



**Adam A. Donaldson** @adamadonaldson

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Happening now: This month's Committee of the Whole meeting. This is what's on the agenda...



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

Hope everyone enjoyed the extra time off in January, because there's a lot of serious business to take care of this February starting almost immediately with Committee of the Whole. For this ...

<https://guelphpolitico.ca/2024/01/26/committee-of-the-whole-preview-whats-on-the-age...>

Apparently, we started the open session early with a report in the open session coming out of closed. CAO Scott Stewart is presenting the 2024 Chief Administrative Officer Performance Objectives.

The #3 objective is about attracting top talent. #4 is advancing the work of the housing pledge and enabling affordable and supportive housing initiatives.

#5 Invest in 100% renewable and advance water protection. #6 Advancement of downtown projects to "support a vibrant downtown community for everyone."

Mayor Guthrie thanks Stewart for the presentation. No questions from council.

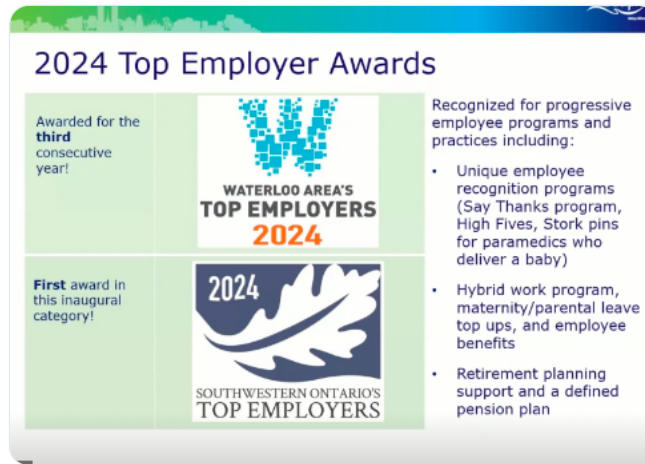
We're pausing before the "official" start of the open session.

Mayor Guthrie has called the meeting to order.

No Disclosure of Pecuniary Interest and General Nature Thereof.

Regrets from Cllr Allt.

Staff recognitions this month begins with Southwestern Ontario Top Employers of 2024 and Waterloo Area's Top Employers of 2024.



Next, Samy Mohamed, Construction Contract Administrator, for becoming a Project Management Professional (PMP) from the Project Management Institute. And Crystal Kaminski, Manager, Business Services for the University of Waterloo Leadership Certificate.



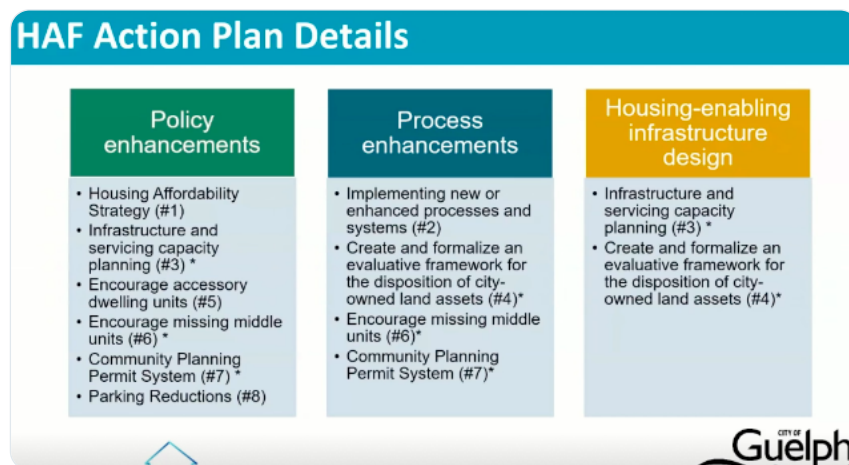
Next, Guthrie thanks the team that developed the application for the Housing Accelerator Fund. He notes it was a challenge to get this and the success rate was 20%. It shows positive work and leadership.



Now, there will be a presentation about the Housing Accelerator Fund Summary. Neither a report or presentation was included in the agenda, but Kim Krawczyk, Manager of Policy and Intergovernmental Relations, and Cushla Matthews, Development Advisor, will present.

The point of the presentation is to help councillors be better able to answer questions about what the funding means for Guelph. The Action Plan is made up of 8 initiatives approved by the feds to get an 739 units built in next three years.

Krawczyk says that the initiative under taken will allow Guelph to build more homes and meet targets beyond the three year timeline.



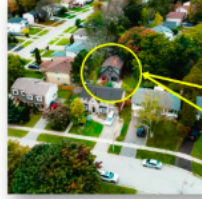
Policy enhancements goals:

- Affordable Housing Strategy update
- Attracting housing types most needed in Guelph
- Unlocking lands for development
- Encouraging missing middle and accessory units.

## HAF Action Plan

### Policy enhancements will:

- change the City's approach to develop affordable housing
- support, incentivize, and attract development of housing types that are most needed in Guelph
- unlock lands for development where infrastructure barriers have existed
- refine and/or enhance approaches to further reduce existing barriers



### Initiatives:

- Housing Affordability Strategy (#1)
- Infrastructure and servicing capacity planning (#3)
- Encourage accessory dwelling units (#5)
- Encourage missing middle units (#6)
- Community Planning Permit System
- Parking Reductions (#8)



Staff will be coming back to council in June with a plan for four-units, and public engagement will start sometime later this month.

### Process Enhancements:

- More fast-tracking
- Reducing timelines
- increasing certainty and predictability

## HAF Action Plan

### Process enhancements will:

- provide more incentives to fast-track the construction of housing units
- help the City reduce development application and processing timelines
- increase certainty and predictability in the development approvals process



### Initiatives:

- Implementing new or enhanced processes and systems (#2)
- Evaluative framework for the disposition of city-owned land assets (#4)
- Encourage missing middle units (#6)
- Community Planning Permit System (#7)




### Housing enabling infrastructure design:

- focus on Downtown and GID lands
- Will look at infrastructure to advance this growth potential.

## HAF Action Plan

Housing-enabling infrastructure design will:


- unlock existing and future growth potential in the Downtown and Guelph Innovation District
- support the assessment, identification, and prioritization of major infrastructure to support growth potential




**Initiatives:**

Infrastructure and servicing capacity planning (#3)

Evaluative framework for the disposition of city-owned land assets (#4)





A comms strategy including a website is being developed along with a series of short videos explaining each of the three areas.

Busuttill asks about the affordable housing demonstration project. Matthews says they're in the early stage of determining what and who the partner will be, but it's linked to the evaluative framework. No sure where it will be either, early planning stages.

O'Rourke asks if the slides will be available for council to share. Matthews says they can do that, and it will be on the website they'll eventually set up.

O'Rourke asks how this will interact with the provincial targets. Matthews says the 739 is over and above current average of new units built. O'Rourke asks about affordable units, how many? Matthews says its 20% or 150/739. Will look for more opportunities tho.

Next, a consent item for Governance: Expansion of the Governance Section at Committee of the Whole. Busuttill/Downer move and it is approved.

Next, two items on consent from Corporate

- Budget Impacts per Ontario Regulation 284 - 09 and Budget - Public Sector Accounting Standards Reconciliation 2024
- Physician Recruitment Initiative

No one requests to pull so Caton/Goller move and they are approved.

Chair O'Rourke takes the chair for Infrastructure, Development and Environment Services section.

O'Rourke notes the name change, and then on to the one item on consent, Financial Plan for Water and Wastewater Services.

Downer/Richardson move approval and its approved.

Next, Payment-in-lieu of Parking Policy. This came out of the Downtown Parking Master Plan. No staff presentation, so we start with the first of two delegates.

First up is Bookshelf co-founder Doug Minett. He has a presentation with his delegation:

<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=44408>

He cites a study sent to nearly 2,800 Bookshelf customers in 2021, it was 3-1 women to men, 60-40 less than/more than 3 km from downtown and nearly half under 45. Study shows that most people outside downtown drive there.

Goller asks Minett asks how this relates to the cash-in-lieu policy. Minett says it reduces the parking supply and puts additional pressure on current parking supply. Also, it will have to be held in escrow specifically to replace parking.

Goller asks about turning vacant offices into apartments. Minett says sharing parking is the smartest thing, new parking under the library will not just service the library but can be used for people accessing commercial. Need to hold on to parking.

Billings notes that the staff recommendation is to be used for transportation demand initiatives, objectives? Minett says CiL is an acknowledgement that we're not enforcing the parking mins, people using transit to come downtown is in single digits.

Next is Chris Greyson-Gaito from the Guelph Coalition for Active Transportation. He's got a beef with using CiL for parking, which will only induce more people to drive instead of getting fewer cars off the road. If transit and active t. are fast and frequent, ppl will use that.

Greyson-Gaito says that biking is not safe, he doesn't feel safe, and transit is still too slow. Choice is between investing in other modes, or parking that that will sit empty much of the time.

Chew asks about "induced demand" meaning. Greyson-Gaito explains, but you can also check out this Wired article that explains:



**What's Up With That: Building Bigger Roads Actually Makes Traffic Wo...**

The concept is called induced demand, which is economist-speak for when increasing the supply of something (like roads) makes people want that thing even more. Though some traffic engineers made note...

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

Guthrie/Richardson moves the recommendation:

**Recommendation:**

1. That the Payment-in-lieu of Off-street Parking Policy effective March 1, 2024 attached as Attachment-1 to the report entitled "Payment-in-lieu of Off-street Parking Policy", be approved.
2. That Schedule A of the Development Application Fee Bylaw be amended to include the "Estimated cost of a parking space" and the "Payment-in-lieu of Off-street Parking application fee".



Guthrie asks how much staff are expecting. Gayman notes that it's hard to say, but they are expecting about \$600k annually. No specific outputs from the new reserve at this time, it will be sorted out in the budget process.

Guthrie says that council received an email from downtown developer who had no idea this was coming today, what engagement was there? Gayman says staff relied on engagement through Master Plan process, wasn't substantial engagement b/c they wanted to move quick.

Caron asks about committing to percentages, and how the money will be assigned. DCAO Holmes says that they will be monitoring traffic patterns and see how best that money can be allocated, again, through the budget process.

Billings asks about DGBA input. Staff says that they went to the board last week to tell them that this was coming. Billings asks about parking shortages. Holmes again says that they will keep an eye on it b/c different developments have different timing.

Holmes: Will we have enough? This is a new revenue tool.

Billings: When will we know about the shortfall?

Gayman: DPMP looks out to 2031, what's intended is to monitor the changes, but at this point there's no intention to build new parkade.

Billings says that there's no guarantee that there will be less of a need for parking. Holmes says she's not sure what kind of parking we'll need, the City is trying to move people out of there cars, and there are updates to Transportation MP coming in 2028.

Billings asks to split the clauses during the vote.

Klassen notes that this is a significant reduction in cost for the developer, so how many units can this unlock? Gayman says it's hard to predict, but the intention is to provide more tools to help housing come online faster.

Klassen asks if there's been any expression of interest. GM of Planning Krista Walkey says reps came to the Sept meeting looking to convert upper floors of buildings downtown, this is who they hope to appeal to.

Busuttil asks if this will be implemented per each development application. Wants to know when we take stock of the impact. Walkey says they can implement right away with council approval, and there's other tools developers can use to get parking requirement down.

As for taking stock, Walkey says that there will be reporting annually, and staff will continue to look at opportunities to reduce it further.

Guthrie asks about parking justification study costs for developers. Walkey says she doesn't know exactly, and it depends on size of development. The bigger the plan, the more likely they'll need a study though.

Guthrie asks about choosing 6 storeys as the limit. Walkey says that's the present height limit for downtown, and it's meant to capture those quick conversions.

Guthrie asks about supportive and affordable housing. Wlakey says the supportive guidelines under appeal at the OLT with rest of new zoning bylaw. City will be bring a number for parking at affordable housing later this year, but for now normal rates apply.

Guthrie asks what would happen if council proposed to change the ratio. Walkey says this is about policy, they would need to publish notice before changing the bylaw, and both the zoning bylaw and DPMP are under appeal right now.

Guthrie: So we can't do that today?

Walkey: If you bring it forward, it would get wrapped up in appeals and bring back a separate report. Wouldn't go into effect until appeals settled.

O'Rourke says if Guthrie wants to create a new motion about the ratio that might need to be a vote of reconsideration. Guthrie says that's not the motion he's looking at bringing.

We're waiting for staff to confer about whether Guthrie's motion is a supplement or an amendment.

So it's an amendment: 100% of funds go to Guelph Transit. Guthrie says maybe it's something we can try in the short term and boost the options for transit.

**Payment-in-lieu of Parking Policy - 2024-42**

Amendment - Mayor Guthrie



1. That 100% of the funds collected through the PIL be allocated to support future Guelph Transit service enhancements.

Goller seconds. Holmes says staff cautions that the Planning Act is clear about what the money can be used for, so there may be some rules barring this. Guthrie says he'll remove the motion.

Guthrie says he'll hold his nose and vote this. It's complicated, no minimums is clear so they'll give it a try and more and more cities are for that. Might be missing an opportunity.

O'Rourke endorses the policy and thinks it will free things up. Hopes the fund will go to parking and alternatives, but there are changes coming to downtown that will increase demand for travel downtown.

Clause #1: 11-1 (Billings opposed)

Clause #2: Unanimous.

Next, Wyndham Street North Cross Section and St George's Square Intersection. Presenting are:

-Reg Russwurm, Manager Design and Construction

-Terry Gayman, General Manager, Engineering and Transportation Services

-Stacey Laughlin, Downtown Revitalization Advisor

Not on the agenda in the discussion today:

-Streetscaping

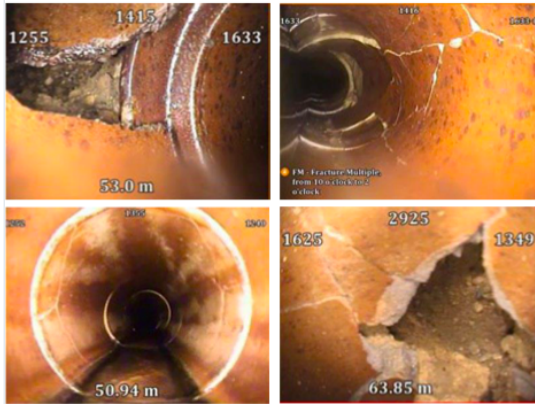
-timetables

-other construction projects downtown.

Why now? Gayman says that assets are at the end of their life and need to be replaced before they "fail dramatically." Also needs to upgrade to support growth downtown.



## DTIRP – Why now?



The study covered Wyndham between Carden and Woolwich, including St. George's Square.

## Wyndham Street EA – Study Area & Goals

### Study Area

- Wyndham Street between Carden Street and Woolwich Street including St. George's Square

### Goals

- Enhance road safety, operations, and connections for people who walk, ride bikes, take transit and drive.
- Improve how the Wyndham Street / Quebec Street / Douglas Street intersection (and St. George's Square) functions.
- Support current City policies to advance Downtown vibrancy and revitalization efforts.



Wyndham EA Study Area



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Project team is aware of the impact this will have on the area. Communications will be ongoing and there will be numerous opportunities in 2024 even though this construction is still a couple of years away.

Four options were considered:

Option 1: Do Nothing

Option 2: Two-lanes with Shared Use and Angled Parking on One Side of Street

Option 3: Two-lanes with Uni-Directional Bike Path

Option 4: Two-lanes with Bi-Directional Bike Path

Staff are recommending Option #3. This is what it will look like:



The plan will increase programmable space, which could mean more room for things like the seasonal patio program.

## Seasonal Patio Program Configuration



Most interest around this project centred on St. George's Square. There were 3 options:

Option 1: Standard Intersection Improvements

Option 2: Realigned Four-leg Intersection

Option 3: Traffic Circle

Option 1 is the recommendation. It was the lowest cost, and it maintains the same character of the current intersection.



## Recommended St. George's Square Configuration

Also:

Introduces dedicated lanes for cyclists with physical buffer from vehicles in accordance with Transportation Master Plan.

Marked crosswalks at all streets, Douglas remains one-way

Existing public space arrangement with slightly larger area builds upon a familiar design.

Timeline:

## DTIRP Journey to Revitalization



Also, there will be a council workshop about timelines and streetscaping in April.

## DTIRP Next Steps

April 17 – Council Workshop

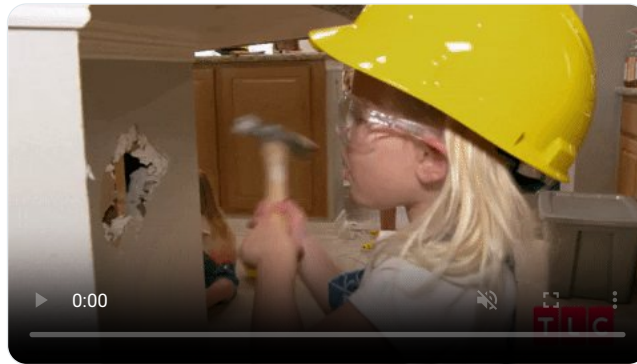
June – CoW Report re: Streetscape LoS and construction pacing

2024 – Finalise Capital Impelmentation Plan

2024 / early '25 – Finalize Macdonell and Allan's Structure EA

2024 / 2025 – Detailed design work / utility relocation

2026 – Construction commences!



Next, delegations. There are six in all starting with Ben Cullen of the Guelph Coalition for Active Transportation. He would like to see bike lanes on Wyndham as it would help support the modal shift, which is a personal goal of his.

Doug Minett is back. He says DT customers exceed TMP targets \*when they can\*.

Accessibility means older people and people with mobility issues, and it's important to keep that in mind. Also, reducing availability doesn't change behaviour, it changes the destination.

Andrea Bidgood, also from Guelph Coalition for Active Transportation, is next. She's lived in Guelph car-free for 11 years and hopes that CoW supports the plan unanimously. Everyone in community should have ability to choose their transportation option.

Next is Alison Stewart, "part-time resident" of Guelph. Notes that her mother has been losing her mobility in the last few years and has seen the streets of Guelph in a new light. She says she's shocked that there's no change to urban layout in town.

Next, Mike Darmon, also from Guelph Coalition for Active Transit. He wants council to make sure that continues make it easier for people to embrace the "no-car lifestyle" by making it easier to use a bike or other modes of active transportation.

Goller asks Darmon about accessible parking needs. Darmon says that's obviously a need, but there are parkades around the core and they're not being used. So there's a case of less parking being needed.

Last delegate is Charlie Nash from the Downtown Guelph Business Association. He says downtown is the centre of commerce with service, retail and hospitality with retail being the most important. These are not national brands, and the threats against them are enormous.

What's the incentive to come downtown with amenities and parking in other locations in the city? How do they compete? The answer is experience, and it must be geared to pedestrians first. Need "big beautiful sidewalks."



Downer asks about DGBA's input on the Square. Nash says they support the recommendation, but they did not support the idea of the traffic circle b/c it was not conducive to the pedestrian experience. Also, didn't want to lose uniqueness of Douglas.

O'Rourke asks if they have a preferred model for Wyndham. Nash says they're concerned about parking with growth downtown, but likes the idea of a Carden Street plan for both sides of Wyndham. Need to give people an experience and get more people downtown.

Billings asks if Nash wants to see angled parking on one side of Wyndham. Nash says yes.

Klassen asks about road safety. Nash says one lane each way will naturally slow things down, and so might 30 km/h limit and perhaps a speed bump. That should make most cyclists comfortable. Also, why can't we ask cyclists to lock up at every point of entry, like w/ parkades.

That's a wrap for delegates, so Chair O'Rourke calls for a 15 minute bio break.



Back to the meeting with committee questions for staff.

O'Rourke first asks if there's any staff response from delegations. Gayman says the focus is on the EA, any Q on construction is for the future. Pedestrian space has been important consideration in this plan, and the amount of parking pre-angle will be the same.

Reminder: City implemented angular parking on Upper Wyndham to compensate for lost parking as work's being done on Baker Street.

Caton asks if there's any stats on accidents for angular parking vs parallel parking. Gayman says they don't have those stats handy, but this work was done with a Vision Zero lens. He can bring them back if Caton likes.

Gibson asks how bike lanes will be separate. Gayman says that's detailed design, but there may be flexible bollards, visual cues. As much flexibility as possible, in other words.

Gibson asks if they will be able to retract space in winter with changes in travel patterns. Gayman says that will be covered at the April meeting. There are ways to accommodate all eventualities.

Guthrie moves the recommendation. Goller seconds.

**Recommendation:**

1. That Council direct staff to reconstruct the Wyndham Street North corridor as follows:
  - a. Wyndham Street – Carden Street to Woolwich Street as one lane of traffic in each direction with parallel parking and separated unidirectional bike paths along both sides of the road with flexibility to accommodate the seasonal patio program; and,
  - b. St. George's Square as an offset intersection similar to existing conditions with operational improvements and separated unidirectional bike paths.

O'Rourke asks about impact on transit, especially with delivery trucks. Gayman said they co-ordinated with transit staff and they did not have any concerns.

O'Rourke asks if the road is wide enough to enable deliveries. Russwurm says that they are going to identify loading zone areas as they get into the detailed design.

Comments? Klassen says it's exciting to see this project come to fruition, and seeing downtown become beautified and attracting more people to the core. Also wants to support the business community b/c she's aware of the challenges.

Gibson recalls former Cllr Bell wanting to revisit the plan for a traffic circle in St. George's. Gibson thinks this is a good outcome.

Caron thanks Gibson for that reminder because a lot can change in 10 years. The key here is flexibility and knows that beatification is the top layer. This vote is about the bottom layer and the April meeting will be key to give DT merchants confidence.

Downer notes that people's experiences downtown is what brings them there. She says if there's bike lanes on one side that's going to create confusion, so it's a safety issue and also touts flexibility.

Caton is really excited. Loves the protected bike lanes, because they're worried about daughter using bike downtown in the summer w/o them. Also wants to look at bike parking.

Guthrie asks if for the April meeting they can see some kind of VR imaging for what DT will look like. Gayman says that council will not be disappointed by the visuals they're developing.

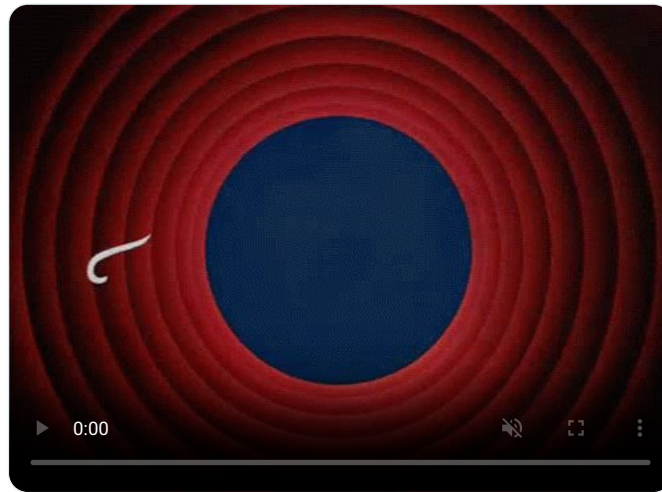
Guthrie says he's looking at this as a technical decision. The bigger discussion is going to be in April and he's going to be focused on flexibility. This is literally a once in a lifetime opportunity to do something special.

Chew says as rep for the south end, there has been expectation for separation for cyclists. This is still very high level, there's no dimension yet, so we can't set preconceptions too early. That's coming up in April.

O'Rourke says she's exciting about putting pipes in the ground. It's a historic investment with all the intensification coming, so this is an enabling conversation.

Motions approved unanimously.

That's wrap for this Committee of the Whole.



@threadreaderapp unroll please.

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