

**City Council - Planning  
Meeting Agenda**  
**Consolidated as of May 14, 2018**



**Monday, May 14, 2018 – 6:30 p.m.**  
**Council Chambers, Guelph City Hall, 1 Carden Street**

Please turn off or place on non-audible all electronic devices during the meeting.

Please note that an electronic version of this agenda is available on [guelph.ca/agendas](http://guelph.ca/agendas).

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**Open Meeting – 6:30 p.m.**

O Canada

Silent Reflection

First Nations Acknowledgment

Disclosure of Pecuniary Interest and General Nature Thereof

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**Council Consent Agenda:**

The following resolution has 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.

**CS-2018-48**                      **Eat Street: A Brewers Feast Request for  
Designation as an Event of Municipal Significance**

**Recommendation:**

That the Eat Street: A Brewers Feast request to be designated as an event of municipal significance for the purpose of obtaining a Special Occasion Permit from the Alcohol and Gaming Commission of Ontario, be approved.

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**Public Meeting to Hear Applications  
Under Sections 17, 34 and 51 of The Planning Act**  
(delegations permitted a maximum of 10 minutes)

**IDE-2018-59**                      **300 Water Street  
Proposed Official Plan Amendment and Zoning By-  
law Amendment Files: OP1707/ZC1712  
Ward 5**

**Staff Presentation:**

Lindsay Sulatycki, Senior Development Planner

**Delegations:**

Hugh Handy, GSP Group

Nicola Bryant

Dave Ford

Curtis Maranda

Lorna Rourke, Silvercreek Park area neighbours

Sacha Vettor

**Correspondence:**

Jeanette Schade

Gary Thomson

Joe Brook

Nicola Bryant

Guelph Urban Forest Friends Steering Committee

Shelley Murphy

Diane Goodfellow and Andrew Mihok

Maria Brook

Mary Rayner

Mike Marsh and Christine Marsh

Mary Ann Cyphers-Reiche and Eric G. Reiche

Geoff Cannon

Lynn and Hank Roodbol

Barrie and Sheri Cabena

Hugh Handy, GSP Group

Barbara McCrae

Curtis Maranda

Allan and Kathleen Fox

Lorna Rourke, Silvercreek Park area neighbours

**Staff Summary** (if required)**Recommendation:**

That Report IDE 2018-59 regarding proposed Official Plan Amendment and Zoning By-law Amendment applications submitted by GSP Group on behalf of the owner, T.J.L Transport Limited to permit the development of one (1) single detached residential dwelling and seven (7) on-street townhouse units on the property municipally known as 300 Water Street, and legally described as Part of Lot 1, Concession 4, Division 'G', Geographic Township of Guelph, City of Guelph, County of Wellington, from Infrastructure, Development and Enterprise dated May 14, 2018, be received.

**IDE-2018-63**

**233-237 Janefield Avenue  
Proposed Official Plan Amendment and Zoning By-law Amendment  
Files: OP1702/ZC1702  
Ward 5**

**Staff Presentation:**

Katie Nasswetter, Senior Development Planner

**Delegations:**

Astrid Clos, Astrid J. Clos Planning Consultants

Michael McKnight, MCL Architects

John Mitter

Jim Albrecht

Julia Webber, Priory Park Baptist Church

**Correspondence:**

Allison Garrett

Stephen Host

Astrid Clos

John Mitter

Julia Webber, Priory Park Baptist Church

**Staff Summary** (if required)

**Recommendation:**

That Report IDE 18-63 regarding a proposed Official Plan Amendment and Zoning By-law Amendment application (OP1702 & ZC1702) from Astrid J. Clos Planning Consultants on behalf of Benedetto Di Renzo and Mario Antonio Di Renzo to permit a high density residential development on the property municipally known as 233-237 Janefield Avenue and legally described as Part of Block L, Registered Plan 649; Geographic Township of Guelph, City of Guelph, from Infrastructure, Development and Enterprise dated May 14, 2018, be received.

**IDE-2018-60**

**Proposed Administrative Amendment to Zoning By-law (1995)-14864 to Address Service Animals  
File: ZC1803**

**Staff Presentation:**

Lindsay Sulatycki, Senior Development Planner

**Staff Summary** (if required)

**Recommendation:**

That Report IDE 2018-60 regarding a proposed administrative amendment to Zoning By-law (1995)-14864 to address service animals from Infrastructure, Development and Enterprise dated May 14, 2018, be received.

## Items for Discussion:

The following item has been extracted from the Council Consent Agenda and will be considered separately. This item has been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

### **IDE-2018-57                      Commercial Policy Review: Draft Policy Alternatives**

#### **Presentation:**

Joan Jylanne, Senior Policy Planner  
Lorelei Jones, Principal, Macaulay Shiomi Howson Ltd (MSH)

#### **Recommendation:**

That Report IDE-2018-57 regarding the Commercial Policy Review: Draft Policy Alternatives and the Commercial Policy Review: Stage 2 Draft Policy Alternatives Report dated April 2018 be received.

## Special Resolutions

### **Downtown Peripheral Parking (Public Notice and Staff Memo)**

A motion referred to this meeting arising from the May 7, 2018 Committee of the Whole meeting relating to the IDE-2018.69 Downtown Parking Master Plan Update.

#### **Delegations:**

John-Paul Palmer

#### **Correspondence:**

Megan Lowe  
Barb Minett  
Lori Bona Hunt  
Erin Nelson  
Lynn & John Johnson  
John Smit  
Brian Ostrow  
John-Paul Palmer  
Doug Minett  
Jean Kells  
Scott and Betty Ann Young  
Diane McCrimmon

#### **Recommendation:**

That staff be directed to implement peripheral on-street parking surrounding the downtown core as soon as possible and that this matter be referred to the May 14, 2018 Council Meeting.



## By-laws

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

That by-laws (2018)-20275 to (2018)-20278, inclusive, are hereby passed.

By-law Number (2018)-20275	A By-law to authorize the execution of an Agreement between Kieswetter Excavating Inc. and The Corporation of the City of Guelph. (NiMa Trails Phase 1A Subdivision)
By-law Number (2018)-20276	A By-law to provide for the temporary closure of Shakespeare Drive within the NiMa Trails Phase 1A Subdivision during servicing and road construction. (Contract 2-1814)
By-law Number (2018)-20277	A By-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects property municipally known as 73 Arthur Street South and legally described as Part of Grist Mill Lands, East side of Speed River, Plan 113 and Part Lot 76, and Lots 77, 78, 79, 80, 81 and 82, Plan 113, (as amended), designated as Parts 11, 12 and 13, 61R11955, together with an easement over Part 17, 61R11955 as in Instrument No. WC212993; City of Guelph. The purpose of this amending by-law is to remove the holding provisions on this phase of the site to permit the development of a residential apartment building.
By-law Number (2018)-20278	A By-law to confirm the proceedings of the meeting of Guelph City Council held May 14, 2018.

## Mayor's Announcements

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

## Notice of Motion

## Adjournment

May 6, 2018

**Nicola Bryant**

19 Pacific Place

Guelph, ON N1G 4R6

**Re: 300 Water Street, City of Guelph  
EIS Peer Review**

Dear Nicola:

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### *Introduction & Background*

PLAN B Natural Heritage was retained by Nicola Bryant to complete a preliminary peer review of technical reports submitted in support of a development application at 300 Water Street in the City of Guelph. The subject property is identified as part of the City of Guelph's Natural Heritage System (NHS) and has a Natural Areas and Cultural Woodlands Overlay designation. The subject lands are zoned Open Space and Urban Reserve. The applicant, TJL Transportation Limited, has applied for an Official Plan Amendment and a Zoning By-law Amendment to change the land use designation to Residential. The proposed development consists of 7 townhouses fronting onto Water Street and a single family dwelling with access to Denver Road.

The following documents were reviewed as part of the peer review:

- 300 Water Street – Environmental Impact Study (NRSI 2017);
- Planning Justification Report (GSP Group 2017);
- Hydrogeological Study (GM BluePlan 2017);
- Topographical Plan (Van Harten Surveying 2013); and,
- Functional Servicing Letter (GM Blue Plan 2017).

### *Study Area Overview*

The following description of the study area was mostly drawn from information contained in the above-noted documents.

The subject property is mainly comprised of a white cedar coniferous swamp community (i.e. wetland) that is flanked by a narrow band of white cedar coniferous forest. A single-family dwelling (former farmstead) used to occupy the extreme southern portion of the subject property. The dwelling has recently been demolished.

Surficial materials on the site include glacio-fluvial deposits with a gravelly texture. The lands generally have overland and groundwater flow in a northwest direction toward the Speed River. Bedrock is present beneath the subject property, and is largely composed of sedimentary rock, including sandstone, shale, dolostone and siltstone (GM BluePlan 2017). A shallow (15cm) layer of organic soil occurs within the swamp feature on the subject property.

The subject property is flanked by a hydro transmission corridor on the west, and is located within 250 m of the Speed River and its associated riparian habitat features. The hydro corridor provides a linkage connection function between the subject property and protected habitat along the south bank of the Speed River, as well as habitat features to the east of Denver Road (i.e. small woodlots). The hydro corridor and the subject property have a Cultural Woodlands Overlay in OPA 42.

The subject lands are part of mosaic of vegetation communities and wildlife habitat associated, in part, with the Speed River floodway and a hydro transmission corridor. Vegetation community types present include lowland deciduous forest, white cedar coniferous forest, willow lowland forest, cultural thicket and cultural meadow. It should be noted that the adjacent hydro corridor used to support a coniferous forest community which was recently removed by Hydro One as part of their on-going maintenance of the hydro corridor. Prior to the clearing of the woody vegetation, the wetland/forest on the subject property was part of and connected to a larger block of forest (i.e. Significant Woodland) associated with the Speed River. This block of forest, known as Water Street Park, is identified as a Significant Natural Area on Schedule 2 of the City of Guelph Official Plan (2017). It is unclear why the wetland/woodland feature on the subject property was not included in the Significant Natural Area overlay as, at a minimum, it is connected to the natural features associated with Water Street Park and the Speed River corridor. The vegetation features on the subject lands and the adjacent hydro corridor do, however, have a Cultural Woodlands Overlay (OPA 42). Cultural woodlands and their associated ecological and hydrogeological attributes and functions represent important components of the City of Guelph's NHS.

#### *Policy Overview*

As noted above, the subject property is identified as part of the City of Guelph's NHS (OPA 42) and contains features (i.e. wetland/forest) that have a Natural Areas and Cultural Woodlands Overlay. Development within NHS features with a Natural Areas and Cultural Woodlands Overlay may be permitted provided that it can be demonstrated through an EIS that there will be no negative impacts to natural heritage features and their associated ecological functions.

The City of Guelph Official Plan also provides policy protection measures for the City's Urban Forest. Development and site alteration may be permitted to impact trees within the urban

forest provided that it has been demonstrated, to the satisfaction of the City, that they cannot be protected or integrated into the urban landscape.

Given the presence of a wetland feature on the subject property, the development application is subject to review and approval from the GRCA. As part of the EIS exercise, the on-site wetland was delineated by GRCA staff and subsequently surveyed. The area of the wetland is 0.08 ha.

The subject wetland is in proximity to the Speed River Provincially Significant Wetland (PSW) complex and, as a result, it may qualify for inclusion with the larger wetland complex. Under the natural heritage policies of the Provincial Policy Statement (2017), development (i.e. lot creation) is not permitted within a provincially significant wetland.

#### *EAC and City Staff Comments*

Key comments from the City of Guelph Environmental Advisory Committee (EAC) and City staff that were to be addressed in the EIS for the proposed development included the following:

- An evaluation of the relationship and interaction between the subject property and adjacent, connected natural areas (i.e. significant woodland, Speed River);
- An analysis of alternative development options for the subject property that strike an appropriate balance between environmental protection and development opportunities; and,
- Confirmation from MNRF Guelph District Office as to whether the subject wetland should be complexed with the Speed River PSW located to the west of the subject lands (i.e. west of the Hanlon Expressway).

#### *GRCA Policy Analysis*

One key area of concern that was not identified by Guelph EAC, City staff or the applicant's environmental consultant, is whether the subject wetland meets the GRCA wetland policy test for protection. GRCA Policy 8.4.4 from the *Policies for the Administration of the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation Ontario Regulation 150/06* (GRCA 2015), states that *development within a naturally-occurring wetland may be permitted where the wetland is less than 0.5 hectares (1.24 acres), and it can be demonstrated that the wetland is not:*

- a) part of a Provincially Significant Wetland,*
- b) located within a floodplain or riparian community,*
- c) part of a Provincially or municipally designated natural heritage feature, a significant woodland, or hazard land,*
- d) a bog, fen,*

*e) fish habitat,*

*f) significant wildlife habitat,*

*g) confirmed habitat for a Provincially or regionally significant species as determined by the Ministry of Natural Resources and Forestry or as determined by the municipality,*

*h) part of an ecologically functional corridor or linkage between larger wetlands or natural areas,*

*i) part of a groundwater recharge area, or*

*j) a groundwater discharge area associated with any of the above.*

Based on our understanding of the subject wetland and the policy planning context, the subject wetland satisfies GRCA Policy 8.4.4 b, c, h and i, as described below:

*8.4.4 b - located within a floodplain or riparian community*

The subject wetland is within 250 m of the Speed River and is part of a connected mosaic of habitats associated with the floodplain and an adjacent hydro corridor.

*8.4.4 c - part of a Provincially or municipally designated natural heritage feature, a significant woodland, or hazard land*

The subject wetland is part of the City of Guelph NHS (OPA 42) and has a Natural Areas and Cultural Woodlands Overlay.

*8.4.4 h - part of an ecologically functional corridor or linkage between larger wetlands or natural areas*

The subject wetland is part of mosaic of habitats that are associated with the Speed River corridor. The wetland is connected to a vegetated hydro corridor that provides a connection to the Speed River and habitats to the east of Denver Road. The hydro corridor has a Cultural Woodlands Overlay.

*8.4.4 i - part of a groundwater recharge area*

The subject wetland is sustained by a combination of overland sheet flow runoff and in-situ precipitation and snow melt. The groundwater flow path is in a northwest direction towards the Speed River. As a result, the subject wetland and adjacent upland areas would function as a “recharge area” in relation to the floodplain communities associated with the Speed River, and the Speed River itself. The Speed River supports “cool water” fish habitat (OPA 42 – Schedule 10b). Maintaining the quality and quantity of groundwater discharge to the Speed River is essential for maintaining surface water quality, thermal regime and aquatic habitat.

In light of the above policy analysis, the subject wetland and its associated buffer and surface catchment area should be retained and protected from development.

#### *EIS Commentary*

The Terms of Reference for the EIS were circulated to the City of Guelph for review and approval. Based on my interpretation of the related correspondence attached to the EIS, it would appear that the following key issues have not been addressed by the applicant's environmental consultant:

- Confirmation from MNRF that the subject wetland is or is not part of the Speed River PSW Complex;
- GRCA policy analysis as it relates to the small wetland feature;
- An evaluation of the interactions between the subject lands and adjacent natural areas; and,
- An evaluation of opportunities/constraints to development, including alternative design options and mitigation measures to avoid or minimize environmental impacts, including tree removals.

The EIS concludes that there are no significant natural heritage features or functions associated with the subject wetland/forest, and that the feature does not pose a constraint to the proposed development. The authors of the EIS however did not take into account or address the following in the impact analysis section:

- The status of the wetland in the context of GRCA wetland policy.
- The status of the wetland in the context of Provincial wetland policy.
- Other important roles and functions of remnant natural areas in an urban context such as maintaining air quality, reducing wind speed, flood abatement, soil conservation, providing habitat for plants and wildlife, ameliorating the urban heat island effect, stopover habitat for migrating birds along the Speed River corridor, and potential habitat for species at risk in the future.
- The relationship of the subject property to the habitats associated with Water Street Park, the hydro corridor, and natural areas east of Denver Road.
- The role of plant succession in the hydro corridor and its relationship to the subject property in terms of woodland area/significance, and enhanced connections to natural areas in proximity to the site. This is particularly noteworthy considering that the subject property and the adjacent hydro corridor have a Cultural Woodlands Overlay, and that these features are connected to a larger Significant Woodland and the Speed River.
- Alternative development options for the site based on protecting the existing wetland and associated buffer/surface catchment area.

- The cumulative impact of the development approval, and its associated loss of woodland/wetland, for similar properties in the City of Guelph that are part of the City's NHS and may be subject to future development applications.
- Opportunities for enhancing/restoring the subject property and connections with adjacent natural area features.

The above concerns, including those identified by the City of Guelph EAC and City staff, are very noteworthy, and should be fully addressed so that an informed decision can be reached on the subject development application.

### *Summary & Conclusions*

In summary, the subject property supports a natural heritage feature (i.e. wetland/woodland) with a Natural Areas and Cultural Woodlands Overlay designation (OPA 42). The feature is part of a larger mosaic of connected habitats associated with Water Street Park, the Speed River and an adjacent hydro corridor. The majority of this connected natural area is considered a Significant Natural Area in the Official Plan (Schedule 2). In my professional opinion, the environmental features on the subject property have been appropriately designated/zoned and should be protected from development. Cultural woodlands and their associated ecological and hydrogeological attributes and functions represent important components of the City of Guelph's NHS. Moreover, the subject property contains a natural, regulated wetland feature under 0.5 ha in area that is protected from development under GRCA policy 8.4.4 (*Policies for the Administration of the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation Ontario Regulation 150/06 - GRCA 2015*).

A more balanced approach to addressing the development opportunities for the site would be to confine development to the footprint of the former homestead and to protect the GRCA regulated wetland with an appropriate buffer (i.e. forest fringe and surface catchment area). Selective tree removal, where other alternatives are not feasible, may be feasible along the woodland/development interface subject to appropriate off-setting and edge management measures. The stormwater management plan for the reduced development footprint should ensure that the pre-development surface drainage contributions to the wetland (both quality and quantity) are maintained, as well as the overall groundwater recharge function of the property. Efforts should also be taken to clean-up the site and control informal pedestrian access and debris dumping. Locally indigenous native plant species should be planted along the development/woodland interface to augment bio-diversity and enhance the larger natural area setting.

The above recommended approach would maintain the existing habitat on the subject property, and the relationship/interconnection with adjacent natural features (Significant Woodland) and the hydro corridor (Cultural Woodlands Overlay).

If you have any questions or concerns regarding our preliminary peer review comments, please do not hesitate to contact me.

Yours very truly,

PLAN B Natural Heritage



Brad D. Bricker, M.Sc.  
*Certified Senior Ecologist (ESA)*



# 300 Water Street

Public Meeting – May 14, 2018

Official Plan and Zoning By-law Amendment Applications

TJL Transport Ltd.

# Site



- 0.2 hectares (0.5 acres)
- Frontage on Water Street and Denver Road
- Backs onto Hydro One corridor
- Previously one single detached dwelling - demolished 2015

300 Water Street – OP1707 and ZC1712

May 14, 2018

# Official Plan



- Within the Built-Up Area
- Designated Open Space and Park, Natural Area Overlay

300 Water Street – OP1707 and ZC1712

May 14, 2018

# Official Plan

- Criteria provided in the Official Plan for Council to consider when an application is made to re-designate Open Space lands
- Our review/opinion of criteria:
  - Adequate open space and recreational areas, in the vicinity of the Site
  - No cultural heritage resources/significant natural heritage features on the Site
- Site is private property and not used for public recreational purposes
- Site does not meet the characteristics or size requirements of any of the municipal park types (Neighbourhood, Community, Regional)
- Confirmed with City Staff no plans for acquiring property

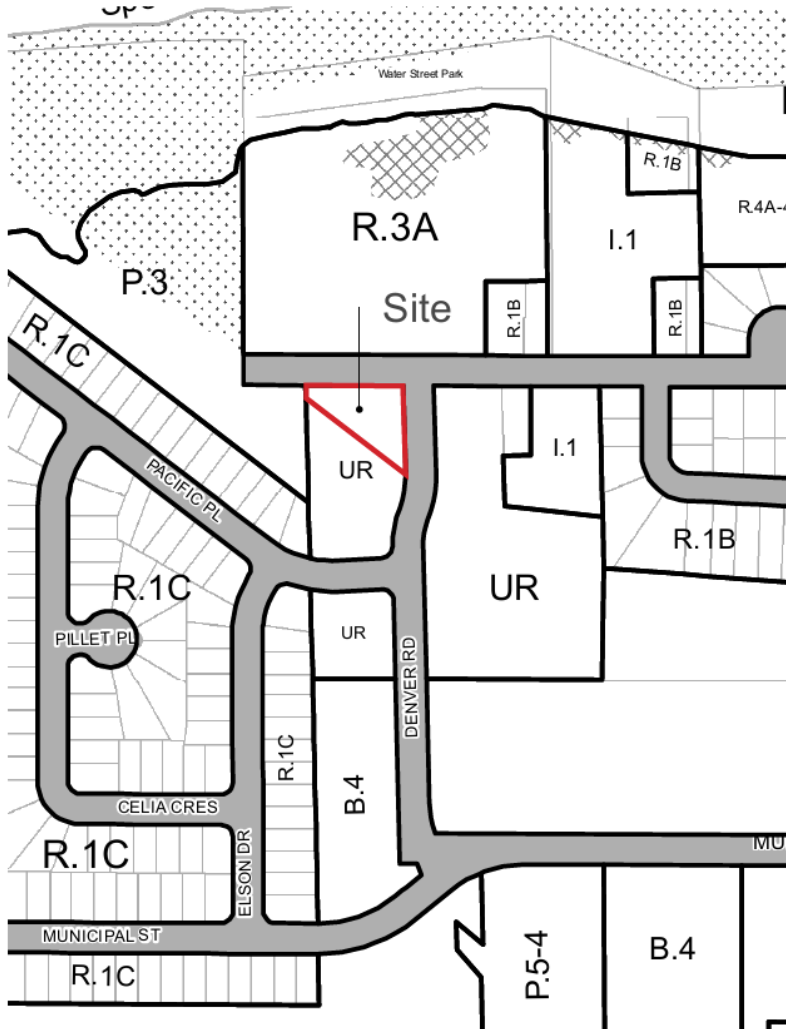
# Natural Heritage

- NRSI prepared an Environmental Impact Study and Tree Inventory and Preservation Plan
- Total of 193 trees on Site, 182 proposed for removal, 60 trees required to be removed due to site grading
- NRSI prepared a Tree Inventory and Preservation Plan which identified 122 trees to be removed due to:
  - Poor/very poor health
  - High potential for structural failure
  - Dead
- Total of 302 compensation trees will be required (3:1 compensation ratio for trees removed)

# Natural Heritage

- Policies in the Official Plan outline protection of ecological features, if they are found to be significant based on certain criteria
- Small wetland is not considered to be Provincially or Locally Significant and the wetland does not fit the criteria to be designated as “Other Wetland” as per OP criteria
- Determined that no natural heritage features present that require protection
- Development is permitted if an EIS is prepared that demonstrates no negative impact on natural heritage features

# Zoning



- Urban Reserve Zone

300 Water Street – OP1707 and ZC1712

May 14, 2018



Existing Townhouses

Existing Townhouses

Water Street

1.5m Sidewalk

3.0m

3.0m

3.0m Building Setback

3.0m

3.0m

3.0m

3.0m

13.2m

6.0m

6.0m

6.0m

6.0m

6.0m

6.0m

13.2m

6.0m

6.0m

Street Townhouses

LOT 1, CONCESSION 4, DIVISION 'G'

34.5m

13.7m

1.2m Side Yard

7.5m Rear Yard

Single Detached House 104sq.m.

LOT 2, CONCESSION 4, DIVISION 'G'

27.3m

1.2m Building Setback

1.5m Sidewalk

9.0m Sight Line Triangle

Denver Road

Hydro Corridor

Vacant

Existing Single Detached Residential

Zoning:	R.3B Zone (Townhouses) and R.1C Zone (Single)
Site Area:	2,065.3sq.m.
Townhouses:	1,588.2sq.m.
Single Detached:	477.1sq.m.
Min. Lot Area	
Townhouses:	166.6sq.m.
Single Detached:	477.1sq.m.
Max. Building Coverage	
Townhouses:	46.6%
Single Detached House:	21.8%
Min. Landscape Area	
Townhouses:	42.0%
Single Detached House:	74.4%
Number of Units:	8
Townhouses:	7
Single Detached House:	1
Density:	38.7u.p.h.

May 14, 2018



# Official Plan Amendment

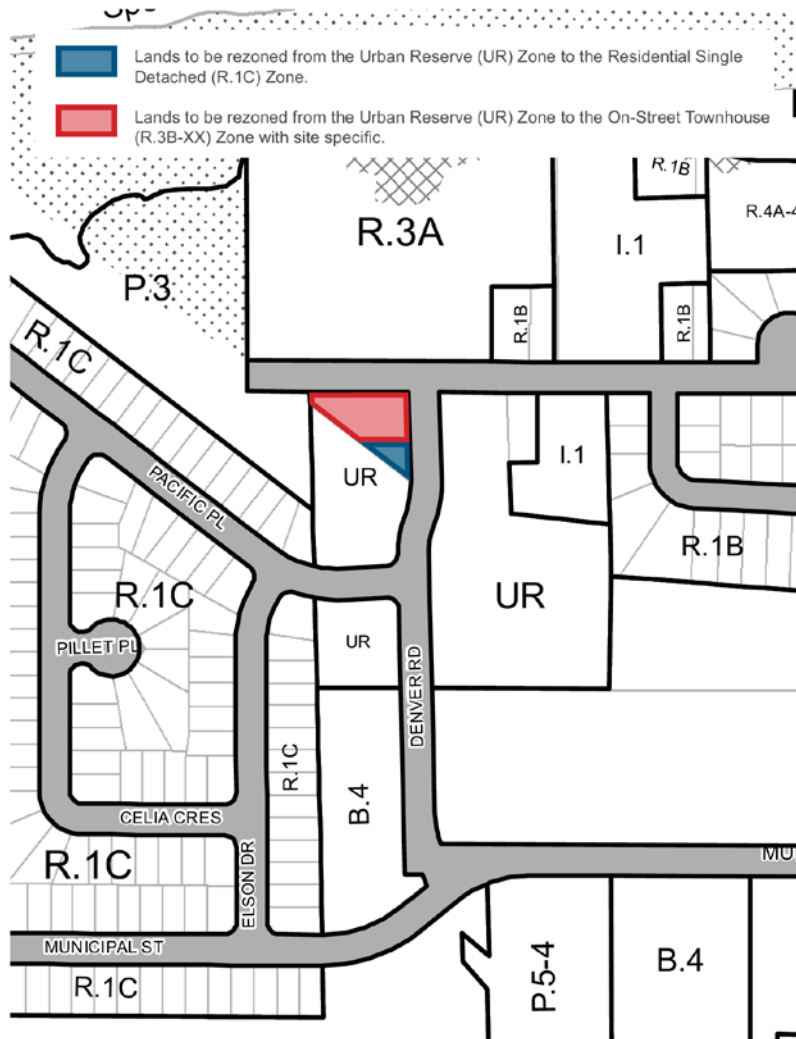


- Designate Low Density Residential
- Permits detached, semi-detached, duplex dwellings, townhouses, apartments
- Maximum height of 3 storeys
- Requesting a site specific density of 40 units per hectare

300 Water Street – OP1707 and ZC1712

May 14, 2018

# Zoning By-law Amendment



- Zone for Townhouses (Water) and Single Detached (Denver)

300 Water Street – OP1707 and ZC1712  
May 14, 2018

# Supporting Studies

- Planning Justification Report
- Environmental Impact Study
- Tree Preservation Plan
- Functional Servicing Memo
- Hydrogeological Study
- Phase I Environmental Site Assessment

# Conclusions

- Consistent with the Provincial Policy Statement and Growth Plan
- Efficiently uses land in the Built-Up Area, existing servicing and road infrastructure
- Facilitates development that is compatible and consistent with the low rise residential neighbourhood
- Site not required for municipal parkland
- No significant natural heritage features present
- Tree removal will be compensated for

To: Lindsay Sulatycki,  
Senior Development Planner,  
Planning, Urban Design and Building Services,  
City of Guelph,  
City Hall,  
1 Carden Street,  
Guelph, Ontario.  
N1H 3A1

From: Barbara E. McCrae,  
Resident/Owner, Village on the Green,  
295 Water Street, Unit 193,  
Guelph, Ontario.  
N1G 2X5

Re: Proposed Official Plan Amendment and Zoning Bylaw Amendment  
**(City Files: OP1707 and ZC1712)**

I am a resident of the Village on the Green and I live directly across Water Street from the proposed development and have done so for 32 years.

This submission opposes the planning scheme amendment that seeks to have the city of Guelph re-designate the subject property's current designation of "Open Space and Park" to build the proposed townhouse units etc. shown in the owner's conceptual site plan, schedule 2 of the proposed plan.

The subject land is a cherished part of our local community. It has been kept "green" by the sole owner and occupier for many, many year until his death a few years ago. Up until then, the land has been a visually green open space area. The former owner chose to leave the land in it's natural state with trees and vegetation, with the exception of the footprint of his modest home, behind, in particular, a line of trees along Water Street where the proposed plan shows SEVERAL driveways exiting onto Water Street and townhouses on that land.

That same portion of Water Street that would be most affected by the current plan is currently used by large equipment utilized by Emergency vehicles servicing Village on the Green, vehicles servicing the newly installed groundwater monitoring wells, vehicles tending landscaping for the Village, and the City trails, overflow parking for the existing Village townhouse development, Guelph Hydro vehicles used in the regular power servicing apparently required in this area.

I advocate that a Public Park and Recreation Zone be imposed on the entirety of the site which abuts the existing GRCA trails that benefit all of the residents of the city of Guelph who choose to use the shady trails for walking, biking, or dog walking. It is now a safe place for Guelph residents to park and access the trails as an alternative to the already

congested intersections of Edinburgh Rd. and Wellington Streets, or Gordon Street and Water Street.

The immediate area has two places of worship, both including child daycare facilities and two schools in very close proximity to the subject land, along with the dense population of the Village on the Green directly across Water Street from the site. Therefore, there are many small children and seniors who benefit now from the open visual of the open green space and would benefit further still from that area being opened up further as City Park space.

In recent years there has been a significant increase in housing density in the surrounding region and this has been permitted to occur. Population growth for Guelph *increases* the need for open space, it does not decrease it. The inner city has fewer and fewer green spaces and those existing need to be protected by the wisdom and foresight of City Council.

The land harbours several species and examples of plant life and native vegetation and shelters many species of birds because it is attached to the river allowance land. All of this natural habitat will be threatened by more development that no one in the local community wants. Several green spaces have already been lost in this area in recent years.

Neither the revenue raising objectives nor the financial goals of the project proponents negate the substantial legal protection the native vegetation on the site has. Residential development on the site would destroy the vegetation and this outcome would be unacceptable in the current policy framework protecting significant native vegetation in city of Guelph and greater GRCA area.

That the parkland is now privately owned is immaterial. The land was purchased when it was subject to an interim zoning, and when it was known by prospective purchasers that the community and Council opposed further development in this area by that zoning. There is no legal reason why a planning authority cannot recommend that all of the land be made subject to a public park and recreation zone: the developer took a risk on the final zoning when they purchased the land and their expectation of profit is also not a sound basis on which important decisions about community infrastructure provision should be made.

The social and health benefits of open space have long been recognized. While living conditions in our cities have improved dramatically since the heyday of urban park creation, the evidence of their social and health benefits remain strong. It has been pointed out by Professor Patrick Tory in “The Perils of Urban Consolidation”

“...the provision of open space in the form of recreation facilities and parks is intimately connected with improvement of the environment and the health of the population and it is better to err on the side of caution than to reduce the standards”

He demonstrates that proximity is an important factor in the usage of parks, reporting that:

“Households with a garden or park close at hand are more likely to have a high level of outdoor use, whereas their usage of outdoor areas falls rapidly with distance. Households 500 metres from a park use it 56 percent less than those near it and those 300 metres away use it 26 percent less”.

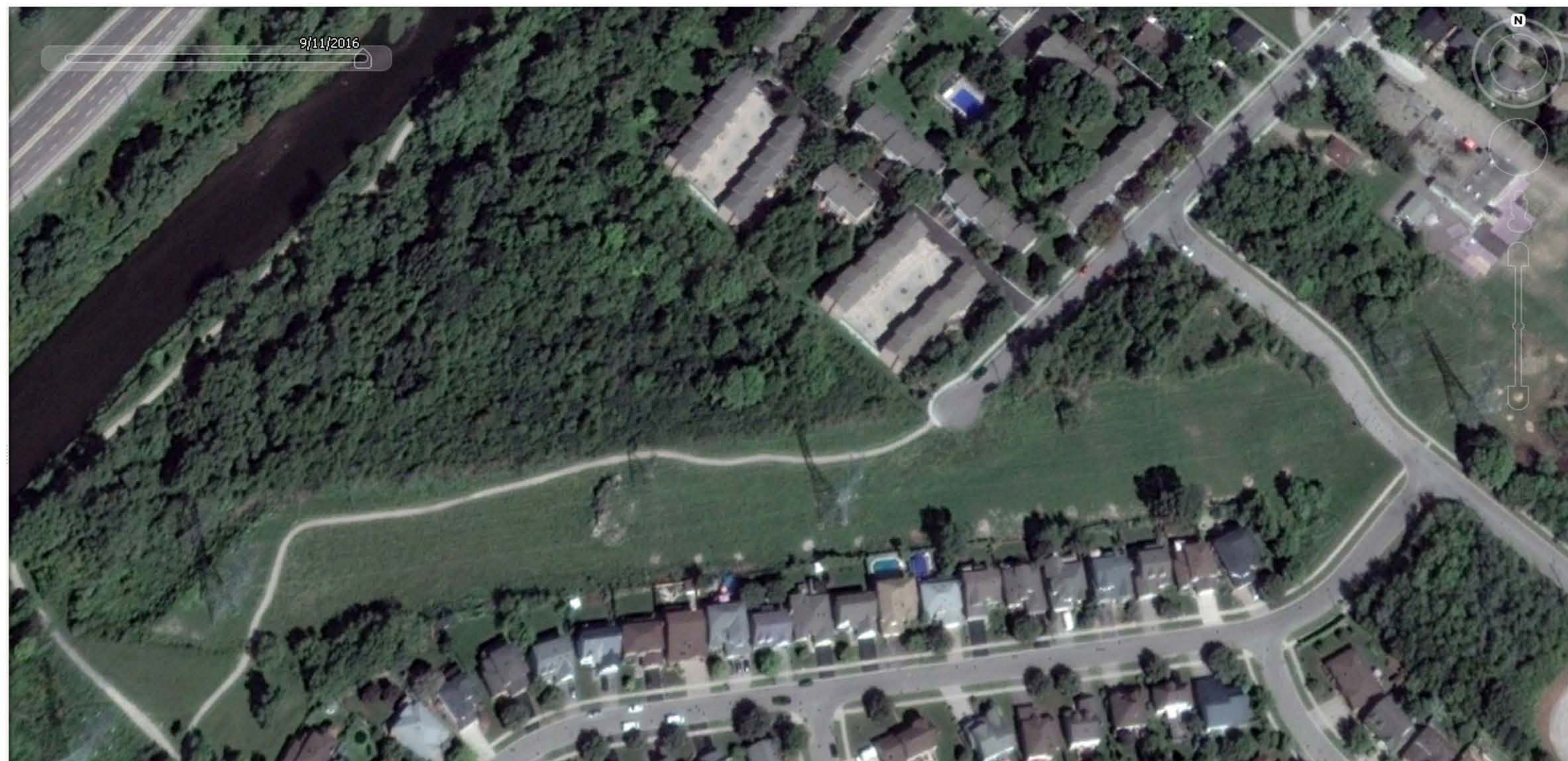
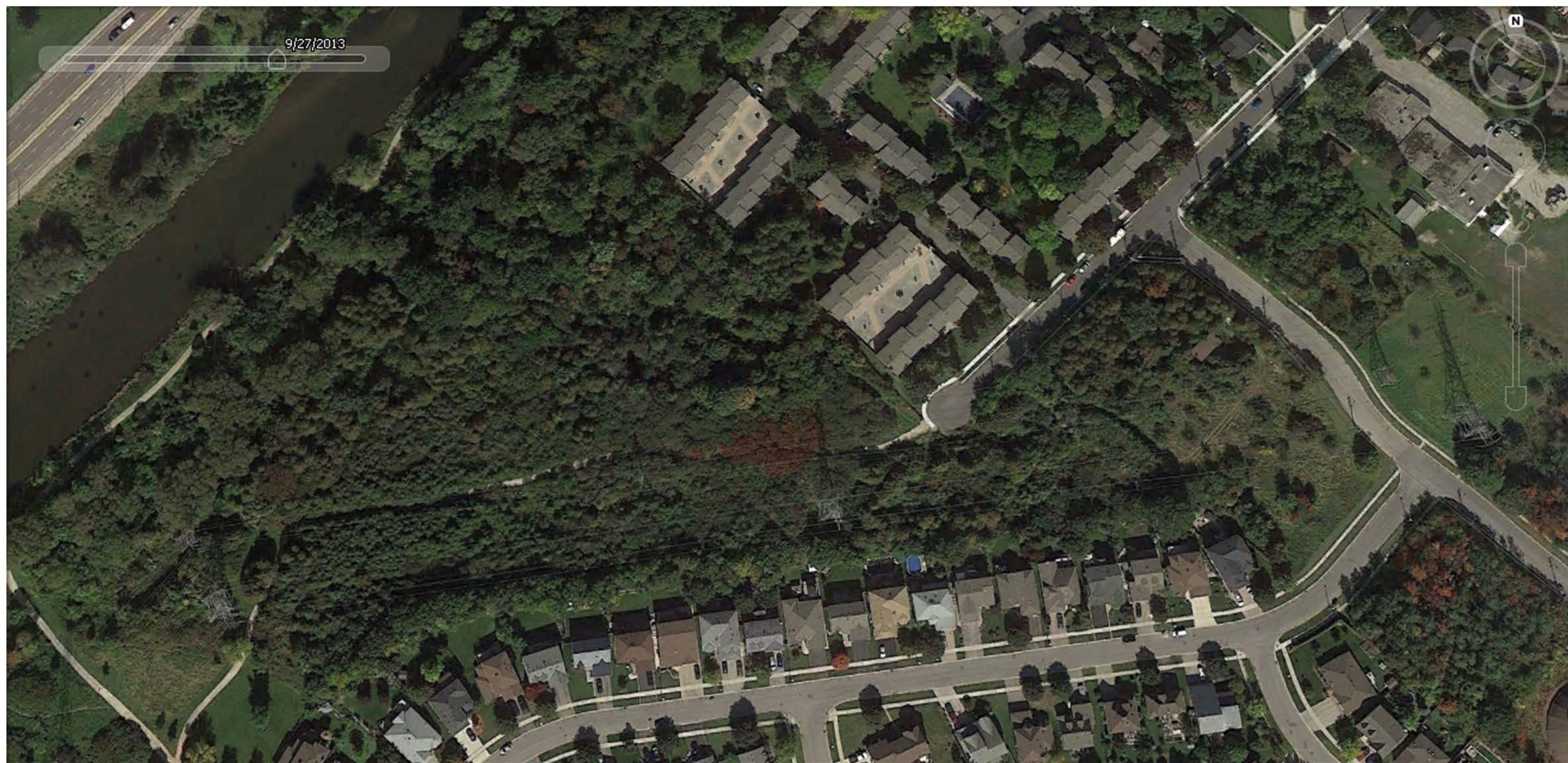
Proximity is of particular important where the potential users of a park are either elderly or have young children. Significant numbers of local residents fit into these categories.

Council, like other comparative cities have population increases to consider. There are thus compelling reasons for more rather than less open space.

This submission will demonstrate that current directions and policies are relevant to the planning scheme amendment presently under consideration and that the proposed amendment is contrary to those directions and policies, particularly as they apply to open space and environmental concerns.

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The TJL Transport Limited Company has made an application to the City of Guelph to amend the Official Plan and Zoning By-Law. This Amendment would allow them to construct seven on-street townhouses and one single detached residential dwelling on 0.2 hectares of land. This land is located on the corner of Water and Denver Street. In order to do this they are planning to remove 182 trees. This area has already been devastated by the removal of hundreds of trees in the adjacent Hydro corridor. Trees are home to many living organisms, their very existence depends on the presence of trees. The wildlife have already suffered a severe blow after the removal of the trees in the Hydro Corridor. Let us not worsen the situation

It is indeed very sad that the environmental impact study commissioned by the developer concludes that no major impacts are expected to result in the surrounding natural communities. I am sure the wildlife in the area would beg to differ.

The residents in this area would attest to the fact that driving down Water Street has become quite a challenge on some days particularly on Fridays around 1:00 pm during the Prayer Time at the Guelph Muslim Community Centre. Adding seven townhouses and one residential dwelling could turn this into a nightmare for the residents, especially if an emergency arises and emergency vehicles are unable to get through in a timely fashion.

We hope that when the city council meet on May 14 they remember that as the Mayor said, "Guelph isn't about roads and pipes, bricks and mortar, it's not even about programs and services, it's about people."

Allan Fox and Kathleen Fox

# The Evolution—or Devolution?—of a Neighbourhood

Guelph City Council Planning Meeting

14 May, 2018

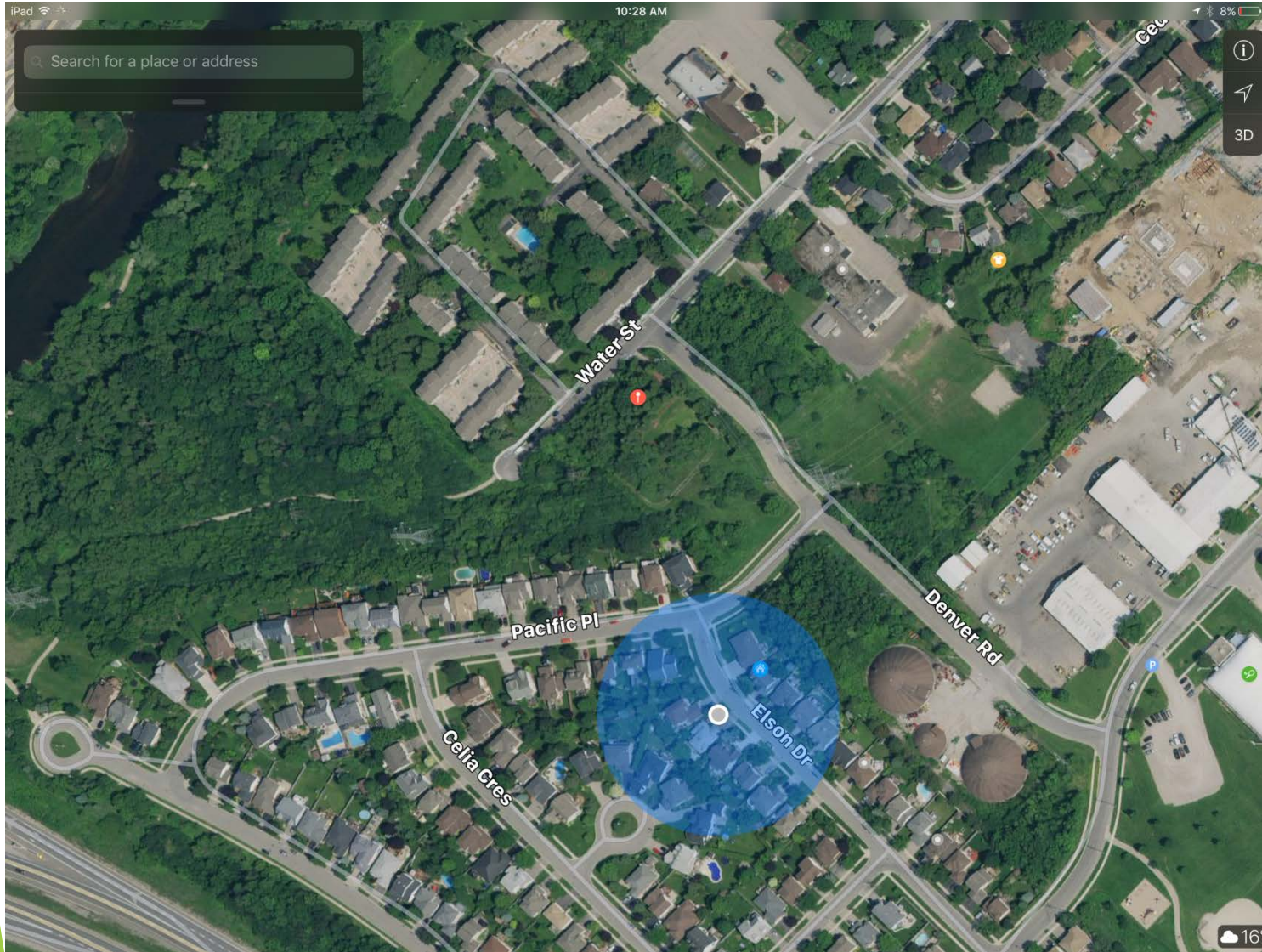
Lorna Rourke

The past few years have been difficult  
for our neighbourhood...





It was...a neighbourhood full of forests  
and wildlife...

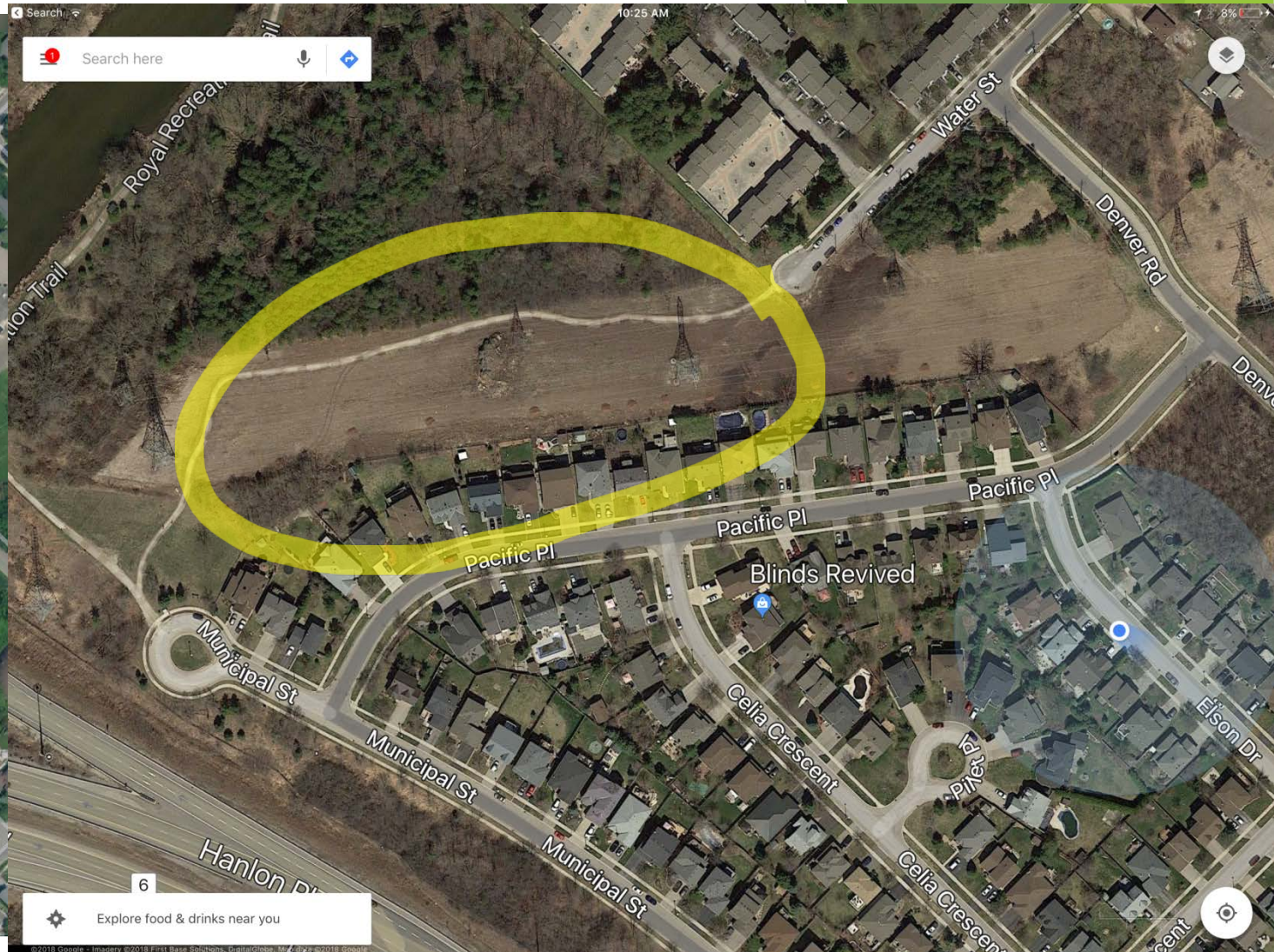
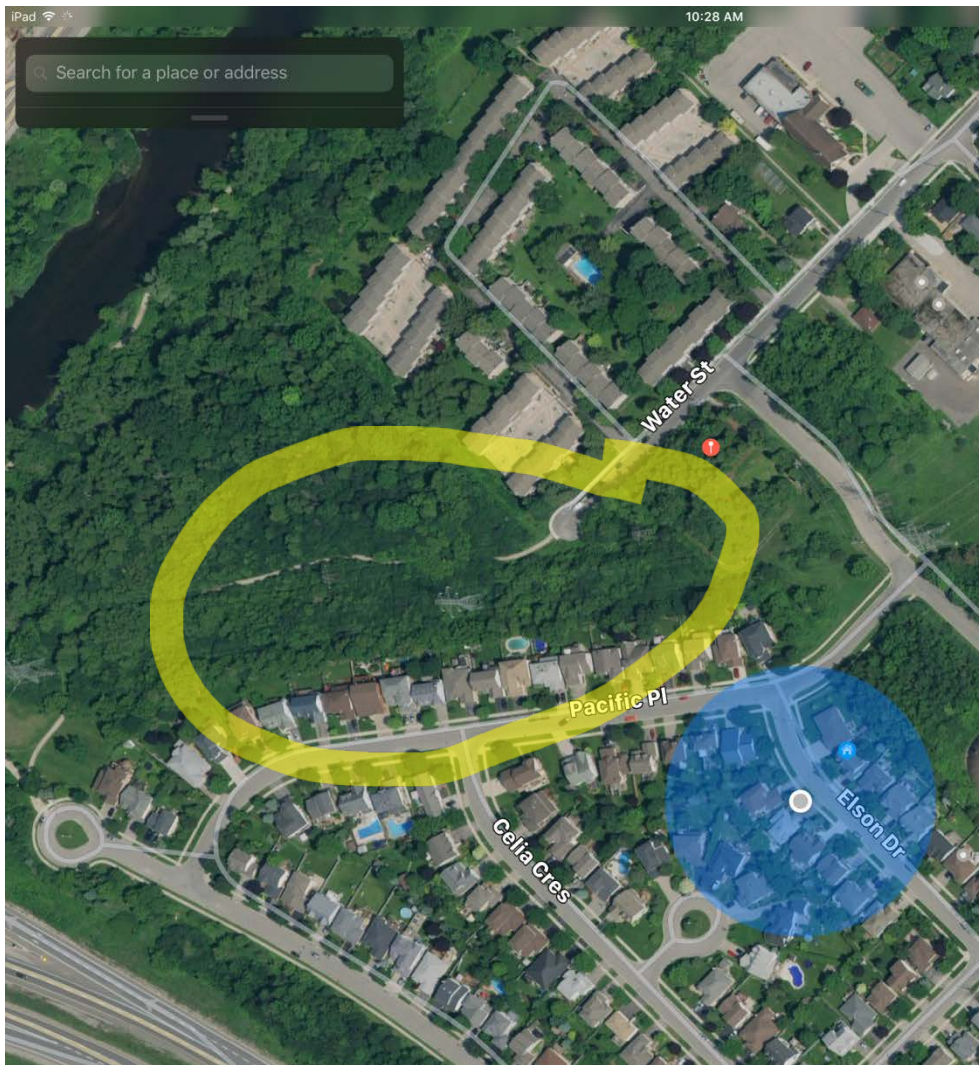


Our Neighbourhood Fox

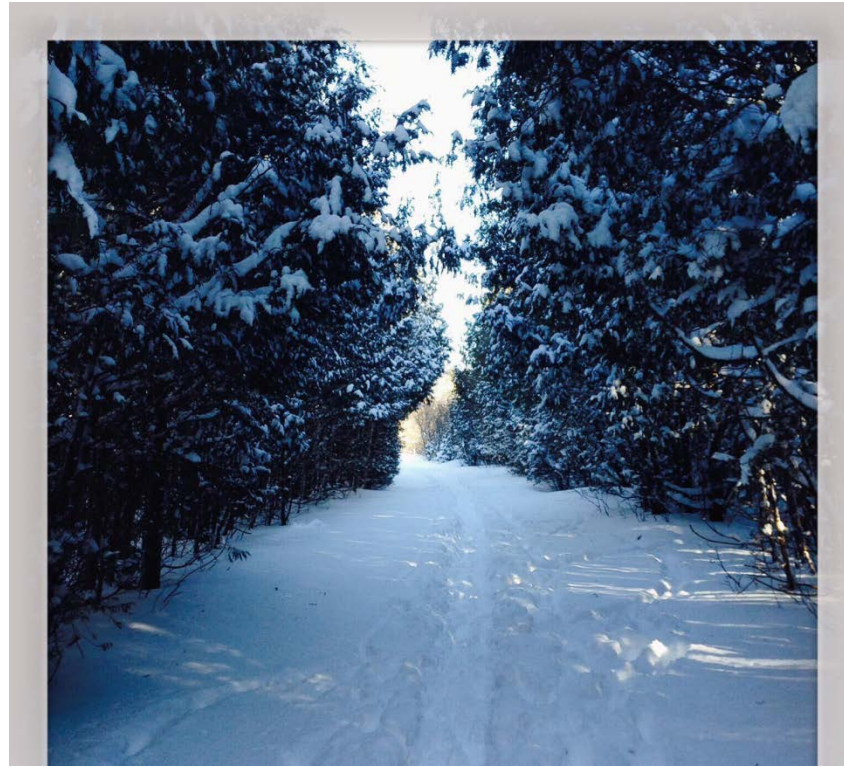




Until the 2015 hydro clearcut and the  
2017 Muslim centre tree removal...







Here's how it looked before the Hydro clearcut...



...and then, after the loss of hundreds of trees





We were still reeling from that loss when, in 2017, the Muslim Centre on Water Street announced plans for a renovation. There was no public consultation.



Guelph Mercury

Muslim Society of Guelph unveils plan to build \$3 million addition ...

Muslim Society of Guelph headquarters



This renovation includes plans for a large paved parking lot, so we have already lost over 100 more trees—and there is much more construction to come

From this...



To this...







Then, early in 2018, we became aware of the proposal for 300 Water Street



# How 300 Water Street looks today:





Hoping that this green space can be saved.  
There has already been too much destruction!







## To Consider:

- ▶ This property is on land zoned as Open Space and Urban Reserve
- ▶ It is identified as part of the City of Guelph's Natural Heritage System
- ▶ This small neighbourhood has already lost over 1,000 trees, and will face the loss of many more mature cedar trees should this development take place. This contravenes the City of Guelph's own Urban Forest Management Plan:
  - ▶ ***“Guelph is working to maximize the health and size of its urban forest, and is committed to having the highest tree canopy among comparable municipalities. To succeed, the City, residents, businesses and community groups must work together to help manage Guelph's urban forest.”***

- ▶ The property is home to many species of **wildlife**, who have already lost much of their habitat
- ▶ The property is comprised of a **wetland**, is less than **250 metres from the Speed River**, and **groundwater** from this site flows northward toward the river
- ▶ When this property was sold by auction several years ago, a stipulation of the sale was that **any building on the site would not exceed the size of the original farmhouse**—and this proposal suggests that eight homes be built there!



Let's not "pave paradise and put up a parking lot"! Thank you!



**Prepared on behalf of:**

**Benedetto Di Renzo and Mario Antonio Di Renzo**

**233-237 Janefield Avenue  
City of Guelph**



# Surrounding Land Uses



# July 10, 2017 Public Meeting



**ASTRID J. CLOS**

**PLANNING CONSULTANTS**

# Specialized Zoning Regulations requested.

## July 10, 2017 Public Meeting

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- 185 apartment units.
- Minimum Common Amenity Area of 1,780 m<sup>2</sup> where the by-law requires 3,900 m<sup>2</sup>.
- Minimum Side Yard of 10.2 m where the by-law requires 17.5 m.
- Maximum Building height of 12 storeys where the by-law requires 10 storeys.
- Maximum Density of 168 units per hectare where the by-law permits 150 units per hectare.
- Maximum Floor Space Index of 2.47 where the by-law requires 1.5



# July 10, 2017 Public Meeting

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McKnight Charron Limited Architects

# May 14, 2018 Public Meeting



# May 14, 2018 Public Meeting

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McKnight Charron Limited Architects

# Revisions to the Proposal

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- The number of units has been reduced from 185 to 165 units.
- The required amount of Common Amenity Area is being provided. (3,500 m<sup>2</sup>)
- The original submission had one access to Torch Lane and two accesses to Janefield Avenue. The revised proposal has one access proposed to Janefield Avenue.
- The maximum building height has been reduced from 12 storeys to 10 storeys.
- The maximum density has been reduced from 168 units per hectares to 150 units per hectare.
- The Maximum Floor Space Index of 2.47 has been reduced to 1.48.

# Revisions to the Proposal

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- The Common Amenity Area has been relocated to provide a larger building setback and provide a buffer to the existing churches and single detached homes.
- The access to Torch Lane has been removed.
- Stepbacks have been provided to the portion of the building closest to Torch Lane.
- An enhanced building setback of 31.8m has been provided from Torch Lane.
- The 8 storey portion of the building is located closest to Torch Lane and the 10 storey portion of the building closer to the off-site hydro corridor.
- For 165 units, a total of 212 parking spaces are being provided which meets the required parking in the zoning by-law. (121 underground and 91 surface parking spaces) 43 visitor parking spaces are provided. 7 accessible parking spaces are provided.

## Sightline Analysis

Janefield Avenue has a vertical and horizontal curve in the vicinity of the development. To the east, the available sight distance to the Scottsdale Drive intersection is approximately 160m. To the north, the available sight distance is approximately 175m. **Both sight distances meet and exceed the minimum desirable sight distance of 160m for a road with a design speed of 60km/h.**



# Revised Official Plan and Zoning By-law Amendments

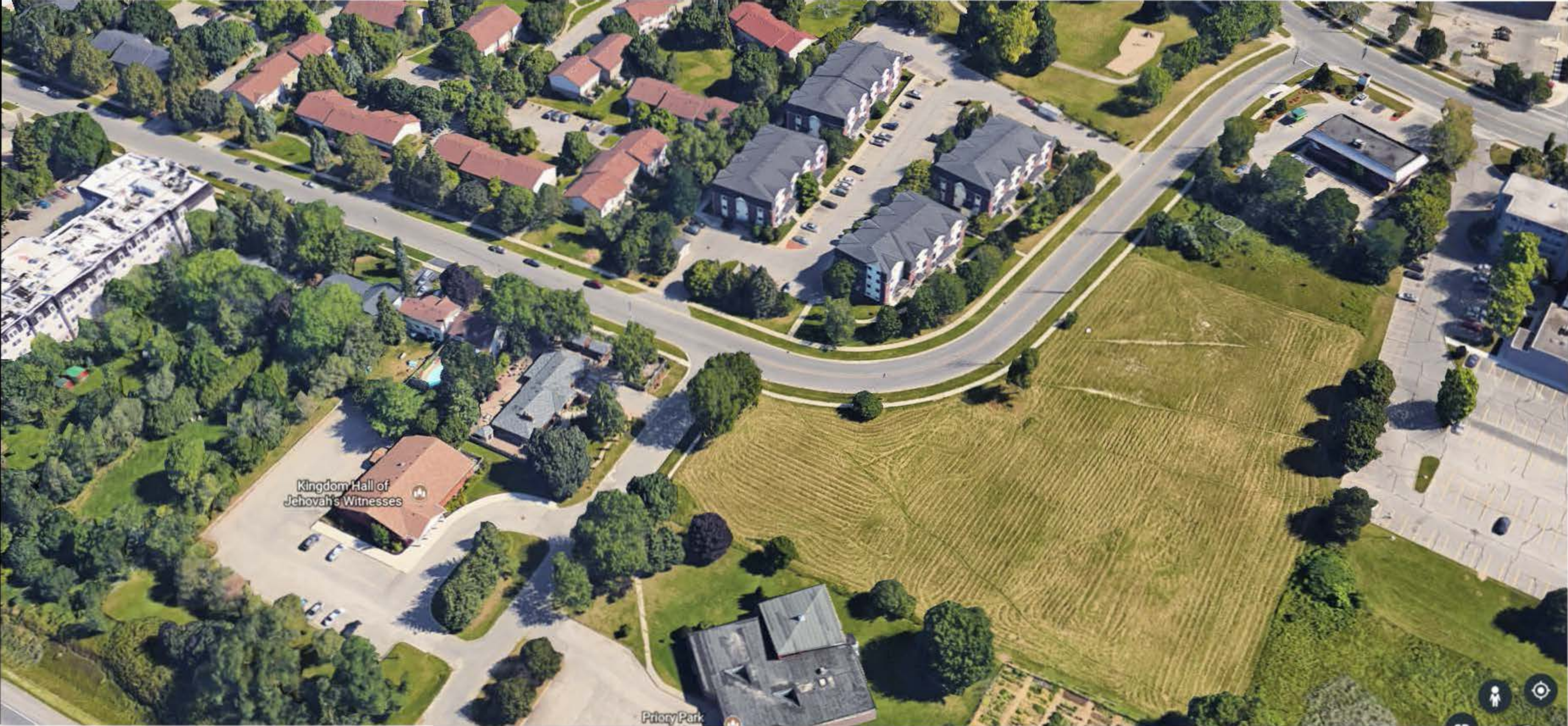
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- The Official Plan Amendment has been revised to reduce the density requested from 168 units per hectares to 150 units per hectare. The Official Plan Amendment has also been revised to reduce the maximum building height from 12 storeys to 10 storeys.
- The R.4B Zone is being applied for, **with no specialized zoning regulations.** All of the regulations in the R.4B Zone are being met by the revised proposal.

**IG Investors Group**







Kingdom Hall of  
Jehovah's Witnesses

Priory Park









JANEFIELD  
PLACE  
454-460-456-458

NO PARKING  
IN FRONT  
OF  
BUS STOP  
100 FT





181



CHARTWELL

WELLINGTON  
PARK  
retirement residence





Priory Park Baptist Church





Priory Park Baptist Church











OFFICE SPACE

AVAILABLE SOON

836.0370



**DIRA**  
CONSTRUCTION LTD.











176  
JANEFIELD AVENUE  
SUITES  
180-330  
SPIN

PRIVATE PROPERTY  
CONTROLLED PARKING  
VEHICLES WITHOUT  
PERMIT WILL BE  
TOWED AT OWNER'S  
RISK

NEIGHBOURHOOD  
WATCH  
COMMUNITY



## **Written Comments Regarding 233-237 Janefield Avenue Public Meeting**

On a personal level I have been a resident of Guelph since 2000 when I began attending University and have since lived in a wide variety of neighborhoods and building types. I have attended Priory Park Baptist Church for around 13 years and have had the privilege of running our community vegetable garden in the past and getting to know many people from the neighborhood. I am submitting this letter on behalf of Priory Park Baptist Church and its Capital Projects team. As a church we have concerns that the current application differs too drastically from the current land use designation of medium density residential as set out in the Official Plan Amendment #48 that council, as the leaders of this city, have worked so hard to create. Council has worked hard to make Guelph the great city that it is, and that, in my opinion, is what draws so many people to stay here long after their education is completed. We appreciate the opportunity to comment on this project in our neighbourhood.

As a long term part of the neighbourhood, we at Priory Park Baptist Church have some concerns with the proposed amendment. We understand that this is a unique situation where the land use under the Official Plan divides the property. We first would like to speak to the portion of property that is designated "Medium Density Residential". We do appreciate that the applicant has revised their original submission from 185 residential units to their new submission of 165 units, however, we are concerned that having this development exceed the maximum net density of 100 units per hectare, as set out in Policy 9.3.4 of OPA #48, would negatively impact the feel of the neighbourhood and be incongruent with the existing look of the neighbourhood. It should be noted that the maximum net density of 100 units per hectare did not change from the old Official Plan of 2001 (Policy 7.2.38) which applies to this application and the updated new OPA #48, they both remain the same. The application that has been filed appears to pick and choose which aspects of the current city zoning by-laws and land uses best fit with the property owners plans for maximizing their development while disregarding the true spirit of the policies set out in both the existing Official Plan and the current Zoning by-law.

There is a portion of the property that is designated under the OPA #48 as being an Intensification Area. While high density multiple unit residential buildings and apartments are permitted in this zone under policy 9.4.3.7., the applicant wants to remove any and all of the commercial aspects of the designation from the property and develop the lot fully as high density residential. It seems that current intensification zoned areas are primarily designed to increase the ability for residents to access multiple types of commercial entities in a single area, not to simply increase the density of development in an area. While the mix-use corridor designation is designed to increase the diversity of a development, as per policy 9.4.3.1., it is not to create a single use building like what is being proposed. It would seem that the developer is attempting to selectively support their point of view without embracing any part of the Official Plan of the city, which is to create an area that will serve all the existing residents and businesses in the best possible way.

Beyond this selective approach, we do also have a traffic concern. While the submitted Traffic Transportation Impact Study the applicant submitted addresses the increase in traffic from the proposed development it does not take into consideration, nor does it address, the existing traffic problems on Janefield Ave. This is a problem that the City's Traffic Services is already aware of. These problems would only be magnified by the addition of this large development in the neighborhood. Since the current report does not seem to indicate that there is any current problems, we have serious concerns about the accuracy of the report. It is also concerning that



the report does not even mention the intersection of Torch Ln and Janefield Ave. Although Torch Ln is a short street, there are a large number of vehicles that access both our facility and the Kingdom Hall across the street, both on weekends and throughout the week.

We would also like to see a Mock-up of the proposed development with our existing building in the drawings as well as a conceptual plan, since our building is built close to the property line, with the proposed fence and landscaping, such as overhanging trees.

We do also have other concerns which include increased parking congestion in the area which will only add to the existing traffic issues, concerns of access to our establishment being restricted during construction, excess dust caused during construction and problems with residents using our property for dog walking, additional parking or as a green space.

We do have concerns that due to the high number of units that are being requested for approval, there will not be enough onsite parking available for residents. According to the drawings provided, there will be 158 spots available for 165 units. That is less than one spot per unit. We are not currently aware of how many bedrooms each unit might contain, but we would like to see additional parking spaces added to the underground structure to allow at least one space per unit. Additionally, if these units have multiple bedrooms, then even more parking spots may seem appropriate to support the demand. There are 40 spaces above ground that are currently being allotted as resident parking and it would be encouraging to see these spaces also contained within the below grade parking structure. This would create additional visitor parking so that visitors are not forced to use street parking. We are very concerned about this issue since there is already heavy use of street parking on Janefield Ave and the additional pressure that could be placed by having residents from this complex adding to the load is avoidable by simply planning for the realistic needs of the future residents. We also have concerns that residents might view our property as overflow parking when it is not in use and we would like to make sure that sufficient parking has been planned for in this project.

Additional concerns of access to our facility would be around the construction phase of the project. We are concerned that construction vehicles and equipment may be parked on the road or need to block access to part or all of Janefield Ave or Torch Ln during certain phases of construction. This would be of concern to us since our facility is not only used on weekends but for events and programs at all hours throughout the week. By restricting access to the property it would cause problems, not only for us, but for the various community groups that use our facility.

A concern we have about our community garden, and the rest of our facility in general, is related to the inevitable dust and air quality issues that will be created during the process of moving and removing large amounts of dirt. This dust has the potential to cause problems around our facility by obscuring signs, clogging ventilation systems and creating an additional burden of cleaning at our facility. Additionally, dust in large amounts could create mortality for plants within our community vegetable garden. Plants being lost due to the accumulation of dust would adversely affect those using the garden, as they rely on these plants to provide food for themselves and their families. As such we would like to see all available dust suppression techniques used during construction and if they prove to be insufficient, the burden of solving any problems created by the dust be carried by the property owners and developers.

The last major concern we currently have is related to the liability of future residents using our property as an overflow space instead of a separate private property. I can see from the



landscape design a plan for a privacy fence on the west property line that ends at the building limits. This would mean no clear boundary between the properties would exist. We would like to see this fence extended to almost the side walk to create a barrier and avoid people from using our property as an extension of the development. We would also like to see the fence extended along the south side of the property line due to the rear exit to the building. Our concern with this exit is that any animal owners could easily walk around the back of the fence to use our yard as a dog play area, since there is very little open space planned for the property.

To summarize, we are not against a new development. Our hope is that the current Land Designation of Medium Density Residential remains unchanged as per the OPA #48 and policies that this council put into place. We want to be a good neighbour, and that means standing up to not seeing the neighbourhood being compromised. That would undo, at the very minimum, 17 years of good planning.

Julia Webber



# INTERNAL MEMO



DATE May 11, 2018  
TO **Council**  
FROM Kealy Dedman  
DEPARTMENT Engineering and Capital Infrastructure Services  
SUBJECT **Motion of May 7, 2018 regarding Downtown Peripheral Parking**

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This memo is in response to the Committee of the Whole motion of May 7, 2018:

*That staff be directed to implement peripheral on-street parking surrounding the downtown core as soon as possible and that this matter be referred to the May 14, 2018 Council Meeting.*

Since the Committee meeting, staff have had time to consider the implications of Committee's motion and the following revised wording is offered for Council to consider that provides clarity regarding timelines:

*That staff be directed to immediately take all necessary actions to temporarily lift parking restrictions that would allow for all day on-street parking on local roads surrounding the downtown core as a means to mitigate the downtown parking shortage resulting from the temporary closure of the West Parkade.*

Due to the short period of time since the motion was tabled at the May 7, 2018 Committee of the Whole meeting, staff have not had time for public consultations on the issue. A public notice advising of the proposed change has been circulated to properties on potentially affected roads (per attached.)

**Kealy Dedman, P.Eng., MPA**  
GM/City Engineer

**Engineering and Capital Infrastructure**  
Location: 1 Carden Street

T 519-822-1260 x 2248  
F 519-822-6194  
E Kealy.dedman@guelph.ca



# Public Notice

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## On-street parking restrictions may be temporarily lifted

May 9, 2018

On Monday, May 14 City Council will consider a motion to temporarily lift the parking restriction on your street to allow all day on-street parking.

This motion is part of the City's plan to address the downtown parking shortage which has resulted from the closure of the West Parkade and Wilson Street parking lot.

If this motion is approved, it would create 145-175 spots for all-day parking just outside the downtown by temporarily changing no parking or two-hour on-street parking restrictions to allow all day on-street parking.

Prior to considering this motion, the City implemented a number of actions including:

- Free evening and weekend parking in downtown lots
- Public parking in the Elizabeth Street lot with shuttle service to and from the Old Quebec Street Shoppes
- Increased public parking on Surrey Street
- West Parkade permit holder relocation to other City-owned lots

In addition, the City looked at a number of possible locations to add parking spaces in and around the downtown including renting empty space from private owners for public use. At this time we have been unable to secure additional lot space.

### Would this change be permanent?

The change to parking restrictions on your street would be temporary while construction is taking place. We anticipate on-street parking will revert back to the existing conditions upon completion of the construction.

### What impact would this have on my garbage collection?

Your garbage would continue to be collected on your normal day. You will be asked to put your carts at the foot of their driveway, with one metre of clearance on all sides to allow the garbage trucks room to collect.

### Comments and delegations

If you wish to provide information and express your view in relation to this matter, you have two options.

1. Submit a written comment to Council (appears as part of the meeting agenda)
2. Register to delegate at the Council meeting

To submit a written comment or register to delegate, visit [guelph.ca/delegate](http://guelph.ca/delegate). Comments and requests to delegate must be received by **Monday, May 14 at 10 a.m.**



## Downtown temporary parking map



For more information

### West Parkade repairs/parking

Jamie Zettle, Program Manager, Parking  
Engineering and Capital Infrastructure Services  
City of Guelph  
519-822-1260 extension 2590  
jamie.zettle@guelph.ca

### Comments and delegation

City Clerk's Office  
1 Carden Street, Guelph  
519-837-5603  
TTY 519-826-9771  
clerks@guelph.ca



**From:** Megan Lowe  
**Sent:** May-09-18 8:38 PM  
**To:** Clerks  
**Subject:** Kent street parking ban

Good evening,  
Tonight we received a public notice stating that the council will be considering lifting the parking ban on Kent street on May 14th.

I understand the frustration felt by employees and patrons for the downtown area having both parkades closed and already having limited parking. I also understand the frustration of having to park on Elizabeth Street and Gordon.

Lifting the parking ban on my end of Kent street raises many concerns for me. My largest concern is in the event of a fire or medical emergency it will not be possible for an ambulance or fire truck to get down my street with other vehicles parked along the road. Even now, without cars parked along the street there is JUST enough room for a fire truck.

Being such a narrow road vehicles would have to park on the sidewalk to allow others to pass. Thus leaving strollers, walkers and other pedestrians to have to walk on the street.

Thank you for your time,

I hope mine and my neighbours, friends concerns will be heard. If you have and questions or comments regarding my concerns I am happy to discuss.

Thank you.

Megan

\*\*\*\*\*

Mayor, Counsellors, City Staff,

We started The Bookshelf in 1973, back when the downtown was the center of Guelph. We have tried to be both innovative and welcoming and have been honoured to serve the citizens of Guelph and beyond for 45 years. Every day we hear things like ***I moved to Guelph because of you*** or ***Thank you for being here*** and from our many out of town customers ***Please start a Bookshelf in our town.***

But the thing that we hear most often is ***I would love to come more often, but parking is such a problem, I never come downtown because I can't find a place to park*** or ***why hasn't the city moved forward faster on building more parking.***



There are two things that hold back our growth. One is the weather, especially at Christmas, and we have no control of that. The second is parking. **You have control of that** - and surely it is in the city's interest to help the downtown and all of the lively and eclectic businesses dedicated to their businesses & clientele. At this crucial juncture when everyone is so frustrated, please temporarily lift the parking restrictions on those streets designated by you. Thank you.

Barb Minett

\*\*\*\*\*

My name is Lori Bona Hunt. I own a home at \_\_\_\_\_ Street; I have lived here for 11 years.

I am writing to ask the Guelph City Council to NOT allow parking, even on a temporary basis, along the north side of Kent Street between Glasgow and Dublin.

This particular stretch of Kent Street is more narrow (17 feet wide) than other sections of the road due to the railroad tracks, specifically, the height and design of the concrete barrier, with no grass buffer.

Traffic on this narrow road is two-way. Currently, if another car is driving toward you on the street, it is impossible to pass each other without one car pulling over as far to the side of the road as possible.

Currently, if someone parks on our street illegally, it is difficult to drive past them, even when no other cars are on the road. I personally have had to knock on doors to track down the owner of vehicles in order to drive down my street.

If parking is allowed, it would make navigating the street impossible for anyone who lives on this stretch of Kent Street or for anyone driving down the street, especially if two cars were on the road at the same time, going in opposite directions.

Most important, if parking were allowed on the street, emergency vehicles, especially fire trucks, would be unable to access area homes. The concrete railroad barrier makes it impossible to pass parked cars on the street. During the recent sudden wind storm, a large tree in our neighbourhood fell and hit the power line, and the fire truck had difficulty accessing the area – and there were no cars parked on the street at the time! It is important to note that the east section of Kent Street has a grass curb as a buffer between the road and the concrete railway barrier; the section of roadway between Dublin and Glasgow, where you are considering allowing parking, does not have a grass buffer.

My assumption is that the width of this section of Kent Street was not considered when making this proposal. Please spend a bit of time on this section of Kent Street; you will immediately realize that this parking suggestion is not feasible.



I would also like to note my dissatisfaction at the way this potential change was communicated by the City. A couple of weeks ago, residents received a "survey" asking our opinion of allowing parking on the street. It is my understanding that nearly all of the respondents voted "No." Then, two days before the deadline to submit comments to the City for the May 14 meeting, we received a second letter in our mailboxes, saying the city was considering allowing parking temporarily, but that it may become permanent. There was no mention of the former survey or its results. It is concerning that city policy and changes are being set without proper consultation and communication with the affected residents.

Sincerely,

Lori Bona Hunt

\* \* \* \* \*

**From:** Erin Nelson

**Sent:** May-10-18 10:05 PM

**To:** Clerks

**Subject:** Very concerned about proposal to allow parking on Kent St. (north side between Glasgow and Dublin)

Hello,

I'm writing because I just received notice about a vote to be held at Monday's council meeting to lift a parking restriction on Kent St. (among other streets). I live at \_\_\_\_\_ St., and have some very serious concerns about this plan. I understand the need to address the lack of downtown parking, but allowing parking on our block would not only be an inconvenience, but also I think quite dangerous. Our block (the north side of Kent between Glasgow and Dublin) is a very unique situation and I'll summarize my concerns:

- **VERY NARROW STREET BORDERED BY STONE WALL AND RAILWAY.** On our particular block the street is very narrow (just 17 feet across) and is bordered by a stone wall that runs along the railroad track. As a result, there is no leeway for any vehicles to get around a parked car if needed.
- **NEED FOR EMERGENCY VEHICLE ACCESS.** Just this past weekend I needed the fire department and a hydro truck to visit my house to deal with a live wire that had come down on my driveway in the big storm we had. If there had been cars parked on the street, there is no way the trucks would have been able to get through. I worry about this issue in other potential emergencies, including if an ambulance would be needed. I have a one year old baby at home and, as a new mom, am especially concerned about the importance of emergency vehicle access.
- **SAFELY EXITING DRIVEWAYS.** Another safety concern is just getting out of my driveway. I know of several cases of people backing into the stone wall because the street is so narrow, making backing out of driveways tricky. Just a few months ago a friend of mine did that and had to pay several hundred



dollars to get her car fixed. Also a few months ago there was a car parked illegally in front of my house and pulling out of the driveway was extremely difficult - and that was in my small hatchback car. Anyone with a larger vehicle would have a lot of trouble, especially if a larger vehicle parked right up at the driveway edge.

- **GARBAGE COLLECTION.** It's not a safety concern, but another convenience issue is garbage collection. The notice we received said that garbage bins would have to be placed on the driveway. My garbage on this street is never picked up when I leave for work (at around 8:30am), meaning I would have to get the baby in the car, move the bins off the driveway, pull out and leave the car on the street blocking traffic, then place the bins back on the driveway. When returning home I would also have to leave the car on the street blocking traffic (and the baby in the car) to move the bins before I'd be able to pull into the driveway.

My final issue with this proposed change is the way it has been addressed. I received a survey last week about potential parking changes on Kent Street. **The survey stated that changes would only be made if 75% of the residents voted in favour.** I discussed the issue with neighbours and I know that NO ONE is in favour. Then yesterday I received notice about this vote, which entirely disregards the previous survey. Also, the notice was placed in my mailbox yesterday, notifying me that the vote will take place this coming Monday, leaving very little time for any response. The wording in the notice is vague, and I feel purposely misleading. It says nothing about the hours that parking will be allowed, and it seems to leave the door open for these changes to be permanent, although they are designed to be temporary.

I have very little doubt that accidents will happen if these changes are implemented on this block of Kent Street. I sincerely hope that, should council decide to pass the parking changes, an exception might be made for this block given its unique circumstances. If anyone doubts what I am saying, I would encourage you to walk over to Kent Street and look at the layout of the street.

Thank you,

**Erin Nelson**

\* \* \* \* \*



**From:** Lynn Johnson  
**Sent:** May-10-18 7:49 PM  
**To:** Clerks  
**Subject:** Parking on Kent St

I am writing this e-mail in hopes of stopping any further progression for parking on our part of Kent St. I am not sure if anyone has even come to look at our end of Kent. We have a cement wall that runs from Dublin street parallel to the railroad tracks about 3/4s of the way down the street towards Glasgow St.

This cement wall greatly creates an issue coming in and out of your driveway as you only have a limited amount of space now. Emergency vehicles would not be able to get down our part of the street if we were in trouble. I hope before making a decision someone would come and look at the wall park a couple of cars there and you will soon see what I am talking about.

Thanks for looking into this matter

Lynn & John Johnson

\*\*\*\*\*

**From:** John Smit  
**Sent:** May-11-18 8:46 AM  
**To:** Clerks  
**Subject:** Lifted on street parking restrictions

Good morning, I would like to express my concern about the 2 hour parking limit not being enforced on Duke street or Arthur street S. They are clearly not part of the revised parking map for lifted restrictions yet every day, vehicles park all day with no repercussions.

I think it's disingenuous to identify certain streets on a city site map where parking restrictions will be/have been lifted while also allowing lifted restrictions on other streets without clearly identifying them on a map for all to see. If the 2 streets I mentioned are part of the lifted restrictions then say so on the map, if they're not, then please enforce the 2 hour limit that currently exists so my neighbourhood doesn't feel like a parking lot pretty much all day every day.

Sincerely,

John R. Smit

\*\*\*\*\*



**BRIAN OSTROW MD, FRCS(C)**  
*General, Vascular, International Surgery*

**44 Suffolk St. W**  
**Guelph, Ontario, N1H2H8**  
**T. 519-821-4625**  
**C. 519-823-3576**  
**Email: [brian@bookshelf.ca](mailto:brian@bookshelf.ca)**

May 11, 2018

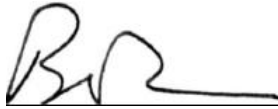
Office of the City Clerk  
Guelph City Hall  
1 Carden Street  
Guelph, Ontario

Dear City Clerk,

**On-street parking restrictions may be temporarily lifted**

In regard to the above matter I would like to **strongly support** the Council temporarily lifting on-street parking restrictions in the designated areas. I have owned a home and lived on the corner of Dublin and Suffolk St W since 1992. I am directly affected by the planned motion. The current parking situation in downtown Guelph negatively and unnecessarily impacts downtown business, that our city needs to thrive. I hope the planned changes will ameliorate this situation.

Regards,

A handwritten signature in dark ink, appearing to be 'Brian Ostrow', written over a horizontal line.

Brian Ostrow











**From:** Doug Minett  
**Sent:** May-11-18 4:59 PM  
**To:** Clerks  
**Subject:** periphery parking

Please pass on my strong support to council for opening up periphery streets in my neighbourhood for all-day parking. I live on Dublin Street, near Suffolk Street.

Many thanks.

best regards,

Doug Minett

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RECEIVED  
MAY 14 2018  
CITY CLERK'S OFFICE

May 11/18

City Clerk

I am writing this letter to express my opinions concerning the city's proposal for using streets close to downtown to allow all Day parking. I live on : Street so will be adversely affected.

I understand the need for more downtown parking as this is not news. It has been exasperated due to closures of 2 parking areas for construction. What you are suggesting will not help the businesses it will only encourage those who work downtown to drive instead of using public transit or car pool.

Many of the available parking spaces downtown are presently used by city employees who receive free parking. I believe those people could be given bus passes and leave their vehicles at home. Especially those who also have a city provided vehicle.

I believe this is a knee jerk reaction to a problem and this decision has been made with a very short time line for public input.

If one takes a look at these specified downtown streets you can see they are very narrow. With parking already on one side there is not enough room for 2 cars to meet and pass safely. It becomes even worse when it involves trucks and the school buses that travel Dublin. The traffic flow is often stopped and even impedes the cars from turning onto Dublin causing traffic build up on Paisley. Have you driven these streets when parking is maxed out? Try it.

The sight lines are often obstructed for those trying to get out a driveway, even more so when vehicles are parked too close to the end of the driveways, squeezing into a space not big enough for parking a car.

These parking spaces are presently used by people using the library, going to appointments at DR., Dentists, other medical appointments and to labs as well as to go shopping downtown or at Market Fresh. There are very few spaces left during the day. Where will these people park if you let the workers from downtown take them from 8-5 everyday?

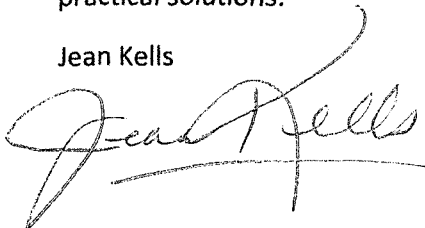
Where will those coming to do work at my place or visit me park? I don't believe any councilors have to worry about this in their neighbourhood. I purchased my house in this area so I could walk downtown.

We are not allowed to enlarge our private parking in these older neighborhoods without being hassled by by-law. Is it not time to review and change this antiquated by-law to help us get our cars off the street so there would be more open parking spaces.

You are saying this will be temporary but I do not believe you as this was already put into your proposal earlier in the downtown parking study. That also included selling these parking spots. This will be a backdoor way of putting this in place and collecting money too.

I believe this is an issue that needs more time to truly study all the negative implications and allow full public input. An immediate problem that was not dealt with in due time should not be solved by making a problem for another area of the city. Please look at the bigger picture and brainstorm more viable and practical solutions.

Jean Kells





RECEIVED  
MAY 14 2018

It would be much too easy for me to simply state that I am against the proposed all-day parking motion. Instead, I will express why this motion is *not* a solution to the current parking shortage in the downtown core and surrounding neighborhoods.

The main points that I will touch on is the City of Guelph's lack of transparency with the planning and possible implantation of this motion, the inconsistency of management in the downtown area, and the 145-175 additional parking spaces which we believe is a false and misleading estimate based off an incomplete assessment of the implications this motion would impose.

While we appreciate the opportunity to express our view in relation to this matter, we feel that the time span is an unacceptable amount of time in which to respond to, and have proper conversation on the pros and cons of this proposed motion before it is passed (or not). Originally online, the deadline for a response was Thursday, May 10<sup>th</sup> at 10am (after only receiving notice on Wednesday in the middle of a busy business day and not being able to fully read and absorb the notice). Upon physically going to City Hall, it was discovered that the deadline was actually Monday, May 14<sup>th</sup> at 10am. This is just a brief example of the inconsistency that was experienced which led to frustration as both a downtown resident and business owner.

The public notice that was delivered to us assures us that the possible change in parking restrictions on our street would only be temporary. It lacks any indication of a date or timeline as to what 'temporary' means. One must wonder why there is such a lack of transparency with the timeline. Is the planning of this parkade's completion date not finished? It would seem reasonable to me to at least include a timeline. Was it wise to fix a known problem in one parkade while shutting down another parking lot at the same time to construct a new parkade? This decision is leaving many very vulnerable.

This leads me into my next point which is the inconsistency that the City of Guelph has shown us in relation to what our zoning area is classified as. Years ago, we took initiative and inquired about rezoning, about expanding our existing parking lot into a neighboring lot, both of which we owned, but were told that that was unacceptable because Green street was, "a nice little quiet residential area." Imagine our shock to now be told that our "quiet residential area" must be subject to parking rules which will make it anything but quiet and residential. Is Green street part of the residential area or the downtown core?

The third and final point, and the most important point that I have to explain, is that the estimate of 145-175 additional parking spaces just simply doesn't make sense, and for many legitimate reasons. The current 2-hour parking enforcement is actually not properly enforced on our street. This is because of a multitude of reasons, beginning with By-law enforcement not having adequate tools at their disposal. Also, due to the densely populated rental units found within the neighborhood, many residents have no choice but to park for more than 2-hrs due to inadequate parking provided by their rental owners. Some houses don't have private parking at all – leaving the streets as their only viable option for parking.

Now, because the 2-hour parking enforcement is not followed by vehicle owners, passing a motion to allow 24-hour, all-day parking would only *encourage* those residents and other outside non-



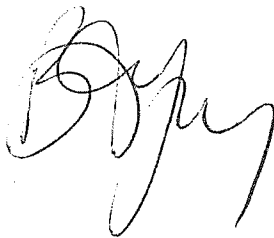
residents to park on the streets *even longer* than they already do. It will also encourage those who were previously conscious of the 2-hr by-law to park more permanently, as they are backed by this possible by-law. The main thing to get across, is that this by-law won't create as much parking as the public notice claims.

We ask you to kindly and seriously consider the issues that we have raised because if this motion is passed, it will have a profoundly negative impact on our business, and on us and surrounding neighbors as residents of this area. While we feel that a parking solution is important, the current solution doesn't make sense because it will do far too much damage to our business, and surrounding businesses. Encouraging ``all day`` parking without leverage to inforce towing, leaves tax paying residence and tax paying business without any recourse.

Other solutions must be sought instead of infecting a secondary area with more parking problems...

Sincerely,

Scott and Betty Ann Young and family.

A handwritten signature in black ink, appearing to read "Betty Ann Young". The signature is fluid and cursive, with the first name "Betty" being more prominent and the last name "Young" written in a more compact, flowing style.



# Public Notice

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## On-street parking restrictions may be temporarily lifted

May 9, 2018

On Monday, May 14 City Council will consider a motion to temporarily lift the parking restriction on your street to allow all day on-street parking.

This motion is part of the City's plan to address the downtown parking shortage which has resulted from the closure of the West Parkade and Wilson Street parking lot.

If this motion is approved, it would create 145-175 spots for all-day parking just outside the downtown by temporarily changing no parking or two-hour on-street parking restrictions to allow all day on-street parking.

Prior to considering this motion, the City implemented a number of actions including:

- Free evening and weekend parking in downtown lots
- Public parking in the Elizabeth Street lot with shuttle service to and from the Old Quebec Street Shoppes
- Increased public parking on Surrey Street
- West Parkade permit holder relocation to other City-owned lots

In addition, the City looked at a number of possible locations to add parking spaces in and around the downtown including renting empty space from private owners for public use. At this time we have been unable to secure additional lot space.

### Would this change be permanent?

The change to parking restrictions on your street would be temporary while construction is taking place. We anticipate on-street parking will revert back to the existing conditions upon completion of the construction.

### What impact would this have on my garbage collection?

Your garbage would continue to be collected on your normal day. You will be asked to put your carts at the foot of their driveway, with one metre of clearance on all sides to allow the garbage trucks room to collect.

### Comments and delegations

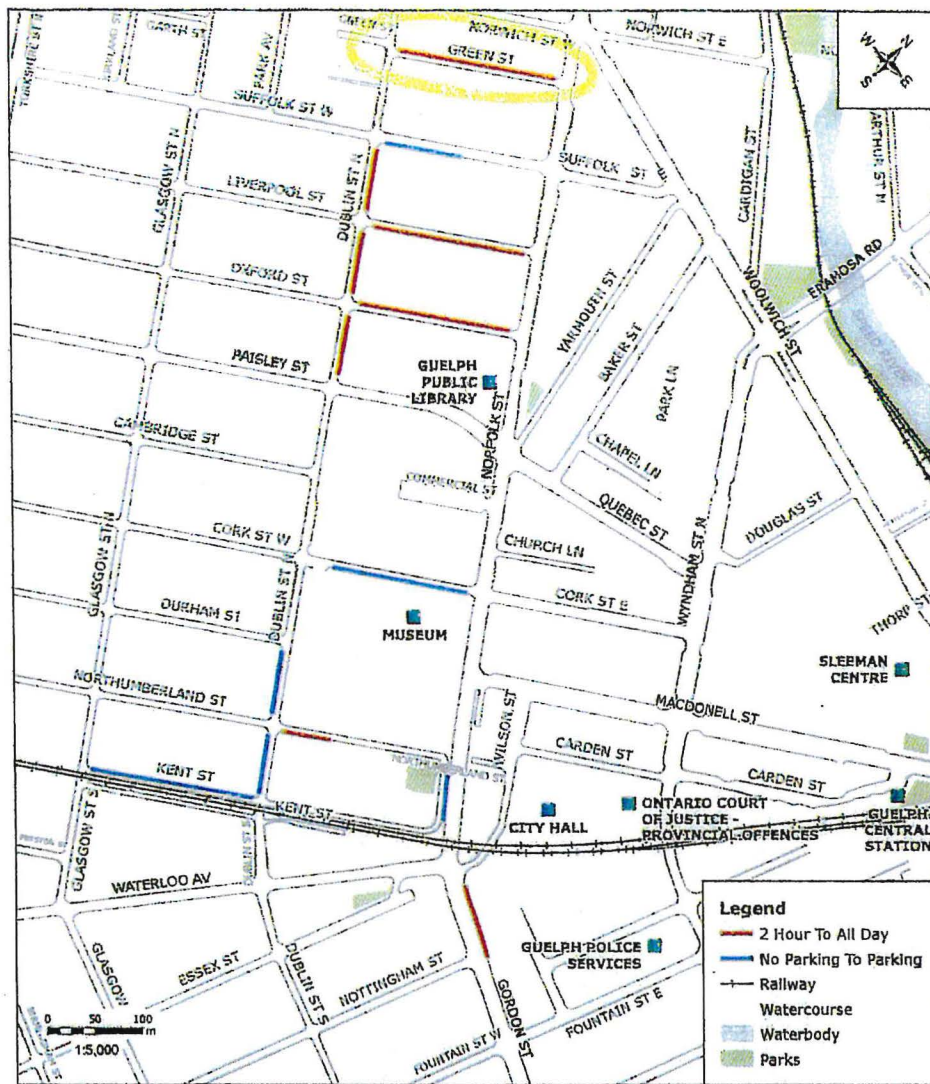
If you wish to provide information and express your view in relation to this matter, you have two options.

1. Submit a written comment to Council (appears as part of the meeting agenda)
2. Register to delegate at the Council meeting

To submit a written comment or register to delegate, visit **[guelph.ca/delegate](http://guelph.ca/delegate)**. Comments and requests to delegate must be received by **Monday, May 14 at 10 a.m.**



## Downtown temporary parking map



For more information

### West Parkade repairs/parking

Jamie Zettle, Program Manager, Parking  
Engineering and Capital Infrastructure Services  
City of Guelph  
519-822-1260 extension 2590  
jamie.zettle@guelph.ca

### Comments and delegation

City Clerk's Office  
1 Carden Street, Guelph  
519-837-5603  
TTY 519-826-9771  
clerks@guelph.ca



**From:** Diane McCrimmon

**Sent:** May-14-18 9:49 AM

**To:** info

**Subject:** Re: Revised deadline for parking input: 10 am Monday, May 14th

Good morning

I understand the sparsity of downtown parking since I live in the core.

More cars in this area could be volume nightmare.

It's already a tight area to park in especially on garbage days or the winter with the build up of snow.

I share the driveway with my neighbor and often have a difficult time pulling into and out of my driveway because of drivers parking too close.

Often my garbage isn't picked up even if I put it out on the street because the cars are parked too close.

If temporary parking is passed please let's have this area checked more often for traffic violations like driveway clearance.

These are 3 of many pics of parking for the last few months.

I've contacted the city to place a new wider curb for me to pull out but to no avail.

I can't drive into my driveway coming down Cork Street heading east into my drive.

Too tight

Let's get permits too for overnight parking.

Thanks

D McCrimmon.







