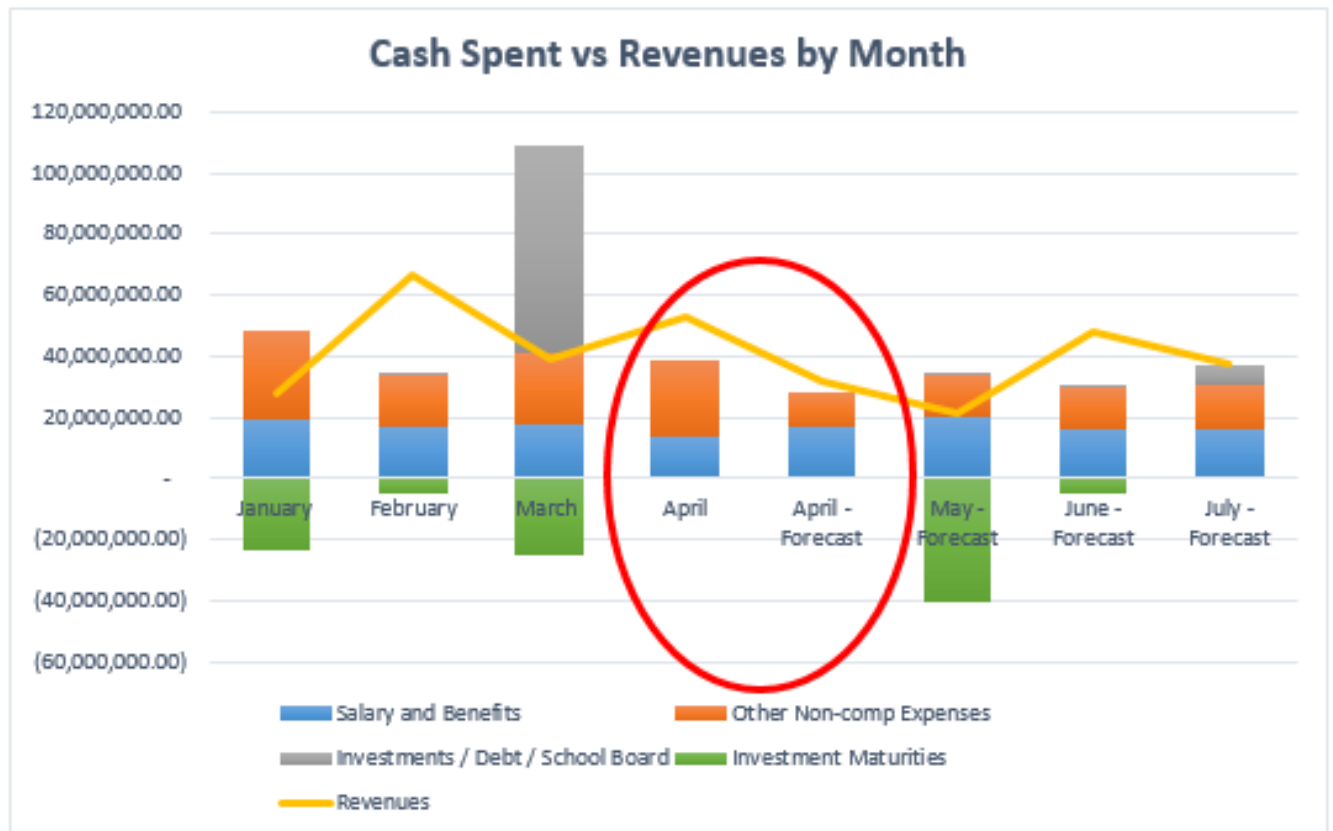
Cash flow

The first property tax due date during the emergency period was on April, 30, 2020 and collection experience was about 75% of a normal year leaving the City with approximately \$12 million of deferred property taxes. This metric is important for adjusting projections with this 25% uptake in deferral programs. This experience was better than what the forecasted cash flow had assumed (30%) which provides a stronger financial base to continue with essential capital projects in the short-term.

The culmination of all the financial impacts projected to July 31 is illustrated in the chart below. Highlighted in the red circle is the difference between April actual and forecasted cash activity. Revenue collection was higher than expected given the taxation collection experience. This is great news and shows that the businesses and the community that needed to access relief have done so while the majority are still financially able to pay. Of the approximately 17,500 properties that are on pre-authorized debit payment plans only 226 requested a deferral.

Also of note, while compensation costs were down from plan as expected with the implementation of temporary staff layoffs, non-compensation expenses were much higher than expected. This is mostly related to capital expenditures that continued in strength during April, when it was expected these would see the normal dip before the on-set of the construction season. From a perspective of economic stimulus, this would be seen as positive to our vendors who rely on these revenues to keep their workforces employed.

The City's cash flow is currently healthy with the better than expected taxation collections in April and will continue to be maintained with \$45 million of investment maturities occurring in May and June 2020. There may be an opportunity for reinvestment of these funds for the short-term which will assist with the long-term health of the investment portfolio.



Consultations

This report was written in consultation with working table leads and the Executive Team.

Strategic Plan Alignment

These recommendations align with the Strategic Plan, Guelph. Future Ready. As a whole, the City's response and ongoing work towards preparing for economic, social and organizational recover are aligned with each of the priority areas of the Strategic Plan. That work is in support of our community and our employees during the pandemic and through recovery, while not losing sight of long-term sustainability.

Attachments

Attachment-1 Revised May to August 2020 City Council Meeting Schedule

Attachment-2 Our Food Future 10-Point Recovery Plan

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Revised May to August 2020 City Council Meeting Schedule



May					
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday Sunday
				1	2 3
4	5	6	7	8	9 10
11 Special City Council COVID-19 Response Update 2:00 p.m.	12	13	14	15	16 17
18 Victoria Day	19	20	21	22	23 24
25 City Council 6:30 p.m.	26	27 City Council Planning 6:30 p.m.	28	29	30 31

June					
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday Sunday
1	2	3	4	5	6 7
8	9	10	11	12	13 14
15 City Council Planning 6:30 p.m.	16	17 Special City Council COVID-19 Response Update 2:00 p.m.	18	19	20 21
22 City Council Placeholder 6:00 p.m.	23	24 City Council Placeholder 6:00 p.m.	25	26	27 28
29 City Council 6:30 p.m.	30				

July					
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday Sunday
		1 Canada Day	2	3	4
					5
6	7	8	9	10	11
					12
13 City Council Planning 6:30 p.m.	14	15 Special City Council COVID-19 Response Update 2:00 p.m.	16	17	18
					19
20 City Council 6:30 p.m.	21	22 City Council Placeholder 6:00 p.m.	23	24	25
					26
27 City Council Placeholder 6:00 p.m.	28	29	30	31	

August					
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday Sunday
					1
					2
3 Civic Holiday/ John Galt Day	4	5	6	7	8
					9
10 City Council Planning 6:30 p.m.	11	12 Special City Council COVID-19 Response Update 2:00 p.m.	13	14	15
					16 AMO
17 AMO	18 AMO	19 AMO	20	21	22
					23
24 City Council 6:30 p.m.	25	26	27	28	29
					30
31					



Grow Back Better

**Our Food Future's 10-point recovery
plan in response to COVID-19**

May 2020





A word from Mayor Guthrie

Since Guelph and Wellington County won the Smart Cities Challenge and received \$10 million in federal funding in 2019, we've been working hard to meet our goals of increasing access to food in our communities, supporting food producers, and reimagining how we find value in waste. In recent months, COVID-19 has drastically changed our landscape, and challenged us to be agile and innovative in how we meet our community's complex and evolving needs. I'm proud to say that we've risen to the occasion. In the midst of this unprecedented public health crisis, we have redirected our attention to addressing food insecurity and economic instability head on. Grow Back Better is the plan our community needs to help us get through this crisis, not only for today, but in the weeks and months to come. The new programs and services outlined in the plan will allow us to support the people who need it most, and will help make our community stronger and more resilient for the future.

Mayor Cam Guthrie
City of Guelph

A word from Warden Linton

A year ago, the County and the City were awarded \$10 million dollars from the Government of Canada for our ambitious circular food economy initiative. A lot has changed in the last year. The COVID-19 pandemic has changed our way of life. Access to affordable, nutritious food and supporting local food producers and businesses is going to be even more critical as we continue to navigate through, and recover from, this pandemic. Collectively, we agree that we need to shift our priorities and focus on supporting social and economic recovery efforts that fall within the longer term goals of the Our Food Future initiative. By allocating \$1.6 million in Federal Smart Cities funding over the next 18 months, we will continue to support our residents, community partners and businesses.

Warden Kelly Linton
County of Wellington



Grow Back Better: Our Food Future's 10-point recovery plan

In January 2020, we officially launched Our Food Future — Guelph-Wellington's ambitious initiative to create Canada's first circular food economy. Since March, COVID-19 has deeply impacted the ways people live, work and care for others in this community. The pandemic has highlighted and exacerbated many of the system-level challenges Our Food Future aims to resolve — from food insecurity for vulnerable residents to supply/demand mismatches and more.

In these challenging times, we need to find ways to support essential workers, vulnerable populations and businesses. Today, the Our Food Future's vision, goals and projects are more important and relevant than ever. By creating a sustainable and resilient food system that improves lives today, we are laying the foundation for an inclusive, green recovery from this current crisis and better positioning the community to respond to future emergencies.

To provide direct and immediate support to Guelph-Wellington's food system and our many collaborators as they shift from crisis response to recovery, we developed a 10-point recovery plan to guide our programming over the next 18 months. With Grow Back Better, no elements of the original proposal are being removed — just reprioritized or restructured to respond to the evolving landscape.

Grow Back Better will leverage \$1.6 million in funding from Infrastructure Canada's Smart Cities Challenge to address three core priorities:

Increasing access to affordable, nutritious food

1. Emergency Food Relief — immediate food distribution
2. Supporting vulnerable residents — identifying needs and coordinating action
3. Get Growing! — Urban Agriculture

Supporting new and existing food businesses

4. Seeding Our Food Future — micro-grant program
5. Launch Harve\$t Impact Social Finance Fund
6. Business Tools and Services for Food Sector to Reduce Waste

Taking action to strengthen regional food system resiliency

7. Connecting Food Producers and Consumers — accessing local markets online
8. Enabling Distribution and Delivery Models for Online Food Delivery
9. Leveraging Food System Data to Help Our Partners Innovate and Respond to the Changing Market
10. Community Steering Committee — Food Resiliency Table



Increasing access to affordable, nutritious food

1. Emergency Food Relief – immediate food distribution

The SEED's Emergency Food Home Delivery Program

The SEED—a community food project of the Guelph Community Health Centre—is rapidly shifting its programs to give those most impacted by COVID-19 immediate access to nutritious food. By leveraging technology, transforming their supply systems and mobilizing a community of cooks and delivery options, the SEED's goal is to distribute 100,000 nutritious food boxes between April and October (1200–4000 food boxes per week) including fresh foods, frozen meals and shelf-stable goods free of charge to community members in need via contact-free home delivery. Collaborations are key. The SEED is working with the University of Guelph, the YMCA-YWCA of Guelph and many other partners to produce frozen meals and coordinate distribution and delivery.

Total funding: \$90,000

Launch: Underway, scaling up

Harve\$t Impact Community Donation Platform

To address direct food and logistical costs for the SEED's Emergency Food Home Delivery Program, the Harve\$t Impact Fund, led by 10C, will launch a new online community funding platform in May 2020 with a goal of raising \$100,000+ in cash donations as part of the SEED's \$1-million+ fundraising target. Our Food Future will match contributions up to \$90,000 and provide communications support to encourage donations. The funds raised will benefit several local emergency food agencies and help rapidly scale up emergency food provisioning to Guelph-Wellington's most vulnerable residents. Fundraising activities will be coordinated to augment campaigns already underway including the United Way/Guelph Community Foundation's COVID-19 Community Response and Recovery Fund.

Total funding: Goal of raising \$100,000+ in matching community donations;

Launch: Early May 2020

2. Supporting vulnerable residents – identifying needs and coordinating action

One of the foundations of Our Food Future is using data to work smarter and improve community outcomes. To this end, we will work with community partners to collect information about barriers to accessing affordable, nutritious food during the COVID-19 pandemic. This data will help us identify systemic challenges and leverage best practices to provide supports to residents who:



- face financial constraints,
- are self-isolating due to COVID-19 risk factors (e.g., age or underlying health conditions) and lack social supports,
- lack access to transportation, and
- live in remote or rural areas.

The Smart Cities Office, Toward Common Ground, and Our Food Future’s Nutritious Food workstream and Technology and Data workstream will collaborate on this project. All data collection, analysis and sharing practices will ensure the privacy of Guelph-Wellington residents is protected.

Total Funding: Existing resources

Launch: Underway

3. Get Growing! – Urban Agriculture

COVID-19 has inspired many community members to think about producing and consuming more local food—including growing their own in residential and community gardens. To support this movement, Our Food Future is building on existing urban agriculture programs to help residents in our city and towns take action on food security, get their “green thumbs” dirty and grow their own food.

Gardening at Home

Community members looking to grow their own food have varied interests and resources. Some will have access to large backyards. Others are limited to a small balcony. Meanwhile, the mobility, tastes and dietary needs differ from one person to the next. Embracing this diversity, Our Food Future will take a community-led approach that includes partners, community organizations and local suppliers. Together, we’ll safely distribute a series of gardening kits that include soils, seeds/seedlings and educational materials to help Guelph-Wellington residents produce food on their own patch of earth.

The first gardening kit, Kids Get Growing, will be launched jointly with YMCA-YWCA in May 2020. The kit will include educational resources, vegetable seeds and soils to help kids start their own home gardens. It will also provide materials to help connect budding gardeners to local gardening businesses and community resources.



We will be working with partners and not-for-profits in the urban agriculture space to develop future kits that could include:

- specialized vegetable kits for apartment dwellers,
- fruit tree saplings to expand urban orchards, and/or
- therapeutic and low-maintenance gardening kits for populations with limited mobility.

The intention is to provide all kits free of charge or at very low cost.

Total funding: Approximately \$25,000 in Smart Cities funding

Launch: May 2020

Urban Agriculture activation – a call for proposals

To incentivize larger community-led actions Our Food Future, in collaboration with 10C, will issue a call for proposals for projects that accelerate urban agriculture and its potential to increase awareness, access to food and local food production. Projects will align with other Our Food Future priorities related to sustainability, scalability and circularity.

Funding available

- \$ 70,000 for a visible high-impact community project that has a built-form component
- \$ 20,000 for a collaborative urban agriculture project that can scale community-wide
- \$ 2,000 each for five community projects or projects led by individuals that have shared community benefits embedded in their goals

Total funding: \$100,000 in Smart Cities funding and will seek to leverage an additional \$400,000 in public/private funding and in-kind contributions

Launch: June 2020, with a 2020–21 implementation window

Food from Home = Food for Home pilot

To support recent arrivals to the Guelph–Wellington community, the Food from Home = Food for Home pilot will use \$30,000 in Smart Cities funding to help new Canadians access and learn how to grow food from their home country.

Total funding: \$30,000

Launch: May/June 2020



Supporting new and existing food businesses

4. Seeding Our Food Future – micro-grant program

Working with Innovation Guelph's Circular Food Economy iHub, we will launch a new micro-grant program: Seeding Our Food Future. This program will provide non-repayable grants of up to \$5,000 to help individuals, businesses and social enterprises across the Guelph and Wellington County to promote a green economic recovery and enhance food security by:

- starting a new business that supports the sustainability and circularity of the food system,
- pivoting an existing food system business to a more circular/sustainable business model,
- implementing circular practices, systems or processes in businesses that are part of the food system,
- creating or pivoting to a business model that supports inclusive access to nutritious food,
- enabling businesses that are part of the food system to effectively use data and technology, or
- initiating a collaboration that contributes to a circular food economy.

Seeding Our Food Future will target 40 new and existing businesses, for a total investment of \$200,000. In addition to the micro-grant, selected companies will receive up to 30 hours of expert advice and access to a 12-week virtual course to build resiliency, sustainability and circularity (an additional value of \$6,000 value for each company). Partners from the City and County will help deliver, support and coordinate the program. These partners include Innovation Guelph, Provision Coalition, 10C, Wellington-Waterloo Community Futures, Business Centre Guelph-Wellington, LaunchIt Minto and the John F. Wood Centre at University of Guelph.

Recipients may also be able to access up to \$10,000 in interest free loans through Harve\$t Impact Fund (\$300,000 in total funding for loans).

Online applications will be available in May with the target of announcing initial grant recipients in June/July. Meanwhile, Our Food Future has an application for \$5 million in federal funding with FedDev to develop a further phase of the micro-grant program.



Total funding: \$200,000 for micro-grants, \$50,000 to support delivery partners and \$120,000 for business support/advisory services; \$300,000 leveraged for loans from local Community Futures Development Corporations

Launch: May 2020

5. Launch Harve\$t Impact Social Finance Fund

The Harve\$t Impact Fund is a core pillar of the Our Food Future initiative, focused on driving innovation to increase food security and circular business models in the community. To address immediate community needs and lay the foundation for a green recovery, we will accelerate the launch of the Harve\$t Impact Fund.

Beginning in June 2020, businesses and collaborations, including not-for-profits will be able to apply for \$10,000 in 0% financing. These will be structured as social investments to support early-stage innovations and will leverage \$300,000 in funds made available in collaboration with local Community Futures Development Corporations. An application process and business criteria will be available in late May.

Next, Harve\$t Impact will leverage \$500,000 from the Smart Cities initiative to pursue additional private and institutional investments, for a capitalization target of \$2 million. With the early launch of the fund, there will be an immediate call for private and institutional investment partners. The application process is targeted to launch in fall 2020, with investments in businesses and social enterprises beginning to roll out in January 2021.

Total funding: \$500,000

Launch: Applications Fall 2020; investments beginning January 2021

6. Business Tools and Services for Food Sector to Reduce Waste

Through Our Food Future, Provision Coalition is providing direct assessments and consulting services for regional food businesses, helping them increase efficiency, circularity and profits while reducing operating costs and waste. As part of our plan to promote green economic recovery from the COVID-19 crisis, Provision Coalition will provide services to eight businesses: three small enterprises, three medium enterprises and two large enterprises. Selected businesses will come from a cross-section of industry categories and will be split between Guelph and Wellington County. Key learnings from these assessments — including avenues to reduce waste and utilize waste as a resource — will be promoted to help other food businesses adopt circular practices in their operations.

Total funding: \$250,000

Launch: Applications begin May 2020



Taking action to strengthen regional food system resiliency

7. Connecting Food Producers and Consumers – accessing local markets online

COVID-19 has disrupted many of the in-person channels local food producers depend on, including farmers' markets. To support local food producers, the Smart City Office will be partnering with the [Open Food Network](https://openfoodnetwork.ca) (openfoodnetwork.ca), an open source, not-for-profit e-commerce platform, to help farmers' markets across Guelph and Wellington County create online sales channels. The Smart City Office is making funding available to access this online platform for all interested Guelph-Wellington markets and vendors.

The Guelph Farmers' Market is aiming to launch its online market channel with participating vendors in mid-May. Our Food Future is working with Wellington County markets to determine their online approach over the coming weeks.

Total funding: \$10,000 to allow free access for 2020 for interested Guelph and Wellington markets

Launch: May 2020

8. Enabling Distribution and Delivery Models for Online Food Delivery

Working with partners, Our Food Future will support the development and testing of new distribution and delivery models that meet the needs of producers, businesses and consumers and align with evolving Public Health guidelines. Key components of online delivery include:

- online vendor shops,
- online demand aggregation platforms,
- common packing/distribution facilities, and
- last-mile distribution models, including approaches for home delivery and pick-up.

This project will seek to build on novel approaches currently underway in our Junction neighbourhood pilot. Our Food Future will also pursue additional funding from OMAFRA to help develop and scale a distribution pilot for local food producers.

Total funding: \$60,000

Launch: Neighbourhood pilot Summer 2020



9. Leveraging Food System Data to Help Our Partners Innovate and Respond to the Changing Market

Data Collaboration Platform

Our Food Future is currently funding a regional food flow and waste study aimed at identifying opportunities to grow the food sector and increase circularity. As more data on our food system becomes available, partners will look for opportunities to build on the resulting insights in order to address immediate needs.

We're also in the process of launching a data collaboration platform that will provide access to datasets related to food and waste from a range of regional partners. Through the platform, we will be able to share data, maps and stories; develop insights; publicize results; and flag opportunities across the region. In response to COVID-19, the initial use cases we focus on will pivot towards identifying immediate gaps.

Funding: \$150,000, in partnership and with matching funding Alectra GRE&T Centre
Launch: Summer 2020

Waste as a Resource

Planning is underway for finding new ways to turn waste streams into new business opportunities and finding the most cost-effective way to return waste into the natural regeneration cycle while reducing negative environmental impacts. One such project, leveraging combined data on organic business waste, the Recycling Council of Ontario in collaboration with the City of Guelph and Wellington County is proposing a pilot program that will test regional food waste collection for businesses and institutions that are currently underserved. The project aims to accelerate circularity, improve the collection/rescue of edible food, and source separated organic waste to increase local composting capacities. Increasing organic waste collection from the business community will reduce carbon emissions while increasing landfill diversion and the production of valuable compost. The pilot will also facilitate partnerships between businesses that generate edible food with vulnerable residents that are experiencing food insecurity.

Funding: Green Municipal Fund application
Launch: Fall 2020/Winter 2021



10. Community Steering Committee Food Resiliency Table

To assist economic recovery efforts, we will convene our Community Steering Committee to create a Food Resiliency Table. This group will support the development of a resilient regional food system that contributes to a green recovery from COVID-19. This group will include residents and key collaborators from the Our Food Future network. Together, they will gather intelligence on the regional agri-food sector, develop recommendations or programs to support short-term and mid-term needs, and champion this 10-point recovery plan.

Reporting and measuring success

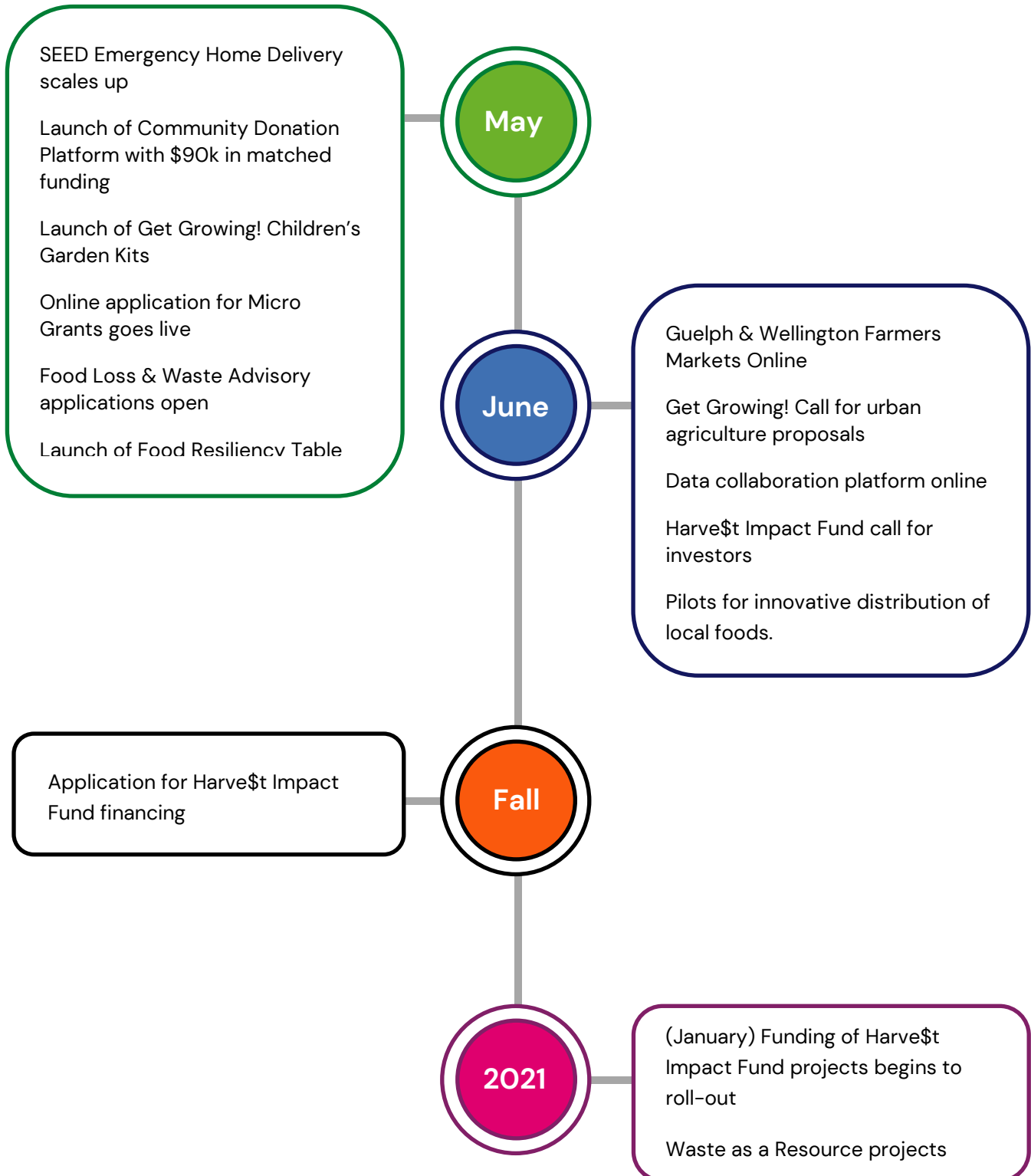
Although Grow Back Better shifts the short-term focus of Our Food Future, the core success metrics will remain the same, and projects led by collaborators are continuing. By 2025, we will:

- increase access to affordable, nutritious food by 50 per cent,
- launch 50 new circular businesses or collaborations, and
- increase circular economic revenues where “waste” becomes a resource by 50 per cent.

The Smart Cities Office is also participating in established City and County economic recovery tables and will report periodically on the progress of our 10-point plan to those tables.



Implementation timeline





For more information

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COVID-19

Managing the impacts of COVID-19

Update #2

May 11, 2020

COVID-19 Update #2

- Guelph. Future ready.
- Common goals
- Responding to COVID-19
 - City update
 - Public Health update
- Preparing for recovery
 - Economic recovery
 - Social recovery
 - Organizational recovery

Guelph. Future ready.



Powering our future



Sustaining our future



Navigating our future

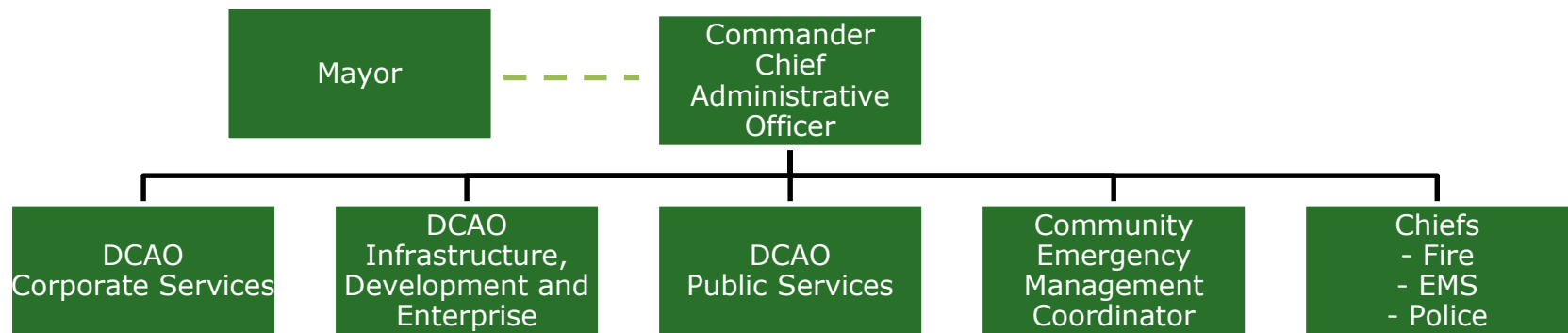


Working together for our future

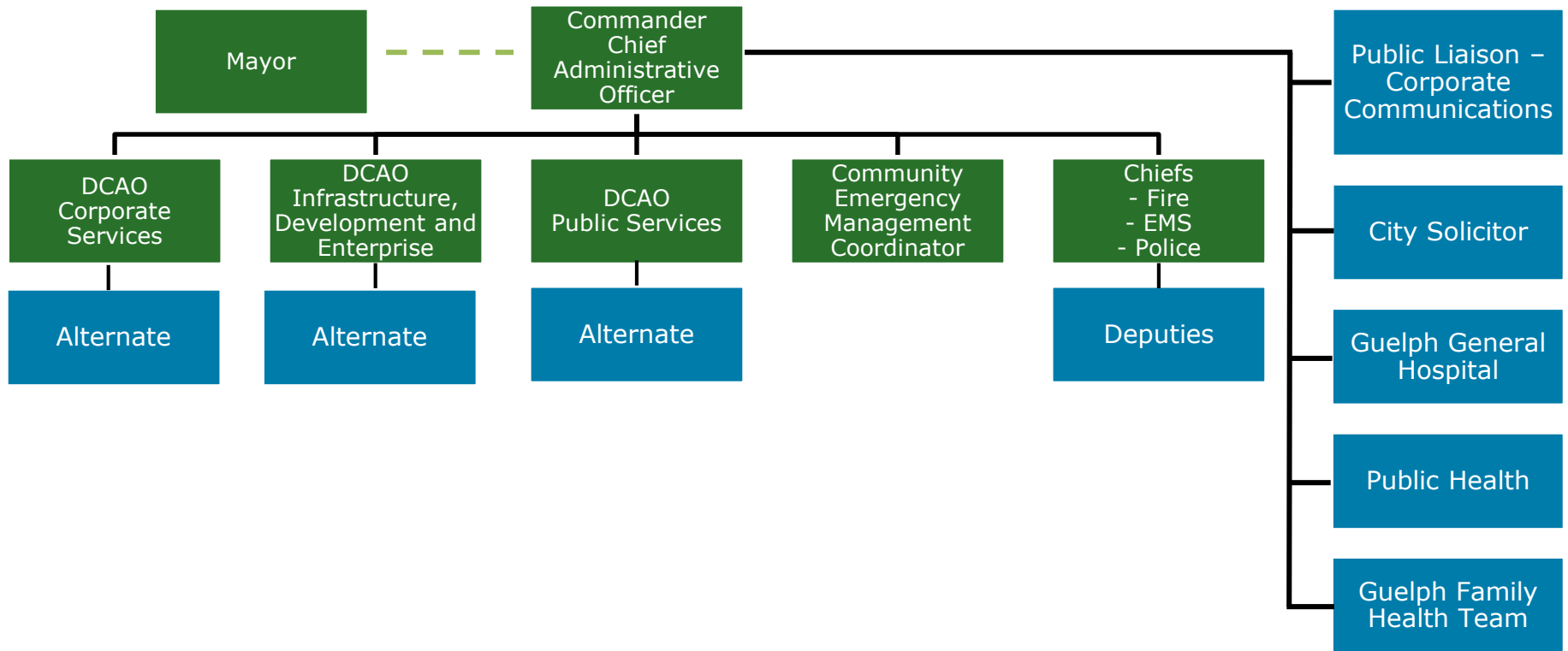


Building our future

Emergency Operations Control Group



Emergency Operations Control Group – COVID-19



COVID-19 working tables

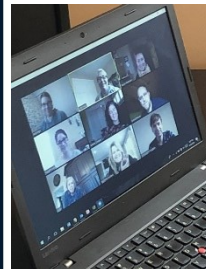
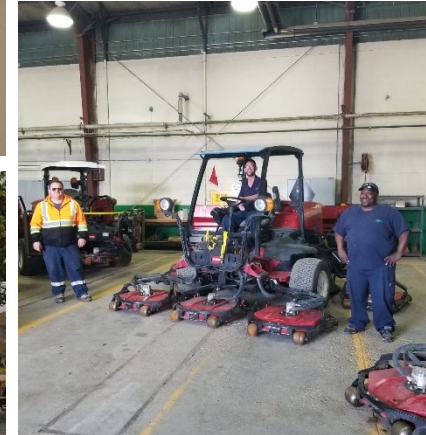
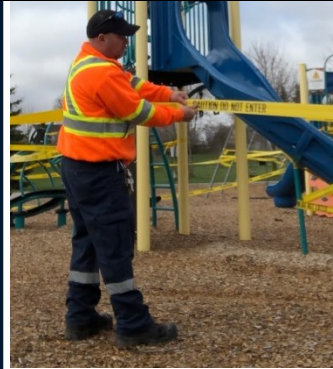


Economic recovery	Organizational recovery	Social recovery
Information and Intergovernmental Hub	Fiscal Recovery	Lift our Spirits
Economic Recovery	Human Resources	Social and Community Response
Capital and Construction	Union Presidents	
	Business Resumption	
	Governance	

Common goals

- Ensuring the health and safety of our community
- Protecting our healthcare systems and social services
- Protecting our social and financial economies
- Doing right by our employees and each other

Responding to COVID-19



City update

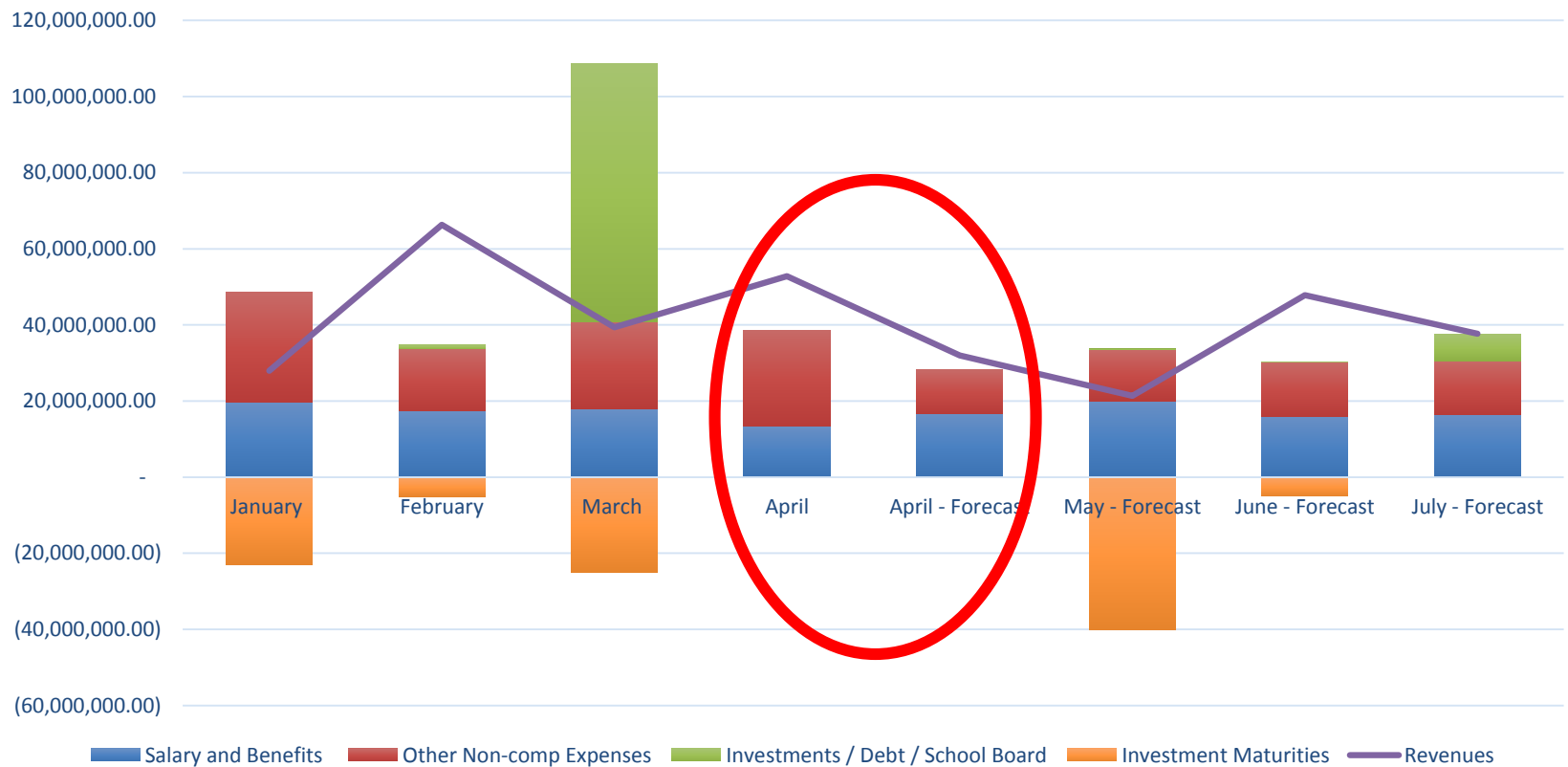
- Preparing 1,000 meals per week for vulnerable seniors, youth and others with limited access to food
- Collecting more than 366,000 kg of yard waste (that's more than 5,500 individual trips to the WRIC)
- Receiving approximately 70 calls per week for our bulky item pick-up program
- Providing frequent updates to businesses
- Looking at the long term sustainability of new standard operating procedures

City update - financial impacts

- Cost projections have increased by \$2.8 million
- Mitigation measures have resulted in an additional \$3-5 million in savings (anticipated)
- Cash flow is healthy with higher than expected property tax collection – thank you Guelph

City update - financial impacts

Cash Spent vs Revenues by Month



City of Guelph

11 May2020

Christopher Beveridge

Director, Health Protection

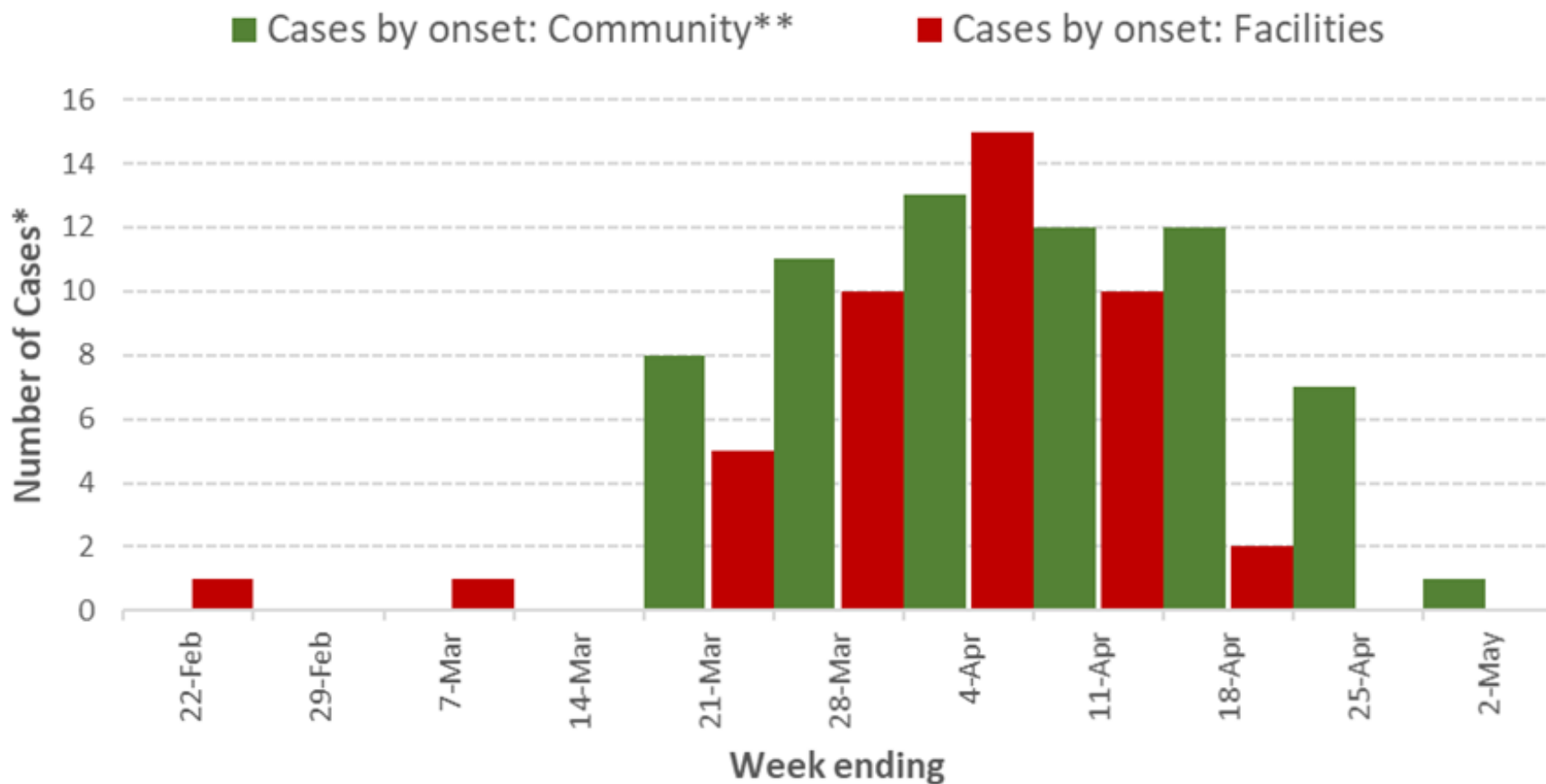
Wellington-Dufferin-Guelph Public Health

Christopher.Beveridge@wdgpublichealth.ca

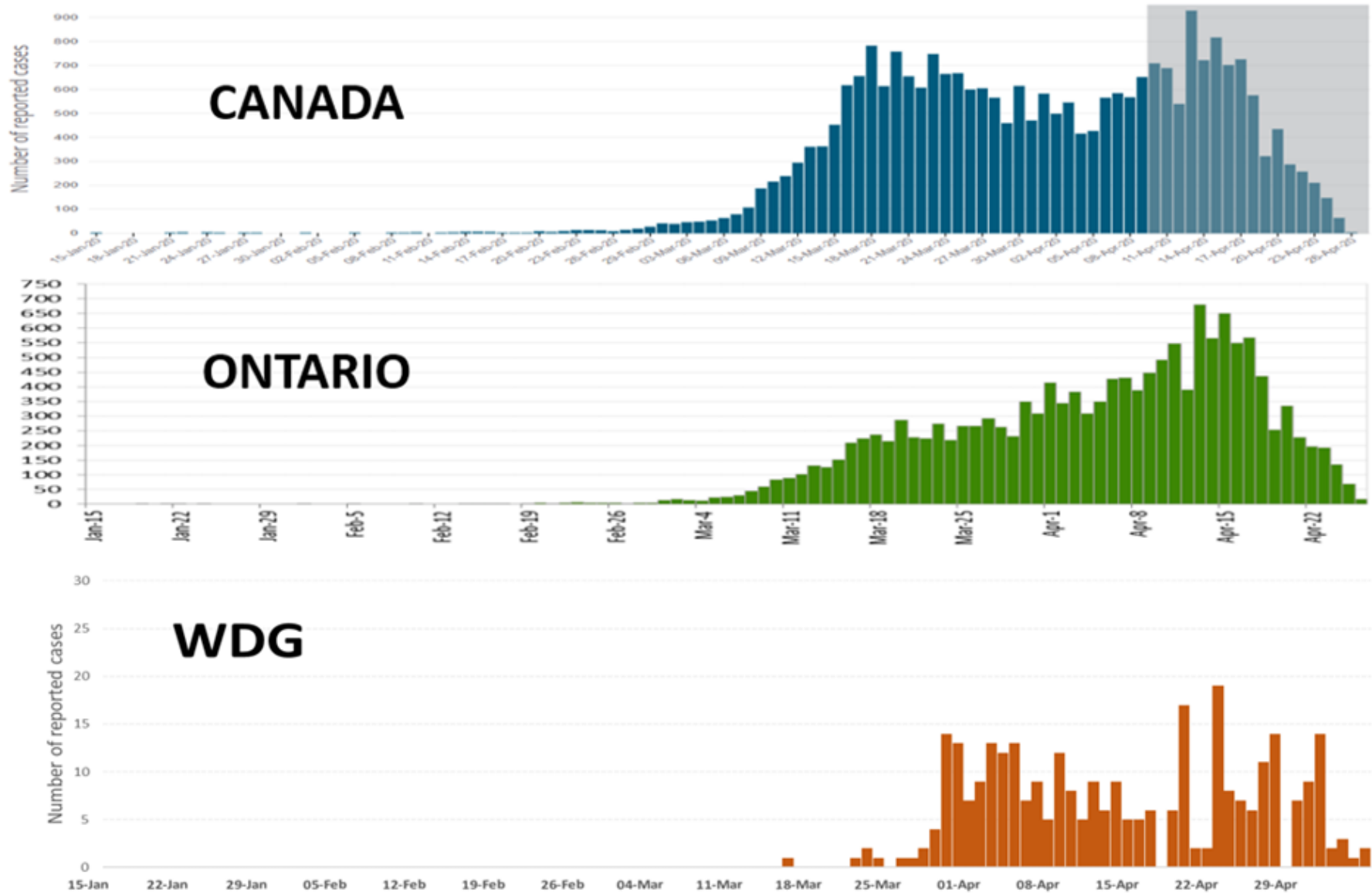
Current Situation

Total number of Confirmed COVID-19 Cases in Guelph as of Monday May 4

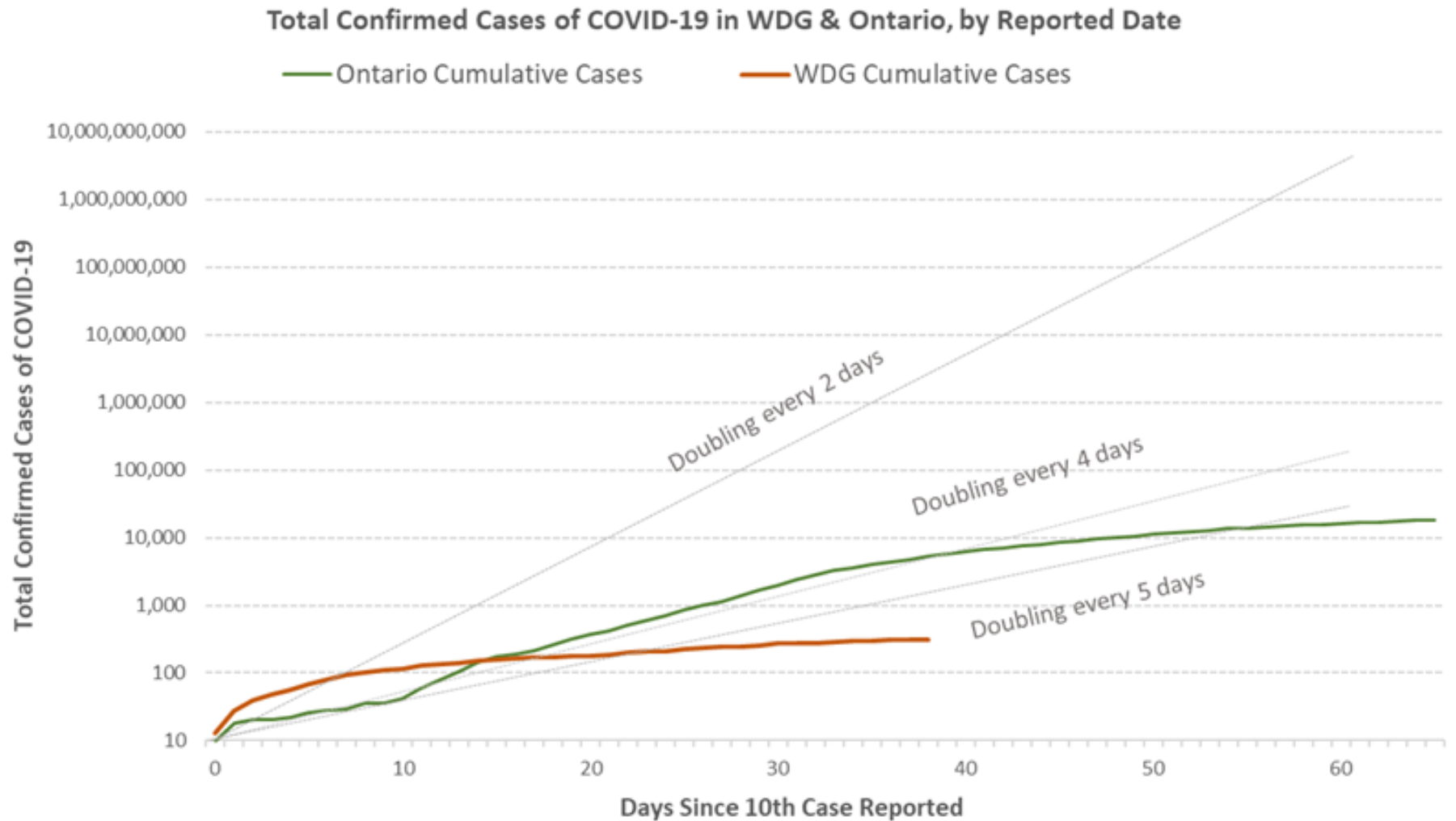
Epidemic Curve: COVID-19, City of Guelph, Spring 2020

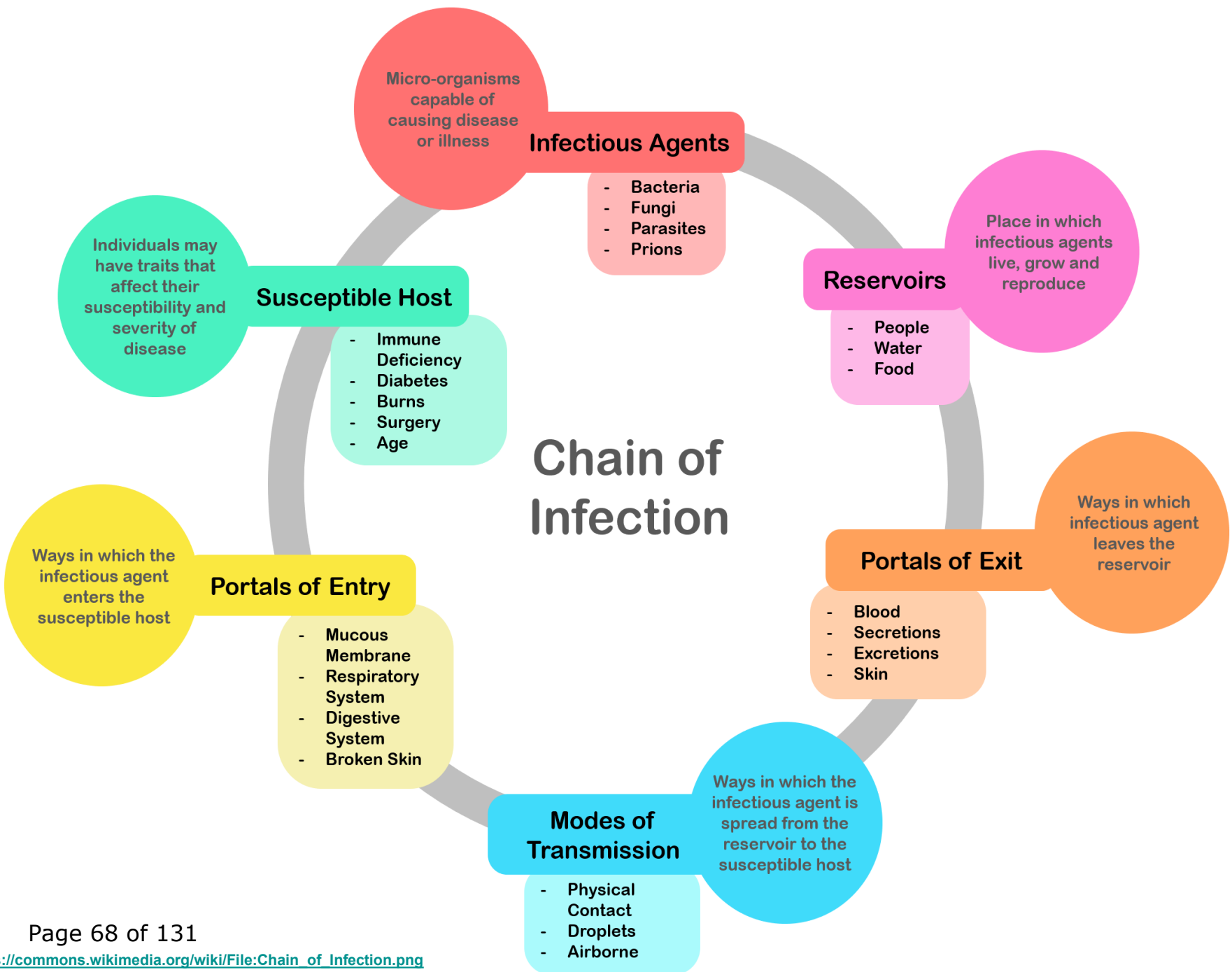


Our Current Situation



Our Current Situation





Public Health Interventions



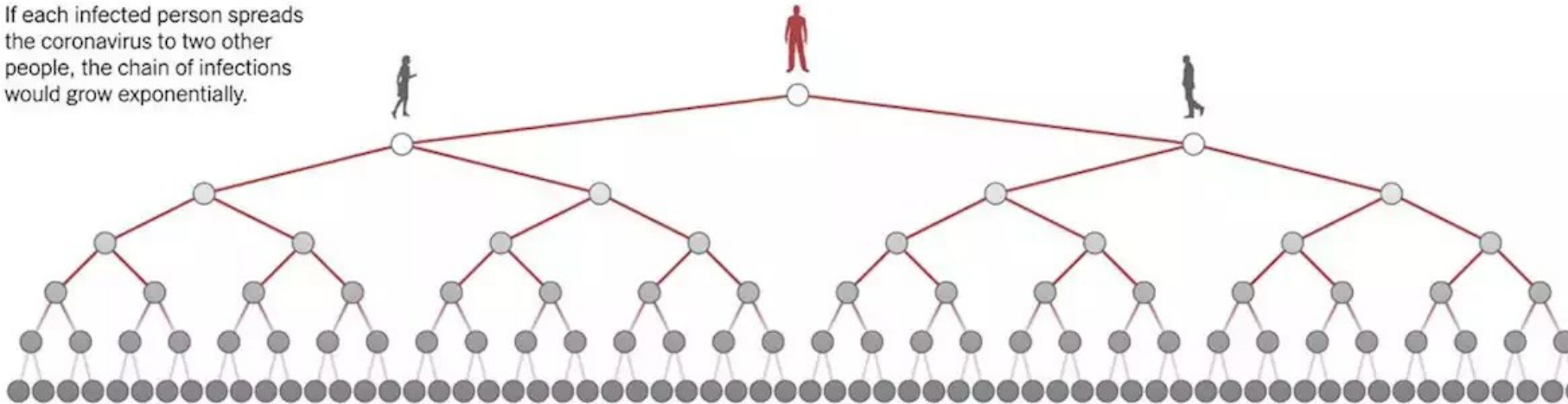
- **Physical Distancing**
- **Hand Washing**
- **Hand Hygiene**
- **Cough Etiquette**
- **Personal Protective Equipment**

What Public Health Interventions Do

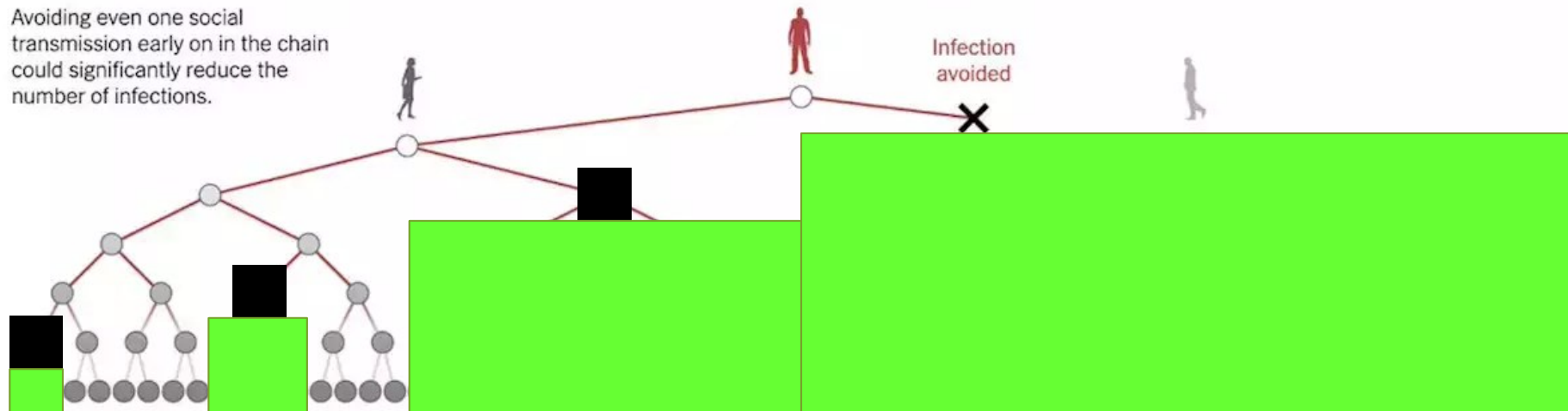
Cutting a Link in the Chain of Transmission

A simple tree diagram shows how limiting contacts early might prevent many infections.

If each infected person spreads the coronavirus to two other people, the chain of infections would grow exponentially.



Avoiding even one social transmission early on in the chain could significantly reduce the number of infections.



Risk Exploration by Setting

Low Risk Settings

- physical distancing can be maintained
- number of interactions is low
- mitigation strategies are easily employed

Moderate Risk Settings

- physical distancing is moderate
- number of interactions is low to moderate
- some mitigation strategies could be employed

High Risk Settings

- physical distancing may not be possible
- number of interactions are moderate to high
- only few mitigation strategies may be possible

Highest Risk Settings

- physical distancing is not possible
- number of interactions are high
- mitigation strategies are not possible

Risk Informed Re-Opening

Risk Assessments should be integrated into the decisions regarding re-opening.

Risk Assessment must include:

- What is the likelihood of transmission?
- What are the consequences of transmission?
- What mitigation measures can be put in place to decrease the likelihood and consequences of transmission?

Government of Ontario, A Framework for Reopening our Province, 2020; John Hopkins School of Public Health, 2020

WDGPH Support for Reopening Workplaces

As workplaces and businesses reopen, WDGPH supports include:

- Public health inspectors work with childcare centers as they reopen to support working parents.
- Provide infection prevention and control (IPAC) education and resources.
- Provide inspections to high risk settings (i.e. food premises, public pools, personal services).
- Continuing to provide tools and resources to encourage physical distancing and hand hygiene including any new/updated provincial recommendations or guidelines
- Directing workplaces and businesses to guidance documents developed by the province and posted on our website.

Possible Future Scenarios

We need to be prepared for all scenarios.

Possible scenarios include:

1. Complete interruption of human-to-human transmission (unlikely)
2. Continuous low-level transmission
3. Recurring epidemic waves (large or small)
4. Possible larger epidemic wave in the Fall that may overlap with the 2020/2021 influenza season.

What does this mean for WDGPH?

- Planning for a long-term sustained response to the COVID-19 pandemic.
- Provide guidance on how to reopen safely. WDGPH needs provincial guidance to ensure that Public Health recommendations across the province align.
- WDGPH staff capacity is dedicated to COVID-19 meaning we have had to pause regular programs and services.
- Unless the situation improves greatly, WDGPH will be unable to restore normal programs and services which will have implications for the health of our community. Partnerships with organizations to fill these gaps where possible are already underway.

What does this mean for our community?

- The process to safely reopen our community will take time.
- The COVID-19 situation in congregate living settings is a priority. This situation is being addressed separately from the community reopening planning.
- All workplaces must prepare to institute mitigation measures to keep employees and members of the public safe.
- All sectors need to be prepared for a possible second pandemic wave which may involve reintroducing physical distancing measures again.
- Understanding and adopting risk mitigation measures is key to prevent the spread of COVID-19.
- When physical distancing cannot be maintained non-medical mask use (including people without symptoms) is encouraged.
- This "new normal" will be in place until a vaccine or treatment for COVID-19 is available or we no longer see community based transmission over time.

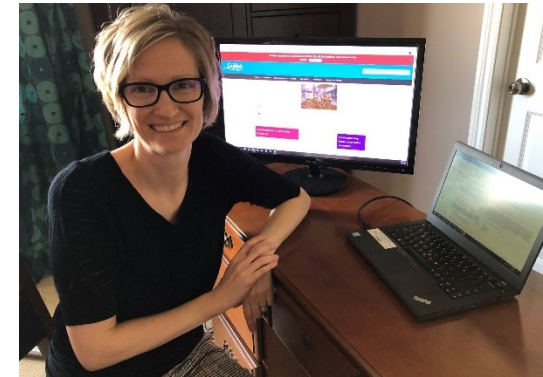
References

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2. Google, COVID-19 Community Mobility Report: Canada, April 17, 2020. Available at: https://www.gstatic.com/covid19/mobility/2020-04-17_CA_Mobility_Report_en.pdf
3. Public Health Agency of Canada. Epidemiological summary of COVID-19 cases in Canada. Available at: <https://health-infobase.canada.ca/covid-19/epidemiological-summary-covid-19-cases.html>
4. Ontario Agency for Health Protection and Promotion (Public Health Ontario), Epidemiologic summary: COVID19 in Ontario – January 15, 2020 to May 1, 2020. Available at: <https://files.ontario.ca/moh-covid-19-report-en-2020-05-02.pdf>
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6. Johns Hopkins Bloomberg School of Public Health, Center for Health Security. Public Health Principles for a Phased Reopening During COVID-19: Guidance for Governors. Available at: https://www.centerforhealthsecurity.org/our-work/pubs_archive/pubs-pdfs/2020/200417-reopening-guidance-governors.pdf
7. Government of Ontario. A Framework for Reopening our Province; April 27, 2020. Available at: <https://files.ontario.ca/mof-framework-for-reopening-our-province-en-2020-04-27.pdf>
8. World Health Organization. COVID-19 Strategy Update; 14 April 2020. Available at: <https://www.who.int/publications-detail/covid-19-strategy-update---14-april-2020>

THANK YOU



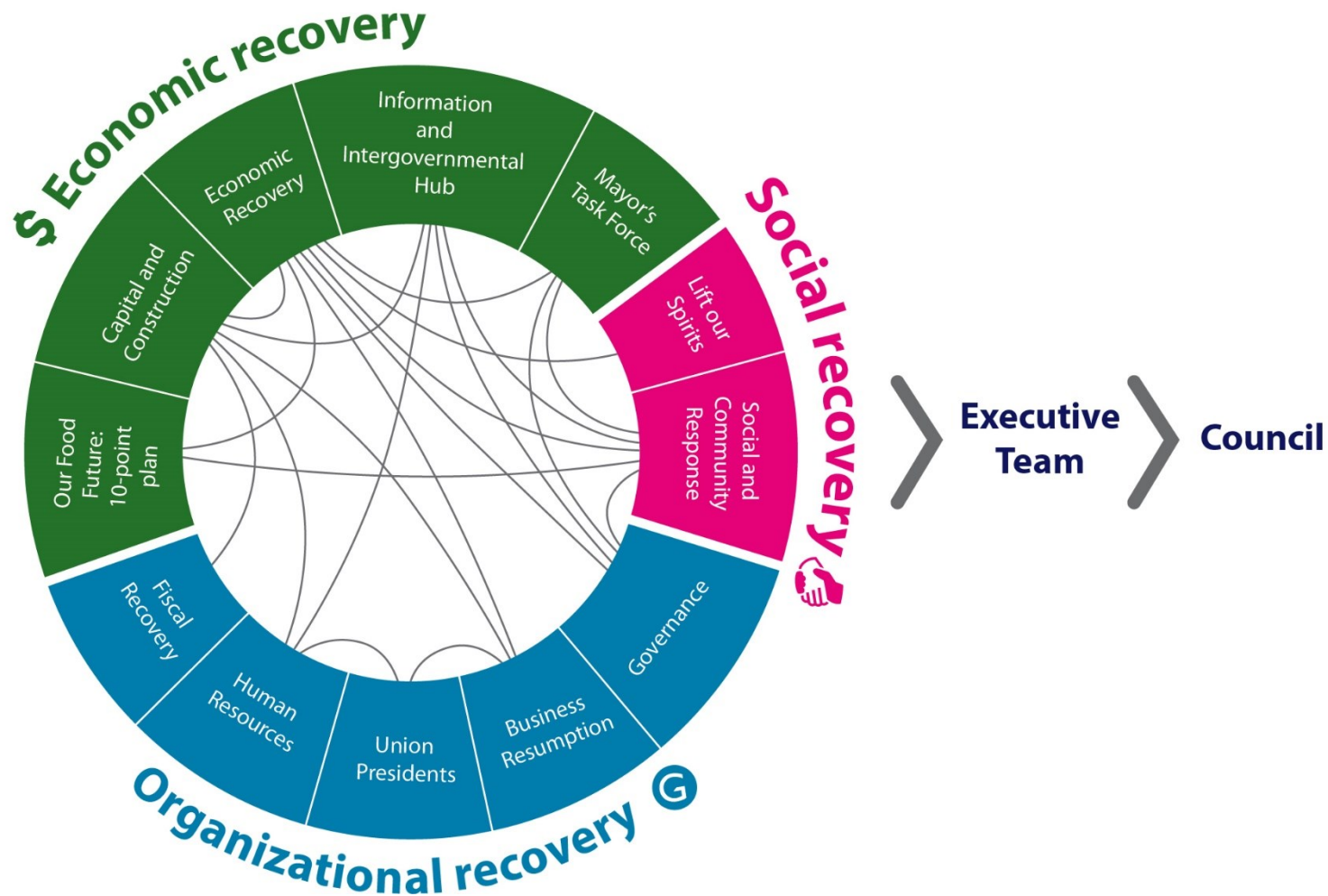
Preparing for recovery



COVID-19 working table leads

27

Recovering from COVID-19



Economic recovery

- Promoting a buy local campaign
- Continuing to support existing community grants and community benefit agreements
- Reallocating economic development program funding
- Supporting energy retrofits
- Launching Grow Back Better



Economic recovery

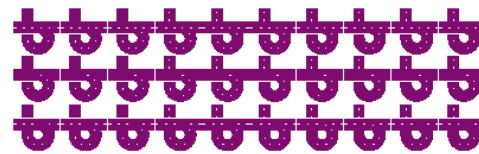
- Grow Back Better: Our Food Future's 10-point plan
 - Refocusing about \$1.5 million in Federal Smart Cities funding, over the next 18 months
 - Providing advice, resources and grants of up to \$5,000 to about 40 new and existing food system businesses and social enterprises
 - Providing access to funds through Harve\$t Impact Fund at 0% financing
 - Accelerating availability of financing
 - Providing virtual workshops for micro-sized businesses
 - Consulting with eight businesses on food loss and waste prevention strategies



Economic recovery – 2020 planned capital and construction



New Subdivision
Construction



Road, Sewer and Watermain
Reconstruction and Resurfacing

30 = **11km**
roads



3km

Grow Guelph partners



IMPROVE LIFE.



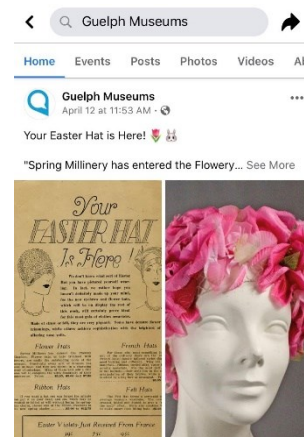
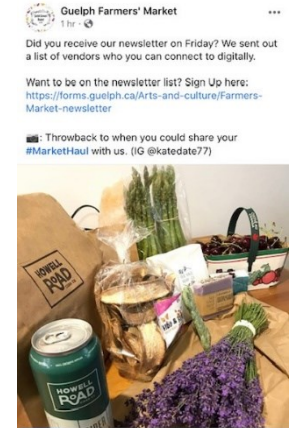
Workforce Planning Board
of Waterloo Wellington Dufferin



Ontario Centres of
Excellence
Where Next Happens



Social recovery



Social recovery

- Launching Grow Back Better
 - Gardening kits for youth
 - Online farmers' market
- Establishing community garden safety protocols





Organizational recovery

New table: Business Resumption

- Focus is on **how** we do business
 - how to bring employees back into physical workspaces safely
 - how the public will use our facilities and interact with employees once open such as:
 - Cleaning standards/procedures
 - Staggered work hours/hours of operation
 - Physical work locations and distancing requirements
 - Meeting rooms and usage
 - Customer service counters
 - IT requirements



Organizational recovery

- Following up on grant claims previously submitted to higher levels of government
- Enhancing digital infrastructure for electronic payment receipt
- Reducing the need for multiple staff to process cheque deposits
- Monitoring and adapting to changing higher-level of government relief programs to ensure we are not duplicating efforts
- Preparing for a multi-year budget

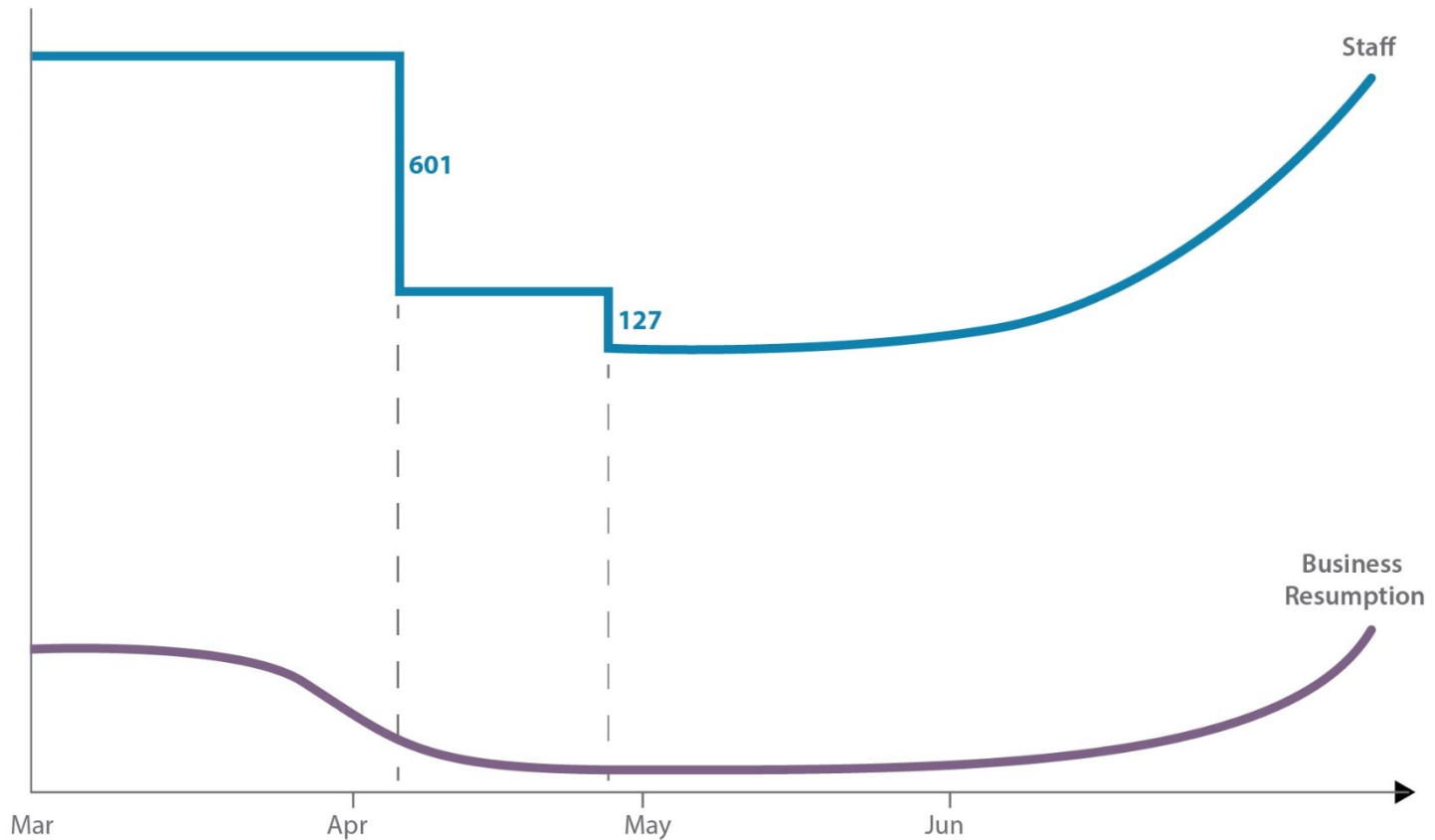


Organizational recovery

- Revised City Council meeting schedule May through August
 - one City Council Planning meeting
 - one regular City Council meeting
 - one Special City Council meeting for COVID-19 updates
- Temporarily remove Committee of the Whole meetings
- Maintain regular start times, except for Special City Council meetings for COVID-19 updates which will start at 2 p.m.



Organizational recovery



Organizational recovery

City of Guelph Union Leaders:

- Tricia Gray – CUPE 1946 Library
- Colin Hunter – GPFPA Local 467 (Fire)
- Andy Cleary – ATU 1189
- Grant Miller – OPSEU Local 231 Paramedics
- Tiffany McVeigh – CUPE 241
- Connie McDonald – CUPE 973
- Jennifer Pich – IATSE 357 (RRC technicians)



Thank you City employees



Recommendations

1. That report “Managing the impacts of COVID-19: Update #2” dated May 11, 2020 be forwarded to the local MP and MPP, FCM, AMO, LUMCO and the Federal Minister of Finance and the Ministers of Municipal Affairs and Housing and Minister of Finance for the Province of Ontario.
2. That Council endorse staff exploration of financial, economic development and culture and tourism considerations raised by the Mayor’s Task Force for Economic Recovery and report back through the next COVID-19 update with recommendations.
3. That Council endorse the Grow Back Better: Our Food Future’s 10-point COVID-19 Recovery Plan that refocuses \$1.6 million in Federal Smart Cities funding over the next 18 months to support social and economic recovery efforts in Guelph-Wellington.

Recommendations

4. That due to the on-going revenue losses resulting from COVID-19, the limited access to revenue tools to manage through these impacts, concerns with property tax and user rate affordability and the forecasted need to rely upon reserve and reserve funds for a long-term period of uncertainty, the City of Guelph support the call for emergency municipal funding by the Federation of Canadian Municipalities and the Large Urban Mayors' Caucus of Ontario.
5. That Guelph call on other levels of government to arm municipal governments with more diversified revenue streams, inclusive of both income and consumption based taxes, as a way to mitigate municipal financial vulnerability, support the sector's recovery and improve financial independence through longer-term reforms.

Recommendations

6. That Guelph Council endorse the April 28th motion from the Large Urban Mayor's Caucus of Ontario (LUMCO) which states that running deficits as a way to manage municipal financial challenges as a result of the pandemic is not in the public interest.
7. That the revised May to August 2020 City Council Meeting Schedule, included as Attachment-1 to report titled "Managing the impacts of COVID-19: Update #2", dated May 11, 2020, be approved.

From: Bonnie Smith
Sent: Friday, May 1, 2020 8:07 AM
To: Clerks <clerks@guelph.ca>
Subject: Written comments to City Council or committee

When is the waste resource centre going to open for public drop off especially when more people are at home and contents for both blue and grey bins are piling up? This is a health hazard. People can get liquor and groceries under a managed situation but we can't pull our car up to bins to self dump and that doesn't require close contact. People don't want to pay for larger or extra bins they don't need on the long term and don't have room to store in any event. It's not that difficult to find a way to allow for drop off.

Hello Mayor Guthrie ,Councillors and City Staff,
my name is Mike Darmon and I am VP of Guelph Coalition for Active Transportation

Let me begin by first mentioning an important point. GCAT represents All Active Transportation modes including walking .There is a common misconception that we are strictly a biking advocacy group.

I will be speaking to both motions presented today but more broadly on one of GCATS proposals for Wyndham ST and downtown .

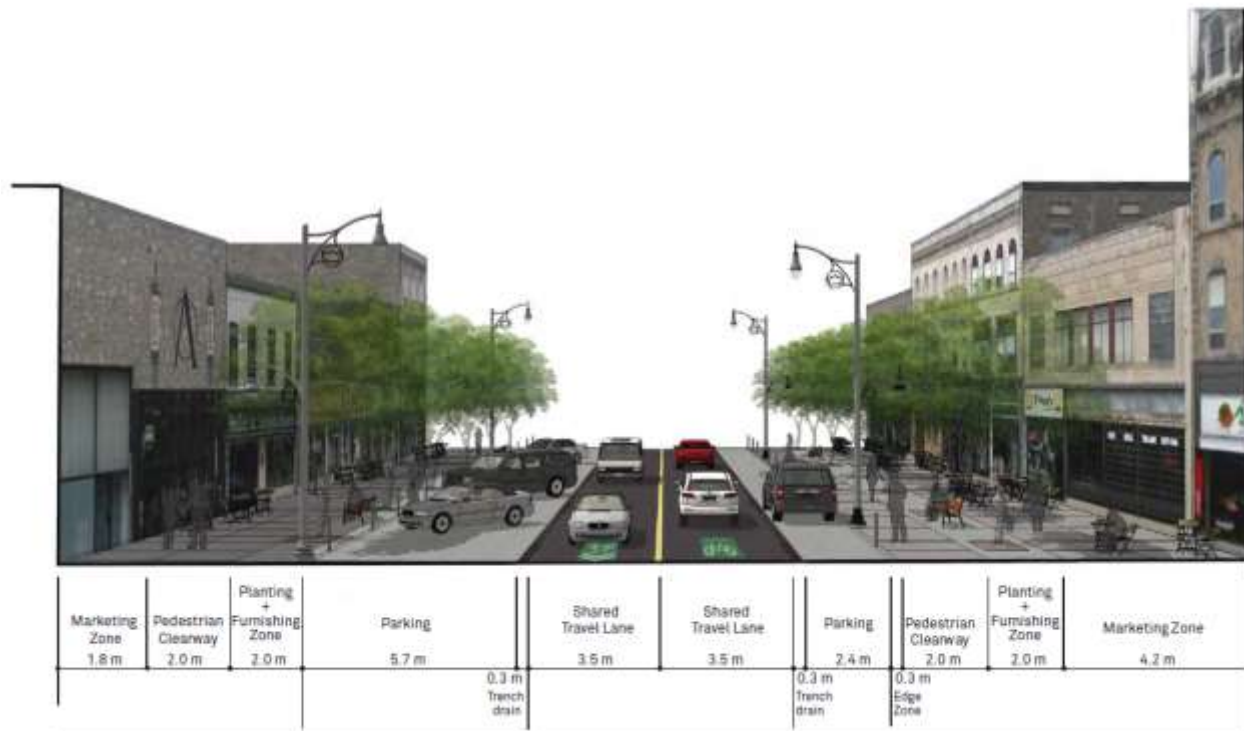
Most of my delegation is about trying to help preserve most of what many of us love about our City from the devastating affects of Covid19 and especially on our downtown businesses survival.Just think about the loss of our favourite restaurants ,coffee shops or local breweries downtown but also in your favourite location.

As we start to open up the economy and as the weather improves we need to think differently about our public space as the Covid 19 pandemic has changed the way we do everything. Its not business as usual and it looks like Public Health recommendns for physical distancing may be around for a long time I t may also take some time for the public to feel safe in public even as restrictions are relaxed.Pedestrians will need vastly more space and restaurants will need much more space to remain viable. We will also need areas for queuing outside businesses and even though the existing sidewalks downtown seems wide, a lot more space is needed for multible uses.The only option is more public space outside and we need to make those spaces appealing too.

Back to downtown

I have provided 2 slides in your package and I hope you refer to these as I proceed.





The second image with flexible street dimensions is from a now slightly outdated Downtown secondary plan for Wyndham street N. Note the reduction to 2 travel lanes.

Imagine this plan as the gateway to our planned new Baker district library on the far left!

I am not proposing this exact image be the final design but merely a starting guide to show the new amount of additional public space for pedestrians and patios etc when we take away the planned removal of 2 car lanes as Wyndham Street has low car volumes. Note this design takes no parking away. You will also note the similarity to our highly successful and Flexible Carden St Market Square, but more needs to be done for this area to make it more like a Slow Street or Shared Street, where vehicle speed is more closer to walking speed.

You will also note the lack of bike infrastructure with outdated sharrow symbols. During the Covid emergency I am proposing with the 1 caveat of drastically reduced vehicle speed mentioned- that no bike lanes be installed-yes I repeat no bike lanes - to give the maximum amount of space to pedestrians patio users and queuing areas and not take away any current parking space and allow deliveries and curbside pickups to support struggling local business, in every way possible.

A Pilot Plan using tactical urbanism with for example , beautiful flower planters and prioritized existing city infrastructure , barriers could be installed and tested for a very reasonable cost. Some of the parking spaces also need to be reallocated strictly for deliveries and curbside pickup.

Taking away the 2 car lanes and with a change to safer parallel parking on both sides gives us a very wide 8.2 Metres or 27 feet of people space on each side of the street and with movable Tactical urbanism separators this space could be wider or narrower depending on where we need patios ,queuing or deliveries etc. The end result would be a public space that is inviting to all users including pedestrians cyclists , drivers and tourists and supports local business. A bonus is the data from the pilot for a permanent plan.

This plan could also be used in areas of Macdonell st .

The main point of my delegation is that we also need a plan that maximizes our limited resources for the maximum return value in terms of protecting our health ,our businesses and our environment. In other words temporary plans to deal with covid 19 should also be evaluated for their potential for permanency too. I am using the advice of the highly respected former chief planner of Vancouver Brent Todarian . In a recent interview on CBC The Current he was interviewed by Matt Galloway on the subject of Creating More Public Space during covid 19 . Later on Twitter he provided a video clip of the main message and I quote in part :

"Think about all the money that will be going into our infrastructure programs during the economic recovery ...and the results of ..the deliberate decision we make where we put our money, how we reallocate space -give it back to cars or keep it for people after the pandemic is over.

The smartest cities have already been building a level of permanency into their temporary thinking . Madrid Spain for example, in so many of their streets, are already planning on the city being better PERMANENTLY.

All cities should be doing this as part of their temporary strategy having an eye towards having the best things stay permanent."

This is sound advice!

In light of the very current very limited resources available, perhaps we should also be asking the opinion of our Director or Medical officer of Public Health and experts in Epidemiology where best to locate reallocated street space with a focus on reducing the highest probability of risk to human health from droplet or aerosols forms in public space outside.

Other areas of our city also need to be considered as we plan for an uncertain future.

Relax and expedite changes in by-laws needed around public space for patios curbside pickups deliveries etc. .

Open or Slow streets could easily and cheaply be implemented making neighbourhood areas inviting, safe and ready for much needed public space during any emergency. We should also lower the speed limit in our core downtown areas for safety and enjoyment of the public space.

But above all we need a great plan and we have talented city staff, politicians, the University of Guelph, Business , Health and expertise in the public all willing to help make our city be prepared and prosper.

Thanks, and I am willing to answer any questions you may have.

Mike Darmon

VP of GCAT

Board member of Our Energy





Marketing Zone 1.8 m	Pedestrian Clearway 2.0 m	Planting + Furnishing Zone 2.0 m	Parking 5.7 m	0.3 m Trench drain	Shared Travel Lane 3.5 m	Shared Travel Lane 3.5 m	Parking 2.4 m	0.3 m Trench drain	Pedestrian Clearway 2.0 m	Planting + Furnishing Zone 2.0 m	Marketing Zone 4.2 m
Page 103 of 131									0.3 m Edge Zone		

Hello,

I am writing to express my support for the following motion, to be presented on May 11th City Council Meeting.

Motion: That staff be directed to prioritize work to close traffic lanes during the COVID-19 public health emergency to support social distancing by creating special separated active transportation routes in strategic locations with funding of up to \$50,000 reallocated from capital project New Sidewalk Construction (RD0283).

Please let me know, should you need any other information from me.

Best regards,

Frederique Arroyas

Dear Mayor and Council,

I am writing to express my support for Councillor Gordon's motion, to the May 11 Council Meeting, that "staff be directed to prioritize work to close traffic lanes during the COVID-19 public health emergency to support social distancing by creating special separated active transportation routes in strategic locations with funding of up to \$50,000 reallocated from capital project New Sidewalk Construction (RD0283)."

It seems to me that, particularly as local business begin to re-open in the midst of COVID-19, we will need to think about how we move around the city while maintaining the safe distance that public health officials recommend. In this regard, and given how so many seem to be leaving the car at home and setting out on foot or by bike, the plan described in Gordon's motion seems like a good idea to me. With the weather improving, I have been encountering situations on a daily basis, when I am out walking or cycling, where I've had to step into the street to keep my distance -- I suspect that this will only intensify as businesses re-open around Guelph.

With Guelph's active transit infrastructure still in an early point in its development, compared with other cities, making more space for cyclists and pedestrians by closing some lanes at strategic points to automobiles seems like an easy and cost-effective solution to this physical-distancing dilemma that could also generate some good insights for future planning about how Guelphites respond when safe cycling and pedestrian options are made available to us.

Other cities across Canada seem to be having some success in implementing plans like the one described in Councillor Gordon's motion, so why not Guelph? I hope you will support Councillor Gordon's motion on May 11.

Sincerely,

Robert Case

Hello,

Please include this letter as part of the delegations for the City Council meeting on May 11 regarding the motion to prioritize work to close traffic lanes.

As an active walker and cyclist in Guelph I support the recommendation.

As the cost of up to \$50,000 is a significant component of this recommendation, I would like to know a breakdown of the costs related to this proposal. If exact costs are not known, I would like to know the nature of the estimated costs?

Because in truth, I cannot understand why street signage and traffic pylons could cost \$50,000, and I would not want an unreasonable amount of funding for budget re-allocation to derail this recommendation.

Sincerely and with respect,

Brad Johnston

Recommendation: That staff be directed to prioritize work to close traffic lanes during the COVID-19 public health emergency to support social distancing by creating special separated active transportation routes in strategic locations with funding of up to \$50,000 reallocated from capital project New Sidewalk Construction (RD0283).

Call to action -Re-allocating public space during COVID emergency

Recommendation: That staff be directed to prioritize work to close traffic lanes during the COVID-19 public health emergency to support social distancing by creating special separated active transportation routes in strategic locations with funding of up to \$50,000 reallocated from capital project New Sidewalk Construction (RD0283).

We have specifically identified the following:

(a) Wyndham Street through the downtown core. As stores and restaurants begin to open up, more space will be needed than what the sidewalk can accommodate for social distancing.

(b) Several bridge pinch points that are badly in need of more space for social distancing and which have multiple traffic lanes, such as

- 1. Speedvale Avenue Bridge over the Speed River, and**
- 2. Eramosa Road Bridge, and Macdonell Street Bridge over the Speed River as being areas that are badly in need of more space for social distancing and which have multiple traffic lanes.**

Dear Sir, Madam,

With respect to the above recommendations to support public health by creating appropriate distancing for pedestrians and cyclists I fervently endorse the following suggestions to close traffic lanes, therefore providing widened access routes for active transportation in the downtown core, on Wyndham Street, potentially Quebec Street, as well as Carden Street. As someone who walks frequently downtown to my private work space on Wyndham, I have often stepped out onto the road alongside parked vehicles to avoid coming within the 6 metres of another pedestrian, or group, which I feel unsafe approaching.

As the weather warms this potentially precarious situation will be compounded by more people wanting to be out of doors, and with the impending opening of businesses and restaurants in these areas, traffic will most certainly become heavier. Maintaining a safe distance on crowded narrow sidewalks will become impossible.

Yesterday, Sunday May 3, was the first day temperatures climbed into the upper teens and low twenties. I was astonished to see the numbers of people out on the streets, sidewalks, and trails, walking and cycling. It was a density like I've not seen before, having lived on Arthur Street North for 20 years. I expect this will only continue. With transmission rates still climbing, and with the knowledge that the COVID virus is aerosol born and can be transmitted by close contact within the community, I regard this to be an obligatory measure the City of Guelph (as are many other cities in Canada) must provide during the warm weather months. The cost of not implementing these measures could well result in increased community transmissions and a return to harsher isolating measures.

In addition to opening streets to pedestrian traffic in the downtown core to facilitate a healthy environment, I also would strongly endorse safety measures put in place on the above mentioned bridges which all have very narrow sidewalks. There is barely room for two people to pass without bumping shoulders and the traffic on these bridges is more often than not, heavy and fast. Eramosa Bridge, a half a block from my home, is particularly rife with speeding vehicles in both directions. It is also, and still (although NO TRUCKS signs are posted) a major route for truck traffic as well as emergency vehicles and buses. One dare not step out onto the road without risking life and limb!

As the City of Guelph has mandated itself a progressively green city, closing traffic lanes to enhance and protect the health of its citizens during this very difficult time seems an essential imperative, no longer a dubious option. Lest we be left behind whilst other cities with far denser traffic and populations make these safety provisions available, I encourage the City of Guelph to follow suit.

Linda O'Neill, 2020-05-05

Dear Mayor Guthrie, Guelph City Councillors and City Clerks,

I am writing in support of the Guelph Coalition for Active Transportation in their call to action to re-allocate public space during this Covid Emergency.

On May 11 I urge you to vote in favour of the following as outlined by the GCAT:

Increase road share given to active transportation users. Public health directs us to give at least 2 metres of space between strangers to support "social distancing" but without more public road space allocated to walkers and bikers the city as configured does not allow residents to follow this directive.

Some such places have high active transportation traffic volumes and we are asking the city to temporarily repurpose vehicle lanes to give other road users the space they need.

We have specifically identified the following:

(a) Wyndham Street through the downtown core. As stores and restaurants begin to open up, more space will be needed than what the sidewalk can accommodate for social distancing.

(b) Several bridge pinch points that are badly in need of more space for social distancing and which have multiple traffic lanes, such as

1. Speedvale Avenue Bridge over the Speed River, and
2. Eramosa Road Bridge, and Macdonell Street Bridge over the Speed River as being areas that are badly in need of more space for social distancing and which have multiple traffic lanes.

It is our opinion that these suggestions could be implemented quickly and with a minimum of staffing requirements, and constitute an "easy win" in the initial fight against the spread of COVID-19. This is not a time for business-as-usual thinking, and we hope these proposals are well received.

As a city during this unprecedented time, we have a tremendous opportunity to change the street-scape to support pedestrians, cyclists and other forms of human powered transportation. This will allow for proper physical distancing by creating wider thoroughfares for these modes of transport throughout Guelph.

Now that spring is here and summer is approaching, more people want to get outside in the fresh air. There are fewer cars on the road now and this provides us with a chance to really see where we can build in more areas for safe modes of travel. For many, there are not enough places to safely walk or ride, especially as we are trying to physically distance and prevent the spread of Covid-19. The added benefits also include better air quality, safer roads, reduced greenhouse gas

emissions, better overall health for the public, reduced pressure on the medical system due to traffic accidents, asthma and other respiratory illnesses.

This could be a time where we could pilot a car-free downtown, so that restaurant patios can expand and customers can safely physically distance. This could potentially help restaurants recover from their recent losses.

I love the city of Guelph and one of the things I love about it is that it is a culturally vibrant place. Let's really open it up to people. We've been cooped up for 2 months and with some of the trails closed, the only places to walk are the streets, so make the streets really safe and close a large portion from cars.

Below are links to a Guardian article and this morning's The Current on CBC which are specifically about these issues and how cities are moving forward, innovating in this current crisis.

Read from The Guardian:

'World cannot return to 'business as usual' after Covid-19, say Mayors'

City leaders publish 'statement of principles' putting climate action at centre of recovery plans

<https://www.theguardian.com/environment/2020/may/07/world-cannot-return-to-business-as-usual-after-covid-19-say-mayors>

Listen to: CBC radio "The Current" -

<https://www.cbc.ca/player/play/1734923843636>

Aired today, May 7th. At just past the 22 minute mark - the segment is called "The Future of Public Space" Notes how some cities in Canada as well as in the US, Europe and South America are opening up streets that once were for cars but are now opening up for pedestrians, other forms of active transport and for restaurant patio space.

Thank you for the opportunity to express my views and I hope that the city of Guelph will be bold and pilot a more car-free city for all.

Sincerely,

Sidney Sproule
Ward 2 Resident

From: Guelph Coalition for Active Transportation <info@gcat.ca>
Subject: Call to action -Re-allocating public space during COVID emergency
Date: May 2, 2020 at 11:44:14 AM MDT
To:
Reply-To: Guelph Coalition for Active Transportation <info@gcat.ca>



photo courtesy of <https://www.tcat.ca/wp-content/uploads/2020/04/Example-street-re-balancing-in-Canada.pdf>

[What could we do in Guelph?](#)

Call to action -Re-allocating public space during COVID emergency

Special Guelph City Council Meeting May 11, 2pm

Hello active transportation supporters,

Our community, as well as the rest of the world, has undergone many changes due to the emergence of a new coronavirus. The only weapon we have to slow the spread of this virus is physical distancing. Health officials say that it's crucial to maintain physical distancing likely for many months, if not longer, until a vaccine is developed and then administered.

I'm sure you've been getting outside for some fresh spring air and going for a walk or for a bike ride. However, even though there are fewer cars on the road, maintaining the recommended two-meter distance from your neighbours is difficult without stepping onto the road and essentially into

traffic. Public transport isn't much of an option with reduced runs and reduced capacity.

Some municipalities are adopting measures to expand cycling and walking spaces into roadways by reducing car capacity <https://www.tcat.ca/wp-content/uploads/2020/04/Example-street-re-balancing-in-Canada.pdf>

Don't you want Guelph to be one of those municipalities? We are in a unique position to make this happen because this motion will be presented at the May 11th City Council meeting:

Recommendation: That staff be directed to prioritize work to close traffic lanes during the COVID-19 public health emergency to support social distancing by creating special separated active transportation routes in strategic locations with funding of up to \$50,000 reallocated from capital project New Sidewalk Construction (RD0283).

By contacting our City Councillors (their email addresses are provided below) or clerks@guelph.ca you can let them know that you support this motion. [If you want to write a letter to appear as part of public record or you want to delegate](#), please sign up before 10 am on Friday May 8.

Here is what we would like to see:

Increase road share given to active transportation users. Public health directs us to give at least 2 metres of space between strangers to support "social distancing" but without more public road space allocated to walkers and bikers the city as configured does not allow residents to follow this directive.

Some such places have high active transportation traffic volumes and we are asking the city to temporarily repurpose vehicle lanes to give other road users the space they need.

We have specifically identified the following:

(a) Wyndham Street through the downtown core. As stores and restaurants begin to open up, more space will be needed than what the sidewalk can accommodate for social distancing.

(b) Several bridge pinch points that are badly in need of more space for social distancing and which have multiple traffic lanes, such as

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- 2. Eramosa Road Bridge, and Macdonell Street Bridge over the Speed River as being areas that are badly in need of more space for social distancing and which have multiple traffic lanes.**

It is our opinion that these suggestions could be implemented quickly and with a minimum of staffing requirements, and constitute an "easy win" in the initial fight against the spread of COVID-19. This is not a time for business-as-usual thinking, and we hope these proposals are well received.

Please let your councillors know that you would like to see these changes, and add others that are important to you. Thank you. Below you will find their email addresses.

For more information, contact activeguelph@gmail.com or info@gcat.ca

Hello,

I am e-mailing regarding the issue below.

The active transit group is going to be at City Council on Monday asking that they take parking off of "Wyndham Street through the downtown core." They claim that: "As stores and restaurants begin to open up, more space will be needed than what the sidewalk can accommodate for social distancing."

I am a downtown business owner who has been at the same location since the late 1990s. I am against this proposal. Limiting the parking means consumers or people with medical or business appointments downtown will have a much farther walk to get to their destination, which presents difficulties for seniors and those with limited mobility. There is very limited parking downtown as it is and as each year passes it becomes more and more of a challenge. The current shut down of many businesses has actually only just eased the lack of parking problem to the point where it is possible to find a spot during the day, but even with the closures there are still some times when spots are not readily available. A lack of parking is a deterrent to many shoppers and downtown businesses pay the price for this. Removing parking spaces and making it even more challenging to park will not encourage consumers to head downtown. Small businesses have been very hard-hit by the COVID shutdowns. They need assistance in keeping their businesses afloat, not deterrents.

Please leave the parking as it is on Wyndham Street.

Regards,

Brandi Matheson
Owner
Royal City School of Ballet and Jazz

May 8, 2020

Attn: City of Guelph Council

RE: Motion from Councillor Gordon (7.1): *Closure of traffic lanes during the COVID-19 public health emergency to support social distancing by creating special separated active transportation routes in strategic locations*

Wellington-Dufferin-Guelph Public Health (WDGPH) supports the motion to close specific traffic lanes aligned with physically constrained, high-use sidewalks during the COVID-19 public health emergency, dependent on city staff capacity and resource considerations.

During the COVID-19 pandemic, regular physical activity is encouraged for all residents. Physical activity is related to improvements in overall physical health, mental health and well-being. Following the [World Health Organization's recommendations](#), WDGPH supports walking, cycling or wheeling within the community for recreational purposes and as an active transportation mode for essential trips (e.g., food, medication, medical appointments) if the following conditions are met:

- People do not have any [COVID-19 symptoms](#)
- **Always maintain physical distancing (i.e., 2 metres between yourself and others)**
- Wash hands with soap and water for at least 20 seconds or use an alcohol-based hand sanitizer upon arrival at destination/home.
- Cough or sneeze into the bend of your arm
- Closed areas are avoided (e.g., parks, recreation facilities)

Connectivity, accessibility, perceived and real safety are important predictors of participation in active transport. Areas with physically constrained sidewalks deter pedestrians and increase risk of being within proximity to others and vehicles. Closing traffic lanes in physically constrained areas will improve active transport movement and connectivity, and help residents maintain physical distancing.

Sincerely,



Christopher Beveridge
Director, Health Protection
Wellington-Dufferin-Guelph Public Health

Monday, May 11th, I (Laura Brown) will be a delegate voicing support for motion 7.1. Given the political climate precipitating the reversal of the crossing buttons, this motion comes at a time that may not be welcome. But I think it comes at an opportune time for Guelph.

Why? Because as the COVID-19 Pandemic continues to evolve, the health and well being of the people who call Guelph home is a top priority to all of us.

Cities across Canada (I've added a list below the citations) have reallocated road space to relieve as Mayor tory stated Wednesday "key hotspots where there are lineups and pinch points on sidewalks."

Here are the links to the articles I will be referring to during my address. I'm sending them now so you will have a chance to read for yourselves how our neighbouring cities have reallocated their public roads to provide more space for sidewalks and cycling. Why? They have done so to protect people from both COVID-19 and traffic injuries.

Letter From RU Epidemiologists: Physical Distancing Needs Space

<https://www.citybuildinginstitute.ca/2020/04/13/letter-from-ru-epidemiologists-physical-distancing-needs-space/>

Ontario to allow more businesses to reopen; Ford extends lower hydro rates; Toronto will 'look different' in post-COVID world, Tory says

<https://www.thestar.com/news/canada/2020/05/06/coronavirus-updates-may-6-covid-19-canada.html>

You're less likely to catch coronavirus outdoors — so why are parks closed?

<https://globalnews.ca/news/6906508/coronavirus-outdoors-parks-closed/>

From the city of Kitchener's Website:

<https://www.kitchener.ca/en/city-services/city-services.aspx#Wider-sidewalks-downtown>

Where should lanes be closed for pedestrians and cyclists as the city comes back to life? We crunched the data

<https://www.thestar.com/opinion/contributors/2020/04/26/where-should-lanes-should-be-closed-for-pedestrians-and-cyclists-as-the-city-comes-back-to-life-we-crunched-the-data.html>

City implementing temporarily bike lanes during COVID-19

<https://www.inbrampton.com/city-implementing-temporarily-bike-lanes-during-covid-19>

List of Canadian cities that have already reallocated traffic road space to expand pedestrian and cycling space:

- in British Columbia
 - Vancouver
 - Victoria
 - Kamloops
 - New Westminster
 - Richmond

- In Alberta
 - Calgary
 - Edmonton
- in Saskatchewan
 - Saskatoon
 - Regina
- in Manitoba
 - Winnipeg
- in Ontario
 - Toronto
 - Ottawa
 - Kitchener
 - Brampton
 - London
 - Mississauga
- in Québec
 - Montréal
 - Drummondville

Good morning,

I am unable to delegate to speak at the COW meeting on Monday, so I'd like to submit written comments instead addressing "Councillor Motions in Response to COVID-19"

I'd like to say that

"Re-opening our community, economy and public spaces must be in line with Provincial guidelines, Public Health advice, City staff's own recommendations and local input. The best way to do this is for City Staff to begin drafting a comprehensive and integrated plan for a phased re-opening that is adequately costed and regularly updated/reported to Council and community.

Subsequently, individual actions like creating temporary active transportation infrastructure or other ideas can emerge and be actioned while being guided by this overarching re-opening plan. This will allow the Council to maintain a long line of sight towards long-term community recovery through the comprehensive plan, while also giving Council the flexibility to be responsive to emerging needs and priorities via actions"

Hope that is not too wordy, rushing against the clock to get this in. Cheers! :)

Abhi | *B.Eng (Electrical), M.Sc. (Physics), M.Sc. (Computer Science)*
PhD Candidate, Geography
University of Guelph

Hello Mayor Guthrie ,Councillors and City Staff,
my name is Mike Darmon and I am VP of Guelph Coalition for Active Transportation

Let me begin by first mentioning an important point. GCAT represents All Active Transportation modes including walking .There is a common misconception that we are strictly a biking advocacy group.

I will be speaking to both motions presented today but more broadly on one of GCATS proposals for Wyndham ST and downtown .

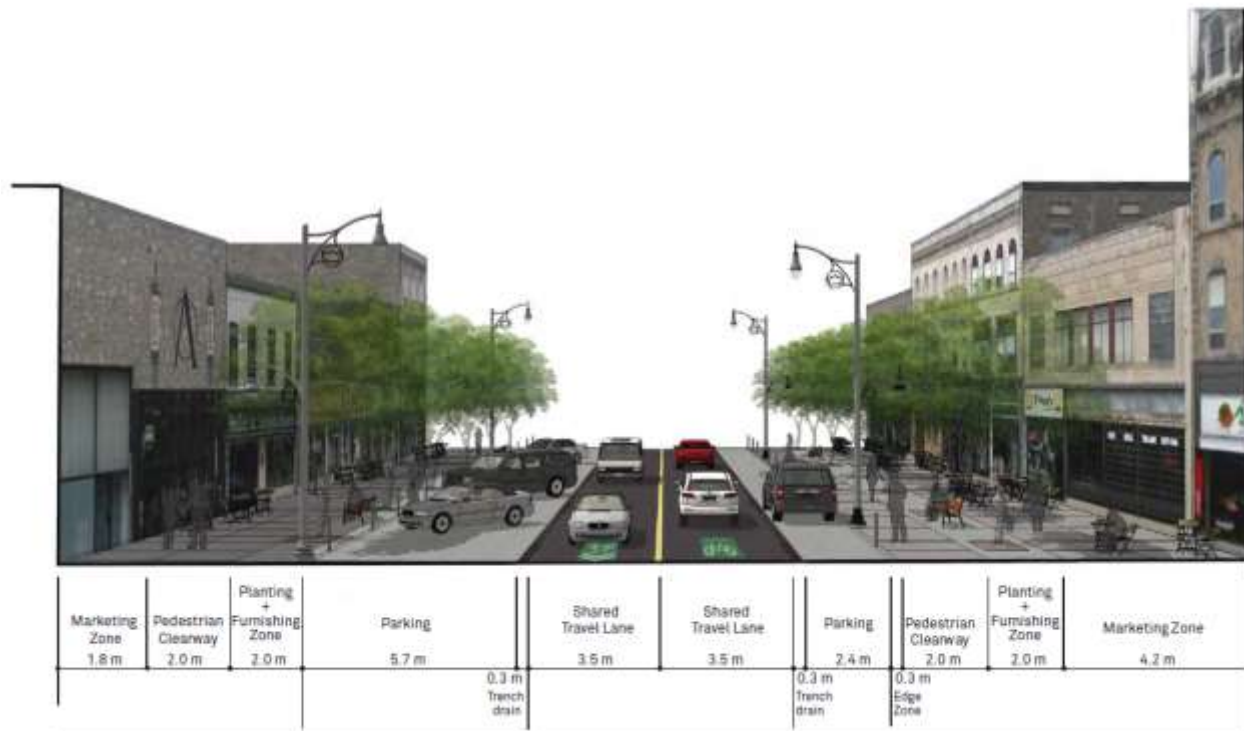
Most of my delegation is about trying to help preserve most of what many of us love about our City from the devastating affects of Covid19 and especially on our downtown businesses survival.Just think about the loss of our favourite restaurants ,coffee shops or local breweries downtown but also in your favourite location.

As we start to open up the economy and as the weather improves we need to think differently about our public space as the Covid 19 pandemic has changed the way we do everything. Its not business as usual and it looks like Public Health recommendtions for physical distancing may be around for a long time I t may also take some time for the public to feel safe in public even as restrictions are relaxed.Pedestrians will need vastly more space and restaurants will need much more space to remain viable. We will also need areas for queuing outside businesses and even though the existing sidewalks downtown seems wide, a lot more space is needed for multible uses.The only option is more public space outside and we need to make those spaces appealing too.

Back to downtown

I have provided 2 slides in your package and I hope you refer to these as I proceed.





The second image with flexible street dimensions is from a now slightly outdated Downtown secondary plan for Wyndham street N. Note the reduction to 2 travel lanes.

Imagine this plan as the gateway to our planned new Baker district library on the far left!

I am not proposing this exact image be the final design but merely a starting guide to show the new amount of additional public space for pedestrians and patios etc when we take away the planned removal of 2 car lanes as Wyndham Street has low car volumes. Note this design takes no parking away. You will also note the similarity to our highly successful and Flexible Carden St Market Square, but more needs to be done for this area to make it more like a Slow Street or Shared Street, where vehicle speed is more closer to walking speed.

You will also note the lack of bike infrastructure with outdated sharrow symbols. During the Covid emergency I am proposing with the 1 caveat of drastically reduced vehicle speed mentioned- that no bike lanes be installed-yes I repeat no bike lanes - to give the maximum amount of space to pedestrians patio users and queuing areas and not take away any current parking space and allow deliveries and curbside pickups to support struggling local business, in every way possible.

A Pilot Plan using tactical urbanism with for example , beautiful flower planters and prioritized existing city infrastructure , barriers could be installed and tested for a very reasonable cost. Some of the parking spaces also need to be reallocated strictly for deliveries and curbside pickup.

Taking away the 2 car lanes and with a change to safer parallel parking on both sides gives us a very wide 8.2 Metres or 27 feet of people space on each side of the street and with movable Tactical urbanism separators this space could be wider or narrower depending on where we need patios ,queuing or deliveries etc. The end result would be a public space that is inviting to all users including pedestrians cyclists , drivers and tourists and supports local business. A bonus is the data from the pilot for a permanent plan.

This plan could also be used in areas of Macdonell st .

The main point of my delegation is that we also need a plan that maximizes our limited resources for the maximum return value in terms of protecting our health ,our businesses and our environment. In other words temporary plans to deal with covid 19 should also be evaluated for their potential for permanency too. I am using the advice of the highly respected former chief planner of Vancouver Brent Todarian . In a recent interview on CBC The Current he was interviewed by Matt Galloway on the subject of Creating More Public Space during covid 19 . Later on Twitter he provided a video clip of the main message and I quote in part :

"Think about all the money that will be going into our infrastructure programs during the economic recovery ...and the results of ..the deliberate decision we make where we put our money, how we reallocate space -give it back to cars or keep it for people after the pandemic is over.

The smartest cities have already been building a level of permanency into their temporary thinking . Madrid Spain for example, in so many of their streets, are already planning on the city being better PERMANENTLY.

All cities should be doing this as part of their temporary strategy having an eye towards having the best things stay permanent."

This is sound advice!

In light of the very current very limited resources available, perhaps we should also be asking the opinion of our Director or Medical officer of Public Health and experts in Epidemiology where best to locate reallocated street space with a focus on reducing the highest probability of risk to human health from droplet or aerosols forms in public space outside.

Other areas of our city also need to be considered as we plan for an uncertain future.

Relax and expedite changes in by-laws needed around public space for patios curbside pickups deliveries etc. .

Open or Slow streets could easily and cheaply be implemented making neighbourhood areas inviting, safe and ready for much needed public space during any emergency. We should also lower the speed limit in our core downtown areas for safety and enjoyment of the public space.

But above all we need a great plan and we have talented city staff, politicians, the University of Guelph, Business , Health and expertise in the public all willing to help make our city be prepared and prosper.

Thanks, and I am willing to answer any questions you may have.

Mike Darmon

VP of GCAT

Board member of Our Energy

To Guelph City Council,

In reference to the request to take parking off of Wyndham Street through the downtown core, I would like to add my voice to opposing this idea. When all the businesses are suffering, why take away even more parking? How does this help with enabling curbside pickups if you can't get near the curb? I have faith in our customers and the citizens of Guelph to do the right and common sense thing in terms of social distancing on the sidewalks.

**Bryan Munn
owner, Royal Cat Records and Sweet! Candy**

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2020) – 20491

A by-law to set tax ratios and tax rate reductions for prescribed property subclasses for the Corporation of the City of Guelph for the year 2020.

WHEREAS it is necessary for the Council of the Corporation of the City of Guelph, pursuant to the Section 308 of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended to establish the tax ratios for 2020 for the Corporation of the City of Guelph;

AND WHEREAS the tax ratios determine the relative amount of taxation to be set for each property class;

AND WHEREAS the property classes have been prescribed and defined by the Minister of Finance under the *Assessment Act* as amended and Regulations thereto;

AND WHEREAS it is necessary for the Council of the Corporation of the City of Guelph pursuant to Section 313 of the *Municipal Act, 2001, S.O. 2001, c.25*, as amended to establish tax reductions for prescribed property subclasses for 2020 for the Corporation of the City of Guelph;

AND WHEREAS the property subclasses for which tax rate reductions are to be established are in accordance with Section 8 of the *Assessment Act*;

AND WHEREAS the tax reductions reduce the tax rates that would otherwise be levied for municipal purposes;

NOW THEREFORE the Council of the Corporation of the City of Guelph hereby enacts as follows:

1. For the taxation year 2020, the tax ratio for the following property classes are as follows:

Residential	1.000000
Multi-residential	1.786308
New multi-residential	1.000000
Commercial	1.840000
Industrial	2.204800
Farmlands	0.250000
Managed Forests	0.250000
Pipelines	1.917500

2. THAT the tax reduction for:

- the vacant land and excess land subclasses in the commercial property class is 15%;
- the vacant land and excess land subclasses in the industrial property class is 15%;
- the first subclass of farmland awaiting development in the residential, multi-residential, commercial and industrial property classes is 25%;
- the second subclass of farmland awaiting development for all property classes is 0%.

3. For the purpose of this by-law:

- the commercial property class includes all commercial, office property, shopping centre property and parking lot property;
- the industrial property class includes all large industrial property.

3. This By-law shall come into force and take effect immediately.

PASSED this SIXTEENTH day of APRIL, 2020.

CAM GUTHRIE - MAYOR

STEPHEN O'BRIEN - CITY CLERK

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2020) – 20492

A by-law to levy education
tax rates for the year 2020.

WHEREAS the Council of the Corporation of the City of Guelph has been directed by the Ministry of Finance to levy certain prescribed education tax rates for each ratable property class;

AND WHEREAS the new assessment roll on which the 2020 education tax rates are to be levied has been returned and revised pursuant to the provisions of the *Assessment Act*;

NOW THEREFORE the Council of the Corporation of the City of Guelph enacts as follows:

1. The following rates as determined by the Minister of Finance for education purposes for the year 2020 shall be adopted:

Residential	0.153000%
Multi-residential	0.153000%
New multi-residential	0.153000%
Pipelines	1.250000%
Farmlands	0.038250%
Managed Forests	0.038250%
Commercial	1.102552%
Commercial: Vacant/Excess Land	1.102552%
Commercial: New Construction	0.980000%
Commercial: New Const. Vcnt/Excs Land	0.980000%
Industrial	1.250000%
Industrial: Vacant/Excess Land	1.250000%
Industrial: New Construction	0.980000%
Industrial: New Const. Vcnt/Excs Land	0.980000%

2. This By-law shall come into force and take effect immediately.

PASSED this SIXTEENTH day of APRIL, 2020.

CAM GUTHRIE - MAYOR

STEPHEN O'BRIEN - CITY CLERK

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2020) – 20493

A by-law to impose and levy a rate of taxation for the Board of Management for the Downtown Business Improvement Area of the City of Guelph for the 2020 taxation Year.

WHEREAS a Downtown Improvement Area for the City of Guelph has been established and authorized under City of Guelph By-law Number (2017)-20217;

AND WHEREAS the Board of Management for the said area has requested the City to levy and collect the sum of \$660,000.00 on the ratable assessment in the area liable for the levy;

AND WHEREAS under the authority of *The Assessment Act*, an assessment for the area was made during 2019 for the purpose of levying taxes for 2020 in the aggregate of \$199,211,010;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF GUELPH ENACTS AS FOLLOWS:

1. The tax rate to be levied on said assessment shall be 0.3314940% for occupied assessment and 0.2818550% for vacant/excess land assessment.
2. The said rate shall be collected pursuant to the City's final tax installment due dates being June 30, 2020 and September 30, 2020 as determined by City Council.
3. This By-law shall come into force and take effect immediately.

PASSED this SIXTEENTH day of APRIL, 2020.

CAM GUTHRIE - MAYOR

STEPHEN O'BRIEN - CITY CLERK

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2020) – 20494

A by-law to set the tax rates for City purposes for the year 2020 and to provide for a final tax levy and the payment of taxes.

WHEREAS the Council of the Corporation of the City of Guelph, pursuant to the Municipal Act, 2001, S.O. 2001, c.25, as amended, following the adoption of the estimates for the year shall pass a by-law to levy a separate tax rate on the assessment in each property class and;

WHEREAS the new assessment roll on which the 2020 taxes are to be levied has been returned and revised pursuant to the provisions of the Assessment Act; and

WHEREAS it is necessary for the Council of the Corporation of the City of Guelph, pursuant to the Municipal Act to levy on the whole rateable property according to the last revised assessment roll the sums set forth for various purposes in Schedule "A" annexed hereto for the current year;

THEREFORE the Council of the Corporation of the City of Guelph enacts as follows:

- 1. THAT the 2020 final levy is hereby imposed and levied on the whole of the assessment for all payment in lieu of taxes and taxable property in the City of Guelph for local municipal purposes according to the last revised assessment roll of the Corporation of the City of Guelph set out in the Schedule "A" annexed hereto to this by-law.
- 2. THAT the net tax and payment in lieu of taxes estimate of \$256,942,624 for the current year as adopted by Council are employed in Schedule "A" annexed hereto this by-law.
- 3. THAT the levy provided for in Schedule "A" annexed hereto to this by-law shall be reduced by the amount of the 2020 interim levy.
- 4. THAT payment in lieu of taxes due to the Corporation of the City of Guelph shall be based on the assessment roll and the tax rates for the year 2020.
- 5. THAT for the year 2020 the final levy shall become due and payable in two equal instalments being June 30, 2020 and September 30, 2020 for all property classes and shall be at the following tax rates:

Property Class	General Levy Tax Rate	Hospital Levy Tax Rate	Total Municipal Tax Rate
Residential	0.967011%	0.002831%	0.969842%
Residential - Farmland 1	0.725258%	0.002123%	0.727381%
Residential - Farmland 4	0.967011%	0.002831%	0.969842%
New Multi-residential	0.967011%	0.002831%	0.969842%
Multi-residential	1.727379%	0.005057%	1.732436%
Multi-residential - Farmland 1	0.725258%	0.002123%	0.727381%
Multi-residential - Farmland 4	1.727379%	0.005057%	1.732436%
Commercial	1.779300%	0.005209%	1.784509%
Commercial - Farmland 1	0.725258%	0.002123%	0.727381%
Commercial - Farmland 4	1.779300%	0.005209%	1.784509%
Commercial - Excess Land	1.512405%	0.004428%	1.516833%
Commercial - Vacant Land	1.512405%	0.004428%	1.516833%
Commercial - New Construction Full	1.779300%	0.005209%	1.784509%
Commercial - New Construction - Excess	1.512405%	0.004428%	1.516833%
Industrial	2.132066%	0.006242%	2.138308%
Industrial - Farmland 1	0.725258%	0.002123%	0.727381%
Industrial - Farmland 4	2.132066%	0.006242%	2.138308%

Industrial - Excess Land	1.812256%	0.005306%	1.817562%
Industrial - Vacant Land	1.812256%	0.005306%	1.817562%
Industrial - New Construction Full	2.132066%	0.006242%	2.138308%
Industrial - New Construction Excess	1.812256%	0.005306%	1.817562%
Pipelines	1.853958%	0.005351%	1.859309%
Farmlands	0.241753%	0.000708%	0.242461%
Managed Forests	0.241753%	0.000708%	0.242461%

- 6. THAT a penalty of 1.25% of the amount of taxes due and unpaid shall be imposed on the first day of default and on the first day of each calendar month thereof interest of 1.25% of the amount of taxes due and unpaid may be imposed until the taxes are paid as prescribed by section 345 of the Municipal Act.
- 7. THAT taxes may be paid on or before the due date of each instalment at most financial institutions.
- 8. THAT this By-law shall come into force and take effect immediately.

PASSED this SIXTEENTH day of APRIL, 2020.

CAM GUTHRIE - MAYOR

STEPHEN O'BRIEN - CITY CLERK

City of Guelph
2020 Tax Rates
Schedule A to By-law (2020) - 20494

Property class		RTC/RTQ	Taxable CVA	PIL CVA - Full	PIL CVA - Gen	General Levy Tax Rates	Hospital Levy Tax Rates	Education Tax Rates	Total Tax Rate
Residential		RT, RP, RG	17,580,569,068	1,657,000	1,406,400	0.967011%	0.002831%	0.153000%	1.122842%
Residential	Education only	RD	-	-	-	0.000000%	0.000000%	0.153000%	0.153000%
Multi-Residential		MT	933,907,600	-	-	1.727379%	0.005057%	0.153000%	1.885436%
Multi-Residential	Farmland 1	M1	-	-	-	0.725258%	0.002123%	0.114750%	0.842131%
New Multi-residential		NT	174,216,762	-	-	0.967011%	0.002831%	0.153000%	1.122842%
New Multi-residential	Education only	ND	4,131,000	-	-	0.000000%	0.000000%	0.153000%	0.153000%
Commercial		CT ST GT DT CH, CF CP GF, CG DG	1,906,261,830	74,155,800	145,644,700	1.779300%	0.005209%	1.102552%	2.887061%
Commercial	Farmland 1	C1	3,132,000	-	-	0.725258%	0.002123%	0.114750%	0.842131%
Commercial	Excess Land	CU SU, CW	26,551,896	-	1,358,300	1.512405%	0.004428%	1.102552%	2.619385%
Commercial	Vacant Land	CX, CZ	35,862,500	-	3,037,000	1.512405%	0.004428%	1.102552%	2.619385%
Commercial	New Construction-Full	XT YT ZT	541,119,331	-	-	1.779300%	0.005209%	0.980000%	2.764509%
Commercial	New Construction-Excess	XU ZU	3,640,700	-	-	1.512405%	0.004428%	0.980000%	2.496833%
Industrial		IT IH LT, IF, IG	660,099,639	9,381,000	488,000	2.132066%	0.006242%	1.250000%	3.388308%
Industrial	Excess Land	IU IK LU	19,350,403	-	-	1.812256%	0.005306%	1.250000%	3.067562%
Industrial	Vacant Land	IX	78,523,880	-	-	1.812256%	0.005306%	1.250000%	3.067562%
Industrial	New Construction-Full	JT KT	141,766,907	-	-	2.132066%	0.006242%	0.980000%	3.118308%
Industrial	New Construction-Excess	JU KU	5,084,300	-	-	1.812256%	0.005306%	0.980000%	2.797562%
Pipelines		PT	32,575,000	-	-	1.853958%	0.005351%	1.250000%	3.109309%
Farmlands		FT	6,233,400	-	-	0.241753%	0.000708%	0.038250%	0.280711%
Managed Forests		TT	1,308,800	-	-	0.241753%	0.000708%	0.038250%	0.280711%
Totals			22,154,335,016	85,193,800	151,934,400				

General Taxes	Hospital Levy	Education Taxes	Total
170,035,660	497,793	26,900,806	197,434,259
-	-	-	-
16,132,124	47,228	1,428,879	17,608,230
-	-	-	-
1,684,695	4,932	266,552	1,956,179
-	-	6,320	6,320
37,829,027	110,747	21,835,134	59,774,908
22,715	66	3,594	26,376
422,115	1,236	292,748	716,100
588,318	1,722	395,403	985,443
9,628,136	28,187	5,302,969	14,959,293
55,062	161	35,679	90,902
14,284,174	41,819	8,368,508	22,694,501
350,679	1,027	241,880	593,586
1,423,054	4,166	981,549	2,408,769
3,022,564	8,849	1,389,316	4,420,729
92,141	270	49,826	142,236
603,927	1,743	407,188	1,012,857
15,069	44	2,384	17,498
3,164	9	501	3,674
256,192,624	750,000	67,909,235	324,851,859

Class		2019 Tax Rate	2020 Tax Rate	Increase/ (Decrease)
Residential		1.140523%	1.122842%	-1.55%
Multi-residential		1.949022%	1.885436%	-3.26%
New Multi-residential		1.140523%	1.122842%	-1.55%
New Multi-residential	Education Only	0.161000%	0.153000%	-4.97%
Commercial		2.955496%	2.887061%	-2.32%
Commercial	Excess Land	2.241824%	2.619385%	16.84%
Commercial	Vacant Land	2.241824%	2.619385%	16.84%
Commercial	New Construction - Full	2.832322%	2.764509%	-2.39%
Commercial	New Construction - Excess	2.137126%	2.496833%	16.83%
Industrial		3.449652%	3.388308%	-1.78%
Industrial	Excess Land	2.608257%	3.067562%	17.61%
Industrial	Vacant Land	2.608257%	3.067562%	17.61%
Industrial	New Construction - Full	3.189652%	3.118308%	-2.24%
Industrial	New Construction- Excess	2.387257%	2.797562%	17.19%
Pipelines		3.168013%	3.109309%	-1.85%
Farmlands		0.285131%	0.280711%	-1.55%
Managed Forests		0.285131%	0.280711%	-1.55%

Business Improvement Area		2020 Levy	\$660,000
Class	Assessment	Rate	Levy
Downtown BIA			
Comercial / Industrial Fully Taxable	198,460,510	0.3314940%	\$657,885
Commercial Vacant/Excess Land	750,500	0.2818550%	\$2,115
	199,211,010		\$660,000

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2020) – 20496

A by-law to confirm the proceedings of a meeting of Guelph City Council held May 11, 2020.

**THE COUNCIL OF THE CORPORATION OF THE CITY OF GUELPH ENACTS
AS FOLLOWS:**

1. Subject to Section 3 of this by-law, every decision of Council taken at the meeting at which this by-law is passed, and every resolution passed at that meeting, shall have the same force and effect as if each and every one of them had been the subject matter of a separate by-law duly enacted.
2. The execution and delivery of all such documents as are required to give effect to the decisions taken at the meeting at which this by-law is passed and the resolutions passed at this meeting, are hereby authorized.
3. Nothing in this by-law has the effect of giving to any decision or resolution the status of a by-law where any legal prerequisite to the enactment of a specific by-law has not been satisfied.
4. Any member of Council who disclosed a pecuniary interest at the meeting at which this by-law is passed, shall be deemed to have disclosed that interest in this confirmatory by-law as it relates to the item in which the pecuniary interest was disclosed.

PASSED this ELEVENTH day of MAY, 2020.

CAM GUTHRIE - MAYOR

STEPHEN O'BRIEN – CITY CLERK