

City Council

Revised Meeting Agenda

Monday, October 26, 2020, 6:30 p.m.

Remote meeting live streamed
on guelph.ca/live

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

To contain the spread of 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)-20515.

2. Call to Order

3. Open Meeting – 6:30 p.m.

3.1. O Canada

3.2. Silent Reflection

3.3. First Nations Acknowledgement

3.4. Disclosure of Pecuniary Interest and General Nature Thereof

4. Confirmation of Open Minutes

(Councillor Salisbury)

Recommendation:

That the minutes of the open Council meetings held September 14, 21, and 28, 2020, and the open Committee of the Whole meeting held September 8, 2020, be confirmed as recorded and without being read.

5. Committee of the Whole Consent Report

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

5.1. Appointment of the External Auditor - 2020-146 37

Recommendation:

1. That KPMG LLP be appointed as the external auditor for the City of Guelph for the fiscal years ending 2020 through 2024.
2. That the Treasurer be authorized to annually execute the engagement letter with KPMG LLP subject to the terms approved.

5.2. Sign By-law Variance for 292 Speedvale Avenue West - 2020-139 40

Recommendation:

That the request for variance from Table 2, Row 1 of Sign By-law Number (1996)-154245, as amended, to permit one (1) internally illuminated freestanding sign with a sign area of 3.83m² and a height 1.5m above an adjacent roadway, to be 80 metres from another freestanding sign on the property of 292 Speedvale Avenue West, be approved.

5.3. Ministry of Transportation Connecting Links Program - 2021-2022 Application - York Road Reconstruction: Stevenson Street to Victoria Road - 2020-145 45

Recommendation:

1. That staff be authorized to submit an application to the Ministry of Transportation with respect to the 2021-2022 Connecting Links Program for the reconstruction of York Road from Stevenson Street to Victoria Road.
2. That staff be authorized to confirm to the Ministry of Transportation that Council:
 - a. supports of the project identified in the application;
 - b. confirms that capital funding is available for the municipal contribution component; and,
 - c. agrees that if the application is successful, the municipality will proceed with the project in accordance with the timelines specified in the application.

5.4. Draft Recommendation for the New Sign By-law - 2020-138 50

Recommendation:

1. That Council direct staff to draft a new Sign By-law based on the draft recommendations outlined in Attachment 2 - Overview of Recommended Changes for the New Sign By-law and based on Councillor feedback.

6. 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.

6.1. Phase 2 Safe Restart Funding - Municipal Operating Relief - 2020-177

119

Recommendation:

1. Council endorse the following resolution which approves seeking additional funding for Phase 2 of the municipal operating stream, subject to Treasurer confirmation that eligibility criterion have been satisfied, as part of the federal-provincial Safe Restart Agreement;

"Whereas on March 11, 2020, the World Health Organization and the Canadian Government declared COVID-19 a global pandemic; and,

Whereas on March 12, Ontario ordered schools closed and by March 17, began a more extensive shut down; and,

Whereas the pandemic has led to the closure of public spaces, and the cancellation of events around the world, throughout the country, our province and right here within our own community, causing additional financial cost and pressures to the City; and

Whereas 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; and

Whereas 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; and

Whereas on July 27, 2020, as part of the federal-provincial Safe Restart Agreement, the Ontario government announced that it has secured up to \$4 billion in emergency financial assistance to provide Ontario's 444 municipalities with the support they need to respond to

COVID-19; and

Whereas the City's COVID-19 financial impacts projected up until December 31, 2020 surpassed the Phase 1 funding of the municipal operating stream after taking into consideration City-owned reserves and expenditure savings successfully mitigated;

Therefore be it resolved:

That, subject to Treasurer confirmation that eligibility criterion have been satisfied, Guelph City Council is seeking additional funding for Phase 2 of the municipal operating stream to support financial operating costs and pressures related to COVID-19."

7. 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.

***7.1. Supportive and Affordable Housing Update - 2020-168**

125

Presentation:

Colleen Clack-Bush, Deputy Chief Administrative Officer, Public Services

***Delegations:**

*Margo Davis

*Bob Davis

*Sheila Markle, CEO, Kindle Communities (presentation)

*Gregory Jones, SkyDev, part of the Skyline Group of Companies (presentation)

*Jeanette Brown

*Kelly Postma

*Bill Wootton

*Lin Grist

*Brittany Kent

*Sarah Harwood

*Marco Del Rosario

*Susan Watson

*Travis Raw

*Cathryn Haight

*Gail Hoekstra, Welcome In Drop In Centre

*Katie McNair

*Matthew Stanley, Welcome In Drop In Centre

*Barb McPhee

*Clyde Bond

*Dominica McPherson, Guelph and Wellington Task Force for Poverty Elimination
*Suzanne Swanton, Tim Welch Consulting Inc.
*Tanja Gevaert
*Kat Pilgrim

***Correspondence:**

*Adele Wootton
*Shaheeda Hassen-Bismilla and Dr. Fasel Bismilla
*Marg Sehl
*Eric Hafemann
*Dayle Perdue
*Jayne Hafemann
*Marilyn Gostlin
*Lawrence Sugden and Rosemary Kennedy
*Marco Del Rosario
*Susan Watson
*Joanne Young Evans, Executive Director, Family Counselling and Support Services for Guelph-Wellington
*Bill Wootton (correspondence and petition with 219 signatures)
*Sally and Curtis Scherer
*Louise Callaghan
*Joyce Marsh
*Anne V. Curtis
*Helen L. Hunt
*Bonnie Bauman
*Colleen Ellis
*Dante Guglielmin
*Patricia Jewell
*Steve Howard, CEO, Habitat for Humanity Wellington Dufferin Guelph
*Jeanette Browne
*Raechelle Devereaux, Guelph CHC
*Clyde R. Bond

Recommendation:

1. That the Supportive Housing and Affordable Housing Update report be received.
2. That Habitat for Humanity be permitted to pay Development Charges of \$282,631 over a six year installment plan on phase one of Cityview Affordable Homeownership Housing Project.
3. That the Mayor and Clerk be authorized to execute the six year installment plan agreement with Habitat for Humanity.

***8. By-laws**

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

Recommendation:

That By-laws Numbered (2020)-20535 to (2020)-20537 are hereby passed.

***8.1. By-law Number (2020)-20535** *198*

That KPMG LLP be appointed as Auditors for The Corporation of the City of Guelph for the fiscal years ending 2020 through 2024 pending satisfactory annual review of performance as an external service provider.

***8.2. By-law Number (2020)-20536** *199*

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

***8.3. By-law Number (2020)-20537** *253*

A by-law to confirm proceedings of a meeting of Guelph City Council held October 26, 2020.

9. Mayor's Announcements

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

10. Adjournment



Minutes of Guelph City Council

**September 14, 2020, 6:30 p.m.
Remote meeting live streamed
on guelph.ca/live**

Council:

- Mayor C. Guthrie
- Councillor P. Alit
- Councillor B. Bell
- Councillor C. Billings
- Councillor L. Caron
- Councillor C. Downer
- Councillor R. Goller
- Councillor J. Gordon
- Councillor J. Hofland
- Councillor M. Salisbury
- Councillor M. MacKinnon
- Councillor D. O'Rourke

Absent: Councillor D. Gibson

Staff:

- K. Dedman, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services
- K. Walkey, General Manager, Planning and Building Services
- C. DeVriendt, Manager, Development Planning
- K. Nasswetter, Senior Development Planner
- L. Sulatycki, Senior Development Planner
- D. McMahon, Manager, Legislative Services / Deputy City Clerk
- L. Cline, Council and Committee Coordinator
- J. da Silva, Council and Committee Assistant

1. Call to Order

Mayor Guthrie called the meeting to order (6:31 p.m.).

2. Disclosure of Pecuniary Interest and General Nature Thereof

Councillor Gordon declared an interest regarding the Statutory Public Meeting Report 120 Huron Street Proposed Official Plan Amendment and Zoning By-law Amendment File: OZS20-005 Ward 1 - 2020-117 as he lives near the property in question.

3. Public Meeting to Hear Applications Under Sections 17, 34 and 51 of The Planning Act

3.1 Statutory Public Meeting Report 1159 Victoria Road South Proposed Red-line Amendment to an Approved Draft Plan of Subdivision and Zoning By-law Amendment File: OZS20-007 and 23T-07506 Ward 6 - 2020-123

Lindsay Sulatycki, Senior Development Planner, provided a summary of the proposed red-line amendment to an approved Draft Plan of Subdivision and Zoning By-law Amendment at 1159 Victoria Road South to permit two additional residential lots on the subject property. She outlined the proposed zone change from the existing "Conservation Land" zone to a "Specialized Residential Single Detached" zone and the associated specialized regulations that have been requested.

John Ariens, IBI Group, agent on behalf of the applicant, provided further detail regarding the purpose of the applications.

Claudia Espindola expressed concerns regarding the amount of development and density happening in the area and resulting impacts on the environment and the existing population.

Council recessed at 7:03 p.m. to allow time for delegations to call into the remote meeting to speak to the item. Council reconvened at 7:08 p.m.

Russ Watson expressed that two of his biggest concerns are how traffic flow is going to be rerouted and the increase in noise pollution.

Mumtaz Shivji stated that she purchased property because of its proximity to conservation lands and that she has concerns relating to the impacts on green space, global warming and wildlife.

Moved By Councillor MacKinnon
Seconded By Councillor Hofland

1. That report IDE-2020-123 regarding a proposed red-line amendment to an approved Draft Plan of Subdivision and Zoning By-law Amendment application submitted by IBI Group on behalf of Victoria Park Village Inc. to permit an additional two (2) residential lots on lands municipally known as 1159 Victoria Road South, and legally described as Part of Lot 5, Concession 8 (Geographic Township of Puslinch), City of Guelph from Infrastructure, Development and Enterprise dated September 14, 2020, be received.

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

Carried (12 to 0)

3.2 Statutory Public Meeting Report 120 Huron Street Proposed Official Plan Amendment and Zoning By-law Amendment File: OZS20-005 Ward 1 - 2020-117

Councillor Gordon was removed from the remote meeting as a participant and did not participate in the discussion or vote on the matter.

Katie Nasswetter, Senior Development Planner, provided a summary of the proposed Official Plan Amendment and Zoning By-law Amendment at 120 Huron Street to permit a fifth storey containing 30 additional apartment units proposed to be affordable and supportive in nature. She outlined the current and proposed Official Plan and Zoning By-law designations and the requested specialized zoning regulations.

Hugh Handy, GSP Group Inc., agent on behalf of the applicant, provided information on the site location and history. He outlined the purpose of the proposed development to add an additional fifth storey consisting of 30 additional units intended to be affordable. He also stated that the provision of support services on the fifth floor is being explored. As part of the project team, Sarah Code from GSP Group Inc., Kelly Postma from Alice Block, Erica Bayley from Paradigm, Owen Scott from CHC Limited, Lloyd Grinham and Corinne Maloney from Grinham Architects, and Tim Welch from Tim Welch Consulting, were connected into the remote meeting to respond to questions.

Susan Watson expressed concerns related to parkland dedication with respect to the subject application, as well as 104 Oliver Street.

Nicolas Carney, resident of 120 Alice Street, spoke in support of the application, specifically related to the provision of affordable housing in the City.

Council recessed at 8:19 p.m. to allow time for delegations to call into the remote meeting to speak to the item. Council reconvened at 8:24 p.m.

Claudia Espindola expressed concerns with the size of the proposed affordable units.

The following delegate was not present:
Jody Larson

Moved By Councillor MacKinnon
Seconded By Councillor Billings

1. That report 2020-117 regarding proposed Official Plan Amendment and Zoning By-law Amendment applications (File OZS20-005) by GSP Group Inc., on behalf of the owner, Alice Block Inc., to permit a fifth storey and an additional 30 apartment units on the lands municipally known as 120 Huron Street and legally described as Parts 3 and 6 on Plan 61R-21616 and part of the lands legally described as: Plan 61R4274, except Parts 4 & 5 61R21616 City of Guelph; and being part of PIN 71341-0195 (LT), City of Guelph, from Infrastructure, Development and Enterprise dated September 14, 2020, be received.

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

Carried (12 to 0)

3.3 Statutory Public Meeting Report 1242-1260 Gordon Street and 9 Valley Road Proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments File: OZS20-004 and 23T-20001 Ward 6 - 2020-124

Councillor Gordon rejoined the remote meeting as a participant.

Lindsay Sulatycki, Senior Development Planner, provided a summary of the proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments at 1242-1260 Gordon Street and 9 Valley Road to permit a residential subdivision containing a residential block with two, 12-storey apartment buildings with a total of 377 apartment units, a municipal park block and an open space block. She outlined the current and proposed Official Plan and Zoning By-law designations and the requested specialized zoning regulations

Astrid J. Clos, Astrid J. Clos Planning Consultants, agent on behalf of the applicant, provided an overview of the subject applications, including the surrounding land uses, context within the Gordon Street intensification corridor, details on the municipal road, park and open space to be conveyed to the City, the number of parking spaces being proposed and the proposed density.

Adam Carapella, Tricar, highlighted the company's commitment to energy efficient design and to providing affordable and attainable housing

JP Thornton, Kasian Architecture Ontario Incorporated, provided details surrounding the architectural design of the proposed development including the underground parking, floor plans, construction materials and finishes, and shadowing.

Daniel Eusebi, Stantec, outlined the natural heritage considerations for the subject property, including tree removal, the deer corridor and deer habitat, its proximity to the Torrence Creek Provincially Significant Wetland, and bat, bird and amphibian habitat.

Claudia Espindola expressed concerns with the proximity of the proposed development to the wetland and conservation area and the potential impact on the deer path and other wildlife. She also expressed concerns with the number of developments happening in the area and the cumulative impact on traffic and density. She stated that the use of public transportation in the area is not always possible.

Bruce Wilson, a homeowner on Valley Road, stated that Gordon Street and Edinburgh Road is not an intensification hub and as such a 12-storey building should not be approved. He expressed concerns with the lack of amenities in the area and the canyonization of Gordon Street. He also expressed concerns with the current parking

inadequacies and the parking calculations provided for the proposed development.

Tony Campagnolo, a resident on Valley Road, expressed concerns with allowing multiple developments along corridors such as Gordon Street.

Tamara Baggio, an adjacent property owner, expressed concerns relating to overflow parking on Landsdown Drive and Valley Road and resulting safety issues for emergency vehicles and school buses. She also expressed concerns with the removal of trees on the subject property, as well as the construction of a 12-storey building directly adjacent to a residential neighbourhood with single family homes.

Susan Watson spoke regarding the parkland dedication aspect of the proposed development and she requested clarity surrounding the parkland calculation.

Council recessed at 10:05 p.m. to allow time for delegations to call into the remote meeting to speak to the item. Council reconvened at 10:10 p.m.

Morgan Dandie-Hannah expressed the importance of maintaining the deer corridor on the subject property. She stated that the City must meet the growth targets set out by the Province while maintaining the character of existing neighbourhoods. She also expressed concerns with the loss of trees.

Moved By Councillor MacKinnon
Seconded By Councillor Bell

1. That report 2020-124 regarding proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications submitted by Astrid J. Clos Planning Consultants on behalf of Tricar Properties Limited for a Draft Plan of Subdivision containing a residential block with two, 12-storey apartment buildings with a total of 377 apartment units, a municipal park block and an open space block on lands municipally known as 1242-1260 Gordon Street and 9 Valley Road, and legally described as Part of Lot 6, Concession 8 (Geographic Township of Puslinch) and Lot 15, Registered Plan 488, City of Guelph from Infrastructure, Development and Enterprise dated September 14, 2020, be received.

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

Carried (12 to 0)

4. By-laws

Moved By Councillor Hofland
Seconded By Councillor Billings

That By-law Numbered (2020)-20524 is hereby passed.

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

Carried (12 to 0)

5. Mayor's Announcements

Mayor Guthrie announced that the City is currently recruiting members to join various advisory boards and committees and that further details are available at www.guelph.ca/committees

Councillors Caron and Downer will be holding a Ward 5 virtual town hall on Thursday, October 1, 2020. Further details can be found at www.ward5.ca.

6. Adjournment

Moved By Councillor Caron
Seconded By Councillor Downer

That the meeting be adjourned (10:44 p.m.).

Carried

Mayor Guthrie

Dylan McMahon - Deputy City Clerk



Minutes of Guelph City Council

**September 21, 2020, 6:00 p.m.
Remote meeting live streamed
on guelph.ca/live**

Council:

Mayor C. Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor C. Billings
Councillor L. Caron
Councillor C. Downer
Councillor D. Gibson
Councillor R. Goller
Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor D. O'Rourke
Councillor M. Salisbury

Staff:

S. Stewart, Chief Administrative Officer
C. Clack-Bush, Deputy Chief Administrative Officer, Public Services
K. Dedman, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services
T. Lee, Deputy Chief Administrative Officer, Corporate Services
J. Regan, General Manager, Business Development and Enterprise
A. Thornton, Associate Solicitor
D. McMahon, Manager, Legislative Services / Deputy City Clerk
L. Cline, Council and Committee Coordinator
J. da Silva, Council and Committee Assistant

1. Call to Order

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

2. Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

3. Items for Discussion

3.1 Proposed Motion Regarding the Extension of Dining Districts

The following delegates spoke via telephone regarding this item:

Anurag Sood

Colton Proveau, Brothers Brewing Company

Shakiba Sayani, Guelph Chamber of Commerce

Charles Nash

Mike Darmon

Pina Marfisi

Arcy Canumay

Alex Chapman, Our Energy Guelph

Derrick Rutherford

Josh Orita

Abhi Kantamneni

Marty Williams, Downtown Guelph Business Association

Moved By Councillor Downer

Seconded By Councillor Hofland

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until January 1st, 2021.
2. That \$2,500 from The Office of The Mayor budget be allocated to staff within Guelph Tourism to work collaboratively with the Downtown Guelph Business Association for the creation and programming of a pedestrian only "Christmas Market" at an agreed upon date(s) within the upcoming holiday season to encourage local retail spending and hospitality support. And that staff look to

leverage this opportunity by seeking private sector sponsorship for further programming or to offset additional costs.

Amendment:

Moved By Councillor Downer

Seconded By Councillor Hofland

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until **November 2, 2020 and that the Mayor create a committee of stakeholders to develop a longer term plan.**

First Amendment to the Amendment

Moved By Councillor Gibson

Seconded By Councillor Goller

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until November **30**, 2020 and that the Mayor create a committee of stakeholders to develop a longer term plan.

Voting in Favour: (7): Mayor Guthrie, Councillor Bell, Councillor Billings, Councillor Gibson, Councillor Goller, Councillor O'Rourke, and Councillor Salisbury

Voting Against: (6): Councillor Allt, Councillor Caron, Councillor Downer, Councillor Gordon, Councillor Hofland, and Councillor MacKinnon

Carried (7 to 6)

Second Amendment to the Amendment

Moved By Councillor Downer

Seconded By Councillor Caron

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until November 30, 2020 and that **staff** create a committee of stakeholders to develop a longer term plan.

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

Voting Against: (1): Councillor Bell

Carried (12 to 1)

Third Amendment to the Amendment

Moved By Councillor Bell

Seconded By Councillor Gordon

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until November 30, 2020 and that staff create a committee of stakeholders to develop a longer term plan **and that the barriers in the dining district be moved back 3.5 ft and that Wyndham/Macdonell be re-opened and the speed be reduced to 20 kph.**

Point of Order

Councillor Downer raised a point of order suggesting that the third amendment to the amendment is out of order as it is contrary to the main motion.

Mayor Guthrie ruled that the third amendment to the amendment is out of order.

Councillor MacKinnon requested that a vote be called on the Chair's ruling that the third amendment to the amendment is out of order.

Vote on Chair's Ruling

Moved By Councillor MacKinnon

Seconded By Mayor Guthrie

That the third amendment to the amendment is in order.

Voting in Favour: (5): Councillor Bell, Councillor Caron, Councillor Goller, Councillor Hofland, and Councillor MacKinnon

Voting Against: (8): Mayor Guthrie, Councillor Allt, Councillor Billings, Councillor Downer, Councillor Gibson, Councillor Gordon, Councillor O'Rourke, and Councillor Salisbury

Defeated (5 to 8)

The Mayor's ruling was upheld and the third amendment to the amendment was removed from the floor.

Amendment as Amended

Moved By Councillor Downer

Seconded By Councillor Hofland

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until November 30, 2020 and that staff create a committee of stakeholders to develop a longer term plan.

Voting in Favour: (11): Mayor Guthrie, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Voting Against: (2): Councillor Allt, and Councillor Bell

Carried (11 to 2)

Main Motion as Amended

It was requested that the clauses be voted on separately.

Moved By Councillor Downer

Seconded By Councillor Hofland

1. That in an effort to keep people employed, to encourage physical distancing in-line with Public Health guidelines to fight COVID-19 and to provide additional supports for local restaurants and shops within the City of Guelph, Council directs staff to extend any and all applicable zoning or bylaws that allow sidewalk or on street patios and applicable dining districts within the city's right-of-way spaces until November 30, 2020 and that staff create a committee of stakeholders to develop a longer term plan.

Voting in Favour: (11): Mayor Guthrie, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gibson, Councillor Goller, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Voting Against: (2): Councillor Allt, and Councillor Bell

Carried (11 to 2)

Moved By Councillor Downer

Seconded By Councillor Hofland

2. That \$2,500 from The Office of The Mayor budget be allocated to staff within Guelph Tourism to work collaboratively with the Downtown Guelph Business Association for the creation and programming of a pedestrian only "Christmas Market" at an agreed upon date(s) within the upcoming holiday season to encourage local retail spending and hospitality support. And that staff look to leverage this opportunity by seeking private sector sponsorship for further programming or to offset additional costs.

Voting in Favour: (3): Mayor Guthrie, Councillor Gibson, and Councillor Goller

Voting Against: (10): Councillor Allt, Councillor Bell, Councillor Billings, Councillor Caron, Councillor Downer, Councillor Gordon, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Defeated (3 to 10)

4. By-laws

Moved By Councillor O'Rourke
Seconded By Councillor Goller

That By-law Numbered (2020)-20527 is hereby passed.

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

Carried (13 to 0)

5. Adjournment

Moved By Councillor Billings
Seconded By Councillor Goller

That the meeting be adjourned (10:28 p.m.).

Carried

Mayor Guthrie

Dylan McMahon - Deputy City Clerk



Minutes of Guelph City Council

**September 28, 2020, 6:30 p.m.
Remote meeting live streamed
on guelph.ca/live**

Council:

Mayor C. Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor L. Caron
Councillor C. Billings
Councillor C. Downer
Councillor D. Gibson
Councillor R. Goller
Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor D. O'Rourke
Councillor M. Salisbury

Staff:

S. Stewart, Chief Administrative Officer
C. Clack-Bush, Deputy Chief Administrative Officer, Public Services
K. Dedman, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services
T. Lee, Deputy Chief Administrative Officer, Corporate Services
T. Baker, General Manager, Finance/City Treasurer
G. Matthews, Acting General Manager, Parks
T. Filer, Urban Forestry Field Technologist
T. Gayman, General Manager, Engineering and Transportation Services/City Engineer
M. Aldunate, Manager, Policy Planning Urban Design
K. Vanderwal, Manager, Technical Services
L. Lefler, Planner III, Environmental Planner
L. Jefferson, Manager, Open Space Planning

K. Walkey, General Manager, Planning and Building Services
A. Vilko, General Manager, Facilities and Energy Management
B. Ho-Yan, Manager, Corporate Energy and Climate Change
A. Thornton, Associate Solicitor
J. Sales, General Manager, Strategy, Innovation and Intergovernmental Services
Jennifer Smith, Manager, Corporate and Community Strategic Initiatives
S. O'Brien, General Manager, City Clerk's Office/City Clerk
L. Cline, Council and Committee Coordinator
D. Tremblay, Council and Committee Coordinator

2. Call to Order

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

3. Open Meeting

3.4 Disclosure of Pecuniary Interest and General Nature Thereof

There were no disclosures.

4. Confirmation of Open Minutes

Moved By Councillor MacKinnon

Seconded By Councillor Goller

That the minutes of the open Council Meetings held August 10, 12 and 24, 2020, be confirmed as recorded and without being read.

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

Carried (13 to 0)

5. Committee of the Whole Consent Report

5.1 City Operations Campus Part One - Transit Electrification - 2020-118

Moved By Councillor Hofland
Seconded By Councillor MacKinnon

1. That staff be directed to continue developing plans in alignment with the Investing in Canada Infrastructure Plan (ICIP) projects approved by Infrastructure Canada (INFC), including negotiation of the required Transfer Payment Agreement (TPA).
2. That staff be directed to complete electrical infrastructure modifications and initial electric bus charger installation at the existing Transit Facility at 170 Watson Road South using funds approved in project TC0059 Transit Operations Facility.

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

Voting Against: (1): Councillor Bell

Carried (12 to 1)

6. Items for Discussion

6.1 Urban Forest Management Plan Implementation Update and Second Phase Plan Report - 2020-08

The following delegations spoke on this item:
Morgan Dandie-Hannah

Tanja Gevaert did not speak on this item.

Moved By Councillor Allt
Seconded By Councillor Downer

1. That the Urban Forest Management Plan Implementation Update and Second Phase Plan Report dated August 2020, included as Attachment-1 to this report, be approved.
2. That that funding requirements for the Urban Forest Management Plan be prioritized within future operating and capital budgets in order to implement the recommendations of this plan.

It was requested that the clauses be voted on separately.

Moved By Councillor Allt
Seconded By Councillor Downer

1. That the Urban Forest Management Plan Implementation Update and Second Phase Plan Report dated August 2020, included as Attachment-1 to this report, be approved.

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

Carried (13 to 0)

Moved By Councillor Allt
Seconded By Councillor Downer

2. That that funding requirements for the Urban Forest Management Plan be prioritized within future operating and capital budgets in order to implement the recommendations of this plan.

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

Voting Against: (1): Councillor O'Rourke

Carried (12 to 1)

6.2 Emma Street to Earl Street Pedestrian Bridge Schedule B Class EA - 2020-121

The following delegations spoke on this item:

Meghan Mazurek
Morgan Dandie-Hannah
Martin Collier

Moved By Councillor Allt
Seconded By Councillor Hofland

1. That staff be authorized to complete the Schedule B Municipal Class Environmental Assessment process for the Emma Street to Earl Street Pedestrian Bridge and issue a notice of completion to place the Project File on the public record for the mandatory 30 day public review period and proceed with the implementation of the preferred alternative as outlined in report 2020-121.
2. That Council direct staff to initiate a site-specific Official Plan Amendment to implement the preferred alternative for the Emma Street to Earl Street Pedestrian Bridge.

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

Carried (13 to 0)

Council recessed at 7:16 and resumed at 7:20 p.m.

6.3 Strategic Plan, Future Ready Action Plans and Performance Management Framework - 2020-142

Scott Stewart, Chief Administrative Officer provided opening remarks regarding the Strategic Plan, Future Ready Action Plans and Performance Management Framework. Jodie Sales, General Manager, Strategy, Innovation and Intergovernmental Services summarized the future ready measures of success and Jennifer Smith, Manager, Corporate and Community Strategic Initiatives provided details regarding implementation.

Moved By Councillor Gordon

Seconded By Councillor O'Rourke

1. That Council receive the Strategic Plan 2019-2023 Performance Measurement Framework and Future Ready Action Plans.
2. That Council approve and adopt the 'Strategic Measures of Success' as the basis for strategic organizational performance indicator development and annual Council and public performance reporting.
3. That Council receive the Future Ready Action Plan for deliberation during the 2021-2024 multi-year budget process.

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

Carried (13 to 0)

6.4 COVID-19 Funding for Local Organizations

Councillor Caron provided details regarding the COVID-19 Funding for Local Organizations motions.

Main Motion

Moved By Councillor Caron

Seconded By Councillor Downer

1. That the City of Guelph calls on the Federal and Provincial governments to help local municipalities assist their local cultural, social benefit, and charitable organizations with additional relief funding programs to help sustain the important work they do in our community; and
2. That a copy of this resolution be sent to the Prime Minister of Canada, the Premier of Ontario, all Ontario Municipalities, the local Members of Provincial and Federal Parliament, Federal and Provincial Ministers of Finance, the Provincial Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario and the Federation of Canadian Municipalities.
3. That staff be directed to report back through the 2021 operating budget process on any additional funding sources that can be identified in the upcoming budget for one-time Community Well-being Grants under the same criteria as the Community Investment Emergency Fund.

Amendment:

Moved By Councillor Caron

Seconded By Councillor Gordon

2. That a copy of this resolution be sent to the Prime Minister of Canada, the Premier of Ontario, all Ontario Municipalities, the local Members of Provincial and Federal Parliament, Federal and Provincial Ministers of Finance, the Provincial Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario and the

Federation of Canadian Municipalities **and Ontario's Big City Mayors.**

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

Carried (13 to 0)

Main Motion as Amended

Moved By Councillor Caron

Seconded By Councillor Downer

1. That the City of Guelph calls on the Federal and Provincial governments to help local municipalities assist their local cultural, social benefit, and charitable organizations with additional relief funding programs to help sustain the important work they do in our community; and
2. That a copy of this resolution be sent to the Prime Minister of Canada, the Premier of Ontario, all Ontario Municipalities, the local Members of Provincial and Federal Parliament, Federal and Provincial Ministers of Finance, the Provincial Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario and the Federation of Canadian Municipalities and Ontario's Big City Mayors.
3. That staff be directed to report back through the 2021 operating budget process on any additional funding sources that can be identified in the upcoming budget for one-time Community Well-being Grants under the same criteria as the Community Investment Emergency Fund.

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

Carried (13 to 0)

7. Special Resolutions

Councillor Goller provided details regarding the Notice of Motion.

Moved By Councillor Goller
Seconded By Councillor Gibson

That the following motion be referred to the November 2, 2020 Committee of the Whole meeting for consideration:

1. That staff be directed to complete a review of the implications of permanently removing the blanket on-street parking restriction from December 1 to March 31, 2:00 AM to 6:00 AM and replacing it with a permissive system that uses notification software to let residents know when temporary parking restrictions are in effect. And that staff be directed to provide recommendations to Council in 2021 for potential implementation by December 1, 2021.

Voting in Favour: (4): Mayor Guthrie, Councillor Gibson, Councillor Goller, and Councillor Gordon

Voting Against: (9): Councillor Allt, Councillor Bell, Councillor Caron , Councillor Billings, Councillor Downer, Councillor Hofland, Councillor MacKinnon, Councillor O'Rourke, and Councillor Salisbury

Defeated (4 to 9)

8. By-laws

Moved By Councillor MacKinnon
Seconded By Councillor Hofland

That By-law Numbers (2020)-20525, (2020)-20526 and (2020)-20528 and (2020)-20529 are hereby passed.

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

Carried (13 to 0)

9. Mayor's Announcements

Councillors Downer and Caron will be holding a virtual town hall on Thursday, October 1st at 7:00 p.m. Speakers will include Police Chief Colby, Steve Kraft, CEO, Guelph Public Library and Scott Butler, Chair, Guelph Public Library Board. Details of the virtual town hall can be found at ward5.ca.

10. Adjournment

Moved By Councillor Billings
Seconded By Councillor Caron

That the meeting be adjourned. (8:26 p.m.)

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

Carried (13 to 0)

Mayor Guthrie

Stephen O'Brien - City Clerk



Minutes of Committee of the Whole Meeting

**September 8, 2020, 2:00 p.m.
Remote meeting live streamed
on guelph.ca/live**

Council:

Mayor C. Guthrie
Councillor P. Allt
Councillor B. Bell
Councillor C. Billings
Councillor L. Caron
Councillor C. Downer
Councillor D. Gibson
Councillor R. Goller
Councillor J. Gordon
Councillor J. Hofland
Councillor M. MacKinnon
Councillor D. O'Rourke
Councillor M. Salisbury

Staff:

S. Stewart, Chief Administrative Officer
C. Clack-Bush, Deputy Chief Administrative Officer, Public Services
K. Dedman, Deputy Chief Administrative Officer, Infrastructure, Development and Enterprise Services
T. Lee, Deputy Chief Administrative Officer, Corporate Services
T. Gayman, General Manager, Engineering and Transportation Services/City Engineer
M. Aldunate, Manager, Policy Planning Urban Design
K. Vanderwal, Manager, Technical Services
L. Lefler, Planner II Environmental Planner
H. Flaherty, General Manager, Parks and Recreation
G. Matthews, Manager, Parks Operation Forestry
T. Filer, Urban Forestry Field Technologist
A. Vilko, General Manager, Facilities and Energy

Management

B. Ho-Yan, Manager, Corporate Energy and Climate Change

S. O'Brien, General Manager, City Clerk's Office/City Clerk

D. Tremblay, Council and Committee Coordinator

T. Di Lullo, Council and Committee Coordinator

2. Call to Order - Mayor

Mayor Guthrie called the meeting to order. (2:00 p.m.)

2.1 Disclosure of Pecuniary Interest

There were no disclosures.

3. Staff Recognitions

Mayor Guthrie acknowledged Shopan Daniel, Engineering Technologist II on receiving his Certified Engineering Technologist (CET) designation. Graham Aikenhead, Project Manager, Corporate Energy and Climate Change, Facility Management and Steve Kuntz, Building Performance Specialist, Corporate Building Maintenance, Facilities and Energy Management were also acknowledged on receiving their Certified Building Commissioning Professional (CBCP) designations.

5. Items for Discussion - Infrastructure, Development and Enterprise Services

5.1 Emma Street to Earl Street Pedestrian Bridge Schedule B Class EA - 2020-121

Ken Vanderwal, Manager, Technical Services and Leah Lefler, Planner II Environmental Planner provided a summary of the Emma to Earl Street Pedestrian Bridge Schedule B Class EA. The summary included project background, an overview of the environmental assessment process, information obtained during public information centres, evaluation of alternatives, environmental considerations and comments on the preferred alternative 2B.

The following delegations spoke:

Mike Darmon

Dr. Meg Thorburn, on behalf of the Speed River Cycling Club

James Fedosov, on behalf of the Speed River Cycling Club

Martin Collier

Susan Boyle
Jeff Huber
Yvette Tendick, Guelph Coalition for Active Transportation
Hugh Whiteley

Moved By Councillor Allt
Seconded By Councillor Hofland

1. That staff be authorized to complete the Schedule B Municipal Class Environmental Assessment process for the Emma Street to Earl Street Pedestrian Bridge and issue a notice of completion to place the Project File on the public record for the mandatory 30 day public review period and proceed with the implementation of the preferred alternative as outlined in report 2020-121.
2. That Council direct staff to initiate a site-specific Official Plan Amendment to implement the preferred alternative for the Emma Street to Earl Street Pedestrian Bridge.

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

Carried (13 to 0)

Council recessed at 4:05 p.m. and resumed at 4:15 p.m.

5.2 City Operations Campus Part One - Transit Electrification - 2020-118

Bryan Ho-Yan, Manager, Corporate Energy and Climate Change provided information with respect to the City Operations Campus Part One Transit Electrification including background.

Moved By Councillor Gibson
Seconded By Councillor Allt

1. That staff be directed to continue developing plans in alignment with the Investing in Canada Infrastructure Plan (ICIP) projects approved by Infrastructure Canada (INFC), including negotiation of the required Transfer Payment Agreement (TPA).

2. That staff be directed to complete electrical infrastructure modifications and initial electric bus charger installation at the existing Transit Facility at 170 Watson Road South using funds approved in project TC0059 Transit Operations Facility.

It was requested that the clauses be voted on separately.

Moved By Councillor Gibson
Seconded By Councillor Allt

That staff be directed to continue developing plans in alignment with the Investing in Canada Infrastructure Plan (ICIP) projects approved by Infrastructure Canada (INFC), including negotiation of the required Transfer Payment Agreement (TPA).

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

Voting Against: (1): Councillor Bell

Carried (12 to 1)

Moved By Councillor Gibson
Seconded By Councillor Allt

That staff be directed to complete electrical infrastructure modifications and initial electric bus charger installation at the existing Transit Facility at 170 Watson Road South using funds approved in project TC0059 Transit Operations Facility.

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

Carried (13 to 0)

8. Items for Discussion - Public Services

8.1 Urban Forest Management Plan Implementation Update and Second Phase Plan Report - 2020-08

Gene Matthews, Manager, Parks Operation Forestry provided an update of the Urban Forest Management Plan Implement and summarized the second phase of the Urban Forest Management Plan Implementation.

Moved By Councillor Hofland
Seconded By Councillor Downer

1. That the Urban Forest Management Plan Implementation Update and Second Phase Plan Report dated August, 2020, included as Attachment-1 to this report, be approved.
2. That that funding requirements for the Urban Forest Management Plan be prioritized within future operating and capital budgets in order to implement the recommendations of this plan.

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

Carried (13 to 0)

10. Mayors Announcements

Councillors Goller and Gordon will be holding a virtual town hall on September 17, 2020 at 7:00 p.m. Details can be found on their blog at theward2guelph.ca.

11. Adjournment

Moved By Councillor Billings
Seconded By Councillor Caron

That the meeting be adjourned. (6:03 p.m.)

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

Carried (13 to 0)

Mayor Guthrie

Stephen O'Brien - City Clerk

Staff Report



To	Committee of the Whole
Service Area	Corporate Services
Date	Monday, October 5, 2020
Subject	Appointment of the External Auditor

Recommendation

1. That KPMG LLP be appointed as the external auditor for the City of Guelph for the fiscal years ending 2020 through 2024.
 2. That the Treasurer be authorized to annually execute the engagement letter with KPMG LLP subject to the terms approved.
-

Executive Summary

Purpose of Report

To provide an overview of the results of the Request for Proposals (RFP) process for External Audit Services for the 2020 – 2024 fiscal years.

Key Findings

The contract with the City's current auditors, KPMG LLP, expired with the completion of the audit for the year ended December 31, 2019.

The RFP for External Audit Services was posted on the City's procurement website on July 31, 2020, and closed on August 25, 2020. The RFP included the City of Guelph, the Provincial Offences Act special compliance report, Guelph Junction Railway Limited (GJR), Guelph Municipal Holdings Inc. (GMHI), and three Local Boards: Wellington-Dufferin-Guelph Public Health (WDGPH), The Elliott Community (The Elliott), and Downtown Guelph Business Association (DGBA), with separate quotations being requested for each entity.

One bid submission was received from KPMG LLP, and it complied with the mandatory criteria set out in the RFP.

The cost of the City's 2020 annual audit and the Provincial Offences Court compliance report is \$68,600.

Financial Implications

The fees for the 2020 audit are within the 2020 approved budget.

Report

The Municipal Act provides for municipalities to appoint the municipal auditors for a term not to exceed five years. The contract with the City's current auditors, KPMG LLP, expired with the completion of the audit for the year ended December 31, 2019.

In accordance with Council's policy on Selection and Appointment of the External Auditor, staff prepared the RFP in consultation with staff from WDGPH, The Elliott, and DGBA. Once finalized, the RFP was posted on the City's procurement website on July 31, 2020 with a closing date of August 25, 2020 in accordance with the Procurement Bylaw. The evaluation criteria employed was consistent with the approved policy, and was outlined in the RFP document that was published and available to all proponents.

The Evaluation Committee consisted of the Chair and Vice Chair of the Audit Committee, the General Manager of Internal Audit, the Manager of Financial Reporting and Accounting, and Senior Corporate Analyst of Financial Reporting and Accounting.

One bid submission was received, from KPMG LLP, and after the bid period closed, the proposal was distributed to the Evaluation Committee to review for compliance with the mandatory criteria in the RFP.

The cost of the City's 2020 annual audit and the Provincial Offences Court compliance report is \$68,600. The audit fees for the associated entities: GJR, GMHI, WDGPH, The Elliott, and DGBA were competitive and have been communicated to their respective Boards. KPMG LLP is responsible for notifying the Purchasing Department of any future increases which are limited to the Consumer Price Index for the Toronto Region as published by Statistics Canada.

The Evaluation Committee recommends that KPMG LLP be appointed the external auditors for the period 2020-2024 pending an annual performance evaluation.

Financial Implications

The fees for the 2020 audit are within the 2020 approved budget.

Consultations

Staff conducted external consultations with management at WDGPH, The Elliott, and the DGBA in preparing the RFP.

Strategic Plan Alignment

Competitive procurement supports the Strategic Plan's Working Together for our Future pillar through maintaining a fiscally responsible local government.

Attachments

None

Departmental Approval

N/A

Report Author

Shanna O'Dwyer, Manager of Financial Reporting and Accounting

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

Staff Report



To	Committee of the Whole
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, October 5, 2020
Subject	Sign By-law Variance for 292 Speedvale Avenue West

Recommendation

1. That the request for variance from Table 2, Row 1 of Sign By-law Number (1996)-154245, as amended, to permit one (1) internally illuminated freestanding sign with a sign area of 3.83m² and a height 1.5m above an adjacent roadway, to be 80 metres from another freestanding sign on the property of 292 Speedvale Avenue West, be approved.
-

Executive Summary

Purpose of Report

The purpose of this report is to put forward the staff recommendation that the request for variance from Table 2, Row 1 of Sign By-law Number (1996)-154245, as amended, to permit one (1) internally illuminated freestanding sign with a sign area of 3.83m² and a height 1.5m above an adjacent roadway, to be 80 metres from another freestanding sign on the property of 292 Speedvale Avenue West, be approved.

Key Findings

Table 2, Row 1 of Sign By-law Number (1996)-154245, as amended requires freestanding signs to have a minimum separation distance of 120m in a Community Commercial (CC) Zone.

Imperial Signs has submitted a sign by-law variance application on behalf of Armel Corporation to permit one (1) internally illuminated freestanding sign with a sign area of 3.83m² and a height 1.5m above an adjacent roadway, to be 80 metres from another freestanding sign on the property of 292 Speedvale Avenue West.

The request for variance is recommended for approval for the following reasons:

- The request is reasonable given the size of the proposed sign the proposed location;
- The proposed location is a suitable landscaped area outside of the sightline visibility triangle;
- The applicant will remove the existing address sign and incorporate it into the proposed sign;
- The proposed sign complies with all other regulations; and

- The proposed sign will not have a negative impact on the streetscape or surrounding area.

Financial Implications

Not applicable.

Report

Table 2, Row 1 of Sign By-law Number (1996)-154245, as amended requires freestanding signs to have a minimum separation distance of 120m in a Community Commercial (CC) Zone.

Imperial Signs has submitted a sign by-law variance application on behalf of Armel Corporation to permit one (1) internally illuminated freestanding sign with a sign area of 3.83m² and a height 1.5m above an adjacent roadway to be 80 metres from another freestanding sign on the property of 292 Speedvale Avenue West (see "Attachment 1 – Location Map").

Table 1 - Requested variance

	By-law Requirements	Request
Minimum setback between freestanding signs on the same property	120m	80m

Please see "Attachment 2 – Sign Variance Drawings"

The request for variance is recommended for approval for the following reasons:

- The request is reasonable given the size of the proposed sign the proposed location;
- The proposed location is a suitable landscaped area outside of the sightline visibility triangle;
- The applicant will remove the existing address sign and incorporate it into the proposed sign;
- The proposed sign complies with all other regulations; and
- The proposed sign will not have a negative impact on the streetscape or surrounding area.

Financial Implications

Not Applicable.

Consultations

Internal consultations were held with Planning Services.

External communication took place with the Applicant. A public notice will also be circulated to inform the public.

Strategic Plan Alignment

Powering our future – Helping businesses to succeed and add value to the community.

Attachments

Attachment-1 Location Map

Attachment-2 Sign Variance Drawings

Departmental Approval

Patrick Sheehy, Program Manager, Zoning, Building Services

Jeremy Laur, Chief Building Official, Building Services

Report Author

Bill Bond, Zoning Inspector III/Senior By-law Administrator

This report was approved by:

Krista Walkey, MCIP, RPP

General Manager, Planning and Building Services

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2395

krista.walkey@guelph.ca

This report was recommended by:

Kealy Dedman, P.Eng., MPA

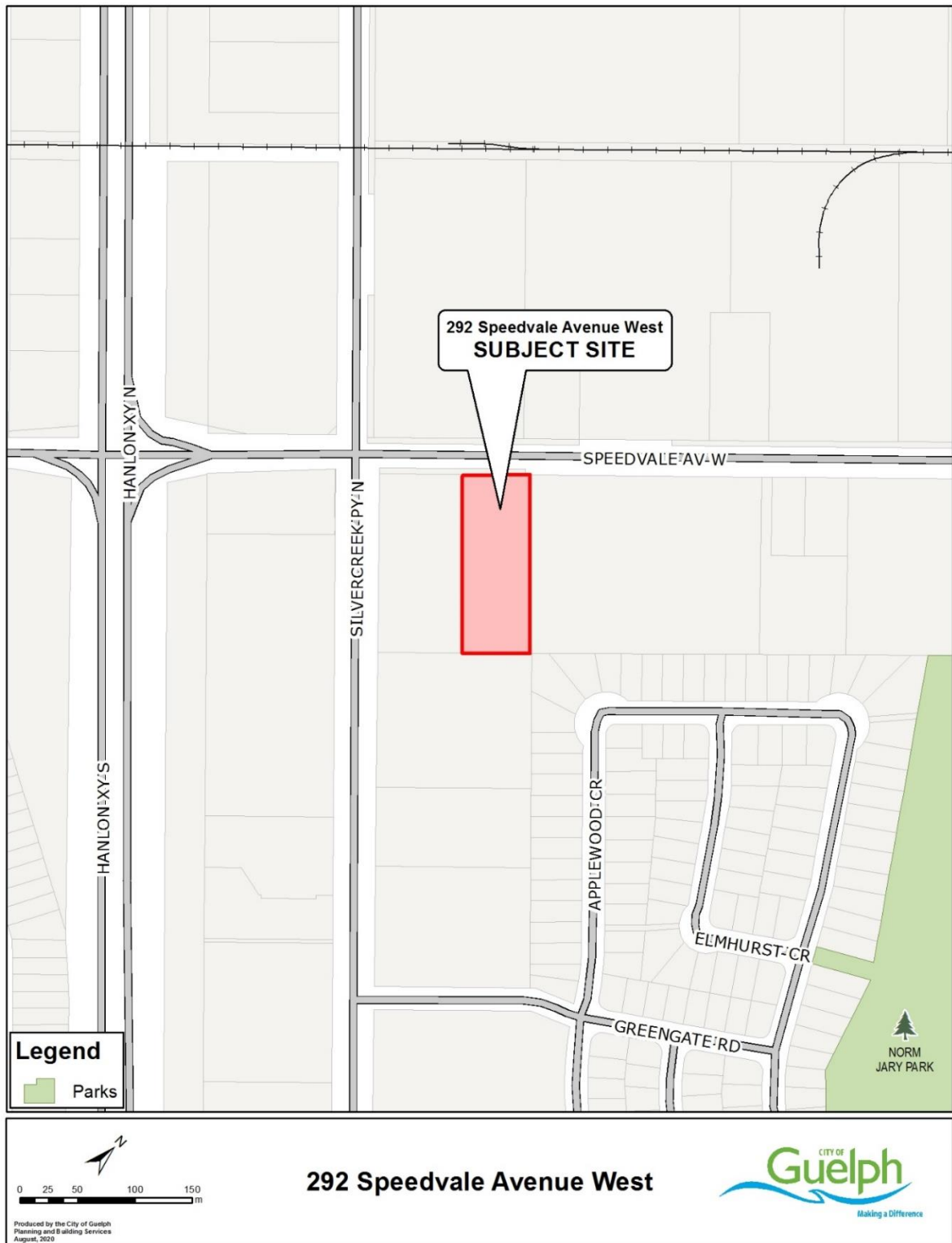
Deputy Chief Administrative Officer

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2248

kealy.dedman@guelph.ca

Attachment 1 – Location Map

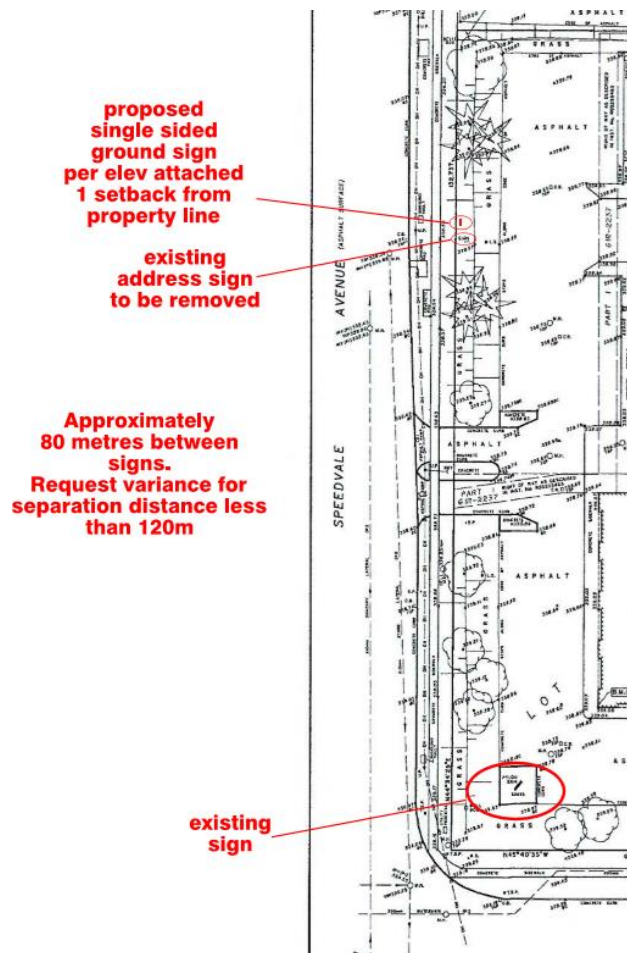


Attachment 2 - Sign Variance Drawings (provided by the Applicant)

Proposed internally illuminated freestanding sign with a sign area of 3.83m² and a height of 1.22m (1.5m above an adjacent roadway)



Proposed location on the property



Staff Report



To	Committee of the Whole
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, October 5, 2020
Subject	Ministry of Transportation Connecting Links Program - 2021-2022 Application - York Road Reconstruction: Stevenson Street to Victoria Road

Recommendation

1. That staff be authorized to submit an application to the Ministry of Transportation with respect to the 2021-2022 Connecting Links Program for the reconstruction of York Road from Stevenson Street to Victoria Road.
 2. That staff be authorized to confirm to the Ministry of Transportation that Council:
 - a. supports of the project identified in the application;
 - b. confirms that capital funding is available for the municipal contribution component; and,
 - c. agrees that if the application is successful, the municipality will proceed with the project in accordance with the timelines specified in the application.
-

Executive Summary

Purpose of Report

The purpose of this report is to seek Council authorization to proceed with an application submission to the Ministry of Transportation with respect to the 2021-2022 Connecting Links Program for the reconstruction of York Road from Stevenson Street to Victoria Road.

Key Findings

An application for the Ministry of Transportation Connecting Link Program requires Council to pass resolutions related to the program. The application is due November 6, 2020.

The project proposed for Connecting Links funding is the reconstruction of York Road from Stevenson Street to Victoria Road, which is in the detailed design phase with construction planned to start in April 2021.

Financial Implications

Currently, funding for the reconstruction of York Road from Stevenson Street to Victoria Road is included in the 2021 Capital Budget Forecast. The total project budget is \$5,423,900 with net eligible project costs of \$2,327,912. After accounting for the City 10% share of costs (\$232,792), the provincial funding requested through the Connecting Link Program for this project is \$2,095,120.

By the resolution in this report, Council is committing \$3,328,780 of funding to this project as a way to leverage \$2,095,120 in grant funding. The City commitment is funded from the Infrastructure Renewal Reserve Fund, the Stormwater Capital Reserve Fund, the Water Capital Reserve Fund and the Wastewater Capital Reserve Fund. These reserve funds have sufficient funds to meet this commitment.

Should the grant application be successful, it would enable \$2,095,120 of previously committed tax and stormwater funding to be reallocated to other priority capital road and stormwater reconstruction projects.

Report

Connecting Links Program

Connecting Links are municipal roads that connect two ends of a provincial highway through a community or to an international or interprovincial border crossing. These critical roadways serve both provincial and municipal interests by carrying long-distance provincial highway traffic moving through communities and local traffic within the community. Connecting links are designated under section 21 of the Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P. 50 as amended. Under the Act, a connecting link remains a "highway" under the jurisdiction and control of the municipality.

Within the City of Guelph, there are two provincial Connecting Links: i) extension of Highway 6 along Woolwich Street and Woodlawn Road; and ii) extension of Highway 7 along Woodlawn Road, Wellington Street, Wyndham Street and York Road.

The Ministry of Transportation's Connecting Links Program provides dedicated provincial funding for road and bridge projects on connecting link highways designated under the Public Transportation and Highway Improvement Act. The Program provides funding for eligible capital improvement costs of road related infrastructure – not maintenance. The responsibility for maintenance of connecting links lies with the municipality. Under section 44 of the Municipal Act, R.S.O. 2001, the municipality that has jurisdiction over a highway or bridge must keep it in a reasonable state of repair.

Since connecting links serve interregional traffic needs, the Ministry provides funding up to 90% of total eligible project costs for approved connecting link projects. The maximum amount of funding for eligible costs is \$3 million per road project and, new for the 2021-2022 program, \$5 million for a bridge project. The applicant is required to contribute the remaining 10% of eligible project costs and pay for all ineligible project costs. The municipality cannot use capital funding from any other application program for the same road or bridge project funded under the Connecting Links Program.

Funding decisions are based on an assessment of connecting link needs, the Ministry's prioritization of submitted projects and the available budget in any year. Municipalities are required to complete a structured application form to be eligible for connecting link funding. The Ministry assesses the proposed project and the municipality's multi-year connecting link needs.

The Ministry will notify the successful and unsuccessful municipalities. After successful notification, project costs incurred after April 1, 2021 will be refundable but a Contribution Agreement must be entered before any payments are made.

The following link to the Program Application Guide provides additional detail and background: [Ministry of Transportation's Connecting Link Program Application Guide](#)

City of Guelph Application

The Ministry of Transportation is currently accepting applications for the 2020-2021 Connecting Links Program. The City was notified of the funding opportunity in August, 2020. City Staff identified the reconstruction of York Road from Stevenson Street to Victoria Road (Phase 3) as an appropriate and timely project for the Connecting Links Program, and started preparing an application for submission by the Friday, November 6, 2020 deadline.

The reconstruction of York Road from Stevenson Street to Victoria Road will implement a portion of the approved Municipal Class Environmental Assessment for York Road from Wyndham Street to the east City limit. The project involves full street reconstruction (515m) including the replacement of underground infrastructure (storm sewers, sanitary sewers, watermains, services and related appurtenances). The roadwork will consist of the replacement of curb and gutter and sidewalks plus inclusion of bicycle lanes, which is consistent with the City's Cycling Master Plan. The pavement structure will be upgraded for the expected truck and bus traffic as York Road is part of the City's Permissive Truck Route and a transit route. The integration of water and wastewater infrastructure replacement work into the project will lengthen the long-term life of the road structure by not having to replace the underground infrastructure before the end of the pavement's lifecycle.

The project is currently in the detailed design stage with construction planned to commence in April 2021.

The City made three recent applications for Connecting Links Funding along York Road. The first for the 2015-2016 Program from Wyndham St S to Ontario St where the City was successful and received \$2,179,657 in net eligible project costs. The second and third applications were for \$3,036,026 net eligible project costs for Ontario St to Stevenson St S. through the 2019/2020 and 2020 programs but neither was successful.

In addition to detailed project information and costing, the application must be accompanied by a council resolution / bylaw that:

- i. demonstrates council's support of the project identified in the application;
- ii. confirms that capital funding is available for the municipal contribution component;
- iii. indicates that if the application is successful, that the municipality will proceed with the project in accordance with the timelines specified in the application.

Staff requested whether the resolution from the previous unsuccessful application would be acceptable to the MTO in lieu of a new one. The MTO confirmed on Sept 4 that a new resolution would be necessary, and thus the requirement of this report.

The City's application clearly demonstrates that the York Road reconstruction project meets all requirements of the Connecting Links Project. Further, the City will comply with the conditions identified in both the application and the policies for Connecting Links.

Upon receipt of notification from the Ministry of Transportation regarding the success of the application, City Staff will update Council and provide next steps through an Information Report.

Financial Implications

The Ministry of Transportation will provide funding for up to 90% of total eligible project costs. The maximum amount of funding for eligible costs is \$3 million per project. The applicant is required to contribute the remaining 10% of eligible project costs and pay for all ineligible project costs.

Currently, funding for the reconstruction of York Road from Stevenson Street to Victoria Road is included in the 2021 Capital Budget Forecast. The total project budget is \$5,423,900 with net eligible project costs of \$2,327,912. After accounting for the City 10% share of costs (\$232,792), the provincial funding requested through the Connecting Link Program for this project is \$2,095,120.

By the resolution in this report, Council is committing to the project if the funding application is successful. The commitment is \$232,792 for road and stormwater works and by extension \$3,095,988 for water/wastewater components of the project and other non-eligible costs. The City commitment is funded from the Infrastructure Renewal Reserve Fund, the Stormwater Capital Reserve Fund, the Water Capital Reserve Fund and the Wastewater Capital Reserve Fund. These reserve funds have sufficient funds to meet this commitment.

Should the funding application be successful, this grant would enable the reallocation of \$2,095,120 of tax and stormwater funding to other priority capital road and stormwater reconstruction projects. Upon receipt of notification from the Ministry of Transportation regarding the status of the application, City Staff will update Council and provide next steps.

Consultations

Not applicable.

Strategic Plan Alignment

Building our Future – by managing existing infrastructure and maintaining existing community assets and securing new ones.

Attachments

None

Departmental Approval

Tara Baker, Treasurer / General Manager, Finance

Report Author

Reg Russwurm, P.Eng., MBA, Manager, Design and Construction, Engineering & Transportation Services

This report was approved by:

Terry Gayman, P.Eng.

City Engineer / General Manager, Engineering & Transportation Services

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2369

terry.gayman@guelph.ca

This report was recommended by:

Kealy Dedman, P.Eng., MPA

Deputy Chief Administrative Officer

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2248

kealy.dedman@guelph.ca

Staff Report



To	Committee of the Whole
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, October 5, 2020
Subject	Draft Recommendations for the New Sign By-law

Recommendation

1. That Council direct staff to draft a new Sign By-law based on the draft recommendations outlined in Attachment 2 – Overview of Recommended Changes for the New Sign By-law.
-

Executive Summary

Purpose of Report

To provide Council with the opportunity to review and provide feedback to the draft recommendations for the new Sign By-law, which will be presented to Council for consideration in the first quarter of 2021.

Key Findings

In January of 2018, Council approved the [Sign By-law Project Charter](#) to initiate a comprehensive review of Sign By-law No. (1996)-154245, as amended. As part of the comprehensive review process, the city consulted with the key stakeholders, the public, and staff to develop recommendations (See Attachment 2) for a Sign By-law that will:

- Protect, preserve and promote the safety of residents;
- Require signs be well maintained to meet community standards;
- Be compatible with sensitive land uses;
- Be user-friendly and easy to understand;
- Make the best use of technology;
- Align with other bylaws and the Official Plan; and
- Ensure that the number and types of signs allowed serve the needs of businesses and the community while not adversely affecting the livability and attractiveness of the City of Guelph.

Based on the feedback received, staff will draft a new Sign By-law for Council's consideration in the first quarter of 2021.

Financial Implications

The draft recommendations include regulations restricting the amount of illumination permitted by electronic message boards. To measure this illumination, the purchase and on-going calibration of a measuring device will be required. The

financial implication is a one-time cost of approximately four thousand dollars and an ongoing annual cost of five hundred dollars. This cost would be funded through the tax supported Building Services budget and will be included in the base 2021 operating budget subject to council approval of this policy.

Report

Background

The City of Guelph Sign By-law No. (1996)-15245, as amended, has been in effect for over 20 years. Many of the regulations are outdated and do not align with current urban design principles or new technology in the sign industry. This has caused challenges for businesses and for the administration and enforcement of the By-law.

In January of 2018, Council approved the [Sign By-law Project Charter](#) to initiate a comprehensive review of Sign By-law No. (1996)-154245, as amended.

Overview

A comprehensive review of Sign By-law No. (1996)-154245, as amended, was initiated in January 2018.

As part of the comprehensive review process, the city consulted with the key stakeholders and the public (See Attachment-1 Sign By-law Review – Engagement Summary).

In addition to engaging external stakeholders and the public, staff conducted research, a best practice review, and held internal meetings with affected departments.

As a result, recommendations for a new Sign By-law have been developed (See Attachment-2 Overview of Recommended Changes for the New Sign By-law) that will:

- Protect, preserve and promote the safety of residents;
- Require signs to be well maintained to meet community standards;
- Be compatible with sensitive land uses;
- Be user-friendly and easy to understand;
- Make the best use of technology;
- Align with other bylaws and the Official Plan; and
- Ensure that the number and types of signs allowed serve the needs of businesses and the community, while not adversely affecting the livability and attractiveness of the City of Guelph.

Next Steps

Based on the feedback received, staff will draft a new Sign By-law for Council's consideration in the first quarter of 2021.

Financial Implications

The draft recommendations include regulations restricting the amount of illumination permitted by electronic message boards. To measure this illumination, the purchase and ongoing calibration of a measuring device will be required. The financial implication is a one-time cost of approximately four thousand dollars and

an ongoing annual cost of five hundred dollars. This cost would be funded through the tax supported Building Services budget and will be included in the base 2021 operating budget subject to council approval of this policy.

Consultations

Internal consultations through email and/or meetings with:

By-law Compliance Security & Licensing
Facilities and Energy Management
Legal Services
Planning Services
Parks and Recreation
Tourism and Community Investment
Transportation Services

External consultation through email and/or meetings with:

Residents of the City of Guelph
Permanent and temporary sign companies
Sign Association of Canada
Guelph & District Home Builders Association
Members of the Guelph & District Realtors Association
Individual businesses that operate in Guelph
Guelph Chamber of Commerce
University of Guelph
Downtown Guelph Business Association

Attachment-1 Sign By-law Review - Engagement Summary contains further details.

All parties consulted will continue to receive email updates relating to this comprehensive review.

Strategic Plan Alignment

Powering our future – Helping businesses to succeed and add value to the community.

Working together for our future – Improving how the City communicates and delivers services.

Attachments

Attachment-1 Sign By-law Review – Engagement Summary

Attachment-2 Overview of Recommended Changes for the New Sign By-law

Departmental Approval

Patrick Sheehy, Program Manager, Zoning, Building Services

Jeremy Laur, Chief Building Official, Building Services

Report Author

Bill Bond, Zoning Inspector III/Senior By-law Administrator, Building Services

This report was approved by:

Krista Walkey, MCIP, RPP

General Manager, Planning and Building Services

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2395

krista.walkey@guelph.ca

This report was recommended by:

Kealy Dedman, P.Eng., MPA

Deputy Chief Administrative Officer

Infrastructure, Development and Enterprise Services

519-822-1260 extension 2248

kealy.dedman@guelph.ca

Sign By-law Review

Attachment-1 Sign By-law Review - Engagement Summary

Engagement Summary

What we did:

The city consulted with the key stakeholders and the public to understand how, among other things, a new sign by-law can serve the needs of businesses and the community, while not adversely affecting the livability and attractiveness of the City of Guelph.

Initial community workshop and online engagement (April 2018)

An initial community workshop was held to identify the strengths and weaknesses of the current Sign By-law and to understand the needs and wants of participants for a new Sign By-law. Online engagement was also available for those who could not attend in person, and those who attended and wanted to continue the conversation.

Sign By-law Working Group (October 2018 – November 2019)

To provide an additional forum for consultation, review, and exchange of information, the city established a Sign By-law Working Group (SBWG) in 2018.

To ensure a balance of perspectives from local community members and specific stakeholders, the composition of the SBWG included the following representation:

- Residents within the City of Guelph;
- Permanent and temporary sign companies;
- The Sign Association of Canada;
- Guelph & District Home Builders Association;
- A Realtor who is a member of the Guelph & District Realtors Association; and
- The Guelph Chamber of Commerce.

The University of Guelph and the Downtown Guelph Business Association were also invited to join the SBWG, however they were unable to participate. Staff were able to consult directly with representatives of both the University of Guelph and the Downtown Guelph Business Association outside of the working group.

The SBWG met on several occasions in the fall of 2018 to review the current Sign By-law and discuss potential changes for a new Sign By-law.

In November of 2019, the SBWG reconvened to review the draft recommendations for the new Sign By-law. Overall, the recommendations we well received, however, diverging opinions relating to mobile signs continued to exist amongst some members of the group.

Open House (November 2019)

An open house was held to review the draft recommendations for the new Sign By-law. Overall, the recommendations were again well received, but differing opinions remained, which prompted staff to conduct an online survey.

Online Survey (December 2019 – January 2020)

A Sign By-law Recommendation Survey was available online for key stakeholders and the public to provide feedback on the proposed recommendations; a summary of which can be found in Attachment-2 – Overview of Recommended Changes for the New Sign By-law.

What we heard:

The following is a summary of what we heard during the public consultation and engagement process. For ease of use and understanding, this section is categorized into general provisions and administration, followed by sign types (with sample images).

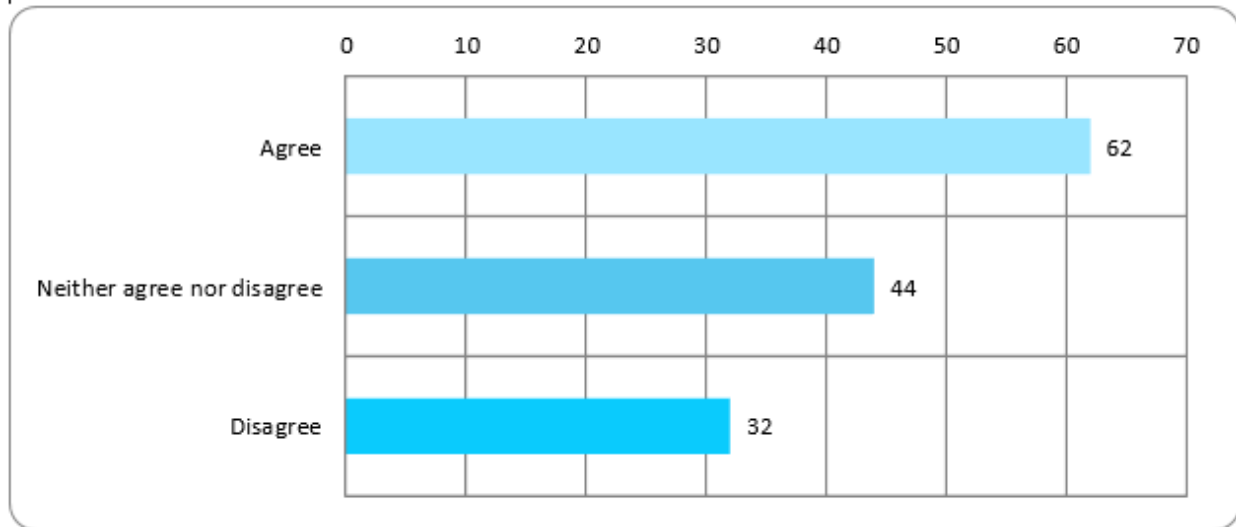
General provisions and administration

- Definitions need to be clearer and better at delineating between signs types
- Should review sign by-law exemptions for City, University of Guelph, and the Downtown Guelph Business Association
- Remove election sign provisions from the Sign By-law since there is a specific by-law
- The sign variance process takes far too long
- Regulations for digital signs are too restrictive – prohibit flashing signs but allow for messages to change
- Messages that change too often in an electronic message board are distracting
- Should be able to change more often than once every three minutes
- Allow electronic message boards to play videos, they allow it elsewhere – allow businesses to promote themselves to keep a good tax base
- Electronic message boards should be secondary to the main sign
- Electronic message boards are ugly and difficult to read
- Electronic message boards should be banned
- Should regulate the amount of lighting and timing of electronic message boards
- Concerned about electronic message boards and their proximity to residential properties
- Do not allow electronic message boards on heritage properties or in the downtown
- New Sign By-law should recognize the new downtown boundaries
- Should allow home occupations to have signs
- Prohibit the use of monitors or televisions as signs in windows
- Allow non-profit organizations to advertise events on the road allowance
- Allow non-profit organizations holding a community event to utilize lawn signs
- Location and the size of signs should be approved during Site Plan Approval
- Businesses should be able to use as much signage as they want, let business owners do what is in their interest and budgets

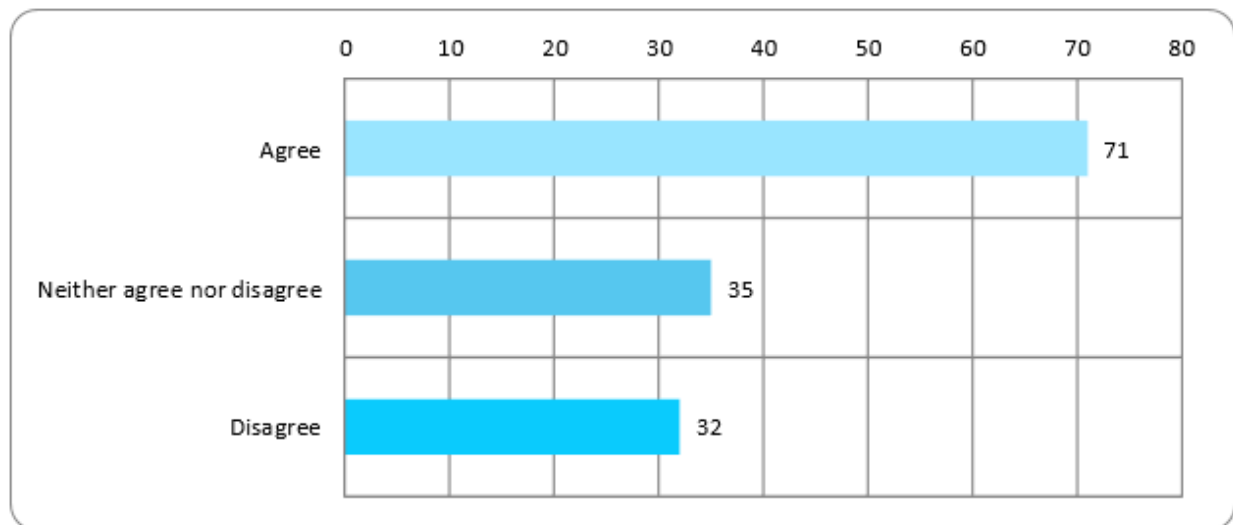
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

Permit electronic message boards to have a maximum sign face of 60 percent of the sign or 3 metres squared (whichever is less).



Allow electronic message boards to change messages every 180 seconds (3 minutes).



Permanent Signs

Building Signs

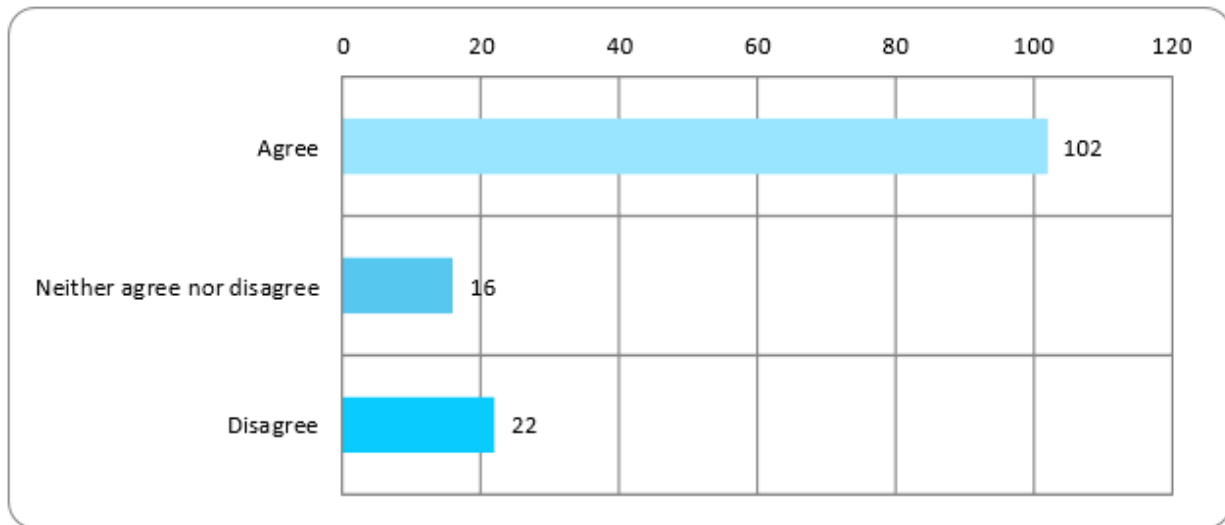


- Want second storey signage at industrial, institutional, and commercially zoned properties at the tenanted space
- Concerns allowing more signage and light pollution
- Allow window signage to be illuminated
- Consider allowing more window signage
- Consider addressing and regulating lifestyle images in windows

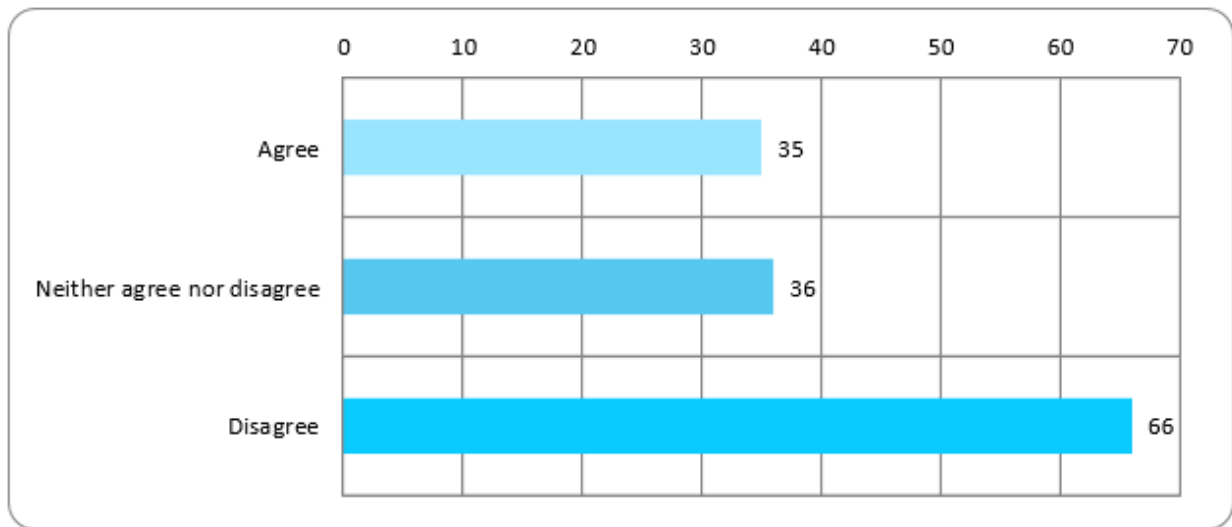
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

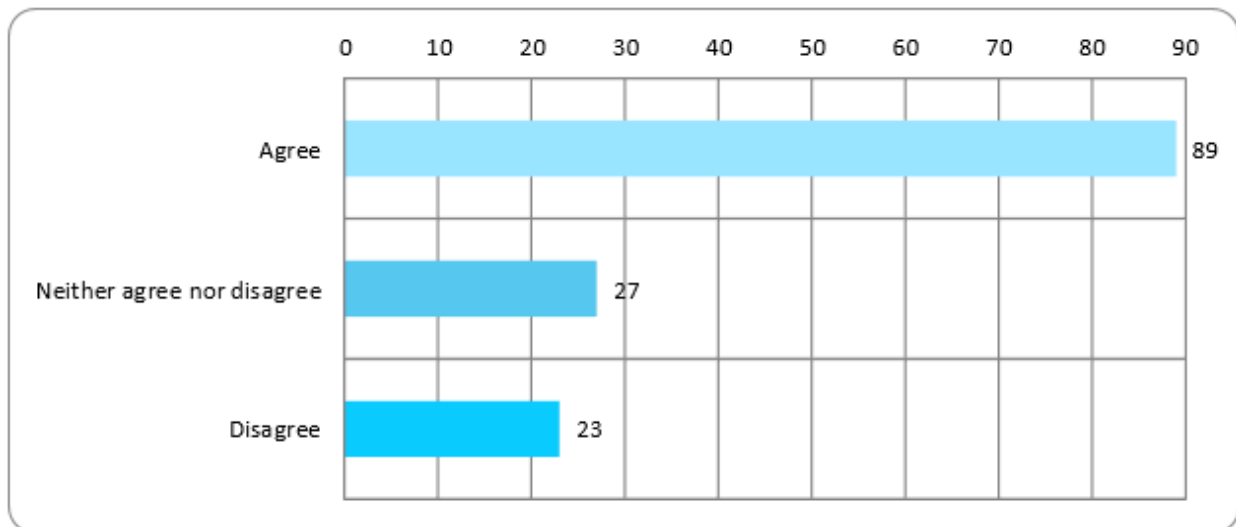
Remove restrictions and permit second-storey building signs in industrial and institutional zones but limit them to the tenanted space (rented/owned by the business for who the sign is advertising).



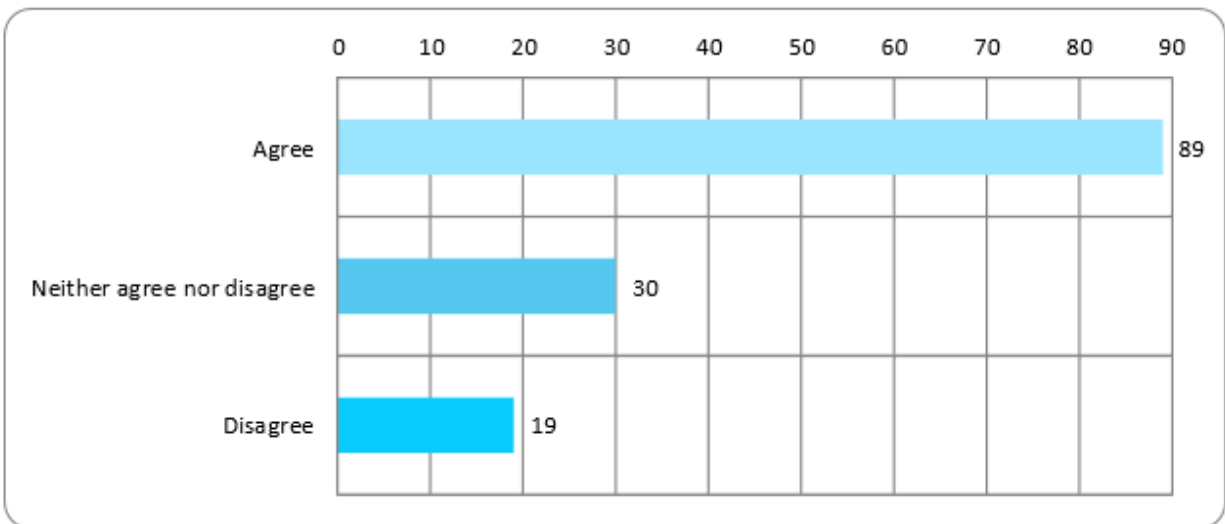
Continue to restrict second story signs in commercially zones properties:



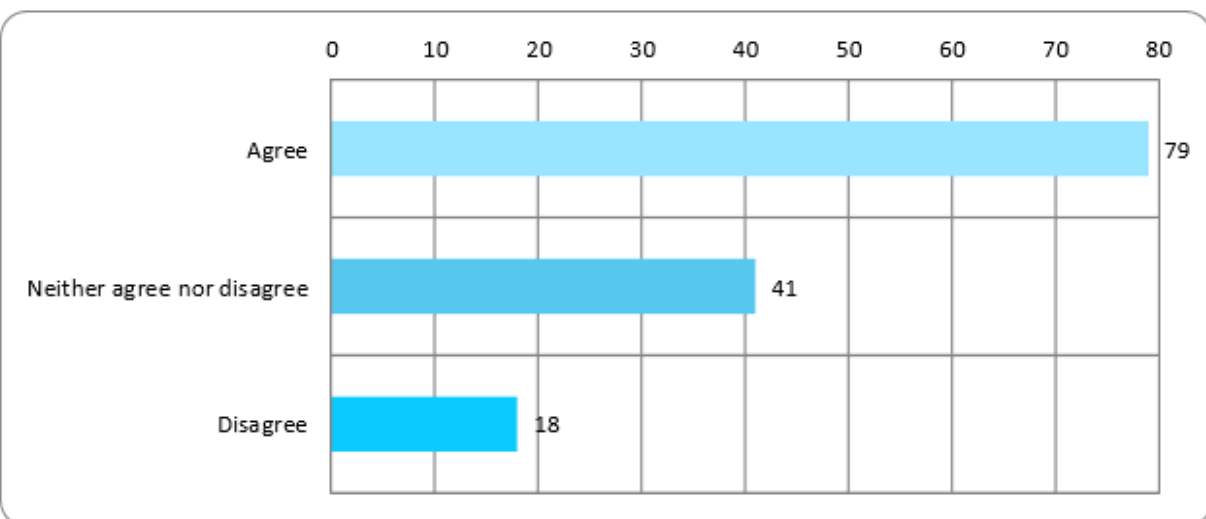
Allow illuminated window signs at a maximum of 0.4 metres squared (an example of an illuminated sign is a neon "open" sign):



When calculating how big a window sign can be we will consider the entire combined window area instead of the size of the windowpane.



Lifestyle images are to be restricted to the size of other window signs. Examples of lifestyle images include images related to the business (such as an image of a person walking a dog at a pet store).



Freestanding Signs

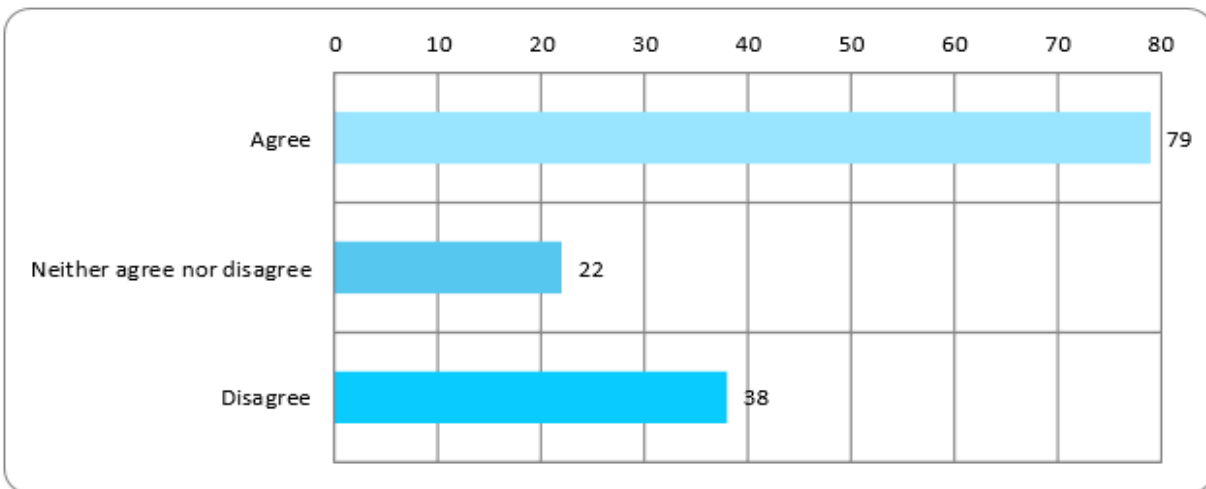


- Would like an increased height of freestanding signs in commercial zones at a reduced setback
- Concerns of increased height at a reduced setback in commercial zones
- There should be a 5-6 foot gap at the bottom of each sign between posts for visibility
- Reduce or remove separation distances between signs on separate Office Residential or Downtown Zones
- Would like electronic message boards to be able to change messages more frequently
- Allow full motion digital signs to be used

From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

Allow an increase in height from 4.5 metres to 6 metres, with a reduced setback from the property line of 1-3 metres. This is to accommodate the fact that buildings themselves are much closer to the road in newer commercial developments.



Menu Boards

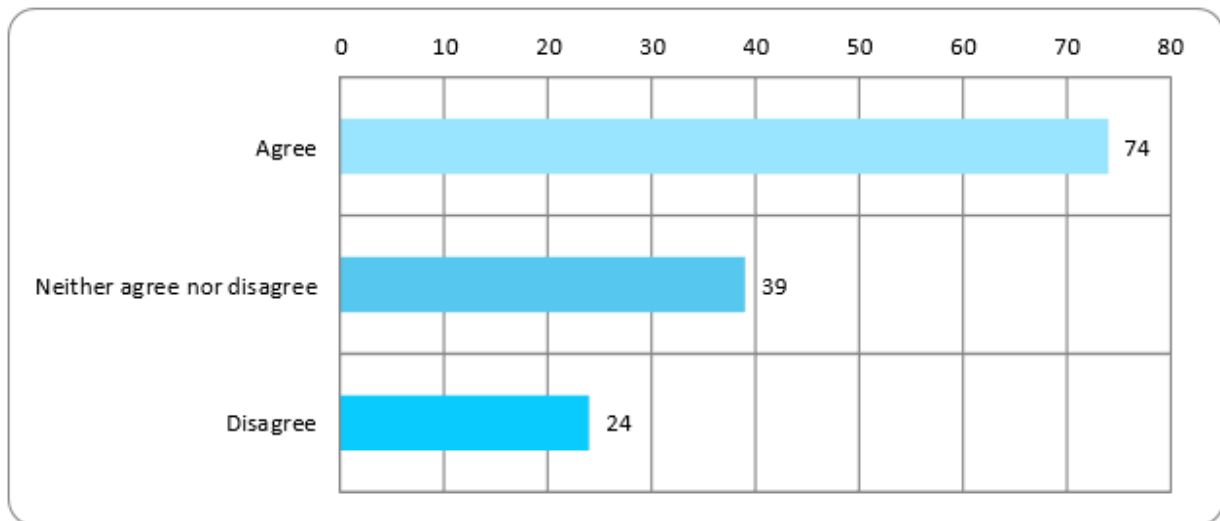


- Would like increased message board size
- Would like electronic message boards/screens to be permitted in menu boards
- Would like more than one menu board permitted

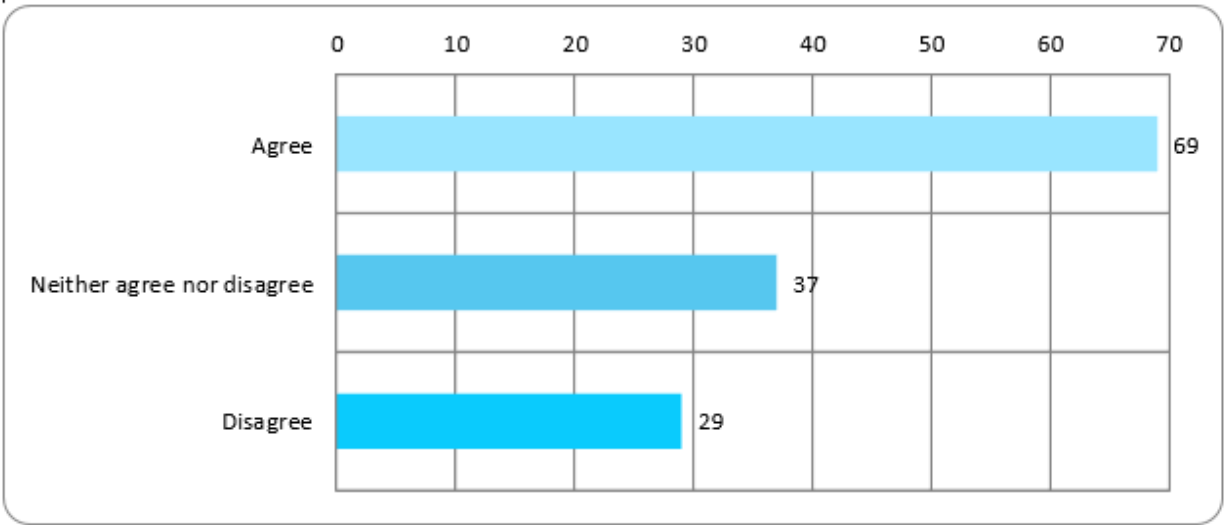
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

Increase the number of menu signs (outside of restaurants, usually at a drive thru) permitted from 1 sign to 2. This would consist of the main menu sign and the pre-sell menu sign.



Increase the permitted height of a menu board from 2 metres to 2.4 metres.



Billboards

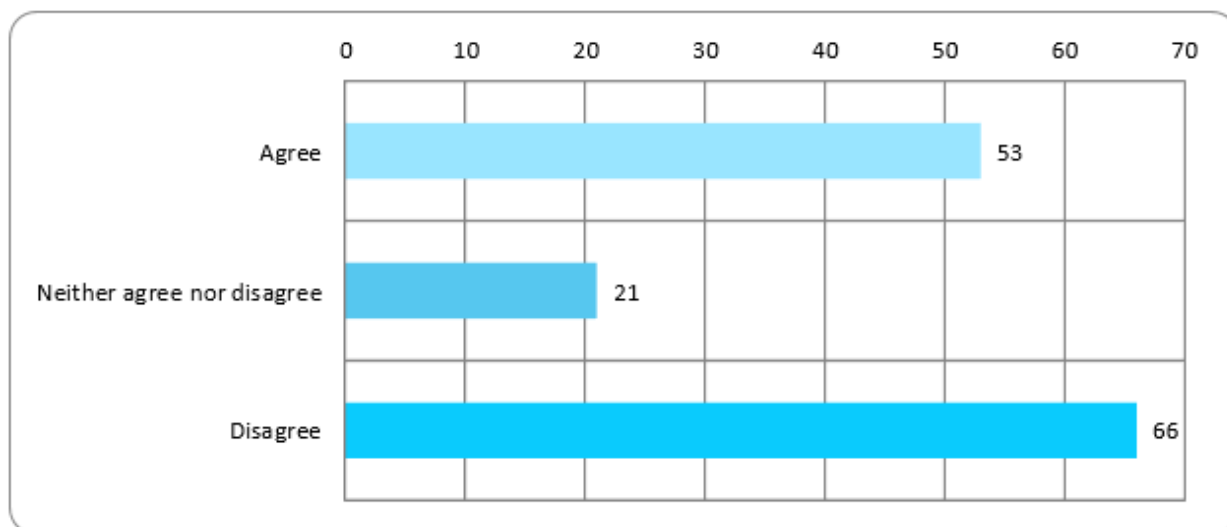


- Consider adding additional locations, but limit the total number
- Limit to specific zones
- Do not allow more, they are too distracting
- Consider changeable copy
- Concerns about light pollution
- There is no reason to allow billboards within City limits
- There should not be any illumination and movement – too distracting
- Billboards provide little benefit to local businesses as most advertise national chains
- Concerns about illumination, especially at night
- Should encourage solar and green alternatives to power them

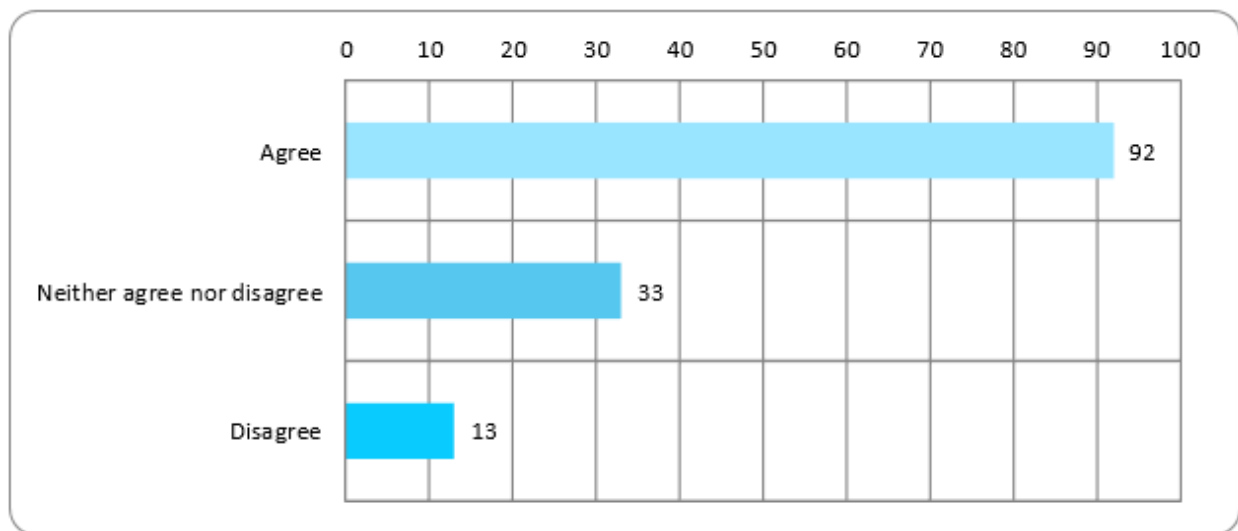
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

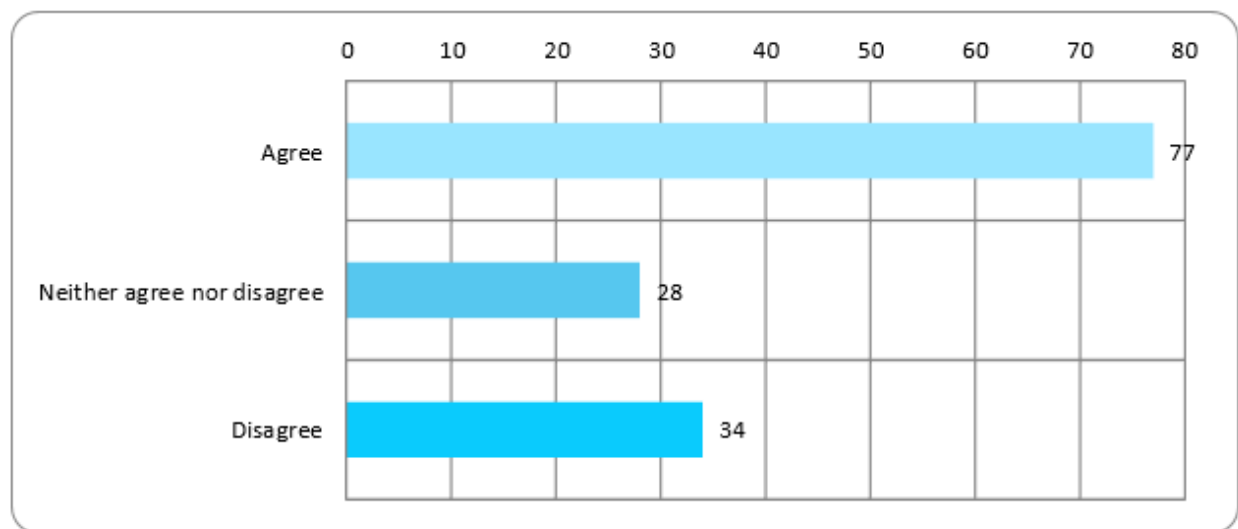
Increasing the number of billboards allowed from 6 to 8.



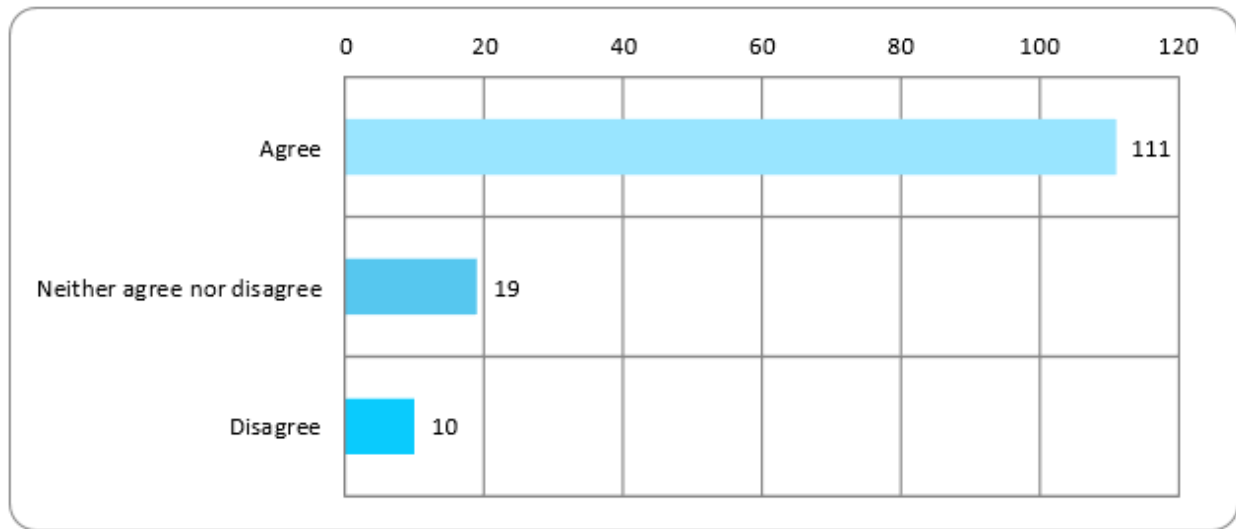
Limit where billboards are allowed in the city to "Service Commercial" zones such as Woodlawn Road from the Hanlon west to the city limits.



Allowing billboards to have changeable copy (signs that change message automatically rather than a static design only)



Limit the illumination brightness allowed on billboards.



Temporary Signs

Feather Banner Signs (also known as tear drop flags)

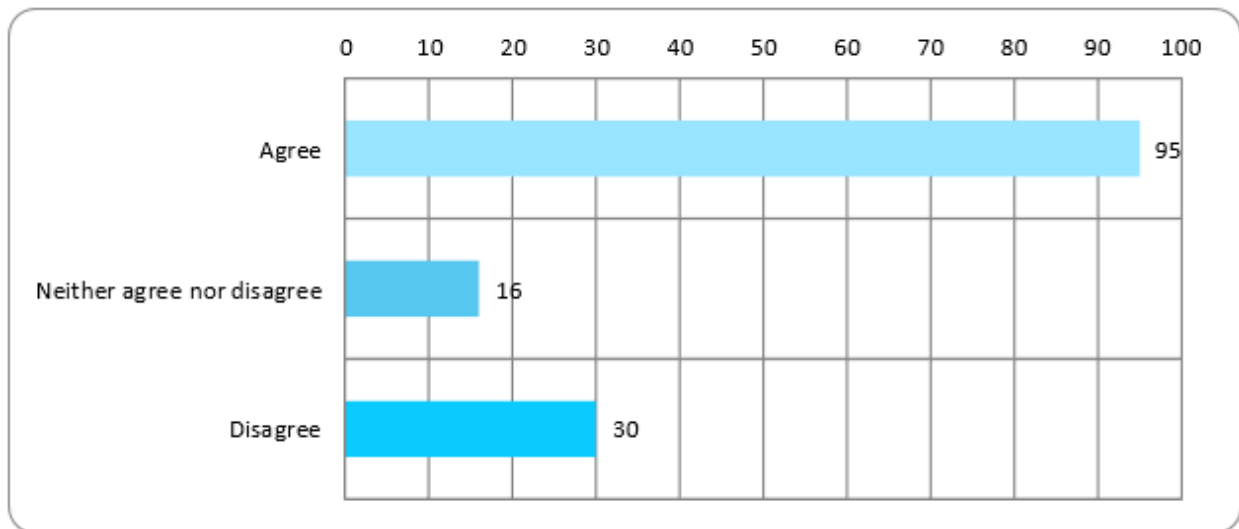


- Should permit and limit number of flags on a property, should be used temporarily, need to regulate size, shape, location, etc
- Cap business with total number of flags and mobile together (should have one or the other, but not both at the same time)
- Eyesore and not environmentally friendly
- Unattractive and hard to read
- Should not be used permanently
- Size of frontage of each property should be considered when permitting them
- Regulate them to ensure there are not too many of them.

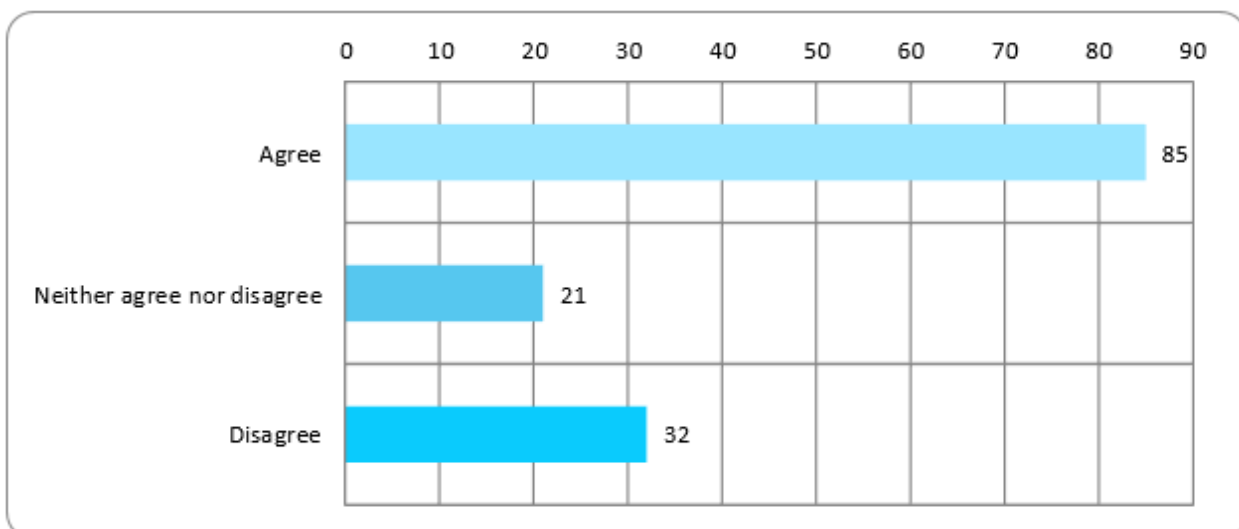
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

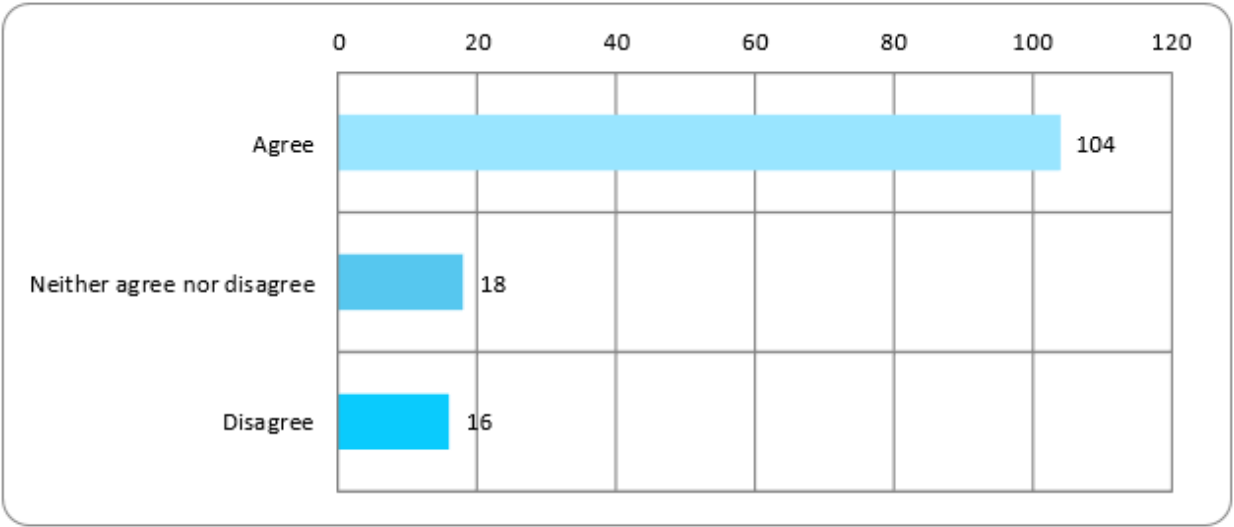
We should permit and regulate these flags.



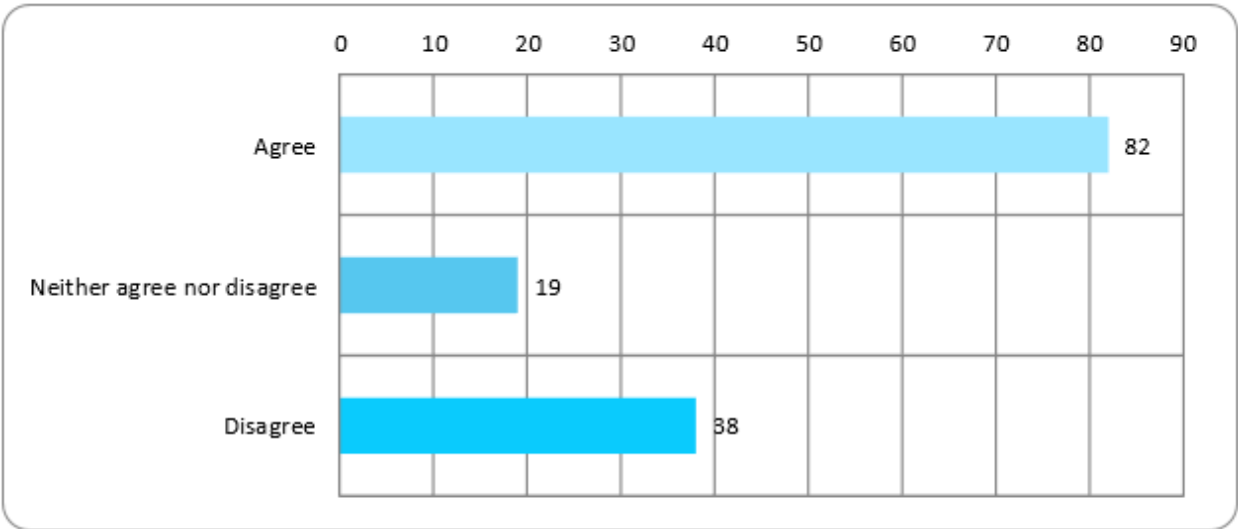
We should limit the number of flags allowed on a property to two per place of business.



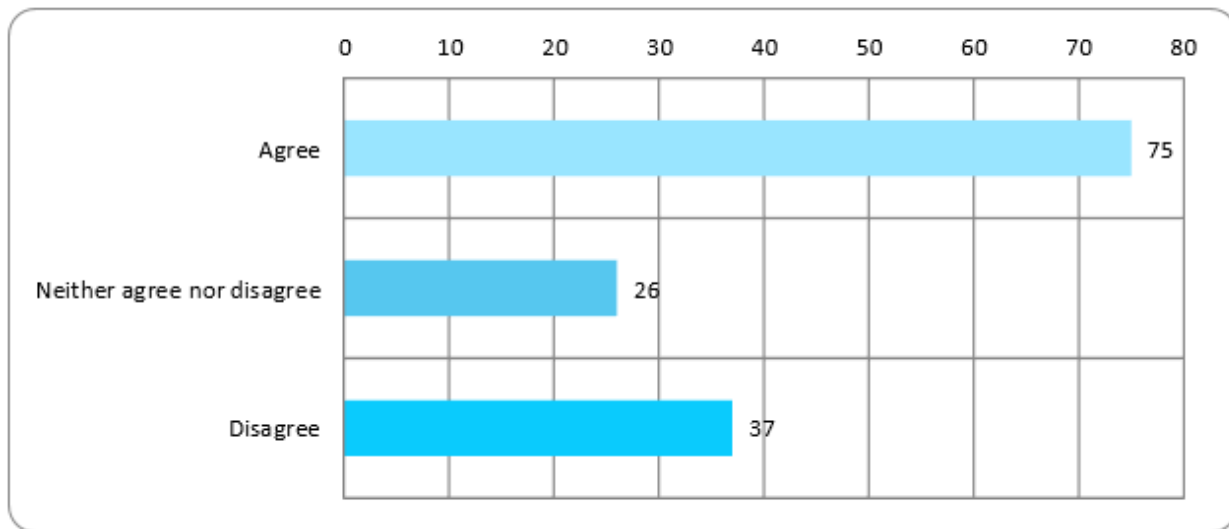
We should regulate the size of these signs to a maximum height of 3 metres and width of 0.8 metres.



These signs should only be used temporarily with permits lasting 30 days with no more than 4 flag or mobile sign permits per year.



Require a minimum separation distance of 30 metres from other flag banner signs and/or mobile signs.



Mobile Signs



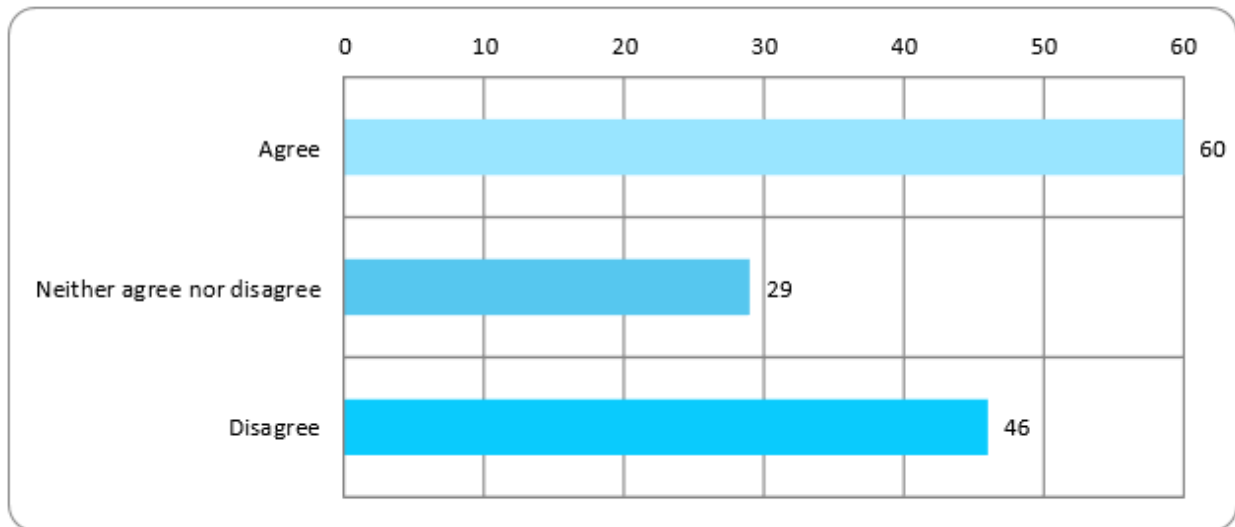
- Maximum number of mobile signs permitted should be increased to 6
- Allow companies to transfer mobile sign permits to other businesses
- Cost effective advertising for local businesses
- Allow them all year round for each business
- Allow mobile signs to be place on residential property
- Should decrease the number permitted
- Should ban mobile signs
- Should be regulated per property vs. per place
- Should regulate colour – prohibit florescent colours
- Mobile signs are unsightly and detract from the streetscapes of our city
- Not enough space between signs
- Should allow banners and mobile signs at same time
- Concerns of sightlines at intersections
- Concerns about the City's usage of mobile signs
- Concerns that there are regulations for city parks that are not in the by-law

- Signs in parks should only be for City programming
- There are too many signs in parks across the city
- There should be no mobile signs in city parks or at heritage properties
- Mobile signs should not be permitted in the downtown
- Allow extra mobile signs to be permitted for non-profits

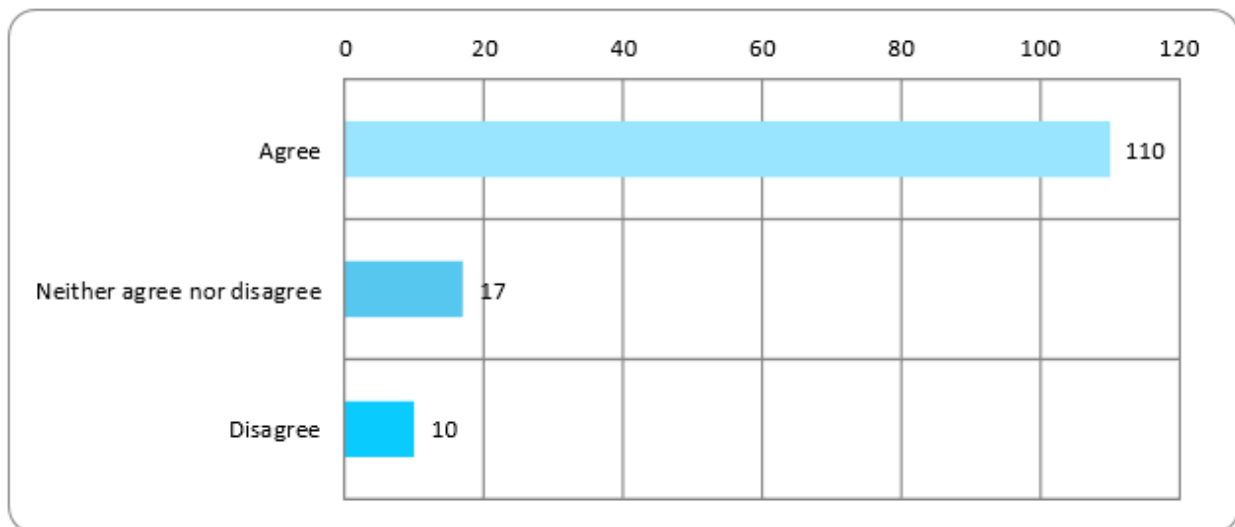
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

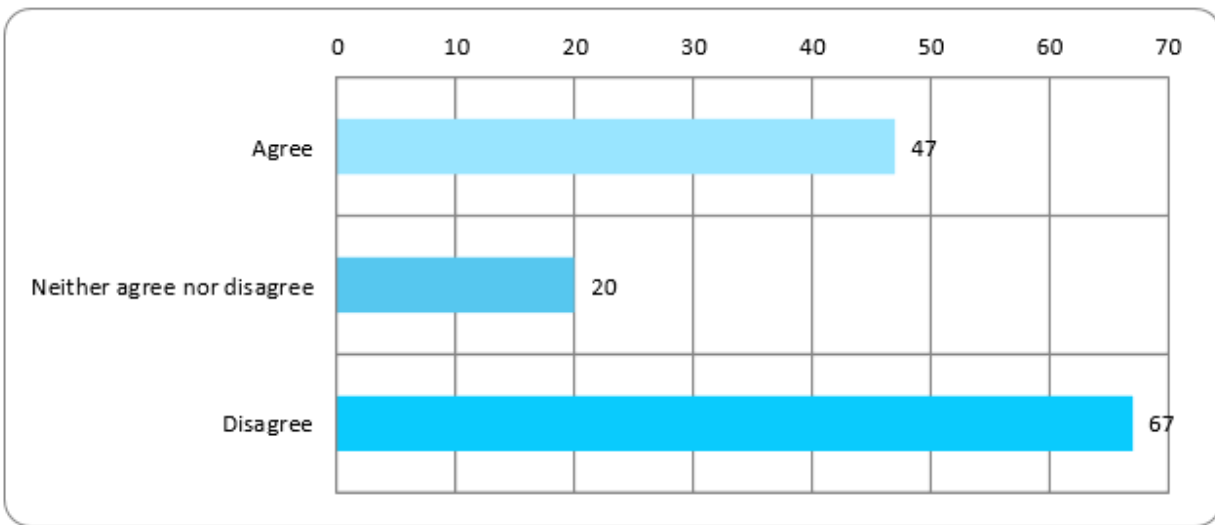
Continue to allow 4 mobile signs are allowed per individual tenanted unit per year.
However, allow banner and feather flags as an option of temporary signs within the 4 per year allowance.



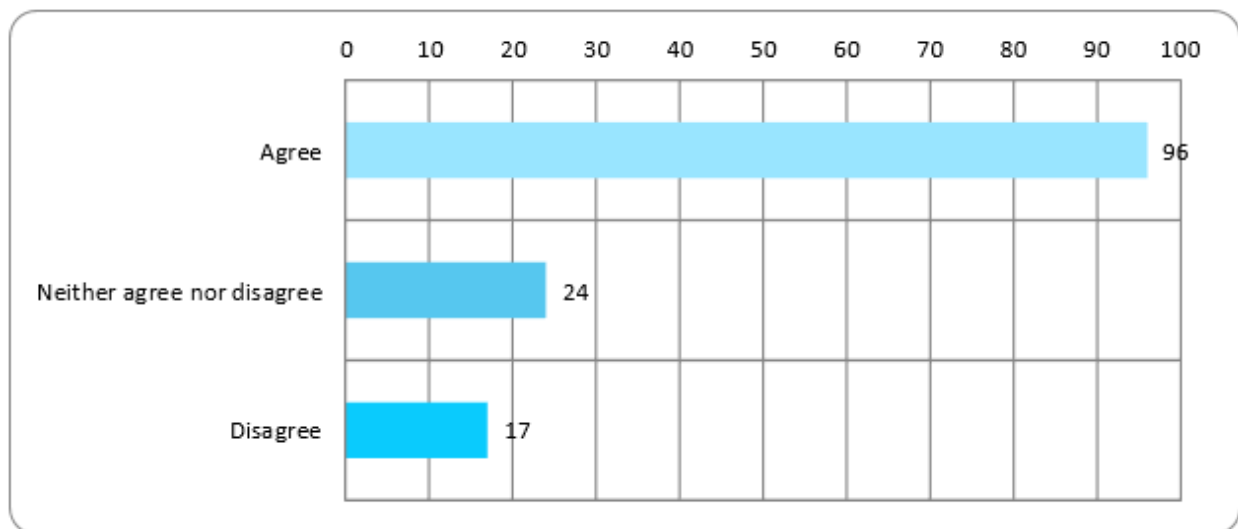
Continue to prohibit mobile signs on residential properties.



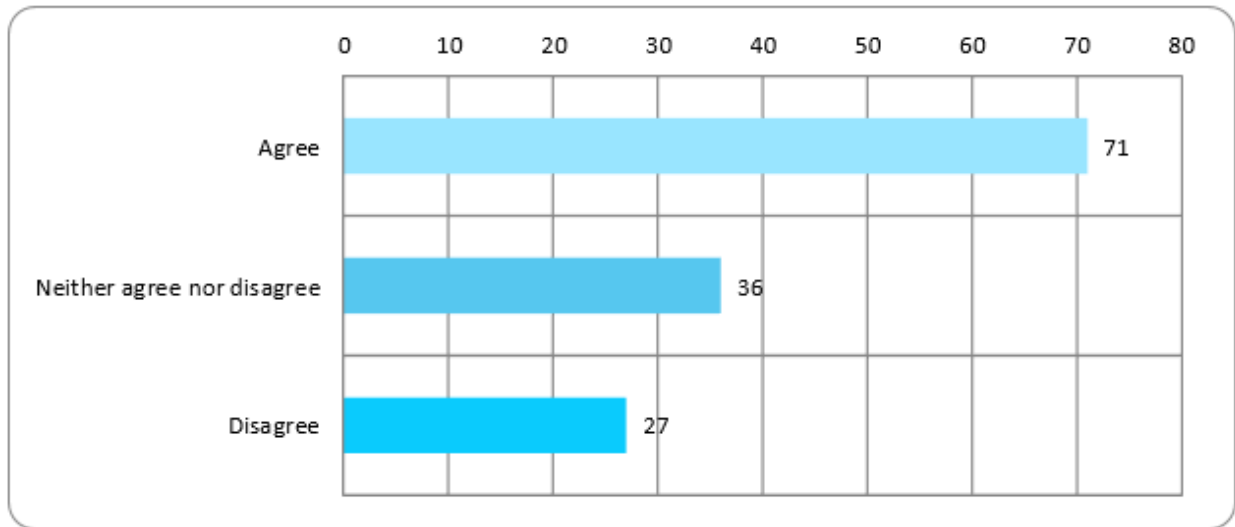
Start to allow banners and mobile signs to be displayed at a place at the same time.



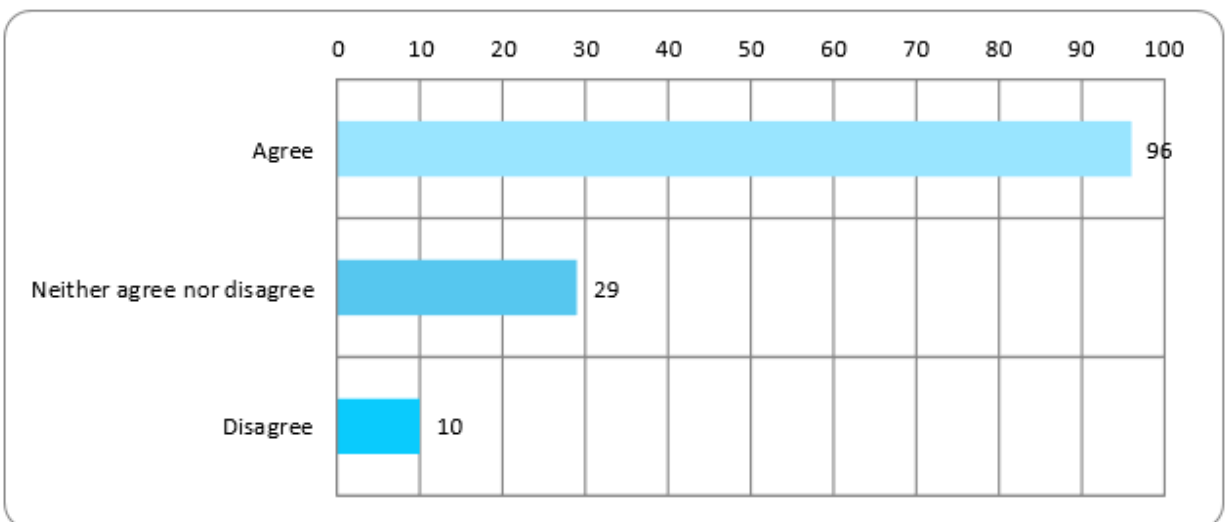
Continue to keep a minimum separation of at least 30 metres between mobile signs.



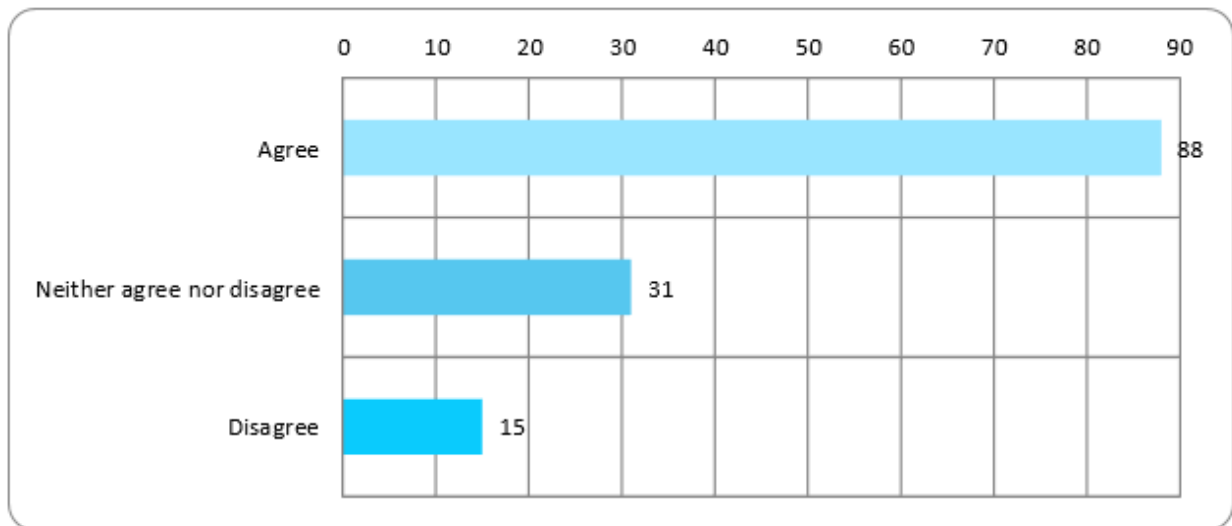
Add a minimum separation distance of 30 metres between teardrop/feather flag signs.



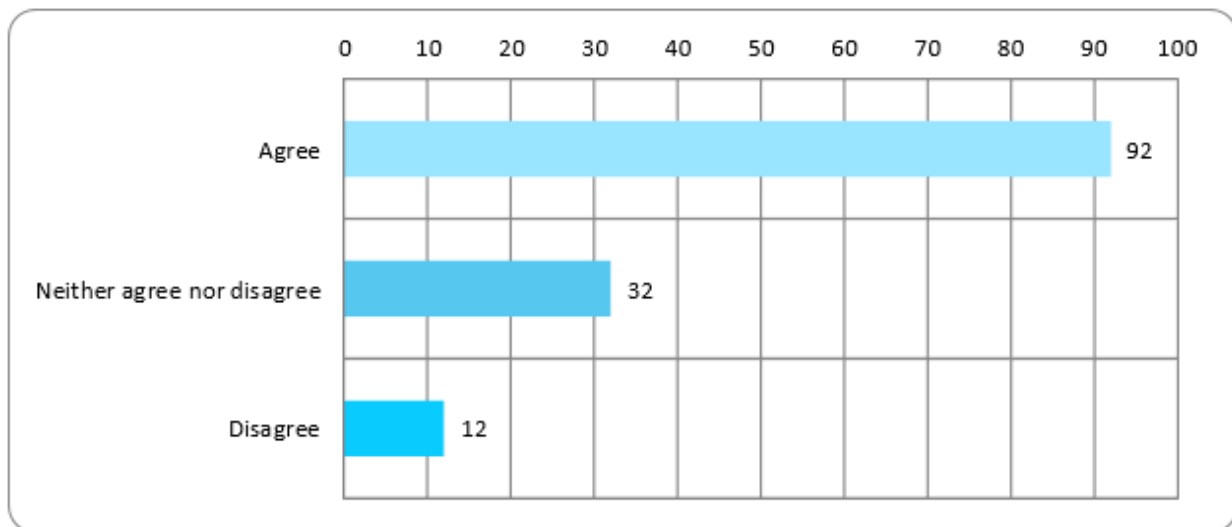
Increase the minimum setback of mobile signs to 15 metres at intersections if they are on arterial or collector roads (the setback is the distance from the intersection).



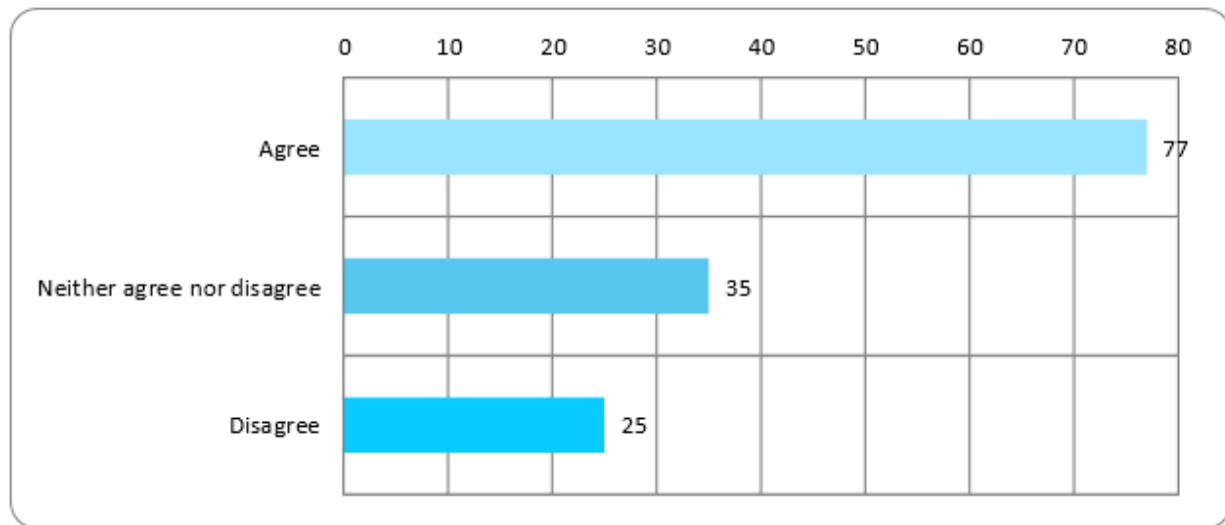
Consider reducing the number of locations available for mobile signs in City of Guelph parks.



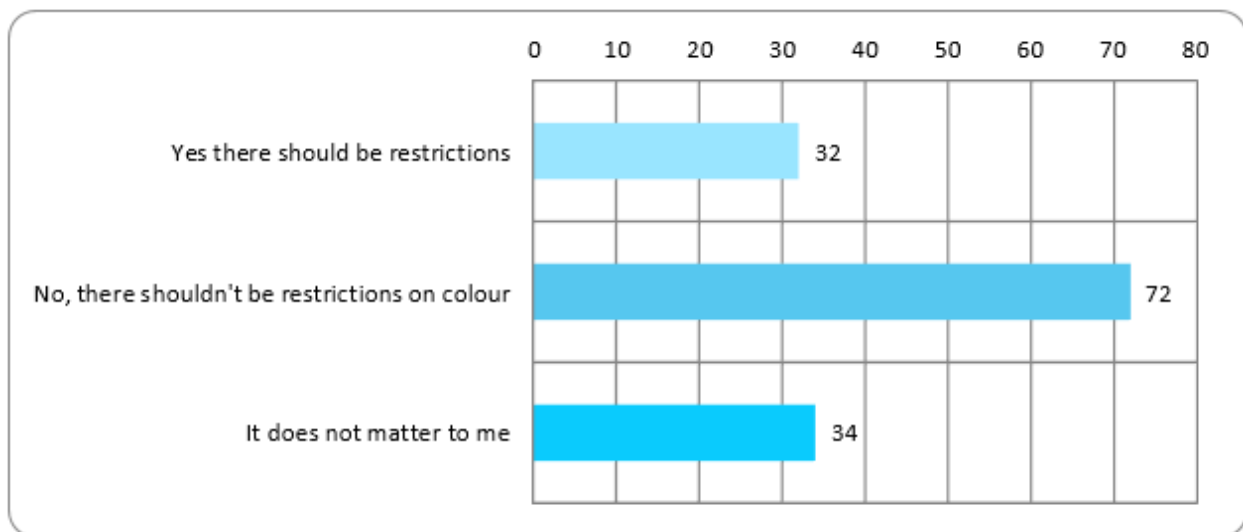
Continue to prohibit mobile signs in the Downtown, however consider the new expanded boundary for the downtown core.



Restrict mobile signs on designated heritage properties



Do you think the Sign Bylaw should restrict the types or number of colours on mobile signs? (Note: the current Sign Bylaw does not restrict the number or type of colours).



Portable Signs (A-Frame, T-Frame etc.)

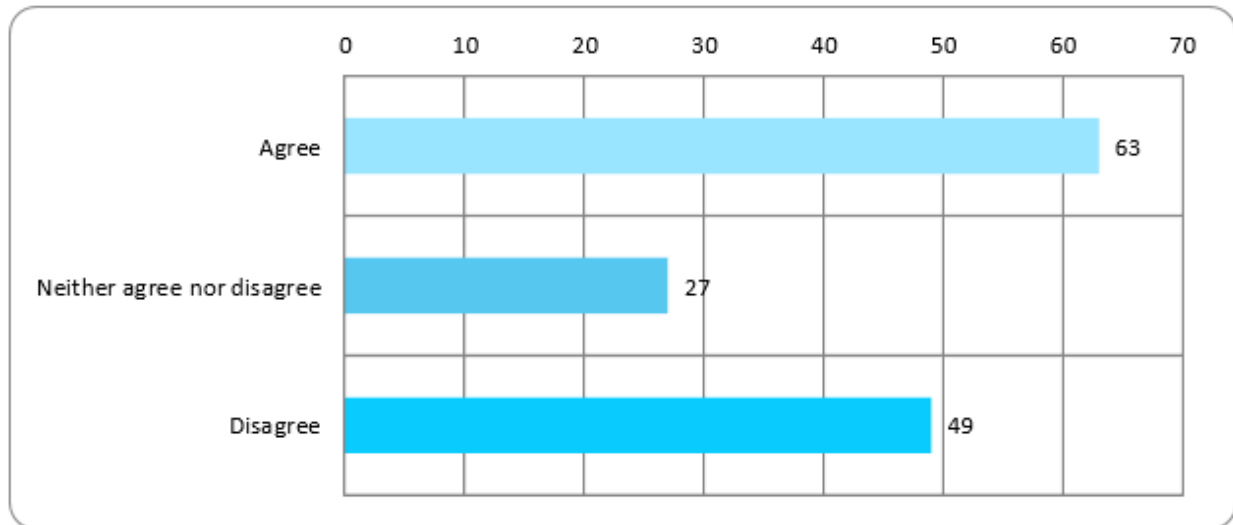


- Would like limitation of 4 per commercial plaza removed
- Small businesses rely on these signs to attract customers
- Allow more than one a-frame sign per business
- Remove all permits requirement for a-frame signs
- Some Realtors have their signs up for a week at a time - restrict real estate open house signs to during actual open house times
- Do not allow more real estate or new home sales signs – everyone has a GPS and should be able to find their way there.
- Need more open house/sales directional signage (allow 10-16) – most new developments are not enabled on GPS
- New home sales signs should continue to be allowed to go up Friday evening and should be removed Monday morning
- These signs are effective for promoting development growth in the city
- Consider increasing maximum size permitted
- Make sure there are provisions to ensure safety at intersections
- Allow not-for-profit groups to use these on the road allowance to advertise events (ie. Sparkles in the Park, Canada Day, Ribfest etc.) for up to 30 days

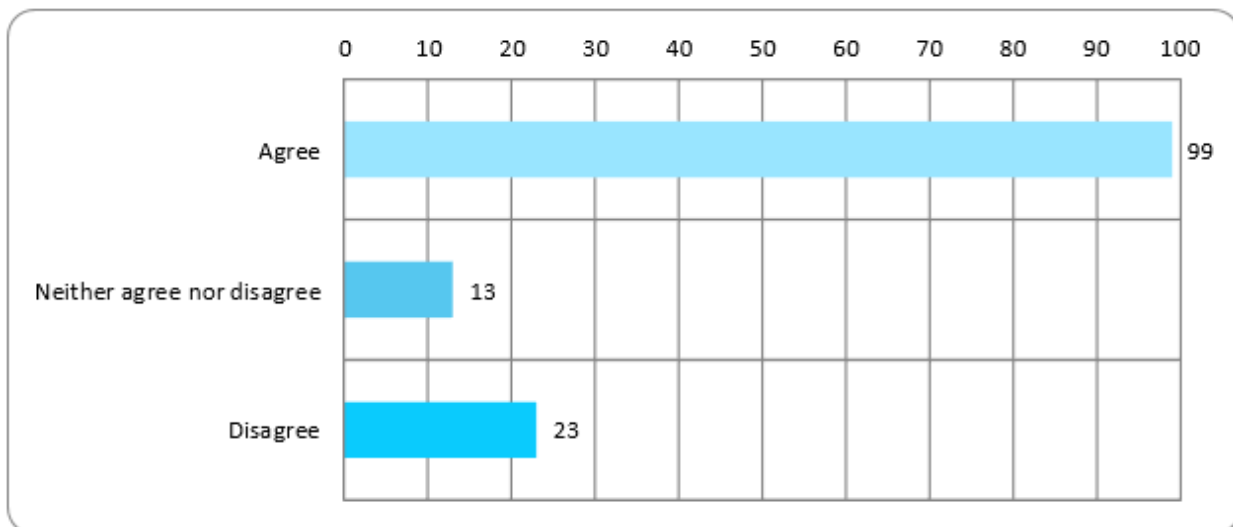
From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

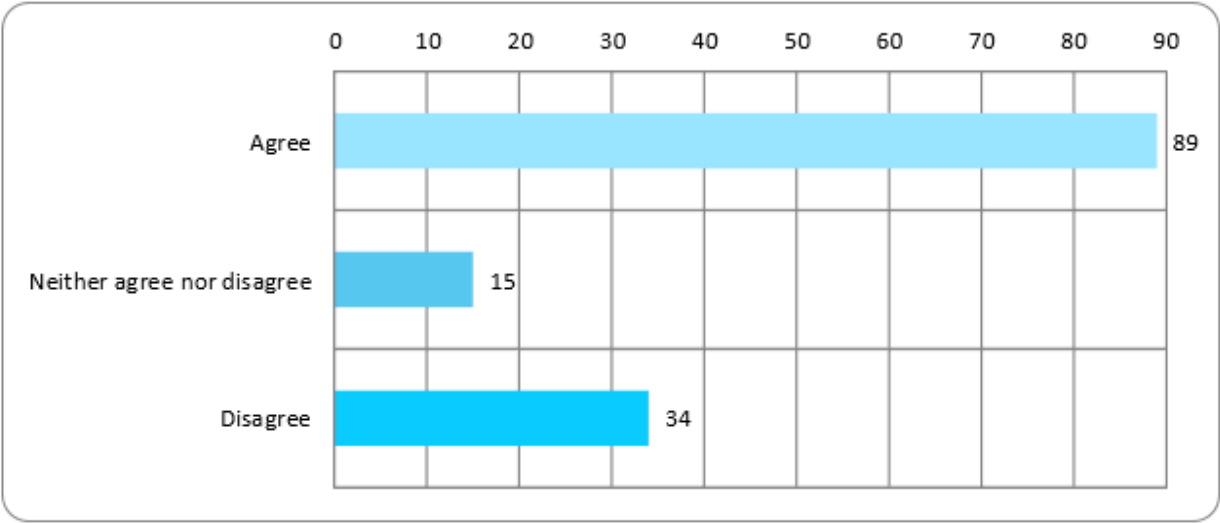
Currently A-frame signs are limited to 4 per plaza. We are recommending removing this restriction.



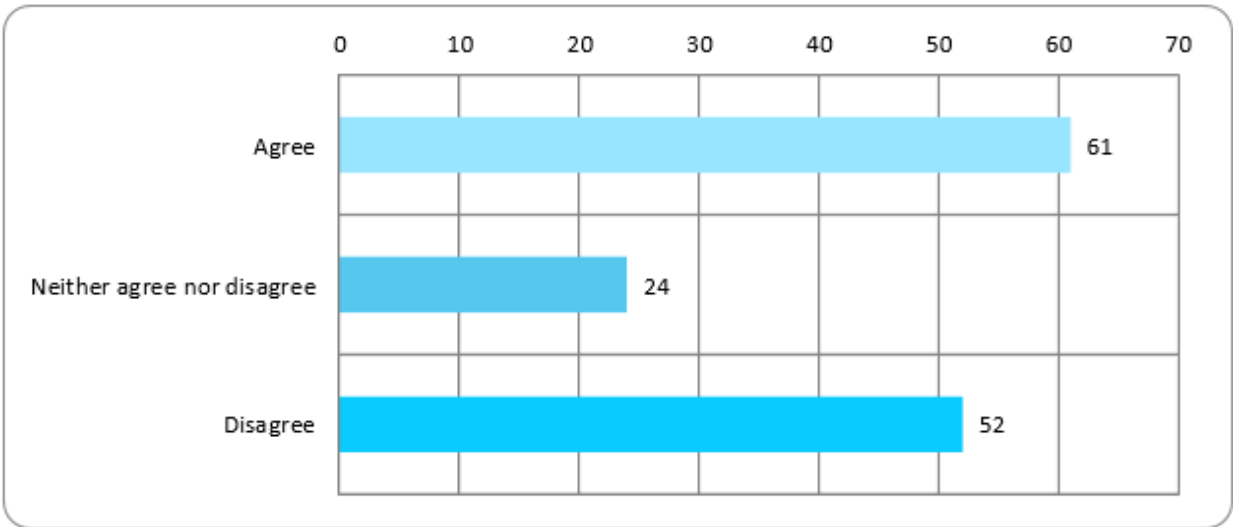
We are recommending to keep the limit of one A-frame sign per place of business.



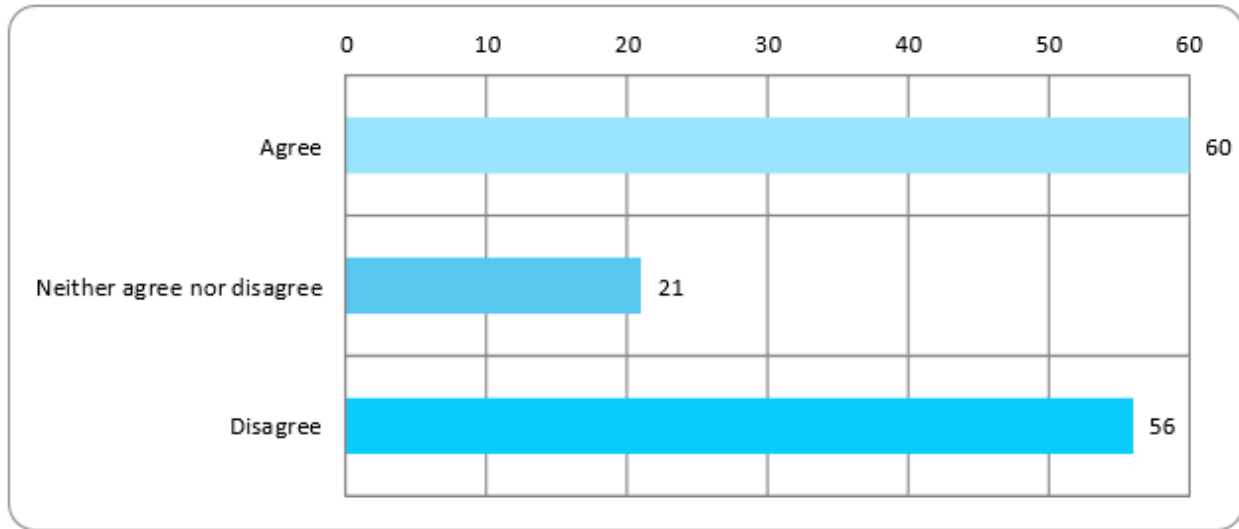
We recommend no longer requiring A-Frame signs to have a permit on private property however we would still regulate them.



Increase the maximum height of these signs to 1.2 metres from 0.8 metres to 1 metres.



We recommend allowing up to eight A-frame signs that are directional signs for open houses. The current bylaw only allows for 4.



Real Estate, Development and Construction



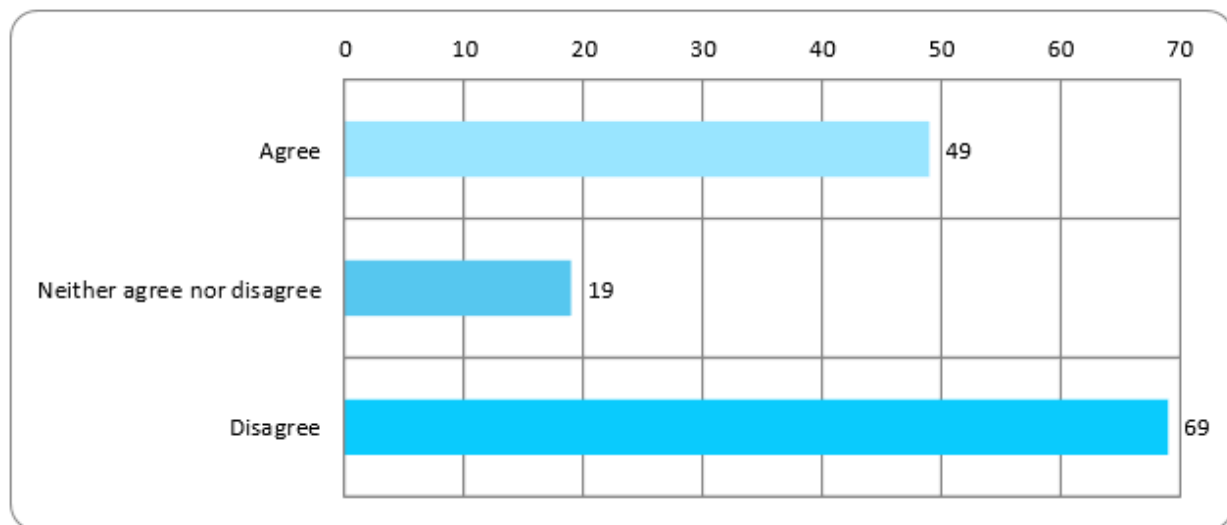
- Signs should be larger
- Signs should be smaller
- Setbacks should be increased for safety
- Concerns about large signs falling over

From the Sign By-law Recommendation Survey

Please tell us if you agree or disagree with the following recommendations:

Increase the maximum permitted size of construction/real estate development signs to 30 metres. This is an increase from 10 metres squared that is allowed in the current bylaw.

Please note: There was an error in this question. The recommended area at the time was supposed to read 20 metres squared, not 30 metres squared. Staff have since reduced the recommendation based on lot size (see Attachment 2).



What we are doing?

As a result of this consultation and a comprehensive review, recommendations for a new Sign By-law have been developed. Please refer to Attachment-2 – Overview of Recommended Changes for the New Sign By-law to review these recommendations in contrast with current provisions.

What is next?

Based on the feedback received, staff will draft a new Sign By-law for Council's consideration in the first quarter of 2021.

Attachment-2 Overview of Recommended Changes for the New Sign By-law

Table 1 - Definitions

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
Current definitions do not clearly delineate between some types of signs.	<p>Participants during public engagement indicated that the definitions in a new sign by-law need to be clearer and better at delineating between sign types.</p> <p>Improved definitions will provide customers and other stakeholders the ability to easily identify and understand the differences between signs that are regulated by the sign by-law. Staff notes that the current definitions have provided challenges in the administration of the current sign by-law.</p>	Providing clearer definitions that better delineates between types of signs.

Table 2 - Scope

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law does not apply to the signs installed by or on behalf of the Downtown Board of Management - now the Downtown Guelph Business Association (DGBA).	<p>Public engagement: During public engagement, some participants did not understand why the DGBA is exempt in the current sign by-law and did not think that an exemption should continue.</p> <p>Staff believe that such broad exemption has the potential to create administrative challenges and is not necessary. As part of these recommendations, staff will be recommending that the DGBA be exempt from regulations relating to the downtown community board and have the opportunity to continue to place banners on approved street poles.</p> <p>As part of this review process, Staff will also be recommending that exemptions be made available for signs on city land that are approved through a city special events permit.</p> <p>Staff have consulted with the DGBA who have not objected to this change in exemption.</p>	That the new sign by-law apply to the DGBA. That the DGBA be exempt for the purposes of the downtown community board.

Table 3 - Scope (continued)

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current sign by-law does not apply to any sign installed by or on behalf of the University of Guelph and that is:</p> <p>(i) located within an I.2 or I.2-1 Zone;</p> <p>(ii) located on land owned by the University of Guelph; and</p> <p>(iii) located within the lands referred to as “academic and research lands” as set out in Schedule “A”, Map 2 of this by-law.</p>	<p>During public engagement, some participants did not think the University of Guelph should be exempt from the sign by-law.</p> <p>Staff reviewed this aspect and consulted the University of Guelph. Staff believes the sign by-law should apply to non-regulatory signs that are less than 50m from arterial roads to ensure the intent of the by-law and the Official Plan are maintained.</p> <p>Staff and the University of Guelph are working together to propose specific regulations that meet the intent of the Official Plan, the new sign by-law and the University of Guelph’s standards.</p>	<p>That the new Sign By-law apply to non-regulatory signs on land owned and operated by the University of Guelph that fronts onto or is located within 50 metres of the public highways known municipally as Gordon Street, College Avenue West, College Avenue East, Stone Road West, Stone Road East, and/or University Avenue East</p>
<p>While the City does have a general exemption in place, the current sign by-law does not clearly address:</p> <p>-temporary signs authorized by the City as part of a special events permit on city property</p> <p>-temporary signs authorized by the city as part of a city safety or economic development initiative</p> <p>-city approved murals</p>	<p>Not clearly addressing these types of signs can cause confusion and challenges.</p>	<p>Clearly address and provide exemption provisions for these types of signs and others signs intended to be exempt.</p>
<p>The current sign by-law does not have provisions for situations where there is a municipal need to relocate a sign for a road widening or other infrastructure project.</p>	<p>There have been situations where such relocation of signs by the city for municipal purposes has caused signs to become non-compliant with current regulations – requiring a variance. It is not the City`s intent to remove the rights or diminish the benefits of a sign for a business owner that lawfully erected a sign.</p>	<p>If a sign of the same dimensions and materials is relocated or replaced as a result of a city requirement, notwithstanding sightline requirements, it shall be deemed to conform with the new by-law.</p>

Table 4 - Variances

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
Variances to the current Sign By-law require approval from council.	<p>The current Sign Variance process takes a minimum of 3 months to complete.</p> <p>Stakeholders have indicated that this is far too long for a business that needs a sign.</p>	<p>An amendment to the Delegation of Authority By-law (2013-19529), as amended, will be brought forward at the same time as the new Sign By-law, requesting that staff be delegated the task of approving variances.</p> <p>Where the delegate has not approved a request for a variance, the applicant may request that the decision be reviewed by Guelph City Council.</p>

Table 5 - Permits not required

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law does not require permits for real estate or development signs over 1.8m in height.	Under Ontario Building Code requirements and our policy, real estate and development signs over 1.8m will be required to be designed and reviewed by a professional engineer. The building department will be required to review the sign and required documents from the engineer.	A sign permit with a building code review will be required in the new sign by-law.
The current sign by-law references elections signs.	The City now has an Election By-law that regulates election signs in Guelph.	That the new by-law exempt election signs regulated under the Election By-law.

Table 6 - Permits required

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law requires store/business owners to obtain annual permits for portable signs on private property and on public property in the downtown.	Concerns have been raised regarding the need to apply for an annual permit. A Certificate of General Liability Insurance is required for portable signs located on city property in the downtown. Storefronts outside of the downtown are not permitted to place portable signs on city property.	Continue to regulate portable signs (a-frame, t-frame), but not require a permit for those located on private property. A permit requirement for signs permitted in the downtown to be on city property will ensure adequate insurance is in place to help protect the city from any potential liability.

Table 7 - Issuance and revocation of permits

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law does not clearly identify what may be required for review and issuance of a permit.	<p>Requirements and the authority to require specific information should be made clear and be included in a by-law.</p> <p>Staff are often in a position where there is no way to confirm that a proposed freestanding sign is located within private property and in compliance with the required setbacks. There may be significant liability issues if a sign is mistakenly placed on city property. Additionally, determining property lines onsite for large properties can be difficult and next to impossible for new developments.</p>	<p>Include details and clearly describe what may be required during the permit process.</p> <p>Require a Plan of Survey with freestanding sign applications and as built confirmation after installation (if deemed necessary).</p>
The current sign by-law does not require proof of a heritage permit for a sign located on a protected heritage property.	The lack of this requirement could result in damage to the heritage attributes of a protected heritage property.	Where applicable, proof of approval of a heritage permit for a sign located on a protected heritage property will be required.
The current sign by-law provides a brief outline on the process for revoking and refusing a permit, but does not clearly outline the refusal process, cancellations of permits or address expiry of a permit.	A by-law should clearly address and provide authority for such processes if they are required for the proper administration of the by-law.	Provide detailed descriptions and authorities for refusing, revoking, cancellation and expiry of permits. For consistency, align the revocation timeline of a permit with that of the Ontario Building Code.

Table 8 - Required inspections and reports

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law does not clearly outline the requirement for requests for inspections or the need to provide reports listed as conditions of a permit.	<p>This has posed challenges with respect to the administration of the permit process.</p> <p>Indicating requirements and providing the relevant authority can assist in overcoming these challenges.</p>	<p>Clearly indicate the requirement to request an inspection prior to the commencement of each stage of construction or erection of the sign (where there are prescribed inspections listed as part of the sign permit).</p> <p>Clearly outline the requirement for reports required as a condition of a sign permit to be forwarded to the Chief Building Official or designate within fourteen (14) days after the installation of the sign.</p>

Table 9 - Enforcement, seizure, disposal and return of signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current by-law provides for enforcement measures, including seizure and return of signs, however it does not clearly stipulate disposal provisions.	Providing clear disposal provisions directly in the by-law will allow for further transparency of the process. Providing further details relating to enforcement provisions will also do the same.	<p>Clearly outline disposal provisions that are recommended to include immediate disposal of bag and wire signs and disposal of all other signs after seizure if not claimed within a specified period.</p> <p>Provide more detail to enforcement and administrative provisions to create further transparency.</p>

Table 10 - Prohibited signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current sign by-law prohibits a moving, swinging, revolving, flashing, animated sign or the like. It also prohibits any action, motion or colour change.</p> <p>Despite this, a message in a Billboard is currently permitted to have a panel change time of 10 seconds between advertisements.</p> <p>Electronic message boards in freestanding signs are generally permitted to be 50% of the sign area to a maximum of 2m² if set back 1m from the property line (3m² if set back from 6m property), whichever is less.</p>	<p>This has consistently been interpreted to prevent electronic message boards in freestanding signs from flashing, moving or being animated. This has also applied to menu boards</p> <p>Stakeholders have indicated the desire to be able to have the message change more frequently than once every 24 hours, with no animation, flashing or the like.</p> <p>Stakeholders have indicated a need for a larger area of electronic message boards within freestanding signs.</p> <p>Menu board technology has evolved. Stakeholders have requested that animation be permitted in menu boards.</p> <p>Stakeholders have also expressed concerns about the potential brightness of electronic message boards and their potential proximity to residentially zoned properties.</p> <p>A number of variances to permit animation in menu boards have been approved</p>	<p>Freestanding Signs</p> <p>In freestanding sign only: Permit a static message to change once every 180 seconds, with an instantaneous transition with no effects.</p> <p>Prohibit:</p> <ul style="list-style-type: none">-animations, motion, scrolling content, fading, flashing, or blinking light, or any effects that create the illusion of movement;-any sequential messages, either on the same sign or on subsequent signs; and-any imitation or resemblance of official traffic control devices. <p>Electronic Message Boards in Freestanding Signs</p> <p>Require:</p> <ul style="list-style-type: none">-a minimum setback of 30m from any adjacent residentially zoned property.-a minimum setback of 30m from any signalized intersection. <p>Permit:</p> <p>Electronic message boards to be a maximum of 60% of the sign face to a maximum of 3m².</p> <p>Limit luminance levels to:</p> <ul style="list-style-type: none">-5000 Nits between sunrise and sunset-300 Nits between sunset and sunrise (150 Nits when within 60m of a residentially zoned property)

Table 11 - Prohibited signs (continued from previous page)

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
See previous page.	See previous page.	<p>Menu Boards</p> <p>Require:</p> <ul style="list-style-type: none">-if facing toward or visible from a residentially zoned property, a minimum setback of 30m-if facing toward or visible from a street line, a minimum setback of 15m from a property line <p>Limit luminance levels to:</p> <ul style="list-style-type: none">-5000 Nits between sunrise and sunset-300 Nits between sunset and sunrise (150 Nits when within 60m of a residentially zoned property) <p>Billboards</p> <p>Only permit billboards to be located in the current permitted locations, but allow them to have electronic message boards (restrict timing and illumination).</p> <p>Permit a static message to change once every 180 seconds, with an instantaneous transition with no effects.</p> <p>Limit luminance levels to:</p> <ul style="list-style-type: none">-5000 Nits between sunrise and sunset-300 Nits between sunset and sunrise (150 Nits when within 60m of a residentially zoned property)

Table 12 - Prohibited signs (continued from previous page)

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law prohibits any sign which identifies a home occupation as set out in the zoning by-law.	<p>Stakeholders have requested that signage be permitted to help their customers easily locate their home occupation.</p> <p>Some stakeholders requested small window signage, while others have requested a portable sign to be displayed in front of their home.</p> <p>Balancing the needs of small business owners and the need to maintain the residential characteristics of a neighbourhood, staff believe a small window sign during operating hours is a good balance.</p>	<p>Allow one (1) window sign per dwelling unit with a maximum area of 0.4m².</p> <p>No lighting permitted.</p> <p>Only permitted to be displayed during the operation of the home occupation.</p>
The current sign by-law does not allow window signs in commercial or industrial zones to be illuminated.	<p>Stakeholders have identified that they need to have an illuminated open sign so that their customers know that they are open.</p> <p>Many businesses already utilize an illuminated open sign which staff find is reasonable.</p>	<p>Permit an illuminated open/closed sign with a maximum area of 0.4m². Require message to be static with no motion, animation, flashing or like.</p>

Table 13 - Permanent Signs - Building Signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law restricts second storey signage of industrial, institutional and commercial properties.	<p>Some stakeholders have indicated a need for second storey signage in industrial, institutional, and commercial zones. Others have expressed concerns with second storey signage in commercial zones.</p> <p>A number of variances have been supported and approved for second storey signage in both industrial and institutional zones.</p> <p>The Official Plan indicates that commercial signage should be displayed at a consistent height on building facades, such as the top of the ground floor. Permitting second storey signage in commercial zones could lead to inconsistent signage heights and a negative impact on our commercial streetscapes.</p>	<p>Regulate and permit second storey signage in industrial and institutional zones. Only permit signage to the external façade of the part of the building occupied by the business advertised.</p> <p>Continue to restrict second storey signage in commercial zones. Signage restricted to commercial tenanted space.</p>

Table 14 - Permanent Signs - Freestanding Signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
Freestanding signs located in commercial or industrial zones (Downtown, CR, OR zones excluded) restrict signs with a 1m setback to a height of 4.5m and a maximum area of 10m ² .	<p>Urban design guidelines now require buildings to be developed closer to street lines. Stakeholders have concerns that these guidelines make it difficult for a sign of up to 7m to be seen from the street (due to the required 6m setback for signs of this height – they can have a maximum area of 17m²).</p> <p>Other Stakeholders have indicated concern with having larger signs closer to the street line.</p> <p>Variances have been approved for signs with 6m in height with a setback of 1m, but with a reduced area. Urban design staff also finds this acceptable.</p>	In commercial and industrial zones (Downtown, CR, OR Zones excluded), permit freestanding signs with a height of 6 metres at a setback of 1m from the property line with a maximum area of 8m ² .
Freestanding signs located in Downtown or Office Residential zones require a minimum separation distance of 30m from other freestanding signs on an adjacent property.	<p>The frontage of these zones is generally small which has caused this regulation to be a challenge for businesses in these zones.</p> <p>Stakeholders have indicated concerns with this regulation as it has prevented some businesses from being able to have a freestanding sign.</p> <p>The maximum height of a freestanding sign in an Office Residential or Downtown zone is 1.8m, the removal of a separation distance between signs on each property should not have a negative impact on our streetscape.</p>	<p>Remove the requirement that freestanding signs located in Downtown or Office Residential zones be required to be a minimum separation distance of 30m from other freestanding signs on an adjacent property.</p> <p>Freestanding signs will still be required to be a minimum of 1m from an adjacent property.</p>

Table 15 - Permanent Signs – Menu Boards

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law restricts the number of menu boards to 1 menu board with a sign area of 2.3m ² and a maximum height of 2m above an adjacent roadway is permitted per property.	Corporate standards for many large food chains require pre-sell menus and larger integrated menu boards. Additionally, some properties are developed with multiple drive-throughs. Variances have been approved to accommodate these changes.	Permit 1 menu board per drive-through lane with a maximum height of 2.4m above the associated drive through lane and an area of 2.3m ² . Permit 1 pre-sell menu per drive-through lane with a height of 2.4m above the associated drive through lane and an area of 1m ² .

Table 16 -Temporary Signs - Window Signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current sign by-law restricts window signage to the first storey and to 25% of a windowpane located within a wall and 50% of a windowpane located within a door.</p> <p>Lifestyle images are not clearly captured within the current sign by-law.</p>	<p>Stakeholders have indicated a desire to have the size of the signage calculated by the total window area, rather than windowpane.</p> <p>Additionally, it was identified that faux windows should be considered and regulated.</p> <p>Use of perforated material has been used to try to challenge calculation of window sign area. The whole of a sign made of perforated material has the same urban design impact as a sign made of non-perforated material.</p> <p>Lifestyle images have the same urban design impact as other window signage.</p>	<p>Calculate window area by including the entire window and faux window area of the façade of the business being advertised (regardless of product perforation).</p> <p>Define and regulate lifestyle images the same as other window signs.</p>

Table 17 - Temporary Signs – Signs attached to light poles

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current by-law does not clearly address signage attached to poles.</p>	<p>Vehicle gas bars and vehicle sales establishments use signage attached to light poles on private property.</p> <p>These stem from banner flags, chloroplast sheets zip tied together.</p>	<p>Permit vehicle gas bars and vehicle establishments to have light pole banner signs and pole posters.</p> <p>Pole cannot have a Light Pole Banner Sign and a Pole Poster Sign attached at the same time.</p> <p>Light Pole Banner Sign and Pole Poster Signs required to have a minimum separation distance of 15m from each other.</p> <p>Cannot be attached to a freestanding sign. Must be a minimum distance of 15m from a freestanding sign.</p> <p>Above separation restrictions, does not apply to banners signs on poles at vehicle sales establishments.</p>

Table 18 - Temporary Signs - Flags

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law prohibits any flag that is a sign unless such flag is a maximum size of 2m ² and is on a freestanding flagpole which is affixed to the ground. It also states that all signs not permitted by the by-law are prohibited.	Feather banner signs also referred to a feather flags, or tear drop flags have become desirable for some businesses. Through public engagement there was support for regulating and requiring a permit for their display (to ensure that the volume of their use remains balanced in such a way to not negatively detract from streetscapes).	Regulate and permit them in commercial, industrial and institutional zones. To help preserve the streetscape, require a separation distance of 30m from any other feather banner sign or mobile sign. No premises issued more than 4 feather banner or mobile sign permits per year.

Table 19 - Temporary Signs – Mobile Signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current sign by-law restricts mobile signs to a permit display period of 30 consecutive days, 4 times per calendar year.</p> <p>A property can have 1 mobile sign for every 60m of frontage to a maximum of 4 signs.</p> <p>A separation distance of 30m is required between each mobile sign.</p>	<p>Stakeholders have indicated that mobile signs are an affordable and effective way for businesses to advertise and have expressed a desire to have the display period extended to 6 times per year.</p> <p>Other Stakeholders have indicated that they have negative impact on streetscapes and appear to always be present as they are continuously displayed.</p> <p>Some Stakeholders have indicated that they would like to see further restrictions, including regulating them per property rather than per business, restricting their colour, increasing their distance from intersections and other mobile signs.</p> <p>Some Stakeholders indicated that the city should ban mobile signs.</p> <p>Some Stakeholders indicated challenges with being able to advertise their charitable or non-profit event. Some Stakeholders indicated a desire to allow an additional mobile sign per calendar year to permit businesses to advertise charitable or non-profit events.</p> <p>Some Stakeholders indicated that there are separate regulations and processes for mobile signs located in city parks which are not contained in the by-law.</p> <p>(continued on next page)</p>	<p>Continue to allow a maximum of 4 mobile signs per business location per year.</p> <p>Require placement of a mobile sign to be at least 15 m from the edge of the nearest traffic control device.</p> <p>Allow 1 additional mobile sign in industrial and institutional zones to advertise community charitable or non-profit events.</p> <p>Include regulations for mobile signs in city parks.</p>

Table 20 - Temporary Signs – Mobile Signs (continued from previous page)

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
See previous page.	<p>Staff have noted that there have been visibility concerns with some mobile signs at intersections (collector or arterial roads) given that they have a 0m setback requirement from a property line parallel to a street.</p> <p>Increasing the number of mobile signs for commercial properties could lead to more challenges related to the ability for businesses to equitably obtain permits due to separation requirements between signs, maximum number of signs per property, and location restrictions for safety purposes.</p>	See previous page.

Table 21 - Temporary Signs – Portable Signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current sign by-law restricts portable signs to 1 per business location to a maximum of 5 per mall. It also allows for 2 per vehicle service station or vehicle gas bar.</p> <p>The current height restriction for this category of portable sign is 1m.</p>	<p>A restriction of 5 per mall can be problematic for malls with more than 5 business locations. Stakeholders indicated that they would like this restriction removed.</p> <p>Some stakeholders indicated the desire to increase the size regulations to provide a little more exposure and because many of the pre-fabricated standard signs exceed this area.</p> <p>Some stakeholders indicated that they would like to further be permitted to have 2 per business location.</p> <p>As already mentioned in this attachment, some stakeholders raised concerns regarding the need to apply for an annual permit.</p> <p>Allowing two per business could have several overall impacts, including visual clutter, AODA challenges and other placement challenges related to safety. Further, removal of an annual permit (and fee) provides fewer opportunities for the city to educate and proactively review for placement.</p>	<p>Remove the restriction of 5 per mall, but continue to permit only 1 sign per business.</p> <p>As mentioned in “Permits Required”, continue to regulate but remove the requirement for an annual permit for portable signs on private property.</p> <p>Increase the permitted height of this category of portable sign to 1.2m.</p>
<p>The current by-law restricts real estate open house directional signage to 4 per open house.</p>	<p>Stakeholders have indicated a desire to increase the number permitted to 8 per open house.</p> <p>Signage generally begins at a main street and leads through the developed neighbourhood to the open house.</p>	<p>Increase the maximum number permitted per open house to 8. Restricted display of signs to 2 hours prior to the open house and 2 hours after to ensure developed neighbourhoods do not have signs within them for an extended period.</p>

Table 22 - Temporary Signs - Portable Signs (continued from previous page)

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current by-law restricts model home directional signs to 4 per model home location.</p> <p>This category of portable sign varies in size from a maximum sign face area of 0.46m² to 0.62m² and a maximum height of 0.8m to 1m depending on location.</p>	<p>Stakeholders have indicated a desire to increase the number permitted. Some Stakeholders have suggested 8, where other have indicated 16.</p> <p>Other Stakeholders have indicated that there are already too many of them.</p> <p>Some stakeholders have indicated the need for an increase in the size of this category of sign.</p>	<p>Increase the maximum number permitted to 8 per sales location.</p> <p>Increase the permitted height of this category of portable sign to 1.2m. .</p> <p>Providing that the sales centre is open, signs to be permitted to be placed out after 4pm Friday and removed by no later than 10am Monday.</p>

Table 23 - Temporary Signs - Development Signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
<p>The current sign by-law restricts development, construction site/subdivision signs to a maximum sign face area of 10m² and a maximum height of 5m.</p>	<p>Stakeholders have indicated the need to increase the size of these signs. Some have indicated a need to increase the sign area to 21m² and height of 6.5m, while others have requested a maximum of 18m² and a maximum height of 6m.</p> <p>Other Stakeholders have indicated that they are already too large.</p> <p>Current maximums are based on sign type, not size of property.</p>	<p>Base maximum sizes relative to lot size as follows:</p> <p>Lots less than 0.2 HA = maximum area of 6m², maximum height of 4m.</p> <p>Lots over 0.2 HA to less than 1 HA = maximum area of 11m², maximum height of 6m.</p> <p>Lots over 1 HA = maximum area of 18m², maximum height of 6m.</p>

Table 24 - Temporary Signs – Hoarding signs

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law does not define or permit hoarding signs.	Hoarding signs can be an attractive addition to advertise an upcoming development.	Regulate and permit hoarding signage during construction. Restrict any construction hoarding sign containing any element or content in red, amber and/or green shall be erected more than 30m from a traffic control signal. Permit hoarding signs or Freestanding development signs, but not both. Only permit hoarding signs during construction.

Table 25 - Miscellaneous

Overview of current provisions	Considerations	Overview of Recommended changes for new Sign By-law
The current sign by-law is divided by types of signs. The current by-law has references to specific uses, but they are intermixed with other regulations.	Staff have received feedback that the current by-law is confusing and is not user friendly. The current by-law attempts to address particular needs of specific uses such as vehicle gas bars, but not all aspects of the typical types of signage are addressed or regulated.	Create the new sign by-law so that users can review all signage available to them by zone. Create specific sections and regulations to address specific uses such as motor vehicle gas bars and vehicle service stations to address and regulate typical signage found with these uses.

Sign By-law Review



Sign By-law Review

Description of Sign Bylaw Review Project

Why did we conduct the review?

Sign By-law Review

Overview of Review 2018

- **January** - Council approve the Project Charter to initiate a comprehensive review of the Sign By-law No. (1996-15245), as amended.
- **March** - Community Engagement Plan
- **April** – Engagement Session and online Mind Mixer.
- **September** – Recruitment for a Sign Bylaw Working Group
- **October** - Sign Bylaw Working Group formed

Sign By-law Review

Overview of Review 2019

- **June – October** – Internal review and consultations
- **November** – Meeting with SBWG and held an open house to provide an overview of draft recommendations
- **December** – Sign Bylaw recommendations survey

Overview of Review 2020

- **January** – Sign Bylaw Recommendations Survey closes
- **January – February** – Meetings with internal stakeholders and minor changes made to recommendations
- **July** – Recommendations re-circulated internally for feedback

Sign By-law Review

Overview of Recommendations

Sign By-law Review

Overview of Recommendations

Permanent Signs – Building Signs



Sign By-law Review

Overview of Recommendations

Permanent Signs – Freestanding Signs



Sign By-law Review

Overview of Recommendations

Permanent Signs – Freestanding Signs



Sign By-law Review

Overview of Recommendations

Permanent Signs – Menu Boards



Sign By-law Review

Overview of Recommendations

Temporary Signs – Window Signs



Sign By-law Review

Overview of Recommendations

Temporary Signs – Lifestyle Images



Sign By-law Review

Overview of Recommendations

Temporary Signs - Light Pole Banner, Pole Poster



Sign By-law Review

Overview of Recommendations

Temporary Signs – Flags



Sign By-law Review

Overview of Recommendations

Temporary Signs – Mobile Signs



Sign By-law Review

Overview of Recommendations

Temporary Signs – A-Frame Signs



Sign By-law Review

Temporary Freestanding Signs Real Estate/Construction



Sign By-law Review

Overview of Recommendations

Hoarding Signs



Sign By-law

Overview of format

- **Short title, scope, severability, transition & repeal**
- **Definitions**
- **General** – prohibited signs, exemptions, permits required, issuance, enforcement, other administration etc.
- **Regulations by zone designation**
- **Regulations by specific uses – vehicle gas bar, vehicle sales establishments**
- **Regulations for the University of Guelph**
- **Regulations for Charitable Signs**
- **Regulations for Billboards**
- **Regulations for Electronic Message Boards**
- **Delegation of authority**

Summary & Next Steps

Staff Report



To	City Council
Service Area	Corporate Services
Date	Monday, October 26, 2020
Subject	Phase 2 Safe Restart Funding - Municipal Operating Relief

Recommendation

1. That Council endorse the following resolution which approves seeking additional funding for Phase 2 of the municipal operating stream, subject to Treasurer confirmation that eligibility criterion have been satisfied, as part of the federal-provincial Safe Restart Agreement;

“Whereas on March 11, 2020, the World Health Organization and the Canadian Government declared COVID-19 a global pandemic; and,

Whereas on March 12, Ontario ordered schools closed and by March 17, began a more extensive shut down; and,

Whereas the pandemic has led to the closure of public spaces, and the cancellation of events around the world, throughout the country, our province and right here within our own community, causing additional financial cost and pressures to the City; and

Whereas 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; and

Whereas 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; and

Whereas on July 27, 2020, as part of the federal-provincial Safe Restart Agreement, the Ontario government announced that it has secured up to \$4 billion in emergency financial assistance to provide Ontario’s 444 municipalities with the support they need to respond to COVID-19; and

Whereas the City’s COVID-19 financial impacts projected up until December 31, 2020 surpassed the Phase 1 funding of the municipal operating stream after taking into consideration City-owned reserves and expenditure savings successfully mitigated;

Therefore be it resolved:

That, subject to Treasurer confirmation that eligibility criterion have been satisfied, Guelph City Council is seeking additional funding for Phase 2 of the

Executive Summary

Purpose of Report

This report serves as Council’s opportunity to endorse a resolution to seek additional funding for Phase 2: Funding for Additional Municipal Pressures as part of the federal-provincial Safe Restart Agreement to address COVID-19 financial operating impacts. The application process requires Council to approve this specific resolution as part of the eligibility requirement.

Key Findings

Council and staff have been very responsive and proactive in making decisions to mitigate the City’s current financial impact as well as provided relief for businesses and citizens who may be facing financial challenges due to the pandemic. In response to the emergency declaration, and fiscal difficulties brought by the pandemic, the City implemented several measures including; closure of facilities, service delivery changes, modified working environment for employees, redirected resources, 601 casual and seasonal part-time layoffs, halted non-critical hiring, and placed 127 full-time employees on declared emergency leave. Even with these actions taken to date, the City is experiencing significant revenue shortfalls and increased expenses related to COVID-19. Council and staff have recognized the need to mitigate the impact of these losses and various mitigation measures were implemented.

To qualify for Phase 2 of the Safe Restart Agreement – Municipal Operating stream, municipalities are required to demonstrate that the year-end deficit (net of the one-time emergency transit related funding of \$5.1 million) is going to be greater than the Phase 1 funding allocated totaling \$6.9 million. The application deadline is October 30, 2020 (or November 6, 2020 with an extension request) and since Council resolution is required before the updated year-end projection will become available, which must be based on September 30, 2020 actual results, we are seeking Council approval in advance to apply for Phase 2 funding should our Phase 1 funds not be enough. The provincially-directed timeline has left little time for our staff to forecast the year-end financial position, at a time when uncertainty about the impact the second wave of COVID will have on our operations is at its highest.

Staff will report back to Council through the third quarter operating variance report on the outcome of this assessment and eligibility. Based on the second quarter deficit projection, the City may not qualify for this second phase of emergency funding.

Financial Implications

COVID-19 related financial impacts projected at year-end are currently being assessed as part of third quarter in-depth operating variance review in consultation with respective departmental managers. Details of the operating year-end projection will be shared November 27, 2020 through the third quarter operating variance report to Council.

The emergency relief funding from the federal and provincial government totaling \$12 million provided the City with greater flexibility to respond to a second wave and has likely mitigated need to utilize the City's reserves in 2020 to manage the previously projected deficit. Staff are actively assessing eligibility to access additional emergency support funding given the known need for these fund throughout 2021.

Report

The COVID-19 pandemic has had a major impact on municipal finances by reducing revenues, increasing costs, and disrupting cash flows. While cost mitigation strategies are being pursued by municipalities, they often produce insufficient savings to cover the added costs and lost revenues being experienced. Like most other Canadian cities, the City made a dramatic shift in March 2020 when the realities of COVID-19 forced people into their homes, businesses to close and services to adjust almost overnight. In its response, the City provided fiscal and non-fiscal relief to residents and businesses, while maintaining critical community services including but not limited to the delivery of clean water, collection and treatment of wastewater, solid waste services, emergency services (police, fire and paramedics), and transit.

The City has been actively in support of the call for emergency municipal funding by the Federation of Canadian Municipalities and the Ontario's Big City Mayors 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.

This report documents City's application process and considerations for Phase 2 funding of municipal operating stream as part of the federal-provincial Safe Restart Agreement.

Emergency funding for municipalities: the Safe Restart Agreement

The Safe Restart Agreement between the Federal and Provincial governments was announced on July 27, 2020. The Ontario government announced that it had secured up to \$4 billion in emergency assistance to provide Ontario municipalities with the support they need to respond to COVID-19.

The investment will provide support to municipalities and public transit operators to help them address financial pressures related to COVID-19, maintain critical services and protect vulnerable people as the province safely and gradually reopens. It includes:

- Up to \$2 billion to support municipal operating pressures, and
- Up to \$2 billion to support municipal transit systems.

Under the **municipal operating stream**, \$1.39 billion will be available to Ontario's municipalities to address operating pressures and local needs. This funding will be allocated in two phases: 50% allocated in Phase 1 for all municipalities, and 50% allocated in Phase 2 for municipalities that require additional funding.

Municipal Operating Funding Phase 1: Immediate Funding for Municipal Pressures

Phase 1 of this funding will be allocated on a per household basis and the City was allocated \$6.9 million to support COVID-19 operating costs and pressures. At the time of writing this report, the funding has not yet been received. In addition to this funding, the City was also allocated \$5.1 million from the municipal transit stream which the City received in September 2020 to offset the lost revenues in our transit system.

Phase 2: Funding for Additional Municipal Pressures

Phase 2 of this funding will be offered to those municipalities that can demonstrate that the 2020 COVID-19 operating costs and pressures exceed their Phase 1 per household allocation. A template for this municipal report and request for consideration for Phase 2 funding has been received on October 1, 2020 and will require:

1. Information about measures the municipality has undertaken to reduce financial pressures (e.g. use of reserves, cost saving measures);
2. Explanation of how the municipality applied or plans to spend Phase 1 funding towards COVID-19 operating costs and pressures;
3. A year-end forecast of COVID-19 operating costs and pressures;
4. Actual COVID-related impacts as of the end of the third quarter of the municipal fiscal year (September 30, 2020);
5. Treasurer's attestation as to accuracy of reporting; and
6. Resolution of Council seeking additional funding.

COVID-19 Financial Cost and Pressures Highlights

The City's revenue source is greatly impacted by the COVID-19 crisis. Increase in COVID-19 related cost were experienced to keep the community safe from the virus. Operating year-end variance projection reassessment are currently underway.

The actual COVID-19 related impacts and pressures as of the end of the third quarter of the municipal fiscal year (September 30, 2020) and a year-end forecast (October 1 – December 31, 2020) will be presented in detail through the third quarter operating variance report to Council on November 27, 2020.

To qualify for Phase 2 of the Safe Restart Agreement – Municipal Operating stream, municipalities need to demonstrate that the year-end variance is going to be greater than the Phase 1 funding received. Since Council resolution is required before the year-end projection will become available, we are seeking Council approval in advance to apply to Phase 2 should our Phase 1 funds not be enough.

The Phase 2 funding application template is to provide an overall picture of the municipality's 2020 financial position and information about service adjustments, use of reserves, and other measures the municipality is taking to manage 2020 COVID-19 operating impacts. It is not designed to collect claims-based information on a line-by-line basis. Capital expenses such as public works are not to be reported on.

Through the second quarter operating variance report, the City projected a total deficit of approximately \$10 million with an allowance for an additional \$3 million resulting from impacts of a second wave of programming and facility closures. Staff believed that based on projections to date, the City may not be eligible for Phase 2 funding which is disappointing given the expected revenue loss that will still be a reality throughout 2021.

Financial Implications

The projected financial impacts of COVID-19 as at December 31, 2020, including relief provided to the community, lost revenues as a result of the provincial emergency closure orders, and additional costs incurred for business continuity, and public health safety are currently being reassessed. Full details of the operating year-end projection will be shared through the third quarter operating variance report to Council on November 27, 2020.

The emergency relief funding from the federal and provincial government provided the City with greater flexibility to respond to a second wave and has likely mitigated need to utilize the City's reserves in 2020 to manage the projected deficit. Staff are actively assessing eligibility to access additional emergency support funding given the known need for these fund throughout 2021.

Consultations

Departments are responsible for managing their programs according to municipal standards and within the approved budget. The responsibility of monitoring the operating budget is shared by the operating departments and the Finance department. Department managers were provided financial reports based on their actual revenue and expenditures to September 30, 2020 with which they provided commentary in consultation with the Finance department.

Strategic Plan Alignment

The City's swift and responsive approach to managing the lost revenues and additional expenses resulting from COVID in 2020 demonstrates the Strategic Plan's Working Together for our Future priority through maintaining a fiscally responsible local government. The application of further emergency grant funding would be consistent with this goal of managing the negative fiscal impacts through 2021.

Attachments

None

Departmental Approval

Karen Newland, Manager Finance Client Services

Report Author

Walter Estrada, Corporate Analyst

This report was approved by:

Tara Baker
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

Staff Report



To	City Council
Service Area	Public Services
Date	Monday, October 26, 2020
Subject	Supportive and Affordable Housing Update

Recommendation

1. That the Supportive Housing and Affordable Housing Update report be received.
 2. That Habitat for Humanity be permitted to pay Development Charges of \$282,631 over a six year installment plan on phase one of Cityview Affordable Homeownership Housing Project.
 3. That the Mayor and Clerk be authorized to execute the six year installment plan agreement with Habitat for Humanity.
-

Executive Summary

Purpose of Report

This report will provide an update on supportive housing projects in the community along with an update to the Council motion from August 24, 2020. With the [Affordable Housing and Funding Requests report](#), Council directed staff to work with the Drop In Centre to determine a source for funding to help with moving the Parkview Motel into supportive housing.

Key Findings

There is a need for permanent supportive housing in Guelph. The Drop In Centre seeks financial support of \$540,000 to purchase the Parkview Motel to convert it into 36 permanent supportive housing units. As this request looks to help purchase property, there is a risk to the City that funds could be returned if the project cannot be completed. Currently, the property is not zoned correctly for this type of housing, which could hold up or prevent the success of this project. This project may have a strong application to a newly-announced Federal grant in response to COVID-19, called Rapid Housing Initiative, as it is designed to support acquisition of land and conversion of existing housing.

In 2020, a number of other housing developments, including Kindle Communities and Habitat for Humanity, have presented formal and informal financial requests to the City. Projects are all at slightly different stages but look to support vulnerable sectors of the community through affordable and permanent supportive housing. The different development projects are looking for support through direct grants, development fee waivers, and/or land.

Specifically, Kindle Communities announced they would explore being the proponent of a new construction of permanent supportive housing. Kindle has also

developed a partnership with Skyline and SkyDev that includes a piece of land (though the address has not yet been publicly announced). Kindle is requesting \$550,000 in funding from the City to support the project and show great success for other grants because of financial supports from a municipality.

The City also received a formal request for funding from Habitat for Humanity. Habitat is building a 28 unit multi-residential affordable housing project on Cityview Drive South. The City has supported this project through Development Charge (DC) deferrals, but due to loss of revenue as a result of COVID-19 and without a formal application process to request City funding, Habitat is now looking for funding to offset pending municipal fees. Habitat is requesting a six-year deferral (installment) plan for one phase of the project and an \$188,422 grant to support DCs for the second phase.

All levels of government have a role to play in supporting and funding the most vulnerable in our community through a housing first model. Provincial and Federal programs often refer to the County of Wellington as a local agent for social services (inclusive of housing). Attachment 1, Potential Funding Sources for Affordable/Supportive Housing in Guelph, outlines the specific potential funding sources for housing at each level of government.

The City of Guelph no longer has the staffing resources available to handle these multifaceted housing files, as those positions were eliminated in 2014. Beyond our normal statutory planning processes, there is no capacity or expertise on staff to handle the intake, review, and processing of the funding applications for these highly complex housing projects. Staff were directed to work with the County of Wellington to determine if it would be advantageous to transfer the responsibility for the disbursement of funds to their organization – until such time as the County takes over this responsibility, additional staff resources will be needed at the City of Guelph to properly resource the housing files.

Financial Implications

Currently, the City funds housing initiatives along the housing continuum with annual budgets totaling \$27.2 million. This is inclusive of funding provided by the City to incent new housing development and provide social services that support members of the community accessing housing assistance, including child care and income supplements. In addition, from a property assessment and taxation perspective, 30 residential/multi-residential housing properties are receiving a tax exemption of \$235,000 annually.

The City has two reserves where a portion of the above-noted annual budget gets held until development projects or social services requirements are identified. Currently the annual funding is not sufficient to fund the estimated \$3.5 million in community requests related to supportive and affordable housing. Overdrawing on the Affordable Housing Reserve in this magnitude would take eight years to repay, assuming Council continued the annual base budget contribution of \$500,000. Consideration should be given to releasing the previous commitment to Rockwater on Janefield Inc. given current bankruptcy protection proceedings and reprioritizing this City funding to projects that are imminent.

The Drop In Centre is requesting \$540,000 in funding. There is significant financial risk relating to the City providing a grant in advance of the project meeting certain development stage milestones. As this request for funding looks to support the

purchase of property even before the supportive housing project can begin, there is a risk to the City that the project cannot either find the next steps in funding or continue at all. We have seen this occur recently through the bankruptcy protection filing for Rockwater on Janefield Inc.; these developments are not certain.

Although the City would enter into a funding agreement with the Drop In Centre including provisions to return funding if conditions are not met, it is unlikely the Centre would have available cash without liquidating the property to return funds back to the City. For this reason, staff are recommending that if Council intends to proceed with a commitment, this be done in writing only, with any funding released only once conditions are met. These conditions would include building permit issuance, and funding commitments from other levels of governments. Priority should be given to projects that leverage City funding to access other granting programs as described in the Council-approved [Affordable Housing Financial Incentives Program](#).

Report

Background

In 2020, a number of housing developments for affordable and permanent supportive housing have presented formal and informal financial requests of approximately \$3.5 million to the City. Projects are all at slightly different stages but look to support vulnerable sectors in the community. Some projects are working in the background on confirming locations and funding before publicly announcing details.

The last request for funding from the City's Affordable Housing Reserve was approved for St. Joseph's Housing Corporation's Maple Seniors Community Project. On August 24, 2020, staff recommended funding for an additional \$800,000 be awarded to St. Joseph's to support 65 mixed sized affordable units. St. Joseph's also received funding \$364,000 from the City in May of 2019 and recently received \$1.6 million from the County of Wellington.

Alongside of the initial funding to St. Joseph's in May of 2019, through the [Funding Requests from the Affordable Housing Reserve](#) report, Council also approved funding for Rockwater on Janefield Inc. in support of 165 mixed sized affordable rental apartment units. In August 2020, the City Solicitor received notification that legal proceedings have commenced against Rockwater on Janefield Inc. under the Bankruptcy and Insolvency Act. Staff expected that Rockwater on Janefield Inc. will not be able to proceed as planned, or certainly not in 2020 as hoped. Until official notices are provided, staff continue to hold committed funds and monitor the situation. Council consideration should be given to releasing the previous commitment to Rockwater on Janefield Inc. given current bankruptcy protection proceedings and reprioritizing this City funding to projects that are imminent.

In addition to the approval of funding for St. Joseph's on August 24, 2020, Council passed the following motion:

That staff be directed to work alongside the Drop In Centre to determine a source of funding to help with moving the Parkview Motel into supportive housing, and that this information come back to Council by the October regular Council meeting for further consideration.

The Welcome Drop In Centre

The Drop In Centre was founded in 1983 by Sister Christine Leyser in downtown Guelph. Sister Christine started with the idea of creating a community space that was welcoming to all individuals, especially those living on a limited income. The goal of Sister Christine was to provide food and friendship, and connect individuals to the supports they needed.

In 1986, in partnership with the County of Wellington, the Drop In Centre began providing shelter supports for Guelph at the Stepping Stone Shelter on Highway 6, providing 18 beds to both men and women. In 2002, a Women's Shelter was opened for women and children. Over the years, the local motels have been used for families and individuals.

The Drop In Centre also supports a 24 unit complex called Yorkhaven Supportive Housing. This housing complex provides long-term, affordable housing to individuals who were experiencing homelessness.

With their board support, the Drop In Centre looks to create more permanent supportive housing in Guelph. The new housing proposal is to convert the current Parkview Motel location at 721 Woolwich Street to 36 bachelor units and add other shared amenities, including providing 24-hour social service supports. The Drop In Centre has secured a letter of intent for non-competitive purchase from the motel owners. The offer expires October 14, 2020.

Planning Development and Zoning Changes

The current Parkview Motel is zoned as Specialized Service Commercial Hotel/Motel (SC.1-11). In order to transition the location to permanent supportive housing, a zoning amendment will be required. The Zoning Bylaw contains provisions for supportive housing uses in residential zones on a site specific basis. The zoning for this property would need to be amended to permit residential use and a range of services designed to assist residents who need specific support services while allowing them to maintain a level of independence. While a Ministerial Zoning Order may be an option, staff do not support pursuing this option as it circumvents our Council- approved processes related to community engagement.

Building permits are required for any renovations or a change of use from motel to care/treatment or other occupancy. The extent of renovations and change of use would be considered at the time of building permit application and would need to comply with the applicable zoning in place at the time.

Funding Request and Risk to the City

The Drop In Centre requests \$540,000 towards the down payment of purchasing the Parkview Motel from the City. The Drop In Centre is able to leverage other funding towards the remainder of the required down payment. The Centre is in a strong financial position with continued grants, donations and no debt, including fully owning the three buildings where they offer shelter programs. Showing support for the project, the Centre has also received Canadian Mortgage and Housing Corporation (CMHC) SEED Funding to assist with next steps on the property acquisition.

Through the Affordable Housing Financial Incentive Program, the City has always aligned to other levels of governments, mainly CMHC's Co-Investment Fund, to ensure the viability of projects, financial security, continued affordability rates, and

follow through on services. As this request for funding looks to support the purchase of property even before the supportive housing project can begin, there is a risk to the City that the project either cannot find the next steps in funding or continue at all. Although the City would enter into a funding agreement with the Drop In Centre including provisions to return funding if conditions are not met, it is unlikely the Centre would have available cash without liquidating the property to return funds back to the City.

Funding Request and Relationship with County of Wellington

The Drop In Centre and the County of Wellington Housing office work closely together to provide shelter and supportive housing in Guelph. The Drop In Centre has provided County staff with details and planning specifically to the opportunity for supportive housing at the Parkview Motel.

In the County's last Request for Proposal for access to the Affordable Rental Housing Development Fund, the Drop In Centre was one of four top scoring applications by the RFP evaluation team. The County indicated that all projects would mean a great deal to the community and are much needed affordable options for some of the most vulnerable. Although the Drop In Centre was not successful in receiving funding for the project, it does not necessarily mean County staff are not supportive of the project, only that another project was selected. The County also looks to align to other levels of government programs, like CMHC's Co-Investment Fund. The County has not provided funding or in-kind supports for this project.

City Staff will continue to work close with the County, as the subject matter expert on housing. The County is imbedded in all housing programs and has a deeper relationship with health and social service providers.

Permanent Supportive Housing Compared to Affordable Housing

Permanent Supportive Housing is an evidence-based and cost-effective solution for people who are chronically homeless and/or highly vulnerable because of long-term disabilities, such as mental illnesses, developmental disabilities, substance use disorders, and chronic health conditions. It provides a physical environment that is designed to be safe, secure, enabling, and home-like, with support services such as social services, health supports, provision of meals, social and recreational activities, in order to maximize residents' independence, privacy, and dignity. Permanent Supportive Housing in Guelph looks to support the most vulnerable who are living with mental health and addictions, and who are ready to engage in support.

Affordable Housing is housing that is owned or rented by a household with shelter costs (rent or mortgage, utilities, etc.) that are less than 30 per cent of its gross monthly household income. We see partnerships and supports to applications to the Canadian Mortgage and Housing Corporations Co-Investment Fund that requires units be offered at least at 80 per cent of the Median Market Rental rate for a minimum of 20 years.

Permanent Supportive Housing supports individuals moving from homelessness into housing while offering 24-hour supports compared to offering an affordable financial price. Those moving from homelessness into housing have a deeper financial need and a deeper need for medical and mental health supports. However, Affordable Housing – one step along the housing continuum – can still be

unattainable for some, as 80 per cent market rent can be out of reach for individuals on social assistance.

Starting in early spring 2020, the shelter system in Guelph began utilizing hotels to support physical distancing during COVID-19. By the fall of 2020, the shelter recorded 80-90 individuals accessing services. The adjusted shelter proved that when individuals are able to live in permanent supportive housing, the individual's health and wellness improved. The interim shelter system was an opportunity to build a program with 24 hour supports and build partnerships with other social and health providers, while continuing to offer individuals access to supports for mental health, addiction, and medical health.

Supportive and Affordable Housing Projects in Guelph

By early 2020, a number of housing developments have presented formal and informal financial requests to the City. Projects are all at slightly different stages but look to support vulnerable sectors of the community through affordable and permanent supportive housing. The different development projects are looking for support through direct grants, development fee waivers, and/or land.

Including the Drop In Centre, City staff continue to work with the approximately five to eight requests or ongoing projects in the community. Although not confirmed, the funding requests for these projects, including those outlined below, appear to be approximately \$3,500,000 in direct grants, development fee waivers, and/or offset of other fees. To date, the City has not permitted the waiver of development fees under the Municipal Act but could fund the equivalent via a grant through approved incentive programs and funded from other City reserves. New provincial legislation (September 18, 2020), through Bill 108, will now allow Municipalities to exempt the new community benefit charges for organizations with a core objective to provide housing. A bylaw will be required before this can occur.

Currently, requests for funding to the Affordable Housing Reserve do not have a formal request for proposals (RFP) or application process. When engaged with organizations, staff request a written letter to act as the formal request. Without transparency or communication to the community on process or timelines, Council is only being provided with fulsome details once staff are directly made aware of a project, or if the proponent chooses to share details with members of Council directly. Resources are needed to develop a more transparent program or delegate this work to the County or another organization.

It is important to provide details of a few projects that have made formal written requests for funding as context.

Project – Kindle Communities

Recently, Kindle Communities announced they would explore being the proponent of a new construction of permanent supportive housing. Kindle also announced a partnership with Skyline and SkyDev that includes a piece of land to be gifted to Kindle for the purpose of a supportive housing building. Although the piece of land has been identified, it has not yet been shared with the wider community. Kindle is developing a communication and engagement strategy, while connecting with key stakeholders and community leaders.

All partners are working with the City on design and pre-consultation in preparation of the development. Through the design phase, Kindle has submitted a SEED grant

with CMHC, is exploring additional capital funding, has begun discussions with health partners and has developed a communication and engagement strategy.

Beyond the development partnership, Kindle is requesting \$550,000 in funding from the City to offset the Development Charges (DCs) and other City fees. The project plans to offer deep affordable rent at 80 per cent of market rent, and they are committed to exceeding the 20-year minimum for affordability. Kindle will work to submit an application to the CMHC's Co-Investment Fund that acknowledges better success for funding when there are municipal partners.

Project – Habitat for Humanity/Cityview Village

In 2017, Habitat for Humanity began building a 28-unit multi-residential affordable housing project on Cityview Drive South. The project is a mix of one to three bedroom unit homes, along with some home ownership programs and affordable market rentals, and includes four accessible sized units.

In April of 2017, to extend payment of DCs and to assist with cash flow on this project, Council approved deferral of DC payments by three years. Although the City deferred the DCs, interest still accrued and is due with the principal payment at the end of the third year. The first payment of three phases was due in July and the second phase in November of 2020.

Without a formal application process to apply for funding from the Affordable Housing Reserve, organizations cannot know when to request funding from Council or update staff on changes of project details. Habitat appears to be requesting funding late in their project timeline. They were unaware there was an opportunity to express need or interest. Over the last three years, Habitat has been successful in securing other levels of government grants. These grants provide oversight or control of affordability rates, and those rates will be maintained over at least 20 years.

Due to COVID-19 and loss of revenue at the ReStores and fundraising, Habitat has depleted their cash reserves in completing the project. They have launched a fundraising campaign called Hearts for Homes, with a goal of \$350,000 in order to address their cash shortfalls. Eight families will move into the final phase housing in November.

Working closely with City staff, Habitat is requesting support for the affordable home ownership and rentals. Habitat has requested the following:

- For phase one – For the 12 home ownership units that are occupied, funding support of \$20,179 to cover the interest owed on phase one DCs and an installment payment plan of \$262,452 for the original DCs over six years.
- For phase two – For the eight affordable rental units, support of \$188,422 (original DCs of \$174,968 plus the interest) as a grant to cover the full cost. Where the full funding for this phase is not possible, Habitat requests an installment payment plan over 20 years.

This is a grant request totaling \$208,601 from the Affordable Housing Reserve and aligns to the criteria or support from within the Affordable Housing Financial Incentives Program. Habitat has only requested support for interest and a deferral plan in phase one, as that phase does not align to another government level granting program, where phase two aligns to and has received funding from the Investment in Affordable Housing agreement through the Province of Ontario and

County of Wellington. This alignment to another granting body ensures affordability is maintained for the desired length of time.

DCs from phase three will come due in 2022, where it is anticipated Habitat would come back to request a grant to cover the \$155,750 (original DCs of \$144,716 plus interest) in City charges. Staff support issuing a six year installment plan for phase one at Cityview through the following motion:

That Habitat for Humanity be permitted to pay Development Charges of \$282,631 over a six year installment plan on phase one of Cityview affordable homeownership housing project.

Staff recognize the request for funding for the interest incurred (\$20,179) from the three year deferral agreement, but support including the full amount owed, originally DCs and the interest, in the installment plan.

Roles of Each Level of Government

Each level of government has a role to play in housing in our community. Those roles are outlined below for both the City of Guelph and the County of Wellington, as the Guelph Consolidated Municipal Service Manager, as well as the Provincial and Federal levels of government. Attachment 1, Potential Funding Sources for Affordable/Supportive Housing in Guelph, outlines the specific potential funding sources for housing. Based on timing of Council's request for information, it was not possible to validate if all programs are specific to the Drop In Centre project and if funding is still available in all programs.

Municipal - City of Guelph

The City's Official Plan is a statement of goals, objectives and policies that guide Guelph's growth and development. The Official Plan follows the provisions of the Planning Act and is approved by the Ministry of Municipal Affairs and Housing. Part of the Official Plan is recognizing the importance of housing, including affordable housing, in meeting the needs of the City's existing and future residents. To address the need for affordable housing in Guelph, the [Affordable Housing Strategy](#) and the Affordable Housing Financial Incentives Program were established in 2017.

On the housing continuum, affordable rental housing and other rental or ownership housing defers to the City of Guelph. Where currently affordable housing is the role of the City, we look to support and guide these developments without expertise, research, process, and necessary resources. The City refers to the County of Wellington as our provincially-appointed Consolidated Municipal Service Manager, as the subject matter expert. Without proper resources or expertise, the City should not be expected to lead this work outside of the Official Plan requirements.

Previously, the City of Guelph had staff positions directly responsible for the oversight of social services files, including housing – these positions included the General Manager of Community and Social Services, and the Social Services Policy Liaison. Both of these positions were eliminated in 2014, and so we no longer have subject matter experts on staff who have the available time and expertise to adequately address these complex housing issues or to provide appropriate advice and guidance to Council.

In August 2020, with the Affordable Housing and Funding Requests, Council approved for City staff to work with the County of Wellington on options and opportunities to have the County take a more active role in affordable housing

incentives in Guelph. The County is willing to explore options, but teams have not yet met. Staff will report back on options, collaborations with other funding streams and any associated risks by Q2 of 2021. Should the decision be made not to proceed with the transferring of authority to the County for the allocation of affordable housing incentives, then additional City staff resources will be needed moving forward to respond appropriately to these complex issues.

Currently, the City uses the Affordable Housing Reserve to support new local affordable housing units or projects. Although the Affordable Housing Financial Incentives Program supports decisions, requests for funding from this reserve do not have a formal request proposals (RFP) or application process. When engaged with organizations, staff request a written letter to act as the formal request. A more transparent program is required.

The City uses the Social Housing Contingency Reserve to hold funding for the County. This reserve is designed to mitigate against variances related to the social services provided by the County of Wellington on behalf of the City.

These programs are all outlined in Attachment 1 Potential Funding Sources for Affordable/Supportive Housing in Guelph.

Municipal - County of Wellington

As Consolidated Municipal Service Manager (Service Manager) for the City of Guelph, the County of Wellington manages the rent-geared-to-income (social) housing stock in our community. The County administers federal and provincial funding programs and provides service system planning for housing options across the housing continuum including Emergency Shelter, Transitional Housing, Supportive Housing, and Rent-Geared-to-Income.

The County provides expertise, accountability, and policy for housing services in the community. The City of Guelph annually funds the County \$16.5 million for housing that contributes directly to the emergency shelter system and the community's rent geared to income social housing portfolio. The County has rights and jurisdiction (or control) over social housing work as the subject matter experts and Service Manager. The delivery of local funding in support of social housing has little flexibility as spending is required in accordance with provincial and federal legislation. Specially, as Service Manager, the County is accountable to the Province's Ministry of Municipal Affairs and Housing and is legislated to meet all requirements of the Housing Service Act and its regulations. Beyond this legislative requirement, additional funding could provide for the development of more housing options across the housing continuum, including supportive and social housing options.

The County of Wellington is responsible for the delivery and administration of provincially mandated social and affordable housing programs, as well as initiatives to prevent and address homelessness. At a high level, the County delivers the following programs:

- Owns and operates 1189 rent-geared-to-income (RGI) units and 131 units of affordable housing
- Provides financial support and legislative oversight to 20 non-profit housing providers and housing co-operatives located in the County of Wellington and the City of Guelph (who support over 1,000 rent-geared-to-income units and nearly 500 affordable market rental units)

- Provides federal and provincial funding and resources to support the development of affordable housing, operated by external housing partners in Guelph-Wellington
- Offers varied levels of support to individuals and families who need help finding and keeping a home
- Leads the Guelph-Wellington Built for Zero-Canada Campaign, a national movement to end chronic homelessness
- Administers funding for housing stability programs across the Service Manager Area and funds emergency shelters in Guelph

The County, as an agent for the Provincial and Federal governments, administers funding through a number of programs. These programs, like Reach Home and Ontario Priorities Housing Initiative, are outlined in Attachment 1 Potential Funding Sources for Affordable/Supportive Housing in Guelph

Provincial Government

The Province provides annual funding to Service Managers who design and deliver a wide range of local programs and services for people experiencing or at risk of homelessness. Service Managers are accountable to the Province's Ministry of Municipal Affairs and Housing and are legislated to meet all requirements of the Housing Service Act and its regulations.

These Provincial appointed Service Managers play an important role in the delivery of housing and homelessness programs and services in Ontario. Service Managers are the primary funders of social housing for low-to-moderate income households. In addition, Service Managers oversee numerous affordable housing initiatives that provide housing assistance for people at a range of incomes who cannot afford local market rents. The Province appointed the County of Wellington as the local Service Manager for the City of Guelph as well as the County region.

Programs administered for the Province by the County are outlined in Attachment 1 Potential Funding Sources for Affordable/Supportive Housing in Guelph.

Federal Government

The Federal government announced Canada's 10-Year National Housing Strategy in November of 2017. The goal of this strategy is to make sure Canadians across the country can access housing that meets their needs and that they can afford. In April 2018, the Federal and Provincial government signed a bilateral agreement under the National Housing Strategy. Both levels of government will continue to work together on implementation details related to the National Housing Strategy.

Through Reaching Home, a community-based program aimed at preventing and reducing homelessness, the Federal government provides direct funding to the County of Wellington to select, approve and manage projects in the local area based on the local community homelessness plan and priorities. Reaching Home supports the goals of the National Housing Strategy; in particular, it supports the most vulnerable Canadians by maintaining safe, stable, and affordable housing. It looks to reduce chronic homelessness nationally by 50 per cent by 2028.

The Federal government also supports housing through granting streams administered by the Canadian Mortgage and Housing Corporation. This and other Government of Canada programs are outlined in Attachment 1 Potential Funding Sources for Affordable/Supportive Housing in Guelph.

COVID-19 Financial Relief

The financial and health effects of COVID-19 have not yet been fully recognized. Anecdotally, among other effects, individuals have seen strains on personal finances because of loss of jobs that then effect housing and mental health. More individuals and families are beginning to experience homelessness and/or low income.

In response, the Federal government has allocated additional funding to the Reaching Home Program and just recently announced additional funding to CMHC for Rapid Housing Initiative (RHI). This new initiative will support the construction of modular housing, as well as the acquisition of land, and the conversion of existing buildings to affordable housing. Although details and criteria for RHI have not been announced yet, CMHC acknowledges a quick ongoing application process that looks to announce all commitments by March 31, 2021 in order to see individuals housed by the end of 2021. Funding support for the Drop In Centre for the Parkview Motel project might be better suited to come from the RHI program.

These programs are also outlined in Attachment 1 Potential Funding Sources for Affordable/Supportive Housing in Guelph.

Financial Implications

Financial support for housing continuum

The City contributes \$16.5 million to the County of Wellington for social housing services as the provincially appointed Social Service provider. The City also provides the County with \$6.5 million in funding for the wrap-around housing services including childcare and income subsidies. In addition, the City contributes on average \$3.7 million annually to fund legislated DC exemptions on secondary/accessory unit development in the City (contributing to housing availability).

Further, the City has a Council-approved Affordable Housing Financial Incentive Program that is funded through annual contributions of \$500,000 to the Affordable Housing Reserve. Based upon commitments to date in 2020, assuming the funding for Rockwater on Janefield Inc. is held, and with the additional commitment to St. Joseph's in August 2020 for \$800,000, the reserve is currently over spent by \$300,000.

The City also has a Social Housing Contingency Reserve that is designed to mitigate against variance related to the social services provided by the County of Wellington on behalf of the City. The current uncommitted balance of this reserve is \$633,000, and there is no annual budgeted contribution to this reserve. Due to COVID-19 and the mounting City tax supported deficit and expectation that these services will be highly in need through a recessionary period, staff are not recommending the use of these funds for affordable housing projects at this time. However, they will be used to fund overages in the social housing and benefit programs.

From a property assessment and taxation perspective, 30 residential/multi-residential housing properties are receiving a tax exemption of \$235,000 annually. The City has exempted three multi-residential properties from taxation via bylaw as Municipal Capital Facilities for housing, as these entities have agreements with the County. The total of this exemption for 2020 is \$88,000. Also through exemption in the Assessment Act, a further 27 residential housing properties have exemptions

from taxation. For 2020, that total exemption is \$147,000. These properties are owned and used as residential housing for organizations including, but not limited to, Community Living Guelph, Hopewell Children's Homes, Wyndham House, and Canadian Mental Health Association.

Affordable and supportive housing community requests

The City is aware of formal and informal requests for funding from five to eight other community projects, including those within this report, for permanent supportive housing and affordable housing projects of approximately \$3,500,000 in direct grants, development fee waivers, and/or land. All projects are at different stages and not all the details are available to staff for recommendations to Council. However, if all requests were to be approved, the Affordable Housing Reserve would be in a negative position of approximately of \$3,800,000. This deficit would take eight years to repay assuming Council continued the annual base budget contribution of \$500,000 to this reserve.

The Drop In Centre is requesting \$540,000 in funding. There is significant financial risk relating to the City providing a grant in advance of the project meeting certain development stage milestones. As this request for funding looks to support the purchase of property before the supportive housing project even can begin, there is a risk to the City that the project either cannot find the next steps in funding or continue at all. We have seen this occur recently through the bankruptcy protection filing for Rockwater on Janefield Inc.; these developments are not certain.

Although the City would enter into a funding agreement with the Drop In Centre including provisions to return funding if conditions are not met, it is unlikely the Centre would have available cash without liquidating the property to return funds back to the City. For this reason, staff are strongly recommending that if Council intends to proceed with a commitment, this be done in writing only, with any funding released only once conditions are met. These conditions would include building permit issuance, and funding commitments from other levels of government. Priority should be given to projects that leverage City funding to access other granting programs as described in the Council-approved Affordable Housing Financial Incentive Program.

Recent legislative changes to encourage housing

To help remove housing development barriers, the Province passed legislation in January 2020 through Bill 108, to permit deferrals of DCs for not-for-profit organizations. This current legislation allows DC payment options for rental and institutional developments and non-profit housing. Rental housing and institutional developments can pay DCs in six installments over five years. Non-profit housing can take up to 20 years, with 21 installments to pay for DCs. Interest on DC installments will be payable annually until DCs are paid in full. The Province has also recently (September 18, 2020) passed the legislative change that allows a Municipality to exempt the new community benefit charges (CBC) for any corporation or non-for-profit organization where their core objective is to provide housing. A CBC bylaw must be approved and in effect by September 2022.

Alternative Options to Fund

Funding requests from the Drop In Centre, Kindle Communities, and Habitat for Humanity combined are just under \$1.3 million. If Council wanted to fund projects presented in this report, the Rockwater on Janefield Inc. commitment for \$924,000

could be rescinded and their request could be reviewed again when their legal proceedings are resolved. If the Rockwater on Janefield Inc. commitment is rescinded and Council commits using the remaining 2021 budgeted amount, there could \$1,124,000 available in the Affordable Housing Reserve. This would be a gap of approximately \$200,000 from the requests to the available funds.

The further overspending of the 2021 budget assumes that the base operating budget will be approved in advance of deliberations. This could commit or spend all funding until the start of 2022 when \$500,000 from base budget would be available. There would not be funding available to support any new projects until at least 2022.

The following motions could be possible.

Rescind the commitment to Rockwater on Janefield Inc., releasing \$924,000

1. THAT the commitment for funding for \$924,000 to Rockwater on Janefield Inc. affordable housing project that was approved on May 27, 2019 through Funding Requests for the Affordable Housing Reserve (IDE-2019-60) be rescinded.

Council could then fund the other projects discussed within this report proportionately to allocate all available funds through to the end of 2021.

Fund the Drop In Centre: \$475,000

1. THAT a financial incentive in the amount of \$475,000 be provided to the Drop In Centre for a supportive housing project at the current Parkview Motel property.
2. THAT staff be directed to enter into an agreement with the Drop In Centre to implement the municipal incentive to the satisfaction of the Deputy Chief Administrative Officer of Public Services, the City Solicitor and the Treasurer.
3. THAT the Mayor and Clerk be authorized to execute the Municipal Incentive Agreement with the Drop In Centre.

Fund Kindle Communities: \$484,000

1. THAT a financial incentive in the amount of \$484,000 be provided to Kindle Communities for a supportive housing project subject to approval of the National Housing Co-Investment Fund.
2. THAT staff be directed to enter into an agreement with the Kindle Communities to implement the municipal incentive to the satisfaction of the Deputy Chief Administrative Officer of Public Services, the City Solicitor and the Treasurer.
3. THAT the Mayor and Clerk be authorized to execute the Municipal Incentive Agreement with the Kindle Communities.

Fund Habitat for Humanity: \$165,000

1. THAT a financial incentive in the amount of \$165,000 be provided to Habitat for Humanity to cover phase two costs at the Cityview Affordable Housing Project subject to maintaining approval through the Investment in Affordable Housing Agreement.
2. THAT staff be directed to enter into an agreement with the Habitat for Humanity to implement the municipal incentive to the satisfaction of the Deputy Chief Administrative Officer of Public Services, the City Solicitor and the Treasurer.

3. THAT the Mayor and Clerk be authorized to execute the Municipal Incentive Agreement with the Habitat for Humanity.

Consultations

Staff worked closely with community partner organizations, including the Drop In Centre, Kindle Communities, and Habitat for Humanity, along with City Planning, Intergovernmental, and Finance Departments.

Strategic Plan Alignment

Supporting community housing developments to increase affordable housing in Guelph aligns to our Strategic Plan through Building our Future. This pillar supports a community that looks to make investments that nurture social well-being and offers a safe place where everyone belongs. With the County of Wellington, the City of Guelph supports Housing First initiatives as an approach to support everyone having access to safe and affordable housing.

Attachments

Attachment-1 Potential Funding Sources for Affordable/Supportive Housing in Guelph

Departmental Approval

Tara Baker, General Manager Finance, City Treasurer

Report Author

Danna Evans, General Manager Culture and Recreation

This report was approved by:

Danna Evans
General Manager
Public Services
519-822-1260 extension 2621
Danna.Evans@guelph.ca

This report was recommended by:

Colleen Clack-Bush
Deputy Chief Administrative Officer
Public Services
519-822-1260 extension 2588
Colleen.Clack-Bush@guelph.ca

Attachment 1 – Potential Funding Sources for Affordable/Supportive Housing in Guelph

Municipal

Source	Funding Opportunity	Description
City of Guelph	Affordable Housing Reserve	A reserve fund intended to support new local affordable housing projects.
City of Guelph	Social Housing Contingency Reserve	The Social Housing Contingency Reserve is designed to mitigate against variance related to the social services provided by the County of Wellington on behalf of the City.

Consolidated Municipal Service Manager Province of Ontario

Source	Funding Opportunity	Description
Locally administered by the County of Wellington	Canada – Ontario Community Housing Initiative	This program can be used by Service Managers to repair, regenerate, and expand community housing.
Locally administered by the County of Wellington	Ontario Priorities Housing initiative	Flexible funding provided to Service Managers to address local priorities in the areas of housing supply and affordability.
Locally administered by the County of Wellington	Social Services Relief Fund	COVID-19 response-related funding to cover temporary accommodation, shelter renovation, and new facilities to expand housing options.

Federation of Canadian Municipalities / Government of Canada

Source	Funding Opportunity	Description
Federation of Canadian Municipalities	Green Municipal Fund	The GMF has several streams to support the creation of housing, including funding for capital projects, pilot projects, studies, etc.

Canada Mortgage and Housing Corporation / Government of Canada

Source	Funding Opportunity	Description
Canada Mortgage and Housing Corporation	SEED Funding	Provides interest-free loans and/or non-repayable contributions for new construction / conversions and to preserve existing community housing projects.
Canada Mortgage and Housing Corporation	National Housing Co-Investment Fund: New Construction	Low-cost and forgivable loans for public-private housing projects that are energy-efficient and accessible, including conversions.
Canada Mortgage and Housing Corporation	National Housing Co-Investment Fund: Revitalization	Low-cost and forgivable loans for public-private housing projects that are energy-efficient and accessible. Monetary or in-kind contributions are required.
Canada Mortgage and Housing Corporation	Affordable Housing Innovation Fund	Loans, forgivable loans, and financing options for innovative projects that contribute to the fight against homelessness, including retrofit models. Not currently accepting new applications due to overwhelming interest.
Canada Mortgage and Housing Corporation	Rapid Housing Initiative	In response to COVID-19, the program looks to address the urgent housing needs of vulnerable Canadians by rapidly creating new affordable housing. The program will support the construction of modular housing, as well as the acquisition of land, and the conversion of existing buildings to affordable housing.

Designated Community Entity / Government of Canada

Source	Funding Opportunity	Description
Locally administered by the County of Wellington	Reaching Home Program Funding	Eligible projects under the Reaching Home Program are those that align with the priorities established in the Designated Community Entity's Community Plan. Capital investments are eligible projects under the program's overarching framework. Typically, federal dollars must be matched, but this requirement has been waived for projects related to the government's COVID-19 Economic Response Plan.

Kindle Communities: Permanent Supportive Housing

SHEILA MARKLE, CEO KINDLE COMMUNITIES

OCTOBER 26TH, 2020



Kindle Communities: Who are we?

A non- profit landlord

Over 18 years of development and landlord experience

Supporting the space needs of community-based organizations that serve vulnerable children, youth, families and neighborhoods.

We manage properties that allow services to be delivered when and where they are needed.



The Shelldale Centre

- great things happen when you bring organizations together under one roof.
- recognized locally as an innovative space that brings partners together to deliver integrated programs and services that
- support and empower the community.



Kindle Communities: Permanent Supportive Housing

We are committed to helping Guelph-Wellington end homelessness by 2023

- through the development of a permanent supportive housing project
- that will give 30+ of our most vulnerable community members
- a safe and affordable place to call home



Permanent Supportive Housing – What is it?

Permanent Supportive Housing (PSH) is an evidenced-based and cost-effective solution for people who are chronically homeless and/or highly vulnerable because of long-term disabilities, such as: mental illnesses, developmental disabilities, physical disabilities, substance use disorders, and chronic health conditions.



Permanent Supportive Housing – What is it?

- Leases held by tenants without limits on length of stay
- Rental assistance linked to each unit, such as a rent supplements,
- Access to individualized, flexible and voluntary supports to address needs and maintain housing stability
- Supports are typically provided by on-site staff and can be accessed 24 hours/7 days a week
- PSH includes independent units with common spaces that are in one home or building



Kindle Communities: Permanent Supportive Housing

Our journey to date:

- Mayors Task Force
- Land commitment
- Project Partners
 - Skyline Group of Companies
 - Guelph Community Health Centre
- Partnership with Home Space
- Canadian Mortgage and Housing Corporation – Seed Application
- Stakeholder Engagement
- Location Video Announcement
- Website Development - <https://www.kindlecommunities.com/supportive-housing>



Permanent Supportive Housing – What is needed?

Municipal capital investment is required to secure CMHC Co-Investment funding

Investment in the project will ensure:

- Rents are deeply affordable
- Commitment to affordability well beyond the 20 year CMHC requirement
- The building can be well maintained, safe and secure for residents

\$550,000 in funding support from the Affordable Housing Reserve

Commitment from the City of Guelph to explore all options related to zoning and development to ensure this project moves forward as rapidly as possible



Thank you

QUESTIONS



Permanent Supportive Affordable Housing Opportunity

October 26, 2020



GROUNDLED IN REAL ESTATE



GROWING FOR THE FUTURE



POWERED BY PEOPLE

Community Initiatives

Skyline Community Hub

Bold Female Leaders

Children's Foundation of Guelph Wellington

Salvation Army

Heart & Stroke Foundation

Canadian Cancer Society

Threads of Life

Youth Mental Health

Big Brothers Big Sisters

Sheldale Family Gateway

Blood Drives

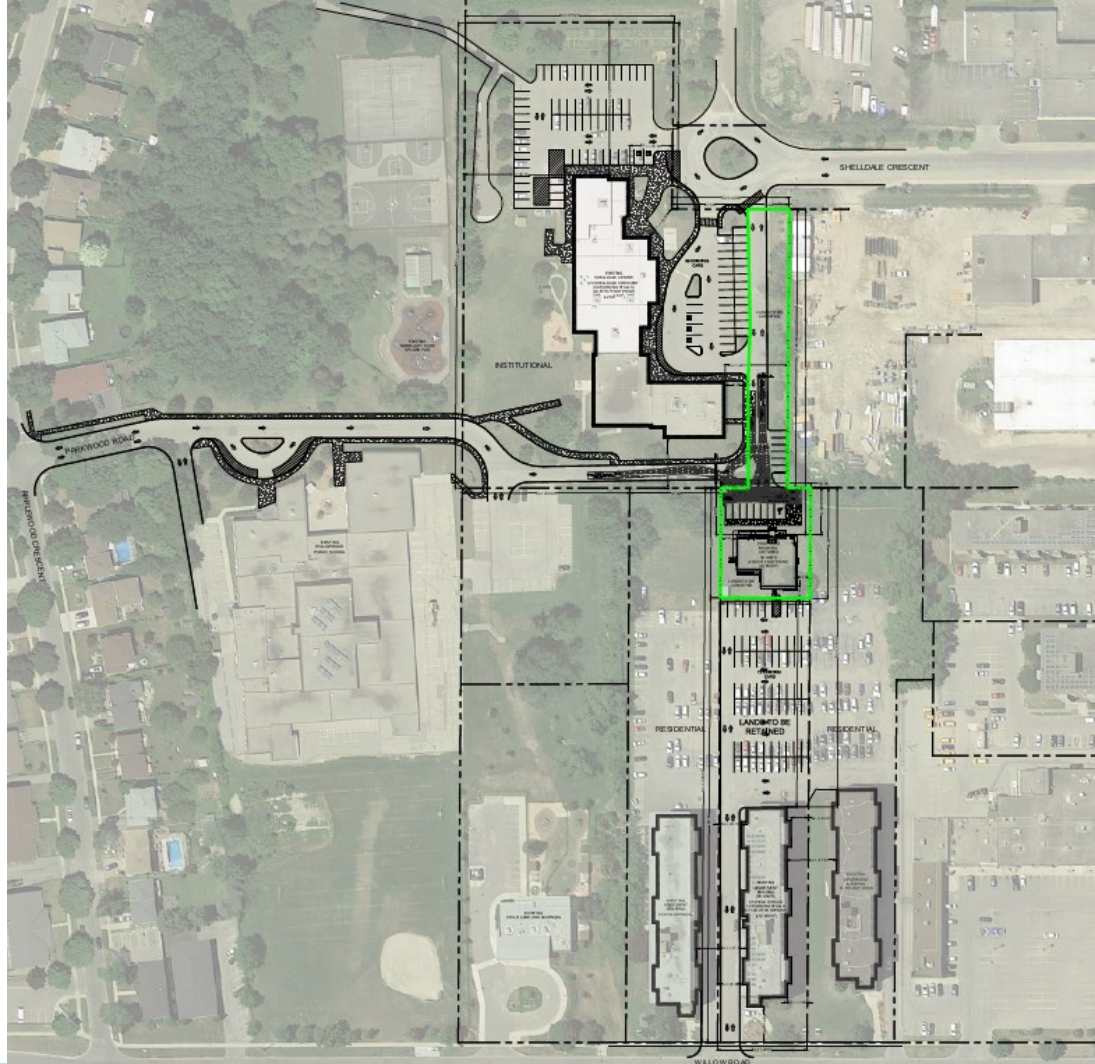
Hope House

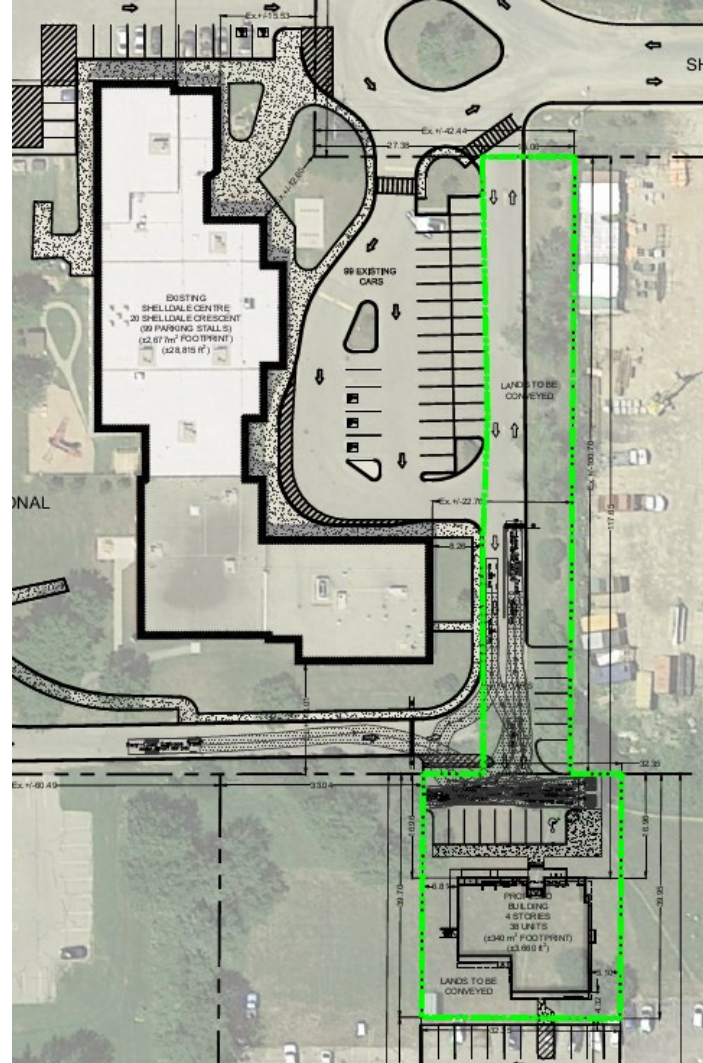
Tenant Rent Relief Programs

University Scholarships

A Place to Call Home







Municipal Fee Equivalent Request

Summary City Fees and Charges

Development Charges @ \$11,587 per Supportive Housing Apartment	\$ 417,132
Building Permit Fees @ \$1.84 per Square Foot	\$ 33,913
Planning Application Fees (Official Plan & Zoning Amendment, Site Plan, Consent)	\$ 36,647
Cash in Lieu of Parkland @ 5% of Land Value Estimate	\$ 62,500
Community Benefits Charge	N/A

Municipal Fee Equivalent Request	\$ 550,192
---	-------------------

Everyone Deserves A Place to Call Home

Please be our Partner to Build Housing for Those That Need it Most



Dear Councillor Rodrigo,

Since our concerns were NOT addressed during the town hall promo call in September, I hope that you will endeavour to pursue answers on behalf of the seniors (many of whom are grandparents) who reside in this community.

Since a large children's playground is within 200 meters of the proposed shelter, what measures will the city take to ensure the safety of small kids?

Will clean-up crews in and around the park remove needles from the park each morning, prior to children stumbling upon them?

Since addicts who will reside there are still using drugs, where will their dealers meet to sell them drugs and how will unemployed addicts pay for those drugs?

Is the City of Guelph committed to providing increased and ongoing police presence due to the probability of increased criminal activity in the area?

What measures will be taken that will provide safety to the nervous 500+ seniors who reside in the area, who use the sidewalk across from the motel as their main walkway to Tim's, the cemetery or the Evergreen?

Will our serious concerns be taken into consideration when the zoning issues are being discussed?

We remain hopeful.

Thank you
Adele Wootton

To whom it may concern

As a local resident and property owner in the area directly across from the Parkview Motel I would like to raise a few objections to the conversion to housing for mental and addiction residents

1. A large number of the current residents are seniors who at the moment walk freely And safely in the neighbourhood.
2. Woodlawn cemetery is a greenspace for peaceful meditative walks and will be affected by drug trafficking in this area.
3. The park also has a population of children who can safely play in the area but if it is a dumping site for drug user's paraphernalia then the health compromise is unacceptable. Especially, during Covid-19 times where we are all a lot more vigilant.

4. The building itself seems poorly designed for residents who will need supervision too.

Please take into account the above concerns and rethink the placement of this centre.

Concerned residents,

Shaheeda Hassen-Bismilla

Dr Fasel Bismilla

Sent from my iPhone

Hi,

My name is Marg Sehl (Densmore). I have taught school in Guelph for many years and am familiar with mental health issues.

I live at ■ Marilyn Dr in a retirement building beside the motel.

I would just like to comment and would you please share this with your committee.

I put my name down on a list to protest the occupation of Parkview motel to be the home of homeless folks ONLY if there is NO HEAVY POLICE PRESENCE.

Due to nearness of the park, elderly folks, and nearness to a retirement activity centre and children coming to the park, I will NOT sign off my blessing to this venture unless we get the help as stated above.

If the Guelph police can not afford to do so, then I will highly suggest another spot in the city .

Yours truly,

Marg Sehl (Sunday October 18th, 2020)

We oppose the Application by the Drop-in Centre, for a donation from the City of Guelph of approximately \$550,000 and for a zone change, in order to facilitate the purchase of the Parkview motel.

1. The proposed purchase is for a specific "homeless person". It is to provide a permanent residence for up to 36 persons, who are mentally handicapped to varying degrees, and the cronic drug addicted. As the Exec. Dir. Ms. Hoekstra has admitted these unfortunate people have been on the streets for years. Historically their treatment verged on the barbaric. They were simply left on the street to fend for themselves. Then shelters were set in large enclosed places, where conditions were such that many preferred to freeze out on the street. A few decades ago, the present model was adopted which has had significant success for those with mental handicaps. A permanent residence provides them with privacy and a sense of security. The drug addicts are a different story. They continue to be a nightmare for

adjacent neighbourhoods. You do not solve their addiction by giving them a place to sleep at night.

2. The Bridges, in Cambridge is an example of present housing arrangements. It was built some 17 years ago for this specific purpose. Similar accommodations exist or are being built in other jurisdictions. They have three things in common: (a) they are multi-level structures (b) they have controlled entrances and (c) there is a buffer to some degree with adjoining residential neighbourhoods.

3. The Parkview motel is a drug traffickers delight. It is the best example of 1950s wasted space. A single story, stretched out building with uncontrolled access. Security is impossible. Drug trafficking is accomplished behind closed doors. Bring your friends. The addicts support their addiction in three ways: (a) funds obtained from sources such as welfare. (b) criminal activity including thefts, assaults, break and enters, accompanied by vandalism and intimidation of the surrounding neighbourhood. (c) by trafficking for the dealer for a portion of the product. If the purpose is to increase drug activity in Guelph and harm the very people we are trying to help then the Parkview is the perfect place.

4. We have been reminded that the City is not involved in this private sale, so has no interest. Nonsense. \$550,000 is quite an interest. We are told that the Drop-in Centre agreed to a purchase price of \$3,800,000 because that is what the owners wanted. Despite our efforts we have been stonewalled from obtaining any further information except that additional funds will be sought from other levels of government. Perhaps this is a good time to remind everyone that there is only one taxpayer, who is in serious debt. How much more will be required to renovate this dump. The present owners apparently are not aware that the paint brush has been invented. The Drop-in Centre has to answer the question as to how many millions of tax dollars they intend to spend in order to house 36 persons.

5. The Staff report simply refers to the necessary zone change required without any reference as to the desirability of such a change. Guelph cannot expand sideways anymore, so the only way is up. We understand that last year this area was zoned to facilitate high density use both residential and commercial. To now revert back and perpetuate to the use of "wasted space" indefinitely defies common sense. Staff seems to suggest that this property may qualify under the federal scheme as a purchase by the City. (not at the absurd price of \$3,800,000). This possibility should be explored, given the loss of employment and shelter as a result of Covid 19. At some point the property could be sold for proper development.

Eric Hafemann

Dear Mr. Mayor,

I am writing to you as a concerned resident of ■■■ Marilyn Drive and as a City of Guelph taxpayer.

It has come to our attention that the city proposes to turn the Parkview Motel into support housing for homeless and addicted men. This proposal is purported to be

based on the principle of Lucy's Place in the Barrie, Ontario area. I wonder whether you or any of the city councillors made the trip to Barrie to investigate the property. It is in no way comparable to the situation of the Parkview Motel. The property in Barrie is in a commercial district off Highway 400 without any residential access. As you well know, the Parkview Motel is in immediate proximity to a residential neighbourhood and Riverside Park which is highly prized by families in Guelph. This alone makes it completely unsuitable for the proposed supportive housing of 36 males with mental health and addiction issues. In such a location it would be near impossible to provide security controls and police and ambulance would be a daily occurrence in the neighbourhood. Would **you** want such a housing project in your neighbourhood or next door to your mother's home?

I respectfully request that you **carefully** review this proposal and not let it 'slip in under the wire' so to speak without having seriously weighed other options which I am most certain would be available.

Sincerely,
Dayle Perdue

COUNCIL MEETING OCTOBER 26th - PARKVIEW MOTEL CONVERSION

I have sent numerous emails to this Council expressing my views on the proposed Parkview conversion and funding from the City. A few have been acknowledged. I am additionally making this submission directly to Council as I know you all have received a huge volume of emails on the matter and are likely overwhelmed. I may or may not speak directly to you as I will be having surgery several days before the meeting. My husband and I live in a townhouse on Marilyn Drive directly across the street from the Parkview Motel. We are both in our late seventies. We moved here six years ago from our farm property in Waterloo. I chose this place specifically due to its proximity to Riverside Park, Woodlawn Cemetery, extensive walking trails, the Senior Centre as well as public services. I thought I had found my country in the city. The only negative was the Parkview Motel; however, it was widely believed it would soon be converted to high density residential housing according to the City plan. The procedure for this proposal has been handled very badly. It was introduced to Council almost inadvertently in late August with no notice to this neighbourhood whatsoever. It was then presented to us by way of a YouTube video and a Town Hall that had a very clear agenda. By not answering our legitimate questions Ms. Hoekstra and the Mayor have made us naturally suspicious. This is especially so as it's happening simultaneously with the City embarking on a multi million dollar downtown revitalization. The Parkview appears to be a very expedient solution to an immediate problem. It has been implied that our neighbourhood does not care about our underprivileged. That is simply not true. For years I have personally volunteered my time preparing and serving meals for the community suppers at the Royal City Mission. What concerns me are homeless addicts who unfortunately comprise a sizeable chunk of the homeless population. Most of our residents here are senior citizens and many of us

have dogs that we need to walk late in the evening. Having drug addicts across the street makes me fearful for our personal safety. I believe my views are not just emotional but educated and well informed. To assuage our fears Ms. Hoekstra and the Mayor have offered up Lucy's Place in Barrie as a comparable facility. Again, this is simply not true. I personally visited Lucy's Place a week ago. It is located on very busy Essa Road right at its junction with Hwy 400 in a commercial area. The only residential neighbourhood is behind and separated by a tall solid wooden fence that runs the length of the entire block. Lucy's residents have no direct access with that neighbourhood. Pedestrian traffic would have no reason to even pass Lucy's Place. Lucy's is also configured in a horseshoe shape with a very narrow access to Essa Road. Like Lucy's, I also visited Bridges in Cambridge in September. This is also permanent supportive housing that has been there 17 years. When there I spoke to the Mental Health Manager who confirmed my worst fears. Wayne previously worked at Homewood and lived in Guelph and knew our neighbourhood well. He said the Parkview with its close proximity to a residential neighbourhood and especially Riverside Park made it completely unsuitable for the proposed use. He said the inability to provide security controls was particularly problematic. This population does not mix well with a typical residential neighbourhood. My husband and I have a close personal relationship with people who work in social services in Waterloo Region and my husband also worked as a drug prosecutor there. We are very aware of the criminal activity that surrounds these facilities. I believe I have every right to believe that my personal safety is being threatened by the Parkview proposal. Please don't facilitate it by providing funding or rezoning.

Jane Hafemann

First of all let me dispel the notion that Lucy's Place in Barrie is located in a neighbourhood comparable to Marilyn Drive. This is simply not the case. I have personally visited Lucy's Place just as I have Bridges in Cambridge. Lucy's is located on a very busy road right at its junction with Hwy 400. It is surrounded by commercial establishments. The only nearby residential neighbourhood which is located behind is separated by a very tall solid wooden fence that runs the entire length of the block. Lucy's residents have no access to that neighbourhood. Even pedestrian traffic would have no reason to be walking by. No municipalities are putting this type of accommodation in busy residential neighbourhoods let alone a widely used park. We care about homelessness as much as you do. What we don't want is drug addicts living in such close proximity. People are not drug addicts because they are homeless and putting a roof over their heads is not going to change their behaviour. They are desperate people who only care about securing their next fix and that makes them dangerous. Please stop portraying us as being uncaring. You won't find anyone who wants this type of accommodation in their neighbourhood. Surely the residents of Marilyn Drive have more of a right than anyone to participate in this decision. What is expedient for the City will be life changing for us.

Jane Hafemann

Mayor Guthrie and members of City Council:

As a resident of Marilyn Dr., I am deeply concerned to learn of the plans to turn Park View Motel into supportive housing for the city's most vulnerable: the homeless, the mentally ill and challenged, those addicted to drugs and alcohol. As much as I am loathe to say not in my back yard, I must add:

--does it not make little sense to place a vulnerable among a community that is now themselves fragile and vulnerable due to age and infirmity.

Our experience throughout the spring, summer, and fall has been disturbing and frightening with drunkenness, stoned behaviour, fights, noise, disturbing language, nakedness etc.

and yet, you would place this centre in a most inappropriate setting. This is a highly residential area, it is in close proximity to Riverside Park which draws families, children, classes on outings from schools plus tourists. Presently we are too frightened to walk alone in the Park unless attended by others, no longer do we wish to walk up Marilyn Dr., without being exposed to unsavory behavior. Must we live in fear in our later years.

I know you wish to place a feather in your caps; able to say look what we have done ---this might back-fire if harm comes to any senior or child, think about it.

Please find another spot where the exposure to your fellow citizens is not harmful. This is not the right place, please look for the right place and we will certainly support it.

Marilyn Gostlin

We are writing in support of the proposal to transform the current motel on Marilyn Drive into a homeless shelter as described by the executive director of the Welcome Inn.

Provided that the 24 hour on-site supervision and professional social work and counselling support services are included in the project, as stated by Ms. Hoekstra, We think that such a development can only prove to be a distinct improvement upon the existing situation.

We have lived in this neighbourhood, as residents of the condominium on Marilyn Drive, for twenty four years, and have not experienced any problems with our neighbours across the street at the motel, although we have observed, over the years, regular visits to the motel by police and other first responders regarding "incidents," usually concerning drugs. The motel has been used, in part, to house homeless people with a variety of personal issues, and as is the case with most

"temporary solutions" which involve minimal supervision and support, city resources are continually being drained in order to maintain a safe, harmonious neighbourhood environment.

In our view, the creation of a permanent homeless shelter at the motel, with all of the professional services in place, on-site, 24/7, can only improve the atmosphere in this neighbourhood, and with the addition of improvements to the motel suggested by the consulting architects, the overall impact on the neighbourhood, including property values, will be positive.

The problem of homeless people is continually being perpetuated by the NIMBY attitude, and such will always be the "norm" unless we, as good citizens, decide, collectively, to deal with it.

Yours truly,

Lawrence Sugden & Rosemary Kennedy

Hello Councillors and Mayor Guthrie,

We are located at [REDACTED] Woolwich St. and are the next door neighbour to the Parkview Motel at 721 Woolwich St.

I am writing in the hopes that Official Plan Amendment #69 (OPA #69) is seriously considered when making the decision on whether to grant Ms. Hoekstra the \$500,000.00 plus she's asking for to put towards the purchase of the Parkview Motel for the purpose of supportive housing for the homeless.

The City's planning department has already undergone a thorough commercial policy review of the intensification corridor of Woolwich St. to change the land use designation of specific properties from Service Commercial to a **Mixed-Use Corridor** designation. The following link https://guelph.ca/wp-content/uploads/Node_2016_Web_screen.pdf is a report from 2016 showing a conceptual massing model of what the City's vision was for the Woolwich/Woodlawn street area. That vision was agreed to by the current council on January 28th 2020 when they passed the OPA #69. OPA #69, which includes 721 Woolwich St. (Parkview Motel) and the neighbouring addresses being 727, 731, 735, 737 and 739 were allotted, as a potential mixed-use centre, a maximum gross floor area of 75,600 square metres. On a building scale perspective, this means developments (per property or conjoined parcels) that are in excess of 15 stories with retail and office use, live/work opportunities and medium to high density residential use.

Council has decided on a direction and use for this area (which includes the Parkview Motel property) which earmarks it for a node of intensification. Mixed-Use Corridor designations are selective in civic location and meaningful in purpose in that they are designated as such to be a revenue generating node for the City. The

city's planning department has selected an area that they deemed qualified to act as a high tax-revenue generator through intensification. Funding Ms Hoekstra's supportive housing request is the opposite to what OPA#69 was passed to satisfy. OPA#69 is meant for a specific part of the City to have larger, tax-revenue generating buildings. It's these taxable assets and the mill rates that are attached to them, that will help fund Ms. Hoekstra's vision and the City's need to provide support for the homeless in a more suitable location.

The winter is coming and the homeless need shelter. The Parkview is already supporting that need by offering it's rooms as temporary lodgings. Until a better option through continued due diligence is found, the Parkview is already satisfying a need to provide shelter for the homeless. It should however continue to be temporary because this area of the City, through the very recent acceptance of OPA#69 is not meant to for a use that will continue to need tax dollars to operate through most of it's existence.

Please consider the funding decision carefully. Thank you.

Marco Del Rosario

Mayor Guthrie and Members of Council:

I support giving the Parkdale Motel project, Shelldale and Habitat for Humanity the funds they are seeking, not just the amounts recommended by staff. The anticipated allocation for the 2021 budget should be factored in. Given the number of projects coming forward, Council should also consider increasing the funding envelope for 2021.

This is a terrific opportunity to leverage non-profit investment and matching grants from higher levels of government to provide critically needed affordable and supportive housing.

There are two observations I would make to put these requests in context:

1) As per the email below from Ms. Baker, Guelph citizens make an **annual** subsidy to market housing of \$12.2 million dollars. This is the shortfall of costs of growth not covered by Development Charges. On a detached or semi-detached home, this works out to \$9,000 per unit. There is never any discussion or debate around whether or not we can afford this subsidy, or how much we should be allocate. Citizens are simply handed the tab as part of their property taxes and water and wastewater fees.

I find it perverse that we are subsidizing mansions and luxury condominiums sold at exorbitant market rates, but we wring our hands over whether or not we should be funding supportive housing.

2) Last year Council agreed to a \$4.1 million **annual** increase to the Police budget. The request from agencies providing affordable and supportive housing is a one-time ask only. Slide 23 of this deck illustrates how supportive housing actually results in massive savings to health care and emergency services.

<https://habitatwdg.ca/wp-content/uploads/2019/06/7-Bernadette-Majdell.pdf>

Lastly, I am completely opposed to the use of a Minister's Zoning Order which is mentioned in the staff report. This is a dictatorial and undemocratic approach which has no place in local democracy. I may disagree with the position of opponents of the Parkview Motel zoning change, but I defend their right to proper planning processes. The real path to avoid an LPAT appeal is to address the concerns of neighbouring residents through a guarantee of 24-7 support provided to future residents.

Sincerely,
Susan Watson



Family Counselling and
Support Services
FOR GUELPH-WELLINGTON

A resilient and supported community.

October 13, 2020

Dear Mayor and Guelph City Council,

I am writing you today to express our support for Kindie Communities' permanent supportive housing project. Supportive Housing is an evidence-based and cost-effective solution for people who are chronically homeless and/or highly vulnerable because of long-term disabilities.

Family Counselling and Support Services for Guelph-Wellington (FCSSGW) will not only be a neighbour to this critically needed site we are also an integral part of the community and provide mental health and social services to all ages. These services guide people through life's challenges, whether they are emotional, developmental, or professional. The programs provided by FCSSGW deeply impact people's lives. Staff members are proud to play an essential role in fostering wellbeing to build a resilient community.

Currently, the housing wait list for a person with developmental challenges, and many of our clients also have mental health challenges, is eight years. Our clients may be couch surfing, living on the streets or in a motel, and some are being trafficked. In addition, I have personally been an Executive Director for a supportive housing agency in the past and know the value of what permanent housing means to residents of a community – living independently not only dignifies and respects each resident's value in our community – it allows for them to live their life to the best of their ability and decreases their dependency on our social services system.

Kindie Communities, along with their project partners Guelph Community Health Centre and the Skyline Group of Companies, have a long history in the Onward Willow Neighbourhood as service providers, property owners and neighbours. We are confident that they have the skills and expertise to fill the notable gap in affordable housing in our community – an issue that has been further exacerbated by the COVID-19 pandemic – and help one of the most vulnerable segments of our population.

Sharing the vision of housing for all,

Joanne Young Evans, CAE
Executive Director

PARKVIEW MOTEL CONVERSION - FACTS

- We support the concept of supportive housing for homeless persons. We do not support the use of the property that is currently the Parkview Motel as supportive for the homeless as it is in the centre of a high density residential area occupied mainly by seniors, close to a busy children's playground and seniors centre.
- Our community heard about the project through the media. Gail Hoekstra, Executive Director of the Welcome Drop-in Centre presented her proposal at an Aug. 24 council meeting while discussing another item on the Agenda. A discussion on Parkview was not on the Agenda. Our community views this as an attempt by Ms. Hoekstra to get this proposal as far down the line as possible before the public found out.
- Ms. Hoekstra has not been forthcoming in providing meaningful information on the project and has at times mislead our community. An example is portraying Lucy's Place in Barrie as a success story for this model, that now has buy-in from the neighbours. Face-to-face discussions with the neighbours (all businesses, Lucy's is in the centre of a commercial area) has revealed that this is not true. One business described being next door to Lucy's Place as a "nightmare". On Sept. 16, 2020, a resident of Lucy's Place was charged with arson for setting fire to his unit.
- A homeowner on Marilyn Dr. had a face-to-face meeting with the Director of Health at Bridges, Cambridge, a facility in a commercial area, the same model that Ms. Hoekstra wishes for the Parkview Motel. The Director stated that the Parkview, with its close proximity to a residential neighbourhood and especially the park made it completely unsuitable for the proposed use. He stated that the idea that such a facility might integrate well into a neighbourhood is preposterous. He said the inability to provide security controls was particularly problematic.
- The proposed facility will house 36 single males with mental health and addiction issues. There will be little supervision of the residents and they can come and go as they please, night and day. Ms. Hoekstra will not address any of our security concerns.
- Many of the residents are addicts who are still using. They get their drugs from drug dealers. These dealers are dangerous and are responsible for countless deaths. Ms. Hoekstra refuses to answer where the residents will get the money to buy their drugs. She is essentially condoning illegal activity in our community. When talking to a next door neighbour of Lucy's Place, Barrie (a car repair shop) he pointed to a street corner and said "That is where they meet their drug dealer". The Clock Garden would provide a discreet location for a drug deal.
- The Town Hall of Sept. 17, 2020 was nothing more than a sales pitch for the project. The questions picked for Ms. Hoekstra were all 'soft questions' and did not address any of the communities concerns. To this day, Ms. Hoekstra will not address any of our concerns.

PETITION OPPOSING CONVERSION OF PARKVIEW MOTEL

DATE SUBMITTED: OCTOBER 22, 2020

SUBMITTED BY: BILL WOOTTON

[REDACTED]

[REDACTED]

NUMBER OF SIGNATURES: 219

COUNCIL MEETING: OCTOBER 26, 2020

PETITION OPPOSING CONVERSION OF PARKVIEW MOTEL

The undersigned have signed this petition to signify their opposition to the conversion of the Parkview Motel by the Welcome Drop-In Center of Guelph.

We support the concept of supportive housing for homeless persons and the provision of assistance to homeless persons.

We do not and cannot support the use of the property that is currently the Parkview Motel as supportive housing for the homeless for the following reasons:

1. The area has just been re - zoned and a development plan created by the City of Guelph to permit commercial and residential development on Woolwich. The Parkview location falls within that zoning plan. The proposed use does not comply with that zoning plan.
2. The proposed use is not a suitable/appropriate use for the site given the nature of the surrounding high-density residential community which includes a large senior's community centre and a number of large residential buildings occupied by seniors.
3. The current physical layout of the Parkview cannot ensure that the safety and security of the residents in the area is protected.

We do not support the grant/gifting by the City of Guelph of in excess of ½ a million dollars (\$570,000) to the Welcome Drop In Center in a time when the City is running a huge deficit of over \$24 million dollars as reported by the Mayor.

***NOTE: Copy of Petition not provided to council or mayor. They only receive total number of signatures**

SIGNATURE	PRINT NAME
<p style="text-align: center;">[219] Signatures Received Original Available in the City Clerk's Office</p>	

■ Marilyn Drive
Guelph, ON
N1H 7T1

■

Mayor Guthrie & Members of Council
c/o Clerks Office
Guelph City Hall
1 Carden Street
Guelph, ON N1H 3A1
clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

We are writing to express our growing concern regarding potential acquisition and conversion of the Parkview Motel property into permanent supported housing for long-term homeless individuals.

We support the 'housing first' model but the high-density residential neighbourhood adjacent to Riverside Park is not a suitable location for this project. This would be the first such facility in Guelph – it would not bode well for future projects if either the proposed facility or the neighbouring community suffered as a result of poor planning and/or siting.

The County of Wellington's housing and homelessness plan identifies a number of vulnerable populations – the homeless is one group but seniors constitute another priority group. From what we understand, there are more than 500 housing units – condos, apartments and townhomes – within metres of the Parkview Motel. A significant proportion of these units are owned and/or occupied by seniors. It seems so risky to push through with a plan for 36 members of one vulnerable population when that arrangement has the potential to disrupt/destabilize the long-term living arrangements of many hundreds of members of another vulnerable population.

We continue to hear that a solution is required before the snow flies, somehow justifying a lack of communication and, potentially, a minister's zoning order which could circumvent the City's standard review and consultation processes altogether. Why not continue to rent space in local motels (hopefully at a favourable rate) while options are investigated and weighed thoroughly?

It's been emphasized that 'this is not a City of Guelph project'. As currently positioned though, City of Guelph funding is essential to the project's forward movement and in fact, would constitute nearly 50% of the 30% down-payment necessary to make acquisition possible.

In that connection, it must be said that the math is concerning: a \$3.8 million purchase, plus renos, plus operations – and a lead agency with just \$600,000 to contribute. For individuals and businesses struggling with the financial pressures of covid, a commitment on that scale is staggering.

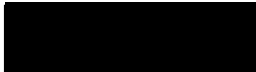
Proponents of the Parkview project point to Lucy's Place in Barrie as a successful – and similar – project. Lucy's Place is a supported-living facility with 24/7 staffing, as is envisioned for the Parkview site. But Lucy's Place accommodates 18 people, rather than the 36 envisioned for the Parkview site. And Lucy's Place is situated on a commercial strip with residences located only on the street behind. When consulted, commercial neighbours of Lucy's Place cite ongoing problems, from drug paraphernalia and under-the-influence residents on their properties and the sidewalk, to drug deals on the adjacent street corner. Just last month, Lucy's Place was damaged by fire and charges of arson by negligence are pending.

As impacted neighbours and Guelph taxpayers, we urge you to turn down the request from the Welcome Drop-in Centre for funding to acquire the Parkview site.

Sincerely,

The block contains two handwritten signatures in black ink. The first signature on the left is 'Sally Scherer' and the second signature on the right is 'Curtis Scherer'. Both are written in a cursive, flowing style.

Sally & Curtis Scherer



Mayor Guthrie and Members of City Council,
Guelph City Hall
1 Carden Street,
Guelph ,ON N1H 3A1

Dear Mayor Guthrie and Councillors,

I am Louise Callaghan and I reside at [REDACTED] Marilyn Drive. I support the concept of supportive Housing for the homeless and the provision of assistance to homeless individuals. I do not support the use of the Parkview site as a permanent supportive housing project for the homeless for the following reasons:

1. The location and layout of the Parkview site cannot ensure the safety and security of the largely vulnerable senior population who reside in the area. For years the community around the Parkview Motel has been subjected to many safety issues. Examples are assaults, profanity, used drug paraphernalia, staggering addicts walking into oncoming traffic, and multiple police calls (153 police calls in the last year as verified by a Freedom of Information report from Guelph Police Services and this report is based on only a handful of homeless people being housed at the Motel). I hope that you can appreciate why we have concerns about this project going forward.
2. The proposed use is not appropriate for the Parkview site given the nature of the surrounding high-density residential community which includes a senior community centre and a large number of high-rise residential buildings occupied by seniors. Marilyn Drive is another high traffic area for the public entering into Riverside Park and therefore not a good location for the project with many families travelling by. The report from staff has clearly recommended against a Ministerial Zoning Order. The type of use as suggested by the Drop in Centre is not an appropriate use within the new development plan that the city has recently published.
3. In the report from City staff, they refer to a letter of commitment and suggest that if council wants to proceed, that council proceed with a commitment in writing only, with funding only released when conditions are met. I strongly urge council not to give a letter of commitment at this time and not until there is more transparency by the drop-in centre's immediate start-up funding and plans for any future funding or grants needed for property taxes, maintenance etcetera.
4. There is another proposed new permanent supportive housing project that I have seen in the paper, on Shelldale Crescent that is to house 30 people with Kindles Communities and SkyDev involved. I also am aware of Ignatius Jesuit Centre being the site for 48 units for a temporary supportive housing pilot project. It feels that the Parkview site is being fast-tracked with a lot of unknowns still associated with it.

I am hoping that you hear our concerns regarding the proposal for the Parkview site. I am opposed to it for all the reasons I have listed above but most importantly because of the major safety concerns that we may be exposed to if this project is approved.

I hope our voices are heard.

Thank you,

Louise Callaghan

Mayor Guthrie and Members of City Council
Guelph City Hall
1 Carden Street
Guelph, ON N1H 7T1
October 21, 2020

Dear Mayor Guthrie and Councilors

I am very concerned about the conversion of the Parkview Motel. I have been the superintendent on site here, at ■■■ Marilyn Drive for the last 10 years. This building is a very quiet building and consists mostly of seniors. I was very disturbed to hear of the plan to convert the "Motel" into a permanent supportive housing centre. In the last 10 years we have had numerous break-ins at this building. Police were called and police reports were filed. Numerous times the doors and locks have been damaged and have had to be repaired, costing the residents and thus increasing their condo fees. Guelph police have informed me that these break-ins have been connected to the people staying at the "Motel."

I feel that if this motel becomes a permanent supportive housing centre for the homeless with many drug addicts in residence, it will certainly go the way of a homeless shelter. I think it would be doing our senior citizens in our building and the surrounding buildings a great injustice to their peace and enjoyment of their homes. These people have paid their dues, have worked all their lives, helped to build this country, and now they are trying to live their retirement in peace and quiet. They should be allowed that contentment now. Please take that into consideration. I don't think that they should have to worry when they go for a walk or go to bed at night. The homeless might be considered vulnerable but don't you think our seniors are vulnerable also. One day, we shall all be in the same place as our seniors.

Thank you,

Joyce Marsh

Mayor Guthrie & Members of Council

c/o Clerks Office
Guelph City Hall
1 Carden Street
Guelph, ON N1H 3A1
clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☒ safety for seniors walking along Marilyn Drive for exercise/bus/shopping
- ☒ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive
- ☒ drug dealers and/or drug paraphernalia in the neighbourhood
- ☒ lack of consultation/communication with area residents to date
- ☒ general lack of information about what's envisioned for the project
- ☒ potential for 36 new neighbours with addiction or mental health issues
- ☒ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☒ unbudgeted request for \$540,000 from the City
- ☒ financials for the proposed project
- ☒ incompatibility of proposed project with current zoning
- ☒ potential for a Minister's Zoning Order bypassing City of Guelph processes

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

Name Joyce Marsh

Date Oct 20 - 2020

Signature Joyce Marsh

Mayor Guthrie & Members of Council

c/o Clerks Office
Guelph City Hall
1 Carden Street
Guelph, ON N1H 3A1
clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☒ WE HAVE HAD SOME HOMELESS THERE BY TIMES. I ~~HAVE~~ ^{HAVE BEEN WAKENED} IN NIGHT BY HOWLING
- ☒ safety for seniors walking along Marilyn Drive for exercise/bus/shopping ^{4. FIGHTS}
- ☒ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive ^{A.D.C}
- ☒ drug dealers and/or drug paraphernalia in the neighbourhood
- ☒ lack of consultation/communication with area residents to date
- ☒ general lack of information about what's envisioned for the project
- ☒ potential for 36 new neighbours with addiction or mental health issues
- ☒ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☒ unbudgeted request for \$540,000 from the City ^{HOW COME THESE WORKERS DID NOT TALK TO THE CITY FIRST?}
- ☒ financials for the proposed project
- ☒ incompatibility of proposed project with current zoning
- ☒ potential for a Minister's Zoning Order bypassing City of Guelph processes ^{WHY COULD THIS HAPPEN}
- ☒ ^{SOME CHILDREN MAY COME TO THE PARK ALONE}

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

ANNE V. CURTIS
Name

Oct. 20, 2020
Date

Anne V. Curtis
Signature

Mayor Guthrie & Members of Council
c/o Clerks Office
Guelph City Hall
1 Carden Street
Guelph, ON N1H 3A1
clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☐ safety for seniors walking along Marilyn Drive for exercise/bus/shopping
- ☐ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive
- ☐ drug dealers and/or drug paraphernalia in the neighbourhood
- ☐ lack of consultation/communication with area residents to date
- ☐ general lack of information about what's envisioned for the project
- ☐ potential for 36 new neighbours with addiction or mental health issues
- ☐ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☐ unbudgeted request for \$540,000 from the City
- ☐ financials for the proposed project
- ☐ incompatibility of proposed project with current zoning
- ☐ potential for a Minister's Zoning Order bypassing City of Guelph processes

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

Helen L. Hunt
Name

Oct 21st 2020
Date

HELEN L. HUNT
Signature

Mayor Guthrie & Members of Council

c/o Clerks Office

Guelph City Hall

1 Carden Street

Guelph, ON N1H 3A1

clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☒ safety for seniors walking along Marilyn Drive for exercise/bus/shopping
- ☒ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive
- ☒ drug dealers and/or drug paraphernalia in the neighbourhood
- ☒ lack of consultation/communication with area residents to date
- ☒ general lack of information about what's envisioned for the project
- ☒ potential for 36 new neighbours with addiction or mental health issues
- ☒ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☒ unbudgeted request for \$540,000 from the City
- ☒ financials for the proposed project
- ☒ incompatibility of proposed project with current zoning
- ☒ potential for a Minister's Zoning Order bypassing City of Guelph processes

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

Name

Date

Bonnie Bauman

Signature

* Your Intentions are incompatible with the existence of the "elder community" that is in existence in this part of Guelph. It is your duty to be consider. With thanks
Bonnie Bauman

Mayor Guthrie & Members of Council

c/o Clerks Office

Guelph City Hall

1 Carden Street

Guelph, ON N1H 3A1

clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☒ safety for seniors walking along Marilyn Drive for exercise/bus/shopping
- ☒ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive
- ☒ drug dealers and/or drug paraphernalia in the neighbourhood
- ☒ lack of consultation/communication with area residents to date
- ☒ general lack of information about what's envisioned for the project
- ☒ potential for 36 new neighbours with addiction or mental health issues
- ☒ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☒ unbudgeted request for \$540,000 from the City
- ☒ financials for the proposed project
- ☒ incompatibility of proposed project with current zoning
- ☒ potential for a Minister's Zoning Order bypassing City of Guelph processes

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

Colleen Feltz

Name

Oct. 21/20

Date

Colleen Feltz

Signature

Mayor Guthrie and Councillors: Please seriously consider these concerns. **Do not make this a political issue to improve your own statuses.** Have any of you actually been in the area of the Parkview to have any understanding of the above concerns? I have been a long-time supporter of the Drop-Inn Center as have others in this community. **Be objective and have an open mind.**

Mayor Guthrie & Members of Council

c/o Clerks Office

Guelph City Hall

1 Carden Street

Guelph, ON N1H 3A1

clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☐ safety for seniors walking along Marilyn Drive for exercise/bus/shopping
- ☐ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive
- ☐ drug dealers and/or drug paraphernalia in the neighbourhood
- ☐ lack of consultation/communication with area residents to date
- ☐ general lack of information about what's envisioned for the project
- ☐ potential for 36 new neighbours with addiction or mental health issues
- ☐ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☐ unbudgeted request for \$540,000 from the City
- ☐ financials for the proposed project
- ☐ incompatibility of proposed project with current zoning
- ☐ potential for a Minister's Zoning Order bypassing City of Guelph processes

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

DAVIDE GUGLIELMINI

Name

Date

Oct 20/20

[Signature]

Signature

Mayor Guthrie & Members of Council

c/o Clerks Office

Guelph City Hall

1 Carden Street

Guelph, ON N1H 3A1

clerks@guelph.ca

Dear Mayor Guthrie and Councillors –

I have been a Guelph taxpayer for years and currently live on Marilyn Drive. I am not in favour of converting the Parkview site to permanent supportive housing for homeless individuals. In particular, I am concerned about:

- ☐ safety for seniors walking along Marilyn Drive for exercise/bus/shopping
- ☐ safety for seniors and families enjoying Riverside Park, especially those entering the Park via Marilyn Drive
- ☐ drug dealers and/or drug paraphernalia in the neighbourhood
- ☐ lack of consultation/communication with area residents to date
- ☐ general lack of information about what's envisioned for the project
- ☐ potential for 36 new neighbours with addiction or mental health issues
- ☐ effectiveness of 24-hour staffing/security in event of disruptive behaviour
- ☐ unbudgeted request for \$540,000 from the City
- ☐ financials for the proposed project
- ☐ incompatibility of proposed project with current zoning
- ☐ potential for a Minister's Zoning Order bypassing City of Guelph processes

Please do not approve funds to support purchase of the Parkview site.

Sincerely,

PATRICIA SEWELL OCT. 21ST 2020

Name

Date

Patricia C. Sewell

Signature

October 22, 2020

Dear Council members,

We recognize the challenge that has come before Council within the three requests contained in the Supportive and Affordable Housing Update Report. We thank City staff for their support in bringing this forward. We have elected to submit in writing rather than by in-person delegation.

The funds and support requested by Habitat for Humanity Wellington Dufferin Guelph are materially impactful on our fiscal well-being and underlie our ability to move forward with future projects.

The allocation of scarce resources is difficult. We do not wish to petition to the disadvantage of other organizations. In fact, we recognize the importance of the Mission of the two peer organizations identified within this report: Kindle and the Drop In Centre. Also, we recognize those requests that will make up the balance of funds cited within the report regarding projects that are not sufficiently advanced to be included as formal requests at this time.

Humanity Wellington Dufferin Guelph has facilitated discussion among the many organizations that have an interest in advancing supportive and affordable housing in our community. We still intend to lead in this area. A full-housing-spectrum solution is required for our community. One that aggregates resources, shares social and financial interests and works closely with City and County officials. We anticipate a solution being in place by the time a supportive/affordable housing coalition forms and participates in the build out of the former IMICO property.

Even in these three separate initiatives, we see opportunities for cooperation and sharing. Habitat for Humanity will be pleased to lend staff/volunteer resources as requested to both Kindle and the Drop In Centre in the advancement of their separate projects.

As it pertains to the Cityview project specifically and the timing of our request, at the time we entered the deferral arrangement regarding existing development charges, we understood that we would have an opportunity to request participation on equal footing with other organizations once City policies were finalized. The approach taken to allocation of funds regarding supportive/affordable housing did not include an opportunity for our participation.

Construction funds already having been spent, and individuals and families soon placed, we will recover funds over the ensuing 20-year rental and mortgage terms as per agreements in place with the Province of Ontario and CMHC. The COVID circumstances regarding our ReStore revenues and fundraising and our current shortfall have been set out in the report. Together, these factors underlie our request.

Our appreciation to Council and City staff for exploring ways to assist organizations that are providing support to the most vulnerable in our community by addressing the fundamental right of safe, decent and affordable housing.



Steve Howard, CEO



Katherine Gibson, Board Chair

Supportive and Affordable Housing Update

Presentation by Jeanette Browne

Cited Research

¹ "At Home/Chez Soi"

<https://www.mentalhealthcommission.ca/English/document/24376/national-homechez-soi-final-report>

The Canadian Mental Health Commission 2014

<https://www.mentalhealthcommission.ca/English>

² Supportive Housing Helps Vulnerable People Live and Thrive in the Community

<https://www.cbpp.org/research/housing/supportive-housing-helps-vulnerable-people-live-and-thrive-in-the-community>

Centre on Budget and Policy Priorities 2016

³ Steve Lurie

CMHA National Conference Remarks October 20, 2020

⁴ Impact of Permanent Supportive Housing on the Use of Acute Care Health Services by Homeless Adults

[HTTPS://WWW.HOMELESSHUB.CA/RESOURCE/IMPACT-PERMANENT-SUPPORTIVE-HOUSING-USE-ACUTE-CARE-HEALTH-SERVICES-HOMELESS-ADULTS](https://www.homelesshub.ca/resource/impact-permanent-supportive-housing-use-acute-care-health-services-homeless-adults)

The Homeless Hub 2006

<https://www.homelesshub.ca/>

⁵ <https://yesinmybackyard.ca/research-and-policy/>

Yes In My Backyard

<https://yesinmybackyard.ca/>

⁶ Winston Churchill, Dundee Scotland, October 10 1908

Who Are We:

The Guelph Community Health Centre (Guelph CHC) is pleased to have been identified as lead for the health services design, delivery and accountability for the developing permanent supportive housing projects in the City of Guelph. This role not only acknowledges housing as a core social determinant of health, but also fits squarely within the Guelph CHC's vision of a community without barriers to health and wellbeing. Our organizational expertise includes the design and delivery of comprehensive primary health programs and services that are uniquely tailored to meet the needs of both individuals and neighbourhoods who face the greatest barriers to health in our community.

Services for our Priority Populations:

For over 30 years, Guelph CHC's inter-professional teams of family physicians, nurse practitioners, health promoters, dietitians, outreach workers, social workers, dietitians, early childhood development staff, client navigators and others have delivered services in the City of Guelph. Our services are focused on our priority populations groups, who include people who are homeless; those living on limited incomes; refugees and new Canadians with language barriers; those with moderate to severe mental health, addictions and/or disabilities; those without access to primary care; Indigenous community members; vulnerable children and their families and members of the LGBTQ+ community.

Designing a Responsive System of Care to Respond to Homelessness

We share in the commitment of our community partners and government leaders to eliminate homelessness in Guelph-Wellington by 2023. We also know that to achieve this, new and innovative approaches are needed – we must do things differently.

The Guelph Community Health Centre is committed to working alongside our many trusted community partners including Kindle Communities and the Drop In Centre to design a **comprehensive model** of support and care that will be applied across our developing permanent supportive housing programs in the City of Guelph – beginning with the Shelldale and Parkview developments.

In our design, each partner's expertise will be wholly leveraged as we build our best practice, integrated model together, including:

- Kindle's expertise in property ownership and property management;
- The Guelph Community Health Centre's expertise in the design and delivery of integrated, comprehensive, needs-based primary health care teams for marginalized populations;
- The Drop in Centre's expertise in housing stability and emergency housing supports.

To meet the unique needs of our residents, we will also invite the expertise of our community's specialty mental health and addictions partners, such as CMHA and Stonehenge, ARCH and Sanguen, into the wraparound teams.

We are up for the challenge in ending homelessness in our community – and cannot wait to achieve this goal together!

Submission to Guelph City Council re proposed Parkview Motel conversion

Clyde R. Bond

October 22, 2020

Council and Mr. Guthrie:

I am presenting this submission in my personal capacity for your consideration, in the hopes that you will understand my concerns and I dare say a large number of the area resident's concerns (the neighbourhood community) to the proposed Parkview conversion proposal (the proposal).

My submission will be broken into 4 parts.

1. A brief history of the process of the proposal
2. Financial issues – request to provide \$540,000 to assist in the purchase of the Parkview Motel
3. Bylaw Zoning
4. Lack of community engagement by the Welcome Drop in Center

1. Brief History of the process of the proposal

The first-time residents of the neighbourhood community became aware of the proposal was in the media on August 25, 2020. Apparently during delegations relating to the funding request of St. Joseph for senior's affordable housing on August 24 before council, the Executive Director of the Welcome Drop In Center (the Center) Gail Hoekstra spoke in respect of the funding request but then added that the Center had entered into a non-competitive offer agreement with the owners of the Parkview Motel (Parkview) to purchase the property for \$3.8 million. She then told council that the Center needed a 30% down payment to purchase; the Centre had some funds but required an additional \$540,000 and she was asking the City to provide that.

This topic was not on the agenda and there was no notice given that it was to be raised or discussed. The 2 councillors for Ward 2, Rodrigo Goller and James Gordon have clearly stated that this was the first time they had heard of this. It would appear however that at least Mr. Guthrie was aware by his very reaction as reported and as evidenced in the video of the meeting. Mr. Guthrie and at least 2 other councillors immediately endorsed the request and made public statements then and there that illustrated that without any study or important and relevant information about the proposal and the request, they were prepared to give the money. The Council then voted to have the request referred to City employees to study the proposal and report back to Council. That is what has taken place.

The Report was to be released on October 9, 2020 but wasn't until October 15. That provided the community with 7 days to review it and to provide their input.

There are 3 major issues with this process, that I must say has myself and a significant number of residents of the neighbourhood community feeling as if the process has been unfair.

1. Those who wish to make presentations as delegates for this matter on October 26, 2020 have been told by a councillor that their presentations must only deal with the contents of the Report (Funding and possibly the MZO) and no other matters related to the proposal.

Query: how was it that Gail Hoekstra was able to veer off to another entirely separate matter without notice to Council and have Council deal with it in such a speedy and what would appear to be an unusual manner.

2. The comments of Mr. Guthrie and the other 2 councillors suggest that they have an immediate bias and would be unable to exercise objectivity in their decision making, once they have the relevant information. In particular Mr. Guthrie has clearly shown by his statements that he is biased; at the council meeting of August 24; in a YouTube Video posted September 2, 2020 and then at the virtual town hall on September 17, 2020. Objectivity and fairness is the cornerstone of a democratic and transparent process. These 3 persons should not be involved in any decision making related to the proposal as they have demonstrated they simply are not able to be objective.
3. The time period from the release of the Report to the deadline for input is 7 days. This is insufficient time for a large number of the residents to digest the Report's details. The shortened time period is unfair.

Based on the above, there is little wonder that a large number of residents of the neighbourhood community are troubled by this process and the appearance of unfairness or a lack of consideration for their concerns and interests.

1. Financial Issues

The Center requests \$540,000 which would be 50% of the required down payment. The other amount was given to the Center by a benefactor.

There are a number of questions related to the request and the Report.

1. The request is for 50% of the down payment. The purported requesting price of the owners of the Parkview is \$3.8 million. There is no information about the real market value of the property. Gail Hoekstra has been asked at the town hall and in emails about that and she has responded as follows:

- Townhall – well that’s what they want for it
- Emails – no response

If the valuation is less than \$3.8 million then the request based on 50% of the down payment would be less, yet the City has no idea and the Report is based on the original requested amount. Why would the City entertain providing more money than if they have no idea of the value of the property? There is no certainty about the property value.

The Report suggests that Council could give consideration to a lesser amount - \$475,000. What is that based on – the Report does not explain how they came to that number except that by a simple mathematic calculation they apportioned the requested monies amongst the requesters. That is not a rational approach to the spending of taxpayer’s money.

2. The Report clearly identifies that unlike other project proposals that have come before council, this proposal has not reached out to any other possible sources of funding: senior levels of government, (except for the County of Wellington which denied the request because they did not have available funds); private sources and has not engaged in any fundraising activities that we are aware of. Why would Council consider approving \$475,000 when the Center has made no efforts to access other monies such that the amount the City may provide would be less?
3. The Report states that the Center owns 3 properties. There is no indication that the Center is prepared to leverage those properties to contribute in any way to the proposal’s funding.
4. The Report clearly identifies that the proposal is under- developed, and details are scarce. The proposal is perhaps on a scale of 1-10 at a 2 versus other proposals that are far along the road; they have secured funding from other sources; they have solid development plans and they have engaged or are developing community engagement plans. None of that is in place with this proposal.
5. As reported in Guelph Today on October 19, 2020 the City has provided a total of \$1.164 million to St Joseph’s for 143 units dedicated to senior’s affordable housing or \$8140.00 per unit. The Center’s request at \$540,000 for 36 units amounts to \$15,000 per unit and at \$475,000 amounts to \$13,194.00 per unit. That by far exceeds the grant to St Joseph’s for a newly constructed facility. On what basis can that disparity be justified.
6. As reported in the Report at page 4, the Letter of intent for non -competitive purchase expired on October 14, 2020. No information has been provided that that has been extended or renewed. If it has not, then any consideration of funding is moot as the proposal would appear to have expired or be dead.
7. The Report mentions a number of times throughout that the City faces “significant financial risk providing a grant in advance of the project meeting certain

development stage milestones”. Bluntly put, the proposal is at an infancy stage and the City ought not to commit any funds at this time. By offering a Letter of Commitment those funds would be tied up and not be available for other projects that are far further along in the development stages.

8. If approved and the proposal came to fruition- would the Center pay property taxes, or would they also seek additional funds from the City by means of a tax exemption. That would increase the City contribution significantly, so the requested amount is actually much higher.
9. The Report provides options to the City. They would appear to be:
 - a. reject the proposal at this time and advise the Center to make a request for funds if and when the proposal is more fully developed
 - b. enter into a Letter of Commitment – committing the City, with conditions to providing the funding. For the numerous reasons above I am of the view it is irresponsible to enter into such a Letter at this stage. The fund is already in a deficit and as per the Report if funding was provided to all of the requesters the fund would be fully expended for 2021 and into 2022. This proposal simply does not fulfill rudimentary basics of a defined and developed proposal to justify any money being set aside and dedicated to it.

2. Bylaw issues:

Mr. Guthrie has at least twice in public forums (the You Tube video and the town hall) made it known that he would be prepared to seek a Ministerial Zoning Order bypassing the usual, normal and appropriate bylaw zoning process that all other projects in Guelph are subject to. That would eliminate again, fairness in the process by removing the ability of the neighbourhood community to participate in an open conversation about the appropriateness of the proposed land use for the proposal.

In an email/submission by Marco Del Rosario dated October 21, 2020 to Council he succinctly and clearly points out that Official Plan Amendment #69 was a thorough commercial policy review of the intensification corridor of Woolwich St. The plan was officially endorsed by this Council on January 28, 2020. Mr. Del Rosario sets out the criteria that Council endorsed after much study. Why would Council consider a piecemeal amendment to a fulsome development plan? If Council was seriously considering that, then surely the neighbourhood community and others should be able to be involved in the discussions before such a radical departure were to be approved.

Obviating that process as suggested by Mr. Guthrie makes a mockery of the hard work and detailed considerations that obviously went into the Plan and in fact is a reversal by Council with little to no discussion. Council should overwhelmingly reject such an approach. It is simply not democratic. There is no due process afforded to the citizens of Guelph.

3. Lack of community engagement by the Welcome Drop in Center

While this subject is not directly relevant to the financial or bylaw considerations at this stage, Council should be aware that the Center has, unlike other projects as stated in the Report, not engaged the neighbourhood community in any meaningful manner. Repeated requests for information have been met with simple one liners such as “This will be permanent supportive housing” and “there will be 24/7 support – there will be someone on site”. When more specific questions have been asked, they have either been unanswered or deflected. I have provided the 3 email exchanges with Ms. Hoekstra along with this submission. All of my exchanges were in the spirit of trying to understand what the proposal is all about, the Center’s plans, how they would structure the facility, who would be the residents and the like. Instead of a reasonable response Ms. Hoekstra suggested that those who opposed the proposal may be considered to be discriminatory under the Ontario Human Rights Code.

Engagement with the neighbourhood community at the outset and continuing to today has been woeful. All the published studies I have seen make it quite clear that community engagement is crucial to obtain buy-in for these types of projects. The position of the Center has been that if people have questions, they can contact Ms. Hoekstra. Interestingly it is the Center that possesses all of the information, yet they do not see it as an appropriate approach to share that with the neighbourhood community except and unless people reach out to them.

How could it ever be expected that the neighbourhood community would support the proposal in the absence of even basic information? To the same extent, the Report identifies the serious lack of information that has been provided.

Why is that; because the proposal is clearly undeveloped in the very basics.

I strongly urge Council to reject any funding for the proposal at this time. Perhaps with a more defined plan, with more information and specifics, Council may give consideration to a new request, but to commit taxpayer’s money to this proposal at this time would be inappropriate.

Thank you

From: Clyde Bond [REDACTED]
Subject: Re: Parkview Motel Conversion
Date: October 12, 2020 at 10:10 PM
To: Gail Hoekstra [REDACTED]



Good day Ms Hoekstra. I hope you had a nice Thanksgiving weekend. I am sorry we have not been able to connect via phone; clearly we are both very busy with work and personal lives. I thought it might be better and easier if I reduced the questions I have in an email to you so that you can reply that way, when you have the time.

I am hoping that the information you provide can be something I can share with the people I know in the neighbourhood who still have many questions and concerns. In that way I can serve two purposes; 1. to answer my questions and help me to be able to decide if I can support the Welcome Drop In Center proposal and 2. as I said, to disseminate the information to the neighbourhood community.

I have broken the questions into topics. Thank you in advance for your responses. I am sure you will answer the questions as fully as you are able.

Funding:

1. Who is actually the purchaser and who will be the legal owner?
2. How will the facility be funded on an ongoing basis to pay such things as the mortgage, the overhead costs like maintenance, employees/workers salaries etc.
3. What happens to the facility if you can't pay the bills
4. Would the facility pay property taxes to the city
5. Will the city have any stake in the property and be able to recoup their money if this fails or is it proposed to be a one time grant/gift
6. Valuation – who did it and what the valuation
7. You are asking the city to pay 50% of the down payment which is approximately 570,000. Have you approached any other possible sources for funds aside from the County such as corporations, other levels of government, charities, benevolent societies or is the city the first ask?
8. Will the residents pay any rental for the unit? If so what would that be based on.

Facility set up – physical

1. Currently the physical set up does not permit for control of people coming and going to the rooms – will this change and if so – how.
2. No rooms have kitchens – where will the tenants obtain meals – the communal kitchen or otherwise
3. What specific plans are there for the rooms and the common area and the property itself and the timelines for those plans

Rules

1. Will there be rules and guidelines regarding conduct; for example - how many people in a room;
2. What controls will there be to prevent out of control parties and accumulations of people
3. What about illegal drug use on premise - will that be prohibited or permitted. If someone is

using illegal drugs what will the consequences be regarding their residency

4. Will there be consequences such as removal for breaking the rules – who will do that and after how many infractions

5. Will there be a noise rule – like no excessive noise after say 11 pm or before 700 am and if so who will enforce that

Employees

1. Who and how many will be supervising at any given time and what will their qualifications be

2. What authority will they have to manage misconduct

3. You refer to permanent supportive housing – what does that mean specifically and how often will supports be present and engaging the residents

Tenants

1. How will you pick the tenants – on what basis and what mix of male and female or family will there be

2. Will the tenants sign lease agreements that contain rules that they must abide by - so there is a contract of sorts

On Sep 25, 2020, at 1:22 PM, Gail Hoekstra [REDACTED] wrote:

Hi Clyde

I am trying my best to have conversations with any neighbours that are reaching out.

There are many people that are interested in this potential project and are excited to be part of it if it comes to be and the bridges are being built.

There are also individuals that are clearly opposed to this project and have sent me emails to tell me this directly and despite any conversations we have had they are not interested in supporting this project.

Just so I am clear- what information do you exactly want to know about this proposed project that I have not shared already and would be helpful for you to know?

I would love to answer these questions the best I can.

Have a great weekend as well!

Gail

I

On Sep 25, 2020, at 10:48 AM, clyde bond [REDACTED] wrote:

Good day Ms Hoekstra, I would be happy to chat with you next week if you like via phone.

I must admit however that I had to read my email that I sent to you a number of times to try to understand how I was not clear in my meaning and intent.

Your reply confuses me. What I was intending to convey was the fact that the Drop In Center and the Board has failed to engage the community from the outset about the overall proposal and also to provide details of the proposal. I was asking The Drop In Center to start neighbourhood community outreach as soon as possible and I was suggesting the areas that people are very interested in.

Perhaps I am wrong and perhaps another person reading your reply might think that by referring to discrimination under the Ontario legislation you are suggesting that the concerns of this neighbourhood community could be considered to be discriminatory.

If I am wrong I apologize but if I am correct, that kind of analogy will do nothing to build bridges. By inferring to that or by referring to the neighbourhood community with labels like "NIMBYS", (which occurred at the Town Hall) that will do nothing but alienate. I

for one, abhor labels. To suggest homeless = mentally ill or drug addict is but an example of bad labels on the other end of the debate. I know you are very strongly opposed to such labels. I would hope that you would also be opposed to the labels I have referred to.

I truly hope that you and the Drop In Center Board want to engage the neighbourhood community moving forward. I appreciate the information you provided about the proposal. I am sure there is a lot more detail and information that could be provided. That is a good start - but not just to me in this email but to the neighbourhood community as a whole. I made suggestions on how to accomplish that as well. I am sure there are many other ways.

If the Drop In Center, you and the Board have an interest to reduce opposition and address the concerns of the neighbourhood community, those concerns have to be addressed head on. I would venture to say that failure to do that as soon as possible will likely result in a much more rancorous process for all parties.

More importantly - if the proposal was to be successful, wouldn't it be to everyone's advantage to have developed - as best as possible - a more positive relationship. I believe that failure to do that may result, unfortunately, in a very active neighbourhood community that will place the proposal under a microscope at every turn of the road. That would truly not be good for anyone.

As I say, I would be happy to chat with you about ways the Drop In Center, you and the Board can reach out to the neighbourhood community. Perhaps it might be a good idea to engage Ms Crowder as well, as she clearly recognized at the Town Hall, the need to engage the neighbourhood community and she may have some very good ideas how to do that.

I hope you have a nice weekend and I look forward to further conversation either via email or by phone next week.

Clyde Bond

On Sep 23, 2020, at 7:34 PM, Gail Hoekstra <[REDACTED]> wrote:

Thank you Clyde for your input. I appreciate it.

In response to your comments.

1) I agree there are 3 camps and I have heard from all of these camps.

2) Impact on community

a) I know the individuals in the community that are homeless and would benefit from this project. I really did not understand that there was an expectation that these Guelph citizens have to be given the permission to be housed. In fact at times it can be a discriminatory process falling under the Ontario Human Rights Commission. As See link below.

<http://www.ohrc.on.ca/en/zone-housing-human-rights-and-municipal-planning/overcoming-opposition-affordable-housing>

b) Also- The Parkview has a very unstable use at this point with many types of individuals coming through this site. I really feel this is a more stable use of the site with staff support to support success for the individuals there which would compliment the community.

Details of Project

a) 36 individuals selected that are coming out of homelessness and are well known to service providers and are interested in support

b) The Drop In Centre will run this program (we have run shelters and worked with this population since 1986 and have a great understanding of this work)

c) This project would be well supported by Health Agencies and we work closely with the Guelph Community Health Centre; Canadian Mental Health Association and the Stonehenge Therapeutic Community

d) We would renovate the units and building to improve the site and create a community space at the front for the residents and staff.

I will send another link with some research about these type of projects in case you are interested.

<We Are Neighbours.pdf>

Let me know if you want to connect over phone or by zoom.

Thank you

Gail

On Sep 22, 2020, at 5:46 PM, Clyde Bond [REDACTED] wrote:

Good day Ms Hoekstra. I am very sorry for what apparently occurred yesterday. I do not condone nor will I condone inappropriate comments or conduct.

I am writing to you in personal capacity only. I find myself in an awkward position - I have met you at a function a few years ago and chatted and I have donated to the Drop In Center in the past. It does great work and I am a full supporter. I am very aware of the issues regarding homelessness and what is often a never ending circle of difficulties that are faced ranging from individual or a combination of mental health, physical health, drug and alcohol abuse issues and often a familial history of neglect and abuse, as well as peer group dynamics. Any steps that can be taken to assist in ending that circle and making life healthier and better is welcome. You should know that in any conversation I have had with the residents of the area, not one person has said they were opposed to addressing homelessness. All are in favour of providing the basics of life to those less fortunate.

As I have considered the proposal and your comments at the Town Hall I have come to realize that there are likely 3 groups of people involved.

1. The first group wholeheartedly supports the proposal. What they see is the potential for providing housing. That is admirable but just like the group at the other end of the spectrum it appears to fail to consider other positions. It ignores the concerns of the community. Those concerns are valid in my view.
2. The second group falls in the middle area - they may be opposed or in favour - they are more than likely either not wanting to get involved or they are wanting more details and information. This is probably the largest group.
3. The third group is adamantly opposed and it is unlikely that just as with the first group, their positions will change and they likely will fail to agree that the proposal may benefit the community.

My biggest issue with the proposal and in fact the process that has begun is the failure of the Drop In Center to recognize the possible impact on the neighbourhood community at the very beginning and to reach out to engage the community. I think if you were to review the studies on projects similar to this one, and as Adrienne Crowder so succinctly stated - "change can be difficult and scary for people". All the studies emphasize early and transparent interaction with the community for success. It is my humble view that the Drop In Center has dropped the ball by failing to reach out early. The August 24 council meeting, when it became known to the public in a real sense, created significant anxiety and fear for the unknown. It sounded like the Parkview was going to be simply a warehousing facility. Your brief comments at that meeting as reported in the media did one thing, I am sure unintentionally; they fostered that atmosphere.

I have heard that time and time again from people in the area that there is a real need to know the details about the proposal. Such things as how the project would operate, who would be living there and how would they be chosen, what supervision/control would there be and how many people in a room, how would there be controls over multiple people couch surfing in the rooms etc.. The physical plans are also important - is this simply going to be the Parkview but under a different title called supportive housing. If not, what renovations are planned, landscaping and perhaps a fence. These are important details.

The neighbourhood community would by no means have a veto over the plans but perhaps they could be engaged in a real way. Listen to their thoughts and ideas and concerns and respond with real hard facts. Provide a detailed fact sheet explaining and asking for input. I know that plans can be modified as circumstances require and people have to understand that but give them something tangible. You said during the Town Hall 2 things that struck me and some of the less strident opponents of the proposal in a not so welcoming way; "I didn't think I had to ask permission" in reference to the Parkview proposal - I agree, but the context in which that statement was made left a bitter taste; perhaps suggesting that the neighbouring community was not of importance. You also said that the community had to just "trust you". Given the lack of engagement and details to date I doubt that statement garnered much confidence in the audience. Trust, as you know is built. Again and not wanting to be repetitive but this bears repeating, if you want the community to have trust in the Drop In Center and the people involved, that needs to be built. I would ask if you can see your way to start actively engaging the community as soon as possible to clear up misunderstandings, misconceptions and address fears. I don't think it is too late.

I hope you take my comments in the manner in which they are meant - as constructive, thoughtful observations and suggestions.

I would be happy to chat with you over the phone if you care to as well.

Clyde Bond
[REDACTED]

On Sep 22, 2020, at 3:27 PM, Gail Hoekstra [REDACTED] wrote:

The Corporation of the City of Guelph

By-law Number (2020) - 20535

A by-law to appoint KPMG LLP as Auditors for The Corporation of the City of Guelph.

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

- 1. That KPMG LLP be appointed as Auditors for The Corporation of the City of Guelph for the fiscal years ending 2020 through 2024 pending satisfactory annual review of performance as an external service provider.

Passed this TWENTY-SIXTH day of OCTOBER, 2020.

Cam Guthrie, Mayor

Stephen O’Brien, City Clerk

The Corporation of the City of Guelph

By-law Number (2020) - 20536

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

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

1. Schedule XV of Bylaw Number (2002) – 17017 is hereby deleted and replaced with the new Schedule XV, attached here to as Schedule A (To remove Grant Street, west, Fountain to Surrey, anytime; to remove Revell Drive, north, 53m east of Vaughan Street [south leg] to 28m east thereof, anytime; to remove Clough Crescent, east, Bard Boulevard to 19m south thereof, anytime; to remove Clough Crescent, north, 105m east of Colonial Drive to 28m east thereof, anytime; to add Landsdown Drive, east, Valley Road to 300 metres north thereof, anytime; to add Revell Drive, south, Vaughan Street [south intersection] to 63 metres east thereof, anytime; to add Revell Drive, west, Vaughan Street [north intersection] to 58 metres east of Vaughan Street [south intersection], anytime; to add Clough Crescent, east, 159 metres south of Bard Boulevard to 50 metres north of Bard Boulevard, anytime; to add Clough Crescent, north, Colonial Drive [south intersection] to 130 metres east thereof, anytime; to add Clough Crescent, south, Colonial Drive [north intersection] to 130 metres east thereof, anytime; to add Hayward Crescent, south, Clairfields Drive West [north intersection] to 155 metres west thereof, anytime; to add Hayward Crescent, north, Clairfields Drive West [south intersection] to 155 metres west thereof, anytime; in the No Parking Schedule)
2. Schedule XVII of Bylaw Number (2002) – 17017 is hereby deleted and replaced with the new Schedule XVII, attached here to as Schedule B (To add Grant Street, west, Fountain Street East to Surrey Street East, 2 hours, 8am to 6pm, Monday to Friday, anytime; in the Restricted Parking Schedule)

Passed this 26 day of October, 2020.

Schedules:

Schedule 1: No Parking XV

Schedule 2: Restricted Parking XVII

Cam Guthrie, Mayor

Stephen O’Brien, City Clerk

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Abbeywood Crescent	North	148m west of Deerpath Drive to 36m west thereof	Anytime
Aberdeen Street	North	29m west of Arnold Street to Edinburgh Road North	Anytime
Aberdeen Street	South	Edinburgh Road North to Arnold Street	8am-6pm, Mon-Fri
Acker Street	North	Severn Drive to easterly limit	Anytime
Admiral Place	Both	Southgate Drive to westerly limit	Anytime
Albert Street	South	Water Street to Mary Street	Anytime
Alice Street	Both	Arthur Street South to Huron Street	Anytime
Alice Street	North	Johnston Street to Stevenson Street South	Anytime
Alice Street	North	Morris Street to Harris Street	Anytime
Alice Street	South	Harris Street to Johnston Street	Anytime
Alice Street	South	Huron Street to Morris Street	Anytime
Alice Street	South	Johnston Street to Stevenson Street	8am-6pm, Mon-Fri
Alma Street North	East	Raglan Street to 46m north of Paisley Road	Anytime
Alma Street North	East	Suffolk Street West to 23m south thereof	Anytime
Alma Street North	West	46m south of Paisley Road 53m north of Paisley Road	Anytime
Alma Street North	West	Suffolk Street West to 29m south thereof	Anytime
Ambrous Crescent (north leg)	North	MacAlister Boulevard to Kirvan Drive	Anytime
Ambrous Crescent	North, West and South	Kirvan Drive (north leg) to MacAlister Boulevard (west leg)	Anytime
Ambrous Crescent	South	190m west of Kirvan Drive to 45m west thereof	Anytime
Ambrous Crescent	South	MacAlister Boulevard to 190m east thereof	Anytime
Ambrous Crescent (south leg)	North	200m west of Kirvan Drive (south leg) to 45m west thereof	Anytime
Ambrous Crescent (south leg)	North	MacAlister Boulevard to 90m west thereof	Anytime
Amsterdam Crescent (north leg)	South	150m west of Summerfield Drive to 28m west thereof	Anytime
Amsterdam Crescent (south leg)	North	150m west of Summerfield Drive to 28m west thereof	Anytime
Ann Street	North	Woolwich Street to easterly limit	Anytime
Applewood Crescent	East	21m north of Parkwood Road to 34m south thereof	Anytime
Applewood Crescent	East	Elmhurst Crescent to 22m south thereof	Anytime
Applewood Crescent	West	22m south of Elmhurst Crescent to 38m north thereof	Anytime
Applewood Crescent	West	Parkwood Road to 21m north thereof	Anytime
Applewood Crescent (east leg)	East	Willow Road to 31m north thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Applewood Crescent (west leg)	West	Willow Road to Greengate Road	Anytime
Ardmay Crescent	West	Eramosa Road to Lemon Street	Anytime
Arkell Road	Both	Victoria Road to Gordon Street	Anytime
Armstrong Avenue	East	York Road to Balsarroch Place	Anytime
Arnold Street	East	Paisley Road to Suffolk Street West	Anytime
Arrow Road	Both	Woodlawn Road to the northerly limit	Anytime
Arthur Street	East	Norwich Street East to Elizabeth Street	Anytime
Arthur Street North	East	40m south of Spring Street to 16m south thereof	Anytime Apr. 15th - Nov. 15th
Arthur Street North	West	Eramosa Road to 40m north thereof	Anytime
Arthur Street North	West	Heffernan Street to 67m south thereof	8 am - 6 pm Mon - Sat
Arthur Street North	West	Heffernan Street to King Street	Anytime
Arthur Street North	West	Norwich Street East to northerly limit	Anytime
Arthur Street South	East	Alice Street to 120m north thereof	Anytime
Arthur Street South	East	Manitoba Street to Oliver Street	Anytime
Arthur Street South	West	38m south of Cross Street to Ontario Street	Anytime
Arthur Street South	West	Macdonell Street to 34m south of Cross Street	Anytime
Atto Drive	West	Woodlawn Road East to Norma Crescent	Anytime
Auden Road	East	Chesterton Lane to 21m south thereof	Anytime
Auden Road	West	77m north of Lindsay Court to a point 72m north thereof	Anytime
Auden Road	West	Hadati to 29m north thereof	Anytime
Audrey Avenue	East	York to southerly limit	Anytime
Audrey Avenue	West	York Road to 22m south thereof	Anytime
Bagot Street	East	Paisley to Willow	Anytime
Bailey Avenue	South	55m east of Beattie Street to 59m east thereof	Anytime
Baker Street	East	Quebec Street to 66m north thereof	Anytime
Baker Street	East	Woolwich Street to 11m south thereof	Anytime
Baker Street	West	Quebec Street to 36m north thereof	Anytime
Baker Street	West	Woolwich Street to 15m south thereof	Anytime
Baker Street	West	Chapel Lane to Quebec	Anytime
Balmoral Drive	Both	36.3m east of Inverness To 65.6m west thereof	Anytime
Balmoral Drive	West	Waverley to 137m north thereof	Anytime
Barber Avenue	East	London to 30m north thereof	Anytime
Barber Avenue	West	London to 37m north thereof	Anytime
Barber Avenue	South	53m east of Westmount Road to 26m east thereof	Anytime
Barber Avenue	East	London Road West to Westmount Road	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Bard Boulevard	North	55m west of Victoria Road South to 21m west thereof	Anytime
Barton Street	South	Kathleen Street to Exhibition Street	Anytime
Baxter Drive	East	60m north of Goodwin Drive to 30m north thereof	Anytime
Baxter Drive	West	Goodwin Drive to northerly limit	Anytime
Beaumont Crescent	Both	Elizabeth to York	Anytime
Beaumont Crescent	Both	York to Clearview	Anytime
Beaumont Crescent	South	Elizabeth to Clearview	Anytime
Beaver Meadow Drive	East	Farley Drive to 50m south thereof	Anytime
Beaver Meadow Drive	West	Farley Drive to 12m south of Blair Drive	Anytime
Beechwood Avenue	East	Chadwick Avenue to 15m south thereof	Anytime
Beverley Street	South	Harris to Morris	Anytime
Birmingham Street	East	Waterloo Avenue to Essex Street	Anytime
Bishop Court	North	43m south of Flanders Road to 51m west thereof	Anytime
Bonar Place	East	Willow Road to 180m north thereof	Anytime
Borden Street	West	College to Moore	Anytime
Boult Avenue	West	York to southerly limit	Anytime
Bowen Drive	South	Victoria Road North to Birchbank Boulevard	Anytime
Bowen Drive	West	Norma Cresent to Birchbank Boulevard	Anytime
Brady Lane	East	84m west of Bathgate Drive to 34m south thereof	Anytime
Braid Place	East	University to northerly limit	Anytime
Braid Place	West	University of northerly limit	8 am - 6 pm, Mon.-Fri
Brant Avenue	North	43m west of Muskoka to 54m west thereof	Anytime
Brant Avenue	South	64m west of Muskoka to 43m west thereof	Anytime
Brentwood Drive	Both	Nicklin to 17m west thereof	Anytime
Brentwood Drive	East	19m north of June to 15m south of June	Anytime
Brentwood Drive	West	23m north of June to 17m south of June	Anytime
Brentwood Drive	East	352m north of June Avenue to 62m west of Strathmere Place	Anytime
Bright Lane	West	McNulty Lane to 23m north thereof	Anytime
Brighton Street	North	Stevenson Street west to the driveway of Brighton Street School	Anytime
Brighton Street	South	Stevenson Street to 43m west thereof	Anytime
Bristol Street	North	Wellington to Edinburgh	Anytime
Bristol Street	South	23m east of Holliday to westerly limit	Anytime
Brockville Avenue	East	York to southerly limit	Anytime
Brockville Avenue	West	York to 98m south thereof	Anytime
Brown Street	Both	Colonial Drive to 49m west thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Buckthorn Crescent	East	108 m west of Grange Road to 33m west thereof (south leg)	Anytime
Buckthorn Crescent	East	124 m west of Grange Road to 30 m west thereof (north leg)	Anytime
Burcombe Crossing	East	Dallan Drive to Lobsinger Lane	Anytime
Burcombe Crossing	East	Lobsinger Lane to Poppy Drive East	Anytime
Burns Drive	North	120m east of Edinburgh Road North to 32m east thereof	Anytime
Burns Drive	South	Edinburgh Road to 158m east thereof	Anytime
Caledonia Street	Both	College to Dean	Anytime
Calgary Avenue	Both	Ottawa Crescent to 40m south thereof	Anytime
Callander Drive	East	Ottawa Crescent to Eramosa Road	8am-9am, 3pm-4pm, Mon-Fri, Sep 1-Jun 30
Cambridge Street	North	32m west of Yorkshire Street to Clinton Street	Dec 1 st to Mar 31 st
Cambridge Street	North	Yorkshire Street to 32m west thereof	Anytime
Cambridge Street	North	Yorkshire to 18.4m east thereof	Anytime
Cambridge Street	South	Clinton to Glasgow	Anytime
Cambridge Street	South	Dublin to Glasgow	Anytime
Camm Crescent	South	99m north of Periwinkle Way (west leg) to 23m north thereof	Anytime
Camm Crescent	South	89m north of Periwinkle Way (east leg) to 27m north thereof	Anytime
Campbell Road	Both	Silvercreek Pkwy to Dawson Road	Anytime
Carden Street	South	Wilson Street to Wyndham Street North	Anytime
Cardigan Street	East	107m north of Woolwich to 30m north thereof	Anytime
Cardigan Street	East	191m north of Norwich to Marcon	Anytime
Cardigan Street	East	London to 122m north thereof	Anytime
Cardigan Street	East	Norwich Street to 15m north thereof	Anytime
Cardigan Street	West	Marcon to 105m south thereof	Anytime
Cardigan Street	West	Norwich to 132m south of Marcon	Anytime
Carere Crescent	East	125 m east of Atto Drive to 130 m north thereof	Anytime
Carere Crescent	South/East	Atto Drive to 130 m north thereof	Anytime
Carere Crescent (south)	North	95m east of Atto Drive to 125m east thereof	Anytime
Carrington Drive	East	Darnell Road to Ryder Avenue	Anytime
Carrington Place	East	Edinburgh to 30m south thereof	Anytime
Carrington Place	West	87m south of Edinburgh Road South to 31m south thereof	Anytime
Cassino Avenue	South	William Street to 27m west of Anthony Avenue	Anytime
Cavell Avenue	North	Central to Exhibition	Anytime
Cedar Street	East	44m south of Water Street to 40m south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Chadwick Avenue	South	Beechwood Avenue to 16m east thereof	Anytime
Chapel Lane	Both	South-east corner, north to Post Office	Anytime
Chapel Lane	North	South-east corner, west to Baker Street	Anytime
Chapel Lane	South	58m east of Baker Street to 34m east thereof	Anytime
Charles Street	South	Woolwich to Dublin	Anytime
Cheltonwood Avenue	North	97m east of Elginfield Drive to 25m east thereof	Anytime
Chester Street	North	Exhibition Street to Kathleen Street	Anytime
Chillico Drive	North	Elmira Road to westerly limit	Anytime
Chillico Drive	South	49m west of Hillsdon Place to 14m west thereof	Anytime
Church Lane	Both	Norfolk to easterly limit	Anytime
Cityview Drive	Both	York Rd to White St	Anytime
Clair Road W	Both	Hanlon Parkway to Laird Road	Anytime
Clair Road W	Both	Laird Road to Gordon Street	Anytime
Clairfields Drive W	East	Clair Road West to Doyle Drive	Anytime
Clairfields Drive E	North	37m west of Beaver Meadow Drive to 133m west thereof	Anytime
Clairfields Drive E	South	31m east of McGarr Drive to 35m west of McGarr Drive	Anytime
Clairfields Drive E	South	97m west of McGarr Drive to 33m west thereof	Anytime
Clara Street	East	Grange to southerly limit	Anytime
Clarence Street	Both	Dufferin to C.P.R. track	8 am - 6 pm, Mon - Sat
Clarence Street	North	Woolwich to Dufferin	Anytime
Clark Street	North	Dufferin to Woolwich	Anytime
Clark Street	South	Exhibition to Princess	Anytime
Clark Street	South	Woolwich to Princess	Anytime
Clearview Street	Both	Suburban to Beaumont	Anytime
Clinton Street	East	Elora to Paisley	Anytime
Clough Crescent	North	Colonial Drive to 21m east thereof	Anytime
Clough Crescent	South	Colonial Drive to 22m east thereof	Anytime
Clough Crescent	East	159 metres south of Bard Boulevard to 50 metres north of Bard Boulevard	Anytime
Clough Crescent	North	Colonial Drive (south intersection) to 130 metres east thereof	Anytime
Clough Crescent	South	Colonial Drive (north intersection) to 130 metres east thereof	Anytime
Colborn Street	Both	Stone to Monticello	8 am - 6 pm
Cole Road	Both	Scottsdale to Cole	Anytime
Cole Road	NE	164m south of Briarlea to 46m south-east thereof	Anytime
Cole Road	NW/West	Scottsdale to Ironwood South	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Cole Road	North	64m east of Ironwood Road to 30m east thereof	Anytime
Cole Road	SE	112m north of Aspen 46m north-east thereof Valley/Christopher to	Anytime
Cole Road	South	97m east of Cole Road (north leg) to 20m east thereof	Anytime
College Avenue	Both	Stone to Victoria	Anytime
Colonial Drive	East	15m south of Marsh Crescent to 92.5m north thereof	Anytime
Colonial Drive	West	15m south of Brown Street to 98.5m north thereof	Anytime
Colonial Drive	Both	20m south of Bard Boulevard to 15m north of Bard Boulevard	Anytime
Colonial Drive	East	9m south of Baxter Drive to 67m north thereof	Anytime
Colonial Drive	East	Lambeth Way to 40m south thereof	Anytime
Colonial Drive	West	9m south of Baxter Drive to 64m north thereof	Anytime
Colonial Drive	West	24m south of Walker Way to 100m south thereof	Anytime
Colonial Drive	East	Summerfield Drive to 160 metres south thereof	Anytime
Commercial Street	North	58m west of Norfolk to 6.1m west thereof	Anytime
Conroy Crescent	West	College to College	Anytime
Cork Street	North	Yorkshire to 17m east thereof	Anytime
Cork Street	South	Dublin to Yorkshire	Anytime
Cork Street West	Both	Norfolk Street to Dublin Street North	Anytime
Corporate Court	Both	Southgate Drive to easterly limit	Anytime
Cote Drive	Both	Skov to northerly limit	8 am-6 pm, Mon.-Fri.
Couling Crescent	North, West and South	Inner portion of the Crescent from Watson Parkway to Watson Parkway	Anytime
Crawford Street	West	Dean Avenue to University Avenue West	Anytime
Creighton Avenue	North	77m east of Vipond Street/Trimble Crescent to 33m east thereof	Anytime
Crestwood Place	West	60m north of Palmer Street to 12m north thereof	Anytime
Crestwood Place	West	60m north of Palmer Street to 12m north thereof	Anytime
Crestwood Street	East	Palmer to the northerly limit	Anytime
Crimea Street	North	Alma to 42m east thereof	Anytime
Crimea Street	North	Edinburgh to 213m west thereof	8 am - 6 pm
Crimea Street	South	Edinburgh to 63m west to C.N.R. crossing	Anytime
Crimea Street	South	164m west of C.N.R. crossing Alma Street North	Anytime
Cross Street	South	Arthur Street South to Neeve Street	Anytime
Crowe Street	South	Edinburgh Road South to McElderry Road	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Curtis Road	Both	Silvercreek Pkwy to the westerly limit	Anytime
Curzon Crescent	North	Tovell Drive to 93m west thereof	Anytime
Curzon Crescent	North	54m west of Saigon Street to 32m west thereof	Anytime
Cutten Place	Both	Southgate Drive to easterly limit	Anytime
Dallan Drive	East	Clair Road East to McIntyre Court	Anytime
Dallan Drive	West	Kay Crescent to Poppy Drive East (east leg)	Anytime
Dallan Drive	West	Poppy Drive East to Lobsinger Lane	Anytime
Dallan Drive	West	Lobsinger Lane to Burcombe Crossing	Anytime
Dallan Drive	East	Poppy Drive East (west leg) to 104m south thereof	Anytime
Darby Road	East	56m south of Stephanie Drive to 34m south thereof	Anytime
Davis Street	East	Eastview Road to Acker Street	Anytime
Davis Street	West	Eastview Road to 18m north thereof	Anytime
Dawson Road	Both	Willow to Woodlawn	Anytime
Dean Avenue	North	36m west of Talbot to Caledonia Street	Anytime
Dean Avenue	North	Gordon to 36m west thereof	Anytime
Dean Avenue	South	65m west of Talbot to Caledonia Street	Anytime
Dean Avenue	South	Gordon to 58m west thereof	Anytime
Deerpath Drive	West	Imperial Road to 27m north thereof	Anytime
Deerpath Drive	East	61m north of Abbeywood Crescent (west intersection) to 34m east thereof	Anytime
Delaware Avenue	East	50m north of Speedvale Avenue East to 30m north thereof	Anytime
Delhi Street	East	Eramosa Road to 323m north of Spring Street	Anytime
Delhi Street	East	Peter Avenue to Philip Avenue	Anytime
Delhi Street	East	Emma Street to 52m south thereof	Anytime
Delhi Street	West	130m south of Speedvale Avenue to 31m south thereof	Anytime
Delhi Street	West	35m north of Paul Avenue to 35m south of Paul Avenue	Anytime
Delhi Street	West	11m north of Peter Avenue to 6m south of Peter Avenue	Anytime
Delhi Street	West	93m north of Spring Street to 15m south of Derry Street	Anytime
Delhi Street	West	Eramosa Road to 42m north thereof	Anytime
Delhi Street	West	280m south of Emma Street to 22.5m south thereof	Anytime
Delhi Street	West	Emma Street to 256m south thereof	Anytime
Delhi Street	West	Peter Avenue to 21m south thereof	Anytime
Derry Street	North	Arthur to 108.5m east thereof	Anytime
Derry Street	South	Arthur to Delhi	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
DeShane Street	East	Mullin Drive to Norma Crescent	Anytime
Devere Drive	East	Crane to 28m south thereof	Anytime
Devere Drive	West	18m south of Crane to 47m north thereof	Anytime
Division Street	Both	Woolwich to Westmount	Anytime
Dodds Avenue	West	York Road to 20m south thereof	Anytime
Dominion Drive	Both	northerly limit to 40m south thereof	Anytime
Domo Drive	Both	Grange Road to easterly limit	8 a.m. – 4 p.m. Monday - Friday
Douglas Street	West	St. George's Square to Woolwich	Anytime
Downey Road	Both	30m west of Hanlon Pkwy to Hanlon Creek Boulevard	Anytime
Dublin Street	East	55m north of Cork Street to Paisley Street	Anytime
Dublin Street	East	Cork Street to 36m north thereof	Anytime
Dublin Street	East	Cork to Kent	Anytime
Dublin Street	East	Paisley to 23m north thereof	Anytime
Dublin Street	East	Suffolk to 10m north of Norwich	Anytime
Dublin Street	West	9m south of Durham to 36m north of Cambridge	Anytime
Dublin Street	West	London to 31m south thereof	Anytime
Dublin Street	West	Paisley to 30m south thereof	Anytime
Dublin Street	West	Suffolk to Paisley	Anytime
Dublin Street	West	Waterloo to Kent	Anytime
Dublin Street	West	Wellington to Waterloo	Anytime
Dublin Street South	East	Nottingham Street to 19m north thereof	Anytime
Dublin Street North	East	8m north of Norwich Street West to 16m south of Charles Street (Except Authorized Permits)	Anytime
Dublin Street North	East	McTague Street to 16m south of Charles Street	Anytime
Dudley Drive	South	42m west of MacAlister Boulevard to 37m west thereof	Anytime
Dufferin Street	East	London to Clarence	Anytime
Dufferin Street	West	George Street to 40m north thereof	Anytime
Duke Street	West	Elizabeth to 14m south thereof	Anytime
Duke Street	West	105m north of Alice to 7m north thereof	Anytime
Duke Street	West	78m south of Elizabeth to 29m south thereof	Anytime
Duke Street	West	Alice to 27m north thereof	Anytime
Dunhill Crescent	North	Imperial Road North (south intersection) to 121 metres east thereof	Anytime
Dunhill Crescent	East	131 metres east of Imperial Road North (south intersection) to 194 metres north thereof	Anytime
Dunhill Crescent	North	Imperial Road North (north intersection) to 45 metres east thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Dunhill Crescent	South	28 metres east of Imperial Road North (north intersection) to 19 metres east thereof	Anytime
Durham Street	South	Yorkshire to Dublin	Anytime
Earl Street	North	Woolwich to Dufferin	Anytime
Earl Street	South	Woolwich to 34m east thereof	Anytime
Eastview Road	Both	61m east of Victoria to the east City limit	2 am - 6 pm
Eastview Road	Both	Victoria to 61m east thereof	Anytime
Eastview Road	South	Watt Street to 30m east thereof	Anytime
Eastview Road	South	Auden Road to 25m east thereof	Anytime
Eden Street	Both	Silvercreek to westerly limit	Anytime
Edgehill Drive	Both	Division to the southerly limit	8am - 6pm, Mon.- Fri.
Edgehill Drive	East	30m north of Division to 15m south of Highview Place	8am - 6pm, Mon.- Fri.
Edgehill Drive	East	Division to 30m north thereof	Anytime
Edgehill Drive	West	Division to 15m north of Highview	Anytime
Edinburgh Road	Both	Woodlawn to southerly limit	Anytime
Edwin Street	North	Woolwich to Dublin	Anytime
Elizabeth Street	Both	York to Suburban	Anytime
Elizabeth Street	North	Duke to Arthur	Anytime
Elizabeth Street	North	Stevenson to Victoria	Anytime
Elizabeth Street	South	Arthur to Victoria	Anytime
Elmira Road	Both	Fife Road to Willow Road	Anytime
Elmira Road North	Both	North City limits to Flaherty Drive	Anytime
Elmira Road North	East	Willow Road to 115m north thereof	Anytime
Elmira Road North	West	Flaherty Drive to Willow Road	Anytime
Elora Street	North	Yorkshire to Harrison	Anytime
Elora Street	South	91m west of Yorkshire to Harrison	Anytime
Emma Street	North	Delhi Street to westerly limit	Anytime
Emma Street	South	Metcalf Street to Marlborough Road	Anytime
Emma Street	South	Stevenson Street North to Renfield Street	Anytime
Emma Street	North	East of Delhi Street to 28m east thereof	Anytime
Emslie Street	North	Yorkshire Street to 18.0m west thereof	Anytime
Emslie Street	South	Yorkshire Street South to McGee Street	Anytime
Eramosa Road	East	13.6 m north of Mitchell Street to northerly City limits	Anytime
Eramosa Road	East	Woolwich Street to 39 m south of Mitchell Street	Anytime
Eramosa Road	West	19 m north of Mitchell Street to northerly City limits	Anytime
Eramosa Road	West	Woolwich Street to 57 m south of Mitchell Street	Anytime
Erin Avenue	Both	Lane to westerly limit	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Essex Street	South	Waterloo Avenue to 111m east of Dublin Street North	Anytime
Essex Street	North	Waterloo Avenue to 31.9m west thereof	Anytime
Evergreen Drive	Both	Monticello to Stone	8am-6pm, Mon. - Fri.
Exhibition	East	Speedvale to Division	Anytime
Exhibition	West	161m north of Division to Speedvale	Anytime
Exhibition	West	Division Street to 37m north thereof	Anytime
Exhibition	West	Division to London	Anytime
Exhibition Street	East	Clark to 25m north of Powell	Anytime
Exhibition Street	East	Powell to 22m south thereof	Anytime
Extra Street	North	Woolwich to Central	Anytime
Fair Road	Both	Silvercreek Pkwy to Arrow Road	Anytime
Fairview Blvd	North	Gordon to Mary	Anytime
Farley Drive	Both	32m west of Beaver Meadow Drive to 24m east of Beaver Meadow Drive	Anytime
Farley Drive	East	Porter Drive to 26m south thereof	Anytime
Farquhar Street	Both	Freshfield to 12m east thereof	Anytime
Farquhar Street	Both	Gordon to Freshfield	Anytime
Farquhar Street	South	48 east of Wyndham to easterly limit (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Farquhar Street	North	Wyndham to 126m west thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Farquhar Street	North	Wyndham to easterly limit	Anytime
Farquhar Street	South	111m east of Wyndham to 24m east thereof	Anytime
Farquhar Street	South	Wyndham to 129m west thereof (Authorized Vehicle Excmpt)	Anytime
Farquhar Street	South	Wyndham to 56m east thereof	Anytime
Fergus Street	East	Waterloo Avenue to Galt	Anytime
Fergus Street	West	Galt Street to 21m north thereof	Anytime
Ferguson Street	Both	Morris to Stevenson	Anytime
Ferguson Street	North	40m west of Morris Street to 18m west thereof	Anytime
Ferguson Street	South	Morris to 57m west thereof	Anytime
Ferndale Avenue	South	75m east of Blackbird Crescent to 46m east thereof	Anytime
Fife Road	North	Wellington Street West to west City limits	Anytime
Fife Road	South	Wellington Street West to Elmira Road South	Anytime
Fife Road	South	Whitelaw Road to 81m west thereof	Anytime
Fischer Drive	Both	Paisley Road to the easterly limit	Anytime
Flanders Road	North	39m east of Bishop to 71m west thereof	Anytime
Flanders Road	South	20m west of Bishop to 66m east thereof	Anytime
Forbes Avenue	North	Gordon to Mary	Anytime
Forbes Avenue	South	Fairview Blvd. To 35m west thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Foster Avenue	Both	Yorkshire to Edinburgh	Anytime
Fountain Street	North	61m west of Wyndham to 44m west thereof	Anytime
Fountain Street	North	Dublin to 18.6m east thereof	Anytime
Fountain Street	North	Wyndham Street to 93m east thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Fountain Street	North	Freshfield to 40m east thereof (Authorized Vehicles Exempt)	Anytime
Fountain Street	South	Gordon to Grant	Anytime
Frederick Drive	North	Baxter to 15m east of Waterford	Anytime
Frederick Drive	South	Baxter to 15m east of Oldfield	Anytime
Freshfield Street	West	9m north of Fountain to 17m north thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Freshfield Street	West	39m north of Fountain to 18m north thereof	Anytime
Freshfield Street	West	57m north of Fountain to 17m north thereof (Authorized Permits Exempt)	8am-6pm, Mon.-Fri.
Freshfield Street	West	74m north of Fountain to the most northerly limit	Anytime
Freshmeadow Way	North	Stephanie Drive to 21m west thereof	Anytime
Freshmeadow Way	South	Stephanie Drive to 20m west thereof	Anytime
Freshmeadow Way	Both	Elmira Road to 18m west thereof	Anytime
Freshmeadow Way	South	68m west of Elmira Road South (north intersection) to 34m west thereof	Anytime
Galt Street	Both	Fergus to Edinburgh	Anytime
Galt Street	North	57m east of Fergus Street to 26m east thereof	7am-6pm, Mon. –Fri.
Galt Street	South	Fergus to 76m east thereof	Anytime
Galt Street	South	Edinburgh Road South to Meadowview Avenue	Anytime
Garth Street	South	Yorkshire to Glasgow	Anytime
Gateway Drive	East	45m south of Queensdale to 24m north of Queensdale	Anytime
Gateway Drive	East	Queensdale to 45.7m south thereof	Anytime
Gaw Crescent	East	107m north of Periwinkle Way (south intersection) to 20m east thereof	Anytime
Gaw Crescent	West	107m north of Periwinkle Way (north intersection) to 20m west thereof	Anytime
George Street	North	Dufferin to 42m east thereof	Anytime Nov 1-Mar 31
George Street	South	Dufferin to 20m east of the C.P.R. right-of-way	Anytime
Ginger Court	North	52m east of Edinburgh Road South to 32m east thereof	Anytime
Glasgow Street	East	19m north of Paisley to 35m north thereof	Anytime Mon. - Sat.
Glasgow Street	East	Cambridge to 28m south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Glasgow Street	East	London to 30m south of Suffolk	Anytime
Glasgow Street	East	Paisley to 19m north thereof	Anytime
Glasgow Street	East	Paisley to 21m south thereof	Anytime
Glasgow Street	West	London Road West to 42m south thereof	Anytime
Glasgow Street	West	Waterloo Avenue to 30m north of Suffolk Street West	Anytime
Glasgow Street	West	Waterloo Avenue to Fountain Street	Anytime
Glenhill Place	East	Eramosa Road to 42m north thereof	Anytime Nov 1-Mar 31
Glenhill Place	West	Eramosa Road to 57m north thereof	Anytime Nov 1-Mar 31
Goldie Avenue	East	Paisley Road to 25m south thereof	Anytime
Goldie Avenue	West	Paisley Road to 21m south thereof	Anytime
Goodwin Drive	South	200m east of Farley Drive to 30m east thereof	Anytime
Goodwin Drive	South	Farley Drive to 95m east thereof	Anytime
Goodwin Drive	North	Farley Drive to Beaver Meadow Drive	Anytime
Goodwin Drive	South	22m west of Lynch Circle (west intersection) to 35m west thereof	Anytime
Goodwin Drive	North	Tolton Drive to 62m west thereof	Anytime
Goodwin Drive	South	Tolton Drive to 77m west thereof	Anytime
Gordon Street	West	Clair to Nottingham	Anytime
Gordon Street	West	Waterloo Avenue to 45m south thereof	Anytime
Gordon Street	Both	Clair Road to Maltby Road	Anytime
Governors Road	Both	Woodlawn Road to Malcolm Road	Anytime
Grandridge Crescent	East	116m north of Stephen Drive to 27m north thereof (south leg)	Anytime
Grandridge Crescent	East	116m north of Stephen Drive to 27m west thereof (north leg)	Anytime
Grange Road	South	Cityview Drive to Breesegarden Lane	Anytime
Grange Road	South	Victoria Road to 307m east thereof	Anytime
Grange Street	Both	Regent to Arthur	Anytime
Grange Street	Both	Regent to Stuart	Anytime
Grange Street	North	Hardy Street to Victoria Avenue	Anytime
Grange Street	North	Stevenson to 122m east thereof	Anytime
Grange Street	South	Hardy to a point 100m west thereof	Anytime
Grange Street	South	Stevenson to Stuart	Anytime
Green Street	North	Dublin to westerly limit	Anytime
Green Street	North	Norfolk to 37m west	9am-4pm, Mon-Fri, Exempting authorized funeral procession vehicles only
Green Street	South	Norfolk to Dublin	Anytime
Grey Oak Drive	North	Colonial Drive to 25m west thereof	Anytime
Grove Street	Both	Regent to 137m east thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Grove Street	North	253m east of Metcalfe Street to 213m west of Stevenson Street	Anytime
Grove Street	North	Metcalfe to 18m west thereof	Anytime
Grove Street	North	Stevenson to 49m west thereof	Anytime
Grove Street	South	Regent to Stevenson	Anytime
Guelph Street	East	Suffolk Street to 31m south thereof	Anytime
Guelph Street	West	Paisley to 274m north thereof	Anytime
Guelph Street	West	Western to Willow	Anytime
Hadati Road	Both	88m east of Victoria to 112m east thereof	Anytime
Hadati Road	East	52m south of Upton to 27m South thereof	Anytime
Hadati Road	East	Upton to 53m south thereof	Anytime
Hadati Road	South	Cassino to 100m south thereof	Anytime
Hadati Road	West	Upton to 58m south thereof	Anytime
Hagan Avenue	East	55 metres south of Trailbrook Lane to 25 metres south thereof	Anytime
Hales Crescent	South	Moore Avenue to the northerly intersection of Borden Street	Anytime
Hales Crescent	South	Borden Street to 31m east thereof	Anytime
Hales Crescent	West	Northerly intersection of Borden Street to southerly intersection of Borden Street	Anytime
Hall Avenue	East	190m west of Dominion Drive to 129m south thereof	Anytime
Hall Avenue	West	141m north of Duck Lane to 40m north thereof	Anytime
Hall Avenue	Both	Goodwin Drive to 215m north thereof	Anytime
Hands Drive	South	Gordon Street to Latenda Place	Anytime
Hands Drive	North	Hands Drive to 15m west thereof	Anytime
Hands Drive	West	Hands Drive to 15m north thereof	Anytime
Hanlon Road	Both	Clair Road to northerly limit	Anytime
Hanlon Road	Both	Southgate Drive to northerly limit	Anytime
Harris Street	West	York Road to 34m north thereof	Anytime
Harrison Avenue	East	Elora to Paisley	Anytime
Harrison Avenue	East	Foster to Robinson	Anytime
Harrison Avenue	West	Robinson to Elora	Anytime
Harvard Road	Both	Youngman to 19m north thereof	Anytime
Harvard Road	East	Youngman Drive to 53m South thereof	Anytime
Harvard Road	North	Gordon to 380m west thereof	Anytime
Harvard Road	South	Gordon Street to Youngman Drive	Anytime
Hasler Crescent (west leg)	East	179m north of Bard Boulevard to 25m east thereof	Anytime
Hasler Crescent (east leg)	West	168m north of Bard Boulevard to 26m west thereof	Anytime
Hastings Boulevard	North	102m east of Mountford Drive to 25m east thereof	Anytime
Havelock Street	East	Derry to Spring	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Havelock Street	West	Derry to Spring	8am-6pm, Mon. - Fri.
Hayes Avenue	East	York Road to the southerly limit	Anytime
Hayes Avenue	West	30m each side of the loading dock at 24 Hayes Avenue	Anytime
Hayward Crescent	South	Clairfields Drive West (north intersection) to 155 metres west thereof	Anytime
Hayward Crescent	North	Clairfields Drive West (south intersection) to 155 metres west thereof	Anytime
Hearn Avenue	West	Waterloo Avenue to Inkerman	Anytime
Heffernan Street	Both	Woolwich to C.P.R. track	Anytime
Heritage Drive	South	Gordon Street to 27m west thereof	Anytime
Hewitt Lane	South	Paisley Road to Paisley Road	Anytime
Hickory Street	West	75m north of Oak Street to 38m west thereof	Anytime
Hill Trail	East	85m north of Grange Road to 30m north thereof	Anytime
Hill Trail	South	Esker Run to Esker Run	Anytime
Hillcrest Drive	South	easterly limit to 30 m west thereof	Anytime
Hillcrest Drive	West	Grange Street to southerly limit	Anytime
Hillsdon Place	West	Chillico Drive to 40m north thereof	Anytime
Hodgson Drive	North	Goodwin Drive to Samuel Drive	Anytime
Holland Crescent	North	East of Summerfield Drive (south leg) to 21m east thereof	Anytime
Home Street	South	Yorkshire to North	Anytime
Hood Street	Both	York to southerly limit	Anytime
Hooper Street	East	188m south of York to its southerly limit	Anytime
Hooper Street	West	York to southerly limit	Anytime
Hosking Place	Both	Scottsdale Drive to 20m west thereof	Anytime
Howden Crescent	West	Bard Street to Bard Street	Anytime
Howitt Street	North	Wyndham to Margaret	Anytime
Howitt Street	South	Neeve to Margaret	Anytime
Huron Street	East	Ontario to 122m north thereof	Anytime
Huron Street	West	118m north of Alice to Elizabeth	Anytime
Huron Street	West	Alice Street to 18m north thereof	Anytime
Huron Street	West	Ontario Street to 90m north thereof	Anytime
Imperial Road	Both	Wellington Street to northerly limits	Anytime
Independence Place	Both	Elmira Road North to westerly limit	Anytime
Industrial Street	West	York Road to Elizabeth Street	Anytime
Inverness Drive	East	Woodlawn Road East to Islington Avenue	Anytime
Ironwood Road	North	Edinburgh Road South to Scottsdale Drive	Anytime
Ironwood Road	South	115m east of Scottsdale Drive to 64m east thereof	Anytime
James Street East	North	Gordon Street to easterly limit	Anytime
James Street West	South	Gordon Street to Mary Street	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Janefield Avenue	East	177m south of Mason Court to 34m south thereof	Anytime
Janefield Avenue	East	318m south of Mason Court to 32m south thereof	Anytime
Janefield Avenue	East	College Avenue to 208 m south thereof	Anytime
Janefield Avenue	North	18m west of Torch Lane to 86m east of Torch Lane	Anytime
Janefield Avenue	North	Scottsdale Drive to 30m west thereof	Anytime
Janefield Avenue	West	College Avenue West to Mason Court	Anytime
Janefield Avenue	West	206m south of College Avenue West to 232m south thereof	Anytime
Janefield Avenue	South	Scottsdale Drive to 28m west of Torch Lane	Anytime
Jeffrey Drive	North	Starwood Drive to Summit Ridge Drive	Anytime
John Street	North	Dufferin Street to the easterly limit	Anytime
John Brabson Crescent	East, north and West	MacAlister Boulevard to MacAlister Boulevard	Anytime
John Brabson Crescent (east leg)	East	90m north of MacAlister Boulevard to 25m east thereof	Anytime
John Brabson Crescent (east leg)	West	85m north of MacAlister Boulevard to 30m west thereof	Anytime
Johnston Street	Both	Alice Street to 109m south thereof	7:00am-6:00pm Mon-Fri
June Avenue	North	87m east of Strathmere Street to 90m east thereof	Anytime
June Avenue	South	131m east of Strathmere Street to 30m east thereof	Anytime
Kathleen Street	Both	15m north of June to 30m south thereof	Anytime
Kathleen Street	Both	22m north of Freeman Avenue to 23m south of Freeman Avenue	Anytime
Kathleen Street	East	Barton Street to 62m south thereof	Anytime
Kathleen Street	East	Division to 30m north thereof	Anytime
Kathleen Street	East	London to Division	Anytime
Kathleen Street	East	St Andrew to 19m south thereof	Anytime
Kathleen Street	West	62m south of Division to 27m south thereof	Anytime
Kathleen Street	West	Division to 30m south thereof	Anytime
Kathleen Street	West	Division to Speedvale	Anytime
Kathleen Street	West	Division to London	Anytime
Kay Crescent	East	Poppy Drive East to Dallan Drive	Anytime
Kearney St	East	Lee St to 25m north thereof	Anytime
Kearney St	West	Lee St to 30m north thereof	Anytime
Kensington	South	Stevenson to 61m east thereof	8am - 6pm Mon-Fri
Kensington Street	Both	152m north of Cathcart to 30m north thereof	Anytime
Kensington Street	North	Stevenson to 98m east thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Kensington Street	South	61m east of Stevenson to 30m east thereof	Anytime
Kent Street	South	Glasgow Street South to Dublin Street South	7am to 9am, Tuesdays
Kent Street	Both	Glasgow Street North to Dublin Street North	Anytime
Kent Street	South	Glasgow Street South to Dublin Street South	Anytime, Dec 1 – Mar 31
Kent Street	North	Glasgow Street South to Dublin Street South	Anytime
Kent Street	Both	Dublin Street South to easterly limit	Anytime
Kent Street	South	Dublin Street North to easterly limit	Anytime
Kerr Street	Both	Woolwich to Dufferin	Anytime
Keys Crescent	East	Clairfields Drive (east intersection) to 105 metres north thereof	Anytime
Keys Crescent	South	60 metres north of Clairfields Drive (east intersection) to Clairfields Drive (west intersection)	Anytime
King Edward Place	Both	Dublin to the westerly limit	Anytime
King Street	East	Eramosa to Arthur	Anytime
King Street	West	Eramosa to 30m south thereof	Anytime
King Street	West	Eramosa to Spring	Anytime
King Street	East	15m north of Norwich Street to 3m north thereof	Anytime
Kingsmill	West	Laneway Reg. Plans #340, 351, 353, 354 to southerly limit	Anytime
Kingsmill Avenue	East	York to 64m north thereof	Anytime
Kingsmill Avenue	East	York to laneway Reg. Plans #340, 351, 353 & 354	Anytime
Kipling Avenue	North	Imperial Road North to 68m west thereof	Anytime
Kipling Avenue	South	Imperial Road North to 25m west thereof	Anytime
Kirby Court	Both	Laird Road to easterly limit	Anytime
Kirkland Street	East	Suffolk to London	Anytime
Kortright Road West	North	Hanlon Expressway to Gordon Street	Anytime
Kortright Road West	South	Hanlon Expressway to Gordon Street	Anytime
Laird Road	Both	Hanlon Parkway to Clair Road	Anytime
Landsdown Drive	North	Gordon Street to 70 metres east thereof	Anytime
Landsdown Drive	South	Gordon Street to 94 metres east thereof	Anytime
Landsdown Drive	East	Valley Road to 300 metres north thereof	Anytime
Lane Street	East	Ryan to Rosedale	Anytime
Lane Street	West	Cassino to Stevenson	Anytime
Laneway	Both	Gordon to Freshfield	Anytime
Latenda Place	East	Hands Drive to 140 metres south thereof	Anytime
Laughland Lane	East	60m south of Goodwin Drive to 30m south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Laughland Lane	North	Goodwin Drive to Goodwin Drive	Anytime
Laverne Avenue	Both	Meyer to Callander	8 am-6 pm, Mon.-Fri.
Law Drive	East	Fleming Road to Pettitt Drive	Anytime
Law Drive	East	Pettitt Drive to Skinner Drive (north intersection)	Anytime
Law Drive	West	Skinner Drive (north intersection) to Swan Drive	Antime
Law Drive	South	70 metres east of Skinner Drive (south intersection) to Swan Drive	Anytime
Lawrence Avenue	West	23m south of York Road to 17m south thereof	Anytime
Lawrence Avenue	West	York to 30m south thereof	Anytime
Leacock Avenue	North	Auden to Hadati	Anytime
Lee St	North	30m west of Kearney St to 30m east of Kearney St	Anytime
Lee St	South	20m west of Kearney St to 30m east of Kearney St	Anytime
Lee St	North	Cityview Dr to 30m east thereof	Anytime
Lee St	South	Cityview Dr to 30m east thereof	Anytime
Lemon Street	North	Queen to 36m east thereof	Anytime
Lemon Street	Both	Metcalf Street to 22m east thereof	Anytime
Lemon Street	North	Metcalf Street to 20m west thereof	Anytime
Lemon Street	South	Metcalf Street to 27m west thereof	Anytime
Lemon Street	North	St. Catharine Street to 15m east thereof	Anytime
Lewis Road	Both	Speedvale to northerly limit	Anytime
Lincoln Crescent	Both	Laverne to Meyer	8 am - 6 pm
Linke Place	North/East	Davis Street to Acker Street	Anytime
Liverpool Street	North	Glasgow to Yorkshire	Anytime
Liverpool Street	North	Norfolk to Glasgow	Anytime
Liverpool Street	South	Yorkshire to Edinburgh	Anytime
Liverpool Street	South	Dublin Street North to 20m east thereof	Anytime
Lobsinger Lane	North	Dallan Drive to Burcombe Crossing	Anytime
London Road	Both	Edinburgh to Bagot	Anytime
London Road	North	30m west of Exhibition to Edinburgh	Anytime
London Road	North	Cardigan to Woolwich	Anytime
London Road	North	Woolwich to 34m east of Exhibition	Anytime
London Road	South	16m west of Dufferin to Woolwich	Anytime
London Road	South	30m west of Exhibition to Edinburgh	Anytime
London Road	South	Dufferin to Cardigan	Anytime
London Road	South	Woolwich to 37m east of Exhibition	Anytime
Lorna Drive	South	Hands Drive to 50m east thereof	Anytime
Lovett Lane	North	209m west of Carrington Drive to 50m north thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Lovett Lane	West	121m north of Ryder Avenue (east leg) to 50m north thereof	Anytime
Lovett Lane	East	113m north of Ryder Avenue (west leg) to 50m north thereof	Anytime
Lovett Lane	West	Rodgers Road to Ryder Avenue (east leg)	Anytime
Lovett Lane	South	Carrington Drive to Rodgers Road	Anytime
Lyon Avenue	West	London to Campion	Anytime
Mac Avenue	North	Woolwich to easterly limit	Anytime
MacAlister Boulevard	East, south and west	Ambrous Crescent (north leg) to Ambrous Crescent	Anytime
Macdonell Street	North	31.5m east of Wyndham to 9m east thereof	Anytime
MacAlister Boulevard	West	Ambrous Crescent (south leg) to 210m south thereof	Anytime
Macdonell Street	North	83.7m east of Wyndham to 9m east thereof	Anytime
Macdonell Street	North	Arthur to Woolwich	Anytime
Macdonell Street	North	Woolwich Street to 46m west thereof	Anytime
Macdonell Street	North	62m west of Woolwich Street to 115m west thereof	Anytime
Macdonell Street	South	Carden to Arthur	Anytime
Macdonell Street	South	Norfolk to Wilson	Anytime
Malcolm Road	Both	Elmira to westerly limit	Anytime
Manhattan Court	Both	Speedvale to southerly limit	8 am-6 pm, Mon.-Fri.
Manitoba Street	North	Huron to 30m west thereof	Anytime
Manitoba Street	South	Huron to Ontario	Anytime
Maple Street	East	Water Street to 27m south thereof	Anytime
Maple Street	West	Water Street to 27m south thereof	Anytime
Marcon Street	Both	Cardigan to Dufferin	Anytime
Marilyn Drive	South	Woolwich Street to easterly limit	Anytime
Marksam Road	Both	Speedvale Avenue West to Sanderson Drive	Anytime
Marksam Road	East	67m south of Willow Road to 48m west thereof	Anytime
Marksam Road	West	Willow Road to 126m west thereof	Anytime
Marlborough Road	East	Emma Street to Speedvale Avenue East	Anytime, Except Friday 1pm-3pm, Nov.1-Mar.31
Martin Avenue	East	James to Forbes	Anytime
Mary Street	North	Caledonia to 60m south thereof	Anytime
Mary Street	West	Forbes Avenue to 30m south thereof	Anytime
Mason Court	Both	Southerly limit to 46m north thereof	Anytime
Massey Road	North	300 m east of Elmira Road to 300m west of Elmira Road	8:00am -6:00pm
Massey Road	North	300m west of Elmira Road to the westerly limit	Anytime
Massey Road	North	Lewis Road to 300m east of Elmira Road	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Massey Road	South	Lewis Road to westerly limit	Anytime
Maude Lane	South	Severn Drive to Davis Street	Anytime
Mayfield Avenue	Both	Monticello to Colborn	8am-6pm Mon - Fri
McArthur Street	East	70m north of Goodwin Drive to 72m west thereof	Anytime
McArthur Street	South	128m east of Beaver Meadow Drive to 46m east thereof	Anytime
McCall Crescent	South	Woodycrest Drive to 48 metres east thereof	Anytime
McCann Drive	North	182m west of Zaduk Place to 90m west thereof	Anytime
McCrae Blvd	Both	Water Street to Gow Bridge	Anytime
McElderry Road	North	50m east of McElderry to 33m east thereof	Anytime
McElderry Road	South	44m east of McElderry to 39m east thereof	Anytime
McElderry Road	East	42m north of Crowe Street to 50m north thereof	Anytime
McGarr Court	Both	100m east of Beaver Meadow Drive to easterly limit	7am-1pm, Fri.
McGarr Drive	East	Clairfields Drive E to 25m south thereof	Anytime
McGee Street	West	Bristol to Waterloo	Anytime
McIllwraith Crescent	North	56m west of Mountford to 30m west and north thereof	Anytime
McIntyre Court	North	Dallan Drive to 175m east thereof	Anytime
McNulty Lane (west leg)	East	69m south of Summerfield Drive to 33m east thereof	Anytime
McNulty Lane (east leg)	West	106m south of Summerfield Drive to 27m west thereof	
McTague Street	North	Woolwich to 23m west thereof	Anytime
McTague Street	South	Exhibition Street to Woolwich Street	Anytime
McTague Street	South	Woolwich to Exhibition	Anytime
Meadowview Avenue	East	Waterloo Avenue to Allan Avenue	Anytime
Meldrum Street	North	Woolwich to easterly limit	Anytime
Menzie Avenue	East	York Road to Florence Lane	Anytime
Menzie Avenue	West	Florence Lane to the southerly limit	Anytime
Merion Street	North	Bagot to Edinburgh	Anytime
Metcalf Street	East	Pleasant Road to 45m south thereof	Anytime
Metcalf Street	West	109m south of Pleasant Road to 25m south thereof	Anytime
Metcalf Street	West	140m south of Pleasant Road to 17m south thereof	Anytime
Metcalf Street	West	34m north of Emma Street to 32m south of Emma Street	Anytime
Metcalf Street	West	Pleasant Road to 36m south thereof	Anytime
Metcalf Street	Both	Lemon Street to 22m north thereof	Anytime
Metcalf Street	West	Lemon Street to 34m south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Metcalfe Street	East	Lemon Street to 30m south thereof	Anytime
Metcalfe Street	East	North of Gladstone Avenue to 19m north thereof	Anytime
Metcalfe Street	West	North of Emma Street to 30m north thereof	Anytime
Meyer Drive	Both	Ottawa Crescent to 17m west thereof	Anytime
Meyer Drive	North	Eramosa Road to 17m west of Ottawa Crescent	8 am-6 pm, Mon.-Fri.
Meyer Drive	South	Eramosa Road to Ottawa Crescent	Anytime
Michener Road	Both	Woodlawn to Malcolm	Anytime
Michener Road	East	Woodlawn to Massey	Anytime
Michener Road	West	Woodlawn to 86m north of Massey	Anytime
Milson Crescent (west leg)	West	Teal Drive to 22m north thereof	Anytime
Minto Road	Both	Michener to westerly limit	Anytime
Mitchell Street	East	Eramosa to Norwich	Anytime
Mitchell Street	West	Eramosa to Norwich	8 am - 6 pm Mon. - Fri
Moffat Lane	West	58m south of Doyle Drive (east leg) to 30m south thereof	Anytime
Moffat Lane	East	62m south of Doyle Drive (west leg) to 25m south thereof	Anytime
Monarch Road	Both	Southerly limit to the northerly limit	Anytime
Mont Street	North	Woolwich to Exhibition	Anytime
Mont Street	South	29m west of Woolwich to 32m west thereof	Anytime
Monticello Crescent	Both	Gordon to Mayfield	8 am-6 pm, Mon.-Fri.
Monticello Crescent	Both	Mayfield to Stone	8 am-6 pm, Mon.-Fri.
Moore Avenue	Both	Caledonia to Hales	8 am-6 pm, Mon.-Fri.
Morris Street	East	York to Beverley	Anytime
Moss Place	East	58m north of Sidney Crescent to 35m north thereof	Anytime
Mountford Drive	North	200m east of Hadati to 70m east thereof	Anytime
Mountford Drive	North	McIlwraith Crescent (south) to 9m east of Conrad Court	Anytime
Mountford Drive	South	118m east of Conrad Court to 22m east thereof	Anytime
Mullin Drive	North	150 m west of Atto Drive to 30 m west thereof	Anytime
Mullin Drive	South/West	Atto Drive to Norma Crescent	Anytime
Municipal Street	North	Edinburgh to 88m west of Denver	Anytime
Municipal Street	South	Edinburgh to Denver	Anytime
Mussen Street	South	110m east of Victoria Road North to 23m east thereof	Anytime
Neeve Street	East	York to Fountain	Anytime
Neeve Street	West	15m north of Wellington to Howitt	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
New Street	South	Arthur to Queen	Anytime
Nicklin Road	West	94m north of Burns Drive to 195m north thereof	Anytime
Niska Road	Both	Bailey Bridge to 30m east thereof	Anytime
Niska Road	Both	Downey Road to Niska Road Bridge	Anytime
Niska Road	Both	Downey Road to westerly limit	Anytime
Norfolk Street	East	Waterloo Avenue to Church Lane	Anytime
Norfolk Street	East	15m south of Suffolk Street to 9m south thereof	Anytime
Norfolk Street	West	22m south of Cork Street to 22m north of Macdonell Street	15 minute maximum (except Authorized vehicles only) 8am – 6pm
Norfolk Street	West	Green Street to 22m south of Cork Street	Anytime
Norfolk Street	West	Macdonell Street to Waterloo Avenue	Anytime
North Street	West	London Road East to Home Street	Anytime
North Street	East	63m north of Suffolk Street West to 88m north thereof	Anytime
North Street	Both	Suffolk Street West to 34m north thereof	Anytime
North Street	West	51m north of Suffolk Street West to 84m north thereof	Anytime
Northumberland Street	Both	Wilson Street to Norfolk Street	Anytime
Northumberland Street	North	Dublin Street to Yorkshire Street	Anytime
Northumberland Street	South	19.5m east of Dublin Street North to Kent Street	Anytime
Northumberland Street	North	Dublin Street North to Kent Street	Anytime
Norton Drive	East	Grange Road to Shackleton Drive	Anytime
Norton Drive	West	158m north of Severn Drive to 30m north thereof	Anytime
Norwich Street	North	132m west of Cardigan Street to Dublin Street	Anytime
Norwich Street	North	Mitchell Street to 45m west of Cardigan Street	Anytime
Norwich Street East	South	Arthur Street North to King Street	Anytime
Norwich Street East	South	Woolwich Street to Cardigan Street	Anytime
Nottingham Street	South	Gordon Street to 56m west thereof	Anytime
Old Stone Court	Both	Monticello Crescent to westerly limit	8:00 a.m. to 6:00 p.m. Mon. - Fri.
Oliver Street	South	Arthur Street South to Huron Street	Anytime
Ontario Street	North	York Road to Neeve Street	Anytime
Oriole Crescent	Both	Edinburgh Road South to 46m west thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017

NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Ottawa Crecent	North	15m east of Callander Drive to 32m west of Calgary Avenue	Anytime
Ottawa Crecent	West	23m north of Meyer Drive to 22m south of Meyer Drive	Anytime
Ottawa Crescent	South	30m east of Calgary Avenue to 73m west thereof	Anytime
Oxford Street	North	48m west of Dublin Street to 17m west thereof	Anytime Nov 1-Mar 31
Oxford Street	North	Glasgow Street to Yorkshire Street	Anytime
Oxford Street	North	Norfolk Street to 37m west thereof	Anytime
Oxford Street	South	25m east of Yorkshire Street to 28m east thereof	8 am-6 pm Mon. - Fri.
Oxford Street	South	Norfolk Street to Glasgow Street	Anytime
Paisley Road	Both	Hanlon Expressway to westerly limit	Anytime
Paisley Road	North	Edinburgh to Hanlon	Anytime
Paisley Road	South	67m east of Alma to 67m west of Alma	Anytime
Paisley Road	South	Edinburgh to 80m west thereof	Anytime
Paisley Road	South	Hanlon to Silvercreek	Anytime
Paisley Road	South	Silvercreek Parkway North to 67m West of Alma Street	Anytime except Sundays 8am-2pm and Christmas Day, New Years Day, Ash Wednesday, Good Friday and Easter Day
Paisley Street	North	Dublin Street to Edinburgh Road North	Anytime
Paisley Street	South	Norfolk Street to Edinburgh Road North	Anytime
Palmer Street	North	20m west of Jane Street to 35m east thereof	Anytime
Palmer Street	North	King Street to Queen Street	Anytime
Palmer Street	North	Queen Street to Stuart Street	Anytime
Palmer Street	South	76m east of King Street to 29m east thereof	Anytime
Palmer Street	South	King Street to 26m east thereof	Anytime
Palmer Street	South	Arthur Street North to King Street	Anytime
Palmer Street	South	Queen Street to Stevenson Street North	Anytime
Park Avenue	East	London Road West to Suffolk Street West	Anytime
Park Lane	Both	Baker Street to southerly limit	Anytime
Parkholme Avenue	North	Jackson Street to 21m west thereof	Anytime
Parkholme Avenue	South	Metcalf Street to Jackson Street	Anytime
Paulstown Crescent	East	Clairfields Drive West (west intersection) to 68 metres south thereof	Anytime
Paulstown Crescent	East	143 metres south of Clairfields Drive West (west intersection) to 30 metres south thereof	Anytime
Paulstown Crescent	West/south	75 metres south of Clairfields Drive West (west intersection) to 165 metres south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Paulstown Crescent	West/south	Clairfields Drive West (east intersection) to 170 metres south thereof	Anytime
Pearl Street	South	King Street to Arthur Street North	Anytime
Pearson Street	East	Goodwin Drive to Wilkie Crescent	Anytime
Pettitt Drive	North	Frasson Drive to Law Drive	Anytime
Pine Ridge Drive	South	Lowes Road to 91m west of Oakridge Crescent	Anytime
Pinetree Drive	North	9m west of Crossingham Drive to 84m east thereof	Anytime
Pipe Street	North	Dufferin Street to easterly limit	Anytime
Plymouth Court	North	Alma Street North to 100m east thereof	Anytime
Poppy Drive	Both	141m south of Clair Road West to southerly limit	Anytime
Poppy Drive East	North	Dallan Drive to 334m west thereof	Anytime
Porter Court	Both	36m north of Evans Drive to northerly limit	7am-1pm, Fri.
Powell Street	North	Dufferin Street to 18m east of Exhibition Street	Anytime
Powell Street	South	67m east of Woolwich Street to 46m west of Woolwich Street	Anytime
Powell Street	South	Central Street to Exhibition Street	Anytime
Preston Street	North	76m east of Yorkshire Street to 30m west of Glasgow	Anytime
Preston Street	South	Edinburgh Road to Glasgow Street	Anytime
Price Street	South	Atto Drive to Carere Crescent	Anytime
Prospect Avenue	West	Grange Street to 27m south thereof	Anytime
Quebec Street	North	Baker Street to Yarmouth Street	Anytime
Quebec Street	South	Norfolk Street to 14m east thereof	Anytime
Queen Street	East	Arthur Street North to Derry Street	Anytime
Queen Street	West	57m north of Palmer Street to 15m south of Palmer Street	Anytime
Queen Street	West	Arthur Street to Grange Street	Anytime
Raspberry Lane	East	64m west of MacKay Street to 21m west thereof	Anytime
Ray Crescent	West	63m east of Dominion Drive to 42m east thereof	Anytime
Raymond Street	North	54m south of Bristol Street to 35m south and east thereof	Anytime
Raymond Street	South	Wellington Street to Bristol Street	Anytime
Regal Road	Both	Woodlawn Road West to northerly limit	Anytime
Regent Street	Both	Grange Street to Rose Street (lower)	Anytime
Regent Street	Both	Grange Street to Rose Street (upper)	Anytime
Revell Drive	South	62m east of Vaughan Street (south leg) to 32m east thereof	Anytime
Revell Drive	West	153m south of Vaughan Street (north leg) to 59m south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Revell Drive	South	Vaughan Street (south intersection) to 63 metres east thereof	Anytime
Revell Drive	West	Vaughan Street (north intersection) to 58 metres east of Vaughan Street (south intersection)	Anytime
Rhonda Road	West	Willow Road to Westwood Road	Anytime
Richardson Street	North	Neeve Street to westerly limit	Anytime
Rickson Avenue	East	4m south of McElderry Road to 37m north thereof	Anytime
Rickson Avenue	East	73m north of Columbus to 213m south thereof	8am-6pm, Mon.-Fri.
Rickson Avenue	West	107m north of Keats to 212m south thereof	8am-6pm, Mon.-Fri.
Rickson Avenue	West	Edinburgh to 30m north thereof	Anytime
Rickson Avenue	West	McElderry to 26m north thereof	Anytime
Rickson Avenue	East	Hickory Street to 51m south thereof	Anytime
Riverview Drive	East	Speedvale to 62m north thereof	Anytime
Riverview Drive	West	50m north of Speedvale to 38m north thereof	Anytime
Robinson Avenue	North	Edinburgh to Harrison	Anytime
Robinson Avenue	North	Yorkshire to 37m west thereof	Anytime
Robinson Avenue	South	Edinburgh to Yorkshire	Anytime
Rochelle Drive	East	Stephanie Drive to 24m south thereof	Anytime
Rochelle Drive	South	90m east of Darby to 99m east thereof	Anytime
Rodgers Road	North	Rickson Avenue to Lovett Lane	Anytime
Rodgers Road	North	Edinburgh to 53m east thereof	Anytime
Rodgers Road	South	Edinburgh to 30m east thereof	Anytime
Rodgers Road (south)	Both	Edinburgh to 15m west thereof	Anytime
Roland Street	East	Bristol Street to Waterloo Avenue	Anytime
Rose Street	Both	Arthur to Regent	Anytime
Rosewood Avenue	East	Paisley to 29m north thereof	Anytime
Royal Road	Both	Speedvale Avenue to Woodlawn Road	Anytime
Rutherford Court	Both	Southgate Drive to Easterly limit	Anytime
Ryde Road	West	63m south of Paisley Road to 33m south thereof	Anytime
Ryde Road	East	59m north of Imperial Road South to 33m east thereof	Anytime
Ryder Avenue	South	Lovett Lane (south leg) to 60m east of Carrington Drive	Anytime
Ryder Avenue	North	Lovett Lane (south leg) to 320m east thereof	Anytime
Ryder Avenue	South	Lovett Lane (north leg) to 334m east thereof	Anytime
Sackville Street	West	Alice to northerly limit	Anytime
Samantha Court	Both	Imperial to Imperial	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Samuel Drive	West	Goodwin Drive to Clair Road East	Anytime
Schiedel Drive	West	Bowen Drive to Norma Crescent	Anytime
Schroder Crescent	North	58m east of Thornton Street to 32m east thereof	Anytime
Schroder Crescent	North	64m west of Thornton Street to 36m west thereof	Anytime
Schroder Crescent (west leg)	East	Grange Road to 140m south thereof	Anytime
Schroder Crescent (west leg)	West	51m south of Grange Road to 48m south thereof	Anytime
Schroder Crescent (west leg)	West	114m south of Grange Road to 15m south thereof	Anytime
Scottsdale Drive	East	168m south of Wilsonview to 28m south thereof	Anytime
Scottsdale Drive	East	224m east of Janefield to 103m east thereof	Anytime
Scottsdale Drive	East	30m north of Kortright to Ironwood	8 am-6 pm, Mon.-Fri.
Scottsdale Drive	East	70m north of Wilsonview to 61m north thereof	Anytime
Scottsdale Drive	East	Kortright to 30m north thereof	Anytime
Scottsdale Drive	East	Stone Road to 153m east of Janefield Avenue	Anytime
Scottsdale Drive	West	60m north of Wilsonview to 69m north thereof	Anytime
Scottsdale Drive	West	College to 255m south thereof	Anytime
Scottsdale Drive	West	Wilsonview to 268 m south thereof	Anytime
Scottsdale Drive	Both	Kortright to 30m north of Janefield	Anytime
Scottsdale Drive	East	Wilsonview Avenue to 46m south thereof	Anytime
Shelldale Crescent	South	Dawson to 46m east of the westerly limit	Anytime
Severn Drive	East	40m north of Maude Lane to 13m north thereof	Anytime
Short Street	East	27m south of Ontario to 23m south thereof	Anytime
Sidney Crescent	West	65m south of Moss Place to 28m south thereof	Anytime
Silurian Drive	West	Chesterton Lane to Grange Road	Anytime
Silurian Drive	East/North	Grange Road to Starwood Drive	Anytime
Silvercreek Parkway	Both	621m north of Eden Street to northern city limit	Anytime
Silvercreek Parkway	Both	Waterloo Avenue to 621m North of Eden Street	Anytime except Sundays 8am-2pm
Simmonds Drive	South	66m west of Ingram Drive to 33m west thereof	Anytime
Simmonds Drive	North	58m west of Ingram Drive to 35m west thereof	Anytime
Simpson Way	Both	Gordon to the southerly limit	Anytime
Skinner Drive	North	Starwood Drive to Swan Drive	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Skinner Drive	South	130 metres east of Starwood Drive to 45 metres east thereof	Anytime
Southampton Street	East	Sydenham to Paisley	Anytime
Southcreek Trail	Both	Edinburgh Road South to 23m west thereof (north leg)	Anytime
Southcreek Trail	Both	Edinburgh Road South to 24m west thereof (south leg)	Anytime
Southcreek Trail	North	230m west of Edinburgh Road South (south intersection) to 45m west thereof	Anytime
Southcreek Trail	South	178m west of Edinburgh Road South (north intersection) to 50m west thereof	Anytime
Southgate Drive	Both	Laird Road to Laird Road	Anytime
Speedvale Avenue	Both	Silvercreek to 650m east of Eramosa	Anytime
Speedvale Avenue	Both	Westerly City limits to Hanlon	Anytime
Spring Street	South	Delhi to King	Anytime
Spring Street	North	King Street to 18m east thereof	Anytime
St Arnaud Street	West	Chadwick to Waterloo	Anytime
St. Catharine Street	West	Eramosa to Lemon	Anytime
St. Catharine Street	East	Lemon Street to 21m north thereof	Anytime
Stanley Street	North	Exhibition to Kathleen	Anytime
Stanley Street	South	Kathleen Street to 17.5m east thereof	Anytime
Starwood Drive	North	90 metres north of Summit Ridge Drive (east intersection) to 30 metres west thereof	Anytime
Starwood Drive	North	120 metres north of Summit Ridge Drive (west intersection) to 30 metres east thereof	Anytime
Stephanie Drive	East	39m north of Freshmeadow Way to 48m south thereof	Anytime
Stephanie Drive	North	116m west of Imperial Road South to 53m west of Rochelle Drive	Anytime
Stephanie Drive	South	38m west of Rochelle Drive to 65m east thereof	Anytime
Stephanie Drive	West	17m north of Freshmeadow Way to 41m south thereof	Anytime
Stephanie Drive	West	20m north of Freshmeadow Way to 37m south thereof	Anytime
Stephen Drive	North	134m west of Marksam Road to Grandridge Crescent	Anytime
Stephen Drive	South	47m west of Marksam Road to 80m west thereof	Anytime
Stevenson Street	Both	Eramosa Road to Elizabeth Street	Anytime
Stevenson Street North	Both	Emma Street to Eramosa Road	Anytime
Stevenson Street North	East	Emma Street to 53m south of Balsam Drive	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Stevenson Street North	East	24m north of Cathcart Street to Speedvale Avenue East	8 am - 6 pm
Stevenson Street North	East	50m south of Speedvale Avenue East to Emma Street	8 am - 6 pm
Stevenson Street North	East	Speedvale Avenue East to 50m south thereof	Anytime
Stevenson Street North	West	Speedvale Avenue East to Emma Street	Anytime Mon. - Sat
Stevenson Street North	Both	Waverly Drive to Speedvale Avenue East	8 am – 6pm
Stevenson Street South	East	Empire Street to York Road	8 am - 6 pm
Stevenson Street South	West	Elizabeth Street to Alice Street	8 am - 6 pm
Stone Road	Both	College Avenue West to east City limits	Anytime
Stuart Street	Both	Eramosa Road to 30m south thereof	Anytime
Stuart Street	West	Eramosa Road to Palmer Street	Anytime Nov 1-Mar 31
Stuart Street	West	Palmer Street to Grange Street	Anytime
Suffolk Street West	North	28m west of Park Street to Yorkshire Street North	Anytime
Suffolk Street West	North	Arnold Street to Edinburgh Road North	Anytime
Suffolk Street West	North	Park Street to 28m west thereof	Sun.
Suffolk Street West	North	Woolwich Street to Park Street	Anytime
Suffolk Street West	South	Edinburgh Road North to Yorkshire Street North	Anytime
Suffolk Street West	South	Yorkshire Street North to Dublin Street North	Mon.-Sat.
Suffolk Street West	South	Norfolk Street to 76m west thereof	Anytime
Suffolk Street West	South	Dublin Street North to 58m east thereof	Anytime
Sullivan Crescent	East	74m north of Stephanie Drive (north intersection) to 13m east thereof	Anytime
Sullivan Crescent	West	72m north of Stephanie Drive (south intersection) to 15m west thereof	Anytime
Sultan Street	North	Edinburgh Road North to C.N.R. tracks	Anytime
Summerfield Drive	East	Arkell Road to 27m south thereof	Anytime
Summerfield Drive	West	Amsterdam Crescent to Amsterdam Crescent	Anytime
Summerfield Drive	Both	Jenson Boulevard to Miller Street/Cummings Court	Anytime
Summit Crescent	South	Westmount Road to Division Street	Anytime
Summit Ridge Drive	East	55m north of Eastview Road to 40m north thereof	Anytime
Sunnylea Crescent	South	49m east of Pleasant Road to 47m east and south thereof	Anytime
Surrey Street	North	Gordon Street to Bristol Street	Anytime
Surrey Street	North	Neeve Street to Wyndham Street South	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Surrey Street	South	70m west of Gordon Street to 30m west thereof	8 am-6 pm, Mon.-Fri.
Surrey Street	South	Gordon Street to 20m west thereof	Anytime
Surrey Street	South	Gordon Street to Wyndham Street South	Anytime
Surrey Street	South	Grant Street to 30m east thereof	Anytime
Surrey Street	South	Neeve Street to Wellington Street	Anytime
Surrey Street	North	46m east of Neeve Street to Wellington Street East	Anytime
Surrey Street	South	Wyndham Street South to 66m east thereof	Anytime
Surrey Street East	South	Neeve Street to 21m west thereof	Anytime
Surrey Street East	North	Gordon Street to 110m east thereof	Anytime (Authorized Vehicles Exempt)
Sweeney Drive	South	145m east of Cox Court to a point 26m east thereof	Anytime
Sweeney Drive	North	129m east of Cox Court to a point 40m east thereof	Anytime
Swift Crescent	North	Clythe Creek Drive to 74m east thereof	Anytime
Swift Crescent	West	59m east of Clythe Creek Drive to Fuller Drive	Anytime
Swift Crescent	South	63m west of Clythe Creed Drive to 30m south thereof	Anytime
Sydenham Street	North	Edinburgh Road North to Clinton Street	Anytime
Taggart Street	Both	Watson Road to Watson Parkway	Anytime
Terrance Lane	West	Gordon Street to southerly limit	Anytime
Terrance Lane	East	21m north of Gordon Street to southerly limit	Anytime
Terraview Crescent	East, South & West	Inner portion of the Crescent from Edinburgh Road South to 30m south thereof	Anytime
Thompson Drive	North	Starwood Drive to 30m west thereof	Anytime
Thornhill Drive	South	87m east of Greenwich Drive to 23m east thereof	Anytime
Thorp Street	North	Woolwich Street to easterly limit	Anytime
Tiffany Street	North	Exhibition Street to 43m east thereof	Anytime
Tiffany Street	North	Woolwich Street to Central Street	Anytime
Tiffany Street	North	41m east of Dufferin Street to 22m east thereof	Anytime
Tiffany Street	South	Dufferin Street to easterly limit	Anytime
Tiffany Street	South	Dufferin Street to Exhibition Street	Anytime
Tipperary Place	Both	Lyon Avenue to Kathleen Street	Anytime
Toronto Street	North	Neeve Street to York Road	Anytime
Torrance Crescent	Both	Westmount Road to 30m east thereof	Anytime
Torrance Crescent	North	30m east of Westmount Road to 58m east thereof	8:00am-4:30 Mon-Fri
Torrance Crescent	South	30m east of Westmount Road to 118m east thereof	8:00am-4:30 Mon-Fri

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Torrance Crescent	South	Hardy Street to 55m east thereof	Anytime
Toth Drive	Both	Frasson Drive to Skinner Drive	Anytime
Troy Crescent	West	152m east of Watt Street (north intersection) to 16m southerly	Anytime
Troy Crescent	West	164m east of Watt Street (south intersection) to 33m north thereof	Anytime
University Avenue East	North	129m east of Braid Place to easterly limits	Anytime
University Avenue East	North	Braid Place to 129m east thereof	8 am-6 pm, Mon.-Fri.
University Avenue East	North	Braid Place to Gordon Street	Anytime
University Avenue East	South	Braid Place to easterly limit	Anytime
University Avenue West	South	Crawford Street to Gordon Street	Anytime
Valleyhaven Lane	East	55m south of Cedarvale Avenue to 33m south thereof	Anytime
Vancouver Drive	East	28m south of Ottawa Crescent to 41m south thereof	Anytime
Vancouver Drive	South	Victoria Road North to 131m west thereof	Anytime
Vancouver Drive	West	26m south of Ottawa Crescent to 40m south thereof	Anytime
Vanier Drive	East	College to 163m north thereof	Anytime
Vanier Drive	West	College to 40m south of Skye	Anytime
Vaughan Street	North	Gordon Street to 27m west thereof	Anytime
Vaughan Street	North	105m west of Gordon Street to 22m west Thereof	Anytime
Vaughan Street	North	166m west of Gordon Street to 102m west Thereof	Anytime
Vaughan Street	South/ East	57m west of Revell Drive to Zess Court	Anytime
Vaughan Street	South	57m west of Revell Drive to Gordon Street	Anytime
Verney Street	Both	Woolwich to Exhibition	Anytime
Victoria Road	East	Del Mar to north City limits	Anytime
Victoria Road	East	Grange to Del Mar	Anytime Mon. – Sat
Victoria Road	East	York Road to Grange Road	Anytime
Victoria Road	West	296m north of Delta to 164m north thereof	Anytime Mon. - Sat
Victoria Road	West	34m north of Delta to 231m north thereof	Anytime
Victoria Road	West	Drummond to north City limit	Anytime
Victoria Road	West	Vancouver to Drummond	Anytime Mon. - Sat
Victoria Road	West	York Road to Vancouver Drive	Anytime
Walter Street	East	27m south of Elizabeth to 6m south thereof	Anytime Nov 1-Mar 31
Water Street	North	34m west of Cedar to 30m west thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017

NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Water Street	North	94m east of Maple to 148m west thereof	Anytime
Water Street	North	Gordon to 76m west thereof	Anytime
Water Street	South	36m east of Maple to 90m west thereof	Anytime
Water Street	South	Cedar to 71m west	Anytime
Water Street	South	Denver to 21m west thereof	8:30am-4:30 pm Mon. – Fri.
Water Street	South	Gordon to Mary	Anytime
Water Street	North	398m west of Edinburgh Road South to 50m west thereof	Anytime
Waterloo Avenue	North	90m east of Fergus to 33m west of Yorkshire	Anytime
Waterloo Avenue	North	Edinburgh to Wellington	Anytime
Waterloo Avenue	North	Gordon to Edinburgh	Anytime
Waterloo Avenue	South	15.2m east of Yorkshire to 39m west of Dublin	8am-6pm
Waterloo Avenue	South	15m east of Woodycrest to 15m west of Alma	8am-6pm
Waterloo Avenue	South	15m east of Woodycrest to 50m west of Edinburgh	8am-6pm
Waterloo Avenue	South	15m west of Alma to 52m east thereof	Anytime
Waterloo Avenue	South	27m east of Dublin to Gordon	Anytime
Waterloo Avenue	South	33m west of St. Arnaud to 50m west of Edinburgh	8am-6pm
Waterloo Avenue	South	50m east of Edinburgh to 38.4m west of Yorkshire	8am-6pm
Waterloo Avenue	South	50m west of Edinburgh to 100m east thereof	Anytime
Waterloo Avenue	South	Wellington to 15m east of Woodycrest	Anytime
Waterworks Place	East	York to southerly limits	Anytime
Watson Parkway North	East	Watson Road North to Shackleton Drive	Anytime
Watson Parkway North	West	91m south of Fuller Drive to Watson	Anytime
Watson Parkway North	West	Grange Road to 91m south of Fuller Drive	8am-6pm, Mon-Fri
Watson Parkway North	Both	Watson Road North to York Road	Anytime
Waverley Drive	North	Balmoral to 13m south thereof	Anytime
Waverley Drive	South	46m west of Vermont to Windsor	Anytime
Waxwing Crescent	North	74m west of Pheasant Run Drive to 39m west thereof	Anytime
Waxwing Crescent	South	65m west of Pheasant Run Drive to 34m west thereof	Anytime
Wellington Street	Both	Macdonell to the west City limits	Anytime
Wells Street	Both	York to northerly limit	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017

NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
West Acres Drive	North	34m west of Gateway to 41m east of Gateway	8:30am-4:30pm Mon – Fri
West Acres Drive	North	43m west of Gateway to 80m east thereof	Anytime
West Acres Drive	South	17m east of Northwood to 74m east thereof	Anytime
West Acres Drive	South	Gateway to 43m west thereof	Anytime
Westmount Road	Both	99m south of Division to Highview	Anytime
Westmount Road	East	17m south of Division To 25m south thereof	Anytime
Westmount Road	East	40m north of Torrance to London Road	8am-6pm Mon – Sat.
Westmount Road	East	54m south of Division to 45m south thereof	Anytime
Westmount Road	East	66m north of Torrance to London Road	8am-6pm Mon – Sat
Westmount Road	East	66m north of Torrance to Summit	Anytime
Westmount Road	East	67m north of Summitt to 55m north thereof	8am-6pm Mon – Fri
Westmount Road	East	Highview to 6m south of Division	Anytime
Westmount Road	West	27m north of Torrance to 196m north thereof	Anytime
Westmount Road	West	305m south of Division to 377m north Division	Anytime
Westwood Road	Both	22m south of Wimbledon to 44m north thereof	Anytime
Westwood Road	North	Silvercreek to 33m south of Willow Road	Anytime
Westwood Road	South	Silvercreek to Rhonda	Anytime
Westwood Road	South	Willow to 33m south thereof	Anytime
Westwood Road	West	311m south of Willow to 154m south thereof	Anytime
Westwood Road	South	Bond Court to Imperial Road North	Anytime
Westwood Road	North	Bond Court to 52m east thereof	Anytime
Wheeler Avenue	West	Elizabeth to Ferguson	Anytime
Whetstone Crescent	North	East of Summerfield Drive (north leg) to 26m east thereof	Anytime
Whispering Ridge Drive	Both	Cole to Scottsdale	Anytime
Whitelaw Road	East	49m north of Shoemaker Crescent to Paisley Road	Anytime
Whitelaw Road	East	Fife Road to West Acres Drive	Anytime
Whitelaw Road	West	Paisley Road to south City limit	Anytime
Wilkie Crescent	East	Goodwin Drive (east leg) to 180m south thereof	Anytime
Wilkie Crescent	North	80m west of Pearson Street to 80m east of Pearson Street	Anytime
Wilkie Crescent	West	Goodwin Drive (west leg) to 180m south thereof	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Willow Road	Both	62m west of Westwood to 40m east of Westwood	Anytime
Willow Road	Both	Edinburgh Road to Silvercreek Parkway North	Anytime
Willow Road	North	39m west of Thistle Road to 85m west thereof	Anytime
Willow Road	North	Imperial Road North to 166m west of Elmira Road North	Anytime
Willow Road	South	203m east of Elmira Road North to 187m east thereof	Anytime
Willow Road	South	27m west of Imperial Road North to 60m west thereof	Anytime
Willow Road	North	15m west of Elmira Road North to 87m west thereof	Anytime
Willow Road	North	57m west of Westwood Road to 205m west thereof	Anytime
Wilson Street	East	Gordon Street to Carden Street	Anytime
Wilson Street	West	Gordon Street to Northumberland Street	Anytime
Windsor Street	East	Waverley to 20m north thereof	Anytime
Wood Street	East	Ontario to Manitoba	Anytime
Wood Street	West	Manitoba to 17m south thereof	Anytime
Woodborough Road	North	68m east of Ironwood Road [south] to 21m west thereof	Anytime
Woodborough Road	North	225m west of Ironwood Road [south] to 35m east thereof	Anytime
Woodborough Road	South	313m west of Ironwood Road [south] to 23m east thereof	Anytime
Woodland Glen Drive	North	145m south of Wagoners Trail to 115m south thereof	Anytime
Woodland Glen Drive	West	69m east of Old Colony to 45m southeast thereof	Anytime
Woodlawn Road	Both	Victoria Road to west City limits	Anytime
Woodlawn Road	North	Ferndale to 19m east thereof	Anytime
Woodlawn Road	South	19m east of Ferndale to 37m west thereof	Anytime
Woodlawn Road	South	Victoria Road to 35m East thereof	Anytime
Woodlawn Road East	South	35m west of Atto Drive to 7m west thereof	Anytime
Woodridge Drive	Both	West Acres Drive to 91m north thereof	Anytime
Woodycrest Drive	Both	Waterloo Avenue to McCall	Anytime
Woolwich Street	East	Cardigan Street to 18m north thereof	Anytime
Woolwich Street	East	101m south of Norwich to 25m south thereof	Anytime
Woolwich Street	East	147m north of Macdonell to 152m north thereof	Anytime
Woolwich Street	East	30m north of London Road To McTague Street	12pm-1pm 4:30pm-6pm

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Woolwich Street	East	39.9m south of Eramosa to 56m south thereof	Anytime
Woolwich Street	East	Eramosa to 28.9m south thereof	Anytime
Woolwich Street	East	Macdonell to 119m north thereof	Anytime
Woolwich Street	East	14m south of Suffolk to 14m north thereof	Anytime
Woolwich Street	East	Norwich to London	Anytime
Woolwich Street	East	Woodlawn to 91m north Of the centre line of London Road	Anytime
Woolwich Street	West	110m north of Verney to 97m north thereof	Anytime
Woolwich Street	West	Macdonell To 175m north thereof	Anytime
Woolwich Street	West	32.5m north of Douglas to 14.5m south of Douglas	Anytime Mon. – Sat.
Woolwich Street	West	Clarke to 18m north thereof	Anytime
Woolwich Street	West	Clarke to 22m south thereof	Anytime
Woolwich Street	West	Division to 18m north thereof	Anytime
Woolwich Street	West	Division to 18m south thereof	Anytime
Woolwich Street	West	Extra to 18m north thereof	Anytime
Woolwich Street	West	Extra to 18m south thereof	Anytime
Woolwich Street	West	Macdonell to 168m north thereof	Anytime
Woolwich Street	West	Macdonell to Thorp	Anytime
Woolwich Street	West	McTague to 18m north	Anytime
Woolwich Street	West	Mont to 18m north thereof	Anytime
Woolwich Street	West	Mont to 18m south thereof	Anytime
Woolwich Street	West	Powell to 54m north thereof	Anytime
Woolwich Street	West	Powell to 69m south thereof	Anytime
Woolwich Street	West	Speedvale to Woodlawn	Anytime
Woolwich Street	West	Tiffany to 18m north thereof	Anytime
Woolwich Street	West	Tiffany to 18m south thereof	Anytime
Woolwich Street	West	Verney to 18m south thereof	Anytime
Woolwich Street	West	Verney to 48m north thereof	Anytime
Woolwich Street	West	Wyndham to Suffolk	Anytime
Wyndham Street	East	4m south of Cork to 13m south thereof	Anytime
Wyndham Street	East	Carden to Howitt	Anytime
Yarmouth Street	East	Norfolk to 21 m north thereof	Anytime
Yarmouth Street	West	Norfolk to Woolwich	Anytime
Yewholme Street	Both	Oak to Renfrew	Anytime
York Road	North	60m East of Ontario to east City limits	Anytime
York Road	North	Neeve to Ontario	Anytime
York Road	North	Neeve to Wyndham(on driveway and boulevards between the curb and 2m behind the sidewalk)	Anytime
York Road	South	60m east of Ontario to Boulton	Anytime
York Road	South	Armstrong to Brockville	Anytime

Schedule A
to By-law Number (2020) – 20536
being new Schedule XV
to By-law Number (2002) – 17017
NO PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
York Road	South	Cityview to east city limit	Anytime
York Road	South	Wyndham to 35m east thereof	Anytime
York Road	South	115m east of Wyndham Street to 14m east thereof	Anytime
York Road	South	243m east of Wyndham Street to Hooper Street	Anytime
York Road	South	Toronto Street to Ontario Street	Anytime
York Road	South	Victoria Road South to Beaumont Crescent	Anytime
Yorkshire Street	East	Paisley Street to Liverpool Street	Anytime
Yorkshire Street	East	Suffolk Street West to 38m south thereof	Anytime
Yorkshire Street	East	Waterloo Avenue to Paisley Street	Anytime Except Sundays
Yorkshire Street	West	Paisley Street to London Road West	Anytime
Yorkshire Street	West	33m south of Foster Street to 31m south thereof	Anytime
Youngman Drive	East	1m south of Smart street to 28m north thereof	Anytime
Youngman Drive	East	33m north of Smart to 83m north thereof	8am-6pm, Mon-Fri Sep 1-Jun 30
Youngman Drive	West	Smart Street to 28m north thereof	Anytime
Zaduk Place	West	156m east of Sweeney Drive to 56m east thereof	Anytime
Zaduk Pl	East	50m north of McCann St to 40m south of McCann St	Anytime
Zaduk Pl	West	50m north of McCann St to 40m south of McCann St	Anytime
Zaduk Pl	East	MacAlister Boulevard to 50m north thereof	Anytime
Zaduk Pl	West	MacAlister Boulevard to 82m north thereof	Anytime

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Albert Street	North	Gordon Street to Martin Avenue	Anytime 2 hours
Arnold Street	West	Paisley Street to Aberdeen Street	Anytime 1 hour
Arthur Street North	East	Norwich Street East to Pearl Street	2 hours 8am-6pm, Mon-Fri
Arthur Street North	East	Spring Street to 59m north thereof	2 hours 8am-6pm, Mon-Fri
Arthur Street North	West	67m south of Heffernan Street to Rose Street	2 hours 8am-6pm Mon-Sat,
Arthur Street North	West	Eramosa Road to King Street	2 hours 8am-6pm, Mon-Sat
Arthur Street North	West	Eramosa Road to Norwich Street East	2 hours 8am-6pm, Mon-Sat
Arthur Street South	East	120m north of Alice Street to 75m south of Elizabeth Street	2 hours 8am-6pm
Aspen Valley Crescent	Both	Cole Road to Cole Road	2 hours 8am-6pm Mon-Fri
Baker Street (Highway located within downtown area)	East	66m north of Quebec Street to 11m south of Woolwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Baker Street (Highway located within downtown area)	West	36m north of Quebec Street to 15m south of Woolwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Beaumont Crescent	North	Elizabeth Street to Clearview Street	Anytime 2 hours
Borden Street	Both	University Avenue to Dean Avenue	Anytime 2 hours
Borden Street	East	College Ave to Moore Avenue	Anytime 1 hour
Borden Street	East	Moore Avenue to University Avenue	Anytime 2 hours
Caledonia Street	Both	Dean Ave to Mary Street	Anytime 2 hours

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Carden Street (Highway located within downtown area)	North	Wilson to Macdonell	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Cardigan Street	East	15m north of Norwich Street East to 191m north thereof	2 hours 8am-6pm, Mon-Fri
Cardigan Street	Botht	Woolwich Street to Norwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Chapel Lane (Highway located within downtown area)	South	Baker Street to 52m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Chapel Lane (Highway located within downtown area)	West	21m north of the south limit of Chapel Lane to 41m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Cole Road	South/ East	Scottsdale Drive to 52m south of Aspen Valley Crescent / Christopher Court	2 hours 8am-6pm, Mon-Sat
Commercial Street (Highway located within downtown area)	North	Norfolk Street to the westerly limit	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Commercial Street (Highway located within downtown area)	South	62m west of Norfolk Street to westerly limit	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Commercial Street (Highway located within downtown area)	South	Norfolk Street to 51m west thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Commercial Street	South	62m west of Norfolk Street to 11m east thereof	30 minutes once per day 8am-6pm, Mon-Sat
Cork Street (Highway located within downtown area)	North	13m west of Wyndham Street to 59m west thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Cork Street (Highway located within downtown area)	North	Norfolk Street to 129m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Cork Street (Highway located within downtown area)	South	6m east of Norfolk Street to 12m west thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Cork Street (Highway located within downtown area)	South	24.5m east of Norfolk Street to 16m west of Wyndham Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Crawford Street	East	University Avenue West to Dean Avenue	Anytime 2 hours
Crimea Street	South	91m west of C.N.R. crossing to 41m west thereof	Anytime 2 hours
Crimea Street	South	132m west of C.N.R. crossing to 25m west thereof	Anytime with signed disabled parking
Cross Street	North	Arthur Street to Neeve Street	2 hours, 8am to 6pm
Dean Avenue	North	Caledonia Street to 36m west of Gordon Street	Anytime 2 hours
Dean Avenue	North	Edinburgh Road South to 30m west of Talbot Street	Anytime 2 hours
Dean Avenue	South	Caledonia Street to 58m west of Gordon Street	Anytime 2 hours
Delhi Street	West	161m south of Speedvale Avenue to 25m south thereof	2 hours 8am-6pm, Mon-Fri.
Delhi Street	West	35m south of Paul Avenue to 21m south thereof	2 hours 8am-6pm, Mon-Fri.
Delhi Street	West	15m south of Derry Street to 71m south thereof	2 hours 8am-6pm, Mon-Sat.
Delhi Street	East	54m north of Emma Street to 16m north thereof	2 hours 8am-6pm, Mon-Sat.
Domo Drive	Both	Grange Road to 134m east thereof	2 hours 8am-6pm, Mon-Fri.

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Douglas Street (Highway located within downtown area)	East	19m north of Wyndham Street to 43m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Douglas Street (Highway located within downtown area)	East	80m north of Wyndham Street to 12m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Douglas Street (Highway located within downtown area)	East	Woolwich Street to 50.5m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Dublin Street South	East	Waterloo Avenue to Kent Street	2 hours 8am-6pm, Mon-Fri
Dublin Street North	West	Kent Street to Durham Street	8am-6pm, Mon-Fri
Dublin Street North	East	23m north of Paisley Street to Suffolk Street West	2 hours 8am-6pm, Mon-Fri
Duke Street	West	27m north of Alice Street to 78m north thereof	2 hours 8am-6pm, Mon-Fri

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Duke Street	West	14m south of Elizabeth Street to C.P.R.	2 hours 8am-6pm, Mon-Fri
Duke Street	West	112m north of Alice to the C.P.R.	2 hours 8am-6pm, Mon-Fri
Duke Street	East	Elizabeth Street to 76m south thereof	2 hours, 8am-6pm, Mon-Fri
Durham Street	North	15m east of Glasgow Street North to 151m east thereof	2 hours 8am-6pm
Edgehill Drive	Both	15m north of Highview to 105m north thereof	2 hours 8am-6pm Mon-Fri
Elizabeth Street.	North	109m west of Suburban Avenue to 87m west thereof	Anytime 1 hour
Emma Street	North	23m east of Delhi Street to Metcalfe Street	2 hours 8am-6pm, Mon-Sat
Emma Street	South	102 m west of Delhi Street to westerly limit	2 hours 8am-6pm, Mon-Sat
Essex Street	North	31.9m west of Waterloo Avenue to 112.6m west thereof	2 hours 8am-6pm, Mon-Fri
Floral Drive	Both	Edinburgh to Rodney	Anytime 2 hours
Fountain Street	North	Neeve Street to 93m east of Wyndham Street	2 hours 8am-6pm, Mon-Fri
Fountain Street	South	Neeve to Grant	2 hours 8am-6pm, Mon-Sat
Freshfield Street	East	11m north of Farquhar to northerly limit	2 hours 8am-6pm, Mon-Sat
Freshfield Street	East	12m north of Fountain to 26m north thereof	2 hours 8am-6pm, Mon-Sat
Graham Avenue	Both	University to Dean	Anytime
Grant Street	West	Fountain Street East to Surrey Street East	2 hours, 8am to 6pm, Monday to Friday
Green Street	North	Norfolk Street to Dublin Street North	2 hours 8am-6pm, Mon-Fri
Grierson Drive	Both	Harvard Road to northerly limit	2 hours 8am-6pm, Mon-Fri
Guelph Street	East	31m south of Suffolk to Paisley	2 hours 8am-6pm, Mon-Fri
Guelph Street	East	Drew to Willow	Anytime 2 hours Nov-March
Hales Crescent	North	Moore Avenue to the northerly intersection of Borden Street	2 hours 8am-6pm
Hales Crescent	East	Northerly intersection of Borden Street to the southerly intersection of Borden Street	2 hours 8am-6pm
Harcourt Drive	Both	Mary to Mary	Anytime 2 hours
Harrison Avenue	West	Robinson to Foster	Anytime 2 hours
Harrow Ct	Both	Harvard to westerly limit	2 hours 8am-6pm, Mon-Fri

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Harvard Road	North	380m west of Gordon Street to 19m north of Youngman Drive	2 hours, 8am-6pm, Mon-Fri
Heather Avenue	Both	Floral to Rodney	Anytime 2 hours
Highview Place	Both	15m east of Edgehill to 15m west of Kathleen	Anytime
Highview Place	Both	15m east of Westmount to 15m west of Edgehill	Anytime
Hooper Street	East	York to 188m south thereof	2 hours 8am-6pm, Mon-Sat
Howitt Street	South	Margaret to 40m west thereof	Anytime 2 hours
Huron Street	East	Ferguson to Alice	2 hours 8am-6pm, Mon-Sat
Huron Street	West	58m north of Alice to 40m north thereof	2 hours 8am-6pm, Mon-Sat
Huron Street	West	58m north of Alice to 60m north thereof	2 hours 8am-6pm, Mon-Sat
Industrial Street	East	York to Elizabeth	1 hour 8am-6pm
Johnston Street	East	Alice to northerly limit	2 hours 8am-6pm, Mon-Sat
Kimberley Drive	Both	9m west of Westmount to Glebeholme	2 hours 8am-6pm, Mon-Sat
Kortright Road East	Both	47m east of Gordon Street to Huntington Place	2 hours 8am-6pm, Mon-Fri
Latenda Place	West	15 metres south of Hands Drive to 230 metres south thereof	2 hours 9am-6pm, Mon-Fri
Liverpool Street	South	Norfolk Street to Dublin Street North	2 hours 8am-6pm, Mon-Fri
Lockyer Road	Both	Edinburgh to westerly limit	Anytime 2 hours
Macdonell Street (Highway located within downtown area)	North	Norfolk Street to 46m east of Wyndham Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Macdonell Street (Highway located within downtown area)	North	74m east of Norfolk Street to 18.35m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Macdonell Street (Highway located within downtown area)	North	129m east of Norfolk Street to 33m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Macdonell Street (Highway located within downtown area)	North	176m east of Norfolk Street to 16m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Macdonell Street (Highway located within downtown area)	North	Wyndham Street to 205m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Macdonell Street (Highway located within downtown area)	South	20m east of Wilson Street to 158m east of Wyndham Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Maple Street	Both	Forest to westerly limit	Anytime 2 hours
Marlborough Road	East	Emma Street to Speedvale Avenue East	2 hours 8am-6pm, Mon-Fri, Apr.1-Oct.31
Marlborough Road	West	Speedvale Avenue East to Emma Street	2 hours 8am-6pm, Mon-Fri
Mary Street	Both	Forest to Caledonia	Anytime 2 hours
Mary Street	North	60 metres south of Caledonia to the southerly intersection at Harcourt	Anytime 2 hours
Mary Street	South	Caledonia to Harcourt	Anytime 2 hours
Mayfield Avenue	Both	Colborn to easterly limit	Anytime 2 hours
McTague Street	North	23m west of Woolwich To Exhibition Street	2 hours 8am-6pm, Mon-Sat
Metcalfe Street	Both	Eramosa Road to Pleasant Road	Anytime 2 hours
Mont Street	South	15m west of Woolwich to 14m west thereof	Anytime 2 hours
Mont Street	South	Exhibition to 61m west of Woolwich	Anytime 2 hours
Morris Street	West	Alice to York	Anytime 2 hours
Mutual Street	Both	University to Dean	Anytime 2 hours
New Street	North	Arthur to Queen	2 hours 8am-6pm, Mon-Sat
Neeve Street	West	12m north of Surrey Street East to 13m north thereof	2 hours, 8am-6pm, Mon-Fri
Norfolk Street	West	Liverpool to Norwich	2 hours 8am-6pm,

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Norfolk Street (Highway located within downtown area)	East	14.8m north of Cork Street to Quebec Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Norfolk Street (Highway located within downtown area)	West	27m south of Commercial Street to 33m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Norfolk Street	East	24m south of Suffolk Street to 52m southerly	2 hours, 8am-8pm
Norfolk Street	East	83m south of Suffolk Street to 121m southerly	2 hours, 8am-8pm
North Street	West	34m north of Suffolk Street West to 51m north thereof	2 hours 8am-6pm, Mon-Fri
North Street	West	91m north of Suffolk Street West to 153m north thereof	2 hours 8am-6pm, Mon-Fri
North Street	East	34m north of Suffolk Street West to 63m north thereof	2 hours 8am-6pm, Mon-Fri
North Street	East	96m north of Suffolk Street West to 138m north thereof	2 hours 8am-6pm, Mon-Fri
North Street	East	16m south of London Road West to 41m south thereof	2 hours 8am-6pm, Mon-Fri
Northumberland Street	South	9m east of Dublin Street North to 19.5m east thereof	2 hours 8am-6pm
Norwich Street E	North	45m west of Cardigan Street to 87m west thereof	2 hours 8am-6pm, Mon-Fri
Oak Street	Both	Gordon Street to Yewholme Drive	2 hours 8am-6pm
Ontario Street	South	Short to 32m west thereof	Anytime 2 hours
Ontario Street	West	40m south of Wood to York	Anytime 2 hours
Oriole Crescent	Both	Edinburgh to westerly limit	Anytime 2 hours

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Oxford Street	North	Norfolk Street to Dublin Street North	2 hours 8am-6pm, Mon-Fri
Paisley Street	North	Dublin to 101m east thereof	Anytime 2 hours
Park Lane (Highway located within downtown area)	South	Baker Street to 30m east thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Paul Avenue	Both	Delhi to Metcalfe	2 hours 8am-6pm, Mon-Sat
Paul Avenue	Both	Marlborough to Delhi	2 hours 8am-6pm, Mon-Sat
Peter Street	Both Sides	Delhi Street to Marlborough Road	2 hours 8am-6pm, Mon-Sat
Philip Avenue	Both sides	Delhi Street to Paul Avenue	2 hours, 8am-6pm, Mon-Fri
Pleasant Road	Both	Emma Street to Metcalfe Street	2 hours 8am-6pm, Mon-Sat
Quebec Street (Highway located within downtown area)	Both	Norfolk Street to Wyndham Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Regent Street	Both	Rose south to dead end	2 hours 8am-6pm, Mon-Sat
Rodney Blvd	Both	College to Dean	Anytime 2 hours
Scottsdale Drive	East	187m east of Janefield to 37m east thereof	2 hours 8am-6pm, Mon-Sat
Scottsdale Drive	West	268m south of Wilsonview to 30m north of Janefield	2 hours 8am-6pm, Mon-Sat
Scottsdale Drive	East	46m south of Wilsonview Avenue to 168m south thereof	2 hours 8am-6pm, Mon-Sat

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Sloan Avenue	West	Beaumont to White	8am-6pm 2 hours
Spring Street	North	Delhi to King	2 hours 8am-6pm, Mon-Sat
St. Andrew Street	Both	Exhibition to Kathleen	Anytime 2 hours
Suffolk Street (Highway located within downtown area)	South	Woolwich Street to Norfolk Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Summit Crescent	North	Westmount to Division	Anytime 2 hours
Sunnylea Crescent	Both	Pleasant Road to 133m east thereof	2 hours 8am-6pm, Mon-Sat
Sunnylea Crescent	Both	Pleasant Road west to Pleasant Road	2 hours 8am-6pm, Mon-Sat
Sunnylea Crescent	North	Pleasant Road to 88m east thereof	2 hours 8am-6pm, Mon-Sat
Sunnylea Crescent	South	Pleasant Road to 49m east thereof	2 hours 8am-6pm, Mon-Sat
Surrey Street	North	Neeve Street to 46m east thereof	2 hours 8am-6pm, Mon-Sat
Surrey Street	South	100m west of Gordon to Dublin	2 hours 8am-6pm, Mon-Sat
Surrey Street	South	20m west of Gordon to 32m west thereof	Anytime 1 hour
Surrey Street East	South	66m east of Wyndham to Neeve	2 hours 8am-6pm, Mon-Fri
Surrey Street East	North	110m east of Gordon Street to Wyndham Street South	2 hours, 8am-6pm, Mon-Fri
Talbot Street	Both	Forest to 15m north Of Dean Avenue	Anytime 2 hours
Talbot Street	Both	University to 15m south Of Dean Avenue	Anytime 2 hours
Toronto Street	South	York Road to 163m west thereof	2 hours 8am-6pm
University Avenue	Both	College to Gordon	Anytime 2 hours
University Avenue	South	Gordon to Braid	Anytime 1 hour
Water Street	North	Mary to 76m west of Gordon	Anytime 2 hours
Waterloo Avenue	South	15 m east of Woodycrest To 50 m west of Edinburgh	Anytime 2 hours 8am-6pm
Waterloo Avenue	South	50 m east of Edinburgh to 38.4 m west of Yorshire	8am-6pm
Westmount Road	West	9m south of Kimberley To 90m south thereof	8am-6pm Mon-Fri

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Westmount Road	West	Campion Avenue to 96m north thereof	8am–6pm, Mon - Fri
White Street	Both	Sloan to Cityview	2 hours 8am-6pm
Wilson Street (Highway located within downtown area)	East	14m south of Macdonell Street to 26m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Wilson Street (Highway located within downtown area)	West	23.1m south of Macdonell Street to 37.8m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Woodside Drive	Both	Dean to southerly limit	Anytime 2 hours
Woolwich Street	East	126m south of Norwich to 39m south thereof	Anytime 2 hours
Woolwich Street	West	Charles to Edwin	1 hour
Woolwich Street (Highway located within downtown area)	East	119m north of Macdonell Street to 28m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Woolwich Street (Highway located within downtown area)	East	90m south of Eramosa to 30m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Woolwich Street (Highway located within downtown area)	East	132m south of Eramosa Road to 35m south of Douglas Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Woolwich Street (Highway located within downtown area)	East	72m north of Cardigan Street to 18m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Woolwich Street (Highway located within downtown area)	West	105m south of Wyndham to 32.5m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Woolwich Street (Highway located within downtown area)	West	159m south of Douglas Street to 27m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Woolwich Street (Highway located within downtown area)	West	22m south of Wyndham to 56m south thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Woolwich Street	Both	Suffolk Street East to Norwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Wyndham Street North (Highway located within downtown area)	West	23.5m north of Carden Street to Cork Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Wyndham Street North (Highway located within downtown area)	West	Quebec Street to Woolwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

Column I <u>STREET</u>	Column II <u>SIDE</u>	Column III <u>LOCATION</u>	Column IV <u>TIME</u>
Wyndham Street North (Highway located within downtown area)	East	Carden Street to Macdonell Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Wyndham Street North (Highway located within downtown area)	East	Douglas Street to 46m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Wyndham Street North (Highway located within downtown area)	East	78m north of Douglas Street to Woolwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area

Schedule B
to By-law Number (2020) – 20536
being new Schedule XVII
to By-law Number (2002) – 17017
RESTRICTED PARKING

<u>Column I</u> <u>STREET</u>	<u>Column II</u> <u>SIDE</u>	<u>Column III</u> <u>LOCATION</u>	<u>Column IV</u> <u>TIME</u>
Yarmouth Street (Highway located within downtown area)	East	31m north of Quebec Street to 156m north thereof	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Yarmouth Street (Highway located within downtown area)	East	218m north of Quebec Street to 23m south of Woolwich Street	2 hours, 9am-9pm Mon-Sat, once per day (5 hours, once per day, within signed disabled parking spaces) on any Highway or combination of Highways indicated in Column I as being within the downtown area
Yeadon Drive	Both	Woodside to easterly limit	Anytime 2 hours
York Road	South	205m east of Wyndham Street to 38m east thereof	2-hours, 8:00 a.m. to 6:00 p.m., Monday to Friday
York Road	South	35m east of Wyndham Street to 80m east thereof	Permit Only, 8:00 a.m. to 6:00 p.m., Monday to Friday
York Road	South	129m east of Wyndham Street to 76m east thereof	Permit Only, 8:00 a.m. to 6:00 p.m., Monday to Friday
Yorkshire Street	East	Suffolk Street to 37m north thereof	Anytime 2 hours

The Corporation of the City of Guelph

By-law Number (2020) – 20537

A by-law to confirm proceedings of a meeting of Guelph City Council held October 26, 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 twenty-sixth day of October, 2020.

Cam Guthrie, Mayor

Stephen O'Brien, City Clerk