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Sep 6 • 100 tweets • [adamadonaldson/status/1699482205372682442](https://twitter.com/adamadonaldson/status/1699482205372682442)

Coming up at 2 pm, it's the September Committee of the WHole meeting. On the agenda:



**Committee of the Whole Preview – What's on the Agenda for the Septe...**

We're back! Well, technically we were back a few weeks ago, but now city council is officially back, returning from summer vacation and returning to the council chambers. The agenda for this ...

<https://guelphpolitico.ca/2023/08/25/committee-of-the-whole-preview-whats-on-the-age...>

Sayyed adds that introducing the new acknowledgement is also not the end, but another step in an ongoing process.

Krawczyk points out that on Sept 20 the City will be hosting an Blanket Exercise with KAIROS. They're also working on an Indigenous relations framework for the City and will be launched next June.

In summation:

"By establishing a new and respectful relationship between Aboriginal and non-Aboriginal Canadians, we will restore what must be restored, repair what must be repaired, and return what must be returned." (TRC, 2015)

Thank you

Busuttil and Klassen move the motion.

**Recommendation:**

1. That the refreshed Territorial Acknowledgement for the City of Guelph, included in the report titled Refreshed Territorial Acknowledgement, dated September 6 2023, be approved.

Cllr Gibson asks about the meaning of the line "We are guests here." Sayyed says each word has intent, and this goes back to Indigenous ideas about ownership and environmental stewardship. We're all guests on this land, and we should treat it that way.

Gibson is there's a way to work it as inclusive so to make it clear that everyone is a guest and not just newcomers. Intergovernmental manager Sales says that this formal, and meant for those situations, ppl can talk about their connections in informal settings.

There seems to be some audio issues in the chambers here with people appearing virtually, but there doesn't seem to be an issue with the live feed. Just fyi.

Cllr Caron asks about the evolving process. Krawczyk says that the next phase will begin with the Sept 20 meeting with the training and guidance there.

Cllr O'Rourke asks about engagement with Grand River Metis council. Sayyed says they reached out in Oct 22, but they were going through elections and were never able to reconnect. She did have a lot of email back and forth.

Krawczyk adds that the Metis council told the City that they appreciate being included, but since they have no land rights in Ontario, they didn't feel like they needed a say in the land acknowledgement.

Cllr Klassen asks how else can council support the work of reconciliation. Sales says that council will be engaged through establishing Indigenous framework, plus there's September 30 to think about.

Cllr Caton thanks staff for the work and notes that their feelings aren't important right now, this is about centring Indigenous people.

Motion passes unanimously.

Guthrie wraps up by acknowledging that Juan da Silva, Council and Committee Co-ordinator, is moving on and wished him the best going forward.

Two minute break as we switch up to Infrastructure, Development and Enterprise Services with Chair O'Rourke.



We start the IDE agenda with the one and only item:



# Downtown Parking Master Plan

September 6, 2023



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Presenting are:

- Jamie Zettle, Program Manager Parking
- Steve Anderson, Strategic Business Advisory
- Terry Gayman, General Manager, Engineering and Transportation Services

Fun fact: this is also the Statutory Public Meeting for changes to the zoning bylaw. That's because of the new parking minimum of 0.85 spaces per unit downtown.

Gayman says that the goal is to use parking as tool for economic renewal and to help accelerate the creation of housing to meet the 18k goal.

Zettle takes over to say that the solutions in the plan reflect the unique challenges and needs downtown and a collect vision for Guelph's future. The focus is on transforming the parking ecosystem with an emphasis on renewal.

First big piece is a parking-in-lieu program for downtown which is expressly meant to activate underused real estate. Buildings can be transformed, and heritage can be maintained, without parking demands detouring investment.

Reimagine parking as housing? That could mean turning the Fountain lot into housing or space for community based agencies if the parking expands two storeys underground.

On the Macdonell lot there could be similar projects. Zettle reinforces that that these are not planned projects but meant to encourage a new way of thinking about parking as secondary to the needs of housing and other transportation.

Zoning for change:

## Zoning for change



- Reduction in residential development parking rates
- Zoning bylaw change – 1.0 parking spaces per unit to 0.85 spaces per unit
- Drives housing growth and housing density
- Promotes modal shift
- More new housing equals greater tax density and economic multipliers
- Meets outcomes of Official Plan Amendment 80



Zettle says that the parking strategies will support the Transportation Master Plan, including the growth of Transit. They also advance the City's cause of increase enviro footprint and move to 100% net zero.

Conestoga is going to change downtown when they move into the Co-operators. Zettle says parking has an important role to play in developing transportation solutions.

Also, on-street parking can be imagined as more than a space for cars. Patios for example, can be a driver of economic growth. Delivery, pick-up and short shopping are also considerations.

Look at all the consultation!

## Public consultation



Public engagement was robust, extensive, and meaningful

Over 1,700 public, internal, and external points of contact

Employed surveys, virtual townhalls, interviews, workshops, advisory committee consultation, and direct emails from the public

Important engagement with Downtown Guelph Business Association & Guelph Chamber of Commerce

Number involved	Public engagement activity
1,308	Survey #1 respondents
309	Survey #2 respondents
13	Virtual public meetings #1
29	Virtual public meetings #2
65	Small-group participants
15	Accessibility Advisory Committee
40	Stakeholder workshop
7	Direct emails

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Key findings:

75% Respondents drive downtown & don't see that changing.

60% Respondents see cost as very important

74% Respondents support using tax dollars to fund complimentary parking on street

The master plan seeks to establish equity:

- Support not-for-profit organizations with targeted permits
- Establish working group with Accessibility Advisory
- Committee Partner with Guelph Transit to drive modal shift
- Balance parking with cycling and pedestrian assets

The plan also looks to enhance sustainability, safety and customer service:

## Embracing climate resiliency



Advances modal shift targets in TMP

Support more secure bike parking

Support transit ridership

Electric vehicle charging stations

LED lighting & renewable energy sources



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## Safe, inviting spaces



Modernizing the operation

Improve customer experience

Digitally-driven

Technology-led




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Staging:


Focus area	Strategy	Timeline
Accelerate housing	Payment-in-lieu of parking program	2023
	Residential parking rate zoning change	2023
	Strategic land use	2024-2027
Economic vitality	Partner with Conestoga College	2024-2027
	Flexible use of curbside	2023-2027
Resident experience	Improve customer experience & safety	2024-2025
	Targeted affordability programs	2024-2026
	Accessibility improvements	2024-2027
	Residential permit program	2024-2025

Anderson takes over and starts by saying parking has costs. There's no such thing as free parking.

This is how parking is paid for now:

Existing tax-supported model 

2026 Forecast	Annually	Notes
City contribution	\$1.135M	
% of parking budget	23%	
Permit and daily revenue	\$3.806M	\$110-\$160 permits Daily rate: \$30
% of parking budget	76%	
Residential permit program	\$65K	Nominal amount
% of parking budget	1%	



Here's the full cost recovery model:

## Full cost recovery model



2026 Forecast	Annually	Notes
City contribution	---	
% of parking budget	0%	
Permit and daily revenue	\$3.806M	\$110-\$160 permits Daily rate: \$30
% of parking budget	73%	
Paid parking on-street	\$1.368M	
% of parking budget	26%	
Residential permit program	\$65K	Nominal amount
% of parking budget	1%	

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It's the recommendation of staff to continue the current funding model. It's not the right time to introduce new on-street parking with all the changes coming to downtown infrastructure, and the new parking under the new library won't open till 2026.

Staff point to recommendation #3, to revisit this in 2028 after all the construction is done.

## Future impacts



	2024	2025	2026	2027
Property tax contribution	\$1.070M	\$1.102M	\$1.135M	\$1.169M
Annual monthly permit increases	5%	5%	5%	5%
Annual hourly rate increases	-	-	-	-
Annual residential permit revenue	-	\$63K	\$65K	\$67K
Payment-in-lieu reserve contribution	\$605K	\$605K	\$605K	\$605K



In conclusion:

# Tomorrow's downtown



Tax supported investment in parking is an investment in

- Housing
- Economic vitality & economic multipliers
- Tax density
- Success of Conestoga College expansion
- Equity
- Climate resiliency

We will now go into the first of three delegations with Richard Overland, treasurer of the DGBA. They don't have an objections, but they may have more input before the end of the month. Wants the targeted pass program to go forward sooner rather than later.

Victor Labreche, who's representing Woodhouse Investments, who own several properties downtown incl. the old Canada Trust building at Cork/Wyndham. He says this doesn't go far enough to create more housing...'

...So why not have no parking requirements like Kitchener and London. This proposal, he says, doesn't go far enough to make any project feasible financially. Buildings might remain vacant without changes.

Klassen gets clarity on what Labreche is asking for. He says that the building on Cork & Wyndham was built in 1980, so it misses the exemption to parking rules which draw the live of 1971. He says 50% of the building is vacant at this time.

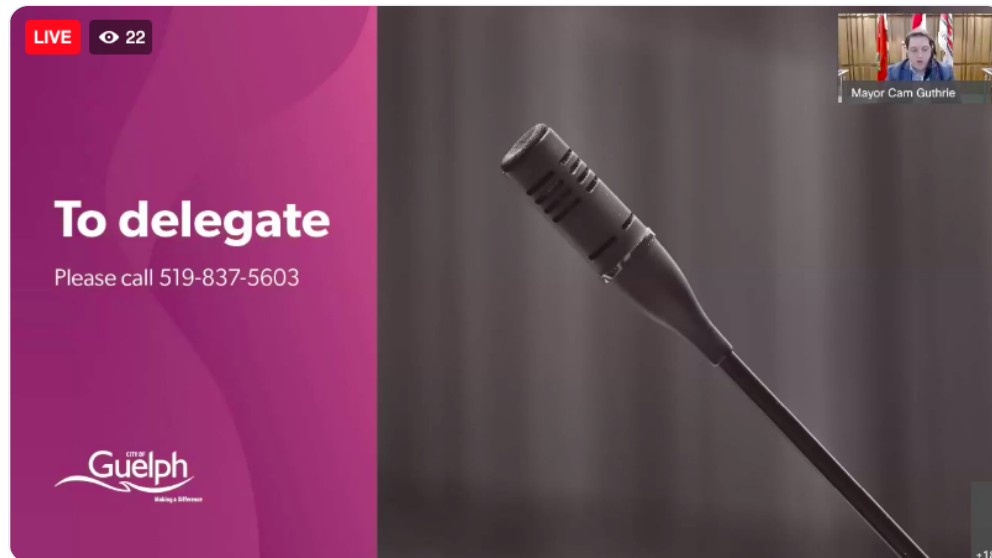
Cllr Goller asks about the impacts of buildings with zero parking. Labreche says much of the decision to rent or purchase in downtowns is because people don't want to drive, notes the LRT and rapid transit as selling points in DT Kitchener.

Next is Adrian Salvatore, the chair of GCAT. They have concerns. Like safety. Need to find ways to encourage use of parkades by using financial incentives. New plan doesn't go far enough on that, and subsidisation of parking is counter to enviro goals of the City.

Cllr Allt asks if Salvatore is suggesting the elimination of on-street parking. He says no, GCAT just wants to incentivise the use of parkades.

Wanna delegate?





Turns it we did get a caller and it's Maurizio Campoli (sp?) he says he that he thinks on-street parking shouldn't be free and that we should make downtown Guelph, the most important place in town, a place for people to live.

Allt and Downer move the recommendations:

**Recommendation:**

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;
4. That Report 2023-323, which provides information for the Statutory Public Meeting for the proposed 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, dated September 6, 2023, be received.
5. That the Council decision on the proposed 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 referred to the September 26, 2023 Council Meeting for approval.

Allt asks about the impacts of infrastructure renewal. Gayman says they will be working with community about how to best phase it in, and the parking eco-system needs to be ready to handle it.

Guthrie asks if making housing more obtainable is a goal should we be thinking about having no parking minimums? Gayman says the DPMP gives the City greater flexibility, plus there might be opportunities with site specific plans.

Planning GM Krista Walkey adds that it's not an either.or proposition. Says that developers might come with their own incentives to reduce parking that staff may find permissible, but

without a minimum there's no incentive to do more.

Guthrie says he wants policies in place and not have to have a developer come and ask permission, it bogs down the process. When can council get payment in lieu done? Stacey Laughlin, in charge of DT revitalisation, says it's being piloted now. Will be back in Feb '24.

Guthrie asks if there's been any thought about time frame like 4 years where there are no downtown parking minimums? Walkey says staff brought a zoning bylaw today and save 1.5 years of time. Also, City would have to look at new parkade in the future if no mins at all.

Busuttill asks if it's possible to reduce the minimums if developers are taking other steps? Walkey says that's the idea, and staff are happy to have those conversations. There might be a tiered status in the cash-in-lieu program they're working on.

Goller asks why do we have to provide parking when we know that there are a lot of International students coming with Conestoga expansion? Laughlin says the study shows what the current demand for parking is. Either developers provide parking or the City has to.

Goller points out that cities like Kitchener have no minimums, why can't we make it work? Gayman said that they worked with a consultant who's worked in many different cities across N. America, and Kitchener has different demands and impacts.

Goller says that he requests that staff look at conditions that they would accept for no parking minimums on a project.

Klassen asks how often council will be checking on the accomplishments of the plan. Gayman says plans are meant to be renewed on a five-year cycle, plus there are certain tasks like cash-in-lieu policy with their own deadlines.

Caton asks about estimates that cash-in-lieu might generate. Anderson says the financial model says \$685k per year, and that will go into a parking reserve and be prescriptive about what the money will pay for, probably parking infrastructure.

Caton asks if cash-in-lieu means that accessible parking standards are not ignored. Anderson says that's right, developers will still need to follow those rules.

Caron asks about stakeholders from U of G. Anderson says they wanted to work with Conestoga to understand their parking needs, and as they flesh out solutions, they will engage more broadly and include CSA.

Caron asks about any alternative modes of transportation we're not talking about. Anderson says that if he knew that answer he can make a lot of money, but there's a lot of emerging tech for micro mobility, vertical lift tech for example. Plan focuses on next five years.

Cllr Billings asks if council can pass an amendment to either the 1995 and/or 2023 bylaw at this time? Walkey says yes to the '95, but the '23 is under appeal, but any decisions on land use will need to be brought forward. ONgov approved OP with direction to reduce parking.

Walkey says that staff have spent hours on this, and they believe it will accelerate housing and more specifically affordable housing. But they're caught in a whirlwind of hearings, directions and expectations right now.

O'Rourke asks the provision of EV parking spaces. Walkey says that the number provided is based on the 2023 bylaw.

O'Rourke's concern is about the expectation that the City is to provide so much more EV charging. Anderson says the ones in City facility now is run by third party and people buy membership to access. Would like to monitor and assess usage and add as demand requires.

O'Rourke asks about Metrolinx assumption that they need 70 spaces, who is the City co-ordinating. Staff say that they've challenged Metrolinx on the numbers already, so they will continue to challenge on this file.

O'Rourke asks about a cheaper day rate because people aren't parking downtown every day in the month, but the \$30 day rate is too high to make work. Zettle says staff is doing that work, because there's feedback they're regular getting.

O'Rourke asks about incentivising use of parkades, first hour free for example? Zettle says DPMP outlines examples, they could pilot a few, while being fiscally prudent of course, and understand what the data is telling us.

O'Rourke asks if there's evidence that there's a wholesale change about people requiring a parking space? Anderson says there's definitely some student oriented buildings on Gordon where they see the same rate of parking usage. They're nudging a direction.

Guthrie if they can make an amendment to allow buildings constructed after 1971 to be exempt from parking mins in redevelopment. Walkey says they could bring that back at the end of the month.

Guthrie has a follow up question that apparently has to be discussed in closed session, although it supposedly has nothing to do with anything in the formal recommendations. This would be under 239 (2) (c) of the Municipal Act.

The motion by Guthrie and Busuttil:

**Authority to move into closed meeting**



1. That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to section 239(2) (c) of the Municipal Act relating to proposed or pending acquisition or disposition of land by the municipality or local board.

Committee is moving into closed session and then they will move from there to a dinner break. So we should pick up where we left off at 6.



Coming out closed session (and dinner), O'Rourke reports that information was received from staff but no direction was given.

Back to questions, Guthrie asks about what a 0.5 parking ration would look like, and if council has to wait until Feb to give staff direction about no parking requirements for affordable/social housing. That could be communicated in a memo at the end of the month.

Guthrie also wants to know why staff decided no parking minimums and the wants to know the impact on the tax base b/c there would be no cash in lieu.

DCAO Holmes asks what specifically Guthrie wants to know about 0.5 is that for social housing, max. height, or just generally. Guthrie says he wants to see a number for all housing other than market.

Goller says he's glad about parking considerations for areas around downtown have been included, also concerns that there aren't enough incentives to give up parking minimums.

Klassen says thank you, and thinks that there are some good considerations to small businesses in downtown Guelph. (Note: She owns one.)

Allt agrees saying that the City is looking at multimodal issues, and council has to be conscience that the core is being redeveloped. Uncertain variables are making it hard to

chose a direction, but this is a solid recommendation that looks at all factors. Busuttil says she's concerned about balancing developer interest with the common good. She doesn't support a blanket exemption and likes the idea of staff engaging one-on-one where exceptions can be made.

Gibson says he supports payment-in-lieu and other recommendations, but notes that the City is not endorsing a modal shift with free parking downtown. He points out that the plan now calls for looking at maybe having paid on-street parking DT, big shift since 2018.

Caron says what resonated with her was the word "ecosystem" and the balance of various needs and uses. The outcome of this needs to be about balance and serving as many needs as possible.

Guthrie says he's a little bit off side about where this is going, we do need a revolution when it comes to parking. He reads a lengthy magazine article about cities cutting parking minimums and says he can't support this recommendation as it.

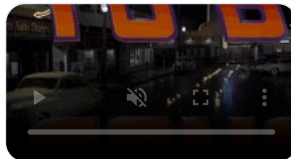
Cllr Chew says he echoes some of the mayor's sentiments and thinks that the City can be more aggressive on parking minimums, maybe council can strategize ways to do that for the end of the month.

O'Rourke says we are in a transition period, but that's going to mean something different for anything. It might be premature to decrease parking when the result is more on-street parking or other effects. Need to be cautious about how we do affordability.

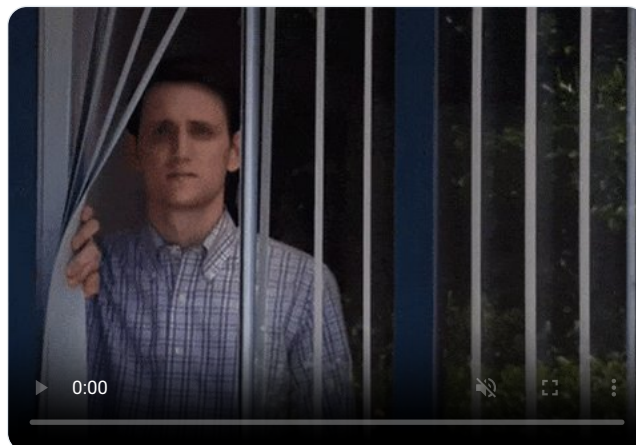
Recommendations pass 12-1 (Guthrie against).

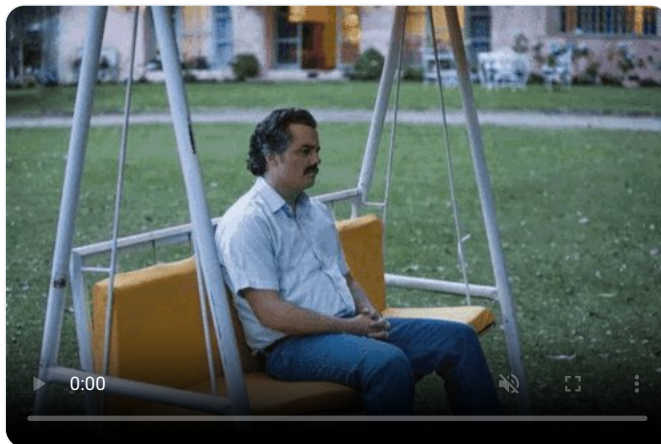
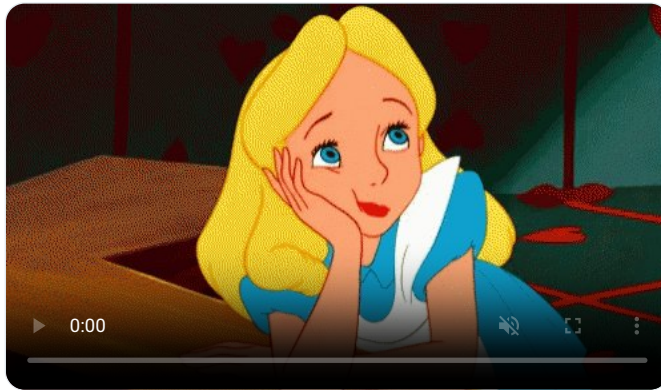
O'Rourke says it's been a hard summer with flooding and fires in different cities and Guelph stands in solidarity with cities facing those issues in trying times.

Council votes to go back into closed session. Will let you know what comes out of it.



Still waiting for the end of the closed session.





We've got councillors coming in!!!

Coming out of closed session on Downtown Riverfront Park Acquisition Plan, Guthrie says that direction was given to staff on this matter. That's all. 1 hour and 20 minutes later.

Anyway... The End.



@threadreaderapp unroll please!

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