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Coming up at 6:30 it's this month's regular meeting of city council. This is what's on the agenda:



City Council Preview – What's on the Agenda for the Meeting on Septe...

It's been a pretty busy September so far at Guelph City Council, a couple of long summer meetings after almost a month off, so perhaps it's fitting then that this month will go out like...

<https://guelphpolitico.ca/2023/09/15/city-council-preview-whats-on-the-agenda-for-the-...>

Consent agenda:

8.1 Updates Resulting from the Extension of Strong Mayor Powers, 2023-340

Recommendation:

1. That the City Clerk be directed to report back regarding the opportunities, benefits and costs of a municipal lobbyist registry for City Council's consideration in Q1, 2024.
2. That the City Clerk be directed to amend the previously approved Special City Council Budget Meeting dates based on the outline of the new multi-year budget approval process included in the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023.
3. That the amended Procedure By-law, included as Attachment-1 to the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023, be approved.
4. That the amended Code of Conduct for Members of City Council and Local Boards, included as Attachment-2 to the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023, be approved.
5. That the amended CAO Performance Evaluation Process – Terms of Reference, included as Attachment-3 to the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023, be approved.
6. That the amended CAO Recruitment, Selection and Performance Subcommittee Terms of Reference, included as Attachment-4 to the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023, be approved.
7. That the amended Recruitment, Appointment and Contract Administration Policy for Municipal Officers, included as Attachment-5 to the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023, be approved.
8. That the amended Recruitment, Hiring and Involuntary Departure Procedures for Municipal Officers, included as Attachment-6 to the Updates Resulting from the Extension of Strong Mayor Powers report dated September 6, 2023, be approved.

8.2 2024 - 2027 City Council and Committee Meeting Schedule, 2023-49

Recommendation:

1. That the 2024-2027 City Council and Committee Meeting Schedule, included as Attachment-1 to report 2024-2027 City Council and Committee Meeting Schedule dated September 6, 2023, be approved.

Items for Discussion

O'Rourke wants to ask a quick question about rec #8. She says there's no reference to the internal auditor, so what is mayor's role in hiring/firing that person?

Jodie Sales from intergovernmental, the GM of internal audit is not included in the list of roles mayor has authority over. Clerk O'Brien notes that the leg. does list auditor general, but the CoG doesn't have one of those.

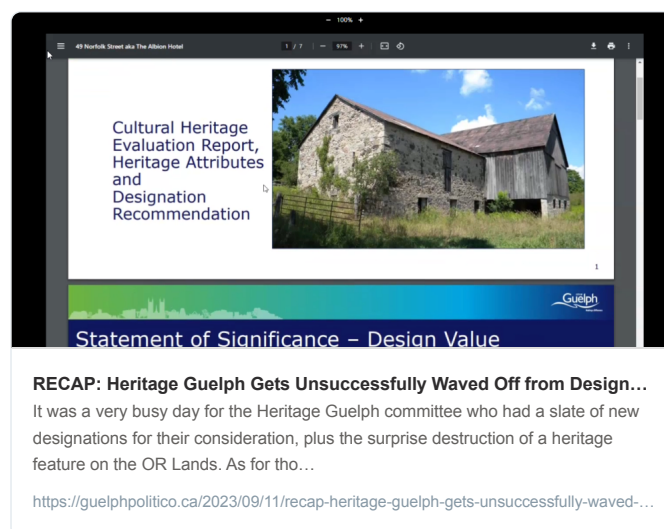
Downer/Billings move recommendations.

Approved.

Next, Heritage Guelph Resolution Regarding Ontario Reformatory Stone Wall. Downer will speak to this, which his a request that council endorse a motion made and approved at Heritage Guelph last week:

That Heritage Guelph recommends that City Council request Infrastructure Ontario to repair the stone wall at the Ontario Reformatory.

Consult the recap of that meeting here:



There are three(!) delegates on this matter. Susan Ratcliffe begins by quoting Robert Frost (!!) and rejects Infrastructure Ontario's statement that "natural erosion" fell the wall and says it apiece w/their assurances about the power station and the trestle bridge.

Next is Lynn Bestari, she's the chair of Yorklands Green Hub. She says there's no conclusive evidence of nature or vandalism, but the wall is a unique heritage feature and proposes a stone wall festival.

Last, there's John Fisher of the Guelph Hiking Trail Club, which has license agreements with Fusion and Infrastructure Ontario to maintain trails. They support the resolution but says it has to go further, ie: the trestle bridge experience.

Downer puts the motion on the floor, and Caron seconds.

Recommendation:

1. That City Council requests that Infrastructure Ontario repair the damaged stone wall at the Ontario Reformatory.

Caron says Infrastructure Ontario should be treated like any other property owner and we expect duty of care when a heritage aspect is damaged or destroyed. It sets a bad example if they don't

Caton says she supports this as its an important heritage piece in Ward 1. And if the ONgov doesn't want to maintain they can always give it to Guelph so that we can take care of it. Allt "seconds" that idea.

Guthrie asks if he or someone else is supposed to write a letter. Downer says that's a good question and wonders about the best protocol. Sales says intergovernmental staff will reach out personally before sending a letter, who specifically do send concerns to.

Guthrie says that he would like to pen the letter because it might more "oomph" coming from the head of council, and it will give him a basis to do advocacy.

Recommendation passes unanimously.

Next, Downtown Parking Master Plan. A memo with additional info was included in the agenda: <https://pub-guelph.escrimemeetings.com/filestream.ashx?DocumentId=40815>

Essential, staff still support the 0.85 space per unit requirement proposed. This is not in isolation though b/c there's a tool kit that will give developers further opportunities to reduce parking requirements downtown.

Jamie Zettle, Program Manager Parking, says staff will be back in 5 years to assess the impacts, which will included impacts of DT infrastructure, 2WADGO, and Conestoga's downtown campus.

There are 7 delegates starting with Jonathan Westeinde. He represents Windmill, and parking has been driving their plan for Baker. He applauds the tact staff are taking, and they're looking to promote a car-free lifestyle.

Westeinde says if they're forced to build more parking then they can use that's at drain on their development because that's an underused asset. It's about finding the right mix of parking for the project.

Westeinde says that you don't see a development built without parking unless there's other options to accommodate without a shift in modality. You can't have no parking unless the alternative to having a car is attractive.

O'Rourke asks if Windmill decouples the parking space from the unit in their current developments. Westeinde says that's been a trend but the more stalls you're required to build is a factor b/c you don't want to get left with a bunch of stalls.

Westeinde talks about the difference between the requirements of the south end and downtown. It's easier to get by in DT w/o a car than it is in the south end where things are a little more spaced out.

Chew asks what kind of incentives Westeinde would like to see in the plan? He says they would like to see more options to convince people of modal shift: car sharing, bike sharing, transit access, discount passes, et al.

Guthrie asks if Westeinde was surprised that *Guelph* would propose 0.85. He says he understands the tension of a lot of downtown businesses feeling like they need more parking, but this is a topic every urban centre in N.America is having.

Klassen asks how much transit factors into decisions about parking. Westeinde says that's key, but the big Q is how many things you can do 10 minutes outside your front door? Transit and rapid transit is second.

Next is Mike Darmon for GCAT. He says their group is in favour of zero parking minimums as a way to accelerate housing starts. He also quotes this letter from Ian Panabaker:
<https://pub-guelph.escrimemeetings.com/filestream.ashx?DocumentId=40793>

Goller asks Darmon if the City as risk of losing influence to encourage more bike parking or other alternatives w/o going for zero. Darmon doesn't think so.

O'Rourke asks about converting a parking space bike parking? Darmon says that he assumes it could. Notes that the most popular vehicle in Canada right is Ford F130, so that would be a pretty parking space to provide bike spaces.

O'Rourke asks if Darmon is concerned about overflow parking on the road. He says that she's making an assumption that those people will want to own a car, and he thinks there's a lot of people that don't.

Next is Victor Labreche. He's the associate director of Arcadis (formally IBI group) in Waterloo. They support the move to zero parking requirements. (Labreche spoke at CoW and represents the old TD building downtown, which is half empty and wants to redevelop.)

Guthrie asks Labreche if they don't have to provide parking then they can house more people? Labreche says yes, and they're looking at couple of projects with 25-30 spaces, which will cost them nearly \$1 million with cash-in-lieu.

Allt asks about 42-storey proposal in DT Kitchener, is that the one with 30 parking spots for 240 units. Labreche says the one he's talking about is 500 units with about 90 spots. Allt says that sounds like it might create congestion.

Goller asks about concerns of BIA about concerns about less parking. Labreche says he lives in Cambridge, and comes to Guelph every couple of weeks on the weekend. Where he parks. He says there's no risk of parking shortage weekdays from his observation.

Goller asks if parking savings go tot he builder or to the unit owner/renter? Labreche says he gets this a lot. He says cash in lieu should be waved for affordable housing, seniors and student housing.

Goller qualifies that these are the areas that Labreche would like to see 0 mins. Labreche says he wants to see zero overall.

O'Rourke asks Labreche if they have commercial buildings downtown that they're looking to make mixed use? Labreche says yes, COVID impacts + housing needs = new strategy.

O'Rourke: So won't you have to come back for a zone change and then ask for 0 mins?

Labreche: Mixed uses are allowed in almost all DT zoning. Some commercial has 0 mins. so why not make this the same for residential.

Next, Mauricio Fernandez who would like to see parking on streets get eliminated along with the demand to have parking minimums. He notes that some student units have 5 people in them, but only 1 has a car, so the min. in that instance is 0.2 per unit.

Next, Adrian Salvatore, chair of GCAT. He says that there should be more options in the plan if staff want to leverage the parking mins. There's also no mechanism to ensure that savings will be passed onto occupants.

Goller asks about BIA concerns. Salvatore says that assumes that everyone moving downtown will have a car, which is not a sure thing. He believes parking is adequate.

Allt asks about Salvatore's concern about the quality of the data. Zettle says a utilisation study was done on 13 residential buildings downtown and buildings w/o parking were unincluded. Gordon Street buildings w/students were used as a comparison.

Busuttil points out that in the recommendations, #4 is redundant and #5 is the new #4 so this is what the recommendation looks like.

Downtown Parking Master Plan, 2023-323
Slide 1 of 2



1. That Council approve the Downtown Parking Master Plan, as included as Attachment 2, outlined in the report entitled "Downtown Parking Master Plan" dated September 6, 2023, inclusive of the tax supported financial model Scenario #2 as outlined in this report;
2. That staff be directed to develop a Payment-in-lieu of Parking program policy, and related bylaw for Council's approval with Appendix A of the General Reserve and Reserve Fund Policy being amended to reflect the creation of a Parking Payment-in-lieu Reserve Fund (303) with the terms and authority as identified in the 2023-323 Downtown Parking Master Plan report, dated September 6, 2023;
3. That staff evaluate and report back during the Downtown Parking Master Plan update in 2028 on the implementation of paid parking on street following the completion of each street reconstruction in the Downtown Infrastructure Renewal Program;

Downtown Parking Master Plan, 2023-323
Slide 2 of 2



4. That the Zoning By-law Amendments to amend residential parking regulations in the Downtown Zones in both Zoning By-law (1995)-14864 and Zoning By-law (2023)-20790 as shown in Attachment-4 of Report 2023-323 be approved.

GM of Planning Walkey says that if council wants to change things from 0.85 then they should have another public meeting. They've run on 0.85, presented 0.85 and have done consultation on 0.85. Should take it back to the community if council wants to go lower.

Allt moves the recommendation. He says that 2 consultants have recommended this, and he's concerned about the unintended consequences of increased density when people are using on-street parking to augment lack of residential spots.

Allt notes that KW does an LRT, and that there are some communities that eliminate minimums and are forced to building parking capacity after the fact. He says Guelph Transit is only "future ready" and not the "future".

Richardson, who seconds, says "Ditto". Credits staff for work and thinks council needs to follow the data and be concerned about moving too fast too soon.


Guthrie disagrees. It's time to move fast because we're in a climate crisis and a housing crisis. Want to help with modal shift and have more pedestrian friendly downtown. Wants risk to be with developer.

Guthrie amendment: Have zero parking minimums downtown. Goller seconds.

Guthrie says he's in Copenhagen learning how to do "exactly this" right now. He says he's had mayors approach him about moving to zero parking mins. and another mayor is encouraging him to fight for this.


Clerk O'Brien notes that there have been changes to the committee motions, this motion is essentially amending attachment #4 to the motion, so this is how it reads:

Downtown Parking Master Plan
Amendment to Clause 5
Mayor Guthrie



1. That staff be directed to amend the Downtown Zoning By-law regulations within Zoning By-law No. (2023)-20790 to remove the requirement of 1 space per dwelling unit for Apartment building, Live-work unit, mixed-use building as required in Table 5.4 Rows 1 and 2.
2. That staff be directed to amend the Downtown Zoning By-law regulations within Zoning By-law No. (1995)-14864 to remove the requirement of 1 space per dwelling unit for Apartment building, Live-work unit, mixed-use building as required in Table 6.3.2.5.1 Rows 1 and 2.

Goller says the zero min will force council to take a hard looking at moving along modal shift and changes to transit.

O'Rourke says this is a significant change that's being proposed so turns to staff for concerns. City engineer Gayman says it's important to look at short term circumstances downtown - Conestoga, 2WADG, construction - going from 1 whole space to partial w/options gets ratio


Staff can measure those impacts and inform changes when the plan comes back in 5 years. Perhaps they can cut further then, but they should know better about potential impacts. Can't go from 1 to 0 overnight.

O'Rourke says they asked staff for best professional advice, still debt on parkade, still need for ec. dev., staff came up with best rec. from that research. Decoupling an option, cash-in-lieu good measure, and right now 1 parking spot still needed for accessory units, incl. DT.

O'Rourke says she's not sure the risk is on the developer. W/O cash-in-lieu the financial onus is on the City especially with overflow. This is not a matter of being progressive, it's about being practical.

Caton speaks to the accessibility piece. Zero parking is not an accessible policy. Biking also isn't practical for everyone, and your bike can be stolen. We're not there yet with accessible options. No parking for seniors buildings also problematic.

Allt says he's "struggling with the words", and notes that eliminating parking does not eliminate cars. Many people take transit until they can afford a car, and if that car is parked in a private garage or lot, that's not saving the enviro. that's moving the cost around.

Guthrie says that he doesn't appreciate being called dishonest. Allt says that he was speaking in generalities about council and didn't name names. Guthrie tells Allt that he's talking to the chair not Allt and asks that Allt's remarks be stricken.

Allt says he won't apologise because he wasn't addressing Guthrie, but if the mayor feels his reputation impugned he apologises. Busuttill also thinks that Allt meant the collective we and apologizes.

Downer says staff tried to reach a balance responsibly with the correct context of what's downtown. She would be willing to look at some reduction, but not after this debate. Also worries about impact on London and Dublin w/o parking minimums.

Downer says that there a lot of ways in the plan that parking can be reduced, so she's fine with the master plan as it is.

Busuttill grounds council in the common good that there all here in this chamber to do what's best for families in Guelph.

Caron says ditto and that she would love to live in a community where there's less dependence on cars, but Guelph is not there. She says the risk of not building enough parking is that we lose the cash-in-lieu which is not good financial stewardship.

Klassen asks staff about 120 Huron Street parking requirements. Walkey says it was approved with .97/unit and they have 5 micro units. They're having trouble selling units are looking to add parking now since that seems to be a stumbling block.

Klassen says there's a notable voice missing, which are the residents. Perhaps they're reflected in the report. She hears those voices in email, on the street, and while she's inspired by the motion, she's struggling to find the balance.

Gibson says he sees Guthrie's motion as a way to domino other policies, like paid on-street parking. Still using public space to provide parking. 0 mins will inevitably mean putting more pressure on public space and lead to paid on-street parking. Not here to talk about that tho.

Chew says this was the conversation he was hoping for. This decisions sticks to 2028 so its kind of pivotal. He asks staff why 0.85 instead of 0.79. Zettle says that came from comparisons to other municipalities.

Chew says he feels compelled to set a tone with the community. Nothing's going to change overnight so we need to give community time to adjust. Notes that other cities don't have 0 mins, Vancouver decides per block. But commends mayor for advocacy.

Guthrie's last word: He says that this is obvious where this is going, which is fine.

Amendment fails 3-10 (Klassen, Goller Guthrie in favour)

Guthrie says that he was going to propose another motion to have three-year temp. bylaw for no parking mins. but based on the previous vote he's not going to do it. Also thinking about doing 0.5 min.

Downer says that she was considering 0.75 but is not going to go ahead with that now.

O'Rourke asks when staff might begin first-hour free in off-street facilities pilot. Zettle says it will be sometime in Q4 this year.

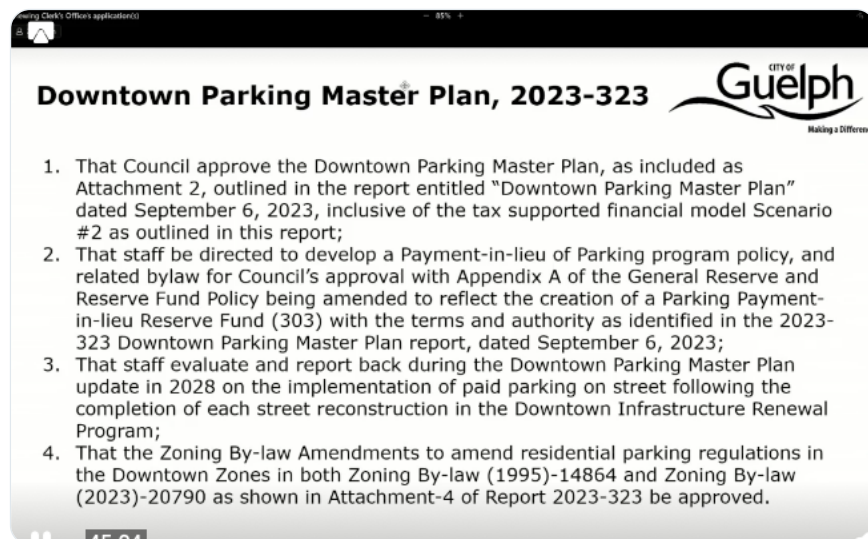
O'Rourke asks about better collaboration with private lot owners and building developers. Zettle says some of that work is underway, and his team has reached out. They're always looking for ways to find synergy.

O'Rourke asks if we're going to do a rate review or find a way to make more day passes available. Zettle says they're analysing how much comes from full day rate, and that might come back with the budget later this year.

Goller thanks staff for the work that's been done. and would like to look at paid on-street parking in the years to come (though would like to look at it sooner).

Guthrie asks about the grandfathering of properties pre-1971. Walkey says '71 was when the original ZBL came into effect and everything in Guelph pre-1971 was grandfathered in. As said, developers have options if they want to reduce parking mins.

Recommendations approved 11-2 (Guthrie and Goller against)



An additional motion from Guthrie, a direction to staff to look at 0 parking minimums for the 2028 review. Klassen seconds. Guthrie says that staff helped him write the motion.

Downtown Parking Master Plan

Additional Clause
Councillor



1. That staff be directed to evaluate the implementation of zero parking minimums for residential uses in Downtown zones, including community engagement, and report back to council as part of the next Downtown Parking Masterplan in 2028, or sooner.

Allt says he respects the sincerity and the intention, but it implies that we're exploring the effectiveness of zero parking. How would staff do this? Gayman says that they could direct part of their work to explore what the options are and have community engagement.

Motion approved unanimously.

Goller lays out another motion, and Klassen seconds.

Downtown Parking Master Plan

Additional Clause
Councillor Goller



1. That staff be directed to review exempting Affordable Housing from minimum parking requirements as part of the Payment-in-Lieu of parking policy coming back to City Council in Q1, 2024

Goller says that he would like to see this get consideration and see how much of an impediment that parking minimums might be in getting more affordable housing built.

Allt says from his experience building co-op housing was that affordable housing needs parking. People may not get the result they're expecting.

O'Rourke asks what definition of affordable housing the Goller is using. Goller says that he will leave that with staff, but hopes it will use the City's own definition.

O'Rourke says that a lot of people needing affordable housing have vehicles, like PSWs going to 20 different places in a day. She supports the cause though.

Motion passes unanimously.

After some confusion, we get this new motion from Chew and seconded by Gibson:

Downtown Parking Master Plan

Additional Clause
Councillor Chew



1. That staff be directed to reach out to senior staff at the City of Edmonton on best practices from their Open Option Parking bylaw and report back through an information report with best practices for the City of Guelph to consider as part of future downtown parking review.

Chew says he reached out to reps from the City of Edmonton about "open option parking" which doesn't necessarily mean no parking mins, but being more flexible. He says we have to be serious about how the market decides what gets built, and we need to bring business along.

Caron says that she thinks that a review like this right now might be premature. Allt agrees and wonder if the motion is out of order because its redundant and minimises staff review to just Edmonton.

Busuttil says that this was her impression as well and asks if Chew might be willing to just make it a suggestion to staff. Chew says that he's willing to entertain amendments. Busuttil says that staff already interact with other govs & the motion wades into operational matters.

Busuttil suggest Chew work with DCAO Holmes to look at this from the operation side, and Holmes herself says that this is part of staff due diligence and will work with Chew to keep him in the loop. Chew says he's satisfied with that and withdraws the motion.

Bylaws of the week pass unanimously.

***10.1**
By-law Number (2023) - 20833
A by-law to amend the Traffic and Parking By-law Number (2022) – 20698, as amended, being a By-law to regulate the use of Highways within the City of Guelph and the Traffic and Parking thereon

***10.2**
By-law Number (2023)-20834
A by-law to amend By-law Number (2023)-20790, known as the Zoning By-law for the City of Guelph as it affects residential parking requirements for properties in the downtown zones.

***10.3**
By-law Number (2023)-20835
A by-law to amend By-law Number (1995)-14684, known as the Zoning By-law for the City of Guelph as it affects residential parking requirements for properties in the Downtown Zones.

***10.4**
By-law Number (2023) - 20836
A by-law to confirm the proceedings of a meeting of Guelph City Council held September 26, 2023.

Announcements? Busuttil encourages everyone to mark #OrangeShirtDay this Friday and Saturday.

Busuttil also acknowledges the City's support for the LBGTQ+ community and the City of Guelph's approached on equity and inclusion. She thanks everyone for their support.

Meeting adjourned!



@threadreaderapp unroll please!

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