



Downtown Parking Master Plan



TECHNICAL APPENDICES

Prepared For: The City of Guelph

September 2023



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Technical Appendices



Appendix A:

Public and Stakeholder Engagement Feedback Reports



APPENDIX A PUBLIC AND CONSULTATION ENGAGEMENT SUMMARY REPORTS

This appendix includes the following:

Part 1: Feedback Summary of Downtown Stakeholder Workshop held May 3, 2023

Part 2: Transcript of Public Meeting 1 held on April 13, 2023

Part 3: Transcript of Public Meeting 2 held on June 28, 2023

Part 1: Feedback Summary of Downtown Stakeholder Workshop held May 3, 2023

About the Workshop

A downtown stakeholder workshop was held on May 3, 2023, from 1 to 4 p.m. in Meeting Room C of City Hall. The purpose of the workshop was to bring together stakeholders from different sectors, experiences, and influence on the downtown to discuss ideas and strategies for parking in the downtown. It was well attended by stakeholders representing different interests and perspectives in the downtown. The agenda is included below:



Downtown Parking Stakeholder Workshop

WORKSHOP AGENDA

Wednesday, May 3, 2023, from 1 to 4 p.m.

Meeting Room C, Main floor of City Hall.

1:00 p.m.	Arrival and Refreshments
1:10 p.m.	Welcome, Introductions and Context for the Workshop: <ul style="list-style-type: none">• What are we hearing about parking in the downtown?• Ideas and strategies for addressing demand and allocation of parking
1:40 to 3:30 p.m.	Workshop Discussion on: <ol style="list-style-type: none">1. Location and proximity of parking – Is parking located where it needs to be? Is there enough parking in the right places now? In the future?2. Organizing or allocating parking – on-street and off-street – How important is it to improve turnover and availability of short-term parking?3. Attraction and condition of the parkades and surface lots – What are the barriers for more people using the parkades?4. Affordability of parking in downtown – Balancing the price of parking versus the cost of providing it.
3:30 p.m.	Other Big Questions and Ideas to Consider
3:45 to 4:00 p.m.	Workshop Highlights and Conclusion

Downtown Stakeholder Workshop Participants

Adrian Salvatore, Vice-President GCAT

Alex Jaworiwsky, Economic Development, City of Guelph

Andrew Miller, City of Guelph, Project Manager, Wyndham Reconstruction Project

Brandy Dwyer, Executive Director, Ancillary Services, Conestoga College

Brendan Ridgeway, Manager of Human Resources, Employee Services, County of Wellington

Bruce Ryan, Representative, Chalmers Centre

Christine Carbone, HR Assistant, County of Wellington

Christine Chapman, Economic Development, City of Guelph

Chuck Nash, Chair, DGBA and Mortgage Guys

Dan Atkins, Deputy CEO, Guelph Public Library

Danna Evans, General Manager, Culture and Recreation, City of Guelph

Dustin Gronc, City of Guelph, Supervisor of By-Law and Security

Greg Jones, President, Sky Dev

Jane Wielhorski, Guelph Chamber of Commerce

Janet Wood, Vice-Chair Board of Directors, Chalmers Centre

Jason Ashdown, Skyline Enterprises Management Inc.

Lindsay Sulatycki, Senior Development Planner, City of Guelph

Matt Newby, Guelph Storm

Mike Darmon, President GCAT

Peter Thomson, Conestoga College

Rich Grau, Manager Sleeman Centre

Shanna O'Dwyer, City of Guelph Finance

Stacey Laughlin, City of Guelph Downtown Revitalization Coordinator

Tom Lammer, Old Quebec Shops

Tim Plunkett, Speed River Bicycle

Jamie Zettle, Parking Operations Manager, City of Guelph

Ralph Bond, BA Group

Stuart Anderson, BA Group

Michael Giallonardo, BA Group

Andrea Camina-Medina, BA Group

Sue Cumming, Cumming+Company, Engagement Consultant and Facilitator

Workshop Format and Discussion Topics

The workshop included a short background presentation on the scope of the study and what was being heard about parking in the downtown drawing on the feedback received from Survey #1. This was followed by a facilitated discussion on exchange of ideas and opportunities for addressing future parking needs and challenges in the downtown. Materials used included large wall size worksheets.

Participants were organized into four groups who rotated around four large posters where input was sought on the worksheets for the different topics. At the first rotation, workshop participants viewed the questions and starter ideas and then provided their input and feedback by writing on the large poster. At the second rotation, each group arrived at the next poster where they were able to view the starter ideas and input of the previous group. As the workshop unfolded, each group populated ideas on the workshop posters and was able to build on the ideas and input of the other groups. The final workshop posters included all the ideas expressed throughout the discussion. These were then presented at an overall plenary discussion.

The purple font illustrates the input received through the workshop. Ideas in column two are numbered for reference purposes and these numbers were used in the columns on pros, cons, and other comments to indicate where the comment related to the specific idea in the second column.

Workshop Discussion Feedback by Topic

The following worksheets include the verbatim input received through the discussion.

Location and Proximity of Parking

LOCATION AND PROXIMITY OF PARKING	Is parking located where it needs to be? Is there enough available parking in the right places now? In the future?	Pros/Pluses (of ideas) Use numbers to cross-reference ideas	Cons/ Minuses (of ideas)	Other comments and considerations
What we are hearing: <ul style="list-style-type: none">Parking that is available at or near destinations and within 5–10-minute walk is very important (survey feedback)When deciding how to travel downtown, time/convenience and availability of	Starter ideas to consider: <ol style="list-style-type: none">Garage on Macdonell lot? Other locations?Parking on existing Library site once it relocates.Places for more on-street parking?Underutilized private parking lots?	<p>#1 more parking in a better location.</p> <p>#3 low-cost angle parking. Add parking in close proximity.</p>	<p>#3 angle parking vs. pedestrian and cyclists' safety.</p> <p>#3 Patios/public space vs parking.</p>	<p>Need to consider safety to locations from parking.</p>

LOCATION AND PROXIMITY OF PARKING	Is parking located where it needs to be? Is there enough available parking in the right places now? In the future?	Pros/Pluses (of ideas) Use numbers to cross-reference ideas	Cons/ Minuses (of ideas)	Other comments and considerations
<p>parking are noted as top two considerations.</p> <ul style="list-style-type: none"> There are areas within the downtown that are underserved by parking and businesses and organizations do not have access to parking for customers (i.e., northwest near former Baker Street Lot) Some areas are lacking accessible spaces – are accessible spaces available where they need to be. Is there enough transient parking available – example of Neeve Street lot available for permits only. Amount and distribution of secure bicycle parking? 	<ol style="list-style-type: none"> Locations for more accessible parking on and off street? Locations for more secure bicycle parking on and off street? <p>Other ideas:</p> <ol style="list-style-type: none"> City should build more off-street parking. Incentivize (discounts) use of parkades. Neeve/Fountain parkade. Challenge idea that proximate parking is the most important thing – more education. More short-stay curb space. Parking under new building (retail, condo, office). Peripheral parking (monetize). Parking to support GO train users. Shuttle service to connect parking. People don't take transit, why 	<p>#5 Review location and number every 2 years with AAC and public.</p> <p>#6 more people will cycle downtown.</p> <p>#8 could result in more foot traffic in the downtown.</p>	<p>#8 perception of distance (marginal barrier).</p> <p>#9 Proximity and accessibility to downtown. What is the advantage? Free?</p>	<p>#5 covered accessible parking is important.</p> <p>General - GO Station and Conestoga are locations of new demand.</p>

LOCATION AND PROXIMITY OF PARKING	Is parking located where it needs to be? Is there enough available parking in the right places now? In the future?	Pros/Pluses (of ideas) Use numbers to cross-reference ideas	Cons/ Minuses (of ideas)	Other comments and considerations
<ul style="list-style-type: none"> Potential spillover of parking demand into periphery residential areas 	<p>would they take a shuttle?</p> <p>16. Road closures for pedestrian space.</p> <p>17. Bike lockers.</p> <p>18. Cash-in-lieu By-law</p>	<p>#18 more residential development. Smaller sites are limited and can't redevelop without parking.</p>	<p>#16 difficult for access for emergency services.</p> <p>#16 creates accessibility issues for those that use a personal vehicle for accessibility.</p>	

Organizing Parking or Allocating Parking On-street and Off-street

ORGANIZING PARKING or ALLOCATING PARKING ON-STREET AND OFF-STREET	How important is it to improve turnover and availability of short-term parking? How important is to shift some on-street parking to the parkades (i.e., when reconstruction gets underway)?	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
<p>What we are hearing:</p> <ul style="list-style-type: none"> On-street complimentary spaces are in high demand. Lack of available convenient parking near downtown destinations for short stays is a deterrent for customers and 	<p>Starter ideas to consider:</p> <ol style="list-style-type: none"> More enforcement of two-hour complimentary parking Reduce 2 hours to 1 hour for complimentary parking or introduce charging for parking. Provide more 15- to-30-minute spots. 	<p>#1 and #2 accessible parking is 5 hours, and this is what is needed.</p> <p>#1 enforcement seems to be working better due to tech.</p> <p>#3 15- and 30-minute spots need</p>	<p>#2 When making on-street parking free, it will always incentivize parking on street, and it will never be enough.</p> <p>#2 reduce 2 hours to 1 hours may reduce walkability, less time, need to get back to car.</p>	

ORGANIZING PARKING or ALLOCATING PARKING ON-STREET AND OFF-STREET	How important is it to improve turnover and availability of short-term parking? How important is to shift some on-street parking to the parkades (i.e., when reconstruction gets underway)?	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
<p>clients and deterrent for coming downtown.</p> <ul style="list-style-type: none"> • Lack of spaces for dropping off goods and supports at social service providers. • Accessibility issues with not having spaces available for visits to medical offices. • Vehicles are circling looking for parking incurring idling and creating unsafe condition for pedestrians and cyclists. 	<ol style="list-style-type: none"> 4. Ensure that there is hourly, day use in parkades i.e., not being fully permitted. 5. Signage and wayfinding 6. Apps for accessible spaces 7. Encouraging more active transportation. 8. Improve transit modal share to lessen demand for parking. <p>Other ideas:</p> <ol style="list-style-type: none"> 9. Snow clearing prevents active transportation in the downtown (not just in the downtown). 10. Complimentary parking in parkades not only on street. 11. Have some on street paid parking. 12. Use platform or app and City website to help identify open parking spots, and costs and options 	<p>wayfinding and enforcement.</p> <p>#3 would provide for mobility drop-offs at Sleeman Centre, at medical and other downtown destinations.</p> <p>#6 would assist finding parking. Would also help gauge usage to know when more spaces are needed.</p> <p>#8 make transit free.</p> <p>#10 will incentivize use of parkade by owners, visitors. Try it out and will love it.</p> <p>#10 Shops could validate 2-hour pass for parkades.</p>	<p>Downtown businesses benefit when people walk by their business on way to other destination.</p> <p>#8 won't work. Survey results already told us that people want to drive.</p>	<p>#8 Active transportation is not only a downtown consideration.</p> <p>Consider parking for people who visit vs. people who work downtown.</p> <p>Conestoga classes are generally 3 hours and 3 to four hour parking rates would be good.</p> <p>Reassess accessible parking every 2 years – right number in right locations (based on business organization).</p> <p>Based on adjoining use needs (patios, duration, accessible).</p>

ORGANIZING PARKING or ALLOCATING PARKING ON-STREET AND OFF-STREET	How important is it to improve turnover and availability of short-term parking? How important is to shift some on-street parking to the parkades (i.e., when reconstruction gets underway)?	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
	<p>to move traffic to preferred spaces. Include for accessible spaces as well.</p> <p>13. Same idea as #11 but big electronic sign when you enter the downtown with the availability of spaces and prices.</p> <p>14. 5-to-10-minute parking for UBER with loading zone for food delivery and pick up services.</p> <p>15. Shuttle service on demand from your parkade to your destination through app on phone.</p> <p>16. More physical space for on-street loading.</p> <p>17. Consider peripheral downtown designated locations for drop-offs.</p>			<p>Incentive for electric vehicle parking. Make it cheaper and have more chargers.</p> <p>Bicycle parking for longer bikes.</p> <p>Consider impact of autonomous vehicles.</p>

Attraction and Condition of Parkades and Surface Lots

ATTRACTION AND CONDITION OF PARKADES AND SURFACE LOTS	What are the barriers for more people using the parkades for short term parking?	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
<p>What we are hearing:</p> <ul style="list-style-type: none"> Over 65% of survey respondents identify well designed parking surface lots and parkades (safety, lighting, good signage) as very important. Costs of permit are high relative to affordability for social service and service providers for vulnerable users. Costs of permit are not seen as competitive. Concerns about safety. Safety concerns Ease of use Lack of awareness of what is available. Parkades are located more than a 10-minute walk to businesses and 	<p>Starter ideas to consider:</p> <ol style="list-style-type: none"> Signage when entering downtown. Colour of signage. Electronic signage # of available spaces. Improve safety and conditions of parkades. More monitoring of parkades. Lower cost for short term stay We already have this. Does not promote employment targets. Complimentary parking to attract people to garage. Shareable parking passes. Discount parking passes for social service providers and non-profits in the parkades i.e., for Chalmers Centre and others. 	<p>#1 advertise that parkades are monitored by cameras.</p> <p>#1 helps people who are not familiar with Guelph (event parking).</p> <p>#1 more wayfinding. Symbols like Green P. This would help international students.</p> <p>#2 metal doors feel unsafe versus glass doors. East and West parkades hard to monitor.</p>	<p>#3 cost.</p> <p>#6 sharing passes can be complicated. Hard to coordinate with people who share the passes.</p> <p>#7 where do we draw line with the discount passes.</p>	<p>It feels like 2 hour on-street parking is not enforced.</p> <p>Traffic control of entering an exiting of the parkades during events.</p> <p>CEPD project with By-law and Security.</p> <p>For the existing Public library, what will happen to that lot?</p> <p>Multi-pass (Honk) discounts.</p> <p>Give whistles to employees (already doing this).</p> <p>Sell parkades to private ownership/management.</p> <p>Parking open to user pay per time uses with validation options.</p>

ATTRACTION AND CONDITION OF PARKADES AND SURFACE LOTS	What are the barriers for more people using the parkades for short term parking?	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
<p>services in the north end of the downtown.</p> <p>Baker Street lot will fix this.</p> <p>Not really</p> <p>Depends on weather.</p> <p>Focus on investment in parkade in underutilized private property.</p>	<p>Other ideas:</p> <p>8. Discount for business owners. 50% of passes. Driving them to the parkades, credit toward transit, leave the closer spaces for customers.</p> <p>9. Decrease the price and advertise when the time are free.</p> <p>10. Making access to stairwells private.</p> <p>11. Shuttle service to the parkades.</p> <p>12. Extra availability of accessible spaces in parkades.</p> <p>13. Parking pass for X number of days.</p> <p>14. E-charging for bikes and vehicles in the parkades.</p> <p>15. Lack of enforcement.</p> <p>16. Public art in the parkades.</p> <p>17. Individual bike lockers.</p> <p>18. Agencies should subsidize parking for volunteers.</p> <p>19. Discount cost for long-term stay.</p>	<p>#2 students will avoid parkades if it appears unsafe.</p> <p>#2 cleanliness and bright paint could improve.</p> <p>#5 2-hour parking in the parkades. Reduce circling time if it was complimentary. Easy to implement.</p> <p>#6 incentive to business owners to be able to offer sharing passes to staff. (Discounts until parkades are used more).</p> <p>#6 employees in the downtown will like this.</p> <p>#7 #18 – would reduce the costs for the city.</p> <p>#8 less business owners using on-street parking.</p> <p>#8 make business owners salespeople for the parkades.</p>	<p>#16 cost for improving enforcement.</p>	<p>Get rid of physical passes. Use licence plate recognition technology to share permits for businesses.</p> <p>Can't restrict who the parkades rent to (i.e., residential vs commercial, market apt vs. affordable).</p> <p>Keep the 2 – hour free parking for customers of the businesses.</p> <p>Density downtown will impact driving mode share. Police take too long.</p> <p>Different rates for events (during events) i.e., Market parkade less money when events are at Sleemans Centre. Align to on-street hard to get out of East and West parkades at end of events which leads patrons to</p>

ATTRACTION AND CONDITION OF PARKADES AND SURFACE LOTS	What are the barriers for more people using the parkades for short term parking?	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
	<p>20. App for parking and # of available spaces. (Need more data).</p> <p>21. People who carpool should get complimentary parking.</p>	<p>Change how parkades are talked about by having businesses talk about benefits of parking in parkades as a good solution for customers.</p> <p>#15 would go to parkades if there is more enforcement.</p> <p>#15 increase parking ticket cost could provide stronger enforcement.</p> <p>#16 help locate vehicle and feels more welcoming.</p> <p>#17 feels more secure. More people will bike to work if they feel safer i.e., not getting their bike stolen.</p> <p>#17 store things for the bicycle users i.e., personal use.</p>	<p>#20 less adaptable for seniors or people who don't use apps.</p> <p>#21 car sharing is not as successful in Guelph example of condos. Should be encouraged to reduce reliance on cars.</p> <p>#21 how would this be monitored? People can lie about this.</p>	<p>park on street instead.</p>

Affordability of Parking in the downtown

AFFORDABILITY OF PARKING IN DOWNTOWN	Balancing the price of parking versus the cost of providing it	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
<p>What we are hearing:</p> <ul style="list-style-type: none"> Cost of parking is very important (over 60% of survey respondents) Affordable options are necessary to level the playing field for attracting and retaining office workers and medical and social service providers. <i>Why these four? Not aligned with Ec. Dev and tourism strategy. Market housing?</i> Complimentary on-street parking is seen as very important (over 65% of survey respondents) Current system rewards people for taking up short stay parking for longer trips. 50% of survey respondents indicate that higher parking fees or hourly rates are not important with respect to the likelihood of 	<p>Starter ideas to consider:</p> <ol style="list-style-type: none"> Maintain on-street complimentary parking. Provide incentives for use of parkades (i.e., first hour free) Have shareable parking passes. Discount parking passes for social service providers/non-profits. Cash in lieu policy for new development. How should pricing be used to encourage the use of transit and active transportation options? Increased transit service to reduce need for additional costly parking in garages. <p>Other ideas:</p> <ol style="list-style-type: none"> Condo parking spots. Free unlimited accessible parking. More accessible parking locations/inventory in covered locations. Subsidize parking passes. Extend length of complimentary parking for volunteers, etc. 	<p># 4 shift to paid on-street parking with regards for accessible parking incentives.</p> <p>#4 fund as public infrastructure. Also provide free transit downtown.</p>	<p>#5 less accessible parking</p>	<p>Encourage transit.</p> <p>No parking minimums on new development</p> <p>Cash-in-lieu to fund transit.</p> <p>Privatize off-street parking.</p> <p>Charge market rates. Open for business on street.</p> <p>We have and will continue to lose key employers in the downtown due to the affordability of the permits.</p> <p>Consideration of balance for hybrid and on-site employees.</p> <p>Misconception that employees pay for their own parking.</p> <p>Important for talent attraction in the sectors that we want to see grow in the downtown.</p>

AFFORDABILITY OF PARKING IN DOWNTOWN	Balancing the price of parking versus the cost of providing it	Pros (of ideas)	Cons (of ideas)	Other comments and considerations
reducing the number of personal vehicle trips to downtown.	13. Incentives for EV users and include accessible layout no Rb-93 sign. 14. Parking should be public infrastructure. 15. Consider free transit – i.e., reduce passes for students. 16. Auction monthly parking in garages (dynamic pricing). 17. Make payment easier (use apps). 18. Less cost/no cost for bike parking. 19. Carpool parking rates. 20. Travel wise corporate rates/packages for bus/carpools. 21. Put solar systems on parkades to generate revenue.	#15 reduces parking demand.	#13 why incentivize EVs?	

Feedback from Workshop Plenary Discussion

During the plenary discussion, each group presented highlights from the discussion. A plenary discussion followed which included overall discussion on ideas and strategies. The following is a summary of what was heard through the plenary discussion. The ideas noted in the following do not represent a consensus amongst workshop participants. While there is agreement on many themes, the following also included individual perspectives.

Guelph is not transit ready at this time and taking transit to the downtown doesn't work as a primary mode for trips which will result in residents, employers, employees, and visitors continuing to drive downtown for the foreseeable future. This needs to be considered when talking about providing for parking in the downtown to ensure that there is parking available where it needs to be at a reasonable cost for all users.

The availability of parking in the evenings is relatively good except during special events (i.e., Storm games, River Run Centre and others). For event parking it was noted that a key issue is ingress and egress at East and West parkades at the start of and end of games, concerts and shows which create back ups on the street and in the parkades. There is also limited parking for people with disabilities near the Sleeman Centre and River Run Centre. Additional staffing in the parkades for games or events is recommended.

Not for profit service providers, medical and social service are experiencing issues with respect to having affordable parking for employees and volunteers near destinations particularly given that there are frequent trips from and to these locations. Parking within close proximity is important given that clients are driven to appointment outside the downtown resulting in multiple trips in a day.

Drop off parking in the downtown is not seen as well organized and can be chaotic causing congestion and double-parking at all times. It was noted that volunteers to social service locations are finding it difficult to drop off food and other supplies having no place to park near destinations to deliver these items. Delivery vans and trucks were noted to be sporadically parking throughout the downtown.

There is a high value placed on on-street parking in the downtown. While there is a desire to prioritize the pedestrian environment, this does not mean removing on-street parking. It was noted that the patios bring people downtown and support local restaurants but do create a loss in the number of available spaces for a good part of the year. Further reducing the complimentary on-street parking on-street from two hours to one hour would not be supported as noted by concerns that this could reduce the duration of trips to the downtown and lessen the walk by foot traffic which is important for shopping activity.

Some feel that the perception of challenges with parking near destinations may be worse than the actual problem.

There is a desire to have more parking occurring off-street. Some note that the monthly permit system in terms of cost is a deterrent for shifting parking to the off-street parkades noting that the risk of getting a ticket on-street is less concerning than the higher prices, longer walk and safety perceptions in the parkades.

The DGBA is encouraging businesses in the downtown to encourage patrons to use the parkades. Providing complimentary passes to businesses and better wayfinding signage is suggested to encourage more uptake on off-street parking.

Ideas for making the parkades more attractive for users include the following:

- Better lighting, frequent cleaning of stairwell, on-site security.
- Electronic signage on perimeter of downtown to show where parking is available.
- Incentivize pricing including passes for business owners to distribute to customers.
- Reducing rates for restaurant and retail employees.
- Reducing rates for non-profit and social service providers.
- Implementing complimentary parking to encourage use.
- Creating opportunities for public art, events, spontaneous performances to enliven parkades and make them more people friendly.

A few stakeholders feel that the City should get out of the parking business and leave it to private interests. These stakeholders view the new growth because of Bill 23 to be a catalyst for increased residential development downtown and support reduced required parking ratios.

Part 2: Transcript of Public Meeting 1 held on April 13, 2023

The following is transcript from the April 13, 2023, Public Meeting which is verbatim. This was available on Have Your Say Guelph a few days after the public meeting along with the presentation slides and video of the presentation.

Introduction

Sue Cumming, Cumming+Company:

I'm not seeing anyone waiting to come in, so at this point I'd like to start our meeting. We really appreciate that you are joining us this evening. And tonight, we'll be talking about downtown Guelph parking master plan and the work that is being done to analyze and look at both what's existing and future oriented in terms of parking. So, it is a webinar format. If you go to the next slide, please, just wanted to do some introductions. So, my name is Sue Cumming, Cumming + Company and I'm working with BA Group and with the City, doing the engagement with public and the stakeholders, and I will be facilitating our meeting this evening. Our key presenter tonight will be Stuart Anderson. Stuart is a senior associate with BA Group, and he will lead us through some context, some overview, which we hope will be important for you to then have some discussion following that.

We also have Ralph Bond, who is a principal with the BA Group, who may be able to address some questions and comments that you'll have. And then we have Jamie Zettle. Jamie is a manager of parking operations for the City of Guelph, and he'll be listening in tonight. I know we're having a little bit of technical difficulties on answering, so he may not be able to answer you, but he certainly can hear you and we've been working very closely with Jamie and hope we'll be able to provide some perspectives as they may come up. If you go to the next slide, please for me, Stuart. So, the purpose of tonight's meeting is to really outline the key considerations for how the downtown parking master plan is being developed, to discuss with you the existing parking ecosystem and how it's working. And in that respect, giving you a little bit of information on the data that has been collected so far, and really to learn about your experiences parking downtown, your future needs and some opportunities and ideas that you might have.

We hope to be able to respond to your questions and comments as part of the presentation discussion to follow. Next please. So, regarding the format for the meeting, BA is going to be giving the presentation live, followed by the Q&A. You'll note at the bottom of your screen, we're asking you to put in your questions and comments at any time by going to the Q&A box. If you click on that, you should easily be able to type in any comments or questions that you have into that box. Following the presentation, which is about 20 minutes long, I will go to that box and be able to read out those aloud to the city and to the consultants to try to address your questions. Everything you put in there I'll be able to read out, unless it's something that is not to read out, I won't be including your names, so it is somewhat anonymous in terms of your feedback.

I want to make sure that you're comfortable asking any kind of questions you want and to share your opinions. So that Q&A is important, and I'll just go over that a little bit more when we come to that part of our meeting. You don't have to wait till we finish the presentation. You could start at any point by putting in a question or comment right from now if you wish to. We also wanted to ensure that you were aware that on haveyoursay.guelph.ca, the community survey has been launched about a week and a half ago. We've had already over 1,100 responses, which is terrific. And if you haven't had a chance to go to the survey or others that you know might be able to go to the survey, we'd really appreciate you going there and encouraging others who you work with or within your family or colleagues to in fact fill out the survey.

The video of tonight's presentation will also be posted on haveyoursay.guelph.ca within a few days of the meeting and a feedback report will be prepared and made available. All the questions and comments that you put in this evening will be part of our feedback report and our ongoing consideration review of the work. Go to the next slide please. At this point I'd like to call upon Stuart Anderson, who's going to give you context for the

study and then we have a few discussion questions that we hope to pose to you, and we certainly hope to hear your thoughts and ideas as we go. Stuart, please welcome and if you could start your presentation, that would be excellent.

Presentation

Stuart Anderson, BA Group:

All right, thank you, Sue. Hope you can hear me clearly, Sue, is that still good?

Sue Cumming:

Yes.

Stuart Anderson:

Great. Thank you everyone for joining to talk about parking in downtown Guelph. It's good to be having a public meeting and looking forward to the questions and discussion afterwards. So, we, BA Group, if you missed the intro from Sue, we were retained by the city to re-look at the downtown parking master plan that was originally prepared back in 2015. So, coming back to that study and looking at it again in the context of a lot of different things that have changed since then. So, I'm going to go through some of those in the presentation and a little bit of a description on probably stuff that you all know, but we'll go through just to make sure you all know what we're looking at in the study. So, there's a few things that have changed in recent years. One or two are to do with trying to encourage or the city trying to encourage different ways of travelling around.

The transportation master plan is perhaps one of the biggest ones. And, the City has adopted the Race to Zero program, so trying to reduce carbon emissions down to zero in the near future. So, there's several things that are changing or potentially changing the extent to which people drive and park downtown. So, what we're going to try to do through the rest of the project this year is to come up with some estimates of how much parking is going to be required in the downtown in the future and where that should be and how it should be controlled. So that's what the study is trying to do in a nutshell. This is the area I just wanted to show everyone, the area that we're looking at which corresponds to the downtown secondary plan area that the city has for planning purposes.

So, it is sort of within this area that we're going to be looking at all the city owned parking. So that includes, oh sorry, I will just go back to that, that includes the off-street parking in the parkades, the surface lots, the on the street parking as well, in all the streets in the downtown area. We are envisaging, sorry, we're thinking about the way we're doing this study in three categories, I guess. The first part of the study has been what we're calling a checking in phase. So that is looking at all the issues that we can find related to parking downtown, how things work, what the key stakeholders' opinions are. And the second phase we are going to be moving into is what we're calling the recalibrating phase. So that is looking at all the information we've gathered in the first part and again, looking at what we think those future needs might be and coming up with some draught recommendations.

So, this will be then coming forward towards the end of the year in September, will be an actual recommendation report going forward. Right now, we haven't progressed to the point of coming up with recommendations, so we're still in the first phase in identifying stakeholders' needs, which is the point of

tonight's meeting. This image is just trying to demonstrate graphically what things influence parking and how parking influences those things as well. So, there's several different things that the city has engaged in and has put forward that influence parking. So, there's a few there, I'll just pick out a few. I mentioned the Race to Zero already, the Transportation Master Plan, but there's several other wide-ranging aspects of the downtown. So, tourism, businesses, how they rely on parking and economic development goals of the city as well. That is a whole lot of things.

I mentioned at the outset what has changed since the last parking master plan. These are just some of the things that we've identified that are quite different from the last time parking was looked at in a comprehensive way. So, the obvious ones at the top are the amount of work from home that is going on now and virtual meetings instead of going to downtown office buildings. So that is a big change from last time. Also, some impacts on how much purchasing of either food or goods and all those things takes place remotely now a lot more than it did back in 2015. So that also results in some different demands on the curbside for restaurants and other businesses and residents as well when they're receiving the items that they've purchased online.

The patio program is also something that has taken off downtown, in many downtowns, but especially in Guelph. So that, for several months of the year, is taking up on street parking spaces that had been used previously. And I think the number in the Guelph downtown is around, roughly speaking is around 100 spaces that were used last year for the patio program. So other changes, so the cooperators are going to be moving out of downtown, as one of the key users currently, that'll be a big change, as is the new library and the development in the Baker Street area. Metrolinx two-way all day Go service is another major change that could impact the city in a big way. So that's most of the things, the other one I wanted to cover is, so the City is currently working on the downtown renewal projects, so looking at revitalizing all the old infrastructure and rebuilding streets. So, there's another big piece of that that the City is active in, which obviously is going to affect the on-street parking.

That is still underway, so we don't have a recommendation for exactly how that's going to affect the on-street parking as yet, but that will come out as those studies progress. So, what we've done so far at least, we started in the fall of last year, is to get out and count how well or how much parking is being used in the downtown area. And that's included some parking surveys that took place in October and November. We did a number of different days, all day for those days, so weekdays and weekends. We also have some data that's available through the City's parking control systems, the gates, and through some recently installed monitors, sensors that are on the pavement on Wyndham Street itself. So, there's a lot of data we can put our fingers on. What it's telling us obviously right now is that there's a lot less demand than there was back in the 2015 Master Plan and that's really, I think, just a function of how many people are working from home and hybrid work situation. So not everybody is downtown every day.

What we have also done is had some meetings with stakeholders downtown, including a number of different groups to try to understand what the current issues are. And this meeting tonight is part of that program as well. So, we're starting to explore what the needs are, what opportunities there might be related to parking downtown. Just a quick recap on the parking system itself. I'm sure everyone on this call is probably familiar with downtown Guelph. There are the three parkades, the big ones, that's where most of the parking supply is. That's around 1,350 spaces in those three locations. Then there's some off-street lots that get us to another 400 spaces roughly. And then the on-street parking as well is quite a big supply there. In the core of the

downtown there's approximately 600 spaces and that includes the ones that operate under the two-hour free once a day program.

That is really what I wanted to cover there. This is just a quick snapshot summary of the parking surveys that we did back in October and November of last year. Just a just a quick snapshot, I don't want to go through all the details, but the green rectangles, if you can see them on your screen, the larger green rectangles are the parking parkades, which, if you can see it, but they're around about 40% full at peak. So again, that's a reflection of how well-used, I guess, the downtown activity or how different downtown activity is due to the work from home scenarios. The on-street stuff, especially on Wyndham, you can probably make out the red markings there. So that was over 80% occupied during the times we surveyed on those weekdays. So, the on-street stuff is still looking pretty busy, but the off-street, not so much, at least when we reviewed it in the fall.

Going back to the previous Master Plan, just a few more slides here, the previous Master Plan was looking at adding to the supply and that master plan was done before the market parkade was built. So that was one of the recommendations was that the market garage be built and that was done and opened in 2019. There were recommendations to add additional parking on top of that as well. So that's what we're looking at today, is it still needed? Where should it be? And those are the kind of questions we're going to be grappling with in the next few months. Some of the other things that have changed is the projections of how much growth is going to be in downtown Guelph. There's been a number of changes at the provincial level, in particular about where growth should be and how much should be in major transit station areas. So that's also going to affect what we're looking at for downtown Guelph.

So just a couple of ideas, and again, we haven't done the complex math yet, but these are just the back of envelope ideas on what we need to look at. So, for the medium term we think whatever use might replace what the cooperators is going to vacate in the downtown, it could be an increasing demand for that space, or sorry, increasing parking demand coming from different reuse of that space, which could add, we think, possibly up to 600 spaces. So again, that is to be determined, but it looks like there could be an increase from that. But also, if things change from the current work from home patterns, we could see just an increasing demand just based on the current businesses and offices downtown.

So, in the long-term future with the growth, I mentioned that that should take place or could take place in the major transit station area downtown, there could be some new office space that could add employees through new office floor areas, and new residential development that is likely to take place in the next let's say 20 to 30 years. So again, putting all of that together, there's possibly an increase in demand for again, somewhere in the range of 500 spaces, 550, but numbers to be confirmed. What may of course take place, I mentioned at the beginning is the City of Guelph's work on the Transportation Master Plan, is working at trying to improve transit and improve alternatives to driving downtown. So that will need to factor into the math on how much parking we think might be needed as well.

So that's the long story. The key thing I think for us is that there's a lot of uncertainty around how much things will change and how fast they will change. And that's sort of a function of the work from home changes maybe starting to return to what it was pre-pandemic, and those changes on how much people use alternatives to private cars as well. So, a lot of uncertainty there that we need to figure out how we manage and adapt to that.

What is also coming up, I'll just cover this one Sue, and then I think you're going to jump back in, but the survey we mentioned at the outset is up and live and Sue mentioned we've got over 1,000 responses already, so that's fantastic. Please again tell your friends if they haven't been to it and completed the survey, it'd be great if they

could. There will be another opportunity for input in June. Don't have a date for that yet, but once we get closer that'll be advertised on Have Your Say, so there'll be another public meeting at that time. All right. I think that's all I need.

Questions and Comments

Sue Cumming:

Stuart, thank you so much. We really appreciate your attendance tonight. We know this is just part of the conversation. And we had two questions for you, and I know I already see one question in the Q&A, which is great. I'm going to read out our two questions and hopefully that will spur some further conversation. And please jump in at any point by typing into the Q&A with your comment. So would really like to understand what your experience is with the downtown parking ecosystem. And it has been called an ecosystem because of all the components. So, things like how do you travel downtown, what do you find some of the challenges you experience currently with parking? Whether that's accessibility to parking, whether it is the cost of parking, whether it's safety and security around parking. And then what is important to you when you decide how to get downtown, if there are some thoughts you have around ideas that you think could make it a different experience in your travel patterns?

So really the first question is telling us what's going on, what are you think about downtown parking? And the second thing is if the city starts to look at new strategies and looks at maybe allocating certain things, how bold should they be in trying to address both implementing strategic change, also addressing the changes? And Stuart has identified a number of those that already are being considered throughout the city. Things like shareable parking permits, which might be an opportunity for those that are working shared working arrangements or within a home or within an office or business. Trying to encourage more turnover of those high demand on street spaces so that they can be readily available to more people. Potentially providing some complimentary parking in the surface lots and parkades, are those are the kind of things that would get more people into the parkades and free up some of the on-street stuff? Bike parking, we did meet with the GCAT, the Guelph Coalition for Active Transportation.

We know there's a demand a need for bike parking, also electrical vehicle parking, are there some thoughts you have around that? And transit, improving transit in those connections is really important. So, there are many things the City's looking at and a sense of, these are just a few examples that would be really helpful to hear some thoughts on. And I'm going to go to the questions in the questions right now and I see the first one here.

Question #1 from participants:

It was announced today and yes, thank you for bringing that, we are aware of that, it was announced today that Conestoga will be purchasing the cooperatives building right in the heart of downtown. This could bring an estimated 5,000 students and approximately 125 staff. Will our current study evolve to new changes such as this and work with downtown businesses like Conestoga to develop new infrastructure, for example, this could bring great opportunities for securing bike parking by the cooperatives building in the Guelph Central Station.

Sue Cumming:

Thank you very much for the question. And I know that announcement was I think around 11:00 today, so it's certainly percolating through the community. Is that something, Ralph Bond or Stuart, you'd be able to address in terms of how this study is really factoring into that change of use that's occurring at the cooperators building?

Stuart Anderson:

Yes, I can take a stab at that. Yes, it's big news and as far as our study goes, that's something we'll definitely need to look at. We haven't yet because it's so fresh, we haven't spoken to Conestoga yet, but we'll need to have a good understanding of that when it happens, to confirm those student numbers and especially the staff numbers too. So, there's a number of different ways this could affect things and we'll need to be on top of how that works. I mean, we can use some examples we've had working with post-secondary institutions in other places to get a good idea of what we expect the demands might be for a college and student parking versus staff. But we will be looking at all those things as the study progresses, but we'd like to meet with Conestoga College as soon as we can to try to understand this a bit better.

Sue Cumming:

There is also a reference here to there's opportunities potentially for secure bike parking with this sort of new shift. And I know that that did come up through some previous discussions. I don't know if Ralph or Stuart, you want to comment on how the study might be looking at bicycle parking as a component to the master plan work?

Stuart Anderson:

Yes, and I should have mentioned that at the outset when we're talking about what we're looking at downtown, it does include bicycle parking as well as car parking. So that's something we are going to be looking at and I think this comment, this question is right on the mark because universities, colleges in particular are often really good at and bringing in this kind of things such as bike parking. So, it seems like an opportunity to work with Conestoga and get some kind of, whether it's a facility on their property or whether it's something on City land that might sort of seek to have a good secure bike parking that could encourage people to use it as an alternative again, to providing additional vehicle parking.

Sue Cumming:

Okay, thank you. We'll go to the second question that's noted here.

Question #2 from participants:

You talk about lots of empty space, but the Neeve Street Parkade has turned into full permit parking, which gives my business a hard time to have parking for customers.

Stuart Anderson:

Yes, I think one of the things, and that's a good point and we've heard comments like that, not that exact comment necessarily, but we've heard comments like that through talking to some of the groups we've already

spoken to in the downtown. One of the key things I think is yes, it's not just how much parking there is but where it is and how it is managed. So, this question gets to that. It is a balancing act of where the parking should be that can best serve customers to businesses, in terms of the sort of parking that's close and easy to use and available. And so, people aren't having to circle a block for 10 minutes to try to find a space to get to a business. That's something I don't think business owners want nor does the City.

So, it's really looking at the whole parking situation. I'll use the ecosystem word again, as a system to make sure it can provide it as best it can for all those different types of demands. So yes, we'll be looking at possible changes to try to encourage, I guess, long stay parking to be in areas that sort of doesn't get in the way of the short-term demands that are really needed for business operation, customer use, I should say.

Sue Cumming:

Thank you.

Question #3 from participants:

By what methods is the City considering encouraging turnover in on street spaces? And to be clear, I think this is a key strategy and support it. And we also welcome ideas that any of you might have about what your thoughts are about what methods a City could be doing to encourage the turnover. So, the question is here, by what methods is the City considering encouraging turnover in on street spaces?

Sue Cumming:

Stuart, is that something you and Ralph, as part of the study of course, are looking into?

Stuart Anderson:

Yes, it's something we've been asked to look at. Obviously, the current system is one that relies on enforcement in order to work. So, people aren't putting money in the metre, they are parking there for two hours and then they're being subject to enforcement if they're staying longer. So, we will be looking at alternatives. So, one alternative could be the introduction, or I guess reintroduction of payment as a method of controlling or enforcing that long stay parking that might be taking place on the sort of prime on street spaces. That may be one alternative. Again, there's different opinions out there on that paid parking issue. It's certainly one we need to think very carefully about as it impacts both ways, but that would be one thing.

There are other methods. So, the City has, I did mention they have installed sensors in the pavement on Wyndham, North Wyndham and so they are able to now have a really good understanding of how long vehicles are parked in those spaces and what the turnover is. So, part of the way we can identify and understand what changes might be helpful is to have a better understanding of exactly how things are being used right now. So, we are now getting that information as a result of installing those in pavement sensors that detect when cars are over them. So, more information is good and should let us look at different ways of trying to manage that.

Sue Cumming:

Okay, thank you, Stuart.

Question #4, Follow-up from the previous question:

Relating to the fact that the Neeve Street Parkade is now a full permit facility. So, any of the businesses located around it don't have access to that frequent or one or two hours, even three- or four-hour parking for the businesses. And a follow-up is that this individual referenced that they own a restaurant that has absolutely no close parking that is available on Wellington, which obviously is an impediment from their perspective to being able to attract and maintain customers to their business.

Sue Cumming:

I think it's a really important to learn that and hear that from this individual, as something that would need to be looked at in terms of that specific case on Wellington Street, relating back to the Neeve Street Parkade. Ralph or Stuart, did you have a thought, or I don't know if you've uncovered that yet in your analysis or is that something that we can note and follow back on and really give that a good look?

Stuart Anderson:

Yeah, it is quite important, and I mentioned it earlier, but not just sort of how much parking there is, but where it is I think is a key thing, especially for downtown Guelph. So as everybody knows, most of those, the key parkades are sort of located east-west along a line that's MacDonell Street. So anywhere that is not close to those is potentially in an area where there might be some deficits. So, we're going to be, or we are already starting to look at the downtown as a series of areas or zones and trying to understand what the demands are and what the parking supply is within those zones because yeah, it's not necessarily useful to everyone to have more parking added in an area where there's currently a lot. And so, it doesn't sort of solve those proximity issues for trying to have parking close to where there are short stay demands for customers or other visitors to the downtown.

Sue Cumming:

Okay, thank you and thank you so much for raising that as something that we can be followed up on as part of this stage of the study. I am wondering if there are any other questions or comments people would like to put into the Q&A. You might have ideas as well on how to encourage that high turnover. You might have ideas about the Neeve Street Parkade, so we obviously welcome your ideas here as well. Give it a few minutes and see if there are some other things that are coming in.

Question #5 from participants:

Someone writes, how and what considerations are being made for downtown groups that regularly have delivery of goods that are donated or purchased to support under supported community members.

Sue Cumming:

Let me restate that question. I might have mumbled that too much.

Question #5 from participants (restated):

How and what considerations are being made for the downtown groups that have regular deliveries of goods that are donated or purchased that support under supported community members? And I believe there's a lot

of really good organizations downtown that are having deliveries of food and supplies and volunteers and what consideration of those is being made to ensure they have good access for deliveries?

Stuart Anderson:

Yeah, I think one of the things, well I know one of the things we're looking at is how that curbside space is managed. And so that includes parking and loading spaces as well for truck deliveries and certainly see it around town sometimes, especially on Macdonell, that sometimes trucks here parked in the middle of the street unloading, wheeling stuff down a ramp onto the middle of the road. So, I think there's clearly some changes we can think about looking at. So, I mean, I guess what I would say that's not necessarily for a social service or whatever or other groups, but if there's any particular requirements and locations, we'd hope to identify those through this type of meeting, but also meeting with other stakeholders in the downtown. I think there's some meetings coming up on, correct me if I'm wrong, Sue, but I think that one of the health groups we're meeting with next week.

So yes, I think yes, we'll be looking at it. We don't have the recommendations yet, so I realize this is not the answer you want to hear right now, but we're going to be looking at that through the study, how to manage the competing interests that want to use curbside space in downtown Guelph. So yes, loading will be one of those.

Sue Cumming:

To the person who asked the question, if you wanted to put in the addresses of the facilities in particular where you're having donated things come, then that could be something that the team could take a look at or if you wanted to send an email, we'll put up at the end of the meeting, the email address for the city. And certainly, it's for that to us, so we've got that more direct information, that would be really helpful. Thank you. I think you have just added that. Great, thank you. They have added the organization, I appreciate that. We will follow up with you on that.

Sue Cumming: I have another question here.

Question #6 from participants:

Any specific plans for accessible parking spots? It is a frequent topic that comes up when I talk about the downtown, especially frequency, often too far apart and connectivity to key destinations.

Sue Cumming: So, thank you for that question.

Stuart Anderson:

Yes, there will be specific plans for accessible parking. We have had a preliminary meeting with the accessibility advisory committee and so we've heard some of the concerns. Again, it was a preliminary meeting like this one, so we haven't got the recommendations yet. But that's one thing we heard loud and clear, is that there is a difference to some users in particular of accessible parking spaces that are located in the parkades, versus ones that are located on the streets downtown. And I think there's a preference, there's some preference for the on-street ones, although there's some pros as well for the off-street ones in that they are weather protected and that's an advantage in some circumstances for accessibility too. So yes, we'll be looking at that. And again, that's a question of not just how many spaces there are, but where they are and what kind of

function they are going to be serving as far as employees versus visitors or customers. That's sort of two different groups that have typically different length of stay requirements for those spaces.

Sue Cumming:

Question #7 from participants:

This is more of a comment. Diagonal parking and one way traffic may open up as likely a suggestion for some of the earlier conversation we've had this evening.

Stuart Anderson:

Yes, definitely. And I think again, I mentioned the City's studies or their work on the downtown revitalization, so it's falling within some of those studies for the specific streets as to what's going to be provided on each street when that street gets rebuilt. So that could involve bringing in diagonal angle parking, it could involve bringing in bicycle lanes, it could involve turning some streets into one-way streets. And there is some ability there I think and some examples to maybe get a little more alternative for either parking or other transportation to get through those areas. So, we're partially, we're looking at it in our study, but I think we're being guided as far as what's on the streets by the environmental assessment studies that are being done for those downtown revitalization projects.

Sue Cumming:

Great, thank you, Stuart. We note that in terms of our questions to you, trying to understand your experiences and two of you've noted specific experiences that things that aren't working in terms of some of the things that you need, both having approximate parking for customers and then also being able to have good delivery space, approximate for deliveries for volunteers who are dropping things off or different goods. Do you have any thoughts on looking at transit and the transit connection with respect to whether that would alleviate or maybe take away some of the demand for parking? Are there some improvements also to the parkades themselves that you might say that needed to be looked at? We're hearing about the Neeve Street Parkade and its sort of more full-time permit status, but in terms of other things about the parkades that could be looked at to try and make them more attractive for use?

Are shareable parking permits the kinds of things that between workers at a business or a restaurant, would those be things that would be beneficial? Just throwing some of those ideas out too if you had any ideas or thoughts for the team, that would be really helpful. Give a few minutes to see if anyone's really keen to type in some of that stuff for us.

Question #8 from participants:

What are you considering regarding the five surface lots in terms of possible changes?

Stuart Anderson:

Good question. We don't know the answer to that one yet. I mean, depending on how the math works out, we could be looking at, I mentioned in the long term, and again this is sort of beyond 2041, so quite far in the future, if there is substantial new demand for parking, we may be looking at possibly more structured parking,

so possibly another parkade, that there could be one solution and that could take place on one of the surface lots. So that's a possibility. I wouldn't say we're going to go there yet, but we'll need to work-out the study to get the best idea we can at least, of what the numbers might be.

Sue Cumming:

Would that also potentially, Stuart, relate to the cost of parking in terms of whether that's paid parking or there's some complimentary parking in those lots to encourage a bit longer term user to go to the lots, as opposed to be on the street, if that's part of the analysis or the work that the team is doing?

Stuart Anderson:

Yes, so I think that's likely going to be a big piece of the puzzle is how the payment works and how we can think about different ways to encourage or reinforce different behaviour. And that could be, for instance, an idea of having higher payment requirements on the street and lower on the off-street, to try to encourage that long-term, long stay parking to take place in an area that's maybe a little further away from those prime on street lots, the downtown corners. So, it's on the table to look at, it's early now, but yeah.

Sue Cumming:

A few more comments here. One is a question.

Question #9 from participants:

Any possibility for the downtown businesses to apply for a transit subsidy for their employees?

Stuart Anderson:

That is a good question too.

Sue Cumming:

It's an important comment to note and we could carry that forward as a question, that would be really helpful potentially from what we're hearing then. So, the possibility of having downtown businesses apply for a transit subsidy, which would relate to their employees. Thank you for that idea, we'll include that in our notes from the meeting and see if that can be something put over to transit.

Question #10 from participants:

Shareable passes would help. Being able to have a pass within an arcade that is shared would help. So, thank you for that.

Sue Cumming:

I'm wondering if there are any comments on the conditions of the parkades, in terms of there are obviously the east to the west and the new market arcade, if there's any thoughts, comments on just a general feeling around those, we certainly welcome any feedback you have on those. And also, maybe the affordability of parking too, if anyone has any comments on affordability overall.

Question #11 from participants:

Thank you for having this meeting. It is not a question, but to inform us, we are businesses on Wellington Street under the River Mill Building and we'd like you to know that we are not really accessible. One and only and closest accessible parking spot is all the way around the building. And even if our client's customers try to reach us, taking the City accessibility bus, in the wintertime, they're being dropped off all the way down the road. So, thank you for that.

Sue Cumming:

That's an important comment to note like the others and appreciate that you're giving us information that can be looked at. We will take a few more minutes to see if others have any other comments you wish to share with us this evening. And we do note that the survey has lots of detailed questions. It's about a 15-minute survey and if it's a place where you would be able to provide comments, we'd welcome that as well. There are some open-ended questions in the survey towards the end of it. You are also able to email and maybe we could put Jamie's information up at this point, Stuart, if you could advance the slides.

Stuart Anderson:

Yes.

Meeting Conclusion and Next Steps

Sue Cumming:

On this slide, you will see the contact information for Jamie Zettle, the City of Guelph Parking Operations Manager. Please do not hesitate to email Jamie at any point any comments that you have or information. And I believe also on haveyoursay.guelph.ca, there is a place that you can provide comments and all our contact information is there, but Jamie will directly get that email, and be able to ensure that the project team is considering what you're putting forward as part of the work. I do not see any new comments or questions, but I want to give you the opportunity. I know it is a lot of information to digest and there is lots of interest in parking and in how it relates to different organizations.

Our next step is to take all the public input that we're receiving, look at the survey input, to carry on with some of the key stakeholder meetings that we're having and more to have, and then the team will be moving into that recalibrating phase. And so, the recalibrating phase, looking at different strategies and plans and then coming back out to the public in June with some of the strategies that could be looked at before any recommendations are made. So, we want to make sure we're able to come back out and share that. We are looking to do a second survey and to post information on haveyoursay.guelph.ca, which gives more information on the study. And then to hold hopefully another virtual session to provide information and potentially in person if people feel that is a better ability for them to come to the session, and that would be in June.

I do not see any further questions or comments now. I would like to thank everyone for your participation. It is most appreciated. And if you can share the news on the study and share information, that would be terrific. And we will follow up for sure with the question around having volunteers and having goods provided, and to the business related specifically issues around, one was an accessible space and the other was having access for customers to their restaurant, particularly on Wellington Street near the Neeve Street Parkade. So, we're able to follow up and look at those specific situations and again, encourage you very much to continue to be engaged and provide us with your comments as you go.

So, at this point as we conclude this part of the public session, we would encourage you to go to the survey, go to the site, and you could just hang up on us. So, the end button on the bottom of your screen, the red button is where you can go to exit the meeting and we hope you will enjoy it, it is a beautiful evening, enjoy the rest of your evening. So, thank you very much everyone.

Part 3: Transcript of Public Meeting 2 held on June 28, 2023

The following is transcript from the June 28, 2023, Public Meeting which is verbatim. This was available on Have Your Say Guelph a few days after the public meeting along with the presentation slides and video of the presentation.

Introduction

Sue Cumming, Cumming+Company:

Good evening, everyone, and welcome to the downtown Guelph Parking Master Plan presentation and discussion. We're glad that you could join us here this evening, and I do see there are some additional people coming in, which is great. So, we'll do some of the upfront housekeeping, then have our presentation and then have our questions and discussion. If you could advance the slide, please.

My name is Sue Cumming, and I'm a facilitator with Cumming and Company. I've been working on the public engagement for the parking study with the BA group, and I'm pleased this evening to introduce to you three key presenters. Stuart Anderson, a senior associate with the BA Group, Ralph Bond, who is a principal with BA Group. And we also have Jamie Zettle, who is the program manager of parking operations for the City of Guelph. Next, please.

So why are we here? We are here tonight to provide you with an update on the downtown parking Master plan and to share feedback received both from the public and stakeholders for the engagement on the study over the last six months or so. And then to discuss and learn about your priorities with respect to various things we'll be talking about so that we can inform the study recommendations. Next slide, please. The format for the meeting is straightforward. The BA Group is going to provide a presentation live, and following that, we'll have a Q&A. So, for the Q&A, you'll note on the bottom of your screen, hopefully, you'll see a Q&A. So, in that Q&A, you can click on that at any point in time, and you can write a comment, or you can put a question into that Q&A.

At the discussion component, about 30 minutes from now, I will go right to the Q&A at that time and start to read those questions and comments out for the project team to respond to and to receive your comments. When I read the comment, I will not read your name. We want to protect the anonymity of everyone who's participating and be able to give you as much opportunity to ask questions or share comments. You can ask as many as you wish, and we'll look to group different themes so we can have a good discussion.

Following the meeting, a couple of things you might want to be aware of, we do have a survey. Survey number two is available at [www.http://haveyoursayguelph.ca](http://haveyoursayguelph.ca) until July 6, 2023. The video of the presentation and the slide deck that is given tonight will also be posted there, so that's something that you'd be able to go to and see that and refer to it if you'd like to after the meeting. Next slide, please.

Great. So, at this point, I'd like to bring in Stuart Anderson, and you don't have to wait till the end of the presentation to put in any questions or comments. Please go ahead at any point and do that. You'll also note that the slide numbers are on the slide, so you may want to come back to a map, or you may want to come back to a particular initiative that will be overviewed for you, and we can certainly do that as part of our discussion. So, thank you and welcome, Stuart. We look forward to your remarks.

Presentation

Stuart Anderson, BA Group:

Thank you, Sue, and welcome to everybody. Good to see you. A good turnout more than we got in the first meeting. So, thank you for coming out tonight. Just a quick introduction. We're going to do a little refresh on what we're doing. I think, hopefully, most people will know this, but what we're tasked to do for the study is to look at it in a long-term lens and figure out how much parking is required in downtown Guelph and how it should be priced, how it should be managed, and all of this in the context of the city's goals for supporting the downtown. So, just quickly then, this is the study area that we're considering. It matches the downtown secondary plan boundary that the City Planning Department has in the Official Plan. So that is the study area that we are following. And I'm just going to, there's a next slide coming up, but I'm just going to stay on the map for a moment.

So, what we're trying to do within this study is within this area we're looking at the needs and the often-conflicting needs and demands of various groups, strategies, and needs for parking. So, we're trying to also make sure that this parking study, as it looks forward for the next 20-plus years, takes into account all the strategies that the city has in place, including their recent transportation master plan that really looks at trying to increase transportation by other modes, transit, cycling, walking, and not just the automobile. So, it's looking at a range of different focuses. So that's what we're looking at and looking also at the future growth. So how residential and non-residential growth in that downtown area, how that might generate changes in terms of how much parking may be required in the future. So those are the many influences on parking. The diagram on the slide indicates how parking influences things and how those things influence parking. A few of them I've mentioned already, transit, the changing transportation patterns, the increased development activity that is expected in downtown Guelph and citywide over the next 20 years.

Sue had mentioned we've been going for more or less six months on this study, I think a little longer. We are now at phase 3 of the study and are looking to develop recommendations. So, we've done a bunch of background work in the fall and in spring, so I'm just going to get into some of those now. But we're kind of getting to the business end, and this meeting is important because now we want to make sure we understand people's opinions, thoughts, priorities, especially for what they see the parking system evolving into in the future.

Here is a quick list of what we've done so far. We started off with some fairly extensive data collection back in the fall, measuring how the parking spaces were used in the system. We've also had some individual and some

group stakeholder meetings. I think over 30 different meetings over the past little while. So, we've met with a lot of people, we've heard a lot of things, and we're trying to record all of that and consider all that as we go through. We've started recently to also look at the financial side of things and how the system might get paid for in the future. So, we'll cover that a little bit tonight too.

Just a quick recap, I'm going to flip to the map of this again next, but basically, the city's parking system is roughly 50/50 in terms of the supply being in parking structures and on-street. By this there are around 1300 spaces in the three parkades that the city has and in the off-street lots, there are around 500 spaces. And then there's also the on-street parking as well throughout the downtown. So, there's quite a lot of it that's in the parkades.

And as I think everybody here tonight is aware, the parking system is managed with its use being through permits. There's a lot of permits that are able to be purchased for a number of the parking facilities. There's also short-term use cash parking on a daily basis. And the City also runs the special event parking, particularly around the Guelph Storm games and the events at the River Run Centre and other things downtown.

I am not going to get too much into this, but again, when we looked at the surveys that we did back in the fall of 2022, the overall picture was one where the system, as a whole, had some spare capacity. And in saying that, I don't want to gloss over the fact that there were certain locations that were very busy. In particular, the on-street parking around Wyndham in particular and in the Baker Street area, there seem to be a number of places where it's getting pretty busy. So overall, it's got capacity, but in certain hotspots, there's areas that look like we need to look at those little further. The key thing also that we've noticed, and I didn't say at the outset, but there was a study done five years ago for a parking master plan, and when we look at the amount of parking that was being used then and now, there was an obvious reduction due to the amount of people working from home, hybrid working, et cetera in 2022 and going on into 2023. So that's a key thing.

We are starting to look, and this is getting into the growth ideas and looking at the growth based on the City's Growth Management Strategy and also some direction from the province on how much growth needs to be accommodated by the downtown area in particular. So, these are some of the scenarios that we are looking at. So, this is a short-to-medium term where one of the key tenants currently in the downtown, the Co-operators, is going to be moving out of the downtown area and is to be replaced in that building with a new Conestoga College campus. This will be phased in over a couple of years once they do renovations to the buildings and move their people in. So that will ultimately end up with what we think is an increased demand based on the number of new students and faculty, and staff. There's the new library as well that will be developed on the Baker Street redevelopment, and I think it's around about twice the size of the existing one. So, we're expecting some increased demand for parking demand to come from that as well.

Overall, we're thinking there's a good number in the medium-term, around about 650 spaces of additional demand that could come out. And also, there's the possibility that the current hybrid working patterns could change and bring back more demand as well. So, when we start to look at the long term, that's really looking at what the growth management strategy and the city's housing pledges have laid out for the next 20 years. There is starting to be a reasonable number of new employees downtown based on those growth forecasts around about a thousand new employees downtown and over the long term potentially up to 4,400 new apartment units in that downtown area. So, some substantial growth, and with that, we would expect some additional parking demand to occur. That will be temporary, of course, by the extent to which people switch to other modes of transportation, use the transit system that the City is working on upgrading and changing the

levels of service for the transit system as well. So, we do expect that there will be some changes. It will not be the same travel patterns that we see today.

So that leads to what we're trying to think of in terms of a possible few directions for what the municipal parking supply could look like in the future. There's an expectation that we have that there will need to be additional municipal parking in the area that I'll refer to it as south of the tracks, in the area centred on Fountain Street where there's an expectation that there will be a lot of redevelopments in that area in particular. And again, with the new library and other new uses in the downtown, we'd also expect that there looks like there will be demand for additional supply parking supply in that northern area of the downtown. So, it's the area that's not as well served by the current parkades, the ones on the market parkade, and then the two East and West Parkades. So those look like the key areas as far as we are making out from our study. Again, like I said at the outset, there's a number of things that affect those parking demands, and so how much work from home and hybrid work continues into the future in the long term is a bit of a crystal ball gazing exercise when we start to try to look more than 10 years out in the future. So, we are looking at scenarios of different uptakes of transit and different uptakes of working from home or working from downtown offices to try to cover those.

Sue Cumming:

Sorry, someone was asking, you've got on the third bullet, WFH.

Stuart Anderson:

Sorry, I meant to explain that. Apologies to everyone. Yes. The WFH was the abbreviation for work from home, and the TMP was the abbreviation for the transportation master plan.

Sue Cumming:

Thank you.

Stuart Anderson:

Overall, with a 10 plus year crystal ball, the pace of those changes is the one thing that I think we can all agree is uncertain. So, we're looking at scenarios to try to model some different outcomes. I mentioned that for the financing, we've started to look in a bit more detail at that. There are some key aspects of financing that I wanted to raise tonight but not get into the weeds of it. There is and will be a need for increased maintenance and rehabilitation spending for the existing parkades from a building safety standpoint. Once we get beyond the 10 to 20-year horizon, there are some pretty large costs associated with that. There are also the costs of building if we're recommending new parking structures, they're one of a decent size in a downtown, and there's a range, but I've just put a number there, around about 30 million is something that would probably be in the right ballpark for something that would accommodate 500 parking spaces. So, there are some big costs, and there are questions of how much of that cost should be borne by the parking system itself or how much of that is an investment by the City of Guelph using tax money essentially from property taxes. So those are the financial scenarios we're starting to look at. And again, there will be a range of options and scenarios for how those might play out in a spectrum. So right now, the city does provide property tax money to support the parking system or invest in the parking system for the downtown. So that's the current situation, and one of

the questions we're looking at is, does that continue in the future, does it increase, does it decrease, and what are the options about that?

There are some possible new revenue sources that we are looking at as part of this study. One is known as payment in lieu of parking, and that is where a developer for a new development in the downtown could take an option to provide less parking than would be required by the bylaw for new development but instead pay for that difference in terms of making a contribution to the city parking system so that the city would then use that money to build parking that could be available for everybody as public use as opposed to simply just within a building itself. There is also the possibility of payment for on-street parking that was looked at previously, in the last Master Plan, back in 2015. And then there's also options about, do you put money aside to cover future capital expenses and almost make a reserve fund, a savings fund to pay for future things, or do you plan on borrowing most of the capital needs for the future? So, there's some very different scenarios that play out depending on how those would advance.

At this point in the presentation, I will be touching on some of the consultation and stakeholder engagement we have done over the last while and referencing the next presentation slides. We are going to touch on some of the key things that we've heard through the meetings and conversations we've had so far. So again, hopefully, today, we have time for good conversation, a little bit to go in the presentation, but hopefully, we will still have the better part of an hour for conversations tonight. This is one of the findings. So, we did a survey that was available on haveyoursayguelph.com, and we had a thousand or actually 1300 respondents for that survey. And of those, a thousand or approximately 75% identified that they drive downtown. A small number of respondents, less than 3% indicated that they walked, cycled or took the bus. This is shown on the slide. I am going to touch on some of the bigger picture responses. For example, as shown here, the majority of the responses were people who came downtown on a weekday for a couple of hours and used on-street parking. So that was the key one that we noted. So that seems to be something that we really need to consider when we're planning for the future system. We asked some questions in the survey about what people's key challenges were, and some of these are quite related to each other, but the big one is people responding that they couldn't find parking close to where they wanted to be. There were some also comments about their overall supply and comments about the cost of parking in downtown. We definitely heard that some opinions that the cost of permits or the cost of the daily parking is high in some people's opinions. So those were the big ones. There were more, but those are the six ones that kept coming up in the 1300 responses we got.

So, I'm not going to go into great detail. I would like to leave more time to talk during the next part of this meeting, but there's some key themes here and some ideas to consider. I just wanted to touch on the ideas in this presentation right now. So about amount and proximity of parking, some of the ideas that we could consider are to respond to some of the themes we heard. We're looking at different ways of using the parkades instead of being paid only. We could look at use of parkades to have either a reduced fee or no fee depending on the length of parking stays. So that might assist with providing more short-term visitor parking. And again, we'd heard those comments about parking, parking needs north of Quebec, in particular north of Quebec and Douglas, and other comments about the ability to find parking. So, there's some possible strategies there about signage and apps to make that information more easily available to people.

The cost, again, was a big item that came up in many of the consultation sessions. So, some of the things that we're going to be looking at is the ability to share a parking pass. So it might be that members of an office who are in a hybrid work situation and may be able to share a permit instead of buying one each. So that sort of helps with reducing the cost, but also, I think, it helps with efficiency. So, some of those things we can get into

in the study and get into in the discussion, but we're thinking if there is on-street paid parking as one of the options that gets recommended in this study, it would be something that would be phased in gradually to see how it works out.

There were some comments about the conditions, those sort of physical conditions of the parkades, and safety within them. So, there's some ideas, and in fact, some of them are likely going to be implemented next year in the near future, which is painting interiors of the parkades to make them brighter, lighter. The lighting has been upgraded, in fact, already. So, I think that's a recent change that has made a big difference inside those parkades from the old kind of yellow dark lights to the bright new white ones. We've had some conversations already, a couple of meetings with the Accessibility Advisory Committee, and on the right side of this slide is a direction that we've had from the Accessibility Advisory Committee. So, looking at having a working group set up to specifically look at accessible parking within the downtown and how it should be distributed or redistributed to meet the needs as identified by people within that group. So those are the key things.

Bicycle parking as well. We've had some comments, some detailed comments actually, from the Guelph Coalition for Active Transportation and looking at those in particular, one of the big ones is the need for secure bicycle parking downtown. So, there's currently the secure bike cage within the Market Parkade, but beyond that, the rest of the parking in the downtown for bicycles is by way of racks, posts, rings. There's a bit of a variety, but it's not fully secure. So, looking at those options is one thing we'll be doing, and also looking at the Guelph GO Station and how some changes could be made in that area to increase the supply and increase the secure supply in particular, given that the increased use of that go station is likely to be for day commuters who will want to have somewhere secure to leave a bicycle.

This is now just getting to the current survey. It's still open, as Sue mentioned, and again in the interest of leaving some time, I'm not going to go through the great detail, but within that survey, we had created four different scenarios which are intended to come up with an idea of what parking and what visiting the downtown might look like in terms of a seven or eight-year time horizon and then an eight-year plus out into the longer distance future.

So, we crafted a range of questions, comments, statements that you can go through in the survey and comments on whether you agree with them or what you like and what you don't like. I'm just going to very quickly skip through those. I'm not going to read all of these. As you can see, there's a lot of text here, but this is sort of the general idea that there's four different scenarios that you can look at. Think about how you personally relate to those scenarios and what you think the downtown should look like in those sorts of time horizons. Sue, I think this is probably where I want to pass back to you.

Questions and Comments

Sue Cumming:

Great, thank you, Stuart. So, moving forward, Survey #2 is available until July 6 on [www.http://haveyoursayguelph.ca](http://haveyoursayguelph.ca). You can also send comment to Jamie Zettle at any time and his contact information is here on the slide. His email is Jamie.Zettle@guelph.ca. The Master Plan will be presented to the Committee of the Whole on September 6, 2023. So, I wanted to flag that for you. Individuals can delegate at City Council by registering with the Clerk's Office. So just important information that you would have available to you and go to the next slide.

On this slide there are several questions that we would like to pose for you. We have heard a lot of things through the public engagement. Lots of people find the cost of parking to be very challenging. We are hearing that lots of people really like the on-street complimentary parking. People have concerns about the parkades in terms of access to them, the conditions, and the cost of them. So, we've heard lots of different things from a variety of stakeholders and certainly through the meetings, the public session, and on the survey. We would like to get a sense tonight, if we could, from you on how bold the city should be in implementing strategies for addressing parking needs and encouraging change. So, five things we just thought to put up here for you were should the city be incentivizing parking in the parkades through improved conditions, through reducing charges, through maybe offering complimentary one to two-hour parking there, having shared permits, etc.

So, making them more viable for many to go to park in the parkades. The sense of shifting away from the complimentary on-street parking and increasing the use of those spaces for short-term stay close to the destination parking, we know that the downtown is to be a very vibrant place, and parking has a factor in that vibrancy. So how do we look at the balancing out of where people can park and how they can get to different destinations? We have heard the need for parking potentially north of Quebec and Douglas Streets in the north end. So again, some thoughts about should the city be looking to do that over the next many years. Secure bike parking and E-bike parking, of course, has come up looking at implementing perimeter and wayfinding signage, and the development of a municipal parking app is also one of the things that could be considered certainly. Parking for electric vehicles has also been noted.

And we know there's been lots of interest in whether transit could play a bigger role in the future. So, these are some of the top ideas or examples to consider, and we'd really like to get your feedback on these and other ideas. So, you may have a comment, you may have a question, and we certainly welcome all of those. So, I'm going to start to go to the Q&A right now, and please put in your questions and comments. If it's a comment, then I will read it out, and certainly, we may not be providing a response to it, but it will be noted and considered. The Q & A from tonight will be included in a transcription of tonight's meeting and will be available on the website. Your input will be included in the report that is going to Council in September.

It is important to hear your thoughts and your views. So, with that in mind, I'm going to go right to the questions and start to read them out. And if you were joining us just partway through the presentation, there's a Q&A at the bottom. You'll see if you click on that, you can start to type in that. I will not read your name aloud when I read out the questions and the comments. I will read them out, and certainly, you can put in as many as you would like to.

First question: The presentation and the work on the Master Plan by the City which is being developed, appears to be very dismissive of the fact that a large number of the employees of the various employers in the downtown are from out of town, especially where transit links do not exist. Communications and surveys feel very tone-deaf to this situation and are aggressive to employees who have little to no recourse with the pain of rapid and rampant inflation, including by the hand of the City Council itself through raising permit fees by almost 50% over the last four years. How can we make sure that we aren't priced out of working within the downtown with all the factors that are at stake here? Thank you very much for the question. And in that respect, is that something that Stuart or Ralph you be able to comment on at 7:16?

Stuart Anderson:

Yes, absolutely. It is a great question. So, it gets to a number of different things, and I'll try to be brief, but yes, right now, when you look at the travel patterns of employees in the downtown, there's a good number who come from outside of the city and who do come from areas where there is not a good or an easy transit connection. So, we're certainly cognizant of that. Having said that, though there's a number of changes that the City is making for their own transit system, and I mentioned that the city's Transportation Master Plan that was approved by City Council last year was setting in place a system and a strategy to encourage the use of other transportation modes rather than the automobiles. So, we are definitely considering all of those things that all will play together. So, there's still going to be a component for sure of people who, let's say, live in Kitchener and come and work in Guelph and many more examples, but that's just one of them.

There will be an all-day two-way GO service in the future. So that's going to connect a few more communities and provide a few more options for people to work in downtown Guelph. There's kind of a lot in this question. So one of the other things I just wanted to say, yes, the parking rates have gone up, and I think possibly one of the reasons for that is in the last Parking Master Plan, there was a recommendation for paid on-street parking to be brought in, which obviously would've been a revenue stream that may have helped with the overall system as far as maybe not having to raise the permit rates as much. So, there's a number of different things that play into this. I'll stop talking now because I think I've said what I wanted to, but it's a great question, and it's one we're definitely grappling with.

Sue Cumming:

Thank you. I've got a number more here to read out. Free on-street parking is so important for our business. It's the only positive thing people have to say about parking, which is, for the most part, dismal. We have very low average sales per person, so we need many, many people coming through. As you can see from your own survey, people want to park on-street for free. Free on-street parking is the best marketing tool that we have.

Sue Cumming:

One possibility that's not yet mentioned here is to establish free parking lots on the outside of town and offer paid, free frequent shuttle buses to take folks in and out of the downtown core. This would be a cheaper option than building parkades on high-value real estate in the downtown core. That's at 7:37. Just going to read out these comments and suggestions.

Stuart Anderson:

I'll just comment on the previous one and this one. So the on-street parking being a complementary feature and not having to be paid for, essentially this study is looking at options like I said, and one of the outcomes of providing that sort of service to people who want to come Downtown Guelph and enjoy that complimentary two-hour parking is that the city effectively does forego some revenue in order to do that so that there's been a decision made in the past that that's okay and that revenue is then made up by tax support from the City. So that's a decision the City's made in the past, and it could well be the decision that City Council makes again this time around. So, we're going to look at the options and put the math together, and ultimately, the City Council will make the decision on how they want to proceed.

To the second question, the parking shuttle, that it's something that's come up in conversations and is something we will be looking at that. One thing where it's great for, is events and things like that where the roads are closed, or where other things that get in the way of making a trip as you normally might to the

downtown, but if there are no events and it's just typical Monday to Friday activities in the downtown, it's challenging from a travel time point of view to provide something that really competes with driving or cycling by way of having to park on the periphery and then wait for a shuttle and then take the shuttle. So, you'll typically find in a community like Guelph, from certain areas you can drive downtown in a very short amount of time that if the travel time is twice as long to have to park and wait for a shuttle, then it becomes a less attractive option. But that's not to say we're not looking at it. I just wanted to point that out.

Sue Cumming:

Stuart, there was another comment here. I'm going to keep reading through. There's many. New this year for the multicultural festival, there was a shuttle bus that ran from the downtown parkade to the park. The daily fee was \$3. If we could expand upon this for events or have it more widely known, it would really help with congestion and make more use of the parkade. And that related to a specific event or festival, which you also had referenced in your comment. Thank you for that.

Got a question, comment, and question. How does the city plan to address the issue of where a large percentage of on-street parking is taken by commercial vehicles such as contractors and others, and additionally, how do you plan to address a serious lack of longer-term accessible parking that is closer to destinations versus parkades, which can be very out of reach for those with disabilities? I could address the second part. Stuart, did you want to address the first part?

Stuart Anderson:

Yes, I can do that. One of the things that we are looking at is loading zones as well in this study. So, places where larger vehicles could stop and unload or load to support businesses in the downtown. So that's something we are taking a look at where those could be, should be, how many there might be. It's something the City's also looked at previously in their Streetscape Master Plan that was done several years ago. So, there's already some ideas out there that the City has, and we'd like to build upon those. But that is something that I think we will be identifying a need to provide those spaces for the trucks in the future.

Sue Cumming:

Thank you. Second part of this, just to read it out again, was how do you plan to address a serious lack of longer-term accessible parking that is closer to destinations versus parkades, which can be very out of reach for those with disabilities? On June 20th, we made a presentation to the Accessibility Advisory Committee, and a motion was put forward by the committee to establish a working group with the city staff to identify where the accessible spaces should be located and to consider if these may need to be relocated from one street to another to ensure that there is on-street parking close to destinations. So that's very much a recommendation that came from the Accessibility Advisory Committee and is being acted on as part of the outcome of the study. It is important that you've raised that, and it's something that is on the minds of those that are looking at this very closely. So, thank you for the question and comment. I'm going to keep going here.

How would you monitor 15-minute parking when the City finds it difficult to monitor free two-hour parking? That's at 7:38.

Stuart Anderson:

That is one of the more difficult ones to monitor and enforce. I mean, it essentially comes down to having to spend more money on enforcement to make that work. You can't simply come around every two hours and monitor it because it doesn't work. So that's how you'd have to do it with either more people on the street doing the bylaw enforcement or a different technology that would be able to do that as well.

Sue Cumming:

I'm going to keep going. Are there any streets wide enough to use reverse angle parking to create more spaces rather than curb parking that's at 7:43?

Stuart Anderson:

Well, I think the answer is yes. I think Cork Street would be one of them, but if there are certain locations where you could add to parking by implementing the angle parking instead of the parallel parking, you may need to get into changing a street to one way in order to make it work. We haven't looked at the full details of that, but I would say, there's separate work going on that isn't part of the study that is on the downtown revitalization projects. Wyndham Street being the one that's underway now. So that is something the City is looking at when it rebuilds Wyndham Street. I can't really speak too much to the study because we're not working on it, but when they rebuild Wyndham Street with all the infrastructure underneath of it, what it actually ends up looking like on the top as far as how the parking and bicycle facilities look and work. So that may have some kind of impact anyway.

Sue Cumming:

Okay, going to keep going. At 7:39, the Master Plan seems focused on commuters or visitors into downtown. What consideration is being given within the plan to assist new residents downtown to live without a car and not indirectly pay for the construction of a parking space, including through reduced or eliminated minimum parking rates? That's at 7:39.

Stuart Anderson:

That's a good question too. We are, again, just through trying to cover everything in half an hour in the introduction, I neglected to talk to this, but that is a consideration of part of this study. So how much parking there should be per unit for new residential buildings in the downtown is something that we are looking at, and the implications of a couple of scenarios of different rates or different ratios within that. So, it's something that is being looked at. I don't know, Ralph. I don't know if you had a comment on the second part of this question, which is the financial side of it, I guess.

Ralph Bond, BA Group:

As part of this study, we have surveyed 10 buildings in downtown to understand just how the parking demand works now in apartments, and it's suggesting we should reduce the rate, but the rate isn't zero, and the challenge is coming up with the right balance for it because if we make the number too low, people will still move into the buildings and want to park in City parking garages. That's what we've seen in other locations where this has happened. So, it's trying to come up with the balance between recognizing that the existing requirement is too high but not making it so low that we end up with some of the parking facilities overused by residents because there wasn't enough provided on the development site. So, we are looking at it, and we're going to come in, take a look at that. There could be infill projects.

This happens in old downtowns where it's very difficult for people to build apartment buildings on small sites, and if they can't supply parking for good reasons, the City could consider reductions in the parking to facilitate new development. And in some cases, some cities ask the developer to pay a bit of a fee for letting them out of that because they know, again, some of the people, even though they can't provide the parking on the site, some of those people will then show up and ask the City to provide some parking for them. That happens now in some of the remote lots the City has where some residents are using those lots. So, we're looking at all that, and we're going to try and come up with something that seems to make sense, and then it can be reevaluated in the future as maybe every five years the City looks at it again. And if it looks like we can adjust the numbers down in the zoning bylaw, we'll do that.

Sue Cumming:

Thank you very much. I've got more questions to read out or comments. So, this one is at 7:20. The first thing relates to permit parking, especially in the Arthur Street lot. If demand has decreased, why is there a year-long wait list, and B, do you prioritize permits for residents living in adjacent neighbourhoods? That's at 7:20. I don't know if that's a question that you could address or whether that's something that Jamie might be able to address.

Jamie Zettle, City of Guelph:

That's a great question. Thank you for asking it. The Arthur Street lot is intended only for residents who live downtown. So, eligibility to park in that lot requires that you need to provide a municipal address that you live in the area. So, it is intended for people who live on Arthur Street and the adjacent streets. The reason why there is little room in that parkade or in that parking lot is because it's only a 24-stall parking lot, and it is used by residents.

So, all those permits have been sold to local residents, and that's where they park their family vehicles. So, it doesn't have that same turnover that some of the facilities that are in the core of downtown have. So, where we see the reduced demand is for primarily about commuters and office workers and those coming into the downtown. But the Arthur Street lot and the Norwich Street lot, which is not far from it, are really focused on providing the parking opportunity for those people that live in the area that either do not have their own driveway, don't have access to parking, or might have an excess of vehicles that need local parking to support the residence.

Sue Cumming:

Jamie, thank you. The second part, the second point they wanted to raise, too, is that many people in residential neighbourhoods downtown do not have driveways. And if we've already paid for lot parking, which has more than doubled in cost in recent years, will payment for a street permit be waived if permitting on residential streets rolls out? So that's something to review in terms of if you were to roll out a residential street parking that's also at 7:20.

Jamie Zettle:

Yeah, I think that's a great question and a great comment. We haven't really looked at that problem yet, and I think it's one of the problems that Stuart and Ralph will help us examine. So, although I can't give you a definitive answer right now, it's certainly something that's being considered and looked at.

Sue Cumming:

Thank you. There's another comment here. Why is growth in downtown assumed to come hand in hand with more demand for auto spaces? Travel demand is not independent of public policy infrastructure availability and the existing assistance of mixed-use walkable neighbourhoods. Will the Parking Master Plan team more carefully consider the opportunity cost of building more parking and compare it with alternative modes of serving travel demand? That's at 7:21.

Stuart Anderson:

Yes, that's a great question too. Touches on a number of things. So yes, 100% yes, we will carefully consider the opportunity cost. So, one of the numbers that was up before was something like 30 million for a new parking facility. So, if you don't need to spend that money and you don't need to borrow to spend that money, that frees up a huge chunk of money you could use for something else. So, if you spent that money, for instance, on improving transit service or providing additional cycling facilities, it would do a lot. So, it is something we are considering, and like we said at the beginning, too, there's a number of different strategies and policies. The big one in particular for this question is the City's Transportation Master Plan that was approved by City Council last year, 2022, which its final recommendations work towards a system in which the number of people, where the percentage of people driving citywide is planned to drop significantly in those. The Transportation Master Plan puts strategies in place to make those changes.

Sue Cumming:

There's a comment here that relates to this at 7:48, so it's surprising this person writes that only 3% from survey one indicated that they come into downtown by transit. Is it part of this plan to look at shifting tax dollars from transit over to parking and the desire for more people to ride transit is understandable but doesn't perhaps align with the reality that people want to drive.

Stuart Anderson:

One thing I would say just quickly is so that 3% was based on the survey that we did, which was to do with the Parking Master Plan. So, it doesn't necessarily capture all of the people in Guelph. It certainly captured people

who have an interest in parking. So maybe there's a bit of a skew there. But having said that, from various meetings and stakeholder engagements that we have done, there does not currently seem to be a huge amount of use of transit to get downtown for employment in particular. It could be bigger. And that's one of the things certainly that the City is planning on doing, and that's the direction that the City Council has taken and the transit service improvements as well that are, again, I think that's been approved.

Correct me if I'm wrong, Jamie, but there's a plan in place for the next 10 to 20 or 10-plus years on increasing service and changing routes, et cetera, to try to get to those goals that are laid out in the transportation master plan. So, there's changes coming to try to make that a better option, I think, for residents of Guelph.

Sue Cumming:

Part of that question was that whether you're recommending shifting tax dollars away from transit over to parking, I don't think that you've said that. I think it's recognizing that these things happen over time, so I don't know if you want to make a comment on that, Stuart.

Stuart Anderson:

We have been hired to look at the parking system in particular, and so we're not going to be making recommendations about the City's transit budgets or any other budget. So, we're focused on the parking side of things. So, I think the simple answer to that one is no, we wouldn't be, but again, we're trying to look at the parking system in a holistic way, and transit does affect that. So, it affects how much demand that we might see in the future.

Sue Cumming:

Okay, I'm going to keep going. So, this person wanted to follow up on the response that was given to the first question about the out-of-town employees where it seemed Stuart, sorry, identified communities such as Kitchener where transit links exist but seemed to ignore the rural communities directly north of Guelph where a large population exists that work within the city. For example, Fergus, Elora, Arthur, and Mount Forest and that these are all areas that are not serviced by any transit options, and there are no plans for transit for these workers.

So, it's an important clarification, and we appreciate your comment and again, these are comments that will be noted in the feedback report. They'll be part of a City Council report as well, and it's important to acknowledge that clarification. I'm going to keep going. I've got another one at 7:52 here. So, three comments the person writes, one, the reason downtown street parking is dismal is because it's being provided for free, complimentary. The City must implement dynamic parking pricing on downtown streets to ensure there are always a few parking spots available and to reduce congestion. San Francisco and other cities have already done this with great success. Number two, besides dynamic parking pricing, based on time and location, will one of your recommendations be a weight-based parking permit, as Montreal borough is now implementing? The heavier the vehicle, the higher the parking costs, and thirdly parking fees must equal the cost of a two-way transit fair, which is \$6 and 50 cents for the first hour. So, I don't know if you have any comments on that. These are obviously opinions that we're hearing, which is good to have in the comments at 7:52.

Ralph Bond:

I can try a little bit on that one if you want. I mean, we're hearing it's the usual tension between people thinking they need the free parking to continue so their businesses survive. And then, if you leave the parking free, the misuse of parking then occurs. So, I think we saw a comment earlier that contractors are taking up a lot of the on-street parking. We often find employees in the stores take up on-street parking, and we've heard some people describe to us that they move their cars around to avoid the two-hour reparking thing to again try to get free parking. So, on the one hand, the free parking is an incentive for some of the businesses downtown, but it comes with baggage and problems, which I just described. And if you did charge for parking, you could get rid of a lot of those problems because people then would shift to other locations and maybe into the parkades if you also reduce the cost of parking in the parkades.

But it's trying to come up with that balance to try to keep everybody happy. A lot of people will drive around the block several times because the parking is free instead of parking in a parking garage. So, there are benefits to charging for parking, and it's just trying to figure out how to balance that out. And if you just started charging for on-street parking, is there something else you could do in the parking to reduce the cost there for some people? So, we're going to look at that and talk about the different options that the City can consider on it. We aren't looking at a weight-based approach to vehicle weight to charge more for heavier vehicles. I think we've got enough to deal with in terms of wrestling with that whole issue of should on-street parking be free or how should that work.

Sue Cumming:

Thank you. One of the items, Ralph, that was in the scenarios that are on the survey was that in the future, and I think this was in the eight to 15 years, that it would be ideal if a transit pass costs less than a parking pass. And I think that may be where this person was also going in terms of trying to encourage that sort of equity and how you deal with the equity issue. I don't know if have you any comments on that sort of encouragement piece or whether I should keep going to some of the other questions and comments here.

Ralph Bond:

Well, no, it's a good comment, and that explains partly why some of the monthly parking fees are high today. It's not only to help pay for the cost of the parking garage, but it's also to keep the fees high enough that it encourages some people to think about using transit or carpooling or some other method of travelling and research has shown if you keep the cost of the monthly parking higher than a transit pass, which it is today in the prime parking garages, then that helps.

And so, I think we're trying to keep that balance in place. Parking is expensive. To build new parking in a garage today, the last garage that was built on Market Street was \$55,000 a space roughly. If we asked people to pay the cost of recovering that 55,000 a space, they'd be paying almost \$300 a month. So, we understand some people don't like the high cost of the parking out, but even at the rates that are being charged in the garages, it's only paying for half the cost of providing it. So, it's all a very difficult challenge to tackle because if the city has to build and maintain parking garages, the money has to come from somewhere. And it's just trying to strike that balance. And we're looking at all of those factors.

Sue Cumming:

Thank you, Ralph. Another question which relates to this as well. Is there any plan to reduce the parking permit cost for the average person working in downtown Guelph? I work full-time in a retail store downtown. I need to bring boxes of products, et cetera, with me to work, making transit or cycling not an option. The price of the parking permits is too high to justify on my salary. I think it's important to provide affordable parking for employees downtown. I'm wondering if this is being considered, we also heard through the survey through some of the stakeholder groups just to highlight the need for potentially having discounts for certainly social service providers and other types of employees in the downtown. So, Ralph, I don't know if you've got a comment on that or Stuart at 7:55, and we'll keep going. We've got many others after this.

Ralph Bond:

Well, I think it ties into what I just tried to explain, all the different factors that go into the parking. And so, we have heard, as you mentioned, Sue, some special service agencies have brought up the same comment. So, we have businesses, a lot of businesses saying they still want to maintain the free parking. We have other people saying they want to reduce the existing cost of parking. That is understandable. But it then begs the question as to where all the money comes from to pay for even the existing parking that costs a lot of money to run each year or if we have to build or refurbish the existing parking garages. And the alternative would be to keep increasing people's taxes across the whole city to reduce the parking rates in the downtown. And that could be lucked at too. The City already does that today to a significant amount. In the future, if they have to build more parking facilities, that is going to increase.

So, it's trying to strike the right balance with all of that and come up with something that seems to make the most sense. And so, we're going to look at several options for that, and we may come out with a recommendation, or we may simply suggest that there's two or three different ways to deal with this, and here's what the options are. But I guess my thinking on it so far is we couldn't get to the point where we just keep reducing parking rates for everybody everywhere. So, I think we're going to look at how we can do it in a way that seems to make sense but not discourage all the other factors that we're trying to take into account.

Sue Cumming:

Okay, thank you've got quite a number of comments here, and I want to make sure we get to them all. It's about 8:07, so we had intended to conclude at 8:30. If we need a bit more time, we can do so, but I'm looking to read out the comments. So, it's important that we have these noted.

One person writes, what about people that commute from out of town and don't have the means to take transit, walk, or bike? The parking permit is too expensive. It's close and above downtown Toronto rates. The City should open up a program for employers downtown so that they could purchase a bunch of passes at a discounted rate. So that's something that we will note and consider.

Another person wrote there was a great comment on Twitter this week regarding downtown. A business owner observed the usual circling of downtown by drivers looking for on-street parking. He also noted that the Market Square parkade sign showed over 400 available spaces. He said we have a walking problem. We need a marketing strategy for the parkades and definitely to phase out free on-street parking. So, thank you.

Someone else writes I would encourage a City not to look at money lost through free parking but as a marketing expense, which encourages people to come downtown.

And another person writes, has the potential impact of third-party autonomous vehicles and their market penetration been taken into future scenarios? That's at 8:03. Maybe more of a question, maybe a short response if that's possible. Is that something that Stuart or Ralph could comment on?

Ralph Bond:

Autonomous vehicles? Yes, autonomous vehicles are something that I've looked at for a number of real estate developers and institutions like hospitals because they're asking the question if autonomous vehicles arrive, will we still need the parking? And the short answer to that is, if and when they arrive in significant enough quantities, it should reduce the amount of parking that people need. It's not going to happen based on everything that we've looked at for at least 20 years, probably 30 years. There was a lot of hype about autonomous vehicles. Five or 10 years ago and all the high-tech people said they were going to be here by now.

They sound good, they will be good the day they arrive, but the technological regulatory insurance impediments and there's, I could go on forever, are huge, and even if they could get a perfect autonomous vehicle running in the next few years, people on average keep their vehicles about 10 years. So, it would take the people who own existing vehicles 10 years to switch into them, even if it happened tomorrow, but it won't. So, I said it was going to be a short answer. They will help in the long term but not in the next 20 years.

Sue Cumming:

Okay. Thank you. I want to keep going with lots of questions and comments here. And this is maybe more of a comment. Many zones in downtown have no minimum parking requirements for non-residential uses, including hotel uses. But if the space is converted to residential use, including for affordable or rental housing, high minimum parking rates exist. Can this discrepancy be rationalized due to the high need for rental housing in the very soft market for offices due to work from home? I think that gets back to the zoning question Stuart that you addressed, in terms of the different numbers for parking requirements, that's at 7:53.

Stuart Anderson:

Yes, certainly for the residential, like we mentioned there, we are looking at coming up with a recommended change to what the zoning bylaw says, and that comment is quite right. For 99%, I think of the commercial uses in that area north of the tracks, there is no requirement for those commercial developments to provide any parking. So, I mean, in effect why or one of the reasons why the City has a large presence in parking in downtown Guelph is to support the development of those types of land developments that do take place that don't provide individual parking, but rather the City provides a communal parking resource that everybody can use. So that's the way things have been set up there for a while. Yes.

Sue Cumming:

Thank you. I'm going to read different comments from two different commenters together because they are somewhat linked. First, have you considered the overall economic benefit to downtown by less on-street parking and more public space for on-street patios, public art, shade trees, and a vibrant destination? City staff are recommending the patio program be made permanent, for example. That's the first person. Second person writes, when you're evaluating options, how will all the negative externalities of parking, including the impact

on the public realm, induce demand, pedestrian safety, and climate goals, and the alternative options of street trees, bike lanes, and pedestrian space be assessed and weighed? Those are two things potentially. I'm not sure, Stuart if that's something you can comment on, either of those two.

Stuart Anderson:

The way the study is - that we're doing, it's set up to focus on the parking system. So, we're looking at all of those costs within that system. I do hear that comment about things that are outside of that system and how they might be considered and evaluated. I guess where that comes in is we are keeping an eye, like I mentioned, on the City's other strategies and goals that they have in place, one of which is that race to zero on carbon and emission reductions other ones again is the Transportation Master Plan that I keep mentioning. So, there's City Council-approved strategies and goals that are working to consider and address those things. So, we need to consider them as we do our study. The question of how they're valued and brought into an analysis is one that it's a bit sort of beyond the parking budgets that we're looking at as far as any types of external costs and in terms of carbon emissions or anything else.

Sue Cumming:

Thank you. A question came up earlier in our discussion here tonight. It said, where did the projection of a thousand new employees come from? Is it mainly Conestoga? I think that was on your long-term slide. So, they're wondering where those projections of a thousand new employees would be coming from. Is it mainly Conestoga?

Ralph Bond:

I can jump in maybe there. No, it's separate from Conestoga College. It's an estimate that the City Planners have provided of other employment growth in the downtown. It could be more people working in commercial businesses like stores or institutions or courthouses and things like that. And then, in addition to that, there'll be the Conestoga College demand that's generated, and that thousand employees are like over 20 years. So, it's not tomorrow. It's a gradual increase over a 20-year period.

Sue Cumming:

Ralph, there's another comment on the same theme, the estimates of new demand for the changes coming in the midterm seem low. How were those numbers determined? I think you started to answer there with respect to the planning numbers. They wanted to know how those numbers were determined.

Ralph Bond:

We've assumed that growth in the short term, medium term, we're talking about five to 10 years. So, on average, it won't be as steady as the average number. We're assuming there'll be about 50 new employees in the downtown every year. And so, it's a gradual growth, plus Conestoga College arriving if the college is taking over the space, as Stuart mentioned, that Co-operators who was a big office previously occupied, but they're moving to the south end of downtown.

So, in the short term and given how long construction takes to occur and all of those factors, it's not likely other than the college, that anything significant is going to happen for at least five years. If somebody wanted

to build a new office building or even a new apartment building tomorrow, it takes at least three years to build those things in most cases. Plus, they've got to get the approval. So, if we say we're looking at a 10-year timeframe, really nothing much of any significance other than what's already been approved by the City and could be under construction is going to happen. So that's why maybe the short-term seems a little low at first. There's sort of this five-year slow period, and then it starts to ramp up.

Sue Cumming:

Thank you. Watch our time, and I've got a number of comments I want to read out. So, thank you, Ralph.

First comment: Although it is commendable to cycle, very difficult for most people, and yet so much talk about bikes, women make up 70% of our clientele and probably still do the lion's share of a family's driving around, although I know things are changing. Also, many people who come downtown are elderly, and so I find the whole push to biking really discriminates against women and the elderly.

Sue Cumming:

Thank you for your comment and we recognize that there are many needs of many people, and the parking system has to balance out and provide services for those different needs. Don't know if Stuart, Ralph, you wanted to make any comments before I go on to the other piece we've got here.

Another person writes, with respect to the incentivizing parking in the parkades, which you've got here as potentially something to do, would there be consideration of a golf cart type shuttle from the parkades for those that object to walking too far to destinations downtown? That's at 7:47.

Stuart Anderson:

Yes, that's something we've heard a few times, and again, I sort of mentioned one of the drawbacks of a shuttle can be a travel time aspect, that's not to dismiss it out of hand, but the current parkade locations are, five or 10-minute walking radius around those existing parkades covers most of downtown. So there, I acknowledge there are some areas that are further north up there when you get up to the top end of Woolwich, et cetera. There are some longer distances up there. But I think, for the most part, the majority of those uses within the downtown are kind of close. So again, if you're faced with not wanting to, or you're having mobility challenges, yes, that's a consideration that a little shuttle might be helpful in that regard. But I think for most trips, it's probably going to be a lot longer to wait for a shuttle than it would be to walk five or 10 minutes.

Sue Cumming:

Another comment: You should charge to park in the parking garages but use a business receipt with a barcode to validate the parking for free. That was one suggestion.

Another writes it seems like a major impediment which has allowed people to overuse free parking is the fact that it's never been monitored properly, so therefore, people park longer than they should.

Another one writes as a comment, the current number of vehicles downtown already diminishes the enjoyment of visiting downtown, free on-street parking might be a positive for people who drive. It's a significant drawback for people who want to visit through transit, walking, or bike.

Another one writes as you've noted, Guelph is a magnet for jobs with commuters driving from outlying areas, including KW. If the province follows through with their conceived new highway seven, which will induce even more travel, has the parking consulting team considered the impact of thousands of additional cars on City parking spaces assuming fees continue to be low? That's at 8:18.

Stuart Anderson:

We are looking at a range of scenarios, and those scenarios include different proportions of people who would drive. So, to some degree, yes, we're covering what might happen in the context of that comment. So, if there's more downtown employment as per the projections we've talked about, what are the impacts if different percentages of those people decide to drive versus take other options? So, I think the short answer is yes, we're considering it, but not specific to that particular highway improvement.

Sue Cumming:

And I've got one other one here, which is, does the City know how much it costs in a subsidy to subsidize a parking space in a parkade, and will the parkades break even over their lifetime? That's at 8:04.

Ralph Bond:

I think that relates to what I tried to describe earlier. I mean, it's going to cost at least \$55,000 or \$60,000 a space to build parking. If we wanted to charge people monthly parkers like employees enough to recover the cost, they would have to pay something close to \$250 or \$300 a month. So, the City already doesn't cover the cost of parking in new garages. The old ones have been paid for a long time ago, and if it has to build more new garages, that gap will only get bigger. A lot of downtowns that charge for on-street parking use the money they make from on-street parking because it doesn't cost that much to operate on-street parking. It's just the extra pavement. They use that money to fill the gap to fund the cost of parking garages. When you have a situation like you do in Guelph and some other downtowns where you don't get that revenue from the on-street, then the difference simply has to be picked up by the general taxpayers in the city.

So, it's not likely that we'll ever get to the point because the prices for parking, even though people have valid concerns here about the cost that it already is, aren't nearly enough to cover the cost of providing it. So compared to... If you look at downtown Toronto or any of those other locations, the price of parking is well above right in the car, well above \$300 a month. Sometimes it's \$500 a month, and then you can pay for the cost of providing parking. But in most medium-sized and smaller cities, that isn't the case.

Sue Cumming:

Another question: what do you think would happen to the Stone Road Mall if there was little or no parking there?

Stuart Anderson:

Well, that's a good question.

Stuart Anderson:

I was going to say, well, to be simplistic, and businesses like that that need customers have to get them from somewhere. So, I can't really imagine a Stone Road Mall with no parking scenario unless that Stone Road Mall was surrounded by high-density residential and office, which it isn't. So yes, people have to come somewhere. If none of them can drive there, then you've all got to come from transit or walking or cycling. And I think in the current state of affairs anyway, that's not realistic for Stone Road Mall.

Sue Cumming:

The same person writes, and how is the downtown any different? So, when you're making comparisons, that's their follow-up question.

Ralph Bond:

The interesting thing about downtowns is it probably isn't much different in terms of attracting customers. The difference in a traditional downtown like Guelph, and it's typical in most downtowns, is the Stone Road Mall pays for the parking, and the cost of it comes from the rent that the people in the stores pay in downtown Guelph. Roughly half the parking is provided by the City instead of by the businesses. And so, the difference would be if the businesses in downtown Guelph paid for the City's parking, then you would have sort of the equivalent situation.

But that's not likely to happen because of the history of traditional downtowns because they were built a long time ago, they don't have any room to build their own parking. They've been built up over many decades, 50 or 60 years. And so, traditionally, cities have ended up providing the parking spaces, but it's back to people have this conception that somehow parking is free. It isn't at the Stone Road Mall. As I described it, the rents and the stores are higher there because the store owners are paying for the cost of the parking indirectly in their rent. And that's how come there's free parking at the Stone Road Mall. But if it doesn't happen in that way, then you either have to collect money by charging for it, or it gets absorbed some other way. So that's sort of me trying to explain the parallel between the two things.

Sue Cumming:

A follow-up comment: They believe the density of taxes that are generated downtown is high. So, I guess that's counter to your argument. So, there's obviously a lot at play here. It's very complicated, and we really appreciate the people being very candid and very direct with your comments. It's very important. I think someone else just wanted to question that. You'd referenced that it was on-street parking is cheap to maintain as it's just extra pavement. This doesn't consider the income foregone by taxable uses of very valuable real estate. And is your team making these considerations? That's at 8:27.

Don't know if that's something you've just made a comment to take back in terms of how one, when the reference is, and I've got one final comment here is that downtown generates four times the tax revenue of the Stone Road commercial area. Despite our downtown being half the size and having half the parking spaces, we already have too much land for cars allocated in our downtown. The more space allocated for cars, the less space we have for people and businesses.

So, we really appreciate these are very passionate discussions, and the importance of being a vibrant downtown and successful is foremost in the study as well. We appreciate that information. Someone writes,

It is 8:29 and we are nearing conclusion. A final comment: In case you didn't know, reverse angle parking is when you back into a space. I believe you. They knew that. But I think just as a good clarification, so reverse angle parking is when you back into the space as opposed to going in frontwards to the angle space.

Ralph Bond:

I think somebody asked if we were considering that we haven't been, specifically, as you know, there's angle parking there today where you're driving. The idea is reverse-angle parking is a little safer. The problem with that is you end up with the tailpipes of all the cars, right, where you want to put patios, which doesn't work very well from that point of view. But yeah, we're aware of the idea of reverse-angle parking.

Conclusion and Next Steps

Sue Cumming:

Next slide, please? We would like to thank everyone for the discussion, the questions, and comments this evening. These will be noted in the feedback report and considered by the team as they finalize their recommendations. On this slide, we have included the contact information for both Jamie at Jamie.Zettle@quelp.ca and for Stuart at anderson@bagroup.com and encourage follow-up questions or comments or things that you think, gee, we want to articulate that further, please do so. And then there's the survey, and here it is at <https://www.haveyoursay.guelph.ca>.

So, there will be some questions there specific to the cost of parking, there are some questions there about other ideas about how to make transit work. There are also questions there about the four scenarios asking if they align with your vision, and there's a general comment box, so you may be able to put additional feedback in there as well. As noted, the BA group is looking to put recommendations together and to take a report to the Committee of the Whole in September. And certainly, you'd be able to make a delegation should you wish to do so at that meeting in September. Ralph and Stuart, and Jamie, do you have any final comments before we wrap up for this evening?

Stuart Anderson:

Just quickly from me, thank you, everybody, for coming tonight, and thank you for the comments and questions. Those are some really great and thoughtful questions. We did our best to answer them. I hope we got to them all. That was my question, Sue. I don't if you were tracking.

Sue Cumming:

We did. I read them all out.

Stuart Anderson:

All right. Yes, just thank you to everybody. It's very, very useful to hear all of these comments and the thought that's gone into them. Appreciate it.

Sue Cumming:

And the slides will be posted along with the video of the presentation and full transcript. These will be posted at haveyoursayguelph.ca. It may be a couple of days before they will be posted. You are also encouraged to participate in the second survey which is open until July 7.

Jamie Zettle:

Well, I was going to jump in, and Stuart beat me to it, but thank you all for attending. It's greatly appreciated. We are in the heat of the discussion, and this is where we need to be right now before we start to develop our recommendations. So, thank you for your feedback.

Sue Cumming:

Thank you, everyone. At this point, being a virtual meeting, you can hang up on it, so push the end button, and we do hope to have further feedback from you again with the survey. So, thank you, everyone. Be safe. Have a good evening.

Appendix B:

Public and Stakeholder Engagement Survey 1 and 2 Reports



APPENDIX B PUBLIC AND CONSULTATION ENGAGEMENT SURVEY REPORTS

This appendix includes the following:

Part 1: Survey 1 Responses to Questions

Part 2: Survey 1 Verbatim Comments from Question 14, General Comments and Question 8

Part 3: Survey 2 Responses to Questions

Part 4: Survey 2 Verbatim Comments From General Comments and Comments about Transit

Part 1: Survey 1 Responses to Questions

Public Consultation Survey #1 took place from April 4 to April 28, 2023. The response rate to Survey #1 conducted in April 2023 was excellent with 1308 surveys completed. The following are the responses collected by question.

Question 1. Which best describes you? (Choose all that apply)

Which best describes you? (Respondents could choose all that apply)	1308 responses
I am a resident of Guelph (not living downtown)	797
I shop or access services in Downtown Guelph	754
I visit City facilities (Library, Museum, River Run Centre, Sleeman Centre)	608
I work in Downtown Guelph	461
I am a resident in Downtown Guelph	239
I have meetings/conduct meetings in Downtown Guelph	231
I am a visitor to Guelph	32

Question 2. If you are a downtown resident, which best describes you? (Choose all that apply)

Which best describes you? (Respondents could choose all that apply)	239 responses for I am a resident downtown
I work downtown.	95
I work outside of the downtown	90
I have meetings/conduct meetings in Downtown Guelph	34
I regularly travel outside of the downtown for shopping, education, recreation, business, personal services or health care	142

Question 3. If you are a downtown resident who regularly travels outside of the downtown what mode of travel do you typically use? (Choose all that apply)

Which best describes you? (Respondents could choose all that apply)	239 responses for I am a resident downtown
I walk	66
I ride a bike	47
I take the bus	32
I drive a personal car/vehicle	204
I get dropped off/ I am a passenger in a personal car/vehicle	23

Which best describes you? (Respondents could choose all that apply)	239 responses for I am a resident downtown
I carpool in a personal car/vehicle	8
I use an accessible vehicle	1
I take a taxi or accessible taxi	4
I take a ride-sharing service	12

Question 4. How often do you go downtown?

How often do you go downtown?	1308 responses
Five to seven days per week	28%
Two to four days a week	36%
Once a week	18%
Once or twice per month	13%
A few times a year	5%

Question 5. What is the duration of time that you normally spend accessing shops and services in the downtown? (Choose all that apply)

What is the duration of time that you normally spend accessing shops and services in the downtown? (Respondents could choose all that apply)	1308 responses
Weekday (short trips) – 1 to 2 hours	738
Weekday (longer trips) – 3 to 5 hours	194
Weekday – all day	333
Weeknight - evening	311
Weekend during the day	570
Weekend in the evening	423
Overnight	33
I don't spend time in the downtown	29

Question 6. When going downtown, what best describes your primary mode of travel?

When going downtown, what best describes your primary mode of travel?	1305 responded to this question
I walk	185 (14%)
I ride a bike	41 (3%)
I take the bus	31 (2.3%)
I drive a personal car/vehicle	1002 (77%)
I get dropped off/ I am a passenger in a personal car/vehicle	18 (1.4%)
I carpool in a personal car/vehicle	14 (1%)
I use an accessible vehicle	8 (.6%)
I take a taxi or accessible taxi	4 (.3%)
I take a ride-sharing service (i.e., Uber/Lyft)	6 (.4)

Question 7. Do you sometime use another way to get downtown as an alternative to the travel mode you selected above? (Choose all that apply).

Do you sometime use another way to get downtown as an alternative to the travel mode you selected above for Question 6? (Respondents could choose all that apply)	Responses provided
I walk	171
I ride a bike	79
I take the bus	67
I drive a personal car/vehicle	261
I get dropped off/ I am a passenger in a personal car/vehicle	132
I carpool in a personal car/vehicle	35
I use an accessible vehicle	1
I take a taxi or accessible taxi	16
I take a ride-sharing service (i.e., Uber/Lyft)	44

Question 8. How do you decide how to travel downtown? (Choose all that apply).

How do you decide how you travel downtown? (Respondents could choose all that apply)	Responses provided
Availability of parking	579
Cost of parking	341
Time/convenience	849
Accessibility considerations	81
I don't own a personal car/vehicle	32
Household vehicle is being used by another person	99
Availability of transit when I need to go to/from downtown	163
I have free parking, or my employer pays for my parking costs	136
Better for the environment	230
Comfort	309
Exercise	285
Other (please specify)	138

A comment box was provided for respondents to expand on their reasons for deciding how they travel downtown. 840 individuals responded to this question and the verbatim input is found in Part 2.

Question 9. When you drive downtown, where do you normally park? (Choose all that apply)

When you drive downtown, where do you normally park? (Respondents could choose all that apply)	
Public parking on-street downtown	884
Public parking off-street in one of the City surface lots or parkades	579
Privately owned parking lot	151
On a street in the residential areas near downtown	284
A combination of on-street and off -street parking	275
Other (please specify)	69

Which off-street location do you normally park in? (Choose all that apply)	Responses Provided
Parkade at the mall	178
Parkade by the Cooperators	134
Parkade by City Hall	235
Fountain Street parking lot	45
Macdonell Street parking lot	165
Neeve Street parking lot	25
Other (please specify)	60

Question 10. What do you do when you cannot find an on-street parking spot near your downtown destination? (Choose all that apply)

What do you do when you cannot find an on-street parking spot near your downtown destination? (Respondents could choose all that apply)	Responses provided
Look for parking on another street	619
Park further away and walk further to my destination	709
Circle around until I find a spot	593
Park at a surface lot or parkade downtown	344
Go somewhere else in the city for what I need	362
Come back later	129
I don't typically use on-street parking spots	93

Question 11. What are the challenges that you experience with parking in Downtown Guelph? (Choose all that apply)

What are the challenges that you experience with parking in Downtown Guelph? (Respondents could choose all that apply)	Responses provided
Cannot find available parking at or near (within a block of) my destination	830
Cannot find available parking within a 5-to-10-minute walk of my destination	379
Lack of accessible on-street parking	274
Lack of close access to medical services	165
Lack of close access to social service or community organizations or churches	69
Lack of spots for deliveries or to curbside pick up	191
Not enough parking spaces	579
Too many empty parking spaces	47
Concerns about safety when using city public parking lots	312
Vehicles parked on residential streets for extended periods of time	133
I cannot afford to pay for parking	157
I can afford to pay for parking, but I think the cost is too high	430
Must use debit or credit to pay	129
Do not have access to a cell phone to pay	56

I do not like using mobile parking applications	301
Lack of charging stations for e-vehicles and e-bikes	63
Lack of secure bicycle parking	212
I do not have challenges parking downtown	126
Other (please specify)	166

Question 12. How important are the following characteristics to you?

How important are the following characteristics to you?	Total Responses	Very important	Somewhat important	Not important
Parking is always available at or near (within a block) my destination	1287	51%	35%	9%
Parking is always available within 5-to-10-minute walk from my destination	1254	63%	29%	8 %
Well designed parking surface lots and parkades (safety, lighting, good signage)	1267	66%	24%	10%
Being able to park as long as I want	1260	51%	34%	15%
Complimentary (free) on-street parking	1277	63%	22%	15%
Complimentary (free) off-street parking	1253	54%	28%	18%
Being able to share a parking permit	1183	24%	21%	55%
Reduced greenhouse emissions	1203	40%	36%	24%
Accessibility	1192	43%	34%	23%
Cost of parking	1260	61%	29%	10%

Question 13. What is the likelihood of the following for reducing the number of personal vehicle trips that you make to the downtown.

What is the likelihood of the following for reducing the number of vehicle trips you make to the downtown	Total Responses	Very important	Somewhat important	Not important
Improved Transit (more frequent service to the downtown, more information on schedule, more bus stops, greater reliability)	1251	19%	20%	61%
Carshare/rideshare programs	1218	5%	11%	84%
New or improved sidewalks	1235	17%	21%	62%
Improved cycling routes	1236	25%	15%	60%
More secure bicycle parking	1227	26%	15%	59%
Higher parking fees	1239	32%	20%	48%

Question 14. How effective would the following be for improving parking downtown?

How effective would the following be for improving parking downtown?	Total Responses	Very important	Somewhat important	Not important	Don't know
Making the use of the parkades more appealing from a safety and security perspective	1280	46%	34%	12%	8%
Creating shareable parking permits	1254	24%	27%	31%	18%
Providing one-to-two-hour complimentary parking in surface lots and parkades	1278	62%	24%	11%	3%
Encouraging turnover of high demand parking spaces by removing complimentary on-street parking	1246	17%	23%	45%	15%
Shortening the time allowed for complimentary on-street parking from 2 to 1 hours to allow high demand parking spaces to be used by more vehicles	1260	17%	25%	48%	10%
Improving transit	1243	33%	26%	31%	10%
Making transit more appealing than parking through pricing of parking rates and permits to be higher than monthly parking passes (\$80)	1244	18%	15%	50%	17%
Creating passenger drop-off areas with the downtown for accessing major events and attractions	1247	29%	34%	27%	10%
More secure bicycle parking	1233	29%	24%	33%	14%
Increasing the number of electric vehicles charging opportunities	1235	11%	24%	46%	19%

Part 2: Survey 1 Verbatim Comments from Question 14, General Comments and Question 8

- **Responses to Question 14 – Ideas to provide solutions to downtown parking challenges**

In addition to the ranked question, participants were asked “Do you have other ideas that can help provide solutions to parking challenges in downtown?” 545 people responded to this question with further comments and ideas. The following are verbatim responses to this question. Each number is a different person’s response.

1. Improve opportunities for bicycles. create pedestrian and bicycle only streets. change one-way streets to 2 way for bicycles.
2. Electronic meters that change rates with the demand for parking. The rates should be high enough to ensure a specific number of empty spaces at any given time of the day.
3. Parkades with fees everyone can afford.
4. Encourage short term parking. The clearly marked spaces on Commercial St are easy to use.
5. This survey is trying to force the responder to say they want to use transit and that they don’t want to drive downtown. This is the exact opposite of how I feel. I want to drive downtown and conveniently park for free.
6. Think about bicycles when planning for parking. Angle parking? Not very compatible with safe cycling on downtown streets.
7. Provide transit for downtown/city staff so they don’t take up parking for paying customers.
8. Close all the roads to vehicles and make them pedestrian only. This will make everyone park on surface lots and park axes.
9. Not that you have sold off Baker Street parking is going to be horrible. You need to buy an empty lot or two in opposite ends of the downtown core and provide a shuttle to the core. Also, safe bike lanes and buses that can handle bikes.
10. Like Toronto etc., require parking permits for those parking on area residential streets. Too many people who work downtown use our streets to park for free.
11. Make the parking garages/lots free or cheaper if used for under 2 hours.
12. Enforcement of 2-hour rule. This has rarely been done!
13. I access the lab and my dentist downtown, and usually go shopping when downtown for other reasons. If parking becomes challenging or expensive, I will definitely take my business elsewhere.
14. Give two hours free at the parkades. You're encouraging people to drive around looking for free street parking.
15. Parking should be free and no time limit.
16. Less parking for business owners and rather have them park in parkades if they want the business.
17. Parking should reflect its true cost to provide. It's a subsidy to drivers as it stands, and a loss for the least financially stable.
18. Make the parkades free, or at least free for GO Transit users, to encourage use of GO Transit and reduce the circling block after block to find a spot.
19. Stop punishing people that drive and stop cramming so much in the downtown. If you can’t support the parking put it somewhere else. I can park in Mississauga and Burlington for free.
20. Get a large stockpile of bright WHITE PAINT for the lines ordered by your firm you hire to paint the lines now.
21. Read Donald Shoup's The High Cost of Free Parking and follow his recommendations. The most important being that off street parking minimums MUST be abolished downtown.

22. I have been ticketed (several years back) for "parking more than 2 hours"... despite having parked for less than an hour - twice in one day at different locations, several hours apart. Whatever registered my plate didn't note time or location. Perhaps it has changed, but having to fight that at the time was ridiculous.
23. Turn the old library into a parking lot.
24. Parking downtown is not usually a problem to be honest. More angle parking to increase capacity. Changing the 2-hr free time from current to 9-6 to allow for better evening parking.
25. Encourage more parking in the parking garage.
26. Create angled parking on all streets that have the width, just like the north stretch of Wyndham. Reduce lane numbers to accommodate the angled parking.
27. Consider the needs of residents on nearby streets.
28. Bring back the trams!
29. People living downtown on an event night or day find it very challenging to return home as we have to line up for 20 or more minutes in a parking line to go home. There should be a policeman directing traffic at Macdonell and Wellington/Woolwich directing traffic.
30. Do not take away complimentary on street parking.
31. Paid on street parking, free in the lots for an hour or two.
32. Place a one hour pay parking.
33. Limited on street parking in strategic clusters to keep businesses appeased. 15 minutes free, with meaningful enforcement to facilitate turnover, accessible spaces excluded. \$5 all day, any day parking in parkades, then price to market conditions. Find more reasons to offer "free" transit (like storm games) to get rid of the surges.
34. Remove all parking minimums on current and new buildings downtown. Charge a variable market rate for parking and aim for 85% occupancy. If all spots are filled the price is too low, if all the spots are empty the price is too high. Form a parking benefit district for the downtown area. Take the revenue earned from parking and use it to improve the downtown community in various ways. Build housing on the off-street surface parking lots downtown. Housing for people should be the priority not housing for cars.
35. Make on-street parking paid, on-lot parking free to incentivize its use over street.
36. Have workers go through parking garages multiple times a day. Have them there during 8-9am and 4-5pm
37. Better planning department for city of Guelph.
38. Expand parking any way possible.
39. Reduce parking fees.
40. Raised crosswalks and intersections to make the streets more pedestrian friendly and force cars to go slow. Restrict some streets to buses and pedestrians only. Add barriers between bicycle lanes and car lanes. Improving non-car transportation infrastructure and making pedestrians feel safe will reduce the number of personal vehicles wanting to park. Making car parking easier will only induce further demand for car parking, and it will quickly become a problem again.
41. Promote the city hall parkade. it is a 10min walk to almost everything downtown.
42. Start charging for on-street parking to meet a set occupancy rate (80%) on each block. Use pricing to encourage use of the parkades/use of transit. Don't build any more spots/parkades until we start managing demand better. Promotional campaign overlaying mall parking lot on downtown showing that distances walked at the mall and downtown from parking to stores are similar.
43. Angled parking is preferred by many and would encourage more people to shop downtown.
44. Making on-street parking paid. And maybe making the lots cheaper than on-street (and even free for 1-2 hours). It seems so backwards to me to see all the on-street spots full and cars circling looking for

parking when the recently built parkade never seems to be full at all. It being so empty also makes it feel like a less safe place to park—if it was busy this would not be the case.

45. Move all 2-hour spots off roads other than handicap. First 2 hours free at all lots and parkades. All street parking other than handicap reduce to 15 min, 30 min and 1-hour spots. Mostly 15, second most 30, fewest 1 hour
46. More parking spaces, especially on street near shops and restaurants.
47. I think if we give each business owner in the downtown a parking space to use that will free up spots, as well do parking meters with first 20 min free then paid parking for on street and free parking in the parkades.
48. I think a lot of people take advantage of the two-hour free parking, by staying all day, without ever getting ticketed for it. Enforcement seems random.
49. Shorten time from 2 hours to 30 minutes for complementary free parking. Ticket offenders aggressively.
50. Women do not want to park in the parkade because it's unsafe.
51. Make people feel safe to walk/bike downtown by cleaning up the drug addicts. Also make better cycling routes to get there, don't make cyclists ride on roads.
52. Check your statistics nobody uses public transit, look at how many people on the bus next time it passes you very few.
53. Have a car-free downtown core but with plenty of affordable (2-3 free hours) parking around the perimeter. While I understand there's a significant cost to parking, there shouldn't be surface only level lots. People in suburbs will not give up driving to be inconvenienced by the bus, it's not going to happen. Make parking a priority without it clogging the core.
54. Continue having 2-hour parking as residents travelling downtown for appointments and running errands need time to get to places. Especially those in wheelchairs and others with a variety of mobility issues that would take longer to access the places they need to go downtown. If turnover of vehicles is an issue, then send out by-law to enforce parking time limits.
55. Remove the street patios.
56. I like the idea of free 1- or 2-hour parking in both lots and street parking, as often I am making a quick trip to pick something up and will only take 15-30 minutes at most.
57. Introduce family day passes on transit. Sometimes it costs less to park when traveling with a group vs. Transit fares for all.
58. The current administration has decimated downtown. There's no reason to park downtown because the best businesses were left to die during covid. It's criminal and a joke. Downtown belongs strictly to addicts now.
59. No more projects that eliminate prime surface parking i.e., Baker St. lot. In fact, city purchase and remove buildings just off core business areas for parking / green spaces to open downtown.
60. Setup pretending there's a challenge. There are tons of spaces... they're just not directly in front of the shops.
61. Enforcement of parking rules to discourage misuse.
62. Don't ban cars from downtown.
63. Provide free parking to residents of the downtown area.
64. Another technique for discouraging cars from coming downtown could be to implement the Wyndham street master plan, with wider sidewalks, fewer lanes of traffic, lower speed limits (30km/h), and more pedestrian friendly areas.
65. Reopen Neeve Street parking, free after 6 to the public.
66. Add way more parking spots to the Baker St redevelopment. There is still time.

67. Make downtown 1-way streets with angle parking. Wyndham south to north. Macdonell west to east. Quebec east to west. Douglas, Baker, and Yarmouth already 1 way
68. Make it safe for all pedestrian and street traffic users. Enforce criminal code violations and open drug use on downtown streets.
69. Why are the streets so wide? Decrease road widths, increase patios and sidewalk streetscape, add some bike infrastructure.
70. Make the parkades free.
71. Increase enforcement.
72. Low cost/free parking for go train commuters.
73. Love the parkade. More would be good.
74. Ask the GO train for more parking spaces.
75. Build the parkade on Neeve Street and the parkade on Baker Street.
76. More paid parking. Less expensive. Find space.
77. Extend the grace period for parking past the term allotted.
78. Consider alternative parking areas during the outdoor patio season or change rates.
79. Have more available, free for short visits i.e., 30 minutes, then inexpensive after that.
80. Making transit more appealing means giving transit a way around the parking. It gets very tight on some streets and buses get delayed.
81. Reduce cost of parking garage fees
82. Have more 15 min parking spots for quick errands.
83. I think that Canadians tend to avoid paid parking at all costs, hence the searching for a spot. If people got a free hour or two at the parkade next to City Hall, I think they would grumble about how they must walk but would park there in the end. That would at least improve parking for Carden Street. But then again, there's usually spots on Cork Street, so people really don't like walking. Logically, it makes no sense to drive around a bunch to avoid a couple bucks to park, but you must acknowledge that people will do this in your planning.
84. Downtown employees should be required to use parkades and pay for parking. Currently on street downtown and side streets is providing parking long term parking and limiting spaces for customers and consumers.
85. Stop business owners from just moving their cars around during the day. We watch it happen, the limits that exist should be 2 hours downtown per day. regardless of if you moved 3 spots to the left. Business owners choose to be downtown; they should pay for parking and leave the free 2-hour spaces for patrons. Get a system that tracks free parking by license plate for the officers.
86. Don't build a library in a parking lot.
87. Discuss with businesses that have parking whether their spots might be used during their off hours like street parking is (max limit 2 hours), for example.
88. Better use of space and lower costs
89. The Baker Street lot is very, very missed.
90. I would use public transit if it was more reliable. Currently it is affordable, but it might not remain so if other changes are made to it.
91. You have wisely re-adopted angled parking in many areas.
92. Create surface lots or more street parking. Allow side streets in downtown core to have overnight parking.
93. I don't think you should raise parking prices to be higher than transit, but lower transit prices to be less than parking (ideally, I think public transit should be a free public service). People's cost of living is already high - don't make them pay more if we don't need to.

94. Removing mandatory parking minimums in the Downtown for new developments and not permitting developers to purchase parking permits in municipal lots. If developers are asking for parking reductions already and believe that they can sell units with reduced parking, let's take them for their word! Perhaps they can do a better job at "understanding the market" than saying City zoning is the issue to new housing.
95. Flexible spaces, i.e., more accessible parking stalls on say Sundays on Cork for the church or on Mondays near doctors' offices, and then throughout the week they flip back to regular parking stalls - let's get more creative than just paint on the asphalt!
96. I think there should be more angled parking implemented throughout the downtown core.
97. Don't change the DGBA Executive Director. Oh, wait, too late. Don't close off Baker Street parking until you are ready to start the investigation and project. Oh wait, too late. Don't remove the meters before you have decided what parking system you are going to have downtown. Oh wait, too late. Seems like foresight is a theme. Maybe get it right this time around.
98. Remove free on street parking except for the accessible spots, offer the free 2-hour parking in parkades instead to help reduce congestions. Better signage to locate downtown parking. Bright large signage and arrows. Current signage has too much info to sort through.
99. Designated parking spots for school employees.
100. Price parking to target 85% occupancy, that way you have a good amount of use, but people can always find a parking spot where they need.
101. Employees downtown get free parking on top 2 floor parkades only and pass the cost over to their companies through a tax. Maybe this is already the case?
102. Reduce the cost of the parkade parking lot by City Hall.
103. Shops validating parking, promos i.e., show your receipt (scan code) to exit a lot for free, free transit (on weekends, all the time), real time data about available spots.
104. Make parking free earlier in the day. So, the parkades can be used for dinner goers.
105. The angled parking was a great idea on Wyndham St. Also, many people who work in the downtown core take advantage of on-street parking when they have parking permits that allow them to park in the parkades. They will move their cars around multiple times in a day to avoid parking tickets. By-law should work with downtown employers to put a stop to this practice as it takes up parking spots from visitors and customers of downtown businesses and services.
106. When implementing paid on-street parking, used a tiered, increasing time-based fee system instead of a flat rate. For example, first 30 mins is \$1. Second 30 mins is \$2 (i.e., 1 hour is \$3). Third 30 mins is \$3, fourth 30 mins is \$4, etc. This will encourage shorter on-street parking times and thus have a higher turnover. This will incentivise parkade parking for long downtown trips and keep curbside parking for its intended purpose: short-term parking.
107. Providing one to two hours complimentary (free) parking in surface lots and parkades. Shortening the time that is allowed for complimentary (free) on-street parking from two hours to one hour to allow high-demand parking spaces to be used by more vehicles.
108. Biggest concern is that the downtown core is being developed quickly with numerous dense housing projects. Developers are only providing one car spot per unit with few 'extra spots' for purchase (in our building it is \$50000!) Few households exist with one car.
109. Don't allow places like the bookshelf cinema to exist without them having to provide parking, clean up downtown.
110. AAA bike infrastructure through downtown and with routes to other neighbourhoods that is maintained in the winter.
111. Make it feel safer to walk downtown by helping the unfortunate people who hang out there. Then people won't feel like they must drive to ensure they're safe.

112. No, I am afraid to go downtown.
113. Removing parking in certain area (i.e., dining district) to create wider sidewalks and cycling routes is unpopular among drivers but is absolutely better for livability and usability of the downtown.
114. Don't let people sit in spots with their car running for an hour while they sit on their phone! Get the Bylaw officers handing out tickets for that one.
115. Many parking spaces are underutilized if there were better cycling routes and more transit downtown, I would drive less often.
116. Fire who made the options, like know how long it takes to charge a car.... Longer than the parking you offer.
117. Very little parking for bicycles shopping at or visiting Old Quebec Street mall.
118. I live on Macdonell Street and have to pay for monthly parking at the city hall parkade. I have two small children who do not walk. it would be nice to get a parking permit for the lot that is next to my building, so I don't have to walk with two babies all the way to City Hall.
119. Additional accessible parking spaces are required, the limited number is insufficient. Additionally, parking spaces need to be made wider and in the case of Carden street, need to be marked. As well, remove the time limit for accessible parking spaces to accommodate individuals who require the spaces and work at offices in the downtown.
120. Cost of parking is astronomically high. You are forcing business to leave the old downtown and adding a significant impediment to attracting people to work for the businesses that are present through extremely high cost of parking and lack of safety/unclean and unsafe streets.
121. We need to deal with the safety of downtown, and to deal with that we need to deal with the homelessness and that goes back to housing. We are in a crisis. While City staff and Council seem to think that they have enough housing, we do not. We are 6000 units short in student housing and that will soon grow to between 8-10,000. That is not part of your growth plan but needs to be because parents are buying single family dwellings and converting them to student housing. This changes the math. this impacts the plan. Student housing needs to be part of the plan.
122. Stop killing off downtown on street parking in the summer with extended patios.
123. Remove 2-hour free parking and put the parking meters or a payment system back in.
124. Maintaining what we have, angle parking on downtown streets to accommodate more spaces. Keep streets as wide as they can be. Parking garage stairwells need better surveillance and cleaning. Get more parking space. Baker Street is a big loss.
125. Free parking everywhere including parkades. You want people to stay and shop. Don't make it so difficult and expensive.
126. My daily need is to get to a parking spot, get the early 2nd train to Toronto. Return trip gets me home (south end) just before 7pm. My commute and workday = 12-ish hours.
127. Parking permits for workers downtown need to consider the new normal of hybrid work. Create a permit that is cost-effective for 2-3 visits to downtown Guelph per week. Perhaps a "punch-card" style permit.
128. You need to release more permits for lots that you say are full, because the reality is, is that they are never fully full ever.
129. Have timed parking for businesses and different options for people who must work downtown.
130. Every business owner should have 1 designated parking spot!
131. Make parking in the City Hall parkade free or very inexpensive (\$1-2). The parkade is often completely empty. People would use it instead of street parking in a heartbeat if it were free as it is very convenient and in great condition and safe.
132. Have benefits for worker. Ticketing people that make their living downtown is outrageous.

133. As I live downtown, I don't encounter many challenges parking in the area. However, downtown lacks the capacity for busy days when there are events at both the Sleeman Centre and River Run Centre. The City should focus on encouraging carpools and alternative methods of transportation during those busy times.
134. Have the Macdonell Street open parking lot returned to paid parking option.
135. Busy downtown streets that operate 2-way are often the most difficult streets for cities to reconfigure. Many of these streets suffer from double parking and loading conflicts, have heavy turn volumes, leading to conflicts and safety issues for bicyclists and pedestrians. People will claim that finding a parking spot is notoriously difficult precisely because the on-street spaces are free. Drivers who circle around the downtown focused on finding free parking rather than pulling into a lot create congestion and contribute to hazards for pedestrians and cyclists.
- a. There are ample parking options in parkades:
 - b. East parkade
 - c. East surface parking lot
 - d. Fountain St. lot
 - e. Market Parkade
 - f. West Parkade
136. The downtown core has sufficient parking, we should be saving these prime on street spots for those who need it most. Parking would be strategically prioritised for accessible parking spots, 15 min parking, taxi or ride-share drops and proper loading zones. This will improve turnover and discourage double parking and obstructions. Downtown should have 15min pick up spots outside of popular restaurants and proper loading zones. Kingston is a very good example of implementing this and providing maps for these spots. The 15min parking spaces and proper loading zones will improve turnover on prime parking locations. This will allow for quick pick ups, purchases, and deliveries in proper spaces rather than a car or delivery vehicle choosing to double park or obstruct places like crosswalks, bike lanes, curb cuts and accessible parking spots. There should be more accessible parking spots on each downtown block. Again, Kingston has maps for their accessible parking spots. Standard and van should be installed close to major destinations such as medical offices or services and have curb cuts allowing safe and intuitive access to sidewalks. This location provides easy access to the curb ramp at the intersection and allows someone easy access from the road to the sidewalk. Electric Vehicle/Car Share Parking. Designate priority spaces for sustainable modes of transportation in the parkades. The installation of charging stations in the parkades would benefit downtown interactions.
137. Staffed parking garages and lots that provide security to the people using them. Remove permanent parking permits - those spots can be used by others. Implement parking space signs to show availability.
138. Changing parallel parking areas to diagonal parking to allow for more vehicles. I understand for some narrower streets this may mean that they become one-way, however, long term that may be better.
139. I cannot get a parking spot at the Mall Parkade which is closest to my work. I work downtown and need access to my office 4-5 days a week, so have to walk from a farther location. Need to open more spots for monthly passes for people who work in the area.
140. Making sure parking structures can accommodate larger vehicles.
141. The City spent a lot of money on parking garages that go unused because on street parking is free.
142. We must realise that any kind of vehicle parking induces people to drive downtown. So instead, we must design systems that induce (make it more convenient) to walk/roll/or take transit. That means getting rid of on street parking (except accessible and service spots). That means improving cycling infrastructure and public transit. Parking garages are maybe better than on street parking but still better to put housing in those places so lots more people can live next to downtown.

143. Please please change the parking gate machines in the Market Square parkade beside City Hall. It is incredibly unreliable is always broken and not working properly. It is unacceptable for a new structure.
144. Stop ruining living downtown for the residents by trying to profit off the visitors. I actively tell people NOT to come downtown or to visit me because parking is egregious. How about actually enforcing parking? The number of times the Wilson parkade entrances have been broken and full days of non-permit holder parking is there. Residents are paying for other people to park here and that is unacceptable. The city treats the residents of downtown like expendable and useless parts of the downtown. I live here, I work here. I pay the parking permits; I pay taxes to THIS ward. Add passenger drop offs, add delivery spots. DO NOT add costs to parking and DO NOT reduce the complimentary parking. The fact that a dead body has been in the parking garage, my car has been vandalized and broken into TWICE and that people are regularly doing drugs in the stairwells. Or how about when my bike was locked inside the parking garage, and it wasn't resolved for MONTHS with zero compensation. "make Guelph more bike friendly" you're not even doing that with the infrastructure that's already existing! Work on that instead of trying to squeeze every drop of money from downtown via the parking. Make moral and smart decisions, stop screwing over downtown. Lived here for 7 years now and the parking keeps getting worse and worse. the parkade would maybe be great if it's actually maintained and not dirty and uncomfortable outside of 9-3pm
145. Providing free parking lots i.e., Baker Street parking but free
146. End The Downtown Dining District!
147. Parkades cannot accommodate large trucks that we drive.
148. Shortening or eliminating the time that is allowed for free on-street parking will likely be effective only if paired with a free period to park within parkades and if enforcement of time limits on-street is stepped up, as it seems vehicles are frequently parked more than 2 hours without ticketing.
149. Many employees work hybrid schedules. Share parking permits based on employee needs. Stop encroaching on free parking spots. After Covid return to work, I noticed many areas had new "2 hour only" parking signs. Reduce prices. Not everyone can afford them or face the alternative of parking for free really far. Some of us have mobility issues.
150. Dedicated motorcycle/scooter parking. These spaces can often be dead space in parking lots. Toronto, for example, has excellent no-fee motorcycle parking, and dedicated motorcycle/scooter parking near hospitals and institutions.
151. I would suggests allowing businesses to provide complimentary parking for their clients (i.e., restaurants validating parking tickets). This would encourage people to shop and eat at the downtown. The current 2 hours limit is too short if someone wants to have a meal and shop.
152. While I understand that this is a "Parking Study", I feel the very premise of it is flawed. People want to travel in and out of downtown as conveniently as possible and private motor vehicle travel - requiring parking - is only one very overemphasized option. By virtue of prefacing the survey with "The City is interested to hear about your experience parking downtown..." the respondent loses objectivity before they even start. While it is nice to see some mention of other options, the survey accentuates parking over all other options. I found myself wrestling with a number of the questions and potential responses. Perhaps a more objective preface could have been something like: "'The City is interested in how we can make travelling to and from the downtown as efficient, convenient, and accessible as possible'. While this is more of a visioning statement, it would have potentially produced different and more objective questions and responses. Furthermore, many downtown merchants continue to harp on the fact that what they really need is more parking. When in fact they want more customers. If we plan for the most efficient, convenient, and accessible access to the downtown we get more people. If we plan for parking, we get more cars.

153. I think adding the bike / scooter share program that Hamilton and Halifax has would make a huge difference on accessibility for many people. I would make it 3-5\$/hr so you can still make money off it if you need, but it would provide people downtown a non-bus option for quicker transport than walking and could provide a fun way for families to explore the downtown and get exercise (so better for the city, better for health, better for getting people outside)
154. Create more available parking for those who work in the Downtown Guelph district. It is not fair that we must pay everyday to work in this area. Personal spots should have fees but not for those who must work here.
155. Have a more centralized parking lot. the parkade near city hall is too far to walk to most services.
156. Use the market/use the police to remove vagrants and undesirables.
157. Add a parking lot to the baker/Yarmouth side of downtown.
158. Link buying from downtown store to adding a free half hour to parking.
159. Making protected bike lanes into the downtown so it's really comfortable and convenient to come by bike. Increasing transit frequency on routes into downtown (more frequent than every 20-30 mins) and having a bike share service would also make it easier for people to get downtown without a car.
160. Guelph does not cater to the commuter with downtown parking lots. This encourages multiple trips to the station to pick up and drop off passengers and is inefficient. Or commuters travel to Acton. We need to allocate some space around the train tracks to allow Metrolinx to build - period. Progressive cities do this and is evident through the entire Metrolinx routes. If we wanted, we could use space at the Neeve lot location and could re-design those streets at Neeve and fountain streets etc... We have to do our part, not just building pay parking for downtown for commuters which downtown shoppers use.
161. Make the access to the parking facilities faster during Guelph storm games. It takes too long to get into the parking lots and backs up the downtown area heavily. Fast access into the lots could ease this.
162. Make parking free in the parkades so that I can spend time shopping at businesses and not have to rush and leave within an hour only visiting one shop.
163. We park at the parkade which is typically empty with only a few cars. Create more parking for people who don't work downtown. During the day when parkades are full parking can be a challenge
164. Meters with an app like Toronto so you can add time. It's really hard to work downtown and have to move your car every 2 hours. The parkade is too far from my work. It'd be way smarter to just have meters with QR codes and an app and pay for parking as needed.
165. Having a designated parking area for downtown employees that isn't a ridiculous monthly fee. Maybe giving a parking discount for employees that work downtown as most of the businesses bring business to downtown area.
166. More free parking lots/parkades would be my solution.
167. Allow for on-street parking on streets adjacent to downtown that aren't currently allowed. When family come to visit, we like to talk around Guelph and don't want to necessarily park right downtown.
168. I actually think the parkades should be very low cost or free, which would mean we could eliminate most of the on-street parking or convert it to be quick turnaround. Also, marketing. People have to walk a long way to their destinations at Stone Road Mall, but they know they're guaranteed to find a parking spot at the mall. So, what's the difference if you need to park in a parkade and walk 6 minutes to your destination? I think they need to be super easy to use though - if I must download an app which my phone has zero storage for, that's going to be a huge inconvenience. I want to take a ticket on the way in, insert the ticket on the way out, tap a credit card for payment and move along!
169. Improve transit and cycling infrastructure and make parking prohibitively difficult. Inviting cars into your downtown is remarkably stupid.
170. Make parking for residents cheaper = more available parking for people outside of downtown
171. Yes, finish the lot behind the BMO bank before the summer. Make parking free for residents.

172. Make the parkades free.
173. Apply fees to all parking spaces, but reduce amount charged. Too high a fee will make me avoid downtown. A nominal fee wouldn't stop me from coming, parking, and enjoying downtown. It may be a way to bring in similar revenues to an increased fee, while maintaining the appetite to visit downtown. Smaller fee and more people paying vs. large fee and people avoiding.
174. I think this survey conflates the issue of parking with the issue of why people want, or don't want, to drive to downtown. Downtown now is a failure of vision and foresight. So many things could make downtown a place that people would come to regardless of their method of getting there. A good, proper library, filled with the appropriate staff and social services is essential. The fact that the city has taken so long with this, and constantly tried to make the new space smaller, less appealing, and less functional is shameful, and makes our downtown laughable. Look at what Calgary did with theirs if you want to understand how a proper downtown works. If we did something about the human misery of homelessness, we could make downtown inspiring, rather than the mirror of our national shame that it is now. As we watch the Speed River get progressively closed in by new high-rises, do we ever imagine how many of those spaces could be used to house the homeless? Of course, that won't happen without municipal intervention. If the city mandated that all new housing had to contain 15% of its units for below poverty line residents (and kept that rent determination in City Hall, and not in the hands of developers) we could change our downtown's Dickensian portrait in very little time. I can't believe the Mayor is supposedly a Christian, and yet does nothing like this to relieve his fellow humans' suffering, when he is surrounded by abject misery downtown. If we made all the downtown safer, appealing, with efficient transit and services and affordable housing, people would flock to it by any means - regardless of how they would need to get there.
175. Permit parking is already incredibly expensive and as an employee who has worked at the co-operators for 5+ years the parking downtown has never been accessible to employees. The cost of parking is equivalent to cities with populations 20x our size and there is no reason for hourly parking to be so much. I understand the desire to decrease cars coming to downtown but that is not accessible for people who need cars or who have childcare obligations that don't align with busing or ride sharing. What about people living on the borders of our city without a bus route access? They should be able to access our core without worry of getting a ticket with 2 hour parking limits or paying 2 dollar per hour. These options just don't cut it. If you want people to support our local businesses, you should be making it easier to park and easier to access and not creating barriers to force people to use public transit. Accessible to all no matter the method of transportation should be the goal.
176. Make lots and garages free and charge for on street parking!
177. Parkades are great and most of the time they are underutilized. The pricing needs to be reviewed to make it affordable.
178. Businesses should be provided with low rate or even free parking in the parkades for staff. This would help keep employees and staff away from on street parking and keep it available for visitors and shoppers.
179. We moved our office out of downtown, largely because of parking. Passes were not available for the West Parkade. The West parkade and stairwells were increasingly unsafe feeling. Parking was not available for our clients and staff.
180. Increasing fees will not draw people to visit our crumbling downtown.
181. I think the parkade is an excellent option but with a 2-hour free parking policy combined with shorter free on-street parking. This should eliminate those circling the streets looking for free parking. Additionally, double parking by Skip the Dishes and Uber Eats drivers has to stop. Putting on 4-way flashing lights should not allow you to park mid-lane whenever you like.

182. Creating a walkable downtown rather than a drivable one. I liked when four corners were closed off during covid.
183. Create bigger signs! There are these signs about going to a parkade instead of on-street parking. Then there is this tiny little writing about where the parkades are located. I have 3 seconds to read these signs while driving by. Put arrows, big letters. Are these parkades free? Are they close? It would be very simple to do this and solve all of the problems above.
184. We need more green vehicle charging locations. Tesla super chargers specifically
185. Stop towing us. Let us park for more than two hours even if we have to pay.
186. It is more than just creating secure bicycle parking, there needs to be more secure bicycle infrastructure leading into the downtown from all areas of town.
187. Parking in the West Parkade can be dangerous. The stairwells are absolutely DISGUSTING and need to be cleaned and monitored. The City of Guelph needs to have by-law checking the parkade more frequently.
188. Secure bicycle parking as long as it remains secure. Bike theft in Guelph is rampant.
189. In future, a large parking garage adjacent to the GO station should be considered.
190. Transit is touched on, but "improving transit" is very vague. increase the frequency in scheduled routes and subsidize the cost with taxes. Make taking public transit the more desirable option.
191. Unfortunately, I do not have a solution! I do know that many avoid coming to the downtown area due to lack of parking and/or parking location not being conveniently located to where the person needs to be.
192. Safer Parkades! More access to parking downtown.
193. Stop closing parking lots.
194. Downtown was cool when it was closed off from cars.
195. Forget the library and give us Baker Street lot back with some trees!
196. Making the use of parkades more safe and secure: Very important
197. Dynamic pricing for 15% vacancy, remove required offsite parking minimums, parking benefit district to help get the BIA onboard (I recommend this one begrudgingly as politically necessary). Make parking enterprise cover its capital and operating costs (no more public subsidy of parking structures).
198. Paid dedicated parking to business owners and free to customers.
199. More free parking.
200. More 15min parking spots.
201. Ability to share parking cost.
202. Making more spots available instead of taking any free spot and building on it.
203. You took away the garbage cans in the East Parkade. Why? People throw their garbage everywhere now, its silly. Not to mention the number of needles that are left in the stairwells. You need to install sharps disposals in the parkades too. People are going to continue doing their drugs there (since you seem unable to do anything about it), so you might as well give a secure disposal, so children don't have to walk through discarded needles. Better yet, make the stairwells accessible via the permit holder swipe cards only.
204. Many people working downtown struggle with the cost of a monthly pass since it's prohibitively expensive given the number of trips to the office per week (i.e., 1 or 2). The value proposition is extremely poor, and it was insulting that the City increased rates even though we use the parkades less. Many people have given up on their monthly passes, and simply refuse to come downtown because the parking rates are now ridiculous relative to the number of days a parking pass is actually used. Instead of a "monthly" pass, you could consider a pass that retroactively charges \$1/hr based on actual usage (which would be similar to paying \$150/mo. for 20 workdays at 8 hours per day). This would allow people to simply pay for the parking they use, which still encourages them to use alternative

transportation to save money. With the current "monthly pass" model, I actually feel like I need to drive into the office more often to "get my money's worth".

205. Stop building high density condos downtown. These people do have cars (sometimes multiple) and still use to leave the core for amenities.
206. If the only viable option to getting to work is driving, then driving up the cost of parking will not change the need to drive to work - it will only make it even more expensive. I can park in Toronto public lot for less money than a Guelph public lot.
207. Designated parking for downtown residents, staff working in downtown core, and visitors to downtown.
208. Many of your suggestions are terrible. Out of town visitors need to drive and park, why on earth would you make it more difficult to people to park downtown? I live downtown so I often need to drive as I'm visiting downtown businesses and have a lot to bring back to my house. Good parking is essential! My god do you people care?
209. People should not be forced to pay for parking. We need more free parking with unlimited time. 2 hrs is not long enough.
210. Ensure there is a good amount of free parking nearby (a reasonable 5 min walk) and enough complimentary time provided (3 or 4 hours) for folks to frequent and enjoy the downtown businesses and area. Parkades and high cost for parking will create barriers and reduce the likelihood that people will frequent and support the downtown businesses.
211. Should have left Baker Street parking instead of a new library.
212. Stop echoing the negative look at the title of this question. The default is parking is a challenge. DGBA put on more events and draw more people downtown.
213. Free on street parking close to shops and other places that people frequent.
214. Return the Baker Street Parking lot or create another one in a close location to Baker Street. Currently the parkade near City Hall is too far to go to simply pick-up take-out etc. or to go shopping. I've pretty much stopped going downtown because of it. I used to like shopping in the downtown area but don't do it anymore because of poor parking.
215. We need GO train parking spaces, badly, as I'm sure you know. I have to park almost 10 minutes walk away, and then walk to a train that takes 1.5 hours to get to Toronto. Every single station has sufficient, or close to sufficient parking for GO train riders, except Guelph.
216. Discounts for employees or store owners of the downtown core.
217. Keep free 2-hour parking so I can continue to shop downtown.
218. Stop taking away parking spots in good locations i.e., Baker Street. Make sure there is enough parking at the new library if you want people to visit it.
219. A shuttle service might be something to consider, if it can be reliable with multiple pick up and drop off points near parkades/parking lots (e.g., near The Boathouse/covered bridge). People want a certain level of control about arrival and departure by car, and City bus transit doesn't provide that amount of control. But dedicated summertime or weekend shuttle service might be a way to keep patios open and enlarged and move people in and out of the core without car congestion.
220. Put baker street parking back.
221. Having a free transit zone downtown to induce demand for transit use, possibly supplemented with park and ride areas outside of the downtown core.
222. Recognize people drive to get there. The loss of the Baker Street lot is huge. I used it every time and it was central to the whole downtown. Bert and more parking are needed.
223. Continue with 2 hours complimentary and reduce lot prices.
224. Remove it.
225. More parking in actual downtown would probably be a good thing. I would like to see more public parking and less street parking in residential areas.

226. Improve secure bike parking. I park my bike in my office or drive my car because I am scared to lock it in the street.
227. More frequent trips through downtown with the bylaw vehicle that scans plates to catch the people using the spots longer than they're supposed to.
228. More 15-minute spots for curb side pickup
229. Get rid of on-street parking except for 15-minute spots, accessible spots, and car sharing services.
230. free bus use by all (request funds to provide service via senior levels of government) Federal Gas Tax, Provincial Subsidy Operating dollars for Municipalities.
231. Free garage parking.
232. I think downtown residents should have different parking rules than non-downtown residents traveling to Guelph. Being able to park overnight in the winter would be helpful. I often walk a half hour to my parked car and am physically able to. I can't imagine I could easily live downtown with any physical disabilities.
233. Not have patios spill into the streets/parking areas.
234. More advertising the parkade, as well as a more affordable cost so the street parking can be kept for short visits.
235. Close all streets inside roughly a Norfolk, Quebec, Bruce, Woolwich, Surrey, Neeve, Wyndham, Carden, Wilson, Macdonell Streets boundary. This can only be done when there is a lot of parkade and paid street parking at various points on boundary streets. Allow access to closed streets only for accessible parking with permit, pedestrians, deliveries, emergencies, and residents. Allow restaurants equal expanded summer seating on street/sidewalk based on square footage of restaurant. Over time, narrow the roadways and pedestrianize streets further, expanding outdoor areas for shops and restaurants on wider, better treed sidewalks.
236. Building additional parking by building "up" in a parkade. Perhaps designate certain spots to certain business that are "essential services" i.e., medical vs entertainment. Perhaps have spots prioritized to permanent residents of Guelph. While everyone is needed to help downtown thrive, the ongoing support of permanent residents is necessary.
237. Love shopping walking visiting downtown. But the city is making it difficult due to availability of parking spots downtown and costs.
238. You should always plan to accommodate for more vehicles, not less. There will always be a demand for car accessibility no matter how much the city pushes for transit, using bikes, and carpooling.
239. All streets in the core to one way and add diagonal parking could add more accessible, prime pickup/delivery spots.
240. Remove restaurant patios that take up so many spots.
241. Honestly, limiting cars in the downtown would be the best option. Making it more pedestrian friendly or having a pedestrian only street or two would be fantastic. Transit should be the best option for getting downtown.
242. pedestrian only street hours (bicycles exception), one way traffic where it's needed and widen those sidewalks.
243. There should be a parking garage on the south side of the GO train station. Also, Please figure out Guelph Storm home games. I am still not sure of the purpose of the 4-7 people who stand at the East parkade's entrance- 2 have debit machines (can't a tap Interac just be attached to the entrance gate?) and the others do. Thank you, though, to keeping the gate up when a Storm game finishes. Within the East parkade please paint arrows on the central ramps so newcomers to Guelph know to drive it and down on the correct sides.
244. Parkades just outside of downtown like many European cities for able-bodied folks and options for parking or drop-off in designated spots downtown for disabled folks makes sense.

245. People cannot ride bikes because they get stolen. Clean up the area- get rid of the drug users and thieves.
246. More free parking.
247. Make multilevel garages that rotate cars, like they do in Japan. Each spot would hold 4-6 cars instead of 1.
248. Unfortunately, if you increase the price to park downtown and don't fix the transit system first, people will be forced to shop elsewhere thus killing the downtown more than it already is. I've seen it happen in other municipalities (London, ON). The only way it will solve parking is that people just won't go downtown, and you will have lots of spaces. This will be devastating to the small businesses in the core.
249. Allow parking in Quebec street mall parking structure for free with a purchase of \$5 or more/ or 2 hours.
250. Hate to tell you, the homeless population is growing and scarier. To me and my friends, that is the worst aspect of downtown.
251. Get rid of free parking.
252. Improved cycle lanes and connection to Goderich to Guelph (G2G) trail.
253. Works should not be in high valued parking spots, so customers can actually get to the shops and restaurants or services efficiently.
254. Do not take away more spaces for unnecessary building projects.
255. Please do not remove/penalize parking downtown. It is the only way I can park my vehicle near my home. The bylaws are already incredibly strict.
256. I worry that encouraging fewer people to drive and park downtown through price increases simply excludes those of lesser means.
257. I love the angle parking. Makes sense. Easy to use!!
258. The Baker St. lot shouldn't have been closed. More access to parking lots and/or parkades would greatly reduce the inconvenience of circling around for hours on end looking for street parking.
259. To consider increasing the cost of parking permits would be downright criminal. As a person who works downtown, and my in-laws own a business downtown, and I frequent downtown shops/services outside of my working hours, I would be horrified by this. I am currently paying \$2000/year in parking fees simply to go to my job. It is unacceptable to consider that I should have to pay more in order to go to work. For many people, that is a monthly paycheck. I would also call out that having to pay for charging my vehicle in addition to paying for my parking pass seems absolutely ridiculous. While I can appreciate the importance of using transit, it is not an option for all people. My day starts with ensuring my kids get to school on time, I then have to get to work, struggle to find parking while also dodging people shooting up in the parkade stairwells, get to work, leave work in enough time to get my kids off the bus, and then resume my workday from home. The mental tax that this would have on me as a working mother is exhausting. There needs to be security actively walking through the parkades, monitoring the stairwells - I feel unsafe using a parking structure that I pay nearly \$200 a month to use - that is absurd. And all of this is to go to the office a couple of times a week. Company security deems the parkade to be the responsibility of the city, and the city does nothing about safety while gouging us for prices. The people who work in the downtown core are vital contributors to the downtown economy, and continuing to gouge us this way makes us less likely to continue supporting these organizations.
260. More angled parking would help to increase the number of spaces available downtown and solve the problem of people not being able to parallel park.
261. Better transit access and reliability, eliminating the need for cars.
262. Give people who work downtown parking passes so I can stop being ticketed.
263. Enable more days allowed for overnight street parking. limiting to 12 days a year is not feasible.
264. Clean up the streets so people want to come downtown and park.

265. making transit more appealing by raising parking rates will not push people to a terrible transit system to the scale needed to transition away from single vehicle car use in the downtown. The transit system itself needs to improve to make it a better choice.
266. What do you mean by "secure bicycle parking"? there are these secure spots in the new parkade by city hall - never see any bikes in there - it's expensive and not accessible for use from time to time - doesn't make sense. Distribute the secure bike parking around the downtown area and make it safe to ride a bike downtown, where is it safe on Wyndham to ride a bike? Talk to the bike store people and get some ideas from them about how to make it better for bikes downtown, bring fewer cars into downtown.
267. Have more manpower roaming parkades for safety and getting the low lives out of the stair wells.
268. Give us back baker street parking lot.
269. Free street parking is great, but the 2-hour limit is challenging particularly for salon and medical appts. These appts can often run longer than 2 hours, and you cannot get away to move your vehicle. The 2-hour limit is also challenging if as a family you are doing an activity and having a meal downtown. 2 hours is not enough time.
270. I would prefer metered spots that give options for longer parking.
271. Do something about bike theft.
272. I don't believe that bicycle parking can be made secure, but if it could, that would be great. Electric charging is important since lack of charging stations is the reason for not buying an electric vehicle in the first place. Drop off areas are the future as people will begin to call an autonomous vehicle service for trips to downtown.
273. There is a great need for additional GO train services from Toronto to Guelph in the morning, and then from Guelph to Toronto in the later afternoon.
274. guidelines for parking angles and spots to maximize the number of cars that fit on the street - large gaps between cars prevent additional cars from parking.
275. Providing more parking lots that are open and free (like the one on Macdonell) many people don't like using the parkade at night because of safety. It is also not very close to Quebec and Wyndham. So, accessibility for some might not be best. I do think that painting lines on the street was very helpful!
276. More places to park besides the banks, for folks who want to access business in the square.
277. It must be easy to leave a personal vehicle behind, which means transit (frequency is freedom), bike routes, and good pedestrian routes for those coming from different distances. We subsidize car drivers all the time by building streets and parking for that single form of transit. All the disincentives are heaped on active transportation options. Cities like Barcelona has reversed this, investing in the infrastructure changes which make moving around actively easier than driving a personal vehicle.
278. If people are coming downtown to cater to downtown businesses, have the downtown businesses subsidize the parking costs.
279. If you want people downtown, then make it easy and affordable.
280. Free parking sure would be nice.
281. Please see the answer to Question 14. You should be aware of the problem. Maybe we could buy a parking pass at home and just show it to an adult that is serious about getting cars into the parkade when there is Event Parking. This is not a problem when I visit the Aud in Kitchener or Centre in the Square. This is a made in Guelph problem.
282. Free parkade parking and paid on street parking. Bike lanes and signal additions. Cycling often feels dangerous with lack of infrastructure in the city.
283. do not make parking permits higher than monthly transit passed.
284. I think there should be a differentiation between parking personal vehicles, and parking for deliveries. Providing delivery laybys should be a priority over personal parking.
285. Do not allow City of Guelph vehicles to park on downtown street parking areas.

286. I like the idea of making the parkades downtown much more enticing. The Wilson Street and the east/west parkades are ideally located to access most of the downtown attractions. Free parking at the parkades on evenings and weekends would likely help reduce the number of cars circling around looking for spots. This will require some public awareness campaigns because I think most people will assume those parkades cost money or are closed. It will also require significantly increased effort towards safety of the parkades, which right now is a huge issue with them. The stairwells are frequented by the homeless population which leads to vandalism and unsafe environments for pedestrians. I park at these parkades every day, and on several occasions, I have witnessed someone using the stairwell as a washroom, vandalizing it, or using drugs. So, to promote these as viable parking options I would recommend making sure they are very well lit, have sufficient security personnel patrolling the area, and make them more welcoming in general.
287. Lighting, Security Cameras, and signage about activity being monitored and recorded in off-street lots.
288. A designated lot for downtown workers with discounted permit parking. We pay to operate here.
289. Make the sidewalks wider on the main streets downtown with more pedestrian crossing points. Lower speed limits. Improve the sidewalk, cracks are tripping hazards.
290. Create more pickup/drop off spots, especially for delivery vehicles.
291. Allow parking on Sundays where no parking allowed during the week to assist seniors with mobility problems.
292. Should research to see if there is an unusual percentage of city employees using parkades, if there is a shortage of parkades parking spots then maybe require city staff to take public transit. Mayor Guthrie was on TV discussing the parking issue and one of his suggestions was transit, so try to convince the public to use transit by showing city workers are also trying to be part of the solution.
293. Building more medium and high-density housing downtown would help alleviate parking challenges downtown as a lot of those residents wouldn't require a vehicle to access the amenities downtown. Also, I have noticed that the average personal vehicle has gotten much bigger (pick-up trucks and SUVs) in the last 10-15 years which makes it harder to accommodate those vehicles. Something to encourage smaller vehicles could be something worth looking into.
294. No on street patios. Have them on the sidewalk as before. Think like a private business.
295. No as I always used Baker Street lot; taking it away just made parking worse.
296. Reduce on street parking. Remove free parking. Having free parking encourages people to make trips by car when they don't need to. If you want to reduce unnecessary trips by cars stop subsidizing parking.
297. Ban cars! (Or make parking only available in the parkades).
298. If you want more people to park downtown, offer a greater mixture of options based on their needs, shoppers need in/out access, employees need longer term. Free 2hr on street, free 2hr off street, validate parking scheme, paid long term, permit passes, valet parkade parking. Long term parking could be further away as it is less inconvenient. You could incentivize other travel, but some will not change. You need to reduce the number of delivery vehicles occupying or double parking, maybe have a specific area for them.
299. I'd like to see each of the blocks that include parking spaces have accessible permit restricted parking for those who can't walk from parkades, as well as premium parking at a price that ensures availability. I'd be happy to pay for expensive parking at my destination when I'm in a rush, moderately priced parkade accesses a few blocks away when I have the time to walk, and to never ask the citizens of Guelph to subsidize my parking costs when I visit.
300. More parking Guelph Transit for downtown is almost useless.
301. Free transit regular time schedule every half hour on the hour with a safer downtown location would give people an incentive to stop driving and even to use transit again.
302. Free weekend parkade parking.

303. Remove all on street parking and all free parking. Increase frequency of busses into downtown and dedicated cycle lanes in/out of downtown.
304. Love the shortened parking time for select spots, which would be perfect for picking up food orders or a quick stop. I usually avoid downtown for quick stops because parking is so frustrating.
305. Create more 2 hours free parking spots to help downtown businesses so their customers are not leaving them.
306. Parkade or surface parking at the north end and relocation of people who are addicted to substances would increase my use of downtown businesses.
307. Make parkades more affordable. Given the lack of transit options and reliability, we unfortunately still need parking options. The parking fees aren't prohibitive but they're unreasonable. We're in the City of Guelph, not downtown Toronto.
308. I would love to bike more, but I wouldn't trust leaving my bike out of my sight for even 5 minutes. I feel for the people who want to commute on the train and leave their bike downtown, but they return after work and it's stolen. It could be a neat summer student project to take one of the closed shops and turn it into a bike lock-up like how Hillside Festival does it...you can use your own lock, there's 'staff' and you need a ticket to get your bike. I would easily be willing pay to know my bike is safe...or have a parking pass.
309. May be silly but how do those parkades work? Do you pay for them? Are they safe? Could there be a campaign done to promote the benefits of them? The times I've gone, there's been piss everywhere in the place where you pay or folks just hanging around and it felt like more of a hassle than just doing some laps looking for parking. In Toronto, parkades seem much more transient with people always coming and going and actually using it for its intended purpose...but that new one by city hall feels like it's at a dead end and not in use, and on the main walking strip (Wilson) in and out of downtown with folks always just poking around. Doesn't feel safe. Needs an energy shift to bring good use and good energy.
310. Improve safety and cleanliness of parkades.
311. Reduce the cost of parking and reduce the hours of paid parking in the parkade (increase the free parking hours during weekdays and all day on weekends).
312. Give downtown residents a place to park for free or work with landlords to produce appropriate parking.
313. Support vehicles downtown!
314. Some bikes mount on front of bus, say needing recharge and on the way somewhere to alternatively use the bus as well. Buses don't have internal outlets for recharging phones yet either.
315. No charge for parking up to two hours.
316. Address allowing personal electric vehicles to legally get around town such as electric scooters. The focus on this topic was completely dropped by the City since covid in 2019 and these are very effective to enable getting around town quickly, convenient, reduce pollution and road traffic. This city is the perfect size to use PEVs to get around quickly if there is proper infrastructure, secure lockups, and laws to do so.
317. Bring back Baker Street lot.
318. Providing more bicycle parking would be an excellent way of encouraging more people to bike downtown.
319. This is a car culture problem. We need to understand that we're in a car culture so that we can try to see out of it. I'm not against cars, but we need to not see them as a default and to realistically tackle the many challenges they produce. I do think that subsidizing free car storage (parking) is an odd use of tax money.
320. I do not mind paying for parking, but I prefer a person to deal with and not a machine that can eat my card-and then roam around a parkade to find parking.

321. Covered sidewalk areas. I don't use VIA or Go but know people that do, and parking is a nightmare for them.
322. Make the parking garage free.
323. Mix of two hour and 15min parking
324. Think about the residents. Where tf do you want us to park?? Stop stealing our hard-earned money for your dumb ideas.
325. I think a lot of these would stop people from going downtown all together.
326. Eliminate all public parking in Guelph, you will then be the best city in Canada, and I will stay here forever.
327. Make Wyndham and Macdonell pedestrian only areas so that there is zero expectation (or entitlement) of parking an inch away from a downtown shop.
328. Get rid of car roads downtown and make it walkable/biking streets only.
329. In my ideal world: Prime on-street spots mainly for disabled parking, other free spots for those commuting to downtown don't need to be right in the heart of downtown, rather in parkades/garages on perimeter (or underground, like those found often in Europe). Thus, reducing parking on streets overall to make it more pedestrian friendly.
330. The fountain street parking lot is criminally under used with lots of wasted space. It should be dug out and turned into a parkade. Both underground and above ground behind 150 Wellington.
331. The last four questions in #15 tells me you have lost your way, you already have a train and transit facilities downtown, Wilson secure bike room is always empty, why does the city have to stress about this today, include the rough in your construction work happening for when the market demand is here. Get past this forever build for the car debate and build more residential and commercial units.
332. Complimentary Park are parking combined with shorter times for in street storefront parking would be beneficial.
333. Encourage shared parking schemes and provide better alternatives to driving.
334. Improved bike lanes and safe storage, not just more places for them to be stolen from
335. I like the idea of giving 1 hour free in the parkade and advertise it! And reduce the street parking to 1hour and have some 15min spots for quick pick ups. We need to get more people in the parkades and surface lots! I do hate the idea of free parking, but this is what we are accustomed to.
336. Please read the high cost of free parking book.
337. Have disabled only street parking, (sticker required), otherwise have pedestrian only on Wyndham, Quebec, Cork, Macdonell, Carden and Wilson. Use the large parking lot on the other side of the train tracks as free day parking for shopping/work and provide a safe way to cross the tracks, (not the creepy underground pass) to reach downtown. Have a "rent a bundle buggy" kiosk at the parking lot and a few places downtown for transporting parcels, like airport terminals renting baggage carts. There is no reason able bodied people must park right in front of a store they want to visit.
338. Transit, more pedestrian dedicated areas, less parking less space for cars.
339. Instead of raising the fare of parking, make transit free, and design a city where everyone can get where they need to be without needing to use a car.
340. Improve public transit, to encourage it over parking.
341. Remove free parking at surface lots, but ensure machines are more reliable and easier to use. Transit that goes directly from the southern parts of the city to downtown without transferring
342. Only have 1-2 hr limits between 9AM and 6PM. No limit outside those hours.
343. Options for residents downtown to purchase or share parking permits.
344. Providing some parking that isn't super expensive for people who work downtown and have no parking where they work.
345. Please do not cater to cars downtown, cater to people.

346. Eliminate the parking fees. I can shop/ do my business elsewhere and not pay for parking. If I do go elsewhere downtown loses the four of us renting a meeting space, going for lunch, and going for a pint after we are done our business.
347. Affordable parking options for people who work downtown: discounted monthly parking passes. There are a lot of retail/service/food service workers who cannot afford a monthly parking pass at the current rate.
348. More enforcement. If vehicles obeyed signage this would help the issue.
349. While you have several good ideas here, you are missing a very important factor. The number of downtown residents is growing daily. Many who live in the downtown core must pay a large fee for permits for their vehicles. A family member lived with us for one month and the parking fee and admin fee for the parkade were very expensive. In addition to the parking that downtown residents need, we have people who live outside of the city who come to visit us, such as family members who stay over to visit. Parking is always a worry. Even having a couple over for dinner is a worry as they often must park blocks away. In addition, there is a large aging population who live downtown and who receive homecare. It is incredibly challenging for PSW workers to find space to provide care to the elderly in the downtown core. I have answered the survey as best as I can, however, the questions are not suited for the residents of this densely populated space, called the downtown core. Since the removal of the Baker Street parking lot, parking has been a daily challenge for me. Please consider the residents of the downtown core in your planning.
350. I believe people that work downtown should have an option besides circling/paying ridiculous amounts of money to get to their shifts. Subsidised parking if you can prove employment in the area, or even exceptions where you can at least pay for complementary lots to park for longer (i.e., I used to park in the Macdonell lot more often until there was no longer an option to pay for longer durations of parking - complementary parking is a fine idea until it means you're restricting people who need parking for more than two hours from securing their spot without being using the parkade or being ticketed, especially since it's close to so many businesses with no parking lots of their own! Normally I'd just park across from city hall and walk, but I feel unsafe walking back to my car after night shifts when it's dark out).
351. More options, less hassle.
352. Sharing parking passes is a great idea. I pay for my parking pass for the East Parkade, and I only use it 4 days a month.
353. Safer bike routes. When I ride my bike downtown, I take Elizabeth Street to Arthur St to Macdonell. It is a very car centric route. The bike lane ends, I must cross traffic to get to the left turning lane, then I slow down traffic because the bridge doesn't have a bike lane. Then, you are popped out on a busy road without bike lanes.
354. Lines on all spaces.
355. As a pedestrian I find the narrowing or disappearing sidewalk on Gordon Street at the parkade to be annoying.
356. Closing off Wyndham street to traffic and making it pedestrian only (except for transit and business deliveries) will decrease parking availability but improve the atmosphere and draw more people downtown. Closing off Wyndham street will make it more difficult for car drivers to circle looking for a spot to park and they may be more likely to use the downtown parking parkade. Keeping parkades free for 2 hours and having that signage posted at the entrances will entice more car drivers to use them.
357. There are no challenges to park downtown! Are you mental? 1000 empty spaces all the time. Give your heads a shake.
358. Parking tickets and meters paid by cash like the good old days!
359. Cheaper parkade costs.

- 360. Keep Baker Street - it's odd that the City closes this major accessible parking lot then starts to address issues with parking.
- 361. Reduce to one hour free on street parking instead of two allows for more turnover. Offer 2 hr free parking in lots. Free parking evenings and Sundays in lots. Enforce 1 hr on street parking even after 5pm.
- 362. Make parking lots smaller. Have one-to-two-hour complimentary parking for parking lots. Extended stays and overnights need to be paid for. Reduce complimentary on-street parking to 30 mins to an hour for higher turnover. The biggest improvements need to be to transit and protected cycleways.
- 363. For those using the Go Train, establish a parking lot with shuttle to the station.
- 364. Perhaps a hop on and off small electric shuttle from the 'Wilson' Street parkade would enable people to shop in all areas of the downtown, especially if mobility is an issue.
- 365. It would be helpful to have parking spot lines for the angled parking on Carden St
- 366. Have painted parking spaces. In the areas that have a 2-hour limit, the cars are not lined up properly and space is wasted.
- 367. For the Fountain Neeve gravel parking lot, because so few people are using it (4 to 5 cars), put signs on the retaining wall for about 10 spaces that says, "Permit Parking Only" and ticket only those spots if people park there. Otherwise, let people park there for free for easy access to games and for us, an alternative parking spot for overnight visitors.
- 368. Bike and e scooter share programs
- 369. I lived in the City of Lyon, France for several years around the start of the 2000s, and in some zones they had a system that used on-street paid parking which encouraged a relatively good turnover of spots: the curb-side terminals for paying for parking had a keypad for entering the license plate number so the printed ticket would be tied to the vehicle, and if you knew your stay would be short then you could get a free ticket for 15 minutes, which was very often enough to make a quick visit to a store after which the spot would be freed up again. For stops longer than 15 minutes, the charge for parking up to 1 hour (charged in 30-minute increments, if I recall correctly) was modest, with the rate for time beyond the first hour being substantially higher, which encouraged a high turnover with few people parking for the whole day (I believe that there was a way for residents to buy monthly parking passes which were less expensive than the rate charged at the terminals). The rates for off-street parking were less expensive for longer stays, since multi-level garages have a higher density than street parking - again, to encourage faster turnover of on-street parking by getting more cars into off-street parking.
- 370. Suggest the use of curbside patios be minimized, thus preventing the loss of valuable, and much-needed parking spaces.
- 371. Giving those who live downtown places to park that are not the City parking lots that only let you park overnight then you have to pay \$3 and hour to park during the day.
- 372. Given the number of empty spaces I see in the parking garages on weekends and weekdays I've never really found it hard to find a space somewhere. I would say the larger problem is the downtown is not able to attract people, possibly through the price of parking. On street parking I find is always hard. Not sure how often the 2-hour time limit is enforced, also some streets you don't want to park your car on downtown.
- 373. Incentivized rates for employees downtown, park-and-go shuttle services outside of the core (shuttle bus, complimentary/low-rate transit pass, direct active transport corridors), active transport or wellness grants for accessing alternative transport.
- 374. A city-wide mobility strategy. Guelph is a network - treating downtown as its own entity I don't think will meet with much success.
- 375. It would be interesting to find out what people are using the spaces for that are over 2 hours. If they are coming downtown for appointments or shopping, 2-3 hours seems like a generous timeframe. However, if the spaces are being used by visitors of the apartment units downtown, or if the spaces on the street

are being taken up by people who are working downtown, perhaps working with landlords and employers so that they can offer alternative solutions to parking would be ideal. I've heard of co-workers that move their cars from the parkades to park right outside the office building towards the end of the workday, which honestly seems a bit unfair to those who actually need the spaces. Perhaps education and communication from employers around not doing things like that would be ideal from either a wellness (don't be lazy and walk) or from a be a good neighbour standpoint would be effective?

376. Walking to and from parking lots can be quite intimidating with the number of homeless and mentally unwell people on our streets. It can be quite concerning to safety walking in certain areas, and as much as I want to avoid driving for environmental reasons, my personal safety cannot be compromised. I'm really disillusioned by how this has changed in Guelph in recent years.
377. On street parking (residential streets) permits made available to homeowners residing on that street. 1st homeowners without driveways. 2nd homeowners with driveways but multiple cars. 3rd any homeowners renting apt.'s, rooms, Air, etc. must supply parking before any licensing or permits are approved.
378. Please pave Neeve Street parking. On wet days the surface is a mud puddle. Considering the cost of parking, having a paved lot for residence/ folks working downtown supporting the community, this feels a very small and reasonable ask. End access hours for those with parking passes so they can utilize lots in evenings.
379. Stake out a public policy that unambiguously says that in the longer-term Downtown will be car-free. Toward that policy and practice peripheral parking facilities will be incrementally installed (i.e., Woolwich/London) and a free (or public/private funded) shuttle service (4-6 passengers) started with 10 minutes departure/arrival schedules from 9:00 a.m. to - 6:00 p.m. (Tuesday-Saturday).
380. Mark the white parking spot lines!!! We park by the stone store and there is lots of wasted parking spots as no lines designating spots, resulting in poor use of space.
381. Concern yourselves less with the actual parking. Work on creating alternative ways of getting to and getting around downtown. Better transit, pedestrian, and cycling infrastructure.
382. A parking garage pass card - I don't need to drive everyday so the cost of a monthly permit is prohibitive. But a pass card with say 10 days of parking that I could use that would provide a daily rate comparable to a monthly pass would be nice.
383. Provide parking permits to City Hall employees. If not for free, at a reduced rate that can be shared with other employees.
384. Somehow find more parking spaces, especially for the free 2-hour parking zones
385. Provide city employees with a safe, free parking space so that they can avoid obstacles when getting to work to provide city services.
386. Complimentary for a time and then charge. Cheaper parking in the parkades compared to on-street, advertise where the parking is. Easier paying for parking through an app (green P type parking for example)
387. No other solutions, but I strongly like the idea of sharing permits within employees. With hybrid work at City Hall, I feel this would be a good solution to investigate.
388. Have staff have the ability to use underground parking facilities that are always more than half vacant most of the time. Lottery system, recognition system.
389. Bike shares (like sobi in Hamilton) provides bike parking and reduces the threat of bike theft. Scooter share would be great too. Cycling infrastructure to downtown not just in the downtown. secure bike parking and more.
390. Give free parking in the parking garages to the employees who work in the downtown core. have a database of their plate numbers and if caught hoarding free on street parking while they work their shift, their car can be towed at owner's expense.

- 391. Reduced fees for those working downtown to parkade. Monthly pass, employer subsidized.
- 392. When there are big construction projects downtown, coordinate with bylaw to be more flexible and provide temporary parking permits to business owners so that they feel supported during a challenging time. Do not rely on small business owners to figure alternative parking solutions for themselves - it's hard enough as it is to keep a small business afloat.
- 393. Perhaps shortening the time for complimentary parking may stop employees from using those spots?
- 394. Angle parking is much easier than parallel.
- 395. prebooking specific slots the night before or day of, with prepayment to guarantee that numbered spot.
- 396. If you were to decrease the time limit for on street parking, I would hope that it would be shifted to the parkade.
- 397. I think as the City grows parking downtown will get worse. You've got a finite amount of physical space for cars/parking while the population continues to grow. You could make the parking garages cheaper or offer complimentary two-hour parking in them and I'd take advantage of it; but I think the reality is parking will get worse over time. It's a downtown, that's how it goes. I'm lucky I can walk from my house to St. George's Square in about 20 minutes and shouldn't be incentivized to drive such a short trip anyway.
- 398. Prioritizing accessible parking for staff with accessible permits. Maybe increasing the spots inside Wilson parkade.
- 399. Make the 99-bus route direct not stopping downtown or at University Centre but instead of passing through Gordon through Wyndham. Hope in, hope out, and ensure that many people will come from the South to Downtown. Right now, it is a drag and the reason WHY PEOPLE DRIVE. Electric vehicles are expensive. Prioritizing electric vehicle parking is a privilege for the rich.
- 400. on-street parking should be priced higher than parkades. Those who want convenience, or a quick stop should pay more than those who are willing to walk a short distance to their destination and are staying longer in the downtown.
- 401. More transit and encourage car share stations within the downtown.
- 402. Cheaper rates for longer stays in parkades over 2 hours.
- 403. have more parking for businesses that can have high enough spots for jeeps and trucks that stand more than 6 foot 5 inches. To have more expensive rates than Toronto for monthly parking is criminal. I have been told there is no parking for jeeps or trucks in the downtown core from the city office. This is which is crazy considering the amount of f150 pick up or jeeps that are out on the roads. Another thing other people had to do to get a parking spot was to show car ownership. This is really excessive in today's day and age I do not want to hand over personal info that may get stolen online later on.
- 404. Dedicated free on street parking for groups who are offering free services who rely on volunteers to provide help to unhoused and low-income community members and increase the safety of the downtown (during their operating days/times). More bylaw presence to ticket people who double park for pick up of takeout. Charging meal service companies for dedicated parking spots or shareable parking passes to lessen issues with double parking. Time of day bylaw for delivery trucks to be in downtown to avoid them parking in the middle of the road. They are often just having lunch and sitting there in traffic because no one stops them.
- 405. A common attitude I've found is an expectation that parking will always be available right outside 'my' destination. Promote green? Exercise? Many cities don't even have 2 hours free.
- 406. EV parking - would be ideal if they were fast chargers. current ones at rec centres are not really effective as very slow to charge and max of 4 hours for charging permitted, and no overnight charging allowed.
- 407. Get rid of all those garbage bins - they are not very attractive.
- 408. I favor free 1h parking with higher rates until 3h and then much higher rates after 2-3h in high-demand parking spots.

409. You could get a lot of City of Guelph employee's cars out of the on street and side street parking spots if you offered parking closer than the boathouse. Maintain the waitlist for employee parking so that there is transparency on when a City employee may be able to get parking that would be considered 'at or near' or even a 5-10-minute walk' from their destination. I have reached out Parking, their response time is not good if they respond at all, and I have never been given an actual answer on where I am on the waitlist for closer parking. The latest response which was only given because I copied in the world after no hearing anything for a month was to be patient that something was in the works and to check back later. For reference I have been a City employee for over 10 years, and I am still assigned a spot at the Boathouse. I park on the side streets and then take up a spot in front of City Hall 2x week for my free 2 hours so that I can be 'at or near' my car when my workday ends.
410. You have on street parking that is always full because the pricing of your parkades is completely out of line for what the downtown has to offer. The parkades sit mostly empty since they are cost prohibitive. People are more likely to disregard bylaws about timing for parking since the fees for them are around the same for the parkade. It's \$30 for parking over time while the parkade costs you almost \$30 for a full day.
411. Keep the parking lots open. Closing Baker St. prematurely was a mistake. Use of Neeve St. parking lot for construction is also discouraging.
412. Change the Neeve lot back to 2 hours from 24 hour. Make it a night and weekend lot by charging reasonable rates.
413. More mobility spots.
414. Yes, the price of parking in the parkades is too high. These are City of Toronto prices and is not fair to people who are commuting into Guelph from out of town for work. If the prices are to remain the same, a shareable permit would help offset the cost. There should be an app system created that has a code to scan that can be shared with two or three people/employees.
415. Reduce the parkade parking prices.
416. provide an affordable daily rate at parkades, currently there is only hourly rate at \$3. Many people work 2 days a week but \$24+ is very high.
417. Allow City of Guelph fleet vehicles to park at the top floor of the Market Parkade. The top floor is always empty.
418. Safer Parkades.
419. I am very supportive of having higher turnover rate of on-street parking spots by charging for these spaces. If you are to charge for the spaces, the process needs to be very simple (online or like the old coin parking meters or a simple tap and pay) The current centralized parking and pay and display system is rather inconvenient for an hour of parking - I find this when we go to the library. Also getting people into the lots needs to continue to be supported by displaying the number of available parking spaces. Many other cities encourage lot use by offering a free 1-hour parking (except for events) and charging for on-street parking.
420. Ensure that Baker Street moves ahead with adequate parking for the residents and for visitors to downtown. Ensure that wayfinding signs for visitors are clear and visible.
421. Special bus service from various residential areas for high-volume downtown events like hockey games, major River Run events, downtown festivals. Accessible parking spots for high-use service areas frequented by people with accessibility challenges (Norfolk Medical labs, Ontario Works, Guelph Community Health Centre)
422. Poor inter-city transit leaves no alternatives except driving into the city to work.
423. Shared staff designated spots for free for a 30-minute time frame for needing to go into City Hall to drop off or pickup things.

424. Provide same rates/incentives for parkades and lots as you do for streets - people would choose to go into the near empty parkade if it was also free for a short period of time, access to medical services are not all near parkades so on street parking for 2 hours at least is needed near them, provide solutions for downtown employees to reduce their dependence on short term free on-street parking, parking passes are too expensive for many service workers and bus schedules may not address their shift work.
425. Provide overnight parking for residential streets on a monthly permit basis like big cities do everywhere else in Ontario, City of Guelph would bring in huge amounts of revenue instead of punitive ticketing to the residence who own houses and only have single car availability for parking it's ridiculous how difficult it is to work around the winter months if there was a parking app by the city and anytime there is a snowfall you would be able to announce the fact that the cars need to be removed and it would only be for the evening and instead of leaving it off the streets for the entire winter months!!
426. Lower cost for parking in parkades. Longer complimentary parking on streets downtown Guelph.
427. Shuttle services.
428. I wish the parking was free downtown as that would bring a whole lot more people downtown to be able to shop and help the businesses.
429. Once again, the City decided what was best and closed a perfectly useable parking lot. The city once again has created this mess. You think by trying to reduce the number of cars that go downtown will help the businesses? I think you'll bankrupt the businesses just to make it your point and try and remove cars. You have an arena and the River Run that you can't even provide enough parking for them for events. You have screwed all this up as the City Council
430. Add paid parking on street at a premium price with a max of 1 hours - would help to have turnover, could add a 20 min courtesy time after paid time expires, but keep hourly parkade parking the same rate (no increase).
431. Raising parking rates will ensure that I don't shop downtown for anything. Sure, wish there was a lot I could park in to use the GO. Maybe a lot with a shuttle to downtown core.
432. Change 2 hour on street free limit to 90 minute free. 1 hour may be too short as dining at a restaurant is an hour so it would be tight.
433. The City Hall parkade has lots of available parking. Please allow city hall employees to park there for free, particularly those that live outside the City and must commute to work. The boathouse lot is not a reasonable alternative.
434. More spaces with the ability to pay and park for as long as you'd like and less eager bylaw enforcement. Focus on enabling people to get and stay downtown rather than focusing on hourly rates or parking tickets for revenue generation.
435. Decrease parkade rates for short term parking to encourage more folks to park there instead of on the street for short trips. Increase bus service frequency and number of bus stops within the downtown to reduce need to walk to the bus station and expedite time it takes to complete a round trip to downtown to encourage folks to choose downtown business over other destinations which are simpler to get to by transit.
436. Just to increase the safety of downtown parkades and to increase the number of accessible parking spaces.
437. Add more parking instead of eliminating it i.e., Baker St.
438. Reducing parking time to 1 hour doesn't give you time to enjoy a meal, shop for clothing (trying on clothes isn't a quick activity) skating at city hall, attending summer music, wandering in and out of stores and enjoying the atmosphere of downtown. Shopping at The Bookshelf, seeing a movie, having a manicure takes longer than 1 hour. River Run events, Sleeman Centre events are longer than 1 hour.
439. Smart city application that provides parking availability by area or surface and parkades. Convenient and would contribute to reducing emissions and circling that cause more traffic congestion.

- 440. Too many patios taking away parking spaces, Wyndham St. should NOT have patios.
- 441. Turn Baker Street into park with parking.
- 442. Any drop off or delivery zone on Macdonell and Wyndham intersection. Trucks idles in middle of the road, noise, and traffic violations never applies for them, but residents cannot unload anything for a minute, gets tickets.
- 443. Encourage parking around the periphery of the downtown so that the amount of traffic and vehicles on downtown streets can be reduced and make them a lot more of a pleasant place to hang out and stay longer. It always feels very cluttered with cars. Encourage people who can, to park and walk a little, and prioritise the core on street downtown centre parking spots for people with accessibility needs and for short visits.
- 444. I hand out permits for people volunteering at Churches or the Mission, these people only use our Parking Lot for 4 hours a week and have a permit to park in the alcove. All the other vehicles are parked on private property. If we have functions here during the week and I know we will need both parking lots I will put a memo on the cars that are here every day asking politely if they can find alternate parking for the day so we will have enough parking for Funerals or Weddings and these notes are completely disregarded. It is extremely frustrating that we have approximately 45 people every day that park up here for free and they seem to think that this is their own private parking lot.
- 445. You can't remove Baker St and have patios and then state you have a parking issue.
- 446. I like the idea of better management of high demand parking spaces, but I also think that there needs to be free parking somewhere downtown. Personally, I would love to be able to park on Baker St all day while I am at work. The street is often empty but there is a 2-hr parking time limit.
- 447. Providing appropriate parking for people that work downtown so that the complimentary parking around the city stays open.
- 448. There should be far more parking spots for those drivers who have accessibility parking and work downtown. It is very difficult for me to get to work every day as I must find a drive. My legs give me great issues so taking public transit is out of the question.
- 449. make parkades free on evenings and weekends.
- 450. Allow people to park after working hours in all City lots, free of charge.
- 451. Provide ability to purchase short term parking passes at an affordable and sensible rate. i.e., 3-day pass or weekly pass (for contractors specifically) who will be returning to job sites for multiple days and in multiple vehicles (required and carpool not optional). These passes could also be purchased by people who are visiting family for holidays and there's no visitor parking in the buildings. The parking issues become more of an issue when it involves the condos. Not so many attractions, shopping, or single dwelling homes.
- 452. Allow employees who work downtown a \$30 monthly pass to be used at the parkades only. Parking is rarely an issue. I work downtown and rarely are there not available parking spots. It is 6:17 on a Saturday on Macdonell and I currently count 8 parking spots within my view for street parking, and there is 11 in the Macdonell Parkade.
- 453. Please, please put some lines on those black bricks on Carden Street! So often, when parking is at a premium, I notice that the spaces are not maximized due to people parking somewhat randomly. Yes, it will be ugly, but it will serve the greater good.
- 454. Need to create policies that use the existing structures and lots far more effectively. System needs to get employees and long-term parkers off the streets, full stop.
- 455. Monthly parking passes by the day (i.e., Monday pass, Tuesday pass, Wednesday pass).
- 456. We need parking for those who work downtown but I don't know what space(s) could be used - are there any?

457. My friends have complained about safety even in a visit to the Main Branch Library, the lack of people staffing surface parking lots, parkades, complicated instruction for payment other than cash. Return to human parking attendants. More surface parking. Too much potential for opportunistic crime including in parkades. Thursday April 6 at 11:30 PM in south end parking lot, police reported 3 men approached a woman in her 50's for her car & keys. She resisted but they left with her phone & purse. She was likely leaving her place of work. We are not safe in Guelph.
458. From this survey, it is very clear that intentions seem to be aiming to make parking even more challenging than it already is. I only work in Guelph 4 days of the week, with the 4th day being shorter. I must use my vehicle to drive my daughter to preschool at the other end of the city and then drive back to downtown. It would simply be too long of a trip to use public transportation or cycling. The monthly pass is simply too expensive since I am only downtown 4 days of the week. It would be helpful to have more paid street parking by the hour for folks that do not have the option but to use their vehicles in the morning. These spots should be linked to mobile phones/ an app where someone can pay with a visa/ their phone.
459. Parkade parking should be free to help get vehicles off the streets. The parkades are typically empty anyways.
460. Yes. One very specific and important idea: Make free accessible parking for not only the consumers but the workers of the downtown core. I am a Healthcare provider who works Outreach and frequently need to stock my vehicle full of supplies and have had to walk two blocks, back and forth twice, on many occasions, to do so. These items vary in weight and have caused great strain on myself and my colleagues. This is more than an inconvenience as it takes away from the time, I could be spending attending to the Healthcare needs of my clients and ultimately has become a barrier to services. One more idea: waive parking fees for outreach workers.
461. I'd love to see far fewer on-street parking spots, just accessible and short-term pickup or drop-off spots, then use that space for more pedestrian friendly (and safer) streets. People who can drive can, for the most part, afford parking. Why are public taxes funding parking for those privileged enough to own a car? Especially when it's so often abused (beyond two hour). I know shops worry that they'll lose business without free parking. Can the DGBA support businesses with parking chits for people who actually spend money in their shop (parking vouchers or validations). Medical offices could have validation (required services). Also, if the DGBA and downtown shops would collaborate to plan more events that bring people downtown (sidewalk sales, for example) they could be helping themselves more too.
462. Stop ticketing. It harms downtown businesses and workers. It drives people to big box stores where there are huge parking lots and free parking, and one stop shops.
463. Better wayfinding to locate lots.
464. Given the climate goals of the city, we should think of ways to reduce our subsidization of fossil fuels, and spending our tax dollars on vehicular parking downtown is one of the ways we currently do. I support moving towards a 100% fee basis to cover the costs of parking, including the capital costs of the parkades.
465. I think you're over your head with ideas to decrease cars coming into the downtown core, and you're not considering the elderly or disabled.
466. The best parking lot is where the new library is now going. That was very accessible and had lots of spaces that were rarely used.
467. Yes. Make the downtown pedestrian only!
468. More 15 min spaces for quick picks ups

469. I live in a residential neighbourhood near downtown and overnight parking in the winter is not allowed. I do not have a proper driveway and would like to be able to park on the street overnight during the winter.
470. Make the surface lots free, ban parking in the really dense part of downtown and make it one lane with a big mixed usage pathway for bikes and pedestrians.
471. Angle parking seems to be a big success and calms traffic. Better/more secure bicycle parking and pedestrian access would be good too to promote safe active transit between parking areas or alternatives to driving at all.
472. Lower parking costs.
473. I do not believe increased restrictions will alleviate parking problems if you want people downtown there must be a reason to go and ample easily accessible parking available.
474. Start a bike share system in Guelph.
475. I would look to larger congested cities in Europe for their ideas to bounce around. Amsterdam, London, Paris, come to mind.
476. cash-in-lieu of parking by-law as it seems many developers want reduced parking rates downtown.
477. I do like free parking, and I think an hour is sufficient.
478. Perhaps free parkade parking. Reduced street free parking times 1hr. More signage to direct to free parkades. Dedicated bike lines to the core with very secure bike parking. To highlight and drive the habit of using the free parkades, close the core roads to traffic on the weekend. Encourage cycling and walking more and create a destination for outside visitors to come to Guelph with the closed core strategy. Some interesting concepts found here: <https://www.880cities.org/>
479. Another street side parking lot.
480. Not really but just to I stress that changing how the current parking is operated and managed would need to change first, rather than adding more parking spots. Parking is a problem, and we may never reach a point in which we have excess parking spots due to such a high demand. More parking spaces = more visitors to Downtown = no parking spaces left.
481. Charge for on-street parking!
482. Reduction of two-hour parking for free will make it more challenging for people who need to be downtown for a bit And need to be able to park close.
483. The patio program makes me avoid downtown as much as possible. It is not well thought out, we already have issues getting into downtown, the patio program makes it worse. I hope businesses pay for patio access to the parking spaces they take.
484. put the parking meters back on the street that use cash. This allows everyone who wants to be close to their destination the ability to park for their needed time. Make the free grace parking in the lots. Have short 15 miniature parking on the streets, and free accessible parking spots (2hr). More spots to park bikes. Reduce the size of patios in summer and or make it easier for cyclists' cars to navigate around them.
485. Underground.
486. By reducing parking fees, the utilization rate of off-street parking spaces will increase, revenues will increase, traffic flow will improve, idling time will be reduced, and downtown accessibility will improve attracting more visitors and consumers.
487. I don't think the city needs to provide electric vehicle charging, we don't give people free gas Parking rates shouldn't be punitive, some people live outside of Guelph and drive to work or live in Guelph and commute by Go Train to Toronto (which is a greener option). Parking passes need to have flexibility for hybrid work arrangements. Businesses need to be able to provide parking.
488. It starts with the network that leads to dt. If it was safe and enjoyable to reach dt from all areas of the city, people wouldn't drive. i.e., cycling and transit improvements.

489. The City should drastically reduce the amount of on street parking downtown (At least during non-winter months) and reclaim the streets for people to enjoy the downtown area. The amount of car traffic makes downtown less appealing. Too much noise from cars. There's plenty of parking in the parkades (That often seem close to empty). Have people park in the parkades and walk on foot to their destinations (with accommodations for accessibility of course). It's a small downtown and the whole area is easily walkable by most in 5 minutes from a parkade.
490. Open parking in empty church parking lots during the week - Church of Our Lady specifically but also St George and First Baptist - at least while Baker Street is closed for the next 10 years.
491. If you want us to bike more then make them safer for cyclists to use, every year there are fatalities and people getting hurt because cars hitting cyclists.
492. Make the parkades more affordable during the weekday for commuters.
493. Cheaper parking rates for those employed downtown and more available all-day spaces to park.
494. Just more spaces.
495. Take out most of patio seats on the sidewalks and roads please!
496. I would encourage the city staff to review the short essay by Ivan Illich "the industrialization of traffic".
497. A parking lot on the north end of downtown, close to Woolwich/Wyndham.
498. Stop discriminating against those that live out of town and work in the old town core.
499. Privatize parking. The private sector can do this better. Or put it under Regan in Economic Development where the leadership is awesome, and they would run it like a business while keeping tourism and economic development in mind.
500. Add more on street parking spaces!
501. More parking spots – free
502. Please consider Baker Street for multi level parkade and improved walkways to and from it. It makes so much sense to me as it is central to the downtown and I would be so happy to see some of it with trees, plants, and seating and not all of it an ugly tarmac/concrete slab.
503. Walking to a destination from a parking spot downtown is often anxiety causing. Dealing with issues of safety downtown would be the most helpful.
504. We need to change the GUELPH culture of parking within the immediate distance of our destination. Walking 5-15 minutes should be easy for most and should be considered acceptable. If you visit a destination in downtown Toronto, you never expect to park in the immediate vicinity...yet in Guelph, we do. That culture must change.
505. Parking on street free 30 min, pay up to 2hrs, free 2hr in parkades, pay for anything more, charging appropriate rates for patios (same as going per sq ft floor rates in downtown)
506. Remove summer street business outdoor patios.
507. The diagonal parking on Wyndham has helped ease the closing of the Baker St. lot. Patios eat up valuable parking spots on Wyndham and favour restaurants over retail businesses. Shuttles at peak hours to move downtown employees from offsite parking to their workplaces. Better co-ordination with construction companies to allow on street parking on Baker and Chapel during quiet times in construction. Often days/weeks go by with no construction activity near potential parking spaces.
508. Get rid of the patios, in front of my store, so I can offload into my shop. The buses are empty, if you have eyes and an IQ of more than 3 you can see that.
509. Get people out of their cars - close streets and lanes to cars, except for emergency access, deliveries.
510. Improving safety and lighting on downtown streets. I'm not too lazy to walk 10min to my destination, but as a woman, by myself, at night, I don't feel safe doing so.
511. Angle parking gives more spaces than parallel parking. Must have reasonable access for suppliers to unload for merchants.
512. Less accessible parking in the parking lots as they are often left empty.

513. Make a colour coded parking system. First come first serve. All lots and on street parking. Build a parkade on Neeve so that the River Run and Sleeman center patrons don't have to use downtown on street parking. Give them free parking with the purchase of their event ticket. Don't allow any new builds downtown without having enough parking for each unit. Better system for ticketing people who abuse the 2 hrs free parking.
514. More bylaw enforcement of neighboring side street and physical direction of traffic to the under-used Wilson Street parkade.
515. Listen to small business owners!
516. The stop circling campaign was a good idea. One of the things that hurts the downtown the most is that other areas of the city don't charge for parking and have longer parking times available. The City should look at implementing fees/time limits in other areas of the city to even things out. It is important that the city has a vibrant downtown.
517. The obvious is not allowing restaurant patios to take up parking spaces. It's aggressive and only helps the restaurant business not other retailers. Having an incentive program for business owners/employees to park in the parkades, the permits are really expensive. Bring back diagonal on street parking to the streets that went to parallel parking. The city took away loading zones and made no stopping zones that they knew were high traffic loading and unloading areas instead by law would rather people stop in the middle of the road with hazards lights on to unload and load which makes no sense and creates traffic. By law knows these areas are an issue but would rather hand out \$60 tickets in the no stopping zone. I frequent downtown regularly, and it seems the parking issues stops ppl from wanting to participate in downtown. They would rather stay away from downtown than deal with the hassle.
518. Our clientele drives to our business- avail parking is one of the most important elements to have available. Perhaps a reduction in usable on street parking by restaurants and bars. The 5000 students coming to Conestoga pose a huge challenge to parking in coming years and this need to be addressed early on.
519. We have so few spaces. Stop allowing restaurants to take up parking spaces that are more than the width of their frontage during on-street patio season. More 15- and 30-minute free spaces for those making quick stops. They would have to be well enforced.
520. Like all cities across Canada and in snowing winter climates elsewhere, take advantage of underground parking opportunities.
521. Better enforcement of duration of the high-demand parking spaces.
522. Having increased public transit frequency can reduce the number of cars that need to park. More pedestrian friendly infrastructure, max 30 km/h speed limit.
523. Stop building homes in Guelph without existing infrastructure to support.
524. Research in cities all over North America has indicated that business owners over-estimate the number of people who arrive by car. We need to stop equating car parking with more money. Yes, some customers drive, but ultimately cars don't shop, people do. Let's prioritize good transit service, safe cycling routes for all ages and abilities, reliable bike parking in front of every business, and beautiful sidewalks with tree cover. Design parking spaces and curb access to balance accessibility. Make the public realm so vibrant and delightful that people are happy to walk to Downtown or to park their car in a parking garage 5-10 minutes away from their destination and walk across downtown. This parking master plan can be full of win-win scenarios if we are creative and open-minded.
525. Provide alternative parking options for individuals who need to park for longer than 2 hours. Maybe a hybrid model where you could pay and display if you are going to be 2+ hours.
526. At least coming from the south end, having the Gordon street dedicated bike lane would make a huge difference. The big hill and the McDonalds area going into downtown is a safety nightmare on a bike

and I think really hinders people from using bikes to go downtown from south end since it isn't actually very far, just currently feels really dangerous.

527. Use fewer inefficient surface lots and street parking, focus on parkades. Use underground parking to support new high-density residential and/or family-appropriate mixed use so more of the downtown traffic is comprised of people who live within walking distance to begin with.
528. Make larger parking lots in more convenient places with more affordable prices. No one can afford ridiculously priced parking passes or 40-dollar tickets everyday when inflation is through the roof and people can't even afford food anymore. Cut some ppl some slack, especially those who actually live downtown already, and their building doesn't supply parking... and their rent is high enough as it is but you got to throw in a ridiculous amount of money for parking too.
529. Offer free 2-hour parking in a parkade the same rate/privilege that people have on the street. This would allow for able bodied folk like me to park on the parking garage and leave the street parking for people who cannot walk as far. Why would I pay to park when I can park on the street for free. Up to 2 hours. Then if I'm there longer park. Offer a sliding scale for parking?
530. The bike parking at the parkade is sufficient. I often biked downtown (because of the transit issues mentioned), and the parkade bike parking would have been great, just get the word out its there (I didn't realize it until parking my car and spotting it) Cycling is only viable in part of the year. keeping paths clear of snow, and discouraging people from filling bike lanes with leaves in fall would help extend and improve bikability. Along the Edinburgh bike lanes, leaves fill the lanes in fall and don't get collected, making biking more dangerous than it needs to be. Then residents shovel snow from their driveways into bike lanes, or ploughs neglect the lanes, or people park in the bike lanes and throw on their hazards.
531. Adding electric charging for cars downtown would increase cars driving downtown, not decrease it.
532. Downtown on street parking should be free for 4 hours. Rate for parking in lots and parkades should be maximum 5 dollars per day.
533. Lower parkade costs per single day.
534. On street angled parking is safer when its a back in/pull out and not a pull in/back out design. Management if the baker street lot removal didn't seem fully planned out. Parkade by city hall is too far from anything except city hall.
535. Stop removing parking spots. We've lost a ton of street parking to the patio initiative, and that combined with the closure of the Baker street lot has taken a huge number of parking spots out of circulation.
536. Remove on-street spots all together in favour of walkable streets. (Remove vehicle traffic from the main roads)
537. In general, improve public transit and make daily rates more reasonable for transit/Go travel.
538. Eliminate free parking, ticket often. People will find other options. Downtown Guelph does not have a parking problem and I am always able to find a place to park.
539. Providing businesses with equally available space for customers. Parking garages are not being used due to poor locations, lack of safety and expensive fees. Not having cheap/free available parking kills our downtown.
540. Reduce the number of surface parking lots. Cars ruin cities, please refer to the YouTube channel "Not Just Bikes" for information on more thoughtful and more financially solvent city planning.
541. Make the downtown area priority for pedestrians first, bikes second, public transit third, and put cars last downtown.
542. Narrow the streets, reduce the lanes, reduce the number of parking spots. Guelph is an absurd place in which a vocal minority believe they should be entitled to park directly next to the business they are going to. This is crazy. The streets should be for actual people, pedestrians, and cyclists. We should have as few drivers downtown as possible, and the first way to do that is to get rid of the street parking altogether. Drivers can park in one of the lots on the periphery of the downtown and walk to where they

are going. Until Guelph gets rid of the street parking, drivers will continue to assume they can just drive around until they find the spot they want, and they'll continue to complain about how hard it is to find parking. I've lived here over twenty years and it never changes. I'm saying this as a driver: take away the parking! I'll keep using it until you do, but I don't want it there in the first place to tempt me.

543. More designated parkades close to downtown. I don't mind a 5-min walk. Monthly passes when you don't have to pay each time. More info boards talking about currently available parking spaces in parkades.
544. I'd support parkades at the periphery of the downtown core with the capacity to support the downtown. Ideally, they'd be safe and secure with secure storage for bikes and EV charging. I'd also support removing on-street parking (or scaling it back) and focusing on pedestrians and open spaces for walking downtown. If the parking is outside of the downtown, how about an electric bus to just run loops through downtown and connect the series of parkades to maintain accessibility?
545. The best way to address parking downtown is to reduce the demand for driving downtown. It should be a priority to increase safe, separated cycling infrastructure and include plenty of bicycle parking. Transit downtown could also always be improved with more frequency. more parking is not a good use of land, especially in a city like Guelph!

- **Responses to Other Comments about parking in Downtown Guelph**

Survey respondents were provided with an open comment box to share any other comments about parking in the downtown. 498 people responded to this question with further comments and ideas. The following are verbatim responses to this question. Each number is a different person's response.

1. Council should stop listening to local merchants who think that parking should be free or cheap. The downtown is a neighbourhood and should be primarily servicing the people who live within walking distance or are committed to bicycles or transit. The downtown is not a shopping mall! Just because you are a successful businessman doesn't mean you know anything about urban planning.
2. People will drive their personal vehicles, no matter what. Ignorance of that fact won't fix anything. If parking isn't made affordable/free, people will continue to clog nearby neighbourhoods or avoid downtown businesses altogether.
3. Residents of Guelph have many reasons to drive personal vehicles. Parking should not be restricted to make driving more stressful as a means of solving a capacity challenge. Consider if people have to park far away and walk then that parking space is occupied for that much longer. Parking availability influences which business we attend in Guelph.
4. Stop the library and return it to a parking lot.
5. Please do not charge for street parking. This would hugely dissuade me from frequenting the downtown shops. For example, I go for a weekly coffee with a friend at Red Brick and park. If I had to pay for downtown parking, we would choose a different coffee shop to meet at with Free parking and Red Brick would lose our business. Likewise for other downtown businesses/restaurants/shops.
6. Safety! Downtown Guelph has become very scary day and night. Ever since Covid when Ford pushed desperate folks out of the city with his TO shutdown but kept Guelph open. They came in by the bus load to the open restaurants where the city was open. Guelph does not have programs/money/training/experience to deal with the homeless and large amount of mentally ill. Security needs to happen with proper training. Downtown needs more larger stores and a safer environment. Everyone I know avoids downtown Guelph. We don't feel safe walking or purchasing items. Many of us have been followed and harassed for money.

7. poor parking enforcement results in lack of churning inventory and bad economic outcomes. destination choices should not be caused by poor parking management.
8. If no one ever went downtown, there wouldn't be a parking problem. Be careful!
9. I am tired of having customers dash out of my store before they're finished shopping because they're afraid they'll get a ticket.
10. Would rather go to strip or large malls.
11. Please be bold on this brief. You have so many off street parking lots, street parking should be more regulated in terms of fees, in terms of strict enforcement, and in terms of the possible other uses that the space can be put to. There is rarely a lack of car parking downtown, people are just too used to their car habit being subsidised. Compare the car parking situation to the bike parking and you will see what I mean.
12. Some areas of downtown have pockets I don't believe I would ever park my vehicle in or recommend to others for safety & security reasons.
13. Transit hub parking (for train and bus users) should be prioritized.
14. It needs to be made abundantly clear to council that the only sensible way of managing parking downtown is to make on street parking cost more than the off street. They were cowards when they didn't follow that recommendation last time it was brought forward and that can't happen again. The signs "stop circling, park in the parkades" are useless when all the monetary incentives are to keep looking for a spot-on street. Signs and begging are useless, align policy with goals. Every single car downtown makes my experience of downtown worse, so I hope this process can do everything possible to de-emphasize cars downtown and get people downtown via walking/cycling/transit.
15. I generally have no issues with downtown parking. I believe the paid rates are fair, and the availability of limited free parking is a bonus.
16. DO NOT put any obstacles in the way of bringing normal, law-abiding citizens to downtown Guelph. It is a great downtown compared to many similar municipalities. Protect it.
17. I avoid downtown as much as possible because of the lack of free parking. I unfortunately have to go downtown for doctor appointments and dread it every time, especially with my toddler when I may have to walk quite a distance. If you take away free parking, limit the length you can park there to less than 2 hours, or raise prices of parking it will definitely bring even less people into downtown and probably hurt the businesses. I used to love shopping downtown when Guelph was less busy, and I could always find a free parking spot. Now it's too much of a hassle because I don't want to drive around looking for parking, so I avoid shopping downtown for anything. When our tax dollars go to paying for the parkades to be built, we shouldn't have to continue paying each time we try to park downtown.
18. Give the bylaw officers other responsibilities besides ticketing vehicles constantly.
19. It's not just better parking options that are needed to revitalize our downtown area - we need a good reason to shop and eat downtown. This is s much bigger challenge than just better parking.
20. You ask very little about people parking on residential streets to access downtown. Please remember to include this issue. Parking on such streets needs to be set at about 4 hours to prevent Toronto commuters from parking but still be long enough for residents to have guests visiting.
21. Better public transit and make downtown more walkable. There is never any parking downtown as it is, so why not just go with making it more pedestrian friendly like Europe.
22. Any parkades should be built away from at least a few blocks from the main core.
23. I understand that you have to accommodate for the patios. But when you do you take away even more parking spots. We used to weekly if not bi-weekly get a takeout from downtown. We haven't done that in about 2 years now. It is the way of things that people need to park their cars if you want

the business downtown, it's that simple. If you do not wish to improve parking people will not come downtown.

24. I've lived in several cities and have never experienced a downtown where it is as easy to find parking as in Guelph. But parking doesn't make a downtown great. In fact, the over-emphasis on parking has totally hollowed out many North American downtowns. The future focus needs to be on making downtown more pedestrian-friendly. It's appropriate that that goal comes at the expense of vehicle parking.
25. Some of the most popular travel destinations in the world are car-lite or car free. I think people do want this but can't articulate it. We don't need to get rid of cars, but downtown sucks because of cars. All roads single lane, give the space back to people, landscape meeting places, get some trees growing in clusters, allow patios, allow the space to be activated. Consider transit-only segments (Wyndham from Quebec to MacDonnell). Consider closing Carden St in front of City Hall to traffic on weekends. And please, connect downtown to nearby trails, AAA bike facilities so that the trip can be as great as the destination. Burlington, VT comes to mind - I think they found a good balance.
26. It's important to recognize that more people in Guelph are primary drivers of a personal vehicle than are able to afford individual housing now; the City has been slow to realize and accommodate that there is a greater need to change policies to reflect the fact that households now have a car for almost every person of driving age; increasing housing availability and affordability for the most vulnerable is a key component to easing this but so is allowing on-street parking overnight and having options for off-street parking when plow-outs are called.
27. Love the permit sharing idea.
28. Adopt the policies described in the book "The High Cost of Free Parking" by Dr. Donald Shoup
29. Loved Baker Street Plot. Parkades are filthy and scary. Not single female friendly at all. Will taxi when I can or go elsewhere. Unfortunately.
30. Parking is one of the worst parts of downtown. We should be pushing as many vehicles outside of downtown as possible, even if that means building more parking garages on the fringes and improving the pedestrian realm within downtown.
31. Stairwells are not safe. It's very scary walking in the parkades alone.
32. Better security in lots at all hours as well as access to parking permits for residents living downtown. One family member lived downtown for more than two years and had applied for a parking permit. Family member never received a parking permit after several attempts to obtain one as per suspect waiting list. Car was broken into numerous times with damage to vehicle. Insurance refused to pay to fix vehicle due to area resident lived and parked car i.e.: downtown Guelph. Car was necessary for work to help mentally disabled people get to medical appointments (part of job description). Family member paid more for parking tickets due to lack of parking permit and for out-of-pocket money to fix broken windows and doors as well as mirrors from repeated attempts by unknown people accessing car.
33. Expand parking! The more people downtown to support local business, the better for economy of Guelph.
34. Terrible parking situation downtown Guelph turns customers away.
35. Parking garages are filthy and filled sketchy characters at all times of the day. You need to hire security to patrol garages and stairwells. Also, more police presence as downtown is no longer safe with the characters living down there.
36. promote the city hall parkade. it is a 10min walk too almost everything downtown.
37. We don't have a supply problem. We have a management problem (i.e., we aren't managing what we have with the tools available).

38. Why can't Carden St be car free? It's mostly a street for parking (rather than a direct travel route) and there is a huge parkade right next to it.
39. Summer patios are a problem. If patios remain all other spots should reduce to 15 minutes only.
40. Guelph is a green city, and we should have safe and reliable bike lanes and parking to show for it.
41. Try making things like transit passes cheaper as an incentive, don't crank up prices when people are all struggling.
42. Make it free.
43. Remove the street patios.
44. The Baker Street lot was my favourite :(
45. As stated above, downtown Guelph has been so aggressively destroyed by city incompetence that it's a wonder anyone heads down at all. Personally, I couldn't be more grateful to be leaving this dumpster of a city at the end of the month. Zero culture. Zero decent restaurants left after covid. Zero chance of revitalizing this cesspool.
46. No parking fees on weekends by Sleeman Centre, especially winter mornings when parents, etc. transporting kids to arena. Need a break!
47. Way better signage, with the number of spaces available for the parkades might help filled know they are there and available. Remove on street parking completely.
48. Traffic should be routed around downtown on Wellington or Norfolk rather than people driving through McDonald. Reduce on street parking and replace with 15-minute pickup only. Force long term parking to the lots and towers.
49. Don't ban or block off the main roaring think people who shop will take the bus. It won't happen.
50. Sometimes staff who work downtown take the street parking and then patrons can't find convenient parking. Also, we can't use street parking on our street because people who work downtown park there. I see the same people every morning. Maybe there needs to be better parking and rates for those who work downtown.
51. There will be negative feedback about trying to make parking less appealing. This happens in every city that implements measure to reduce personal vehicles from downtown areas. It's worth it! Cities like London, Paris, etc. have done this and are so much more enjoyable places for people to be, than cities that are still designed for car dominance. Don't put the interests of people that want to drive downtown once a year, above the needs of people who live downtown and use the space every day or week. Build it and they will come.
52. It is a nightmare when there are events at the Sleeman Centre, and river run. There is not enough parking. Neeve Street parking needs to be open after 6 free to the general public.
53. If I have to park in a parkade, I'm not going. By the time you get to the 3rd floor of a parkade, walk down and then to your destination you could have driven to the furthest side of town to a different vendor or restaurant that has better parking. It's not worth my time to support downtown businesses when I could be supporting other local businesses without hassle.
54. Free parking at the baker lot.
55. I don't feel safe walking through parkades and am constantly looking over my shoulder for fear of unwelcome interactions with various panhandlers, vagrants, and people tripping out on drugs. As a lifelong resident of Guelph, I feel downtown is no longer a safe place for families and children to shop or visit. If I did not work downtown, I would never go out of my way to come here. I truly feel that the neglect and lack of leadership at the mayoral and council level has exacerbated this issue. The proliferation of pot shops, bars and drug users has attracted an element of society that does nothing to enhance the reputation and attractiveness of our city. The standard that you walk by, is the standard that you accept.

56. No one uses the parkades because it's too expensive and out of the way. Either start charging a lot more for on street parking if you want to force people to take transit but they'll probably just stop coming downtown if they have to pay 10\$ every time they want to meet a friend for coffee
57. I no longer shop anywhere Downtown other than Market Fresh because there's a shortage of parking.
58. Would love to bike all seasons but just do not trust my bike will still be there when I get off the train.
59. My visits to downtown are usually short to make a quick shopping stop. I want to get in and out as quickly as possible.
60. Delivery trucks block people's entrance/exit from parking spaces.
61. Too much on street parking. Put them in parkades.
62. I'm not sure you should be looking to deter me from downtown. There are sections of this survey that read as such based on me being in a personal vehicle. Your downtown business may not appreciate that. I feel like I would feel differently if I was working downtown 5 days a week and needed somewhere to park and a way to get there. Then yes, public transit would be a more effective solution and remove congestion.
63. hire on site security 24/7 for parkades so they are safe and free from vagrants making it safer for people to use. Maintain and clean the parkade so they feel welcoming. currently the stairwells smell bad have feces needle, etc. all the time.
64. City employees can find parking for their jobs, but I can't.
65. GO Transit riders should not have to pay the full daily rate to park. Not all users live in the city or are able to take the bus to the station.
66. I live downtown at 55 Yarmouth and would like more signs/ consequences to tell people not to park in our designated parking spots. Every 10th time I come home someone has parked in mine or my neighbour's spot.
67. People visiting downtown are not going to park in parkades if they have to pay for it when a free option is available.
68. The city needs to fix the homeless problem, the drop-in centres, and methadone pharmacies the downtown. Downtown Guelph is a dump of rubbish, human excrement, and drug induced zombies.
69. Do something about accessing downtown and parking during Guelph Storm games!
70. Not enough. Allow more at Central station... So much waste on Carden where only buses allowed. Difficult to pick up Go passengers.
71. We are not going to solve GHG issues by eliminating parking downtown. You are just going to kill a bunch of local businesses. Everyone wants going downtown to be convenient and they won't go if it's not. It is simple.
72. I think that this survey is well intentioned but missing the point. If we lose all the businesses in downtown (like in pretty much every other city of the same size in Ontario has, we've been lucky), then parking will (probably) no longer be a problem.
73. Parkades and lots are far away from where I need to be. This is not good during winter.
74. Carden Street across from City Hall should not be a parking lot for City Employees
75. The concept that downtown should be cycling or walking is ridiculous and unrealistic. Already many avoid downtown due to lack of parking, now you're going to force me to walk where I feel unsafe due to drug consumption on the streets in order to access businesses? no thank you, I won't patron those businesses anymore, it's not worth it to me.
76. It is awful. Why do you think Hanlon Park is growing so much faster than downtown?
77. On some residential streets nearby, street parking is the majority of the residential parking available as many houses have exemptions to not have a parking space. In the winter many of these vehicles do not move for major snow events and the roads become unusable and there are fewer spots then

available for both residents or those parking near and walking to the downtown. Please follow through with ticketing of these vehicles so that there is equal parking available in the winter!

78. Parking is too expensive & parkades too far away from many workplaces for many. It makes no sense for me to pay almost \$200 a month for a parkade pass and still have to walk 10 or more minutes to get to my office, especially in bad weather, when having heavy things to carry. I now get dropped off because of this & as a result shop & use downtown services a lot less than when I could park in the Baker & Wyndham Street lots. Am reluctant to hold meetings at the office with out of towners due to the parking situation - is embarrassing to tell people "Hopefully you can find parking at this parkade & then you will have to carry your heavy briefcase & other things needed for the meeting for a 10-minute walk to my office." I know that the city is encouraging people to walk, bike, use transit to get to downtown but that is not practical for many. Not everyone has the time and/or fitness level for this. And if you need to get to another appointment, pick up the kids, etc... after accessing a downtown service you will need to use your vehicle and will avoid using the downtown service because of the parking situation.
79. If we cannot access the services downtown easily then foot traffic will decrease. If that happens the stores will close and vagrancy will increase leading to an undesirable downtown core. The DBA should be a part of this undertaking so merchants can have input.
80. It is an absolute disaster. The current parking situation causes people who are making quick drop offs to be parking in unauthorized marked as reserved parking spots creating a horrible issue for those who do have reserved parking spots downtown especially when it is nearly impossible to find street parking downtown.
81. Clean up the downtown from strangers. Not nice to go to downtown due to a lot of them.
82. More bike parking and protected bike lanes would be helpful to get more people to bike.
83. Changing parking on Wyndham to parallel parking was a brilliant idea! Having the parking spaces painted on the streets is very helpful so the number of parking spots is maximized, rather than leaving it up to drivers to make the most of the space available.
84. I often see Life Labs mounting the curb on Gordon/Norfolk - why can't a delivery stall be added here? I understand there may be safety concerns but is allowing them to mount the curb and park on the sidewalk a safer alternative.
85. I wonder if it would be possible to create short term parking spaces that are only meant to be used for 15 minutes (for quick pick up / drop off such as take out orders).
86. Personally, I would like to see the majority of downtown pedestrian only. 2-3 times a week I have close calls with cars not stopping at crosswalk, turning left where no left turns are allowed, cars driving the wrong way down 1-way streets. Bike lanes that actually enter downtown and do not pass behind parked cars would also be key to get cyclists downtown safely. The bus station is not a safe place to be at night alone, I have no suggestions how to change that, but the building across from it would make me think twice about using transit downtown. This wasn't as much of an issue when the busses came to a very high traffic public spot like the front of Quebec Street mall.
87. Residential parking cars for longer than 24 hours not ticketed and can park in the same spot for weeks. Winter months a nightmare
88. All these questions focus on personal vehicles - how are we addressing commercial parking needs for larger vehicles, deliveries etc.
89. It's a nightmare no matter what you do. In a non win scenario, you don't need to dedicate tons of time and resources to this. You will get attacked no matter what, do as little as possible.
90. Our city is growing, the population is growing, and Guelph living is largely car dependent for all of us who do not live right in the downtown area. City planners need to acknowledge that as much as a green, bike friendly walkable city is a goal, be realistic about how most people in this city get around

and where they live! Unless you live in and around downtown Guelph, you need a car to get anywhere. Which means that you will take your car downtown too and will need a place to park it. The cost of parking in a parkade during the weekdays is too much and so people will look for parking elsewhere. The Quebec St Mall parkade is a bit of a mystery to most people who don't use it on a regular basis (how do you get in? How do you pay? how do you get in and out? why is it so dark in there) Not sure what the solution is, but unless you are changing how people get around in the whole city, you will not be successful in changing how people get to downtown.

91. Parking should be 100% cost-recovery through fees, with 0% on the tax base. Not having on-street parking fees and higher lot fees means general taxpayers are subsidising people with cars parking downtown. This is not a good look for a city that wants to increase modal split and reduce GHG emissions.
92. Horrible if you have small children with you.
93. Baker street was a great parking spot. Very sad to see it go.
94. Get rid of it (at least, most of it)! There are more important uses of space within the right of way like trees, enhanced pedestrian realm, bike lanes, and green infrastructure!
95. I think you're focusing on the wrong things in this survey. It doesn't matter how you price parking or how long you let people park downtown, people will still drive (or not go downtown at all) instead of walking or cycling if they don't feel comfortable and safe.
96. There is too much parking in DT. An awareness campaign about just how many parking spots is available might help. Making on street paid parking mandatory will drive more people to parkades, which is a benefit to the core. People circling looking for "free" spots would decrease if payment was required everywhere. If there is no appetite for paid street parking, 1–2-hour free parkade/lot parking might help.
97. Drivers being bullied when they have parked in front of a house with no driveway. The driver can't help it and the homeowner needs to realize they bought a home with public parking in front.
98. Increasing the costs of parking is a good thing to encourage use of other transportation modes but the additional revenue should be used to improve transit and active transportation within the downtown and not used on other parts of the city. The downtown should be the focus for improvement which can be expanded to other parts of the city, but we need to invest in more downtown before reallocating elsewhere.
99. Parkades in Guelph are not safe to park in. I am having to pay a higher rate at a private lot to ensure my safety. This is not acceptable. I work downtown and part of monthly payment is to feel safe and secure. Parkades should be monitored by security.
100. It's terrible.
101. Families with small children cannot use the park as continually offered and encouraged downtown. The parkade is a zillion years away from anything that we can take our kids to and involves navigating it with a stroller. It is brutally unacceptable to pay over \$10K in property taxes every year and not even be able to park near where we are trying to go in the downtown core.
102. Summary of thoughts: Parking a personal vehicle during the day to use the GO train for commuting is far too expensive, and buses waste too much time (i.e., my door to the train door by car is like 7mins, but 20+mins by bus - 15 wasted minutes each direction each day is significant). If you want people to use the GO train for commuting, you'll need to solve this dilemma (almost every GO station has parking available - ours is virtually the only one that doesn't; people drive from Guelph to Acton just to be able to park at a GO station... which is absurd, please help solve this).
103. Creating pedestrian / cyclist / transit only areas would make downtown significantly more inviting. Constant traffic makes spending time downtown unpleasant, and often leads me to get what I specifically came for and quickly leave the area - whether I arrive by car or bicycle.

104. I currently pay over \$180 a month for my parking permit, which is beyond ridiculous. I am an employee of an office space in the downtown who does not live in the city and is required to drive and park downtown. These costs are beyond acceptable, and yet the city council has chosen to raise the rates by unacceptable amounts each and every year. The cost of parking permits needs to be reduced drastically for individuals who have no other choice than to park downtown. Additionally, given the cost of permits, and the upcoming loss of the Cooperators office's requirement for parking, permits should be usable across all parkades without additional cost. The city is actively driving away business from the downtown because of the insane cost of parking, which is mandatory for businesses to operate, their employees need space to park.
105. Please add East and West to the parkades near the River Run and Sleeman Centre. Many times, I have had to help people find their cars who did not realize there were 2 and only remembered the level they were on. A simple 2 West or 2 East would help.
106. If you want people to use the parkade then it needs to be free and everything else needs to be paid parking, until new habits are formed.
107. Stop doing things that make it LESS convenient to drive downtown and park.
108. Safety in garages especially...
109. Not enough spaces, so make ALL spaces and parkades free.
110. Seriously, I have to drive to the train into Toronto for work from time to time and cycle to get to Guelph Central Station but need to park all day if inclement weather. WTF is with Toronto prices?!?! It costs me more to park in a near empty lot than to take the train. Get real!!!
111. The rules around timing are super rigid for Guelph to Toronto commuters. I need to check in with City of Guelph parking once in a while to remind them they said it is cool to park between 6 am to 6 pm sometimes longer when there are train issues, mechanical, weather or accident related.
112. I work in HR for a downtown employer. People quit working for us because of expensive parking. Please find a solution. We are not Toronto and should not have employees pay Toronto prices for parking.
113. Release more street parking permits and increase length of parking time.
114. The parking lots shouldn't be so expensive, and a longer free parking would be beneficial for people who want to go to dinner and maybe a show at the river run or a game at Sleeman, we will normally have dinner out of downtown so we can park for our 2 hours free during a show/game.
115. As someone who works downtown at an organization with limited parking, it is really challenging to be able to find parking where we will not receive many tickets. It is really hard for us to pay for parking tickets when we operate an essential service and need to have our cars nearby as emergencies arise with our clientele. It is really tough to navigate the parking downtown.
116. It's sucks!!!!
117. Parking downtown shouldn't be a revenue driver for the city. It should be free (or close to it) to encourage commerce in the core and bring residents to the area to add culture and vibrancy.
118. Increasing payment for parking will decrease personal vehicle trips downtown, but I don't think that will benefit businesses as many will than just decide not to travel there. Since Dutch Tokyo left the downtown, I have few reasons to even bother going there. There might be nice stores that I would be interested in but at this point it is just too much of a hassle to find out.
119. Snow removal in the winter is absolutely atrocious and has a major impact on parking. It makes no sense that overnight parking is not allowed if the city isn't going to exclusively execute snow removal during those hours. Plowing roads during the day when cars are parked on the road creates a mess, reduces the amount of on street parking available, and effectively narrows the road which creates legitimate safety concerns.

120. The diagonal parking spots are actually pretty dangerous. I've seen people back up right into each other this past summer. It's discouraging in this area as a cyclist too.
121. If there are no parking options for people, less will bother going down there.
122. On multiple occasions I have had to walk past people doing drugs in the stairways of the Parkades. It is a shame; downtown Guelph no longer feels safe.
123. Free on street parking is an absolute waste of space. Further, the recently upgraded diagonal parking is arguably more dangerous than parallel parking.
124. I think people will be frustrated if parking rates go up or time limits go down. An hour isn't enough to go out to have a meal and enough time to move a vehicle. Doesn't seem fair.
125. Removing baker street parking was a mistake.
126. Delivery vehicles for food delivery apps were allowed to run unimpeded during pandemic. Drivers put four ways on and expect to stay as long as they want. Trucks for delivery during downtown Dining District do the same, all to benefit personal friends of the Mayor.
127. Electric vehicles are great but they're mostly accessible to folks who can afford them and who can park them (aka people who can charge them overnight, which excludes many or most renters).
128. I really liked the weekend pedestrian only streets downtown. I didn't mind parking away from the downtown and walking to the restaurants.
129. It is too expensive. It discourages people from going to the downtown, which affects businesses there. I end driving to malls where it is free to park and shop for as long as needed.
130. More outdoor patios...pedestrian friendly areas
131. The parking problem is really all about having a frequent service, useable transit system. In similarly sized European cities, a well connected, safe transit system has encouraged people to leave their cars at home.
132. I also think we need to have a better solution to the crime and homelessness rate downtown - I am less likely to walk or bike if I know I may be alone with homeless people or need to leave my stuff near those who are housing insecure. I know this is a huge problem that will take many years to resolve but we have the resources to start trying.
133. This whole survey is ONLY geared to people, who are coming downtown for shopping, errands and entertainment or dining and OBVIOUSLY completely ignore those folks who live in or around downtown with the problem explained above. Do not forget that us who actually live in or very close to provide a LOT OF BUSINESS downtown also to the downtown ... because we primarily shop there!
134. Safety is very important.
135. I only park in the parkade on Saturday mornings to go to the farmer's market (it's cheap on Saturdays) and sometimes at night when going out for drinks with a DD.
136. Increasing prices for parking won't deter people from using their vehicle to go downtown, it will deter people from going downtown at all causing the small businesses to lose money.
137. Right now, it seems you don't want people to come downtown. Give 3 hours free at parkade.
138. Put roads on a diet and create more space for pedestrians and bicyclists.
139. I used to go downtown frequently to support local businesses. I dread having to go down there as parking is terrible. Transit is not convenient for my busy life and travelling with children as we are often making multiple stops throughout the city when running errands or going to a medical appointment.
140. Guelph does not cater to the commuter with downtown parking lots. This encourages multiple trips to the station to pick up and drop off passengers and is inefficient. Or commuters travel to Acton. We need to allocate some space around the train tracks to allow Metrolinx to build - period. Progressive cities do this and is evident through the entire Metrolinx routes. If we wanted, we could use space at the Neeve lot location and could re-design those streets at Neeve and fountain streets etc... We have

to do our part, not just building pay parking for downtown for commuters which downtown shoppers use.

141. Better deals for prepaid parking that allows for faster access to parking structures.
142. Side streets like Cardigan having a 2-hour limit is very problematic for residents. When my partner and I both work from home on a weekday, one of us often has to park on the street and then gets ticketed. We have not been able to determine how to get a parking pass or otherwise prevent repeated ticketing for parking in front of our home.
143. Don't listen to the people who complain about on street dining taking parking spaces away. Expand the dining to include music from local talent.
144. Need to have more areas for employees of the downtown business to park for an extended period of time.
145. I was not aware that there were big challenges to parking downtown as I don't go there often. But more free parking lots would be my solution. Charging for parking is what deters me from shopping downtown.
146. Use all streets for available parking that are not in the downtown core. Allow for more seasonal on-street parking.
147. I do think improving transit service and building protected cycling infrastructure on all of the streets downtown would significantly alleviate the parking issues faced there. Honestly - the patios aren't nice to sit on in the summer when all you can smell is vehicle exhaust, let's make the downtown quieter and with cleaner air, leave some Accessible parking for those with challenges and encourage a faster turnaround time for street parking (although, would that push more people to drive downtown?) Maybe have some of the streets be entirely car-free is the way to go. I loved that a few summers ago!
148. Parking is really bad! I feel for all the business that lose out because our city can't figure this out. Baker street should have been a parking garage!
149. Parking downtown is incredibly easy, any time I've had to I've had no problems. This shouldn't be the case. Taking the bus or riding a bike into downtown should be the best and most comfortable ways to get there.
150. Please make parking cheaper, walking 10 minutes to the parkade and 200\$ a month isn't beneficial for downtown residents.
151. In summer most of the parking places are used by restaurants. Don't you think businesses in Mall is losing businesses. People who come for work from distance they don't have choice than parking in parking lots and pay every month's huge amount for monthly pass. Monthly parking fees should be lower by 50% so employees and employers can afford.
152. Let volunteers, staff, and food drop off folk's park behind Royal City Mission again for better ability to service food and housing -insecure marginalized folks in the community - there is high parking turnover as different shifts of volunteers come throughout the day and it wouldn't be right to make these volunteers pay for parking; it's another barrier to volunteering.
153. There's plenty of parking in Downtown Guelph - ideally, you should focus on making Downtown more walkable and accessible i.e., restrict vehicle traffic on the main streets, make the current parking garage more appealing and safer for people to use. You would end up with fewer parking challenges, and a more enjoyable overall downtown experience. You'd also open up the Downtown space for street events to bring more people Downtown.
154. As a resident of downtown Guelph, we don't have access to a second parking spot in our building parking. And the cost of buying a permit for downtown parking is way too steep. We should be able to get a parking pass at a good discount because we live downtown.
155. If we are really serious about climate change, we would be looking to a long-term plan to phase out parking, and not building vanity behemoths on Wilson street.

156. Not everyone can take the bus; need flexibility to come and go and travel to other locations. Public transit does not make this easy.
157. Need parking for Go Train commuters.
158. I live just outside the commercial area (Arthur St N), but my residential municipal parking lot (Norwich St) is considered to be a downtown lot. It should not be considered a downtown lot as it services the local residents, not the downtown commercial area.
159. The cost of parking is ridiculously high. It is a challenge for people who work downtown and are not from Guelph. The ability to share parking passes with coworkers would be valuable especially with companies having hybrid workplaces.
160. I think the parking downtown is less than to be desired and I know 100% that if there were free spots or cheaper parking options that we would see more people shopping and enjoying what our lovely core has to offer. You have to think of accessibility in all seasons, sure it might be nice to access downtown by bus in summer months but what about winter? What about people who are scared of some of the downtown characters, Who don't understand mental illness/ addiction? Having a car is a safety for some. As a woman I would not want to take public transport in the evening and would solely opt to drive or Uber. If downtown was forced into a more public transit accessible core without parking I would certainly choose to shop elsewhere and choose to dine places with more accessibility.
161. Have lot attendants well trained to take payments. This will prevent long line ups onto the street from the parkade.
162. Preferred paid metre parking.
163. The best idea here is limiting the time for high demand spots. We were downtown and had staff parking on Dublin and Glasgow streets because they couldn't find spots close by
164. Diagonal parking on Carden needs to be painted. I appreciate the aesthetic, but people don't seem to understand what to do and results some really strange parking behaviours. Somewhat related, garbage bins used by downtown business are the first thing that greet you after you park your car, not the best scenario. Generally, though, mainly satisfied with the parking situation.
165. I avoid going downtown because of traffic and parking issues.
166. We need a designated parking lot. not angle parking on the street
167. Parking needs to be understood as a compromise; personal vehicle users won't consider alternate transit if they just assume they will find parking downtown consistently.
168. It is not the unhoused people's fault. There should be more resources for these people, so they do not need to use the parkades as a home base. Safe injection sites, public washrooms and generally increased social services would do a lot to improve my experience parking downtown. It would also be great to have a clear point person to discuss these issues with.
169. I will not park in a parking garage as I don't trust my car would be safe and I would not want to walk alone through a parking garage at any time of day. I would park in a public parking lot if the prices were reasonable. I currently park on the street and then move my car at the lunch hour to a residential street. However, I find that there are times where I am being ticketed at 11:30 or 11:50 a.m. I bike in the summer just to avoid the parking tickets. Two of my co-workers have received letters that they will be towed as they have accumulated 10 or more tickets. One of those co-workers was in fact towed. Although being ticketed is inconvenient and costly, I do understand that we cannot park for free for the entire day and it is our choice to take that risk. However, now running the risk of being towed if you park for longer than 2 hours is making things even more difficult/complicated. My suggestion would be more parking lots, not garages, with affordable permits, longer parking on the street (i.e., 3 hours) and putting an end to 10 tickets = tow

170. My commute from the parkade to my office is the worst part of my day. The city needs to be more accountable for the safety of parkade users. I have been harassed and spit at/cigarette butts thrown at me by people loitering in the parkade.
171. I feel very unsafe when parking downtown. There are many people in the parkade that are unwell, on drugs, shooting up, passed out, living in the stairwell.
172. If you plan to let restaurants expand onto the street, figure out where people will park. I like the idea of the restaurant patios, but we need space for parking.
173. Fix the ability to tap in the parkades. The market parkade is still fairly new, and the tap option has NEVER worked properly.
174. I would be helpful if people were ticketed for parking too close to a car so they cannot leave the on-street parking spot and/or cars that park right before and/or after a driveway into a parking lot. I have had to drive up onto the opposite sidewalk when leaving a parking lot because of cars parked or hanging over the driveway.
175. get your parkades cleaned up asap.
176. We shop in Cambridge because there is parking in Cambridge unlike Guelph
177. Transit is never on time, or the posted schedules are wrong.
178. Parking has been a challenge on upper Wyndham since the closure of the Baker St parking lot. The parking lot at the mall would be better if there was improved access from the parking mall to Wyndham St, particularly at night. Exits from the mall parking are not well marked.
179. Overall, there's been a drastic change in the amount of people using drugs in or near the parkades. As a person who has been working downtown for nearly a decade the change is very noticeable and safety has become a top concern. Almost daily, I've spotted used needles and other drug paraphernalia tossed on the ground and even people doing drugs. This is at all times of the day. I think there needs to be security personnel patrolling the parkades as this is getting out of hand.
180. No parking is available for visitors for more than 2 hours. Pathetic.
181. Yes. If we build the new Library where are folks going to park? I recommend we use the Co-operators building as the New Library (save the city millions) and allow the Neeve Parking Lot to serve as Public Parking with overnight purchase options via Green P.
182. Cleanliness
183. Having parking unavailable prevents me from shopping downtown - I'll continue to shop at plazas where plenty of free parking and handicap spots are available.
184. Parking should be free for all.
185. Lower your MONTHLY fees...absolutely ridiculous.
186. Reduce the price, it is overtly expensive and does nothing but promote people to cut corners. Its evident now in this inflationary environment we are in, people are not able to afford these drastic costs.
187. Permit holders should not have to battle for parking spaces when an event is being held downtown during working hours. Its ridiculous that unlimited numbers of people are allowed in a parking garage that has permit holders. If a parking garage has a specific number of permits assigned to it, those spots should stay reserved for permit holders and the public should be turned away. There is a leaky, rusty pipe in the East Parkade. It has ruined the paint job on my coworkers' car. City staff indicated they are aware of the issue. Why is nothing being done about it? I'm embarrassed on your behalf.
188. The parkades are increasingly unsafe. There are frequently people trying to enter vehicles and using the hallways/stairways to inject substances.
189. People in Guelph are not going to switch to transit. They will continue to shop elsewhere in the city. I ONLY go downtown for work because I HAVE to. Outside work hours I choose to shop anywhere other

than downtown because of the parking. Once Co-operators leaves downtown, I will no longer shop downtown and will shop elsewhere for convenience.

190. It is too expensive. Need better security. Have encountered drug users in the process of shooting up in the stairwell of the Macdonell west parkade on two occasions prior to 7am.
191. I have no desire to go downtown for lunch and shopping due to the limited parking near the shops/restaurants I want to visit. If I find a spot, I can only stay for 2 hours. Even less parking now that Baker Street is gone.
192. I didn't have too much of a problem with parking until I started working dt. Now I am forced to pay for parking that comes out of my paycheck because there isn't parking anywhere else that's unlimited.
193. You can not have enough vibrancy, DGBA and the city can put on/ allow more events downtown.
194. There needs to be more parking for those taking Go Transit trains. Working in Toronto requires a 12-hour day when commuting by train (3-hour commute by train both ways). To think that people will take a local bus downtown to reach the train and add another hour onto their day is too much. I am a single person and have no one to drop me off and feel penalized. if you want people to take public transit to Toronto - more affordable parking (free or less costly than \$30/day in a municipal lot) is needed.
195. The cost of parking in Guelph is outrageous. you are close to Toronto rates. The year you raised the rates over 40% was ridiculous. if I did not have to park there for work, I would never come here. too expensive. You know out of town employees do not have a choice and you are capitalizing on that. I spend less money in other downtown Guelph stores now.
196. Guelph is a big city and designed to accommodate vehicular traffic. The downtown core should accommodate vehicles, and the city should avoid punishing citizens for using their vehicles when they come downtown.
197. Keep the angled parking on Wyndham and expand this to other streets (space permitting)
198. Need to keep downtown vibrant - make it very convenient and free to park. Three-hour free parking is better than 2 hours.
199. Keep free 2-hour parking so I can continue to shop downtown.
200. Parkades are not much use if they are blocks away from shopping and amenities that I want to visit. I am a senior. I have pretty much given up on downtown. It is becoming less and less attractive to me as the parking issues have become greater. Luckily, I can go elsewhere for most things. As I am writing this, I realize I have not been downtown since before the pandemic.
201. Security is a major issue. I work in the downtown core and use the West Parkade and I've seen it all. I have even had to take alternate routes to return to my vehicle because the stairwells are being "occupied" by homeless people shooting up/changing clothes/hanging out any number of activities other than using the stairs. Frankly I'm tired of it and wonder daily where the money from my monthly fees goes b/c it certainly isn't into security or keeping things clean. Fearing for my life over here Cam - time to do something!
202. Monitor and keep the Old Quebec Parkade clean. It is a disaster.
203. GO parking!!!
204. I will choose a business that is located elsewhere over one that is located downtown BECAUSE of parking. I will also question how bad I need something if I have to go downtown.
205. Decrease the distances people need to travel by allowing for more densification in the downtown core and periphery. If people are able to make the trips without a car, they will. Have dedicated car and bike lanes and reduce parking to shorter duration. The businesses downtown thrive on customers, not on the storage of private property on downtown streets.
206. We need a lively downtown, and the city is spread out. Planners need to take this into account and figure out how to encourage rather than discourage us in the south end from supporting downtown.

207. I do not want to see parking permits required for side streets. I must park on the street in front of my house 3 block from downtown. The city made me remove my driveway. I do not want to be forced to pay for on street parking. I am a senior and cannot afford the increased cost.
208. It should not exist, the fact that it does is a policy failure. Since most people drive, put it all underground or in very inconvenient locations. No need for half of our downtown surface area to be parking.
209. I think that free parking should be allowed for employees who are helping those in need downtown. At least let them park in the parking spots already designated for them. For example, behind Royal City Mission.
210. Please revoke on street parking for more than 20 mins for students on the for streets surrounding GCVI - Liverpool, Arnold, Yorkshire and Paisley. They are loud, obnoxious, move my bins so waste doesn't get picked up and even block driveways. It is very congested as well, not safe. It should be for residents and relations only. NOT entitled 16-year-olds.
211. The angled parking spaces on Wyndham St N are too narrow. I have a small car and I am a small person, and I still have trouble getting in and out of my car. I can't imagine how others do it without their vehicle doors hitting the vehicles next to them.
212. We need more parking close to Wyndham and Macdonell for visiting nearby restaurants. Like we had on Baker Street!
213. Better security in parkade stairwells
214. On street parking can make it very unpleasant to walk downtown.
215. Do not charge for on street parking for any length of time.
216. Bylaw should be more chill and graceful.
217. Double-parked cars and delivery vehicles can cause issues, not sure if anything can be done about those.
218. Make parking spots consistently available, whatever you do with downtown. This means plenty of parkade parking (possibly complementary) and little or no street parking, or only paid and unpaid accessible street parking. Parking is not a public service used by all, so street parking should be paid by users except in the case of disability. Having consistent parking will cause people to choose in advance where to park and will prevent people driving around looking for free street spots when plenty of parkade spots may be available.
219. Residential parking near downtown seems to fill up for the workday (living downtown this means I often lose my apartments designated on street parking) so making parking in the parkade or better yet busing more attractive for downtown workers seems like it would be helpful.
220. Worker's downtown should be able to park in parkades or parking lots for free.
221. Free parking - everywhere (parkades, lots, and street).
222. 3-hour parking could still be short enough for a decent turnover while allowing people enough time for lunch and shopping. 2 hours isn't really enough time if you have multiple things to do.
223. It's a nightmare and I actively avoid businesses /clinics/ services downtown because I hate the parking situation.
224. Without free and convenient parking, I will probably choose to shop and visit restaurants that don't have paid parking.
225. I really just feel that personal safety and the safety of your vehicle is a major issue currently. Just recently my family went to watch a movie at the Bookshelf and saw there was a parking space available across the street. Unfortunately, it was right in front of the men's mission. We were reluctant to park right out front of the mission. Something has to be done to give those in need a place to go and at the same time give the rest of us peace of mind while in the core.
226. Make it safer, or more easily perceived, readily, that it is safe.

227. I think parking in downtown Guelph should be free everywhere. I'm not going to pay for parking in a city an hour outside of Toronto.
228. It is a travesty that Gordon doesn't have protected bike lanes between the university and downtown.
229. I think there's a lot of parking available in the garages and surface lots.
230. Less parking - more housing, more transit, more mixed-use commercial space, wider sidewalks, and improved cycle lanes.
231. I shop off stone road or willow west because it's easy to park and shop. It's that simple.
232. Usually frustrating but I don't know of any great solutions.
233. Expecting people to park in the Wilson parking structure does not take into consideration people with mobility issues. If someone wants to go to a store on Upper Wyndham and there is not parking near that location, they simply will not go to that store. More business will leave downtown, and we will see more stores closing.
234. Transit is not a magic wand. This is a suburban, car-oriented city. The downtown is not going to be an exception to that. A vital downtown depends on free, convenient parking as well as transit.
235. If I am unable to find secure and convenient parking, I go elsewhere.
236. See prior comments about the people gathered in the core deterring parking due to safety.
237. I park in the Neeve Street lot. It is incredibly disappointing to continually see the lack of maintenance in that lot, especially during the winter. The snow, ice and mud are incredibly dangerous to walk through. You need to do a better job of clearing it out so people can safely walk through it. The walkway to Wellington Street also needs to be cleared regularly. You also notified us recently that beginning on or about April 11, there will be reduced access to this parking lot due to construction. This is ridiculous, as now I will have to strive to get there at least 7am (my start time at work is 8:30am) to ensure that I get a parking spot somewhere in the lot as so many spots will be unavailable for three to four weeks. In addition, access to the Wellington Street walkway is going to be closed during this period. This is an incredible inconvenience to all of us who park in this lot on a weekly basis and pay a huge monthly fee. What happens to people who get there too late and all spots are occupied? Will they be getting a discount or refund for their monthly fee? I am very glad that my employer will be moving locations in 2024 so I will not have to pay for downtown parking any longer. Other than doctors' appointments, I will be avoiding downtown at all costs.
238. It was a shame to see the Baker Street lot go, especially while filling it with services (or rather planning to) that will require more parking. My wife works downtown and everyday has to walk from/to side streets outside of downtown. The number of times I've heard of "close calls" from her and her co-workers where they've been approached by high or potentially violent people on their walk is unacceptable.
239. There needs to be a greater security/police presence in the parking structures. Make it easier for people to park downtown, not harder. While it is nice to think in a big blue-sky environment that people will find other ways - many people will simply abandon downtown and its businesses if there is no easy-to-use parking. I don't want to think about moving my car during a lunch date with friends, or a hair appointment. There needs to be availability and access to resources to those who are unhoused in our core and who have dependency issues. Currently downtown Guelph is somewhere I wouldn't let my children visit without a parent, I worry about being downtown with my children and the city needs to step up.
240. The parkades are completely unsafe. I pay a ridiculous amount of money for a parking pass in a place where I have to step over human waste and used needles on a regular basis. I often have to push my way through drug users to get up the stairs to my car. As a woman travelling to work alone and often in the dark during the winter I am concerned for my own safety.
241. Cost is crazy... Hamilton is cheaper.

242. The City needs to decide if it is going to continue to cater to cars first and always or if it wants to reduce cars in the downtown. The problem isn't that there is not enough parking for the cars that enter downtown. The problem is that there is no choice other than taking a car because the City has not invested in anything but infrastructure to support cars. To make transportation and parking better for everyone, you have to reduce cars. The only way to do that is to invest in other options to the degree that they become the more desirable option.
243. Again - think through the parking options for people who work downtown in the retail store - these businesses don't have the cash flow to buy monthly spots for staff in parkade and staff are not earning a lot of \$ to pay for parkade costs - the shareable parking pass would help. Make a percentage of street parking spots longer term parking and allow a way for people to pay (reasonable amount of \$)
244. If your goal is to bring more people downtown reducing complimentary on street parking and increasing parking costs are likely to have the opposite effect.
245. Special event parking pricing is a problem when attending a meeting at my church.
246. Not everyone feels comfortable using city buses. If you limit accessibility by car too many people will avoid going downtown altogether.
247. It really a mess.
248. The bi-law officers are ticketing our participants families when they drop off and yet they are not there when other vehicles park in front of our workplace and we are unable to have the designated drop off area (for people with disabilities) without being harassed when we ask them to move. Inconsistencies regarding our own company vehicle being able to park out front and where.
249. Please mark loading zones (space designated so people can use a ramp or lift, or for transferring in) for accessible vehicles more clearly. Sometimes people get confused by the signage and use the marked area as a disabled spot instead of keeping it clear.
250. Because I work downtown and pay for a permit, I pay a significant expense which I'm only using a couple days a week. In exchange for the expense, I would like to see the parkades better maintained - the stairwells are often disgusting, they smell like urine, the walls are filthy. They are also not secure and there have been a number of uncomfortable/scary interactions in the parkades. I would like to see security checking the parkades, cameras in the stairwells, regular pressure washing in the stairwells, improved lighting - perhaps even security alert towers where someone can press a button if they are in an unsafe situation (similar to what they have on university campus).
251. Shared parking permits would allow more car pooling and car sharing for those of us who have to work downtown. It will also allow for households who have more than one vehicle to use either one. I have a permit at Neeve St. lot. I would prefer to carpool, take transit or get dropped off. However, I need my vehicle to run errands for my job at least half of the week. Most of my colleagues live out of town and require their vehicles to get here. Safety is a concern when walking to or from the Neeve St Lot when it is dark. Neeve is expensive for the mess that it is in - pot holes and now Metrolinx is taking over for a few weeks so there will be reduced spaces.
252. Please provide free parking at the Go station for people that are taking the go train to Toronto.
253. Bike theft is a huge problem.
254. I think that over the next decades people will have less car ownership and call an autonomous vehicle service instead, greatly reducing the parking needs of all cities. This will revitalize downtowns.
255. Lack of parking in area of Knox Church
256. The number of times I've had to step over pee puddles, drug paraphernalia, or homeless people in the stairwells of the East Parkade is alarming. The stairwells are very smelly and scary places, especially when it's dark out by 5:00 p.m. I do not feel safe getting to and from my car in the parkade and it feels like those stairwells are not monitored.
257. You're delusional with \$3 an hour to use a lot.

258. Look I live in the countryside northeast of the city. Guelph is where I go to shop, eat, meet friends. I have to drive. However, if you made downtown Guelph completely walkable and a no car zone ...guess what...I'd still go there! It would be even better. I would adjust how I get there; I would figure it out. Guelph can lead the way in smart decisions that will set precedent for good clean communities. Presently I have an EV and wish there were more charging spaces but if I couldn't bring my car in, I'd consider getting an electric bike but again, would need safe places to secure it and charging stations. This is your opportunity. Think big. Think green and clean.
259. I do NOT think that encouraging turnover of high demand parking spaces by removing complimentary parking for on-street spaces, shortening the time that is allowed for free on-street parking from 2 hours to 1 hour or making transit more appealing than parking through pricing of parking rates and permits to be higher than monthly transit passes would be helpful at all. If anything, it would make the existing parking issues worse and go against what many people are wanting. I think that the parking downtown is already too expensive and inaccessible (especially with the Baker street lot being closed). By doing these things, I believe that you would also be pushing people who may not live close to downtown to avoid going downtown for their shopping, dining, or business meetings, negatively impacting local businesses and spirit of downtown.
260. Business owners often hold beliefs about the need for nearby parking that are not born out in research.
261. No... I try to avoid the headaches associated with Downtown Guelph parking and only drive when there when absolutely necessary. Otherwise, I use alternate means to get there and back home.
262. Early morning security in Parkades
263. What's the overall goal from this survey? If it is "for sustaining downtown as a vibrant place and for supporting downtown renewal and growth" as stated on the previous page, the biggest problem is the homeless population.
264. No offense to these people, but they make me feel unsafe and on edge which causes me to not want to go downtown and I absolutely don't want to bring my family downtown. If they weren't an issue, I wouldn't mind locking up my bike or parking and walking from an enclosed parking structure.
265. Provide validated parking - support local businesses.
266. My employees and I have a lot of trouble finding a reasonably priced place to park for the length of a regular shift (5-10 hours), so having a discount for downtown workers and volunteers would be really helpful for downtown businesses in hiring and keeping staff.
267. As a pedestrian, I have noticed the change since the 2022 temporary patio program ended, and many parking spots were opened back up. The amount of traffic has increased, and the closer proximity of cars to the sidewalk feels less safe, particularly for my kids. Reducing on-street parking can go a long way to improving pedestrian comfort/safety and also help local business.
268. I like the angle parking on Wyndham.
269. There are a lot of parking spaces downtown. Parking downtown doesn't need to be more convenient than at a mall. Passenger drop-off zones and off-street lots with a better sense of security for users are what's needed. Electrical vehicle charging stations that are not being a parking paywall!!!
270. I'd like to see a better system for managing parking overflow during Storm games at the Sleeman Centre. Traffic can often build up and produce gridlock at major intersections like Woolwich and Macdonell. Event parking outside of the downtown with shuttle service might be a good option for addressing this issue.
271. In recent years, Downtown Guelph has developed a reputation of not being as safe as it once was, and I feel the focus should be on developing incentives and encouraging Guelph residents to shop and visit downtown vs. increasing parking costs or reducing complimentary parking time which would likely serve as a deterrent for many and encourage them to access services/goods elsewhere.

272. Parking is not a priority for me, and I'd prefer to see as many cars off the street as possible. I also don't like the diagonal spaces on some streets.
273. The parkades need to be safer.
274. Parking for condo owners not allowed on street overnight. Any new buildings need to have underground parking for all residents or outdoor space available for them.
275. I feel that attacking personal vehicles in Downtown Guelph is going about a problem in the wrong way. Not only does it massively harm local businesses by keeping away customers who might not be Guelph regulars, or regular shoppers. It also impedes regulars from accessing places/services by making it a headache or time consuming to visit. Since the city of Guelph cannot personally upend the hegemony of cars in city planning, especially in a poorly planned modern city like Guelph they should be taking steps to better allow it as an option until there reaches a point wherein which personal vehicles are more carbon effective and/or are obsolete. You should also bring back the street cars from older downtown Guelph, they were nice.
276. I recognize the difficulty of creating a good parking plan as the ideas that would actually help alleviate parking will be unpopular with a lot of people who are accustomed to getting downtown with a personal vehicle. But with that being said I think it is still worthwhile to make it easier to bike and take transit downtown.
277. No patios as offloading are impossible, unless done illegally, which is all day every day.
278. Use some of the unused large buildings and lots to make more parkades.
279. People will make the trip downtown by the easiest and cheapest way possible. Right now, that's by car. And I think it's fair to say our downtown does not have the lively feel we as Guelph residents want it to. The reason is so obvious. It's cars. They are parked everywhere and are truly ruining our downtown. Make it easy and safe for people to walk, bike or take transit to downtown - and start to make downtown a place people want to spend more time in and people will adjust how they travel there. Please don't let the car brains who don't actually spend their time or money downtown dictate how our downtown looks because they are afraid to walk for 5 minutes. Please listen to the residents and businesses that want to see our downtown become a community.
280. If people cannot find a spot, they will leave. Many can not or are unwilling to walk more than 2 blocks to shop downtown.
281. There just needs to be more available parking for the workers of downtown. There's simply not enough. Leave the streets to the shoppers, but the 2-hour limit is not ok for people working 8–10-hour shifts.
282. There should be an opportunity to park that meets the needs of those who need it for accessibility/ability, has a price that guarantees convenient availability for when it matters enough to pay a premium, parks most cars at high density in parkades or mixed-use developments to support a more urban and vibrant downtown, charges EVs with abundant access, and above all reduces demand for parking with a robust and interconnected mix of sustainable mobility choices.
283. I no longer work downtown due to parking restrictions Sharing not an issue for me.
284. I never recommend the bus to my youths, as it's unsafe at the downtown location for drop-offs/waiting or transfers to whatever, and constant issues with drugs and crime people being harassed or harmed.
285. I commute to Toronto via go train. Bus service to the station takes too long and bus stop is out of the way. Parking in the parkade for the day is more expensive than parking in many Toronto downtown lots... So, the whole commute is rather expensive. I used to drive to Acton and park there for free to get the train... Hardly ideal on any count.
286. Remove surface parking and on street parking. Limit car traffic on Carden, Macdonell and Wyndham streets. Make personal vehicles use Wellington, Woolwich and Norfolk to go around downtown, not

through. People using personal vehicles to downtown should have to park in parkade and walk. Exception for accessibility.

287. Would love to see the return to a closed downtown core and encourage parking in the lots/parkades adjacent to downtown. Don't give people the expectation of finding spots right downtown.
288. I currently park in the west parkade and think that: 1. The pricing is outrageous for a monthly pass. 2. It is unsafe. There is no visible security, and the stairwells are frequently "occupied" by people hanging out/smoking, etc.
289. I do appreciate the 15min spot outside Planet Bean, but those darn patios make it impossible in the summer to park which I understand the tourism and dollars they bring for the pubs, but I do feel sympathy for the 'daytime' small businesses who are hindered in the daytime for the nighttime crowd. In the summer, we move our business printing away from Kwik Kopy, we do business lunches outside downtown, we get cheese and flowers at Market Fresh.
290. The City should be supporting the local businesses downtown. The transit is terrible so make parking easier. It is as simple as that.
291. People have been trained to expect free parking from years of misguided policy and planning decisions. I believe they need to be retrained to know the true cost of "free " parking. It is not the responsibility of the city to provide free storage for personal items. Particularly when those items happen to be the most inefficient and expensive modes of transport.
292. Downtown residents are the ones struggling and circling to find parking. If you give them a place to park, a lot of the parking on-streets will be freed up for visitors.
293. Dangers of vandalism with shop owners storing bikes outside, consider them brought in for e-bike RECHARGING reason for end of day trip home. Bringing some electric costs to the business. And helping environment!
294. Did not add barriers to attracting people to come downtown. Too few people come downtown already. Make people feel welcome and appreciated for supporting Guelph's core.
295. Poor signage near the Quebec Street Mall parkade. If you don't know it's there, you are likely to miss it.
296. We should not have to pay for parking at the DT library in order to pickup or drop off books. There should be 15-20 minutes free.
297. I live in the south end of Guelph and spend lots of time downtown. I appreciate the complimentary parking on evenings and weekends to encourage us to patron local businesses downtown and don't mind paying for a few hours of parking when I visit during business hours. However, in the effort of reducing greenhouse gas emissions and taking full advantage of our public transit options, it would be great if more daily parking could be available for people commuting on the GO Train / Bus from downtown. Currently, it is more cost effective to drive into Mississauga / Brampton / Toronto than to pay for 1 day of parking downtown and 2-way train tickets out of the city. If a parking option for commuters / people travelling out of the city was feasible, I believe our public transit would be more well used.
298. There are too many cars in such a small area-just an accident waiting to happen-sometimes the signage is confusing knowing exactly where parking is ok--so if I attend a doctor appt. and then want to look around the shops, I do not feel I have a timeline to do that within the 2-hr free parking on street-
299. Reduce 2-hour spaces to 1 hour and increase 15-minute spots to 39 minutes.
300. Have an ad campaign about number of steps taken when you walk a block. Number of calories burned when you walk a block.
301. I will quit going downtown if parking becomes more expensive.

- 302. I had a 2-minute pickup at Scotia and had to park past city hall. It took 10 minutes to find a spot and 15 minutes to walk to the bank and back. Situations like that cause me to avoid going downtown for anything quick.
- 303. Cost of monthly permits is too high.
- 304. Please eliminate parking, please!!!!
- 305. Not just bikes
- 306. I am amazed that residents of the city believe that the downtown is lacking for affordable parking options or number of parking spaces. It's true that on street spots are often full during peak times, but there are always spaces available in the parkade near city hall. I think there is a culture of entitlement in the city with regards to parking. The two-hour limit for on street spots should be enforced consistently and parking should probably cost more.
- 307. Please don't take away the summer patio program so that more people can park their cars.
- 308. I think we have an oversupply of parking, too many surface lots that should be redeveloped into mixed-use high-density buildings or parks.
- 309. I would like to be able to park for free to do my business in Guelph down-town. The parking garages are getting more expensive and side streets with unlimited parking times are getting harder to find available.
- 310. More corporate Security presence in parking garages and downtown core would help keep parking areas safer and clear of loitering and drug usage.
- 311. I bike downtown Guelph daily for work - I appreciate the safe bike storage in the new parkade but it does not make sense for my workplace (near Red Brick Cafe). Is it possible to have other secure bike parking areas throughout downtown so I can park my bike safer? Or something you add as the city renovates/updates existing lots?
- 312. Please review best practices for bike racks. The city has them, but they are rarely implemented.
- 313. I avoid driving and parking in downtown Guelph. I actually feel quite anxious driving downtown, since the streets are narrow, I suck at parallel parking, and I don't like backing up out of angle parking.
- 314. Cars are a stupid thing for the government to spend money on. Spend money on people.
- 315. For some people parking is a necessity right now. Taking it away, or disincentivizing drivers from coming downtown will have a negative effect on the downtown community, and on the residents of Guelph who really need community after covid. Parking issues won't be helped until other modes of transportation are possible, which includes building more affordable housing within walkable communities.
- 316. Find a way to prevent employees of large companies from abusing on street parking. I used to work at Co-operators before the pandemic and was shocked at how many employees did this and got away with it.
- 317. Cost is incredibly cheap compared to other places like Toronto.
- 318. Very important to keep downtown active.
- 319. If your goal is to eliminate vehicles from downtown, simply say so. Do not try to hide your intentions with a survey.
- 320. Please focus on parking for the train station. There are no parking spots aside from the 10 spaces that are full by 6 am. I am a commuter and parking are a big issue for me.
- 321. Many individuals that work downtown choose to park in adjacent neighbourhoods and walk downtown rather than pay for parking. This creates parking issues for many residents who rely on on-street parking and makes for very busy traffic times in the morning and evening within residential areas. Allowing staff to park free in the parking garages would likely help a lot- I would think City Hall staff, County staff and other large employers downtown.

322. I understand that accessible, convenient parking is important if we want folks to visit downtown businesses, but we're neglecting the minimum/low wage people who WORK in those businesses.
323. Most of Guelph's population is not close to downtown. So, for some people, there will always be the need to drive. Most trips to stores or restaurants are quick trips, public transportation makes a quick trip impossible, instead it requires a half day. That dissuade people from going downtown. Don't dissuade people from Guelph from going downtown.
324. I don't feel safe in parkades at night. Also, last time I used the new parkade the stairs/elevator were dirty. Add a parking attendant for security/help with exit barriers.
325. Please consider the residents of the downtown core and please do something about the safety problems in the downtown core. It is no longer a safe space in the downtown core, not is it a child-friendly space.
326. Why was the Cooperators parkade removed from the parking inventory around the same time Baker St Lot closed? And while you are at it, let's remove parking from around the Go / Train Station. And we wonder why there are parking issues downtown. Either decide the downtown core is going to be car free / public transit accessible only (which is a great idea BTW) or give people options to park. Cannot be both.
327. The idea to increase the price of parking downtown to reduce the amount of personal cars in the area is so incredibly classist I can't believe it's even being considered - I understand reducing carbon emissions is important as is fixing the parking issue, but as someone who works later hours downtown when there is no access to public transit (and frankly I have no sense of safety being out in downtown Guelph in the dark), making a parking pass even more unattainable would do nothing but make me poorer since I still need a way to get to my job. I'm sure this is the case for most people parking downtown as well.
328. Do not make the spaces that are free for people to park to have to move as this is where people that work downtown currently park their cars. It will be very difficult if they have to walk 10 mins to their cars to move them again. Be considerate for the people that need to work downtown.
329. Being downtown when the streets are closed to traffic is so nice. It challenges people to try out different methods of going downtown that might work for them in the future. It also creates a fantastic atmosphere.
330. I wonder what would happen if we consulted artificial intelligence? Imagine, asking these questions to a machine that compares and compiles data from around the world regularly and instantly. Human brains are so much slower and filled with emotional baggage.
331. Please keep complementary free parking available as removing this will be a deterrent for people shopping downtown. Parking is free at the mall and downtown business have to compete with businesses in the mall. A vibrant downtown relies on vibrant businesses.
332. Bring back the community focused downtown that we had a glimpse of a few years back before you evicted the humans and made everything 100% car based again.
333. I don't like how the parkade costs increased this year which is why I stopped going to downtown Guelph to go on the go train. I now commute to Kitchener for free parking even though it is not covered parking.
334. Many "Accessible Parking" spots stay open - can we legally reduce those? Many offices workers park on street all day, when the same car is in the same spot for hours this should be a red flag. Can by-law or someone ticket infractions...Odd that people are allowed to park on sidewalk (behind old Wellington Hotel) Odd that our City Senior Staff and Councillors still take their cars and park at City Hall but tell everyone to use transit.
335. Most small businesses need free on street parking available to customers. 1 hr free parking would free up more spaces. Enforcement should be 8am-9pm not just daytime to encourage businesses to be

able to stay open later hours and be more competitive like mall but we can only successfully offer later hours with continuing access to free 1 or 2 hours on street parking beyond 5pm.

- 336. Nonetheless, I believe no additional parking spaces should be added. Look to reduce parking spaces if possible and provide alternative methods to driving. Cycling to downtown is too risky right now without protected cycleways and high driving speeds. Transit is too university centric for residents who aren't students and infrequent.
- 337. Stop getting rid of parking spaces. There aren't enough attractions downtown to warrant the inconvenience of using the bus. Two-hour parking allows time for lunch in a restaurant. One hour parking would only allow for a destination stop.
- 338. If I don't work downtown, I would never go there as parking is a mess.
- 339. If you want us to embrace MURB living in Guelph, you need to help those of us who are trying to reduce our carbon footprint by living in a condo. We are a family of four and on weekends we are all here. We own two parking spots, plus rent another one (\$1500/year). We really, really need an overnight option for our guests. My idea is that for anyone who lives in downtown Guelph, that at the start of the year, we are automatically sent a parking permit that allows overnight on-street parking unless there is a significant snow event (in which case, we would park at the police station). Our building generates at least \$700,000/year in property taxes, and I think a yearly complimentary parking permit is fair. (We did try calling for an exemption once but because it was on a weekend, no one picked up our call).
- 340. I see tons of empty spaces especially in the Market Parkade. If you're going to subsidize parking remove street parking except for accessible spots and divert it to the parkade and offer 2-hour free parking, there.
- 341. My partner has limited mobility, for which she has an accessible parking permit. She frequently has difficulty finding an available accessible parking spot when she has to drive downtown, and often sees them occupied by a vehicle with no accessible parking permit. The locations of accessible spots are often not very convenient in terms of proximity to the places she needs to get to, it would be helpful to have more accessible spaces spread around downtown.
- 342. I am an elderly person, with mobility issues, who finds taking the bus downtown a difficult proposition. Taxi fares are cost prohibitive. When I travel downtown, I park in reasonably close proximity to the establishment I am attending. If sufficient on street parking is unavailable, & one of the parkades lots MUST be used I would ask Council to consider having a shuttle service travelling to each of the parkades & service lots to transport people to the areas in the downtown where people wish to go, but are, unwilling, or incapable of walking to. I have had negative experiences with some of the people who loiter in the downtown core. They have exhibited very threatening behaviour. As a result, I have serious concerns for my personal safety when walking in downtown Guelph at any time of the day or night.
- 343. Some streets/areas I wouldn't feel comfortable leaving a bike or even a car for fear of it being stolen or damaged. Weather permitting, I would love to ride my bike downtown and take the train however I feel it wouldn't be there when I got home. Downtown needs to be busier more vibrant and that starts with getting Baker Street going.
- 344. Remove on street parking with some exceptions such as accessible spots or 15 min loading.
- 345. Walking and biking downtown is not nearly as safe and enjoyable as it could be if there was less on-street parking and fewer and slower vehicles.
- 346. I've been in the parkade on numerous occasions and witnessed children and their parents who are accessing either the River Run Centre for dance shows and/or playing hockey at the Sleeman Centre, faced with people using substances in the stairwells, urinating in the parkades, etc. I feel badly for these children and their parents - but it's a stark reality of what they may face when they come to

downtown Guelph now. I've had my car broken into twice now in the parkades in the middle of the day. The second time I put through a police report because I could see the items that had been stolen moving around the city through a tracking tag. The police have never called to follow-up with me following that report. Even though it's my own fault for leaving valuables in the car, it does impact my thoughts about parking in those locations.

347. Be more courteous to those who have paid for parking permits in downtown. I used to pay hefty dollars to park in a downtown parking arcade and any chance you had to fine any of us you did. Example, parking permit fell off the front mirror.
348. Rentable electric scooters
349. overall, it's a challenge for medical appointments or enjoying dining in dt Guelph. As a resident, I now avoid the downtown core unless necessary due to lack of parking. Additionally, there are issues in the stairwells of the parkades around personal safety.
350. Every central area in every urban community across Canada has a "parking problem", not a private automobile problem. Major cities around the world are turning the corner and reducing the hegemony of car ownership and use. Time now for mid-sized cities in Canada to get with the programme.
351. All of the on-street angled parking is unsightly and ruins the streetscape. The streets should be narrowed and made more friendly to pedestrians.
352. Not being provided decent parking by my employer (City of Guelph), even for a fee, is ridiculous and is at a high cost to me as I don't have the option to bus or walk as I live outside of Guelph.
353. It is great to have free on street parking but when I visit downtown, I am usually going for dinner, working or getting my hair cut all these activities take more than 2 hrs. The parkades are way too costly.
354. City is sprawling, so many other options, unfortunately it is a car city and so parking downtown should be prioritized and not lessened, otherwise people will stop coming downtown if it's too inconvenient. Transit has never been a viable option for most people to leave their cars behind when instead of going downtown you can drive to numerous other places.
355. The parking issue for COG has been in existence over a decade. It would be nice to see this initiative come to fruition. As the cost of living is so high, parking costs are too high for many. Shared parking may alleviate some of this stress. Also utilizing the underground parking for some staff would help too. However, rollouts should be fair and not based on one's position. I have had potential job seekers (outside Guelph) ask me of my biggest complaint of Guelph and I tell them every time that it is parking. Most do not apply to city jobs knowing the current hurdles and obstacles staff are experiencing around parking. Some feedback is shock that a municipality cannot figure out parking options for staff. It is also a matter of wellness. Having to look for parking or save money just to park really sets a low morale for staff just trying to get by and start their workday without the added stress.
356. Remove free on street parking, shift to lot /parkade incentives for those coming to the downtown area to encourage a longer duration/visit.
357. Appreciate you trying to adjust as the travel needs change. Noting that parking at this time of year is easier than it is when Hockey and patios are running. it becomes difficult then.
358. Guelph isn't a City that has multiple positive travel options for those on the outer boundaries or beyond City limits. Because of this you need to make a decision on if you are planning to attract residence or non residence to the downtown. If you want to attract non residence well then you need space to park. There are very limited or no public/alternative transportation options from outside of Guelph to its Downtown that are frequent reliable and affordable to use often. Therefore parking is a must and lots of it. However, If you are attracting Guelph residence well then improving alternative modes of transportation, its availability and cost as well as the parking situation to support this is the way to go. But don't be naïve and think you can do both things well. Something has to give and either

way people will agree and disagree. Pick a direction, commit to it and deal with the outcomes. Personally, if you reduced the ability to park downtown, I would come less. There isn't anything special in Downtown Guelph that I can't get anywhere else and if you lessen the convenience of parking that meets my needs, I will drive further to different locations to accommodate that. That's not to say this wouldn't be a positive for others.

359. I accidentally drove over a crack pipe in the Wilson parkade. People gather and do drugs in the area where the payment machine is. The east parkade stairwell stinks like urine at all times. Last time I used the west parkade there were people doing drugs in the stairwell. Everything smells like garbage in the summer. Lots of vomit on sidewalks. Clean up the downtown and people will come, parking or no parking.
360. Adding another parkade garage on 28 Macdonell Street for half and full day parking spaces.
361. Non-working pays or gate equipment is very frustrating. Getting to a gate to discover that the system is not working is frustrating. No clear instructions about what's happening or what's the procedure. Why don't you keep your gates open if the system is not working?? Happens very frequently.
362. There is plenty of parking in the downtown. the parkades are never full. people just don't want to walk more than 300m to their destination. Yet they'll walk around the Stone Road Mall for hours. The issue is not parking downtown, its a lack of good stores a reason to come downtown and an uninspiring environment to walk through that feels unsafe due to the number of homeless.
363. Making people park so far away from work and walk over 1.5 kms or more in the winter on uncleared sidewalks or during smog alerts in the summer. This is not healthy. If you look on the city map of all the streets that have been blocked off by 2-hour parking currently. The parkades are not the solution for all cars or trucks, but I have been told that is all that is around besides street parking 1.5 kms away. I am over 50 not looking for long walks unless I have my dog with me or on a beach with my wife somewhere warm.
364. There are many people who are disabled and need parking but do not meet the qualifications for an accessible parking pass. So, we need to provide more than just wheelchair accessible spaces to be accessible.
365. I would love to see overnight parking somewhere in the downtown longer than the 18hrs or 48hrs so we can use the train more often.
366. Get the staff to say hello to people as they walk up the street to welcome potential customers into their store especially since covid.
367. Adopt electronic meters (tag in and out) with differential rates for low- vs high-demand spots and by duration (1, 2-3, >3h).
368. It is more expensive to use a parkade in downtown Guelph than it is in places like Kitchener. I don't understand who decided to take a surface lot that was always full and affordable and replace it with a parkade that sits empty because of pricing. It's a loss on both ends for the municipality.
369. The fees are too high for monthly permits. If you want business including office uses to stay downtown, parking needs to be provided at a reasonable rate. The new parking garage built by City Hall is too small for larger vehicles. Why are the gates so narrow????? The Neeve Street parking lot is poorly graded and muddy. Why should someone pay to park in a construction zone? Lots of people live outside of Guelph who come to work in Guelph and shop. Public Transit and cycling are not a realistic option for everyone.
370. No parking, no business for downtown
371. Need more accessible surface lots. Parallel parking should not be the only option. Parking monthly cost at parkades is too high for the City of Guelph. City should provide a discounted price for parking for businesses/offices that are bringing in lots of people to the downtown core.

- 372. Please remember that many people who come downtown are older and will stop coming if they can't park near to their destination.
- 373. Side street overnight and long-term parking enforcement.
- 374. As a merchant, the "free" parking is a draw for our clients...one less negative thing to comment on. Even when it is difficult to find parking on the street, it is better than charging our clients for a 1/2-hour visit.
- 375. Incentivize behavioural change that facilitates the city's goal of reducing 100% of carbon emissions by 2050 or earlier.
- 376. I commute from out of town, I need to be able to park my car.
- 377. Parkade rates are too high when there are free options available. Parkade should offer 1-2 free hours/day.
- 378. The needs to recognize that more density is creating bigger problems for parking older citizens and people who are not able to drive to the outskirts Suburban areas to do their shopping leaves them in a very bad situation for accessing places to park and for visitors who come visiting them in the city.
- 379. Make smarter choices. Don't reduce anymore spots.
- 380. I am more interested in reducing the number of people parking downtown and making the downtown core more pedestrian and bike friendly.
- 381. Enforcement of on street parking is not daily or routine on all streets, Safety of parkades and surface lots is a big deterrent, driving through a parkade does not move homeless from the stairwells and elevators.
- 382. Downtown Guelph is scarier than it used to be. Some of the stores I liked are gone. The expense and lack of parking makes shopping elsewhere more sensible. If I need to take the Go, I drive to Milton. What a shame. Not everyone can go to work sweaty and dishevelled from their bike ride to the Go station. Shopping downtown isn't convenient. It is stressful finding parking. Everything costs more already. I am not paying extra for parking.
- 383. Keep downtown clean. Make sure people are not being approached for money on the street.
- 384. Keep free parking to keep downtown relevant. Fix the homeless fountain by the banks - move them somewhere else and clean up that area it needs to be revitalized.
- 385. The City Hall parkade has lots of available parking. Please allow city hall employees to park there for free, particularly those that live outside the city and must commute to work. The boathouse lot is not a reasonable alternative.
- 386. Parking should be at its heart a service provided by the city, not a form of revenue generation. Parking should encourage and incentivize people to visit and drive into the core to spend their money at Guelph businesses who then pay the City tax. The focus shouldn't be on hourly rates, or \$35 parking tickets, but on giving individuals and businesses the opportunity to interact and do business with one another. The City should be removing any obstacles and roadblocks that prevent or discourage anyone from driving downtown for any reason.
- 387. Offering some free short-term parking in the parkade to encourage shoppers to come to the downtown for quick errands. Evaluating the time, it takes to walk from businesses to bus the bus station as this adds significant time to a round trip which discourages shoppers from choosing downtown stores over others with more direct transit service.
- 388. If you're trying to discourage people from driving downtown, then it would be a good idea to make Guelph more pedestrian friendly. For example, give pedestrians priority at traffic lights in the downtown core or, at least, don't make pedestrians wait so long to cross the street!
- 389. Parking downtown is not as bad as people make it out to be, so we need to change the narrative. The reason people can't find parking is because they are running late, they are lazy, or they can't maneuver their own car ex. parallel parking (and people drive cars that are way too big- their own

fault- not the responsibility of the city). The biggest thing is to crack down on small business owners and employees parking out front their place of business all day. If the 2-hour limit was consistently enforced (on all streets, not just Wyndham) we would see more spots available. As well, when there are big events, there could be increased staff in parkades to create a sense of safety, and in turn encourage people to park there instead of circling the block. There is enough parking downtown, change the narrative.

- 390. My vehicle is too tall fit in parkades, so my ONLY option is to park on the street. The street parking is limited to 2 hours a day. So, when my time is up, I have no option but to leave town. I fail to understand why this is the case. It's ridiculous. Also, my understanding that the parkade parking costs more than in Toronto. It's feels like you REALLY don't want people from outside of Guelph to visit and spend their money!!
- 391. As a resident on Northumberland St., I'd like to see free on-street parking on this street for unlimited time available to owners. This is a one-way side street, parking is limited on properties, resident parking on this street would be very helpful and alleviate some of the parking congestion on the Northumberland on the west side of Dublin and on Kent.
- 392. It doesn't seem that bad to me compared to so many other cities. Why is there a survey?
- 393. Keep the free parking or else people will go to the mall and big box stores. People who work downtown shouldn't park on- street.
- 394. Again, passenger side curb parking to small for larger vehicles, people parking over two spots, even seen some confrontations which contributes to other responder issues.
- 395. I think removing the on-street parking is useful if the purpose is to increase walkability/safety, but not if the goal is to reduce frustration. If parkades were free and some accessible and drop-off spots (~5 minutes or less) were maintained, I think parking would be much easier and there would be less circling.
- 396. Fast food delivery/pick up drivers need to stop putting on their 4-ways and blocking in parked vehicles or stopping at a designated bus stop. There should be a strict NO STOPPING and leaving your vehicle unattended unless you are parked in a proper spot. This is especially bad on Macdonell toward Norfolk. Also, trying to get through downtown (Norfolk to Wellington) on a Guelph Storm game night is a nightmare with all cars lined up to get into the 2 closest parking lots to the arena. Maybe include designated parking info/map on each ticket.
- 397. There's so little parking it keeps visitors away. You're killing the downtown.
- 398. I am not disabled to the point that I have an accessible parking permit, but walking is often difficult for me, depending on the day. It is even worse in the winter. Although I work just a block or two away from the downtown core, I still don't venture there very often because two blocks can be challenging when I'm having a flare up day, or the weather is bad. Not to mention, I rarely have the time to park 5-10 minutes away in a lot or garage as that can add 20 minutes round trip just walking. I will often try to drive to a downtown location to shop, eat, etc. but if I can't find parking very close to my destination, I will usually leave and go elsewhere. Having to do anything downtown is always stressful. Gearing things like the patio season to pedestrians really excludes anyone who is not fully able bodied from venturing downtown.
- 399. Need more designated spots for residents, bylaw officers are usually turn blind eyes to business owners' vehicles parked on 15 min zone but hurry to ticket other residents' vehicles. Any other even bigger cities have some respect for residents in downtown, but Guelph seems focus on business more than its people....
- 400. Reduce parking pass monthly payment.
- 401. Dislike the angled parking - takes up a lot of space physically and visually, and always feels uncomfortable backing out of angled spots into traffic. McDonnell could be such a beautiful avenue

rising up to the Basilica, but it is spoiled by the amount of space taken up by cars. Makes it feel desolate parking lot rather than a special historic street.

- 402. Safety in parkades!
- 403. Perhaps if the Parkade prices were lowered it would encourage people to park there. It is in a good location, and it is too bad that half of the Parkade is empty every day.
- 404. Reduce the parking rates in the parkades because people will take a chance getting a \$30.00 ticket if they have to pay close to that anyways for parking legally in a parkade. Reduced parking rate will encourage more use of the already empty parkades.
- 405. City run parking lots are far too costly. The downtown core needs to be accessible to everyone, including those who drive vehicles. There were a wide range of reasons where they may need to do so (health issues, mobility, sense of safety etc.). I've lived in Guelph for over 20 years, and it's safe to say the downtown core has declined. It should be a Guelph focal point that those outside the city want to visit. We want our businesses to thrive, so more businesses want to come. Guelph residents want to buy local. Population rates are increasing, with accessible services in neighbourhoods on the outskirts of Guelph. They need incentive to come downtown. Many have long commutes outside of the city. Public transit takes more time than driving. My opinion is that if parking can't be easily accessed, or costs money, a large number of people won't come to the downtown core. There are too many options elsewhere for the same services. Personally, I don't want to see small business owners lose out.
- 406. Can the Paramedics at the downtown station park at Fountain St?
- 407. One of the main frustrations is the closure of the Baker St lot without providing similar parking in the same location. Accessing out of the way parkades is annoying and inconvenient. The parkades are located in areas where there aren't a lot of attractions. I work downtown and I find Carden St (especially), and MacDonnell St are often dirty - with garbage, stains, vomit etc. So, parking in the East/West parkades and walking down those streets isn't appealing. The new parkade beside City Hall has terrible accessibility. Getting into the lot from both locations is so tight, but this is the only lot that is high enough for trucks. The design on the entrances and exits is poor and I won't park there because of that. I've damaged my vehicle trying to exit that lot in the past. Because of the closure of the Baker St lot, along with the inaccessible lot by City Hall, I now have to park on a residential street all day while I am at work.
- 408. More parking for front-line working staff in health care.
- 409. I would like to highlight something that needs to be accounted for in the new parking plan. Exemption for services providers would make most of my concerns about parking downtown irrelevant. I & the Sanguen outreach van struggle with current parking enforcement; getting tickets constantly. We do not get to choose how long we are parked for. If our vehicles are parked it is because we are busy providing health care services to our city's most vulnerable populations. I cannot risk missing my clients out of having to move my car & find it immensely frustrating that we have to take time away from front line service in order to go move the vehicles that we have to use to be able to provide those services.
- 410. It boggles my mind that by-law goes so far out of their way to repeatedly ticket this; other service provider vehicles (that are identified as such through window signs or the giant van that says community health clinic on it). There must be a way for the city to make this make more sense & I really hope this can be considered in upcoming planning.
- 411. Why do I get a ticket as a health care provider with a recognized identification on my car? Does the city not feel it is at all important for care to be provided to those who are most vulnerable? I am unable I do my job as a nurse successfully downtown to meet the needs of my clients. It's very clear that the dollars gained from ticketing far out weight the compassion for the clients in need downtown.

412. Rules for when overnight is/isn't permitted need to be clearer from signage. I have got tickets before where looking at one sign makes it seem like it's ok, while looking at a different sign half a block away gives a different story. Also, winter parking rules need to be overhauled, but that's a different can of worms.
413. The Neeve Street Parking Lot. What a cruel, cruel, selfish move by the City of Guelph to restrict parking to permit parking only in this lot (and it's a crappy one to boot). And also hand out \$30 parking tickets (plus a \$2.70 convenience fee to pay ticket online!!). Plus, a big piece of blue tape covered the parking sign (what did it say underneath??). I think all other parking lots are free after 6:00 pm. This is a slap in the face to all the Storm hockey fans that have parked in this lot for many, many years that support and buy season tickets to see them play, plus patrons of the River Run Centre. Parking is terrible downtown, and this lot is perfect because it is far enough away from all the congestion at Woolwich and MacDonnell. I've almost been hit several times crossing that crosswalk!!! Very disappointed in this move. I'm not the only one. I've talked to several people that are furious with this change.
414. Make condo builders include contractor and visitor parking.
415. It is expensive and restrictive. If I go for a coffee at 10AM and park for 10 minutes, and one of your expensive bylaw vehicles drives by and takes my picture I then have to pay for parking if I come down for dinner because of your inability to understand that I was parked for 10 minutes not all day. Downtown is slowly bleeding and dying. When I lived here 25 years ago loved downtown. Really a disgrace now. Your holiday display was dismal, and the proliferation of people who need assistance and aid that are on the streets is dumbfounding. But yes, parking is an issue.
416. Angle parking on downtown is good (on wider streets). Street parking on Woolwich St between Quebec/Paisley and 5 Points (Norwich) is horrible for traffic flow and should be eliminated.
417. Even small towns like Haliburton have implemented on-street paid parking. Downtown Guelph needs to get over this hump. Work on the quality of the destination - not parking issues - as a visitation driver. Competing against "free" parking in other suburban locations is a no-win scenario for downtown.
418. Need to make a decision what we want to be (as a downtown/community). Is our downtown geared toward active transportation or personal vehicles. How do customers get to the shops/services if not by personal vehicle and how can this be an attractive solution?
419. My 2023 tax bill is \$5,886.00.
420. Outreach workers should get permits that waives parking fees, or outreach worker parking spots. We need our cars for the job, we are working DT and all over the city, we work with the most marginalized folks in the city, and we get ticketed constantly. Our Mobile clinic, the Community Health Van has been ticketed numerous times, but there is no parking. We need to load and unload our vehicle, taking the parking away doesn't change that. The van is highly visible, and its purpose is known, and yet gets ticketed often. The rest of us outreach workers, in our vehicles are not as visible, but our jobs rely on our vehicles. Our work is crisis oriented, and fast paced. We do not feel like we are working with the City for a common goal, we feel targeted and misused and it's exhausting.
421. '-Changing how parking operates downtown, reducing the incentive to drive and circle for the free parking spots, for example -- can make downtown more welcoming to everyone, more of a destination, and support the city's climate goals. Surface lots are not efficient uses of space and often have better uses. A prime example - 28 MacDonnell surface lot. The city should consider it for redevelopment or for use as a public green space.
422. I wish you would crack down on the people who work and park and move their cars mid day.
423. Um, Make the downtown car-free?

- 424. Make the parkades free for 2 hours. No free street parking. Lots of 15 min spaces. More bike parking everywhere.
- 425. The parkade lots are nice, especially the new one near city hall. It's severely underutilized though and the cost is probably a factor. Sorting out the cost of that (maybe a free period?) and restricting road parking would massively improve the downtown.
- 426. Secure bike parking is needed for larger e-bikes.
- 427. Since the Baker Street lot was moved into construction that area of downtown is not only less likely to be visited but not having an option for overnight parking there is a huge safety risk for the population in general. During the winter months if someone parks on the street and has one too many drinks at an establishment and decides to do the right thing and catch a cab home, they show up the next day to a parking ticket. The next time that happens they will just drive home instead. Before, the Baker lot allowed overnight parking and was helpful in those instances. But this should be thought about for next winter season because anyone who gets an overnight parking ticket on Baker Street or Woolwich or Yarmouth should be given grace assuming most of those folks have visited a downtown establishment and made a good choice by not driving home.
- 428. More 15 min spaces by City Hall to facilitate passenger drop off/pick up for the rink in wintertime.
- 429. Way too expensive, especially for employees who work downtown & need to commute but are then forced to pay.
- 430. While empathic to the less fortunate in our community there are some areas where I am uncomfortable parking/walking due to proximity to shelters, etc.
- 431. Everyone is always able to find a parking spot. The ones who complain just cannot find a spot right in front of the store but will happily walk through the entire Walmart or Costco parking lots (which create no revenue) without hesitation.
- 432. The city core seems to be coming alive, great job! Keep working on this and with the Conestoga coming to downtown, more interesting shops then this will be a fantastic place to go to. All in, I feel cycling and walking will be the parking answer.
- 433. It's near impossible to find close parking to access Wyndham & Quebec St. businesses especially late afternoon & evening. Even Woolwich St. in front of St George's Anglican Church is always parked bumper to bumper with cars. It's only going to get worse. There are some pretty nasty buildings around Eramosa Rd & Woolwich St. intersection that over the years replaced historic buildings. One of the ugliest areas of downtown across from the war memorial is a disgrace to those who served. Tearing down one of these buildings & putting in a well lit, nicely landscaped street side parking lot would be most welcome. Or finish the new Baker library & tear down the old library & put a lot in there. Suggesting people take transit downtown instead of a car is not going to work.
- 434. For on-street parking, some spaces are in spots that are potentially dangerous. I.e., parked on-street cars fully block the view of a near-by intersection. Just something to keep in mind.
- 435. Keep street parking complimentary. This will be an equity thing — those who can afford to park will park and those who can't not come downtown.
- 436. If Conestoga College intends to move so quickly into the core the city will have to get to work building and expanding abilities to park within the core. I don't believe that the patio program is sustainable once the college moves into the core.
- 437. Removal of the centrally located Baker St parking has led to VERY few spaces being available and fewer trips downtown.
- 438. We used to like going downtown and used to advocate for it even though the parking has been poor for a long time. However other than for the odd dining out, we tend to avoid it now. It is just a dirty area that we've let the vagrants and homeless take over. Aesthetics are awful on many fronts.

439. If you do introduce a fee for parking on street, an app that makes payment quick and easy would be beneficial. I notice in other cities when I have to walk half a block to find the payment kiosk and fiddle with inserting my card in the cold, it's really annoying.
440. For people who have to commute to Guelph for work from another city, the monthly parking permit costs are outrageous. The Neeve St parking lot isn't even paved so I am really not sure what people are paying \$164 a month for. It's cheaper to get a monthly parking permit in Toronto so I'd really like to know what the City of Guelph needs all of this money for.
441. Businesses need to be able to provide parking either through a shared parking pass or other options.
442. You should mention that development is going to take place to the point that it will be impossible to actually drive downtown, it's going to be New York without subway.
443. I believe that the more inconvenient parking gets the downtown commerce will suffer.
444. Don't increase the cost of on street parking during weekends! Our downtown is struggling for visitors enough— we don't need to deter them further!
445. Parking has been an issue for over a decade, and it is getting worse. I don't promote downtown Guelph as a place to work/live if someone has a car and requires parking.
446. I feel that there needs to be a better mixture of long-term and short-term parking. I work downtown and it's impossible to find a spot to park once the patios open. 2 hours is fine for shoppers but for people who work downtown and don't work for the City itself, parking is a nightmare.
447. Taking a bike / scooter / bus is not an option when you are involved in a business-related event or meal; that does not work as an option. If those are the options ... then the downtown will miss out on these types of revenue generating opportunities. This is happening already. When I am invited to a business-related lunch or dinner event; I always say "it has to be anywhere other than the downtown Guelph area" ... and everyone agrees. If it is in the downtown area; I politely decline or make an excuse as to why I cannot attend; the hassle of navigating downtown to find a parking spot that does not exist is not worth the effort anymore. I am reiterating what is happening in the business community as this is a standard opinion now ... and has been for the last few years.
448. Put in parking meters no more than ONE LOONEY per hr.
449. Review Indy Johar and dark matter labs more recent work on infrastructure. Lots about material limits etc. Will be useful. All the best to you! Good on you for asking for input!
450. Stop discriminating against those that live out of town and work in the old town core.
451. Tell businesses that when they use the convenience of parking on the street, they are hurting themselves. Leave these spaces for shoppers.
452. Downtown businesses will continue to struggle financially if the City returns to paid parking!!
453. I know quite a few people living in Guelph who never shop/go to restaurants downtown due to parking woes.
454. There is not enough accessible parking for persons with disability - see AODA.
455. I love the open-air restaurant patios that emerged out of Covid, and I would fully support the continuation of that in future with the hope that an increase in parking at parkades would keep the foot traffic up on Wyndham, Quebec and the car traffic down.
456. Parking is a major issue for downtown, but far from the only one. I personally avoid downtown because of parking, but also because I often do not feel comfortable or safe there.
457. If we can make parkades more attractive, they will hopefully be used more. We NEED to stop biz owners from using street parking as personal spots and crack down on habitual offenders.
458. It's very difficult for people who work downtown. I know businesses who have moved away due to parking troubles for their employees and customers.

459. The only time I find it an issue is when there are multiple events going on, i.e., a hockey game and something at river run, or a festival. I find the free parking really encourages people to shop downtown, these stores need to compete with the malls.
460. I believe striking the balance of street parking having more quick use (15–60-minute parking) and longer term (2 hours) along with parkades having more options for free or 2 hours free parking will be a great solution to the issues with available space.
461. My business services many people with mobility challenges. They can't walk from a parkade to my office. There is one handicapped space on Wyndham near my business, but it has a raised curb, so is not accessible. Anything to increase the availability, turnover, accessibility of on street parking on Wyndham would be a good thing.
462. Been a long-term mess created by people. Council. Needs to be fixed.
463. Make it expensive to park.
464. Winter restrictions on on-street parking are excessive. Many other, much larger cities (i.e., Hamilton) manage on-street parking without a wholesale prohibition on on-street overnight parking. If the issue truly is emergency vehicle access, then why is this not an issue during the day, when on-street parking is still allowed? The solution to "use municipal lots" is already not ideal, given there are few municipal lots at the north end of downtown with Baker Street closed, but when you account for Storm games and River Run centers shows, this is often simply not possible. In the winter season, I often have to choose between getting a ticket and parking my car over 5 blocks away from my apartment building. Parking exemptions are great, and very useful, when they are available (which often they are not).
465. Try to keep stairwells safe, clean, and parking garages well lit. Better access to elevators, at night after events at River Run etc.
466. Define fine what downtown is so that it is the same for all departments. There should be places for delivery people to park.
467. There is too much angle parking and it's dangerous for cyclists.
468. Downtown Guelph was busiest when there was angled parking everywhere and no trees. Any historic photo of downtown will show that.
469. Quick turn over spots is needed. 1hr free parking. With the patios taking up a lot of parking spaces, 1-hour free parking in the parkades is needed too. I think this would encourage people to start using the parkade more. Many of our customers refuse to use the parkade because they don't want to pay for half an hour.
470. It's a menace, I find parking in any other town with no issues, it seems like Guelph can't get it right for some reason.
471. If we eliminate free on street parking, can we get the license the Green P app they have in Toronto?? It's so simple and easy to use.
472. Enforcement seems to be improving but the pressure needs to be there to avoid abuse of on-street parking by all day parkers.
473. Parking enforcement officers should also be city/tourism ambassadors like in other cities.
474. I feel strongly that all parking downtowns must be paid for. This is the most valuable land in the city and cars take up a massive amount of space and resources. Free parking is effectively a subsidy for drivers.
475. It's absolutely horrible. I see fat bylaw officers taking up public spaces eating donuts or on their phones.
476. Let's be bold! To summon Wayne Gretzky, we need to skate to where the puck is going. Let's plan our Downtown to become the place we need it to be in 20 years to live up to our ambitions of being an inclusive and green city.

477. I think complimentary parking is vital to the local shops and businesses. Please don't take it away or reduce it to less than 2 hours. I think the small business owners will suffer the most and they have already had such a tough time the past few years.
478. I think increasing parking really breaks downtowns, it can go underground but surface lots really ruin downtown. There are peripheral streets that can be used for cars getting into and through downtown, but downtown itself would be an amazing place if it was car free, pedestrianized, and was very well connected to transit and real bike lanes.
479. The amount of surface area devoted to surface lots in the central block of Quebec, Norfolk, Macdonell, Wyndham is such a waste. Change 28 Macdonell to a multistory parkade and convert those lots to useful commercial space.
480. car-free walkable downtown
481. It's completely @% and you guys have no idea what you're doing or what people actually need lol. Please take all complaints seriously as this is extremely frustrating for most. Also, maybe try not to rip up several of the main streets in the downtown area at the same time, eliminating parking even more.
482. Improved commuter parking/ go train accessibility.
483. Also, your "don't circle the block use a parkade" signs are passive aggressive and tone deaf. They do not give the message you want. Many people can't afford your parkade so "just pay for parking" or "pls pay for this million-dollar parking garage that we paid for, but you didn't want" is not the message people want.
484. I do not have trouble finding parking ever. If the price of parking went up, I am never again going to spend an hour+ on transit to get there and will just go elsewhere. If you want to encourage people to use greener transportation, first make greener transportation more viable. Broken, disconnected bike lanes full of obstacles and totally unusable part of the year, and busses that only go to the university, where you have to transfer (with poor signage and short transfer windows. I can't tell you the number of times I couldn't find my transfer in time and was stuck at the UC for an hour waiting for the next bus), will forever prevent people like me from seeking another way downtown if parking rates jump. We will just go elsewhere. I like downtown. I prefer to shop downtown. I prefer greener transportation too, but ten years using exclusively buses and bike to get downtown, made me get a car. Nothing else is terribly viable. Transit is designed only for students. bike lanes are only for summer. I prefer to shop downtown, but anything I can get there, I can get elsewhere.
485. I personally think you should get rid of through traffic downtown to everyone but buses, registered taxis, delivery vans (ups, fed ex) and cars with handicap signs.
486. We make several trips per year to Toronto to visit family. Parking lots in Toronto are less expensive than Guelph.
487. Fire whoever came up with the current angled parking plan, it's a disaster to drive downtown right now.
488. I like on street parking. And it makes sense to allow the people that are transient (1–2-hour stays) to be able to park for free but push the people that work downtown into the parkades while they work all day.
489. I believe the status quo is good. I would like to see more on-street parking spaces removed.
490. Review drop areas for events and transit.
491. People complaining about parking do not understand the cost and are not willing to look for other options. There is not a parking problem in Guelph, unless oversupply is a problem.
492. The bus loops do not need to be so large. Add parking availability there.
493. Adequate access to parking for those who work downtown needs to be provided. I've seen restaurant employees who barely make a livable wage having their car towed because they either can't afford the parkade or they don't feel safe parking there when their shifts end, sometimes as late as 3am-4am.

494. There are more than enough places to park. If you build it, they will come, and in this case, we have built up so much downtown car infrastructure that it has become quite unpleasant to exist outside of a vehicle. Please reallocate some of this parking land for more affordable housing projects/multi-use developments.
495. See comment about parking tickets that certainly doesn't encourage people to want to go downtown.
496. Guelph should buy a small electric bus and offer complimentary transportation between the downtown parking lots and up Wyndham Street with on-demand stops so that people with mobility issues can park outside the core and still get where they're going. Colmar, France, does this and it works great in their pedestrianized downtown.
497. Guelph is a car-oriented city. If you have businesses downtown, there should be enough parking. Don't go the torontification route.
498. Parking honestly isn't that much of a problem. The Wilson St parkade is nice, and I'll generally just park there and walk throughout downtown. It would be amazing if there were fewer cars downtown though - leave them all in lots around the downtown.

- **Responses to Question 8: Reasons provided for deciding how people travel downtown**

Survey respondents were provided with an open comment box to share Reasons provided for deciding how they travel downtown. 840 people responded to this question with further comments and ideas. The following are verbatim responses to this question. Each number is a different person's response.

1. It would be silly for me to do anything but walk---I live downtown!
2. I'm a senior with accessibility issues and drive my personal private vehicle downtown every day 7 days a week.
3. I don't go downtown if I think parking will be an issue.
4. Time to take bus not practical. Going downtown is not an event in our household, it is for routine errands and usually one of many destinations around Guelph.
5. I drive because transit isn't convenient. It takes at least three times as long to take the bus.
6. There is NO convenient parking.
7. If the weather is nice and I have time, I'll walk.
8. Too far to walk and don't want to take public transportation, therefore I only go in my personal vehicle.
9. its weather dependent as well...I usually walk as I live close by
10. I drive from out of the city so as far as I know it's the only option.
11. Pleasant to walk.
12. Bus takes too long - I have a car, it's easier to just drive myself and it's faster that way too.
13. When I have time and the weather is good and my load is minimal, I walk - otherwise I drive.
14. I live in Rockwood and shop, access appointments, and volunteer in Guelph. Driving is the best option for me.
15. Typically, the time it takes to get downtown from where I live as bus is not a viable option.
16. Convenience.
17. During the day I most often drive for personal use. In the evening, if I'm going to watch a band or have drinks, I will use an uber.
18. GO train.
19. Half the year it is too cold for me to walk.

20. Parking is hard to get downtown. As a senior and others who may be handicapped it is detrimental to go downtown. Parking is too far from services or stores that we want to access by walking after parking.
21. I will always bike if possible.
22. I work downtown.
23. I only just moved to the Ward, it's been cold, so I've been driving but I'm excited to walk more now it's warmer out.
24. Prefer to drive my own vehicle as wish to maintain my own timeline schedule to both arrive & leave the downtown as need be on any given day.
25. Weather conditions.
26. Driving is a miserable activity I chose to avoid and living on the edge of downtown walking is the most convenient, and most enjoyable way of getting around (when homicidal motorists aren't trying to run me down crossing wellington)
27. I am transporting artwork (often large) and tools; enough to warrant a vehicle.
28. Time available is the decider.
29. It is easiest to drive to downtown but is horrible to find parking. I don't have time to take any other sort of transportation.
30. Once I park in downtown, I will walk where I need to go.
31. Depends on weather, and what I will have to carry i.e. books for library.
32. Not much to go downtown for.
33. Start work at 7:30 A.M.
34. I have an electric car so taking it is environmentally sound. I walk sometimes if I have time, it is 20 to 30 minutes.
35. Always drive our personal vehicle and park.
36. Weather/time dependent for cycling (not at night or if I plan on going to bars).
37. When time allows, I prefer to walk. I also have paid employer parking in a central location that I utilize because of convenience. I tend to shy away from trying to street park especially in the busier areas. Such as outside city hall. I do not want to have to pay to park.
38. I live too close to the core to do anything but walk unless I am picking up something heavy or returning to the area and in the car anyway.
39. Depending on the time of day I either drive or take a taxi. I need handicap parking space. If too late in the day the handicap parking cod all be filled, is I take a taxi.
40. I don't like the transit system. Will walk occasionally or just attempt to find parking.
41. I want to get my tasks done quickly so I drive downtown.
42. I need to drop my child off at daycare my way to work so driving is the most convenient.
43. I walk, if daytime, and if I don't have to pick up more than I can carry.
44. If it's a busy time of day, I won't go because there's never parking.
45. Don't feel like spending upwards of 20 minutes driving through the streets trying to find available spaces.
46. I live in the downtown area, and it is mostly easier to walk than drive because parking has become quite limited, especially last summer when the patios were expanded.
47. We used to get takeout from restaurants downtown. However, it is difficult to pick up the food when you can't find a place to park because if I walked the food would be cold by the time I got home.
48. Convenient parking (i.e., on street to pick up an item quickly) is difficult to find. The parking garages feel unsafe at night. I will therefore avoid downtown if I drive thru once and cannot find street parking if it's dark. Otherwise, I'll use the Wilson St or MacDonnell lot.
49. Need my car to save my time.

50. Walking/taking the bus/rideshare when I plan on drinking. Any other time I drive my personal vehicle.
51. The transit to downtown would take well over an hour from where I live. I have access to a car and can drive there in 10-15 mins.
52. I would bike to downtown; the trails are great but when you get downtown, I don't feel safe on the roads.
53. I weigh how much time I need to get there, what the weather is like, and how much parking costs at the parkade. If factors are favourable enough (99% of the time), I'll park near or around Royal City Park and walk the rest of the way; otherwise, I'll park in the parkade because I'm almost always able to find a spot there.
54. I own a car and it's convenient and practical and saves me time.
55. Usually walk unless I need to pick up something big or heavy. Or doing many errands throughout the city & downtown in one of many stops
56. What is easiest / quickest?
57. I live downtown and driving downtown would be wasteful.
58. Transit is inconsistent and inconvenient. I only travel downtown for my 1yo for her routine appointments.
59. Safety. Don't feel safe in parkades.
60. I take the bus or bike when going downtown for work or by myself. If I'm taking my family I drive, and usually that's only on weeknights or weekends when parking is cheaper at the market parkade.
61. Live out of town and need to get to work.
62. Household has one small vehicle for entire members of household to get to many medical appointments and household shopping. Downtown Guelph has been entire family Drs office for over 30 years. Small shops in downtown have some items not available in other parts of Guelph. The downtown use to be familiar, resident friendly and easier to park in.
63. Nothing else other than convenience
64. I prefer to take the bus because it's better for the environment and finding free car parking downtown is stressful. However, taking the bus more than doubles my travel time, so if I'm in a rush I will drive.
65. Only take transit when it is free for Storm games.
66. At this point, because I am visiting from a northern community, it is easiest for us to drive our own car.
67. Workday I walk as parking too expensive. Weekends I may drive depending on what other errands/plans I have.
68. I prefer to bike, as I can usually access my destination easily and park directly outside.
69. I try to walk to get downtown even if driving would be faster. Part of my choice to live where I do is because downtown is walkable for me. I like the exercise and try to minimize my vehicle use for environmental reasons. It also helps me feel a sense of community to walk through my neighborhood to downtown.
70. I own a car.
71. Often there is no parking or inconvenient parking too far away from where I need to be.
72. I walk, as for there is very little parking and if you are lucky to find a spot near the business you are trying to go to you may only park for 2 hours, and are very quickly ticketed...
73. Weather
74. It's a 10-minute walk to closest bus stop from my house, in that time I can drive and be downtown already.
75. If I have heavy items to carry, I am more apt to drive.
If it is raining, I am more apt to drive.

76. I use my personal vehicle as I also work another job and have to go from one to the other and don't have the ability to bus it, as well as ride a bike...not to mention the products that need to go into the store and stuff being brought back and forth to make it work.
77. Window cleaning business. I spend 1 day a week in downtown. My vehicle is what I need to transport me and my equipment.
78. I live out of town and need a car to drive to work. Plus, once downtown I visit other businesses and stores.
79. Going for short quick trip while passing through =drive, going for long trip, decent weather=bike
80. Walk during nice days, drive otherwise or if shopping.
81. I would bike but there is no safe, free bike storage downtown.
82. I simply drive my car.
83. I only drive because transit isn't convenient.
84. I walk depending on weather conditions and what time it is. I drive if I'm going to multiple locations or bringing family members to where they need to go. (One has handicap privileges so finding accessible parking to where they need to go helps) If I'm going into the evening or when it's colder, I drive.
85. I live close, so walking makes the most sense. If I'm driving home and need to pick something up downtown, I often find the parking situation inconvenient.
86. I have kids. Need to be available to get to them if needed. Pickup after school as well.
87. Usually for a specific purpose and / or certain time of day, evening.
88. I like the exercise. I don't like being part of the traffic and parking problem.
89. I try to walk into town as much as possible to visit shops and restaurants. When I'm already out in my car or picking up a to go meal, I will park downtown.
90. I'm use my car; I own a car and I don't need to pay for transit when I own a car.
91. Parking downtown is expensive and inconvenient.
92. If I need to purchase something I will sometimes take a vehicle.
93. I drive when I'm shopping.
94. I usually walk or bike, but will drive if I'm in a hurry, the car is being used by my wife, have a lot of things to buy, or the weather is bad.
95. Convenience, until Neeve Street free parking ended with a ticket. Very inconvenient and congested now.
96. I have worked downtown for 24 years. After 15 years at Doogie's/Pablo's I worked at the Albion from 2015 until covid. Pre covid parking was so bad couple times I drove to work only to have so a bad time to find a spot I drove my car home. The. Cab to work and walk home at 4am in the cold.
97. Usually, I don't have a planned visit, but we do go downtown for a kid meeting that lasts 1.5 hours. If I take the bus it takes longer to get there and home, then the meeting lasts
98. I try to do all my errands on one day often travelling from the Kortright Rd area to downtown, along Woolwich, near Speedvale, out to Wellington Rd 32, errands at 4-6 locations. Driving makes it possible to do them within 2-3 hours. Time downtown is under 30 minutes.
99. I come from out of town, personal vehicle is my only choice.
100. I find myself driving in circles for 20 minutes. the parkade is extremely expensive.
101. I drive a car because I don't feel safe taking a bus.
102. Drive if raining or picking up something large or grabbing takeout quickly.
103. To pick up groceries.
104. I drive. I park at Market Fresh, buy my groceries and leave. I have given up going downtown to restaurants because during dining hours there is no convenient parking near upper Wyndham street. I have arranged medical services at other clinics to avoid Old Quebec street because there's never a

spot available. If I need my eye doctor on Yarmouth Street, I arrange a drop off & pick up in case she needs to dilate my pupils.

105. whether or not I need to uber back when we drink
106. There's no free, day-long parking by the Go station for commuters. And there's rarely parking near the market/my doctor's office, meaning I must walk.
107. Depending on the time of day if a family member or friend can drive me.
108. Won't leave bike locked downtown for long.
109. I use the 2 hrs maximum parking spots.
110. Whether I am drinking or not.
111. Sometimes when time and weather allow, I walk to downtown. Otherwise (more often) I drive.
112. I literally changed jobs from working FOR the city of Guelph downtown Guelph because the waiting list system for the city is so silly. You are losing a lot of young smart people who simply can't get on an affordable list to pay for a parking permit. The lot next to City Hall sits completely empty beyond the 2nd storey and yet parking permits for there are insanely priced considering I was a Guelph employee. There's also no consideration into looking at those who do shift work and park or have passes at the Fountain Street lot drive by it any weekday at lunch hour, the entire back of the lot is empty. Seems silly to not allow more permits for that lot. The Seniority based parking system means you may move up the list by a few spots over a year or so and still not get a permit. This needs to change, or you will lose a lot of smart employees who commute in and aren't willing to have their cars side swiped on a side road.
113. I combine a list of things that I want to do downtown, and drive to a spot that will let me walk to the places I want to go to.
114. There is no direct bus from south Guelph to Downtown.
115. Too many cars; not people friendly; limited sidewalk space.
116. Depending on the day/time of day it makes no sense to drive if I can't park anywhere. If it is off peak hours, I may drive and hope to find a parking spot, but I have driven around and had to leave before as nothing has come up. If the weather is nice and I know I will not have to carry anything too heavy, I just walk.
117. transit doesn't cover my area for service, so I have to drive.
118. Safety. Too many homeless people if I walk downtown harassing me.
119. Convenience of arriving and departing on my timeline.
120. Depending on the time of day and how much parking will be available near where I have to go, I'll drive most of the time. But if it's mid day and I have enough time, then I'll walk because parking is hard to find.
121. Walking through downtown is unsafe due to the substantial population of street people. I feel safer in my car.
122. I always walk if I can. Exceptions for driving are only if I'm going somewhere else and making a stop.
123. Convenient
124. If I need to go downtown, then I try to make sure I go when the stores open, so I get a parking spot and don't have to keep driving around to try and find a spot.
125. Most times I drive out of necessity, during good weather I will walk for exercise.
126. Easier to use car as transit is slow and doesn't always run when I need it. Using my car doesn't require planning and timing.
127. Biking depends on weather.
128. If I have my kids with me sometimes it's easier to go at a different time so I will avoid having to park and walk. If I will be drinking, I get dropped off, leave my car overnight in the parkade, or take an Uber.

129. Almost all bus routes go downtown. Parking can be a hassle for my friends and family. Event parking is the worse, really need some traffic control after Guelph Storm games.
130. I tend to drive when weather is not great, or I am doing other errands, or I am on a time crunch. Otherwise, I prefer to walk.
131. Weather: obvious. Duration: if I'm picking up cheese or flowers or bulk baking ingredients, I'm only going to be a few mins, I'd rather drive because it's an errand and I just need to get it done and move on. If I'm going to dinner for a few hours, I don't mind walking
Time of day: safety after dark.
132. I go by car when I am going to a business, I walk whenever I go to work.
133. I drive for convenience. The buses are not convenient.
134. Do not feel safe in parkades. Additionally, distance from the parkade to destinations is prohibitive.
135. I live in the south end. It's way too far to walk.
136. I have an infant so, weather or materials needed for the time I will be downtown are factors.
137. Get dropped off when possible due to cost of parking, distance parkade is from where I am going, difficulties finding parking, having heavy things to carry with me.
138. I try to time appointments for easier parking options. My mobility is currently limited so easier access to Dr. office is needed.
139. I work weekdays in the downtown core.
140. It's a five-minute drive or twenty-two-minute bus ride, much of that time with the bus idling at UC. When I drive, I don't have to stand outside being subject to the elements. The gas back and forth to downtown is a lot less than \$6.50 bus fare, and if I go with my wife (often) the bus fare would be \$13.
141. It is all about convenience and time. I will choose driving my personal vehicle as a first option. If I can't find free parking, I will go back home as I can't afford to park in paid parking. I will also only walk a certain distance to my desired location to save time.
142. Live in South end faster way to get to downtown is a car.
143. Work.
144. I typically bike to work at the university in the summer months, and so if I'm stopping on my way home, I'll be biking. Also, in the summer my husband and I bike for recreation around the city, so we'll sometimes stop in on a bike ride, or bike from our house. In the winter/bad weather I mostly use my car, I do sometimes transit to work and transfer in the downtown when my husband has the car, but then I don't usually run errands when I'm bussing. And if I must carry a lot (purchasing something heavy/bulky) I'll use my car. We could use more bike parking downtown, sometimes it's a struggle to find somewhere to lock up and that's a pain.
145. Weather is a significant factor for my reasons to travel downtown. In the cold and snowy winter months, I am more likely to drive downtown as walking can take significantly longer and may be more dangerous (i.e., ice on the sidewalk). In the summer months, I will make an effort to walk downtown.
146. Depending on weather and time constraints. In warmer weather I ride my bike when I have enough time.
147. I drive to work and have a parking space in the West Parkade Mon-Fri in downtown Guelph. Depending on the activity, I will walk (if it's nice weather), drive (if I'm picking up take out from Crafty Ramen, quickly stopping in to pick up a product, such as photos from Foto source), or take the bus (if I'm going to a friend overnight or a bar downtown).
148. Because I live in east end Guelph. There are no safe bike paths to downtown core, biking down York road from Watson is a nightmare and dangerous.
149. Walk 20 minutes to get there. Don't feel the need to drive.
150. Active transportation is best for the environment and my own personal health.
151. I will drive if my vehicle is available. If I have a medical appt and no access to the car, I will take Uber.

152. Can't stand the traffic.
153. On street parking downtown during the day is almost impossible
154. If it is raining, I am more likely to drive. If I am making a quick trip with a goal, I am more likely to drive. If I am there to shop around, I might walk. Also, if I am going to a dog-friendly destination, I am more likely to walk with my dog there.
155. I walk. Don't own a car. Borrow when I need one to pick up big stuff.
156. If the weather is bad, we will drive into downtown, or postpone the trip till another day. Otherwise, we will group our needs into a once in a while walk downtown. I refuse to pay for a 30 min park (money-grab).
157. As inconvenient as parking is, I would much prefer to take my car anywhere that I go. When I am early enough to work that I can afford the delay of taking the bus, I will take it just to be dropped off closer to the office than having to walk from a parking spot.
158. Weather is a huge consideration!
159. I take GO transit to Toronto. I would park downtown, but there are no reasonable options for parking. There is also no availability of public transit to get from the West End of Guelph to the Train in the early morning.
160. When I have to quickly stop at the grocery store or library or for a coffee or pick up food I will drive. If I'm going to hangout, shop at the cute stores or get a drink I will walk from my house. Sometimes my health and energy mean I can't walk into downtown because I come up from Wellington and the hills can be challenging but I like to walk around downtown when I can.
161. If I have time and it's nice out, I ride my bike but not really comfortable locking it up to shop for long.
162. Convenience and timing.
163. If the weather is awful, I will decide not to walk. Otherwise, walking 99% of the time.
164. I don't want to take a cab or public transport.
165. I try to bike everywhere, and downtown no exception. Biking downtown is almost always faster and more convenient anyway.
166. Driving can be hellish when there is a game on. Walking is less frustrating.
167. I would prefer to take transit but cannot based on the current schedules, if buses and trains were more frequent, I would be able to take transit downtown.
168. I boycott downtown because it is not accessible. Too few accessible parking spots means they are always full. I hear there are great businesses there, but I can't spend my money there.
169. Cause that's where the place I need to go is.
170. Also, environment and exercise.
171. I drive to work (Brampton) but could be taking the GO train. The only thing preventing me from doing this is the lack of affordable parking downtown near the GO station.
172. Recreationally, I always use my bicycle. A few times a week I'll visit during lunch break for some quick eating / shopping - this depends on the vehicle I use to get to work, often car, occasionally bicycle.
173. I avoid using my car. Parking is too inconvenient, unreliable, and costly.
174. I live out of the city, so the only option is a personal vehicle.
175. There is no option. My office is there to not drive downtown would mean I move the office out of downtown.
176. To walk downtown from where I live takes 20 minutes. Mostly I will walk but when raining or in freezing conditions I will drive.
177. I work very long days, 6 days a week and need to get to and from home quickly to be able to get everything else that needs doing done.
178. Mostly time consideration

179. If I am having lunch downtown and am under a time crunch, then I will get dropped off.
If I am going to a hockey game then I drive. We have VIP parking. I will add though that our VIP parking should not be given away at the start of the game. If I am running late, I should not need to worry that the parking spot I paid for has been resold to someone else.
If I am coming into town for dinner then I drive and leave time to find parking.
If I am coming into town to shop then I park in the parkade.
180. Weekday trips I generally need to transport items for work. Not feasible via public transit.
181. Shorter trip by personal vehicle than transit.
182. Elderly, ability to shop variety of shops, replenish supplies, enjoy a meal. All must be done within 2 hrs, fixed income, limited pin money for nonessentials.
183. Driving is quickest and easiest.
184. Depends on timing and need. I like to cycle if I can but need to drive and park for myriad reasons.
185. I work downtown and have several client appointments usually at their place of work so need to use my own vehicle. I also live about 20 minutes from downtown out of the city.
186. I live an hour away from Guelph and work downtown therefore drive.
187. Prefer to walk.
188. Because the pay lots are so expensive and my employer doesn't provide or pay for parking, I will normally park downtown and walk in from a near by neighborhood since its free, but some days I have to pick up my daughter and need to park close by for a quick exit and with the loss of the Macdonell and Baker street lots for by the hour parking (which is still expensive) I risk getting ticketed on those days since the other lots are expensive and almost as big of a walk as parking out of downtown. I also don't like going into parkades because of all the homeless people in the area and don't feel safe (a woman I work with had a knife pulled on her going into the parkade at Quebec street one time and it hasn't sat well to go in there alone anytime of day since)
189. I normally drive downtown for work as I sometimes have to leave work to go visit clients outside of downtown for work and I need my car nearby for emergency situations that may arise for my job.
190. Depends on whether I will be consuming alcohol.
191. Parking availability plays a big part in deciding whether to walk or drive.
192. I can't walk across town every day.
193. It is a bit far to walk for me, though I have considered it in the past. I might go on my e-bike when I get it but am a little concerned about it being stolen.
194. I live on Cardigan Street so accessing downtown as a pedestrian is generally faster and easier than driving.
195. I pay for an on-street parking space.
196. Biking is the fastest method of transport. Bus is a short trip, so I have to weigh if it's worth a ticket. walking is faster than the bus on weekends. I occasionally rent a vehicle.
197. For safety and convenience, I'd prefer to have my own vehicle. Am uncomfortable going downtown alone even during the day. Bus access is not appropriate for someone who has chronic health conditions that affect their mobility. Lack of parking that is accessible for medical appointments or events is a big issue, as well as the isolated areas surrounding the parking areas and buildings.
198. I will generally walk if I have time. Also walk more since Quebec St. lot is under construction.
199. I drop off a family member at work and pick them up after we are both done, so driving my vehicle on workdays is most convenient. When I travel for personal reasons, I will often walk as I live close enough that walking is a welcome change, and I don't have to worry about finding parking.
200. As an employee with parking provided, I am free to access all downtown and chose to walk to most amenities from my provided parking.
201. The weather.

202. I usually drive, but my decision is usually based on how long I have to circle to find parking, or perhaps getting a ride especially for something like ordering takeout from a restaurant downtown.
203. I live downtown close to City Hall. I am a Realtor so require a car to travel to appts. I park the car long term in Market Square Parkade. For anything personal downtown, I walk.
204. I literally live here; doesn't matter how I travel? I live and work from a downtown apartment right across from city hall. I couldn't be more downtown 24/7.
205. Don't want to deal with having to find parking as I spend more time driving in circles looking for parking.
206. I live downtown so I don't have a choice of travel. I have to travel and park here because I live here.
207. If I have the time, I will take transit but if I'm in a hurry I will take a car, I prefer to take the bus since it is easier.
208. Time of day. If it's "rush hour" or a weekend I will walk. It takes longer for me to drive and find a spot than it does to walk.
209. It depends on who I'm with and what kind of time we have, or how busy I anticipate parking will be.
210. I live about a 20-minute walk from downtown. I will walk or bike if I am going for leisure (too see a movie, go out for dinner, shop), but tend to drive if I am going downtown for an appointment and need to be back at home/at work quickly (e.g. a mid-day doctors or dentist appointment, a hair appointment right after work) or am coming downtown after another activity (social drinks with teammates after playing a sport).
211. Depends on the time of day and why I am going downtown.
212. No access to public transit from home.
213. If I am going for the bars, I usually take a bus or uber but if I am not, I will drive my personal vehicle.
214. So many great businesses and restaurants.
215. If there is no parking I won't go downtown (if I'm driving that day). If I'm taking the bus I will usually go downtown unless it's extremely busy, I can't walk for a long time so I can't stay as long as I could if I could drive.
216. If I need to take the train, then I will take the bus to the train station. If I am going out for dinner, I will drive or ride my motorcycle.
217. I can only reach downtown by car so not much of a decision.
218. The bus travel time from the suburbs in the south end takes about four times the travel time of driving. If you want to get people like me (older) to the downtown, then improve the travel times by fixing the route system.
219. Depends on time of day and day of week. Its impossible to park downtown after 5pm on a weekend so its better off to just call an Uber.
220. Biking or walking is usually significantly more convenient than driving - and it's more fun.
221. Depending on how long I have to be there, why I am going down and where I need to get to afterward. Example/ I live off Paisley and it can take up to an hour to get downtown by the bus vs 5-9 min by my own personal car. If I am not in a rush or know I am going to be having drinks with friends - I am more likely to bus downtown than drive/get dropped off.
I used to try biking, but the City of Guelph is not safe for bikers.
222. I live < 300 m from downtown - so no point of doing anything else but walking/biking.
223. I work Downtown Guelph unfortunately I have to pay for a parking pass downtown Guelph, as I could not afford a ticket everyday from bylaw. We should be able to park Downtown for longer than 2 hours. Downtown Guelph does not accommodate for those who work in this area.
224. Availability of parking on street drives decision, not using parking garages. And angled parking is a must, parallel parking is horrible for traffic and older people.
225. Shopping and banking.

- 226. I work downtown and don't have a choice but will sometimes work from home to save on fuel costs.
- 227. I generally don't like driving downtown because parking is usually such an issue. I've never visited the parkade because I don't want to pay for parking, plus it's usually a long walk from where I need to be.
- 228. You sent 12 identical emails asking me for this.
- 229. I typically travel to Yarmouth Street and since the Barker Street parking is gone, I struggle to find parking.
- 230. I use electric bike whenever possible. Including winter. It is convenient to be able to "park" my bike at the store front.
- 231. I try to bike as often as possible to work downtown; however partial childcare school drop off days require me to use a vehicle.
- 232. I commute on the GO train. I decide to drive into Guelph based on time of day, as the city does not have sufficient GO parking if I miss the first train.
- 233. I go to watch the Guelph Storm games, then I drive or carpool.
- 234. I live downtown, so usually withing walking distance of where I need to go. Unless I'm picking up a meal or doing significant/heavy shopping, I'd rather walk than drive.
- 235. Taking my personal car is much faster than taking the bus. If I am consuming alcohol, then I need to take a ride share.
- 236. Depends on who is parked in the driveway or the garage.
- 237. I only drive my personal vehicle.
- 238. I work in the downtown core. Parking is not available for a reasonable fee; I end up parking on a residential street like most of my coworkers and walk into the core.
- 239. Food and restaurants.
- 240. with multiple small children sometimes, we walk downtown to take a walk and get exercise and fresh air to get out activities/shops and sometimes if the weather is poor or we have time constraints or have too much to carry we drive or time of day.
- 241. I drive downtown if there's somewhere I want to go.
- 242. I drive for the convenience.
- 243. If I am picking up something heavy, for instance 50 lb bags of flour from the Flour Barrel I will drive. I will also drive if I am stopping for an errand when I've already been out in my car. For this reason, I feel that many quick turnaround parking spots (such as the 15-minute ones) are very convenient. If I am travelling downtown for work or recreational purposes, such as to meet friends for dinner or see a movie at the Bookshelf I would always bike or walk - these modes allow me to travel directly to my destination without any concern for parking/walking.
- 244. I work full time and raise 3 kids. I drive because I barely have time to breath let alone go for a walk or a bike ride. I drive always.
- 245. I don't live in Guelph, so I'm usually only downtown when I take the bus into town.
- 246. Weather is often a factor, if we're also going to be running errands outside of downtown before or after.
- 247. I live downtown, as a resident we should have easily accessible/ affordable parking.
- 248. I live downtown, as resident who I should have free or discounted parking.
- 249. If I have my parents with me (accessibility concerns) I will drive. If I'm bringing my son to hockey practice at Sleeman Centre, I will drive.
- 250. To get exercise, to avoid polluting with my car.
- 251. Hours of free parking
- 252. I would love to use public transit or bike downtown, but with a young family the convenience and time of a car is hard to beat at this point in my life.
- 253. Would take transit more if transit was more frequent and better connected.

254. Sometimes it takes forever to find a parking appt and since it's a 2 hour limit, depends if the walking distance plus appointment/need would meet the time limits... such as if I can only park in front of the church, and my appointment is down towards city hall or further, the time it takes to walk to/from plus the time I am downtown for may exceed the time limit allowed for parking. Prime example? My family loves to spend weekends downtown but we are limited to 2 hours only because I don't like where the parkade is as my little one gets too tired to walk back to the car. It sucks!
255. If it's a quick trip for an errand, I often need a 15–30-minute parking spot and I drive my personal vehicle. When I go for dinner or a longer trip to downtown, I usually walk.
256. I work on call and always have to drive for work-other options unavailable to me (carry specific equipment in car).
257. I do what's best for a carbon-choked world, and what keeps me healthy. Studies show that those that drive to locations under 2 km away tend to live 4-6 years less than the national life expectancy. Also, Guelph downtown (for the most part) is beautiful with gorgeous stone architecture and can be best appreciated from foot.
258. Will ride a bike on particularly nice days.
259. Don't drink and drive.
260. Live out of town, work downtown Guelph, must drive vehicle.
261. I prefer to walk because parking is a pain to find sometimes. Walking is also better for my health and the environment.
262. I also consider how big or heavy things might be that I will have to carry.
263. There is no other option from my location to get to downtown.
264. I walk because of exercise and easier than finding parking.
265. I drive because it would take far too long to take transit.
266. I drive downtown because for work and pay for parking and when going downtown for other reasons try to get a ride because parking is horrendous. I prefer using a car because Uber/taxis are very expensive when also owning a vehicle and taking a bus is time consuming and doesn't allow the flexibility of being where I need at the time, I need to without sacrificing a lot of personal time.
267. Safe parking space, has ample parking time slot to complete my task/ purpose of visit, is economical, requires less travel to the business.
268. Find the downtown congested on weekends when an event is happening. Hard to find parking.
269. Prefer to drive if I will be leaving downtown after dark. Uncomfortable being out alone downtown and on my walk back home to the area of Guelph General Hospital.
270. I take my car to work when I need it for work. Unfortunately, this usually means parking costs, and the annoyance of finding parking close to my work.
271. I moved back to Guelph after 5 years. It seems there is much less parking downtown than before I left, and it deters me from going at all. Wasn't an entire lot removed? Also, the fact that we have so little designated Free Parking for the Go Train is ridiculous. Do you think that business sector workers, in their formal clothes, are going to get up an hour early to wait in the snow or heat for a Guelph city bus? It's laughable. It would take almost as long for them to get downtown to their train as it would if they just DROVE to Toronto instead. That's if they don't miss the Guelph city bus, which are notoriously unreliable outside of "student zones" and have multiple transfer points. Are the commuters expected to have a 3-hr trip each way? It's not like once people get to Union, that their commute is done either, they have to get to their destination within the city. It is negligent to deny people parking, and I can only assume it is some short-sighted eco-hippie decision meant to encourage people to take the city bus to the train because there is no reasonable explanation for it in a functioning urban center. It doesn't work. I know many people who just drive to Milton and park there. What a waste of gas and emissions. Or they don't bother with trains and all and

just drive to Toronto and keep the convenience of coming and going out of the city when they please. My mom worked in Toronto for a decade and could not be bothered with your ridiculous GO Train situation. She just drove.

- 272. I am a short walk to the centre of downtown and will typically walk except for when there is poor weather.
- 273. There is no available transit or safe bike paths that would be even close to how long it takes me to get downtown by car, so I don't even consider it an option even though I care about my environmental footprint.
- 274. I used to bike more but worry about safety because of increased traffic and increased theft. I use the car now but stress about finding parking.
- 275. I have a disability that makes using public transit difficult. Also, being a vehicle owner (which is a necessity for me) I'm already spending a lot on my car. With that in mind, taking transit is too expensive.
- 276. Live out of town and work in health care in downtown Guelph.
- 277. I own my own car, mainly convenience.
- 278. Time taken. How much longer would taking the bus take? How long would I wait for a bus at both ends of my trip?
- 279. Depends on what I'm doing and where I'm going. i.e., shopping and carrying items, I'll drive. To enjoy a restaurant, I'll walk.
- 280. If it is nice out, I will walk maybe once or twice a month.
- 281. Availability.
- 282. No other way to get to and from my house.
- 283. mostly convenience as I work downtown.
- 284. I require my car most days for my job in the summer, so I have to drive to work before going on site visits. In the winter, the sidewalks from where I live to my workplace are not reliably cleared or not icy. The bus does not come at convenient times to start or end the day. I would like to bike, but I do not feel safe locking my bike anywhere downtown nor biking on the main roads. Bike lanes are not enough.
- 285. I am always rushing and need parking, but it's not always guaranteed. I lived near downtown and sometimes walked but weather conditions prevented that.
- 286. I commute from out of town - only option is GO Bus and it is not convenient.
- 287. I have a car required for my job, so I drive it daily. I use my car if I need to go downtown.
- 288. I travel for work so driving makes sense.
- 289. Mainly depends if the weather is nice, if it is I walk or bike depending on how far I'm going. If not, if the car is available, I will drive or bus.
- 290. To conduct my tasks that need to be done.
- 291. Weekday - for employment, I always drive. Personal outings depend on parking and time of day as specifically weekend evenings, there is no parking available.
- 292. Sometimes I don't bother to go downtown because I get frustrated about availability of safe parking.
- 293. I work downtown and I live out of town therefore I must drive downtown.
- 294. I drive if in a bit of a hurry hoping to find parking. Otherwise, walking is preferable to avoid driving around looking for parking. Or I will park on city streets close to downtown and walk to my destination.
- 295. I travel in my personal vehicle for work, and sometimes for eating out on weekends and weeknights. It is very convenient as I have a parking pass paid by my workplace. I live out of town.
- 296. I am travelling from out-of-town.

297. I work downtown. Although my employer pays for the space, it is a taxable benefit which costs me approximately \$2,000 per year.
298. I commute to my employer downtown Guelph.
299. I live in walking distance, so I usually just walk because driving downtown is a nightmare.
300. If the weather is nice, I walk. If the weather is not nice, I potentially drive. If my husband needs the car, I walk. I now have parking through my office. Prior to me having parking I was either dropped off or walked.
301. Not many available free parking spots so I'd rather get dropped off if I can.
302. If there are no parking spots available that determines how often I come to the downtown area
303. The biggest factors are convenience, availability of parking and my reason for going downtown. i.e., will I consume alcohol.
304. I own a car and drive it downtown.
305. Time constraints. stuff and passengers to haul. anticipated parking availability. weather.
306. I work downtown every day and need a vehicle for flexibility to travel to clients throughout the day also.
307. Time to travel. Parking. Roads are busy.
308. Car is most convenient. Need handicap parking for my wife.
309. Usually, one person in the household drops the other off.
310. There's not a lot of parking spaces, and parking is expensive so I will bus when I feel I have to.
311. I travel downtown due to work. No other reason to visit downtown.
312. Only way to get to downtown is for me to drive.
313. I have no choice; my employer is located downtown. I commute in from outside of Guelph.
314. If I already own a car, I won't take transit. Transit in Guelph is too expensive and inefficient. I also don't like people, so I will never choose to be around more people as I travel if I have another method.
315. there is no transport from out of town to Guelph appropriate for getting me to and from work on time, therefore I have to drive in my personal vehicle.
316. N/A
317. Takes me 5 mins to drive but would take over an hour on the bus with kid's school drop offs all forms of transit other than driving makes no sense for me.
318. I work downtown and have to park my personal vehicle when I am at work.
319. I travel from east of Toronto to work in Guelph. Public transportation is not a reasonable option as I start my day at 7am and it would take considerably more time to take public transportation than it does to drive.
320. I commute outside of the city and travel to the transportation hub outside of regular bus times (5:30 am). Traveling to the downtown I use my own vehicle because it is cost effective for me.
321. Depending on whether an event is happening, then I walk as there will be zero parking available. If I am shopping, then I drive as it's too far for me to walk with my purchases. Parking downtown is a real issue and as there are so many independent businesses as well as services, adequate parking is essential for the downtown. Right now, the availability is far from adequate and has not been addressed quickly enough.
322. My reasons are based on needs and convenience. I live in Guelph and work downtown. I have to pay for my monthly parking pass in the east parkade.
323. Costly and inconvenient to take transit and too far to walk so I drive and park downtown.
324. Don't take city bus as it takes too long to get where you need to go.
325. Parking is the last thing on my mind, we need to stop fixating on it. Fixate and use it to drive more growth in terms of both residential and commercial development.
326. Drive to the closest free parking lot and walk from there.

- 327. Work and use downtown facilities on weekend (shops, restaurants).
- 328. As a one-vehicle household, it is often determined by who needs the vehicle on a particular day.
- 329. I live about 10-15 mins walk from downtown. I walk if it's warm enough. I'll drive if it's a short trip and I expect to find a parking spot. I will get a ride if I'm going for longer than a short trip or I expect parking will be hard to find (time of day).
- 330. I have a personal vehicle that is always available; public transit is not convenient as I pick up kids at a non-downtown location after work before heading home.
- 331. I drive or take a bus, depending on the weather. I only come downtown for work. I don't come downtown for any other reason because there's no convenient parking. Lots are not anywhere where I would like to go, and neither are bus stops.
- 332. I typically only use my personal vehicle or as a passenger in my spouse's vehicle.
- 333. Parking is difficult so I walk to avoid trying to find parking.
- 334. Outside of work I dine and socialize downtown and avoid driving due to alcohol consumption.
- 335. I have to bring my kids to their school before I go into work, therefore I don't have a lot of time to wait for public transportation and just drive myself and pay (a lot) for parking.
- 336. Depends on the event if alcohol is involved will take a taxi or uber.
- 337. I have to drive, only real option to get to the GO train quickly for a long commute.
- 338. Own a personal vehicle and can come and go at my own convenience.
- 339. It's all about time and convenience. I do not have time to spend on public transit or would I pay for public transit or other modes of transportation when I already own a car and pay for monthly parking pass for the west parkade. I live in the south end, so walking is not an option.
- 340. I live outside downtown core so use vehicle to travel to downtown when I go, typically running multiple errands around town and not just to and from the downtown location.
- 341. Parking is not readily available, and the lots are too far away so I carpool if possible.
- 342. If I know there is an event (hockey game, River Run show), I will plan to use Uber. If I'm traveling to downtown during the day, I will typically drive myself and find street parking or pay to park in a parkade.
- 343. if I can not find accessible parking I would prefer not to go downtown, baker street parking was perfect and I could access my doctor's office, my wife is disabled and now has to walk a long distance too go to a doctor because of a new "lovely, overpriced library."
- 344. Deciding to go downtown for anything, takes into consideration that it is very hard to find parking. I do go down for movies and the odd meal, but parking can be a headache, and the parking parkades are often empty and again, I am very nervous about my safety when I go to pickup my car.
- 345. Public transit in Guelph is not always easily accessible and trips can take up to five times longer by bus. Biking is out of the question due to an absurdly high rates of bike theft and abysmal biking infrastructure through the city.
- 346. I would prefer to bike but know that there is a high chance of it being stolen if I lock it up outside for any length of time.
- 347. Transit is not really an option in Guelph due to schedules etc. and it is a short drive.
- 348. To get there quickly.
- 349. Depends upon how much time is available for the visit. This determines the method used to travel downtown. With lots of time I walk and small windows of time I drive.
- 350. Commute from my home in Waterloo to downtown Guelph for work - too far for alternative modes
- 351. Transit is not convenient.
- 352. My health issues means that I cannot always walk.
- 353. I live near a transit hub, but sometimes a bus won't be coming for a while, and I decide to walk.

- 354. Where possible I try to walk or bike for environmental/personal health reasons but feel nervous locking my bike downtown due to the high risk of bike theft.
- 355. When I have the time and the weather cooperate, I ride my bike. For medical appointments, I usually drive.
- 356. I am experiencing prolonged illness and get there however I can. I'm close to downtown (GCVI). but not sure if it is considered to actually downtown proper.
- 357. Time of day determines how parking availability is downtown.
- 358. I live too far to walk, I do not like to take the bus, and I have a small car (so why not use it?)
- 359. I live 20 mins from downtown Guelph with no bus service.
- 360. Live downtown so I walk.
- 361. I bike if I am drinking or if I want some exercise.
- 362. I walk if I can if it's too far, I'll take my car.
- 363. If I have time and don't need to transport a lot of stuff, I ride downtown sometimes but unfortunately need my work vehicle most days.
- 364. Winter- drive other seasons- bike. Walk when my knee doesn't hurt!
- 365. Need for business.
- 366. Live outside of Guelph in the country.
- 367. My first choice is to walk but weather and time available are considered.
- 368. Park downtown for work. Carpool regularly. Not feasible to take transit. Have need for vehicle after work to pick up kids.
- 369. I live close to downtown. One of the biggest factors is related to how easy it is to cross Norfolk street.
- 370. I live downtown so it's easy to walk and not worry about parking.
- 371. I live out of town and work downtown. Driving is really the only option for me.
- 372. I travel to work in a car and stop into downtown often after work or I drive from out of town on weekends into the downtown.
- 373. Quick trips.
- 374. To shop and support local small businesses. There is always parking at Walmart. Why not more to support local instead
- 375. Personal vehicle is most convenient and available in my household, with some scheduling for use considerations.
- 376. Prefer to walk but will drive in interest of time or if picking up hot food.
- 377. Will drive vs walk if I need to buy multiple items (large grocery shop or LCBO)
- 378. I usually avoid going to businesses downtown cause the parking sucks.
- 379. When attending my place of business, I always drive due to the large number of items I need to transport.
- 380. I live downtown.
- 381. Picking up/purchasing heavy items/multiple items requires a vehicle, simple tasks like banking or dining do not.
- 382. Generally, my decision is seasonal. I drive more in the winter and bike in the warmer months. If my trip is time sensitive, I will usually drive. Otherwise, biking is great for exercise, but there is not a safe spot to store my bike while shopping and eating downtown unfortunately or else I would bike a lot more.
- 383. I drive more to downtown in Winter. I walk and cycle more in Spring, Summer, and Fall. How I get there also depends on any need to carry heavy items to/from downtown.
- 384. Please see other response.
- 385. Transit takes too long from the east end.

386. I live adjacent to downtown, and I don't want to search for parking/don't want to move the car from my apartment parking and lose my spot. Bike works for most places anyway but if I didn't live nearby, I would do business elsewhere due to parking.
387. I need accessible parking due to walking limits and distances.
388. I live on the south end of Guelph, and I work early mornings downtown so taking the bus takes way too long to get to work in the morning too much of a hassle. Driving is easier for me.
389. I travel from Fergus daily to work downtown on Quebec Street. Due to construction, there is no free parking available (although, there was parking in the past). There have been no alternatives offered by the city leaving us having to park a long distance from our place of work.
390. If I will need to be close to one of the larger parkades, I will drive myself. If I need to access a business further from the main two, especially in winter months, I use a rideshare.
391. As kitchen Coordinator for Royal City Mission, I need to do pickup and delivery as well as in the facility so if it's scheduled pickup I need the vehicle and have it available within reasonable distance. If not, pickup day I park out of downtown area or get dropped off. I also have an ongoing injury that affects walking.
392. If I don't think there will be available parking I will get dropped off.
393. I live outside of town, not on a transit route so I drive to downtown all the time.
394. It really depends on if I have time to take the bus or not since that takes longer than driving. Also, access to free parking makes that the easier choice since it's cheaper than the bus.
395. Why bother no central parking all that is there is banks and bars.
396. The two-hour limit is ridiculous.... And the expense of parking and distance to walk from paid parking doesn't work for me.
397. I would like to bus more but the bus route is inconvenient and spaced too far apart. I'd bike more often but traffic has been dangerous.
398. Ease of use, reliable, known, and safe. I drive downtown because I can control my trip there and back. With a bus, I never know if it's on schedule, and when I'm leaving downtown, I never know how many people will threaten me on Cardigan street while I'm waiting for a late bus.
399. Time of day
400. Walking or biking makes sense for myself and my enjoyment but also for one less car in the street. I am close to downtown so this is also any easy choice for me.
401. There is minimal parking available as it is usually all full, so I typically take Ubers or the bus to avoid the hassle of looking for a spot.
402. When connecting to the GO train, I take the bus. For visiting downtown, I prefer driving a vehicle.
403. I will drive if there is good parking available.
404. Public transit is out of my way, inconvenient, and forces me to carry all my purchases with me. Furthermore, I can't plan on going anywhere else after as it would take way too long.
405. I like to take my car if I am visiting shops where I might have a heavier load to come home on transit. If there was greater frequency of public transit, I would use it much more.
406. I rarely go anywhere downtown than the occasional restaurant visits and Wyndham's Art Supplies, where I shop once or twice a month. I am a professional artist and the supplies I buy require a vehicle because I am of poor health. For large items, I would love greater availability of parking close by, but that is rarely possible, only between 5:30 and 6 on weekdays or even Saturdays. I require delivery for most large items and large orders, then. Delivery is 7 dollars. Parking would be cheaper but it's not that feasible. By taking out the Baker St Parking Lot, I was much inconvenienced. From the Wilson Street parkade, the walk is uphill you know. From the Mall parkade, one needs to pass through the hot atmosphere of the place. Couple my fitness level, these distances, and conditions with the (to me) scary homeless people, the whole thing is very unpleasant. I used to own studio space. A few spaces

are rarely policed by bylaw officers on the church side of the bank's parking lot nearby, but the homeless people scare me, startle me, lead me to be concerned about my car there, and a bit about my personal safety. The city really complicated my life by removing the Baker Street parking lot. I have since ceased renting space. Arts. Downtown is such a pain. I even used to exhibit art for sale at The Artisan Store in the Mall that too was very unpleasant. Besides the cost of the parkade parking, homeless individuals were more times than not in the stairwells and elevator alcoves. But I have heard that is not the City's responsibility. Yet the city doomed us all to deal with these things by taking out the Baker St Parking lot. But hey, the library which I will not use will provide shelter for the homeless, I guess, like these other areas I mentioned. I am not pleased with downtown. If it wasn't for Wyndham's I would never visit there, honestly.

- 407. Baker Street Parking Lot being closed has limited parking availability.
- 408. I'll only be driven downtown or drive myself.
- 409. If I am in a hurry, I will drive. Otherwise, walk.
- 410. We chose to live close enough to downtown that we can walk.
- 411. Bike parking and safety of streets
- 412. It would depend on why I'm traveling downtown, if it's for dinner I would drive or take an uber. If it's for exercise I would bike.
- 413. I take my car everywhere - preferred mode of transportation.
- 414. Convenience of having my own car.
- 415. I live close enough that walking is the most convenient way to get there.
- 416. I live downtown, there is no option for how I travel downtown. I must go there. I wish there were a way for me to choose/get preference for where I can park in the city lots because when I bought a pass when I first moved here it was far away from my apartment (which does not provide parking) so I have to rely on city lots and I often get ticketed now if I am ill or sleep in and don't move my car.
- 417. Downtown is just one shopping option. It must compete with the stone road mall and strip malls/ big box with free parking.
- 418. I always take my own vehicle so I can attend/leave work on my own schedule.
- 419. If I have difficulty parking for short shopping trips, I go elsewhere - Stone Rd Mall or Fergus.
- 420. Parking is difficult to find and can be expensive.
- 421. I live within walking distance of downtown so it's usually easier if I walk. If I were to drive, I would spend more time finding parking so it's not worth it. I also like the exercise and being outside for the walk versus driving. Plus, environmental impact. I would love if certain streets of downtown were pedestrian/bike only (like they were in the summers during the pandemic).
- 422. I live far from the downtown core - taking transit, biking etc. would simply take way too long.
- 423. Convenience and necessity.
- 424. Shorter trip, one-two destinations only.
- 425. During the week, I work downtown once a week. My employer pays for part of my parking costs. If I need to go downtown for reasons other than work, parking is my biggest concern. My doctor's office is located downtown. I try and make appointments very early in the morning as I know finding street parking is typically easier in the early hours. I don't make afternoon appointments as parking is a bit of a joke. If I can't find free parking near the office/store I need to visit, I don't bother going. I used to visit the dentist office located on Douglas Street. Since parking is an absolute nightmare in that area, one of the reasons I decided to switch to another dentist office in the south end was since the new office has an abundance of free parking.
- 426. I drive when I am out doing other errands that require a car. I try to walk when just going downtown for a meal.

427. Taxi's/ride sharing services are becoming very expensive. There is no public transit where I live in Guelph. I also have two young children that require car seats.
428. Public transit is not a reasonable option given limitations on having to pick up children and get to the parts of town I need to be at in a day.
429. There is no public transit where I live just outside of city limits, so I must drive my car.
430. Downtown is nicer without cars, it great to walk about in general, the streets are narrower and busier than average because add more cars to that.
431. I need my vehicle to come and go.
432. I always drive my personal car.
433. I don't have free all-day parking at my downtown job, so most days I walk to work. If it's bad weather, I drive but then need to move my car throughout the day so as not to get ticketed.
434. Time of day. Alcohol. Length of time spent.
435. During the week I use my car to get to and from work (10 mins). Transit is not usually a viable option due to frequency, route, and timing (takes about 20 minutes from stop to stop). I would like to ride my bike more often however my route is generally not safe to travel by bike (cars and poor winter maintenance for anyone other than cars) and the longer safe route (20 mins with an e-bike) does not fit my schedule while my kids are in school. I take my bike as much as I can during the summer when the kids are out of school, and I can afford the time to go the longer safe route. On the weekends my family and I occasionally walk into downtown. This takes over an hour.
436. It is the lack of availability of reliable public transit that has me taking my car downtown everyday for work when the weather isn't nice enough to ride my bike - I love riding my bike but can be terrifying because of lack of bike infrastructure.
437. I have to park as I drive in from out of town for work.
438. I live on the edge of town; It is inconvenient and takes a long time to get downtown to get downtown using other modes of transportation.
439. Convenience and safety.
440. Usually, a short visit for an appointment or to drop off or pick something up so want to be quick.
441. I come from out of town so have to drive.
442. Church
443. Often, we are required to park close to work due to time constraints and for safety reasons. Parking at Neeve St. and walking to Carden street is often very intimidating and staff feel unsafe. Other parking lots closer to our building are too expensive for a non-profit, charitable organization or they are unavailable.
444. I travel downtown for work and some events in the evening. Always drive personal car, park either in parkade during day or on street parking in evenings/weekends.
445. Weather dependent in the winter I am more likely to drive due to icy surfaces. I try to access downtown services that are within walking distance as I enjoy being able to access services that are close to home.
446. I always drive because of comfort and time efficiency.
447. My parking at work has been taken away by the city. I work at Royal City Mission on Quebec St.
448. Ability to find an accessible parking spot is essential. If I can't find one, I have to go elsewhere.
449. I live too far from downtown to walk/bike and I do not have bus service in my neighbourhood. I either drive myself or get a ride with my husband.
450. There are 3 drivers in my household & two vehicles. Driving to work depends on the car availability. I will get dropped off, or, on rare occasion take transit when going downtown. This is for work and recreation.
451. Distance to downtown. I don't live downtown. I don't like taking transit.

452. I am traveling into Guelph from outside of the city and time constraints necessitates my travel by personal vehicle.
453. I have meetings in downtown Guelph and the times decide for me when I will be there. I live outside of Guelph and public transportation is not an option.
454. I have younger children that I have to drop off and pick up and run to appointments throughout the day. Having my own car so I can jet in and out of work as needed is essential.
455. I don't live in walking distance of downtown, so I always drive my personal vehicle.
456. I have to be at work at earlier hours than most. I do not feel safe or comfortable walking through downtown Guelph in the dark mornings and the buses are too infrequent and too expensive to make it worth my time and trouble to use transit.
457. I live outside the city. Right now, the only way is to drive in. Maybe set up a space where I can leave my car and get a bus directly to downtown.
458. I live just outside of the downtown core (about a 15–20-minute walk to get to Wyndham/ Macdonell). I often drive if I will be there late due to safety reasons, or the weather if it's really gross out. When it's nice, I often walk.
459. I have a CNIB card and ride the bus for free.
460. Walking to and from work is lovely; the only downside is the noise of traffic beside me.
461. I take my gas-powered vehicle.
462. Nothing else to really add...the modes I choose are most convenient and hassle free. Don't really have time to search for parking or pay an exorbitant daily amount in the "empty" newly constructed parking lot!
463. I prefer to drive my own vehicle however if attended a work event with a co-worker, we will often carpool together.
464. Buses take too long for quick trips and are not at all convenient for going anywhere in the city. Especially if ask you want to do is grab take out or something quick.
465. I access the downtown regularly and parking is always an issue. If you want people downtown, then it needs to be easy and convenient.
466. I bike to work whenever possible since it's good exercise and doesn't cost gas or parking money.
467. I generally drive to work; parking is paid for. I occasionally walk on weekends when I have more time.
468. I bike during the summer. I would take the bus more often if it was close to the same time as it takes to drive.
469. I use the travel mode that takes the least time and is most convenient.
470. I work long hours, so I often drive, but if the weather is nice enough to walk or bike then I like to do that for exercise. Some days I also have deliveries to pick up for work and have to drive.
471. transit would add 1 hour to travel time as opposed to 20mins, Also sometimes I need to travel during lunch breaks or to go to appointments.
472. When it's busy, I leave early to ensure I find parking. If I find out the parkades are full, I stay home.
473. Given my proximity to downtown and the fact that I sometimes have two kids in tow, taking a different mode than walking or transit often doesn't make practical sense.
474. I live an hour away from Guelph and work downtown Guelph, so my only mode of transportation is personal vehicle to get to work.
475. I live outside the city limits. There is no bus service where I live.
476. I may go to the library, bank, stores, or a restaurant.
477. I will typically drive since my employer offers downtown parking. However, if I am going for drinks with friends, I would take a taxi or an Uber (whichever is cheapest at the time).
478. Taking a personal car is usually always accessible, so there are not really any choices that need to be taking about how I travel downtown.

479. I travel downtown infrequently, due to lack of, or inconvenient parking.
480. Timing/Convenience - I drive only when I'm already travelling further afield.
481. If the weather isn't terrible and I don't have any time constraints I usually choose to walk. My walk to downtown is typically 15 minutes.
482. It's not my preference to drive downtown as free parking can be limited and if an event is taking place (i.e., Guelph Storm game) there can be significant congestion. I will often park further away and then add on walking time to my destination.
483. I've unfortunately had several poor experiences with by law officers who were very unkind when it comes to interacting with myself and employees - I have no choice but to drive, however my employee now walks to work to avoid dealing with parking tickets and by law officers.
484. I always drive.
485. I enjoy walking / biking and it's more convenient than looking for parking.
486. I do not travel downtown unless absolutely necessary. My doctor is downtown. The parking is atrocious and public transit a joke. I try to avoid downtown if and when possible.
487. Hockey at Sleeman Ctr, shopping, and dining.
488. Depending on length of trip I walk or drive.
489. Depends on if I have access to vehicle that day, the weather, my energy levels, reasons for visiting downtown.
490. Better to go in the morning so I can get parking near the services I need.
491. I would typically always drive my own vehicle but may also travel in some one else vehicle.
492. I only drive.
493. Sometimes I just want to go for a walk to the downtown as my destination.
494. Senior and carrying parcels on bus difficult. Don't go if no parking.
495. It depends on if I have a lot of time to spend downtown or if I'm going to be running quick errands, and whether I am planning on making stops at a number of locations.
496. I usually walk depending on the weather and time I can spare. But most often now I drive because of the convenience especially for shorter trips or if I need to go somewhere else after. I wish I could walk all the time but that is not possible. I used to take the bus, which can work well when leaving downtown, but depending on the route into downtown can become more frustrating.
497. Easier and quicker to jump in the car, spend approximately one hour downtown then gone. Much faster and more convenient than busing, live too far away to walk.
498. I find public transit to be more convenient for me to get downtown than a private vehicle, I would bike to downtown if cycling infrastructure was improved with a focus on off-street or buffered bike lanes.
499. If there were better bike lanes or bike parking downtown, I would consider biking but right now the most convenient way for me to travel downtown is driving. Also bike theft is a concern as well.
500. Like the majority I own a car.
501. I have spent an hour each time trying to park so avoid going.
502. I like to bus and walk, but sometimes I just don't have time. It does not make sense to spend 30 min going downtown and 30 min back when I have a 15 min errand to do.
503. There are too many cars downtown, too much on street parking. Driving downtown is brutal, it's slow, dangerous. Driver's move too quickly and are reckless. I prefer to bike downtown, then walk around when there.
504. I typically choose the bus over my personal car because there is little parking available downtown.
505. When I lived in Guelph, I always biked, unless I was going to bars (then I walked). Now I either drive to downtown or drive to my family and walk from there.
506. I want to get in and out at my convenience, not to someone else schedule or rely on any service.

- 507. I luckily have a spot at work, but if it's on a day off, I won't go downtown because finding parking sucks.
- 508. Walking on the sidewalk along Macdonell between Arthur and Woolwich is narrow for a stroller.
- 509. If the train schedule works for a trip to a destination that's walkable from the station, I prefer it, but the infrequent trains to Guelph (and infrequent local buses to destinations beyond walking distance from the station) mean I usually drive.
- 510. I have regular events that bring me downtown. I try to plan to have the events run when there are less people downtown. I am not happy with the constant lack of available locational parking east and west parkades are not convenient to most locations in downtown without lots of walking.
- 511. Safety don't like walking alone as much given the high number of people on drugs or having mental health episodes.
- 512. Parking is horrible! Traffic is always busy. Forget taking a bus or train ever because of the unsafe location they are at with drugs and crime constantly. How on earth do you expect people to go green?!
- 513. For errands, I use the car. For a meal or drinks out I don't use the car.
- 514. From where I commute it's easier to take Train/Bus. Also having 10min bus service between University of Guelph and downtown is key and a huge factor.
- 515. It's usually based on if I can park close to the business/area I'm visiting.
- 516. In the south end of downtown there are two parkades that I can use, but in the north end of downtown I must get a ride if I will be more than two hours. The north end needs a parking lot or parkade.
- 517. It's much quicker to get to and from downtown by car than by public transit. Also, its cold waiting for buses.
- 518. Depends on the purpose of my trip, if I'm getting groceries at Market Fresh, I'm more likely to drive.
- 519. Convenience - the buses are unreliable and take much longer than driving.
- 520. Safety and security for parking my bike limits me in using my bike to commute to work.
- 521. I want to support local business in the middle of my workday (coffee, sandwiches.) but it's not always easy and I go elsewhere if I can't find some parking in a couple loops.
- 522. My employer arranges parking, which I pay for. I live out of town so only use one mode.
- 523. I prefer to walk, ride my bike, or take transit. I don't like cars in the downtown core. They take up space. I really enjoyed the patio program during COVID, and I think the city should look at ways to increase transit use for the downtown and discourage driving and parking in the core. I don't often take my bike because of the lack of protected spaces to leave my bike and I fear theft.
- 524. Buses are not convenient, so I always use a car.
- 525. I prefer to cycle, when possible, it just a fast and convenient. I only I drive when I 'm combining errands.
- 526. Residents of downtown have no where to park as the City is prioritizing business needs. I had to recently move to an apartment that costs 60% more then what I was paying to include private parking so I could stop getting fined by by-law officers who specifically look out for my vehicles.
- 527. Have disability need, need car parking close to stores for quick trip. Walking around to various stores not an option.
- 528. I don't live within walking distance to downtown, so I have to drive.
- 529. Disability makes car easiest of transportation modes.
- 530. Electrical costs, and weather. Far outweigh car use, when parking fare is involved, along with the availability of a space for small shops.
- 531. Walking contributes to less traffic.
- 532. I typically walk downtown unless the weather is inclement.

533. Driving is typically the only applicable method.
534. As there are no direct bus routes from my house, I live over 8 km away, and biking would require crossing major roadways, I generally drive or carpool to get downtown.
535. Whenever I can do what I need downtown via bike, I will. City maintenance of bike lanes in the late fall, winter and early Spring are a problem though. The safety of certain roadways when on bike is also a significant concern (Gordon McDonalds, the corridor around the Boathouse and others). In my ideal world, biking would be made so safe and convenient that I would invest in a cargo bike and more winter gear so that many trips during the season were on 2 wheels.
536. Drive to a doctor appt. need to get there early as you can not find easy parking on the street-
537. I live in Cambridge, so there is no reasonable alternative to getting to downtown Guelph for work.
538. Summertime I prefer to walk.
539. When I typically go downtown, it is one of several stops I make in a day in different areas of the city.
540. It depends on the weather, the time I have available and the reason for the visit. In good weather we walk for in restaurant meals. Drive to pick up items from stores or take-out.
541. I live 5 a minute walk from downtown so that is mostly how I get there because it's the easiest.
542. To get to work.
543. I do not live in the City of Guelph.
544. Weather is also another reason. Nights that restaurants may be busy are such a hassle for parking.
545. I try to bike if I can. I live 8 km away in the south end and it depends on time, weather, time of day, and whether bike lanes are clear (not usually clear or safe in winter on Gordon).
546. Depends on reason for going downtown.
547. I want to make an effort to use public transit more often but sometimes factors like weather and timing make personal vehicle more convenient.
548. Car dependency has destroyed our cities over the past 60 years, we're 100 years behind the rest of the world and need radical change now to even begin to move in the right direction.
549. Weather (typically walk in the rain/snow instead of bike); I will also walk if I have my infant child with me who is too young to be on a bike. I will occasionally drive if I'm in a rush.
550. Time of day and how much parking is available.
551. Specifically bought a house in ex park so that we could access downtown without driving- an important lifestyle choice for our family. Only drive when I have too much to carry (very rare).
552. Public transit takes too much time getting back and forth.
553. there is always plenty of parking.
554. Usually drive. If weather is good and time permit, I walk.
555. I prefer to bike downtown when the weather is warm enough because it is a short trip, the bike paths are beautiful, and it saves gas money. During the winter or if I am pressed for time I will drive.
556. I take the most convenient option from my location. If we had more transit and active transportation infrastructure I would drive less.
557. I live in Cambridge but have business connections in Guelph down-town and monthly board meetings.
558. Cost of Parking Garages too expensive, 2hr daily limit not enough time and not practical. Finding free parking on side streets are too far from work.
559. Is it safe and quickly accessible to escape what can at time be unhealthy street culture?
560. Always just easier to bike - it's quicker than looking for parking and I can bike directly to where I need to go. I bike throughout the winter and only walk when too snowy. I only occasionally drive less than once a month.
561. I also take parking downtown into consideration. I used to park and meet my daughter at the train, but parking was often not close. Now she calls me from the station, and I drive up and meet her.
562. Weather.

563. I would love to be able to the bus but find service to be too infrequent and unreliable, so I take my car most of the time.
564. Transit options are very limited and a fair walk from home. Not everyone is coming from or to the University!
565. 15-minute bike ride but drive in bad weather.
566. I generally drive as I currently do not live that close to downtown and bus stop is also not convenient to my current home.
567. I prefer to cycle, walk, or take the bus. Unfortunately, many of these other options are not adequate and I am forced to drive. Bike lanes are not continuous or unprotected, buses are infrequent and aren't extensive, and the areas surrounding downtown are not walkable.
568. Must meet my time schedule.
569. I work downtown.
570. Parking is very limited downtown. On certain days I have to be dropped off because I know I will not find a spot. The parking otherwise is expensive.
571. As mentioned above, I live in St. George's park very close to the walking bridge, so it is likely faster to walk than any other mode of transportation.
572. My preference is to drive downtown, especially in the winter months to get to my job. But cost of parking / threat of parking tickets is an ongoing concern for me.
573. I always take the car because of the distance from my house and because of time considerations. Transit would take too long and would be too inconvenient.
574. If I am going somewhere with its own parking (Market Fresh or Library) I drive. Otherwise, I take the bus.
575. I live in the downtown core and park my car in my designated parking space associated with my building. It does not make sense for me to drive one block to access something downtown because I am able-bodied, it just makes sense to walk.
576. Trying to find parking is a challenge, especially during event evenings at the River Run / Sleeman.
577. As a resident living on the periphery of downtown, unless I need to purchase large items from shops downtown or if the weather is truly terrible, I avoid taking my personal vehicle. It is often faster for me to walk to most destinations downtown than it is to drive there and find parking near my destination. In my opinion, personal vehicles do not belong in the downtown core. They are noisy, polluting and a hazard to pedestrians and cyclists and are truly detrimental to the desirability of the downtown as a destination. Road closures during COVID showed us a better way that should be embraced!
578. I usually drive if I am working, but I take the bus or ride programs if I'm going to the bars/shops.
579. Farmers market, coffee shops, other shopping.
580. I only go downtown to go to work. Most of the time I drive myself but sometimes I get dropped off. I don't frequent downtown unless I am working.
581. Usually, I am dropped off downtown in the morning to work and then I will walk home. I do this because it adds built in exercise to my day and is a nice walk. On rainy/cold days I will take the bus home. If I have an appointment that I am required to go to during the day I will drive myself and park in a parkade. I have access to a parking pass from my work. On evenings and weekends, I'll usually go downtown with friends or family, and we will carpool together. If we are going to a storm game or show, we might take the bus so that we don't have to worry about driving home. The buses end service a bit early so if we think we will be later than the busses we will have to decide if we will walk home or call a cab or end our night a bit early. I have ridden my bike downtown but getting around downtown by bicycle is a bit tricky with busy traffic and the threat of bicycle theft makes it an unappealing option.

582. I have laundry that I bring to and from my studio, so I need to drive my personal vehicle and need reliable parking close to my studio. I wish the parking was more affordable though.
583. I used to cycle, but it is now too dangerous, too noisy, too congested so I rely on my car more.
584. Prefer not to walk or bike in bad weather. Will drive if I need to make multiple stops that require me to carry more than I can on my bike.
585. Weather, temp, road conditions
586. When we do not have time to walk from where we live, we may drive or when we are dropping off/picking up something to large to carry easily.
587. It's foolish to drive in Guelph. The city is so small... There is virtually nowhere you can drive to faster than a bike.
588. Health issues cannot walk distances.
589. Most visits are to stop, shop and go. Short-term (15 minutes) parking would be perfect for me, especially if I have to stop at a few locations.
590. I wanted to get to the closest go train with covered parking, so I am able to safely store my car when I travel to Toronto for work.
591. Due to shifts and other issues public transit does not often work,
592. We live too far from downtown to walk at my age and I cannot ride a bike. I have back and hip issues.
593. With a one time only two hours free parking and no convenient long-term parking available in the area and the need to be downtown for a longer time, it's necessary to make other arrangements.
594. I have walking issues and bus stop is not close by. I'm lazy. I drive.
595. I prefer to walk when I have time, the weather is good, and/or I plan to drink. I have free parking at work, but I usually try to walk outside of work hours, especially because finding parking can be inconvenient.
596. Finding parking is very difficult.
597. If dining out, we walk to the restaurant. We also walk to Storm Games. I park downtown during the week for a quick stop to pick up things like alterations, flowers, etc.
598. I would bike downtown if it wasn't so dangerous. I typically take the bus, but occasionally I uber because the busses are unreliable and infrequent. I wish we had safer bike lanes and more frequent busses.
599. I live outside Guelph.
600. During non-winter conditions, if the trip downtown is the only destination and travel time by bike fits with my overall schedule, I may ride my bike instead of driving my car.
601. I travel by personal vehicle for convenience & safety reasons.
602. I live and work downtown and constantly get tickets because I can't afford to park in the paid lots all day and night.
603. I live too far away to walk, and I don't trust leaving an e-bike or something downtown. The bus cannot get me downtown in time to access the GO train during the week. Before moving I used to take the bus. Now I live in the West end of Guelph and the transit is terrible + time consuming. I could take a taxi or Uber but how is that any different than driving myself (taking a taxi both ways would be more than the parking). I tend to stay away from downtown other than when I need to commute because of the cost of parking. Parking in Toronto is cheaper than parking in Guelph. Parking in downtown Kitchener costs between 12-15 dollars for the day.
604. In bad weather I often drive otherwise I try to bike or walk
605. Cycling and walking are just easier, and living within 3km of downtown allows an approximately 10 min commute.
606. Bike by default, car if for other reasons. i.e., road/trail conditions, safety of taking a bike if I've got kids, length of stay (don't want my bike stolen).

607. During the working day, my employer pays for parking. Unfortunately, my job requires me to be mobile and visit multiple sites around the city/county and it is truly a pain to be lugging equipment/supplies to and from the parkades when I am going in and out to appointments. Therefore, I appreciate 15-minute loading zones esp. around the social service agencies/community services, but these are hard to find. I would like to visit downtown Guelph outside of my working hours, but limited access to parking makes this challenging. When I was commuting from Kitchener to Guelph - I loved taking the GO Train to get to work. The challenge in being able to do this was the timing of the train and that it was in fact cheaper for me to pay for parking and gas then it was to take the train in daily. If the cost was the same, I would gladly have spent the extra time walking to and from the train station for environmental reasons, if it was cost effective to do so. Since having a baby, another factor that makes me think about how I travel into Guelph is where can I park that will allow me to have stroller accessibility. I have dragged the stroller up and down stairs when there is no elevator in a parkade, not to mention that some of the sidewalks are truly dangerous and I really feel for those in wheelchairs, as it can be hazardous.
608. Depends on the nature of my trip, whether I need to carry something, weather.
609. I live in the core, so I walk.
Taking the bus is not an efficient use of my time so the only other option is to drive.
610. Not applicable. I go when I need to go downtown and look for my parking.
611. We meet friends at various restaurants for meals or drinks or coffee at various restaurants/bars at lunchtime, dinnertime, late afternoon, or mid morning. We also shop downtown when we go to specific stores. Up until recently, we lived downtown but now we travel by car (too far to walk) or get a lift with friends.
612. We have a large family and it's not always easy to walk.
613. Overall parking is limited and on street parking is difficult to find for non-work activities.
614. Live downtown, so walking is a feasible mode of access.
615. Working in downtown, living in Hamilton. No other option but to drive in.
616. I put that I travel downtown by bus, but that is not correct. I commute to Downtown Guelph using the GO train from Kitchener. There was no option for take the train in the survey.
617. Driving is the only practical choice.
618. Benefit from employer.
619. Live outside of Guelph, commute for work.
620. Taking the bus takes too long and taxi is costly.
621. When parking downtown for work, I park on free side streets and walk into the downtown core. When going to stores downtown, I coordinate with days I work downtown or look for a parking spot as needed.
622. I don't have an option other than personal vehicle.
623. Parking is always hard to find downtown, so I avoid it during the weekends.
624. Weather, and how long I'll be downtown for will be big factors in how I get there.
625. I have my own car and I park at the boat house. The walk is a good exercise during summer, but I honestly don't want to walk in freezing rain and winter.
626. I am employed downtown Guelph.
627. If outside of needing my car to get to work downtown I travel downtown for services or events and will often take the bus or taxi.
628. mostly it is time but sometimes it is weather.
629. I commute from over an hour away with dropping off my child at daycare first I only have time to park downtown in order to start work on time.
630. It's more affordable to drive than take the GO train.

- 631. Know what I want and need and where to go.
- 632. I walk to work unless its terrible weather. when shopping, coming for dinner or Sleeman center we drive so we don't have to walk home late at night.
- 633. Weather plays a role as well.
- 634. I do not live in Guelph and not many other options to commute to work than driving personal vehicle.
- 635. We try and do multiple things when we know we are going downtown.
- 636. There are no other reasonable transportation options to travel Downtown from my starting destination. Google maps says walking would take 4 plus hours and cycling would be 1 hour and 30 minutes. There is no public transit from my location. I access Downtown between the hours of 7am and 11pm depending on my specific needs. Driving door to door takes 24 minutes and accommodates my ever-changing needs and unpredictable schedule.
- 637. Depending on activity and time of day will determine how I travel downtown.
- 638. I prefer to drive in my own vehicle and be able to come and go as needed.
- 639. I work downtown during the week. On weekends I shop (mostly specialty grocery and bakeries), take my son to hockey at the Sleeman Centre, haircuts etc.
- 640. Coming from out of town so no other transportation options, also accessibility considerations for distance from parking
- 641. The location in which I live.
- 642. I primarily walk downtown but if the weather is crummy or I'm short on time I'll drive. I work at City Hall, and parking nearby is expensive, so I'll very rarely drive if I'm going to work. Parking downtown is such a pain that it makes me more likely to walk, which is a good thing in my mind. Less parking downtown would push me to walk even more. The crappier the parking situation is the better the incentive for me to walk.
- 643. Mobility can be an issue depending on flair ups.
- 644. If there was free parking for the workday, I would use car.
- 645. I live near the university and do not own a car. The 99S and 99N are direct busses within a short walk of my home to my job at City hall. When I miss the bus on a day with poor weather, I have to Uber to make it to work on time and in a low stress way.
- 646. If I have time I will walk the 25 mins to the downtown, or transit system is not convenient. if I have limited time, I will take my car and park on the street. if I'm going to be working downtown and travelling else where in the city during the day, I will take my car and park in a parking structure.
- 647. I work downtown and when the weather is accommodating, I enjoy riding my bike to work.
- 648. Always drive own car when working for convenience and need to be flexible with availability. Occasionally take free bus for hockey games.
- 649. I work downtown and live outside Guelph car is the only method to for me to get to work and there is no parking. I have been told this by the city already. my jeep is too large to fit in parking structures and no street lots have spots.
- 650. I live out of town, too far to walk or bike (or other personal mobility), and no transit options exist.
- 651. We both use electric trikes, if there is not easy secure parking for our bikes near where we need to go, I will take the car instead as they are more likely to be vandalized downtown.
- 652. My work schedule determines what time I must be downtown. I coordinate with the bus schedule to get to work on time. The other factor is weather conditions. I may choose to walk more or less depending on the weather conditions.
- 653. Because I live downtown, I walk, but sometimes take the bus to campus, mall etc.
- 654. If there is an event or my massage appointment.
- 655. I live downtown and prefer to walk unless the weather is bad or I am stringing outside downtown errands together.

656. Generally, drive as it's for work and I need to be there for specific times and bring my tools for my job. For personal visits I also drive as I like to visit some stores on my way to or from other errands at other stores throughout Guelph.
657. I should walk more, but I often drive as I'm usually short on time.
658. I work downtown and live out of town; I don't have much choice but to drive my personal vehicle into work. Parking is provided by my employer however I don't consider the parking to be in the downtown core. It is at the boathouse and is just shy of a 1km walk into work. I do take a late lunch and while on that lunch drive my car up to the downtown and take advantage of the 2 hours of free parking for my last 2 hours of work each day.
659. I am coming in with a 40-minute drive. Riding a bike or walking are not real options for me. Transit would add 4 hours to my commute time.
660. I work downtown so I have to park close to my workplace. It is challenging to find parking especially being a city of Guelph employee and the free parking provided has a lot of potholes so sometimes I rely on street parking, but most parking is only 2 hours long and you cannot repark anywhere else without receiving a ticket.
661. I work downtown; therefore, I do not have a choice, I have to be downtown.
662. I live in Mississauga but work in downtown Guelph. So, I drive to downtown for work at least 2 times a week.
663. As it is better for my health and the health of the planet and because I live close to downtown, I generally walk there to work and spend money.
664. If weather permits, I will walk downtown.
665. If I know I will be likely having a couple of drinks I will walk.
666. Often there are no mobility spots.
667. I don't live in Guelph so taking the bus, biking, or walking into work is not an option.
668. Availability of parking knowing I likely won't find a spot close to west I need to go on weekends. More likely to find parking on weekday evenings. Will walk on good weather days.
669. Mainly for work.
670. I walk but if I have to carry something, as I am in my 70's I take a car. If it's a quick visit I will drive and park downtown but if I'm going to be more than 2 hours, I will park somewhere that is free for the whole day as close as I can then walk from there to downtown in nice weather, I take the bus to work downtown, during the winter or rainy days I drive.
671. I am a parent of 2 very young children and work in the downtown area (my youngest also attends daycare in the downtown core).
I have little time for transportation each day. I choose my personal vehicle (even though parking is a challenge, and it is costly) because I simply don't have enough hours in the day between working and caring for children to use alternative modes of transportation. It is also very cumbersome and difficult to travel by transit with a stroller.
Maybe when my children are older, I may look to use alternate forms of transportation, but right now it is too difficult when I finish work at 4:30/5, we get home and 6 pm and my kids go to bed at 7 pm. There are also future to re-align my direct route to downtown from the west end to a more convoluted route. Before having kids, I would occasionally take transit downtown because it was convenient, but not anymore.
672. I go when I need to, taking extra time into consideration to find parking because it is always a struggle.
673. I commute from out of town and require parking in the core.
674. I live in the downtown core so walking or biking is easy, quick, affordable, enjoyable and good exercise.
675. Availability of a vehicle to get there.

676. I live on the edge of downtown. It would take longer to drive than walk / bike but sometimes need to drop off or pick up more than I can manage without a vehicle.
677. Primarily convenience and duration of time spent downtown and desire to be free to arrive/leave on my own schedule.
678. The weather plays a role, also if I'm traveling with our young daughter or not.
679. I am unable to drive or take public transportation due to symptoms of illness. I need to limit the time I spend in movement as much as possible.
680. I work downtown Guelph. The only commute option is to drive my personal vehicle.
681. If there isn't a parking lot right nearby, I probably won't shop there because I don't want to risk no parking spots on the road.
682. I drive my personal vehicle as it is too far to walk.
683. I have a young daughter and it's just easier to hop in the car and go. I haven't taken transit since high school and I'm definitely not going to start. So, if I want to get somewhere quick, I take the car
684. When I take the GO train, I either ride bike or take bus (since it's free) When I take my children with me, we either take bus or drive car. When we go to events downtown, we take the bus (since it's free)
685. I use a personal vehicle to better maximize my time and other family commitments as well as for my job to travel to other sites.
686. I have mobility issues and a disabled son. It takes two buses to get from the south end of Guelph to downtown. It takes 5 minutes to drive and half an hour to get downtown by bus if I am lucky and make the connections.
687. Parking is Toronto prices for City of Guelph experiences. Aka not a good trade-off.
688. I enjoy riding my bike if my schedule allows for it.
689. Car and short-term parking (1 hour min two-hour max) must always be free otherwise no one will go downtown, and it will be a ghost town like the Fountain Square.
690. I live outside of Guelph so rely on personal vehicle to get downtown. No reasonable alternatives available.
691. Weather, whether I have to bring things to the office, transporting things, etc.
692. I don't live in Guelph and no option but to drive my personal vehicle.
693. Bus schedule fitting into my appointments and time constraints.
694. Again, no other option to get to and from work when coming from Cambridge.
695. No other alternative to personal vehicle exists because live north of Guelph.
696. House location. I live with 1.5km of downtown.
697. I do not live in Guelph but travel there to shop downtown a couple of times a month.
698. Depends on location that I'm going to downtown and how much time I have or if I'm coming from somewhere else already in a car.
699. If transit was regularly available and quick, I would consider that. The walk is slightly to far (25min) for regular walking.
700. I cannot afford the parking pass for Wilson St lot all 12 months of the year so in the warmer months I will park outside of downtown like many others and walk the rest of the way.
701. Trying to avoid where there is no parking.
702. Before COVID I used to take the bus but since pandemic I started using the car and paying for parking 5 days a week.
703. I usually park my vehicle just outside of the downtown where it is free to park all day, then walk the rest of the way to my workplace downtown. Sometimes if I am on a tight timeline or need to use my vehicle during the day for meetings/site visits I drive into downtown and park in the street or in the parkade.

704. The weather mainly, if it is a nice day, I live close enough that I am able to walk downtown, but if the weather is inclement I do take a vehicle.
705. I travel downtown primarily for work purposes during the week. I will only travel downtown outside of work hours, if necessary, to access local businesses for a specific item(s) or service(s).
706. Often take the bus since I live close to the hospital and the #12 goes there.
707. Usually when I go downtown, I'm running errands (i.e., Picking up a prescription, vitamins, take-out). And then heading elsewhere for other errands outside the downtown core, which is why I drive. If I'm picking up take-out, I drive to keep the food so it's quick and the food is still hot. If finding parking becomes too difficult, I find that stressful and will likely change my pharmacy to outside the downtown core. I wouldn't pay for parking when I can access any of these services outside the downtown core where parking is free. I'd be sad to lose my restaurants though.
708. Work is varied with shifts so use of personal car to coincide with start / finish times.
709. Cost and comfort.
710. I would like to park downtown using accessibility wheelchair parking, but the number of spots is very limited and where I work there is only 1 wheelchair parking spot and we are only allowed to use in an emergency.
711. I have to have a vehicle with me by work contract on all but one day a week. I bike on the day that I do not have to bring a vehicle.
712. In order to access downtown one needs to have the capacity to park. Circling the block countless times certainly makes one take business elsewhere and certainly outside of downtown.
713. I have kids, so I have to drive.
714. I'll drive rather than walk depending on the weather. Walking is preferable because parking can be difficult.
715. If I'm at home, then I will walk. If I am at work and heading downtown, I will drive rather than parking at home and then walking.
716. No buses where I live.
717. Usually for personal reasons, it's convenience of time. For business/work, it's necessity as well as convenience of time.
718. The lack of parking is the main reason for walking or carpooling downtown. The fact that there is only two hours of free parking becomes a hassle as you can't have dinner and walk around to shops in two hours. Walking is good exercise. For weekdays and work, there is no close free parking. Parking outside the downtown core is easier for events and the river run and Sleeman.
719. There is only one reason, to work and for that I have to drive.
720. I usually plan a stop downtown on my way to/from destinations that are further away when I am driving my car. If I have to carry bulky objects (bags of food) I may make a direct trip. If not, and weather (plus sidewalk conditions in winter) is reasonable, I will walk or ride my bike.
721. Visiting downtown is part of larger use and trips across the city so personal vehicle is the choice.
722. I work downtown and I mostly walk or bike to work as I do not have employer provided parking and I can build exercise into my day that way as well. When it's very cold or raining I drive and will look for free parking even if it's a little further away from the office as the price of parking the city owned parkades for a whole day is pretty high.
723. Crime, parking.
724. Since I live downtown unless I have more than I can carry home by hand or in a pack I will almost always walk to the downtown core.
725. I live far away and am only able to travel to work by car.
726. I usually take my car in the morning because I have to drive my daughter to preschool and then back to downtown where I'm working.

727. Whether or not kids are with me; whether or not I'm transporting heavy items to/from downtown.
728. I live outside of the city and work in downtown Guelph.
729. It varies based on plans, times of day and length of time spent downtown.
730. If I'm working (outreach/social work/health care) I need my car. While working I need to carry harm reduction, medical and other supplies to my vehicle. If its just for me, I walk or bike.
731. Duration of stay will walk if longer than 2h.
732. Sometimes I drop in on my way home from work at a few regular places downtown in my car to pick up groceries, dinner or other.
733. The state of bike lanes in the winter
734. Parking.
735. Good grief how hard is this, I work in the downtown core to pay my bills and taxes.
736. It typically depends on what activity I will be participating in once I get downtown.
737. When I am driving the work vehicle, often our designated parking is taken by others. This makes it very challenging and sometimes impossible to do my job. In addition, we work on a very tight schedule of appointments, educational trainings and outreach that cannot be wasted when trying to find parking. there have been times where schedules are missed because parking was not available for me.
738. Walk when it's nice. Drive to the library when it's cold and walk from there.
739. See other above. Availability of parking is extremely limited, and this impacts my decision making as well as whether I can reasonably walk to meetings, etc. during the day or whether they are too close together and I will be required to drive.
740. What we are doing downtown. For example, seeing a Storm game vs. going to the library or splash pad.
741. Comfort - weather. If it is nice and warm, I will often bike. Or purpose. If I am planning on having alcohol, I may not take a personal vehicle. Since the new parking garage by city hall haven't been too concerned with parking availability, but it can be a bit of a walk to get to the north end of downtown from the garage.
742. If there's a Storm game or parking will be impossible, I will not drive downtown.
743. I like to drive my own vehicle.
744. In winter months I often drive/Uber. In summer, I prefer to bike or walk. Evenings typically Uber.
745. Time.
746. I live on Grange Road so walking, which I do sometimes when I have the time, takes an hour from home to work.
I need the car because most days I am bringing in supplies to my restaurant.
747. My physical well-being at the time and reason for going downtown.
748. I try to bus or bike when I can but because parking is free while biking is dangerous and it will take me multiple buses to get downtown, it is hard for it to convenient using other modes.
749. Usually doing an errand there or lunch/dinner.
750. I drive because that is the quickest option, but finding parking is difficult.
751. Some restaurants, bank, medical needs.
752. Because we live too far to walk downtown, we use a car. Because downtown parking is such an issue (since losing the Baker St. lot) I try to avoid busy times or ask my husband to drop off/ pickup for medical, dental & salon appointments etc. It's almost impossible to find a spot for weekend evening restaurants. Recently my husband had to drop me off at a La Cucina simply to pick up an ordered pizza & he had to continually drive around the block until I emerged from the restaurant. There was not one spot available on nearby streets. The population continues to grow downtown with condos & there's definitely more traffic. No wonder it's easier to go to the malls on the outskirts. Lack of parking does

not bode well for a very welcoming, vibrant city centre. The present city parkade is too far from areas like Wyndham & Quebec Streets especially in winter. That's where old the Baker lot was great. You need something in that area.

- 753. I am not sure what this question is really asking. I do not really think about how I travel downtown since I have access to a private parking lot and a personal car. I guess it's like second nature for me - not much thought goes into it (other than climate change).
- 754. It depends on the reason I am visiting downtown, such as a Storm game, a restaurant, picking something up, shopping, etc.
- 755. When the patios have blocked all the roads I avoid downtown at all costs.
- 756. It's easier to drive as transit is substandard in Guelph.
- 757. I mostly walk because I live close to downtown and because the carshare I use has stations downtown.
- 758. Lack of downtown parking leads to shopping in other areas of the city
- 759. I used to bike downtown all the time or walk. But over the last three years have had both knee replacements. Because of this I have taken the car more often especially if I am buying a lot of things. I am now cycling much more so I usually cycle downtown when I can. But there is no on street sidewalk parking close to stores to lock up my bike, not good. As well when the city decided to remove the meters on street and opt for free two-hour parking, I stopped frequenting downtown even more because of the inability to find a spot close to my destination. If you want to offer free parking put it in the lots (example 1hr free), this way if you want to park on the street close to where you are going then you can pay to park. I would rather pay to park closer to my destination than pay to park far away in a lot.
- 760. Amongst other things weather factors into the decision. Most times downtown is not the only stop when venturing out. Usually, a stop on the way out or way back.
- 761. I work downtown and I am unable to park in front of my office for more than two hours. If there is no parking it changes how I work. I often have to work from home.
- 762. weather, exercise
- 763. I am trying to rely less on my car to do errands in order to cut down on GHG emissions and also get exercise. I find riding around the downtown area very bike friendly, so biking is my first choice, even in the winter (if the roads are not icy). If it's raining or snowy, I drive my car.
- 764. I commute from another city to come to downtown Guelph and taking my own vehicle is the easiest way to do that to cut down on time spent commuting.
- 765. I work downtown and travel to and from the city center for various reasons - therefore I require my vehicle accessible to me.
- 766. Driving from the Town of Oakville makes it unreasonable to take transit as the commute would be 3x the average commute by personal car.
- 767. If the weather is nice and I am not pressed for time, I like to take my e-bike.
I often drive if I am carrying a laptop, purse, etc., if the weather is bad and/or if I am pressed for time.
If I am going downtown with my partner for dinner, Storm game, drinks, we like to take the bus. We've done this 3-4 times so far, this year.
- 768. Bike is best for quick trips. Car is used when it is one of multiple stops with family.
- 769. I like to walk as often as possible, for health and environment. When I do drive it's usually because I'm short on time and need to get there quickly.
- 770. I am on the outside perimeter. It would be ridiculous to drive unless getting something large.
- 771. I would take public transit if service was more direct and frequent.
- 772. if there is no parking I will not drive
- 773. I live outside Guelph, so I drive in, no choice.
- 774. Whatever is easiest?

775. I only take my car as I am usually involved in a business meeting or lunch. I am now trying to avoid the downtown at all opportunities as the parking is ridiculous. I am choosing other venues to meet to avoid the downtown; most of the businesspeople I interact with are of the same opinion. It is not worth the pain to visit downtown Guelph.
776. Weather.
777. We have a business in Guelph and at times must go downtown with vehicle for bank, food, pickup goods, etc. in the shortest amount of time.
778. I live and work downtown, I don't own a car for 2 reasons: I'm on a wait list for a parking spot in my building (I have been for 6 years). Also, now that Baker St. lot doesn't exist, there's no public lot within a 5 min walk to park for extended time. I will not park in the Wilson garage as it is a far walk for me (both for home & work), and I do not feel safe at night walking that far, nor do I want to in inclement weather with groceries.
779. Personal Vehicle and park
780. I live out of town and so I drive.
781. I will not pay for parking in a City with the property tax rate as high as Guelph!
782. I need my vehicle downtown as I work downtown and attend meetings outside of the downtown core and have to travel to our other office locations.
783. I spend the day moving my car multiple times because I cannot find parking and I have a disability. there is no handicap parking near where I want to go.
784. I often drive downtown because I don't feel safe walking alone although my preference is to walk to the shops, bank, restaurants.
785. I would walk the majority of the time, but occasionally weather or timing forces a drive. My office is downtown too but if I'm meeting clients out of town then I sometimes drive to work so I can then drive to my clients.
786. I drive everyday unless my car needs maintenance.
787. I live within 1.6 km of downtown therefore (given the lack of 'convenient' on street parking) I walk or cycle.
788. Our transit system is not robust enough to consider any other way, other than driving.
789. I walk when I have enough time, but otherwise drive, especially if on my way to or from work.
790. I don't live super close to downtown, so often driving is the best way to get there for shopping or going to events like a movie or the River Run, or something at the Sleeman Centre. I also commute a couple dates a week into Toronto, so I usually need a specific time to get downtown, so the bus isn't as reliable and long to get there. In the warmer months I bike to the train station for the commute. Parking for a full day in the parkade isn't cost effective.
791. Time of day and day of the week when parking is available.
792. It depends the reason on why I'm going downtown. Going for dinner with a friend I'll drive but if going out on the town then I'll uber. It takes a while to get an uber so it's easier to just drive but to find parking close to downtown is always hit or miss.
793. There are too few parking spaces.
794. Parking is rarely available except for the parking garages which are farther away and expensive.
795. it takes too long by bus. I drive because it takes less time.
796. If I'm shopping, I need a car to carry goods home.
If my arthritis is active, I'm going to drive.
797. I work downtown and generally drive downtown in order to facilitate childcare pickup. However, when I go downtown outside of work I walk.

798. I live in Vaughan, like most all other people I drive a car. Or the number of cars on the road are a figment of my imagination.
799. We need to end car dependency (all cars including electric)
800. This summer. Nope - won't go. The extra patios mean less parking. Can't even pop in to grab some takeout. Ridiculous. Feel bad for those shops.
801. I live downtown and work in another city, so I have no choice but to drive.
802. Weather, time of day, and type of errands.
803. Elderly, safety, convenience, reliability
804. I work at a business downtown; parking is incredibly expensive. Please consider issuing a day parking pass for employees of downtown businesses.
805. As I am a resident of downtown, I often like to park outside of my walk-up, although, there is often not a lot of parking and during the summer months half the parking is taken up by patios etc. making it even more difficult. Carrying groceries from the parking garage home is not ideal with multiple trips.
806. Weather or if I need your purchase items.
807. Convenience, total travel time is comparable or less on the bike. On bike I can lockup very close to my destination vs parking and walking. Cost is less as compared to parking at a parkade.
808. I live downtown so it's stupid to drive.
809. I live and work (own a business) downtown. I walk so that my customers can have a space to park.
810. I need my vehicle to make deliveries and run errands throughout the day.
811. I live outside of town and there is no public transit from my home to downtown. Although I bike once in a blue moon it is too far to bike for work - I live about 17 kms out of town.
812. How much of a hurry I'm in.
813. The reason I've decided to live near downtown is because of walkability. Even if I lived in an outer neighborhood I'd likely still choose to bike or take a bus.
814. I don't go downtown often because of the parking.
815. In general, for getting around Guelph, my family's default is walking or biking. We live a 10-15-minute walk from Downtown Guelph. We don't own a car, but we have occasional access to a shared car. So, we prioritize the environmental impacts and health by getting exercise walking/pushing the stroller or biking for all our Downtown needs.
816. If going from university or in a big group, will just take the bus since it's more convenient. If going from home, will usually drive.
817. Weather.
818. I live there part time right now obvious lol.
819. If I know that parking will be a hassle I will choose to not go downtown. If I go downtown with my housemate, who does not have a bus pass, then we will drive downtown because the bus is not accessible.
820. I spent 10 years in Guelph without a car. Taking transit from my house to downtown would require a transfer at the university, so 2 buses. This means a 2-hour coffee or a quick errand to shop, would require most of the day to accommodate the bus, and I would spend most of my time getting to and from.
- In a car, the same trip is 10 minutes. I can pop over to the store and be home in half an hour. Before, going downtown meant packing a lunch, water, a book, making sure my phone was charged, etc. It was an expedition. Now I don't even have to think about it. I'd rather take transit, but an hour + on a bus for a 10-minute car trip is insane.
821. If I have time in my day, I'll walk if I'm in a rush, I'll drive.
822. I walk for exercise, and I have a parking spot downtown at my residence.

823. Parking for one day a week for our hybrid work model costs almost \$30 and the parkades are not safe. Multiple times when I have paid there have been people in the stairwells doing drugs. No security anywhere.
824. Because my main method of transportation is a personal vehicle and it's always difficult to find parking, I go downtown less frequently. If someone else is willing to drop me off I am more likely to go.
825. I don't give downtown because public transit takes forever and isn't convenient and there isn't any convenient parking. The city hall parking garage is useless. It is only convenient to city hall staff.
826. If there's good weather and I don't have much to carry home, then I'll walk or bike. Otherwise, I'll drive. I'll take a cab to the train station if walking is inconvenient.
827. When the weather is nice, I will bike downtown to browse the retail stores.
828. Depends on the weather, and how busy I anticipate downtown to be.
829. We really feel our choice for how we travel downtown is either personal vehicle or taxis/Uber as public transit is unfortunately not a good option.
830. Due to not living in Guelph I need to drive to the city, if I my first destination is outside of the Downtown, I will often choose to leave my car there and walk in
831. I drive because my time is limited, and sometimes I need to get home quickly to use bathroom due to health issues.
832. My office is downtown however I often need to travel to different locations in the city depending on the day. I prefer to walk or if the transit was available take that, however city transit isn't fast/efficient enough to get to the south end for say an hour meeting and walking to work leaving my car at home isn't an option if I need to be at meetings outside of downtown.
833. Due to proximity, I walk or ride my bike.
834. I prefer to bike, but because of very limited bike parking I find myself driving more.
835. I walk if I can, I drive if I must (i.e., pressed for time, have too much stuff to transport).
836. For safety reasons, I won't use public transit downtown and limit the amount I walk downtown.
837. I cannot bike due to health reasons, and car is the quickest way left (5-10 min by car, 30-40 min by bus).
838. Weather. If it's good, I'll walk. If it's bad, I'll take transit or a taxi. If I'm in a rush, I'll take transit. If I'm in a super rush, a taxi.
839. I live in the east end, so I drive to the downtown. I'd bike, but bike lanes are simply not good enough yet and drivers are out to kill you. Then my bike would get stolen downtown if I made it.
840. Usually, I choose the fastest and most reliable mode of transport, which often is driving myself.

Part 3: Survey 2 Responses to Questions

Public Consultation Survey #2 took place from June 22 to July 7, 2023, and received 309 responses. The following are the responses collected by question.

Question 1. Which best describes you?

Which best describes you? (Respondents could choose all that apply)	Survey #2 309 responses
I am a resident of Guelph (not living downtown)	154
I shop or access services in Downtown Guelph	156
I visit City facilities (Library, Museum, River Run Centre, Sleeman Centre)	128
I work in Downtown Guelph	111
I am a resident in Downtown Guelph	82
I have meetings/conduct meetings in Downtown Guelph	49
I am a visitor to Guelph	6

Question 2. If you are a downtown resident, which best describes you? (Choose all that apply)

Which best describes you? (Respondents could choose all that apply)	82 responses for I am a resident downtown
I work downtown.	24
I work outside of the downtown	36
I have meetings/conduct meetings in Downtown Guelph	8
I regularly travel outside of the downtown for shopping, education, recreation, business, personal services or health care	50

Question 3. If you are a downtown resident who regularly travels outside of the downtown what mode of travel do you typically use? (Choose all that apply)

Which best describes you? (Respondents could choose all that apply)	82 responses for I am a resident downtown
I walk	25
I ride a bike	18
I take the bus	6
I drive a personal car/vehicle	74
I get dropped off/ I am a passenger in a personal car/vehicle	3
I carpool in a personal car/vehicle	2
I use an accessible vehicle	1
I take a ride-sharing service	2

Question 4. How often do you go downtown?

How often do you go downtown?	Responses provided
Five to seven days per week	125
Two to four days a week	108
Once a week	41
Once or twice per month	19
A few times a year	15

Question 5. What is the duration of time that you normally spend accessing shops and services in the downtown? (Choose all that apply)

What is the duration of time that you normally spend accessing shops and services in the downtown? (Respondents could choose all that apply)	Responses provided
Weekday (short trips) – 1 to 2 hours	181
Weekday (longer trips) – 3 to 5 hours	48
Weekday – all day	85
Weeknight - evening	73
Weekend during the day	130
Weekend in the evening	85
Overnight	10
I don't spend time in the downtown	5

Question 6. When going downtown, what best describes your primary mode of travel?

When going downtown, what best describes your primary mode of travel?	306 respondents to this question
I walk	21%
I ride a bike	6%
I take the bus	2%
I drive a personal car/vehicle	68%
I get dropped off/ I am a passenger in a personal car/vehicle	1%
I carpool in a personal car/vehicle	1%
I use an accessible vehicle	1%

Question 7. “The City currently uses property tax dollars to subsidize on-street parking. How supportive are you of continuing on-street complimentary parking funded through the tax base in the next five years?”

How supportive are you of continuing on-street complimentary parking funded through the tax base in the next five years	309 respondents to this question
Very supportive	58%
Somewhat supportive	16.5%
Not supportive	25%
I don't know	.5%

Question 8. Over 65% of Survey #1 respondents feel that the use of the parkades needs to be more safe and secure. Bright, safe, secure, easy to find and access parkades and surface lots is a key direction being considered for the Downtown Parking Master Plan. How much more likely are you to consider parking in one of the parkades or surface lots when these improvements are made?

How much more likely are you to consider parking in one of the parkades or surface lots when these improvements are made?	308 respondents to this question
Very likely	44%
Somewhat likely	34%
Not likely	17%
I don't know	5%

Questions 9 and 10. Parkade and Surface Lot Fees

Parkade and Surface Lot Fees	Total responses	Very likely	Somewhat likely	Not likely	I don't know
How likely would you be to park in one of the City's parkades or surface lots if the first two hours were at a reduced rate?	306	46%	30%	19%	5%
If there were charges required for on-street parking and reduced fees for the first two hours in a parkade or surface lot, how likely would you be to park in one of the City's parkades or surface lots?	305	44%	24%	24%	8%

Question 11. Responses to Ideas for Improving Parking in the downtown

How likely are the following for improving parking in the downtown?	Total responses	Very likely	Somewhat likely	Not likely	I don't know
Signage on the perimeter of the downtown indicating where parking is available in real time, and the	309	33%	29%	35%	3%

How likely are the following for improving parking in the downtown?	Total responses	Very likely	Somewhat likely	Not likely	I don't know
development of a municipal parking app have been suggested to provide more information on where to park. How likely is it that you would use the app and/or signage when choosing where to park?					
People downtown have expressed some concern about the lack of parking in the north end. How important is it to create more parking in the downtown north of Quebec and Douglas Streets?	309	43%	29%	21%	7%

Question 12. Have any ideas for making transit a viable choice for them when making trips downtown?

Of the 308 who responded to this question, 72% responded “no” and 28% responded “yes” and provided additional ideas through a comment box. The verbatim comments are included in Part 4.

Questions 13 to 16. Scenarios

Building on the feedback received through the engagement, four future scenarios for parking in the downtown were developed which envision the implementation of changes and improvements to the downtown parking ecosystem over the next 5 to 15 years. Each scenario is meant to be a full picture of the entire system. These were included in Survey #2. It was noted that respondents may find that their vision aligns more with some options in each scenario than others and that this was OK. The following are the responses provided for each of the scenarios to the question asked, “How do these scenarios reflect your vision for parking downtown”?

Scenario 1 (5 to 7 years from now) Going Downtown: For lunch, to shop

Five years from now, you are going downtown for lunch with some friends. You are excited to go downtown to eat as the streetscape redevelopment of Wyndham Street is now done and it looks terrific. While at lunch, you talked about the fact that parking in downtown is partially paid for by parking fees and partially paid for by property taxes. This covers on-going operations and the cost to build new facilities. Downtown, you see lots of people going to work, shopping, having lunch like yourself, going to medical appointments, and visitors from out of town. You all have different needs. You are glad that you have lots of options:

- You can park for free on the street, for 2 hours, once a day, and walk 10 minutes to get to your destination.
- For short-stay trips you can use a 15-minute curb-side space.
- You like that there are signs when you come downtown that indicate which parkades and surface lots have spaces available.
- You can park in one of the bright, safe, secure, easy to find and access parkades and surface lots and walk to your destination.
- You can find reduced hourly rates in the parkades for 2 to 3 hours.
- You can take the bus downtown and walk to your destination.
- You like that there is an app for people with disabilities that helps them find the available accessible spaces near different destinations.

- You can ride your bike downtown because you know there are a lot of secure bike parking facilities available.
- You like that there are electric charging spaces for electric cars and electric bikes downtown.

For Scenario 1, 305 answered this question with the following responses:

- 40% Reflects my vision very well.
- 39% reflects my vision somewhat.
- 18% does not reflect my vision.
- 3% I don't know.

Scenario 2 (8 to 15 years from now) Going Downtown: For lunch, to shop, take in a game

Your partner is taking you downtown to buy you a new pair of boots you have wanted forever. You both love going downtown to shop, have a meal and take in a game. You visit the library, go to appointments, go to hockey games and concerts, volunteer, and meet friends downtown. You love the pedestrian feel of the downtown and feel safe walking around. Over the last ten years, downtown has been refurbished and the streets are vibrant with patios, bike lanes, gardens, public spaces, and the new library and public square regularly have free concerts. You love it. You appreciate that on-street parking is not being subsidized by property taxes and the hourly rate and monthly fees encourage people to utilize the cheaper parkades and surface lots. You are struck by how much downtown has changed and are glad that there are lots of options.

- Guelph transit service has expanded, and it is so reliable, convenient and efficient that you often take the bus rather than driving.
- Public paid parking is found in multiple residential and office buildings.
- You can park in one of the bright, safe, secure, easy to find and access parkades and surface lots and walk to your destination.
- You can park in the Market parkade (beside City Hall) in the pay and display spots on the first floor.
- You appreciate the reduced cost 2-to-3-hour rates in the parkades and flat fees for special events.
- You can pay to park on the street near your destination for short trips.
- You regularly ride your bikes, knowing there are places to store your bikes securely.
- You like that for persons with disabilities, there are covered accessible spaces, and the app to find available accessible spaces.
- You like that there are electric charging spaces for electric cars and electric bikes downtown.
- The City has grown, so it has funded new parking throughout the downtown using a variety of funding sources including user fees, property taxes and payments from developers who forego providing some parking in new developments.

For Scenario 2, 306 answered this question with the following responses:

- 34% Reflects my vision very well.
- 40% reflects my vision somewhat.
- 22% does not reflect my vision.
- 4% I don't know.

Scenario 3 (5 to 7 years from now): Working Downtown

Five years from now, you are going to work downtown. You have multiple stops before you get to work including dropping your kids at school. Your work hours vary and some days you do not need to go downtown.

You love working in downtown Guelph because there are lot of places to shop, have lunch or dinner, go to an appointment and to meet up with friends and colleagues after work. You are glad that you have lot of options:

- You can park in one of the bright, safe, secure, easy to find and access parkades and surface lots and walk to your destination.
- There is enhanced security in the parkades for when you are working late.
- You can share a parking pass with others from your work or purchase a permit for a couple days a week.
- You can park for free on the street, for two hours, once a day.
- You can park in the residential areas near downtown for free and walk in.
- You like that for persons with disabilities, an app is available to find the available accessible spaces near different destinations.
- You can take the bus to work because the schedule is flexible with buses in the morning and at night and the bus takes you near your destination.
- You can ride your bike downtown since you know there are a lot of secure bike parking facilities available.
- You like that there are electric charging spaces for electric cars and electric bikes downtown.
- You can carpool and can get dropped off in one of the 15-minute drop off spaces near your destination.
- You can apply and receive a discount for parking since you work in a not-for-profit or social service agency in the downtown.

For Scenario 3, 302 answered this question with the following responses:

- 26% Reflects my vision very well.
- 39% reflects my vision somewhat.
- 26% does not reflect my vision.
- 9% I don't know.

Scenario 4 (8 to 15 years from now): Working Downtown

You are celebrating your tenth year working downtown. You worked for many years in a restaurant and recently started working in a design studio. Some days you go out of downtown for meetings. Your work hours vary. You love working in downtown Guelph because there are lot of places to shop, have lunch or dinner, go to an appointment and to meet up with friends and colleagues after work. You are glad that you have lot of options:

- You can park in one of the bright, safe, secure, easy to find and access parkades and surface lots and walk to your destination.
- There is enhanced security in the parkades for when you are working late.
- You can share a parking pass with others from your work or purchase a permit for a couple days a week.
- You can park for free on the street, for two hours, once a day.
- You can park in the residential areas near downtown for free and walk in.
- You like that for persons with disabilities, an app is available to find the available accessible spaces near different destinations.
- You can take the bus to work because the schedule is flexible with buses in the morning and at night and the bus takes you near your destination.
- You can ride your bike downtown since you know there are a lot of secure bike parking facilities available.

- You like that there are electric charging spaces for electric cars and electric bikes downtown.
- You can carpool and can get dropped off in one of the 15-minute drop off spaces near your destination.
- You can apply and receive a discount for parking since you work in a not-for-profit or social service agency in the downtown.

For Scenario 4, 307 answered this question with the following responses:

- 27% Reflects my vision very well.
- 37% reflects my vision somewhat.
- 27% does not reflect my vision.
- 9% I don't know.

Part 4: Survey 2 Verbatim Comments From General Comments and Comments about Transit

- **General Comments**

In addition to the ranked question, participants were asked "Do you have any comments that you would like to share about the scenarios or any other comments that you would like to share about parking in downtown?" 175 people responded to this question. The following are verbatim. Each number is a different person's response.

1. We want the entire City to frequent Downtown Guelph. Currently it is one of the only places in Guelph where we are discussing reducing the ability to park a car. Throughout the City we see efforts to: increase parking on front lawns/expand driveways, turn bike lanes into parking spots after x hour or on Sundays, keep street parking between the boulevard and bike lanes (see Eastview as an example). The message sent by the city is mildly confusing. Cars for everyone! Park everywhere! Make it easy! Just. not downtown. Downtown is for walking only. Additionally, there is almost no safe infrastructure to make riding or walking downtown safe. We can't say "this is a pedestrian place!!" when everyone just drove here and parked on the periphery. Go to Kitchener, go to Waterloo, they are so far ahead of us in active transportation infrastructure. We can't have a vibrant downtown that focuses on alternative ways to get here if we can't get here. As long as our City is designed for cars (and it is, and it continues to be) we need to make room for cars if we want a successful downtown. My thoughts! Haha.
2. Parking on street downtown should be paid parking only.
3. Please do not start charging for 2-hour street parking. This will hurt downtown businesses.
4. More bike lanes.
5. As a resident of downtown, having on-street parking permits for my area would be greatly appreciated to avoid being ticketed while at home.
6. Make parkade parking free or only a dollar or two. Offer it as a GO parking lot for commuters.
7. The parkade monthly fees are so grossly expensive that it discourages any users purchasing one. I am at the point where I no longer want to work downtown because it is costing me way too much a month to park but I have no other option. Parkade costs need to be slashed in half to make them even remotely affordable to anyone.
8. If Guelph transit is going to be increasingly encouraged instead of driving our own vehicles, how about the possibility of making the buses dog friendly?

9. West Parkade is half empty most of the time, but I cannot get a monthly pass there, instead I have to walk from Market Parkade (paying the same rate) to my work which is across from the Quebec Street Mall. You should re-evaluate the usage of this lot to open up more spaces and prioritize to people who work closer to it than Market Parkade. Both lots have drug users or homeless people in the stairwells. I have multiple vehicles and sometimes would like to change which vehicle I am taking to work without having to worry about which vehicle my parking pass is registered to. Registration should be by household, for all vehicles in that household with additional passes if required. This is unlikely to cause any additional use of spots since if members of the same household are going to the same place they are probably carpooling.
10. This survey is leading and does not reflect my needs as a student downtown. Clearly the city wants everyone to pay if they are going downtown for more than 2 hours. The city transit is not convenient enough to make it worthwhile to take the bus, and I am not sure how you would make it more secure to take a bicycle downtown since Guelph has a high rate of them getting stolen or just accessories getting stolen. I once have my bike rack get stolen when biking next to the farmer's market. This whole situation makes me just less likely to use any of the businesses downtown.
11. Number one priority would be to ensure the parkades, including the stairwells, are safe and secure. Having to walk up the stairwells alone and step over sleeping people, or worse, their clouds of drug smoke is not ideal.
12. Residential streets outside downtown core need to be better monitored by bylaw and enforce the parking rules for people who park daily for longer than 2 hours to go downtown.
13. One of my priorities would be to make the parkades safer, brighter, and cleaner. It is not always comfortable using stairwells when they are being used for other things. The other priority is to incentivize people to come to downtown to shop/dine through the reduced parkade costs and keeping on-street parking free. Moving to a paid system for on-street would not be so bad, but would require some other parking concessions, such as reduced first 2 hours, or maybe 15 minutes free in the parkades.
14. None of your scenarios reflected the needs of permanent downtown residents who require reasonably accessible street parking through the day, night and seasons. The lack of consideration to make downtown a welcome and LIVABLE space for Guelph's downtown citizens indicates a major incompetency on your part.
15. Yes, badly designed survey. I gave up after paragraph 2 on the first question. What is needed is a reasonably priced parking pass system for parkades in the downtown area, at reduced rates for annual subscribers. If this already exists, no-one in my workplace of 30 people is aware of it and we've asked the City.
16. More parking should be accessible for people who work downtown. There are parkades for people who plan to park for longer than 2 hours however why should they have to pay to park to work in this area. Individuals are less inclined to work downtown when they know they have to pay for parking when it is not even safe in the parkades. More parking should be accessible to staff in the downtown area. An idea would be that the city of Guelph gives passes to businesses in the downtown area where if they park in the 2-hour parking if they have the pass, bylaw will not ticket them.
17. I have mobility issues and so the parkades are not always an option dependant on how full they are and where you have to park. Especially the Quebec Mall, where you have to do stairs when you take the elevator from the parkade. Doesn't work if I'm in a wheelchair or using my walker. But cheaper rates for the first 2-3 hrs are a great idea!!! I like to use the parkade to go to the market when I am having good days and am able to walk. I enjoy the free parking as I am on a fixed income, but I also can't afford my property taxes to go up anymore.

I will not be spending time downtown if it's all paid parking. I am not able to park on the side streets and walk in.

18. Diagonal parking is dangerous. Reduce free 2-hour spots for 15 minimum accessible and loading. Save it for those who need it the most. Love to see bike lockers at the central station.
19. Keep, angle parking on Wyndham St North, I'm not a fan of patios onto streets. Covid precautions drove this action not necessary now. Keep 2 hr free on street x1/ day, improve cleanliness of West parkade, odour of urine, passed out or very drowsy people in stairwells, and or at elevator sites is disturbing to public daily. Bus/ Train location central location is also a challenge re loitering.
20. Stop the war on cars. We will not pay for on street parking. Downtown Guelph will always have cars on the roads regardless of what you envision.
21. It would be nice to have more parking lots with overnight and long-term parking. People that live in apartment and condo buildings downtown have trouble with parking if they have more than one vehicle. The Elizabeth Street lot was taken away a few years ago and we have had so much trouble getting access to our second vehicle because there is no affordable parking anywhere, we must have that vehicle parked at a family member's home most of the time. Why was this lot taken away? It's empty most of the time now anyways.
22. Discounted parking passes for employees of the downtown core to encourage working in the office more frequently, bringing additional business to downtown establishments.
23. I feel that the 2h parking downtown and the surrounding perimeter is very restrictive to people who work downtown. I don't enjoy the idea of commuting to Guelph, only to have to park far from work, and carry all my field gear onto a city busy to access my office on Baker St. I think that parking on streets without storefronts should be expanded to 10–12-hour parking to accommodate the professionals trying to get to work.
24. There are lots owned by a few businesses that sit empty for a majority of the year. Utilizing those for business owners would be a great support. For example, the lot beside the Albion off of Cork Street.
25. Don't add any more parking downtown and charge money for any parking remaining. Build for how we want people to get around (transit/cycling/walking)! Don't build more car infrastructure!
26. It would be great to have the entire downtown be more pedestrian focused with restaurant patios, shops, etc. rather than accommodating cars. Having more of the side streets off downtown as places for free on-street parking is preferable to making more parking within the main streets of the downtown.
27. Maybe get the tap option to work for more than a day in the Market parkade before trying out all these grand plans.
28. Given that Guelph is the home of John McCrae, why are there no designated-on street parking places for veterans displaying an appropriate license plate? And why is the city not encouraging private parking lots malls to do the same? Where is the respect?
29. I want more parking spots available in parkades for residents (night and day permits). The west parkade specifically. Having to walk 7 minutes to the market parkade and 7 minutes back in the winter just to use the car is annoying.
30. Monthly parking permits are way too expensive for the services that are provided. I am paying \$180 per month to park in a structure where half of the time regular users pay no fee because the payment/gate system is broken. The parking structure is often riddled with vagrants and \$180 per month is absolute robbery.
31. Residents of downtown deserve a reduced rate of parking. All of my neighbour's park on the other side of Norfolk and walk up that awful hill every day. Cost of living is high and so is parking contributing to that.

32. How could the scenario questions possibly be useful in determining how to proceed with planning for parking downtown? They're way too long and involved and ask for a single answer to multiple questions. It sounds like the City has already decided what to do and is just looking for a statistic (i.e., "70% of respondents agreed that this aligns with their vision") without actually asking for input. Bad survey design. If you've decided on the main components of the plan, just tell us that and only ask questions about aspects where our input actually matters. And for what it's worth, a lot of what is in the vision sounds pretty good, as a step in the right direction, but the goal should be to eliminate the need for personal vehicles downtown.
- Another suggestion is to improve access to the parkades. Is it possible to change the direction of Wilson street? When I arrive to downtown in a vehicle via Gordon Street, if I could slip up Wilson and into the parkade that would make so much sense, but since I have to go up to Macdonell and come through part of downtown to get there, of course I'm going to start looking at on street parking options first, and maybe cruise the block once or twice to find an empty spot. Make parkades accessible at the entry points to downtown.
33. I don't work anymore so it was hard to answer the scenarios presented. The parking garage in the old Quebec St Mall is filthy and has vagrants there many times. It needs to be cleaned regularly and monitored on a regular basis. I know many people will not shop in that mall because of this.
34. As someone lives in a residential area adjacent (5 mins walk) from downtown, I find it hard to disentangle of some these issues/scenarios from how they affect our neighbourhood. We increasingly find people parking all day on our street who seem to be working downtown. That is not desirable (especially for those who rely on street parking) and should be considered in this context (i.e., paid parking which I support will push some to use local neighbourhoods). Perhaps some of the burden of employee parking costs needs to be absorbed by businesses.
35. Don't rely on apps for "convenience" of parking. We don't have to make the phone companies even richer because some people are obsessed with their phone. On street meters are more reliable, and don't discriminate against those that can't afford an iPhone 600. iPhone apps are elitist and stupid. Free parking should be paid for by the city and businesses. There is no need to create more parking, just police it better. We're trying to stop people from riding in cars anyway, so limit parking downtown, but keep it ALL of it (including lots) free.
36. It is important to have a Transit system that actually works. It takes 7 minutes to drive to my office but 1.5 hours to take the bus. Parking everywhere in Guelph is poor. All new construction (offices or multiple residency bldgs.) should have underground parking. Developers are building homes and apts without sufficient parking even for the residents. City council has to mandate to developers what the city needs to go forward. Underground cisterns to collect rainwater for gardening should be mandatory and has a low cost. We need more service lanes to access shopping and the long strings of apt buildings (such as on Gordon). Lastly, we need long term planning (20-50 years) to be in effect regardless of who is in office.
37. Downtown has never looked so dirty. It's so sad. This used to be such a pretty place. Less meetings and more work from the city staff would be appreciated.
38. I live on Arthur Street which is basically right downtown. We moved recently and because of rent prices and location we were not able to find a place with a parking spot. We are very worried about parking in the winter when street parking is no longer an option and the prices of the lots, such as Arthur or Neeve lot, are so expensive and we cannot afford it as well as they are in extremely high demand, and I don't believe we would get in anyways. If there was some kind of cheaper option for those living downtown for parking it would be amazing. Before the winter season.

39. We need people to be able to park near Guelph Central to allow them to park there and use the GO train to travel to work during the day, then come back in the evening via GO train and then get in their cars in parking to go home.
40. No, but I appreciate the opportunity to comment.
41. Parking needs to be affordable. Perhaps downtown Guelph employers could be incented/encouraged to partner with the City to provide appropriate, safe, low-cost parking for employees. Given the current low unemployment rate in Guelph and the broader tight talent market, employees coming to downtown Guelph employers are less likely to be residents of Guelph. The City could do more creative initiatives to minimize the current negative impact of downtown parking on employees (trust me, it's awful and expensive) and make downtown Guelph employers more attractive.
42. Any plan for downtown at all, or downtown parking, must include plans for security. I don't see any mention of that here. All options, including paying high prices for parking require safety - it's when you pay four dollars for a brief visit but have to step over a sleeping individual in the stairwell of the mall parkade, or feel fear at someone shouting F bombs right beside you, that you think, "I am never coming here again." I would do a lot more downtown, and pay higher prices for that privilege, if I could feel safer and more comfortable. Please don't simply conclude that I am a prude - it IS a commonly held view among many.
43. Property taxes are extremely high considering fewer services available than larger cities that actually pay less in property taxes despite having more services provided by their city. I would not want free parking to raise our property taxes. The roads and space already exist, and clearing and maintenance of these spots already exist. It would merely be excluded from revenue generation and not add to expenses and therefore should not raise our taxes. Also, the number of homeless and vagrants that occupy many areas of the downtown core will continue to deter people from utilizing the downtown areas whether you offer free or brightly lit parking spots or not.
44. Not sure why Guelph does not have a "Green P" - like parking program already. The city can make \$ and people can park downtown and PAY FOR IT. Also, there is a huge parking lot behind 150 Wellington E, and NO ONE can park there. That's just silly. Make that space a paved over Green P - type lot and start making the city some money!
45. Downtown is not a safe place be it day or night. There are bums everywhere, needles not cleaned up, shit on the sidewalk. I work downtown and tend to stay in on breaks and lunches. I park in a parkade that is dark, smelly, drugs are everywhere as the users. No one is pushing them away. The city is providing a safe warm dry place for them to house themselves and their activities. I'm glad the city has spent over 60 million on a new safe, dry place (the library) for them to conduct more of this activity. Are any of the city staff actually from the city of Guelph? Did you grow up here? Because I did, and this is not the Guelph it used to be. Stop building, stop expanding. The roads, parking and facilities are not made for this many. Stop providing things for free/reduced rate and increasing the costs of other things. I now live outside of Guelph and have no option but to drive in. Stop calling this a 15-minute city. It used to take 5 minutes from north Guelph to get downtown, now it takes 20! Just stop!
46. Truthfully, downtown will never be pedestrian friendly as long as drivers are permitted in the downtown core. Already, it is so unsafe and there are many angry drivers who turn VERY close to pedestrians who are crossing the street. Sparks Street in Ottawa is a beautiful example of one street that does not allow vehicles while surrounding streets do. Something similar could be considered for Wyndham, and then of course Douglas, Quebec, etc. For those who are interested in driving in and parking, the East, West and City parkades are close. A parking lot in North downtown near Guelph community health centre and the new library location off Baker would be nice for those who struggle to walk up hills or more than 5 minutes.

47. You should not allow Patio place to restaurant and taking away street parking for. Customers. Only restaurants are not doing business in downtown, but lot of other stores do business in downtown and their business is compromised due to city personnel preference five to restaurants.
48. Safe secure dedicated bike lanes and secure bike parking as well as improved transit would encourage less use of automobiles to travel downtown.
49. You folks really need to work with skilled community engagement researchers to develop better survey questions. So many of them are leading and don't offer viable options for indicating what residents really need. The scenario questions are just too complicated and combine too many ideas in a way that you can't effectively comment on any of the key pieces within them.
50. Please increase parking availability for transit users
51. I think that three-hour street parking would be much more ideal (at least until underground parking at the library is open) for people who want to do things like get their hair done (often takes more than two hours), go to the spa, or out for lunch and still have time to shop at our boutiques and grab coffee without stressing about getting a parking ticket. I work at a salon downtown and speak to multiple guests every day who are not willing or able to walk to and from the parkades. It's a major inconvenience (for those who are physically able to walk but choose not to), in their opinion and that, combined with feeling unsafe around the open use of hard drugs and being uncomfortable around the groups of people yelling, cursing, littering, and generally loitering has a lot of them on the verge of not coming downtown anymore.

We need to make frequenting our downtown easier and more appealing, before we lose even more customers, and in turn lose more businesses.

52. The scenarios make it seem like you know the right things to do to create a better downtown but are still considering providing free and taxpayer subsidized parking.
If downtown is productive and interesting, visitors will have no problem walking a couple of blocks to their destination. Let's prioritize creating a sense of place before parking - Strong Towns.
53. I have a permit for the Arthur St lot; I hope that if a permit for parking on residential streets is needed in the future, that the permit I already pay for will suffice. I don't want to have to pay for and display two different permits. Thanks for this survey, it is nice to be asked.
54. Scenarios are too long to read.
55. I have a monthly pass since I work downtown. I am required to go out sometimes for my work and when I come back it can be difficult to find a spot back in the parkade. It is especially hard when something is happening at the Riverrun Centre. Frustrating to pay for a spot and not be able to park there. We need more parking.
56. Improved parking and the proposed plans look great. However, there is a lot of work needed to make the downtown feel safe and welcoming - and improved parking is not going to solve that. As a parkade pass holder, I often see people loitering in the parkade, stairwells often smell of urine, and there is garbage including alcohol cans/bottles and used needles in or just outside. Walking from the parkade to my workplace, there are usually people loitering in the downtown area especially around the fountain and in Old Quebec St mall; I have to walk through cannabis smoke due to all the cannabis stores and people smoking on the street (and tobacco smoke too); and several times a week I am asked for money and have to listen to rude comments when I say "sorry, no". As this happens on a daily basis, I have actually become used to it. However, I know several people that will not even come downtown because of these reasons; they feel unsafe and unwelcome. And honestly, I only come downtown because I work here; I never visit outside of working hours, I would not recommend it to others, and I do not let my teenage daughter visit because of the feeling of being unsafe.

57. I really like the idea of free 15-minute spaces for quick in-and-out visits to shops. Would be willing to see what would happen if we eliminated free 2 hr parking and vastly increase and enforce free 15 min spots. In the near future would also like to see private business patios sprawl into public parking spaces eliminated.
58. The 15-minute parking spots are a great idea, but I think that the time should be increased to 30min. And have more 30-minute parking spots. 15 minutes is great, but if you get stuck in a line, that time can disappear quickly. 30 minutes would alleviate stress, allow for more turnover and encourage those parking for longer to use the parkades. As well, there should be 30-minute free parking in the parkades to encourage people to use the parkades.
59. have a destinated parking area for people working downtown so there is parking left when special events take up all the parking - increase security in the parking garages and stop using all the parking for summer patios.
60. Make downtown parking 100% user fee as soon as possible to remove it from the subsidised tax base. This is the correct path to a green, sustainable parking plan that does not encourage individual vehicle use. Also, when you implement on-street paid parking, there should be no grace period since even 5 minutes opens the door to "when did you begin to park here?" questions that makes enforcement difficult and encourages park-and-leave scenarios. Instead, on-street paid parking should be set at an increasing rate over time. For example, the first 30 minutes could be \$1 to park. The second 30 minutes is \$2 (i.e., \$3 for 60 minutes), the next 30 minutes is \$3 (i.e., \$6 for 90 mins), the next 30 minutes is \$4 (i.e., \$10 for 2 hours), etc. Having an increasing parking fee encourages on-street short-term, high-turnover parking only, with longer parking times directed to a parking garage because the cost is more reasonable. Guelph needs to make staying longer cost a continually increasing amount. That will incentivise parking in the Wilson parkade and increased transit use. Then when downtown parking is address, Guelph can move to pricing non-downtown parking in city facilities (rec centres, libraries, etc.). Parking should not be free on any municipal grounds.
61. I'm a driver by accessibility necessity and I think that it's better if we pay for street parking as needed instead of them being subsidized by property taxes. Having less general street parking will make it easier to bike downtown. Keeping accessible spots and spots for pick ups/food delivery services and service vehicles is fine, but most people can and should use the lots. If we are going to have only lots outside of downtown, then the transit needs to be fully accessible to all disabilities.
62. Transit needs to be frequent all day. Not just morning and nights. The World has changed since Covid, and travel has changed with more people using and driving during off peak times and weekends. Transit needs to be the same otherwise no one is going to get out of their car.
63. It would be great to prioritize pedestrians in the master plan. Cutting out cars completely in the downtown core and redirecting them towards parkades would be great.
64. The parking situation downtown Guelph does not accommodate its residents. Other residents and I downtown I've spoken to are considering moving because of the expensive parking passes and tickets that are way too heavily enforced. Bylaw officers exercise poor discretion when ticketing. They track resident vehicles for 2 hours total over multiple spaces over an entire day. I have been ticketed for being parked an hour and 10 minutes in one spot and 51 minutes in another. It is ridiculous. Residents sometimes need to make multiple trips outside their homes a day (appointments, groceries, etc.) It is not realistic to expect us to walk 10 to 15 minutes to our homes every time we need to park. What about residents with disabilities? There is no discounted rate (at the Wilson parkade) for resident parking passes that allows us to park during the day from Monday to Friday. What about people who don't work 9-5? What about people who have shift work? Are we expected to park outside of downtown and walk 15 minutes from our home since we only get 2 hours max downtown for the whole day? It is incredibly frustrating being a resident of downtown and always being stressed out

about tickets and parking fees. At least increase the hourly allowance to 3 hours or let residents with the resident pass for Wilson St parking during the day.

65. Extra security was mentioned in one of the scenarios for parking in the parkades at night (working late). I think security needs to be ramped up at all hours of the day. Especially considering the winter months when it is dark at 4pm.
66. None of the scenarios have been aimed at for instance how the business customers perceive or require parking.
67. You have to stop stealing money from the tax base to pay for "free" parking. It's not acceptable for you to steal my tax contributions and give them to selfish, entitled, drivers. Absolutely criminal behavior. Make them pay the actual cost of parking; it's so obvious it hurts that I have to say it.
68. I own a car right now because it is too difficult to live in Guelph without one. I do not wish to own a car; I do not enjoy driving downtown even though I find it very easy to park downtown right now. I'm reluctant to go downtown unless I really need to because for the most part it's not a particularly nice place to be. I'd be happy, and spend more time downtown, if Guelph reduced parking in favour of making it more accessible by active transport or transit, as well as creating a more comfortable environment to socialize, and enjoy life. I don't want to sit on a patio beside car traffic. I do want to sit on a patio in a car-free public square.
69. Paid longer term parking but free short-term parking. You need to balance the quick trips with the long ones.
70. Most people who live outside of the downtown area are not going to ride their bikes there due to the distance. This seems like something to support residents already living in the downtown core.
71. Downtown business needs affordable parking passes. I like the idea of shared passes or permits for businesses. The fees in the past were prohibitive and the waiting lists ridiculous. As much as I love the idea of a walkable downtown - I run a school and parking is the biggest issue my students face when coming to class. The two-hour spots are taken over by patios - which is beautiful - but then there is nowhere to park. There needs to be free 2-3-hour free parking in the parkades to support downtown businesses. This is a must!
72. We live on Norwich Street East in a house without a driveway, and the master parking plan that was introduced a couple of years ago raised the price of monthly parking in the Norwich Street Lot from \$45/month to \$160ish/month and had a big impact on us. In conversation with our councillors and other city planners we learned that the reason behind the increase was to pay for the newly constructed parking lot beside City Hall. We were told that our neighbourhood streets and parking lots were treated as parking for downtown core workers and businesses (hence 2 hr limits and high parking fees). This is far from the reality of parking in our neighbourhood as many of us know that the majority of the cars parking in our neighbourhood belong to folks with not enough or no parking spaces for our houses/apartments. These parking lots should not be considered part of the business downtown core and accessible and affordable parking should be returned to the neighbourhood residents. We could not afford to continue paying the monthly Norwich Lot fees, and when looking for an alternative we were told we were not able to get an on-street parking permit at all, and our only option was the parking lot. Even Downtown Toronto residents are able to get on street parking permits for \$70 a month which is less than half the of the current parking lot fees. Since the lot has been designated "downtown core" the lot is empty during the day, because it was neighbourhood residents using the Norwich Lot, not people commuting/working downtown. My partner and I just had a baby and with house prices and rental prices where they are we cannot afford to move to another house with a parking spot -- accessible and affordable parking is more important to us than ever. We are nervous that this re-evaluation is going to make things worse for us. Return accessible and affordable parking to those who need it!

The Norwich Lot (and the Arthur Street Lot!) are not in the downtown core business district!
Why are we being treated as though we are?

73. Yes, I live on King Street north. We have overnight parking and it get used by many neighbors who struggle to fit cars on their lots as some don't have driveways. Hospital staff also use the on-street parking during the day. Any changes may affect this balance of parking residence and hospital staff. Increasing parking fees anywhere will push people to find alternatives. This could become an issue in the future. Lastly many people park on the street between 211 and 213 King Street. This space isn't large enough for a car and we are always having difficulty with car sticking out into the driveway or the driveway at 213. This is a hazard and risk of property damage while backing out of a space. It would be great to have it painted or signed. Thanks
74. Parking rates in small lots bordering the commercial area (Arthur Street and Norwich Street) were increased to unsustainable levels for the neighborhoods who actually use them. They are not used by people working or trying to park in the downtown, but rates were increased to subsidize the new downtown parking garage. Older neighborhoods do not have the space for cars that exist in more contemporary suburban areas in the city and should not be penalized for that. Please reconsider the parking rates in these smaller lots that do not actually service those travelling to the downtown area.
75. We live in the downtown and am concerned about limits on street parking for residents. I want to be able to park a car in front of my house and/or have an overnight guest do the same.
76. My family: myself, my partner, and our child, are residents of the Joseph Wolfon Park neighbourhood of downtown Guelph who value our proximity to the many trails and parks (Joseph Wolfon, Goldie mill, riverside.) as well as the shops in the downtown business core. However, the absence of affordable parking and 2-hour time limit for on street parking with no affordable street parking permit options have been a constant source of stress and heartache for my family since the single parking option available to us increased in price by 400% from 2018 to today. from an affordable \$40/month to the absurd and unaffordable price of \$160 / month.
- When moving into a house with no driveway or private parking spaces, Our family decided that the wonderful community of the Jospeh Wolfon Park neighbourhood was worth the downside of committing to being a single car family in order to purchase a home in the increasingly unaffordable Guelph housing market. No street parking was certainly a concern for us, but with the city offering permitted parking at an affordable price of \$40 / month we felt the pros outweighed the stress that parking posed. Little did we know that a few years later the city would increase that price by 250% in a single year and continue to raise them in the years after. Do you truly believe that residents of downtown adjacent neighbourhoods should pay extremely high parking fees to subsidize the cost of building large new parking structures designed solely to serve the business community, while street parking in the business core remains free?! Bylaw officers ticket residents of our neighbourhood and treat us as if we are downtown business customers or workers looking to avoid paying for parking rates by walking 30 + minutes to downtown. In reality we are just residents of an old and dense neighbourhood in Guelph where every house and apartment have little to no private parking available to support it because it was built a century ago.
- As a young family in an increasingly expensive city, having even a single car still puts us in an extremely difficult parking situation, and are absolutely stuck with no alternatives.
- Workers and customers of the downtown business core have many more affordable alternatives to paying the day rates or 160\$ permitted parking rates: taking transit, biking, or walking into the core being just a few.
- RESIDENTS OF DOWNTOWN ADJACENT NEIGHBOURHOODS HAVE NO AFFORDABLE ALTERNATIVES. 2-hour parking limits and NO affordable street or lot permitted parking leaves us with no way forward. We cannot be expected to sell our car due to parking constraints: Guelph is NOT New York City. Even

parking starved ultra-dense cities in Ontario like Toronto offer street parking permits to residents of downtown neighbourhoods for \$70 / month: LESS THAN HALF of what Guelph has stuck its downtown residents with.

How have residents of downtown adjacent communities been so grossly overlooked in the city's parking planning??!! Not a single affordable option for parking has been considered or offered to residents who are treated as unwanted parking offenders simply for living in dense old communities where parking for its residents has fallen centuries behind the needs of its modern residents.

77. Would have been nice to individually pick from each scenario. There were some good and not so good ideas in each. The Data received is inherently biased based on the style of questions asked. But overall, it's nice to see the direction the city is looking for in. Parking isn't free, it is a burden on either the end user or the taxpayer. It sucks to move it back to the end user, but it's needed to nudge people to use the underutilized garages and stop them from circling downtown.
78. I would not like there to be 2 hr maximum time limit for on street parking in adjacent residential streets as there are many residents who rely on the on-street parking (if they don't have driveways).
79. It seems to me that these "scenarios" are very skewed already towards a certain bias.
80. I live on Delhi and Spring Streets. On Spring Street people can park all day every day and it is busy and unsafe for my kids being across from the hospital. We would like our street to be like the surrounding streets where there is only parking on weekends. This is common in hospital areas. Thank you.
81. Many people are choosing to park on residential streets just outside of the downtown core to access free parking - for some it's used for the whole day. Many of those streets are narrow and when people who don't live on said streets (Arthur street North, Pearl, Norwich street east) they block homeowners' driveways which make it very difficult for homeowners who pay high property taxes to get in and out. And people will park despite "no parking" signs citing its just for a minute or they didn't see the sign. There are several places of worship that are busy and cause an incredible amount of traffic and issues multiple times a week. Bylaw and parking enforcement is incredibly underfunded and understaffed so they can't possibly attend with great speed or efficiency. I worry about new parking changes that are not fully assessed for the ripple effect of downtown homeowners.
82. Improving regional connections with GO buses and trains will continue to help get workers downtown Guelph.
83. I take the GO train 3 times per week and pay A monthly fee in the market parkade. Why not a reduced rate? And it feels unsafe, smells like a sewer, and is never cleaned. Horrible.
84. I would love to see Guelph move faster away from subsidising drivers. The savings should be used for better active transport, transit, and access for people with disabilities.
85. Parking should be free or discounted for those that work downtown. It's too expensive which then lots of people park on the residential streets, which cause issues with the residents. An option would be a heavily discounted rate to park in a lot where a shuttle takes people from the lot to the downtown (no other stops). This would need to run often to be convenient. I think the new changes to parking are good - just too expensive.
86. The viability of using transit as an alternate to driving for these scenarios is a major issue. Its not clear how Guelph Transit, even with electric buses, will be better managed or operated.
Not clear where the paid on-street parking was in the scenarios? Parking is a service which is most effectively managed through price.
How are other parts of the city changing their driving/transit/cycling behaviors? If Downtown Guelph is being singled out while other parts of the city are also meant to urbanise, that seems short-sighted. Downtown Guelph is a tiny historic geographic area of a largely suburban and rural city-region. Downtown is no longer the economic centre of the town or the county. What economic assumptions are driving this study? (business needs, competitive landscape, visitation rates, built-in residential

population growth assumptions, regional role within other city and county nodes). The scenarios seem to be developed in a vacuum.

87. Parking decisions need to support customers of downtown businesses and how they make decisions.
88. I currently live on Cork Street West as a renter. My partner and I each have a vehicle that we use to get to and from work. We do not have a driveway as renters and take advantage of the year-round street parking. Currently, many people that work downtown or people that just want to visit downtown use our street as an alternative to downtown parking, which takes away parking space from my partner and I and many residents of cork street that do not own driveways. I worry that partial charging for downtown parking will lead to even more downtown patrons clogging up the residential areas near my home to circumvent paying, which will make an increasingly car focused area even more congested. I think when the new library is constructed, additional parking space in that would be beneficial, as it is more centralized than the current parkade options.
89. I found the scenarios awkward to answer and I think, regardless of the situation, I would like to see improvements to public transit, and infrastructure supporting alternative modes of transportation (bike parking and lanes, plowed sidewalks, safe intersections for pedestrian), given priority while also, prioritizing parking and access for disabled folks who must drive. Then I would like to option for car parking expanded for the rest of us, as a last resort. It shouldn't matter much if I'm going to a concert, the library, the market, a restaurant, or shop or whatever, there should be easy and safe options to get there.
90. Parking in either parkades or street should be free 24:7 for people that LIVE downtown where there is no parking for apartments.
91. I am happy to be retiring this year and frankly will not have any reason to go downtown. This city had grown too quickly, and downtown is disturbingly filthy and feeling unsafe!
92. As a long-time resident, it's not just parking that is a challenge. The downtown core area badly needs an uplift - new shops, refurbished buildings, safer streets and, overall, more reasons to come downtown and spend time there. I realize money is the significant barrier to achieving this, but it would certainly make a difference.
93. It is surprising and disappointing to me that the most visible part of the city's public engagement addressing carbon reduction plans is framed primarily around parking. This approach reeks of incremental ineffectuality. In all reality private vehicle parking should be phased out in favour of methods that actually contribute to carbon emission reductions.
94. This second survey also does not seem to recognize that people live outside of the city work downtown Guelph and will likely continue to do so. Public transit is not the solution in these situations. Parking will still be needed in the future downtown regardless of the best wishes and intentions that the public will only use public transit and bicycles.
95. If you would like to see more businesses move to downtown more affordable parking spaces must be found.
96. The city needs to realize that people go for the most convenient solution. People are used to the free 2-hour street parking. that is so convenient! But people will hate to lose those spots. But if you take away those spots and pay for the other on street spots left, then people will consider other options. You can make the parkades even more convenient by allowing short trips to be free/ cheap. And you would have an easy way of enforcing that the 1st hour is free.
In general people like free. if you want them to use the parkade rather than on street make it cheaper/more convenient.
97. Stores should be open 7 days a week.

98. Improving parking is important to figure out successfully before making patios permanent. The patios are a great way to increase people coming downtown but then they realize how difficult parking is and don't come back!
99. As a downtown resident, I would like to be able to access more affordable monthly permits for my car, similar to the system in Toronto (monthly sticker permit, increases with each car, increased rate if you have parking available). I do not have a parking spot with my apartment and have been on a waiting list for a permit for over 2 years.
100. We need parking.
101. Clean up the area around the RC church, stop street people from taking over the fountain area so that families feel safe in that area. move the shelter system away from downtown for the benefit of the businesses and the people who have to work downtown. Having it downtown is not necessary as there is no benefit to having it in a densely populated and trafficked area. Also move the GHC and the services it offers away from downtown as well. Move them to closer to the hospital or into a non-residential area.
102. In addition to safe bike storage, I'd like to see more safe bike lanes and paths to help to get into downtown on bike.
103. Downtown has become a ghetto for drunks and the homeless bums. I don't go downtown because of the atmosphere, it's dark dangerous and dirty. The people I know who worked there were accosted by street people and changed jobs to get away from downtown. How unfortunate because Guelph was once known for having a beautiful downtown with safe, clean wide streets full of happy people. The new idea of a downtown is not appealing.
104. Bike parking is only a small part of the issue. Safe and efficient infrastructure to get to and around downtown is much more important. I bike downtown regularly, and it's not that enjoyable or safe. It's far from an all-ages and abilities experience. The survey design was flawed in that it included three response options, but two implied a level of agreement (i.e., 'strongly agree' and 'somewhat agree') and 'disagree.' Where was 'somewhat disagree'? This formatting of the response options will skew the responses to more 'agree' than a neutral survey design.
105. I am really excited by the possibilities that increase transit, walking and biking downtown. Right now, downtown feels limited in how it can evolve because of how car focused it is. I love the idea of reducing the number of cars on the street and in street spaces and fully using the parkades (which are often pretty empty when I go by them).
106. I find it deeply concerning that there is consideration to incentivize future development without sufficient parking to support the residents of upcoming projects. Even if there is a scheme to have those developers pay into the city's parking infrastructure, there is no way that it won't end up putting even more pressure into the system as you add individuals into the area that will have less access to their own dedicated parking spaces. This seems at cross purposes to the stated goal of alleviating congestion and making public parking more widely available if you're planning for more residents of the area to have no better choice than to take up space in lots in direct competition with the public, or those that are already in a position in which they are unable to find reliable parking due to issues with the system as it is, or will be.
107. To achieve your vision, you must ensure the downtown is safe for residents. Guelph's downtown always used to be vibrant and safe for all those walking, it now feels taken over by a transient community who is not contributing to the economics of Guelph. As a lifelong resident of Guelph, I hope the City can allocate the appropriate funds to reestablish the vibrant and safe downtown we once had.
108. The scenarios presented are far too complex to evaluate. Reduce the scale and size of the patio program. Limit size of patios to linear frontage of each restaurant or bar. stop them from sprawling

hence limiting negative impact on number of parking spaces lost due to this program.

Why would nonprofits get a break on parking fees? Any discount needs to be equitable for everyone regardless of status, business model.

109. If on-street parking is being subsidized by property taxes and tax-payer money, does that also mean that the patios of private businesses are being subsidized by taxpayers? A salon on Quebec street has an enormous patio that is almost exclusively used by their own staff to eat lunch in. They come out and yell at anyone who sits in the patio space, even if it is completely empty. Is this the vision that the City of Guelph has for the downtown area? Is there any research done before approving a business' permit for a patio? How is a hair salon having a patio and taking up the already extremely limited parking space acceptable? Is it because city councillors frequent the business on their personal time and are giving favourable treatment?

When someone passing by sees a local business that interests them, they are not going to drive to the south end, park in a parkade on the south end, pay for parking, and then walk back over 1km to the north end. This holds true for someone who just wants to quickly stop, look, potentially buy something, and continue their way. These types of decisions target and harm the small business owners.

The scenarios given are idealistic and nice, but in no way reflect the current actions or direction taken by the city. The city has shown that it's working to benefit larger businesses that can afford to fit larger bills (more lucrative for the city) while attacking smaller business owners and pushing them out. Taking away free downtown parking and saying "people can park in the residential areas near downtown" is disrespectful to the residents who live there. The downtown core already lacks sufficient parking, as do many of the residential streets around the periphery. This plan only seeks to target the residents near downtown and make them deal with the poor planning.

110. The use of apps for parking is a deterrent in pay for parking options as it assumes I have cell phone with data and am ok having credit card info on file with parking app.
111. Do not double charge residents in the downtown catchment who already pay for lots.
112. Make transit free.
113. All the scenarios presented are far too car oriented for the stated values of the city. There is such a disappointing lack of urgency presented here. There's a climate crisis. The solution is fewer cars (electric cars are still cars) and better alternatives. There's a housing crisis. The solution is prioritizing housing people downtown over housing cars. The city wants to meet vision zero goals. Again, fewer cars. 75% of people driving to the most pedestrian and transit friendly part of Guelph should be horrifying to everyone and an indictment of just how terrible the alternatives the city offers are. Transit is basically useless for most people who aren't along the 99 or too poor to have alternatives. Cycling is unsafe because the painted bicycle gutters don't protect from cars. My vision for downtown looks like this:

I walk to downtown crossing Wellington at Wyndham. There are new mixed-use apartments across the street with nearly no parking. The city has removed mandated parking minimums from all downtown developments. Developers don't have to pay cash-in-lieu for parking as this adds to the cost of every residential unit to subsidize car use. People walk out of their homes and walk downtown or go to the central station to get a bus to other places in the city or beyond.

I pass the central station. People arrive from all over the city on a transit system that has many direct, frequent (10 min or better) routes. For people outside of the city or away from frequent routes, park and rides are provided so they don't have to drive downtown.

I continue along Wyndham. Most on-street parking spaces have been removed and replaced with patios, benches, gardens, bike parking, food stalls. The street is buzzing with people. A few spaces remain for deliveries and quick drop offs. The city removes the "Stop Circling" signs because they are

no longer stupidly incentivizing this behaviour with free on street and paid off street parking. Only a few accessible parking spaces are provided on the street. Cars, even those used by those with disabilities are still terrible for everyone outside them, and despite the insistence of the accessibility committee to the contrary, they are not mobility devices. Instead, motorized scooters (actual mobility devices) are freely available for those in need to borrow one at all the parkades as well as the central station.

A lack of parking minimums means that here too new development is happening. Historic buildings have a few storeys added to the top, allowing more people to live, work, and shop downtown. Surface parking lots are also replaced with new buildings.

Private homes and businesses don't offer public parking as the transit and cycling networks make that unnecessary. Which is great! Why spend a ton of money on the least efficient way to get people downtown? Looking at you, \$102k per spot at Baker Street.

With so few people driving downtown, I don't have anyone try to make an unsafe left turn at Macdonell and run me over like often happens. The street is so quiet without the drone of cars, and I can hear the birds sing and the sounds of conversation as people eat on patios.

The Market Parkade is about 75% full. The cost of parking is set, not with cost recovery as the priority, but instead to manage the number of people driving downtown. Most people are pushed towards alternatives, but people who really need to drive downtown can be confident that a spot is available in a parkade when they need it.

People can't receive a discount for parking for working at a non-profit downtown because the City wants to incentivize transit and cycling use for everyone.

Any employer offering free parking to their employees must either offer a free transit pass, or the cash value of parking to their employees. Employees should never be incentivized by their employer to park downtown.

As I walk home through the Ward, there are a few cars on the street, but not many. A permit system has been brought in to allow residents to pay for the exclusive use of street parking outside their home. People accessing downtown from outside of the near-downtown neighbourhoods are not allowed to park here and must either pay to park downtown or use one of the now usable alternatives.

Sure, all of this may sound like it's a utopian pipe dream, but that's only because of the lack of leadership demonstrated by everyone but especially Council on these issues. Transit is treated as a burden instead of an opportunity to create a symbiotic relationship between it and a dense car-lite downtown. Of course, people who currently have an easy drive downtown want to keep doing this, but it's the worst choice, financially for the city (and those driving), environmentally, socially, culturally. People who really must drive have the entire city as a car dependent hellscape for them, I just want to be able to walk in/to/around downtown without have to dodge cars and put up with their noise, pollution, and the terrible alternatives to driving offered by the city's prioritization of cars.

114. Shared parking passes for people working downtown is a good idea. The City should also implement a program for employers downtown to purchase a group of passes at a discounted rate for the parkades.
115. There seem to always be a lot of delivery trucks in the middle of the road downtown and they don't have delivery parking. This seems dangerous since the patios take up so much space.
116. As someone who frequents downtown often, I would never drive down and park if I needed to pay. I often walk or bike down but sometimes I need to grab something quick, so I drive. We pay over \$10,000 year for property taxes; I think parking should remain free if it's under two hours.
117. Parking in the north end of downtown is very difficult. Because of that problem, we have stopped shopping downtown and stopped lunch at restaurants. Also, we are not happy with people constantly

asking for money, washing their hair in the fountain in the square and urinating on the sidewalk. Downtown Guelph is not a welcoming place.

118. I like much of what is describe for the future, but I feel that all taxes will be required to increase to give people what they want and need.
119. As a woman, I don't think I'll ever feel comfortable in a parkade, no matter how bright it might be. Paying for parking at pay stations in the pouring rain or driving snow is the worst experience. Last week I parked at the downtown library and several people were trying to figure out how to use the pay station and were becoming very frustrated. Some decided to take their chance and run into the library for the three minutes it would take them to pick up a book. Returning to my car to display the ticket was a nuisance, as well as a painful experience because I have a very sore hip (not a disability to require a pass). I believe all the branch libraries offer free parking. The main library should have free parking as well. The City took parking meters off Delhi across from the hospital - and installed a pay station. With snow piled up on the curb, it's very difficult, and dangerous, to climb over a snowbank to the sidewalk, or walk along the slippery street to the pay station - and back again to display the card. It's a terrible thing to experience. Also, in the pouring rain and driving sleet it's a terrible way to treat the public, especially if they are elderly, have difficulty walking or are hurrying to see an injured or dying family member. Why not have a station by the door, inside the hospital, to obtain and pay for a parking ticket?
You need to start showing compassion to the citizens of Guelph. Put yourself in their shoes for a few minutes and try to imagine coping in their situations.
120. We need more street parking. I use Amazon to shop because the downtown is hopeless. Get rid of all those patios. Think about how the other stores suffer.
121. More accessible spaces are needed, especially if street parking is being reduced - need to ensure accessible spots are still spread out through the core for those who can't easily travel from parkades to their destination.
122. I'd really like the downtown to have much more peripheral parking and limit Wyndham and Lower Quebec Street to pedestrian, bike, scooter, and skateboard traffic only. Trying to manage drive through downtown to parking lots or street-level parking is almost always challenging. Having reserved disabled parking very close to these blocks would help maintaining an accessible area.
123. If parking is not convenient, affordable, and safe I will not go downtown. Get ride of the two-hour limit for parking. People who work downtown should be given a pass and park in any of the parkades leaving street parking to customers. Sidewalk cafes are nice. But they should be on sidewalks not on roadways or in parking spaces.
124. We should be disincentivizing car use in downtown Guelph if we want downtown Guelph to be a safe and pleasant place to be, and if we want to meet our climate goals.
125. All parking spaces should be accessible parking spaces on street and parkades should be the only thing available to regular drivers. Buses need to be regular (every 15 mins or less) and there should be carts available dt for transporting large amounts of good from stores to cars (heavy bulk items for example). this needs to happen now; Car culture needs to become inconvenient except for folks with disabilities as cars are literally killing the planet.
126. Mobile site, no apps please. Close downtown to traffic except for deliveries. Make it pedestrian and bike only. Provide ample parking south of the tracks for GO commuters.
127. These ideas are too far out in the timeline. Start doing things and not just talking about it. Fix transit now.
128. On street parking should be removed except for deliveries and accessibility.
129. From where I live, the car is my only way of coming downtown. Parking is not handy for most people. The last time I was down there, I was asked for money, needles in plain view and urine smells along

the street. I would love to go eat at a restaurant, but nothing is handy and that's a real shame. High rises will not fix this. I'm so sorry I'm so cynical.

130. Free on street has to continue or many small businesses will close and downtown will no longer be a destination. Free parking could be reduced from 2 hours to one 1 hour to accommodate everyone including businesses that require people who need to drop in for take out food, pickup an order, or other service type businesses that require a half hour to hour visit. Flower shops, consignment clothing stores, candy shops, record shops, bulk food stores, copy shops, repair shops, shoe stores, hair salons, music stores, the list is huge. All these stores need to offer free on street parking of some kind to stay in business.
- Downtown businesses cannot compete with malls without free on street parking for its customers. Restaurants aren't affected as it's free on street at dinner time perhaps enforce 1- or 2-hour free parking in the evenings to generate more income.
- Or create no car- walkable areas of the downtown with free parking around it to offset the carbon footprint. Car free zones would create opportunity for more community space and event space creating a destination or tourist draw and beautify the downtown. But there still must be free on street parking as well for the downtown to service everyone and all types of businesses.
- There is not enough residential homes in the core to support No on street free parking even with the new residential that is slated to be built in the future it is still not enough.
131. There should be no free parking in Downtown Guelph - make all parking paid. I work downtown and a few colleagues will park downtown in the 2hrs max spots and rarely get tickets, it is not enforced enough, and they would rather risk it for the \$40 ticket than pay \$30 in the parkade.
- Make all parking downtown cost money so people are used to it and then use there would be more use of the parkade, transit, and biking downtown. We need to stop catering to car drivers and create a downtown that people want to visit - look at great examples from the Strong Towns group out of the USA. They have proven that we don't need free parking to entice people to come downtown, we need a strong downtown that is walkable and safe.
- We also need safer bike parking - the parkade bike parking looks great, but I work on the other side of downtown, so it does not make sense for me to use that. We need to install a few secure bike parking areas within one parking stall along Wyndham or Baker or Douglas - they have these in Europe. You can place 6 or more bikes in place of one car...that is worth it!
- Car drivers have taken over the rest of our city - huge parking lots at grocery stores, shops, the mall, etc. Let's protect our downtown core to be a safe, Strong, walkable part of our city! Keep the cars out and make them pay for parking.
132. Transit and bus routes should be more prevalent and prioritized. Right now, biking in Guelph feels unsafe and walking is though cause bikes are on the sidewalks (cause bike lanes are inconsistent). I walk almost everywhere because transit is inconsistent when it does show up and it never lines up with where I'm looking to go.
133. You have not considered seniors who cannot ride bikes, walk long distances, or jump on buses. Their only option is to drive. Many seniors do not have the ability to pay more taxes. You are suggesting here that they subsidize parking for businesses who are benefitting from the development of downtown. Taxpayers are already paying for the library. How much more do you want people on fixed incomes to pay? Many of us are struggling as our pensions do not increase with inflation.
134. Should have a parking structure next to the train station downtown to encourage use of expanding go service and reduce trips by car to Toronto.
135. Please consider that downtown residents need on street parking in front of their house! We have elderly visitors, service people. Who need to park at outside our houses. And we pay lots of taxes!

136. Cut back on the outdoor dining space taking up parking spaces. It's great for the restaurants, but what about the other businesses? Expand the 2-hour free parking to at least 4 so we can shop AND eat without having to move the car. If you charge for all on-street parking it will be the end of me going downtown.
137. The City seems hell-bent on charging for street parking downtown regardless of what the citizens want. Downtown competes with strip malls and the stone road mall, where parking is free. The parkades are great and would be fuller if the prices were lower. The city is not reading the market signals that say reduce rates and you'll get higher occupancy. Travelling to Toronto or Waterloo by GO train costs less than half of what it costs to park for the day while you are on the train. That discourages using GO Transit. Downtown is not a destination where one would park 5 blocks away and take a shuttle. That is a fantasy.
138. Car drivers should not expect free parking everywhere they go. Parking costs money and the rest of society shouldn't have to pay so that car drivers can get free parking for their personal vehicle. Driving a car has consequences on the environment, noise, and safety, so we should not subsidize driving. Many amazing cities around the world, like Paris and Amsterdam, are removing parking spaces from their city centres; Guelph should be doing the same.
139. No.
140. I think the presented options focus too much on making parking easier for car drivers. I believe that downtown Guelph should be offering less parking and charging for it wherever possible. On-street parking should be mostly removed with space left over for accessible parking spots, bicycle parking, and deliveries. Surface parking lots can be replaced with new businesses and amenities (parks, library). Drivers should be encouraged to use the parkades as much as possible.
141. As a family with young kids, lugging a stroller, diaper bags, snacks, etc. Downtown would be a barrier if I didn't have a car. I would love to see safer bike routes leading into downtown, not on busy roads, where I could ride with my kids. However, I love the idea of making the core a pedestrian hub, with limited or no vehicular traffic.
142. You cannot forgo parking in new developments. I would have said the last option matched my vision if that point was not in there.
143. Currently, the 2-hr free parking limit is in place until 9 pm on Saturday in many areas of the downtown core- yet most of the retail stores close at 6:00 pm on Saturday. So, that means arriving early for an evening Storm game, going out for a lengthy dinner, or even a quick bite followed by a movie or a show at River Run will all lead to a potential time violation ticket if using this street parking is that really the intent? It makes no sense why this 2-hr limit extends beyond 6:00 pm Saturday, as there is no need to ensure parking availability in front of retail, since they mostly close at 6:00 pm.
144. Stop with this subsidizing and pushing a no parking downtown. Going downtown will drop significantly like it did last time there were parking meters.
145. Free parking for GO train riders.
146. I truly hope property taxes do not increase to pay for this subsidized parking. We are already one of the highest in Ontario for some reason. Encouraging us to spend money downtown while increasing our taxes when many people are already stressed about increased cost of living seems like a terrible idea.
147. Parking is an issue that makes my spouse reluctant to go downtown for anything.
148. The lack of parking spaces is the #1 reasons I avoid the downtown. I would not mind paying a very small fee to park on street or in a lot.
149. I would like to request that parking downtown is inclusive of larger vehicles that are able to enter and find an appropriate spot in a parkade. Currently my truck does not fit in the Quebec Street mall

parkade, and I have a hard time finding parking for events at the Sleeman Centre and River Run Centre.

150. Shuttle busses that take people downtown for parking lots outside downtown would be ideal.
151. Stop the nonsensical bias of race to zero. Policy should be drafted reflecting ALL stakeholders. It appears that the parking master plan is being drafted in an environmental echo chamber. Stop it. Be inclusive of car drivers who have no option but to drive. Your race to zero is biased, racist and discriminatory to those that must commute into the downtown. Time to be fair and balanced. Not once did your survey mention safety. Downtown is packed with homeless and drug addicted people. It's sad but it is also very dangerous. I've been accosted, almost robbed twice and now refuse to wear professional work clothing, carry a briefcase or wear jewellery. Clients are hesitant to visit our offices due to safety concerns, lack of parking and aggressive behaviour of panhandlers and drug addicts. Start to recognize the real problems. Deal with them. Once downtown is safe then perhaps you can talk about parking in greater detail. I fear if you continue to ignore the real issue, I shall look to have operations moved from the downtown. Such a shame.
152. Yes, funding everything via property taxes isn't sustainable. That predicates growth continuously. Parking should be user fee-based period.
153. I know the focus is on paid parking, but to have people want to come downtown they need to feel safe. I have lived downtown for thirty years, and we longer venture out at night given the people we have encountered who are struggling. Parking is an issue, but mental health is a bigger issue affecting the vitality of the downtown.
154. In the future vision of parking (5-7 years) I think priority should be given to more active transportation and EV charging options. We need bike lanes sooner, not later, same with EV charging. Safe bike parking needs to happen soon. There are hardly any decent places to lock up a bike downtown. For residents who live just outside the downtown without their own parking spaces - i.e., residents of Arthur Street for example, overnight street parking permits should be available. The cost should be less than it would cost to have a parking permit in Toronto. Temporary overnight parking permits can be made available as well for visitors. It would be an additional revenue source for the city. Bylaw must enforce the 2-hour downtown limit. I know examples of people who work downtown who use a street parking spot all day. People who work downtown should be incentivized to use the parkades.
155. It all sounds great except that I have to walk with a cane & cannot do long distances, so I shall always be parking in the accessible angled parking on Woolwich near the health food store (New Age) & the Wellington Housing building which are the 2 places I visit most frequently.
156. I love downtown Guelph but addressing the crisis of homelessness, mental health and addiction in our city and downtown should be an absolute priority. I understand this survey is about parking and is a totally separate issue, but I know many folks that feel shame for our city and the little support these people seem to be getting. Where is a drop-in centre or community centre for people in need? These people deserve dignity, a place to bathe and rest. Not to bathe in the downtown fountain or sleep on the church steps.
Sometimes it's hard to ignore.
157. Paid parking is a money-making activity for the city. We will not go downtown if we have to pay for parking. I would rather travel the extra distance to Stone Road Mall, or another small mall, or travel to Cambridge and Kitchener and Waterloo to shop.
158. Two-hour free parking is great but with one vehicle two or more people who share it can't go downtown separately.
159. You asked absolutely no questions about people with disabilities or elders who may not be able to walk far. Most unfortunate.

160. Best way to reduce traffic and parking issues downtown is to limit the access cars have. I usually drive downtown because it's way too easy and convenient and cheaper than taking the bus and I won't have to worry about my bike being stolen. I rather take any other option possible, but it never makes any sense.
161. The two-hour time limit on parking has to stop if we ever want a vibrant downtown and the safety has to be addresses by the city and police services or no one will ever walk downtown. I've pretty much stopped coming to shop and do not do appointments for those reasons. This survey overlooked go train commuters which does not provide for proper or safe parking as it stands. I felt 10 times safer living in downtown Toronto. I also live on a side street. We need to allow for residents to own parking passes (i.e., Cardigan Street) and allow people to park on the street whether visitor or resident overnight and in the winter!
162. As someone who works at and operates a restaurant downtown parking is both important to reduce my extra travel time (unless there were better transit or bike storage options) and important for getting visitors downtown to visit the shops and restaurants. Daily we hear of the struggle to find good parking near our business on Quebec St and I worry we lose business over it. I also appreciate the goal for net zero emissions, and I think transit and/or park and ride options are vital for making that a reality. Thank you for listening!
163. When parking in downtown area. There should be people with kids parking signs. When I take my grandchildren downtown to swim at the city hall, its hard to get a close parking. I think there should be a 2-hr parking limit in front of city hall.
164. All the scenarios are ignoring the presence of very-low-income and unhoused people downtown, along with drug use and unpredictable behaviour. This contributes to people feeling unsafe downtown & not wanting to go there to shop or dine. The only solution is to provide supportive rent-geared-to-income housing, income support, food support, and mental health and addiction services. Moving these people, and the services they access, to another location doesn't solve the problem. Also, could we get shelter from rain and snow at the transit hub and train station? People won't give up their cars to stand in the freezing cold in January while waiting for the bus. Thanks!
165. Please create a plan that prioritizes adjacent parking for people with mobility issues only, and prioritizes returning part of the street to pedestrians, cyclists, tree canopy, patios, etc. Enough land in Guelph is reserved for individual cars - let's change that in the Downtown.
166. Allowing 2 hours of free parking only encourages people who work downtown to continually move their cars every 2 hours thus taking up all the spots. I do not believe that taxpayers should be asked to fund downtown parking, it's just another burden on all of us.
167. It's hard to know what to make of results of the vague and rambling scenarios in the last page and what you will read from the results. The best I can do is say that none reflects my vision although some things are desirable.
Sadly pedestrians are left out of the discussion because you are so focused on parking. Removing the parking meters was perhaps the worst policy I have seen in my fifty years in Guelph. You removed the best bicycle parking along with the meters and have subsidised the on-street parking which uses the most expensive land in the city while charging for the parking lots. The result is that bicycle parking is more difficult than ever while we all pay for the most convenient (even if rarely accessible) car parking. This is to me just as unacceptable as Ford's complete subsidy of licence plate renewals. You need to decide whether the downtown experience will be the best it can be for cars or the best it can be for pedestrians, but you can't do both.
168. Outdoor cafe areas should be limited because they prevent the use of accessible parking downtown and encourage dining facilities to restrict the rights of other businesses just because they feel their

business warrants it. This bully behavior by select few should not be encouraged by considering patio dining (and the restricted parking result) throughout the entire year.

169. I marked "I don't know" for working downtown because I am retired! It appears that there is already some dedicated secure and free bicycle parking or is that the 5-year plan. I need parking for my bike - the downtown core is too risky for my to just lock my bike to a pole.
170. Downtown Guelph is currently kind of shit. We should remove the angled-on street parking right away and close St. Georges square to cars and well as Carden Street. There is almost zero bike parking downtown. People parking for work on side streets should have to pay for that or move to a parking facility. We need to clamp down on noise, enforce stopping before rights on reds and provide separated bike lanes.
171. Property taxes downtown Guelph are already high enough. I don't believe that parking should be completely subsidized by businesses/property owners but instead the people who feel the need to drive their car. We are acting as if Guelph isn't a big city anymore. Though it isn't Toronto we need to start forcing people to pay to park. \$2/hour is nothing. No one would think twice of paying for parking in a big city. Also, when people say they just need to do a quick errand dt there are very few 'quick errands'. Most people are getting their hair cut, shopping, going out for a meal all these activities are at minimum an hour. Parking is meant for the periphery; downtown is meant for people and public transit. Look at all the examples of cites in Canada (Waterloo, Montreal, Guelph) closing streets for pedestrians what happens, people love it. Businesses get more traffic because people aren't whizzing by in their cars. Also stop listening to the boomers about this topic. They have money to afford a car or two and at least one house in this city. Start listening to the younger generations, the future- they are getting rid of their cars because it is too expensive, because they care about the environment, and they see a need for change. Block out old voices and listen to the younger ones. Be bold otherwise downtown is going to become a parking lot.
172. Please paint parking lines on the residential streets. People suck at parking.
I do not agree that people who work for social services or for non-profits should get a discount. This is an insult to small-business owners.
173. Downtowns should be people friendly spaces that are focused on active and sustainable modes of transportation. There should be a reduction in parking downtown to discourage cars from going directly into the downtown. Transit, cycling, and walking should be encouraged. Parking is never free - someone is paying for it, so it shouldn't be free downtown either, especially when we have parkades that sit empty. I think that paying for parking should be shifted more into user fees rather than property taxes.
174. I am involved with a minor sports association with regularly rents Sleeman Centre. It would be fantastic if there was a mechanism where attendees do not have to pay for parking with using the facility, such as what is done at one of the Kitchener arenas where people get a chit in the arena which is inserted in the ticket station upon leaving. the parking fees could be included in the rental fee, if needed.
175. As a Storm ticket holder, the pay process for the parkades for games is terrible and backs traffic up on to the streets basically causing gridlock.

- **Comments about making transit a viable choice for trips downtown**

Question 12 asked “Do you have any ideas for making transit a viable choice for you when making trips downtown?” 84 people responded to this question. The following are verbatim. Each number is different person’s response.

1. Extend transit to Fergus, Elora and surrounding communities - it must be on a reliable and viable schedule (hourly from 5 AM to 10 AM and 3 PM to 9 PM at the very least.)
2. Having transit come around more frequently can make it more convenient for individuals. If the Guelph transit doesn't fit with their schedule, they will be more likely to take their vehicle.
3. Improve accessibility: Ensure that transit services are easily accessible to a wide range of residents. This includes establishing well-connected and conveniently located transit stops, and creating pedestrian and bike friendly infrastructure to facilitate easy access to transit stops.
Make it easier to access day passes – more likely to encourage casual riders. Have a daily limit where the max is the same price as a day pass. Riders are more likely to run an extra errand or shop downtown longer.
Enhance frequency and reliability: One of the significant factors influencing transit usage is the frequency and reliability of services. Increasing the frequency of buses or trains during peak hours and reducing waiting times can significantly improve the attractiveness of transit. Moreover, implementing measures to enhance service reliability, such as efficient scheduling and real-time information updates, will instill confidence in potential riders.
Offer competitive travel times: Make efforts to ensure that transit travel times are comparable, if not faster, than driving times. This can be achieved by implementing dedicated bus lanes, transit signal priority at intersections, and exploring innovative solutions like bus rapid transit (BRT) systems or light rail networks to provide faster and more efficient transit options.
Design transit stops and stations with adequate seating, shelters, and amenities like bike parking and public art installations to make the overall experience more enjoyable.
Offer fare incentives and discounts: Encourage transit usage by implementing fare incentives and discounts. This can include discounted passes for downtown employees.
Provide comprehensive information: Ensure that potential riders have access to accurate and comprehensive information about transit services. This includes easily accessible route maps, timetables, and real-time updates through mobile apps or online platforms. Clear signage and wayfinding systems at transit stops and stations are also crucial for guiding passengers.
Foster integration and multimodal connectivity: Encourage seamless integration between different modes of transportation, such as buses, trains, cycling, and walking. This can involve establishing efficient transfer points, providing secure bike parking facilities at transit stations, and developing pedestrian-friendly infrastructure to facilitate easy transitions between different modes of travel.
4. Clean up the downtown area of “living rough” people, who can be intimidating, rude, and or aggressive. Reassess number of cannabis shops downtown allowed. Need Public Washrooms.
5. It’s not an idea, but if the city keeps increasing the prices of the parking pass for the Wilson street lot, I will have no choice but to take transit.
6. Add separated bus lanes and separated bike lanes. Take space from car lanes and give to transit/cycling/walking. We also must stop adding more parking to Downtown. We must charge for parking everywhere Downtown. Parking (especially free parking) just encourages people to drive instead of walking/cycling/transit. Build for what we want people to get around (transit/cycling/walking) and the vast majority of people will follow (quite happily) the move to transit/cycling/walking.

7. Increased stops, frequency, reliable schedule, reduced fees, and easy access to pay, app for real time schedule and updates.
8. Make a parkade just outside of downtown with a free shuttle running very frequently from the parkade to downtown.
9. Increased frequency of buses. The longer the intervals between buses the less likely I am to use them. Signage at bus stops that shows when the next bus is arriving would also be super valuable (Although, definitely expensive). We're in a full-blown climate emergency, and it's good to hear that parking is being considered as part of the City's planning- but the City has to action that planning, be bold and uplift Guelph Transit and non-auto use in reality. Alternative options will be good for the planet, and the bonus is we'll have a nicer city for the people that live here.
10. Modern, electric buses, courtesy training for drivers, ability to make call stops, but most of all, entirely redesign the shadeless, scorched-earth, concrete-wasteland - next-to-the-addicts-hotel-danger zone that is the Guelph Central Station bus terminal. It is the most unhuman, alienating, less sheltering bus terminals in all of Ontario. If the City isn't interested in massively adding shade, shelter (a single pane of glass does not prevent winter winds from freezing you), safety, and some desperately needed greenspace to it, then perhaps just move the buses back to the square would be the best idea,
11. More direct routes downtown so that it doesn't take over 40min to go from the south end to downtown.
12. Increase frequency of buses to downtown to something like a bus every 5 min.
13. Make parking free for individuals who work downtown! Not fair workers have to pay.
14. Reduced fares, increased frequency of buses, more electric vehicles.
15. Other areas (i.e., San Diego) are exploring on demand public transportation services. It would be easier to use public transit in this city of Guelph if it was reliable...with the commute for myself doubling with public transportation, it is unlikely that I would shift my habits unless I could be guaranteed the same fast, direct, and on demand services from public transportation that my vehicle offers.
16. Subsidize the cost of public transportation. Also, even with all the parking "woes" it's still too convenient to drive downtown as opposed to taking public transit.
17. Invest in bus shelters with seating.
18. More frequent service.
19. Making a place to leave cars overnight so transit can be used instead.
20. Free transit to downtown. We massively subsidize car parking despite all the negative externalities while charging a person \$6.00 for a short ride in and out of downtown.
Make transit priority lanes to get buses moving.
Plant more trees at the bus station so it's not just a wide expanse of concrete and asphalt.
Reduce downtown street parking so downtown is more enjoyable.
Focus on people, not cars and free parking.
21. Buses running more frequently.
22. As someone who commutes downtown weekdays for work, I think the only incentive for me to switch from personal vehicle to public transit would be free bus fares. It's a big ask, but right now the convenience of taking a personal vehicle outweigh any benefit I would get from taking the bus. Free bus fares would save individuals money and reduce the number of daily vehicles parking downtown. Maybe employers could also provide this as an option to their employees?
23. Make the buses accessible to people who have perfume sensitivity and still mask.
24. Transit that are actually frequent (15 minutes or better not 20 minutes) and routes that are actually competitive to car travel times (which is not even in any plans and mean less stops according to industry standards).

25. I would use the buses more if there were more frequent bus services that better aligned with working hours. Having bus lanes or infrastructure in place to better ensure buses arrive on time.
After I graduate, I am going to be less likely to use Guelph Transit because I will not pay for a bus pass independently of tuition.
26. Are you kidding? The transit in Guelph is of very low quality. Just make better transit... more frequent, more routes, etc. All the obvious stuff that everyone already knows. Stop funding cars and parking full stop, and fund transit.
27. Make it more difficult to drive downtown and easier to take public transit. Instead of the public money spent subsidizing car travel with free parking (or even low-cost parking), improve transit frequency and reduce duration of trips.
28. Improving the transit trip planner. Unless you take it daily it is extremely difficult to understand.
29. More frequent buses and/or longer transfer window.
30. Instead of parking validation have transit validation! Have a minimum spend downtown, show the receipt from the downtown business to the driver. If it was paid for within 1-2 hours, then ride home for free!
31. Overall revamp of transit for reliability and service. Hop on hop off extended transfers.
32. Advocate for 2 way all day GO Trains between Kitchener and Guelph
33. More frequency and reliability
34. The bus loops the city has chosen are generally incredibly inconvenient. As a former university student, to go to downtown Guelph by bus would mean catching a bus, waiting for it to do its long loop to the university center, waiting at the university center or transferring buses, then going downtown. It's a nightmare to spend an hour on a bus loop waiting to go downtown from somewhere like the west end or university area/pergola when honestly walking would get you there in a similar hour-long time frame. There need to be more direct bus routes to downtown, if that means that more buses and drivers are needed, so be it. But trying to limit cars in the downtown core isn't realistic until there's a major overhaul to the Guelph transit system.
35. One solution could be setting up park-and-ride lots on the outer perimeters of the city and having frequent shuttle buses (using either City buses or smaller vehicles) to ferry people to and from the downtown area. It doesn't have to be a free service - people should pay a small fee for the shuttle to offset expenses. Ask long as the shuttles were frequent and dependable, I would certainly use this service instead of driving into the city centre.
36. More frequent bus service. More flexible bus routes. Expand on demand transit. Reduced rates for transit passes.
37. Follow Niagara on the Lake downtown parking system. Paid parking is a lot more transparent than having the opportunity to abuse the two-hour free parking or even better have guests use app/machine and order a two-hour ticket and then the app would alert you when the time is close to running out and give you the opportunity to add time by payment thru the app.
38. Better service (as fast or faster than driving). Signage on schedule. Greater reliability.
39. Increased frequency of buses to minimize the amount of time a trip to downtown takes.
40. I would consider a commuter bus running from Fergus to Guelph each day. Optimally, from the Walmart to downtown to Zehrs area of Fergus to Downtown Guelph.
41. Reduce free parking to make transit a comparably better alternative. Improve pedestrian experience at a transit station and around downtown so it's pleasant to get off a bus and walk around.
42. Keeping the downtown safe for residents of Guelph. There is a large transient community that is increasing in the downtown core, and I feel unsafe as a resident when walking downtown. The City should focus on making the downtown safe in conjunction with this work. Parkades can be used as

shelters so please keep that in mind when providing more 'viable' options. I hope this message reaches influencers.

43. Make transit use free.
44. Buses more directly, more frequently.
45. More frequent service in the transit network would make it more likely for me to use transit trips downtown. A round-trip should cost less than parking downtown.
46. More frequent service. Later nighttime service. More frequent weekend/holiday service. Control of street people making advances, being rude, stupid, odours. Assurance bus air filters are changed frequently.
47. More frequent bus trips.
48. High frequency bus routes to and from downtown. Light rail would be amazing but is it realistic?
49. Free travel on the mainline bus
50. Accessing transit in my neighborhood (Kortright East) is somewhat challenging.; it's a fair distance to walk to Gordon or Victoria. Being able to access transit would make it more viable
To go downtown by transit. Kortright bus?
51. Having all buses run at a maximum of every 15 mins and 5 mins or less for busier areas. Convenience is the number one reason most people choose a car. If the buses ran frequently people would use them more. Making public transit affordable and or free
52. Remove vehicles from the downtown core. Improve frequency and reliability of transit. Charge for all parking.
53. Frequent service. Direct routes. Bus stops at practical places.
54. Remove public car access to downtown. Let busses, still have access, and increase the number of stops in different locations throughout the downtown core. People will keep driving unless you make it impossible to drive.
55. Bus service around this city takes too long to get from one place to the other and availability is way too long. Unless they fix that problem, I will always take a car. I avoid downtown always due to lack of mobility of parking areas too far from stores I go to. Angled parking would be great. Parking garages stink are used as toilets and are scary. That parking garage they built is one of the ugliest buildings in our city and is an eyesore for anyone coming to the downtown. Just a solid wall of ugly.
56. More regular trips. I live so close that usually quicker for me to walk or bike downtown than take a bus. But if the bus was more regular (currently 20 to 30min between rides), then I may consider taking it.
57. Pedestrianize the downtown: no parking minimums, no free parking, no through traffic, no private vehicles except for those with mobility related disabilities, run a transit shuttle around downtown based out of the transit hub.
58. Hire more drivers and make the bus schedule more reliable/timely. Some busses (the 99) are frequent but don't line up with any other buses. It takes a min of 30/50 minutes to bus anywhere and that's if the bus shows up. Most of the time the time to walk is the exact same as the bus ride or shorter with the wait between buses. Walking 50 min shouldn't be faster then busing.
59. Put in electric streetcar system. One line east-west and one north-south and run buses to those lines.
60. Better schedules.
61. Viable transit to downtown cannot be separated from transit city-wide. Downtown is just another destination in a largely low-density suburban city. Targeting eliminating fares for families, youth and seniors is a viable strategy to reach demographics that already tilt toward transit.
62. One word: frequency. Buses in Guelph need to come every 10 minutes or less, otherwise transit will never be viable.
63. Safer bike storage. Keeping the bus stations safe.

64. It is easier for me to get downtown by bus because I live close to a line that goes downtown with no transfer required. For other routes, this can be a real hassle. Get rid of the transfer entirely and allow a POP type system that once a payment is made, any travel in any direction is covered for i.e., 2 hours. This is what many cities in Europe have adopted and it is fabulous. Most importantly, get rid of the idea that transit should somehow pay for itself! After all, garbage collection doesn't, snowplowing doesn't, etc.
65. We should have a north/south streetcar/tram that runs all day (perhaps 24/7 as our population increases) on Gordon from Woodlawn to Clair Rd. This would ease congestion, would hit most of the main population centres in the city, could service the university and could be the main artery that all/most other public transit could connect to. We need to think big for Guelph, forcing everyone into cars is increasingly a nightmare.
66. Any personal vehicle for downtown workers must be marked, tracked by the stores, registered with the City, and forced to park in the parkade. Complimentary downtown taxiing for any local residents. All personal vehicles for citizens of Guelph not living downtown to park outside of downtown at a local drop spot and bused in and out for free.
67. More frequent and reliable transit options.
68. Perimeter parking with frequent trolley type hop on hop off. 15-minute intervals. Shut down core and require trolley in
69. Consistency, more frequent, reliable, better infrastructure so it doesn't take 1.5 hours average to travel where I would need to go by bus. My children are at the age where they will soon be needing to take the bus until they can get their own car to get to school and work. Right now, they use mine a lot but even to get from Our Lady of Lourdes to YMCA it takes 1.5hrs. That is crazy considering it is a 10 min drive. I avoid downtown as much as possible except Storm Games, and I occasionally travel out of town to see them, because it is too cramped, busy and I hate paying for parking when it is unnecessary. The stores and restaurants don't appeal to me downtown and I hate being asked for change or cigarettes every time I turn around. Thanks for listening.
70. Frequent Direct service, i.e., minimize/eliminate the need to transfer. Quick, fewer stops per route, for me to drive downtown to my favourite shop is 10 minutes, to take the bus is 27 minutes including walking to the nearest bus stop with a direct bus. Reasonable cost. Use a local company to design our transit system. Survey people downtown on their postal code to get an idea of direct routes needed.
71. Accessible bus picks up in the east end. I live on Couling Crescent, and it is a very long walk for my son to take the bus to GCVI everyday. We don't even consider the bus for our younger children because the stops are too far away from our house.
72. Have a parking lot, outside of downtown and run transportation into downtown continually.
73. Make the bus routes more efficient.
74. Stop subsidizing cars and make them pay for the privilege of parking downtown, which would also free up on street parking stops for people.
75. Improved availability, additional routes that reach further away from downtown/the university, later bus times, more frequent buses.
76. More direct route from my home, easier to use the bus with a stroller.
77. Make transit cheaper and parking more expensive. People will never change until parking / driving is the most time-consuming or expensive option. So, remove parking spots and make them more expensive! Maybe you could work with restaurants / bars to give people who can show proof of transit as their means to get downtown a discount! London, England does this for some tourist attractions. Late night transit service is limited in service area and may prevent people who live north of the river from using transit to get home after a night out. 30-minute intervals between buses are not ideal.

Better advertise the On Your Way app - not enough people know about this and use lack of purchase locations as an excuse.

78. Switch to Presto. It will make visiting the city from, say Toronto, easier for people to get around. When I lived in Toronto and visited Guelph regularly, I was always annoyed that I could use my presto card on the TTC and on the GO train, but not the local Guelph transit.
79. Offer a senior's rate for bus pass. Offer a bus pass that covers November to April, since these are the colder months when I would not bicycle. Provide free and secure bicycle parking downtown so that I can take my bike with me on the bus and then have peace of mind that my bike won't be stolen. Perhaps a portion of the parkades could be allotted to secure bicycle parking? Making sections of downtown a no-car zone, except for transit and accessibility vehicles. Better connectivity from neighbourhoods to downtown, with more frequent service.
80. Make it free for key times: Friday nights, Saturday, Sunday, during all Storm games, on all festival and frosh weekends, in conjunction with all downtown events. Put together promotional campaigns that shine a light on it.
81. Make it free.
82. The routes that are accessible to me flow out of downtown first, so our main obstacle is needing to ride through the outer communities before returning to downtown.
83. Use parking fees to offset the costs of providing more frequent transit (need better than 20 or 30 min to make people want to take transit); provide free transit to/from downtown if there is proof that you spent money at a downtown business (i.e., receipt, some kind of ticket); make the cost of parking more expensive than taking transit.
84. Actually, make it better.

Appendix C:

On-Street and Off-Street Parking Demand Surveys



On-Street Surveys



Wednesday, October 26, 2022											
Parking Zone 1											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Fountain St W	40	17	24	22	24	16	19	17			
Nottingham St	27	16	13	13	16	15	17	14			
Surrey St E	23	5	5	5	7	3	0	0			
Surrey St W	23	1	2	2	2	1	1	1			
Essex St	31	17	22	23	19	28	18	14			
Freshfield St	15	6	6	3	7	4	12	17			
Farquhar St	18	1	5	9	13	9	8	10			
Kent St	19	3	4	4	4	4	4	4			
Dublin St S (2)	30	9	15	13	13	14	15	12			
TOTAL	226	75	96	94	105	94	94	89			
		33%	42%	42%	46%	42%	42%	39%			
Parking Zone 2											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Cork St - North Side West of Wyndham	28	4	23	27	25	18	18	26			
Cork St - South Side West of Wyndham	23	6	16	23	19	16	19	22			
Wyndham St N - Cork St to Macdonnell St - West Side	1	0	0	0	1	0	1	0			
Macdonnell St - North Side - West of Wyndham	20	3	13	17	17	12	18	21			
Macdonnell St - South Side - West of Wyndham	27	3	18	23	26	25	24	27			
Wyndham St N - Macdonnell St to Carden St - West Side	5	2	3	4	4	2	5	3			
Carden St - North Side -West of Wyndham	36	18	32	34	31	25	30	29			
Wilson St - Macdonnell St to Carden St - West Side	7	2	6	6	7	4	6	3			
Wilson St - Macdonnell St to Carden St-East Side	9	0	0	0	0	0	0	0			
TOTAL	147	38	112	134	128	102	121	131			
		26%	76%	91%	87%	69%	82%	89%			
Parking Zone 3											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Wynham St N - Carden St to Macdonnell St-East Side	0	0	0	0	0	0	0	0			
Douglas St - South Side East of Wyndham	22	11	17	19	16	14	12	16			
Wyndham St N - Douglas St - Macdonnell St - East Side	4	0	0	0	0	0	0	0			
Macdonnell St - North Side - East of Wyndham St	27	13	18	24	22	23	24	22			
Macdonnell St - South Side - East of Wyndham St	17	5	11	16	14	16	17	15			
TOTAL	70	27	46	61	54	53	55	55			
		39%	66%	87%	77%	76%	79%	79%			
Parking Zone 4											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Yarmouth St	32	13	16	25	27	21	18	20			
Wyndham St N - Quebec St to Woolwich St - West Side	36	8	35	35	37	34	33	31			
Wyndham St N - Douglas St to Woolwich St - East Side	16	7	14	14	15	12	15	15			
Quebec St - North Side of Wyndham	20	2	15	16	16	19	20	18			
Quebec St - South Side of Wyndham	24	6	20	24	22	23	22	19			
TOTAL	128	36	100	115	121	109	108	101			
		41%	50%	78%	84%	66%	56%	63%			
Parking Zone 5											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Cardigan St	59	17	40	37	35	23	33	31			
Norwich St E	20	0	2	6	6	8	3	3			
Woolwich St	42	11	35	27	28	28	24	19			
Suffolk St	14	3	12	10	12	9	13	12			
TOTAL	135	31	88	80	81	68	73	65			
		23%	66%	59%	60%	50%	54%	48%			
Parking Zone 6											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Northumberland St	3	0	0	1	2	1	0	1			
TOTAL	3	0	0	1	2	1	0	1			
		0%	0%	33%	67%	33%	0%	33%			
Parking Zone 7											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Fountain St E	34	13	18	20	20	17	14	17			
Surrey St E	30	5	15	15	16	11	11	18			
Grant St	15	3	7	9	8	6	11	8			
Neeve St	5	1	2	3	1	2	2	4			
Farquhar St	10	14	9	11	8	10	5	3			
TOTAL	94	36	51	58	52	51	43	50			
		38%	54%	62%	55%	54%	46%	53%			
Peripheral											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Fountain St W	40	4	6	5	4	5	8	7			
Nottingham St	40	12	13	18	10	10	9	7			
Surrey St W	7	2	3	3	3	2	2	3			
Essex	39	13	17	18	20	20	20	20			
Kent St	11	2	2	2	3	2	2	3			
Queen St	53	17	20	29	30	24	20	18			
Mitchell St	14	7	6	5	7	5	6	6			
Pearl St	12	2	3	3	3	3	3	4			
New St	8	2	3	3	5	5	5	4			
Palmer St	10	8	9	7	8	7	5	5			
Arthur St N (1)	47	12	11	16	18	18	15	17			
Arthur St N (2)	35	12	13	11	13	14	17	16			
King St	50	31	28	28	25	25	20	25			
Norwich St E	6	0	0	0	0	0	0	0			
Norwich St W	15	10	11	10	9	7	7	9			
Charles St	21	11	15	14	11	11	10	9			
Edwin St	22	9	11	12	9	14	18	14			
Green St	19	8	13	12	13	11	11	13			
Park Ave	36	12	15	12	13	14	11	10			
Cork St W	20	11	18	16	16	11	10	10			
Cambridge St	24	20	20	18	16	14	12	14			
Oxford St	30	20	20	18	22	20	17	12			
Liverpool St	39	28	28	22	20	24	18	18			
Suffolk St W	7	6	6	6	7	4	6	5			
Dublin St N (1)	50	28	31	26	25	26	24	23			
Glasgow St S	29	8	17	18	14	15	12	9			
Glasgow St N	75	44	42	39	41	37	29	33			
Durham St	20	6	8	8	7	4	5	5			
Northumberland St	17	16	16	15	15	14	11	8			
TOTAL	796	361	408	397	393	363	332	327			
		45%	51%	50%	49%	46%	42%	41%			

Downtown Guelph - October 26 2022											
	Parking Supply*	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
TOTAL DEMAND	803	243	494	543	543	478	494	492			
TOTAL UTILIZATION %		30%	62%	68%	68%	60%	62%	61%			

Note:
Parking Supply does not include the on-street parking along Chapel Lane and Baker Street (closed during construction), a segment along Woolwich Strtreet and Norfolk Street North

Thursday, October 27, 2022											
Parking Zone 1											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Fountain St W	40	17	21	23	18	18	23	19			
Nottingham St	27	15	16	13	20	9	8	12			
Surrey St E	23	2	5	4	6	4	1	0			
Surrey St W	23	2	4	3	2	2	1	1			
Essex St	31	24	26	22	26	27	26	24			
Freshfield St	15	5	9	2	2	7	12	10			
Farquhar St	18	6	8	7	8	4	5	6			
Kent St	19	0	0	1	2	2	2	3			
Dublin St S (2)	30	8	12	15	14	14	10	10			
TOTAL	226	79	101	90	98	87	88	85			
		35%	45%	40%	43%	38%	39%	38%			
Parking Zone 2											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Cork St - North Side West of Wyndham	28	6	25	22	25	23	23	26			
Cork St - South Side West of Wyndham	23	4	20	20	19	16	23	20			
Wyndham St N - Cork St to Macdonnell St - West Side	1	0	0	0	1	0	1	1			
Macdonnell St - North Side - West of Wyndham	20	6	13	17	19	11	17	18			
Macdonnell St - South Side - West of Wyndham	27	6	20	26	23	25	26	27			
Wyndham St N - Macdonnell St to Carden St - West Side	5	1	2	2	2	2	5	3			
Carden St - North Side -West of Wyndham	36	14	33	28	32	27	33	30			
Wilson St - Macdonnell St to Carden St - West Side	7	6	5	5	6	6	5	4			
Wilson St - Macdonnell St to Carden St-East Side	9	0	0	0	0	0	0	0			
TOTAL	147	43	118	120	127	110	136	130			
		29%	80%	82%	86%	75%	93%	88%			
Parking Zone 3											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Wyndham St N - Carden St to Macdonnell St- East Side	0	0	0	0	0	0	0	0			
Douglas St - South Side East of Wyndham	22	11	16	15	12	14	15	13			
Wyndham St N - Douglas St - Macdonnell St - East Side	4	2	3	4	2	2	1	3			
Macdonnell St - North Side - East of Wyndham St	27	13	23	22	20	17	21	23			
Macdonnell St - South Side - East of Wyndham St	17	1	13	11	13	13	16	11			
TOTAL	70	29	57	57	50	46	53	6			
		41%	81%	81%	71%	66%	76%	86%			
Parking Zone 4											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Yarmouth St	12	10	12	10	29	31	26	2			
Wyndham St N - Quebec St to Woolwich St - West Side	34	10	28	37	29	33	35	2			
Wyndham St N - Douglas St to Woolwich St - East Side	16	4	14	13	15	16	15	1			
Quebec St - North Side of Wyndham	20	0	14	21	17	20	18	1			
Quebec St - South Side of Wyndham	24	3	18	22	23	21	23	2			
TOTAL	128	35	106	123	113	121	117	9			
		27%	83%	96%	88%	95%	93%	76%			
Parking Zone 5											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Cardigan St	59	20	35	33	26	31	40	4			
Norwich St	20	0	3	6	3	5	2	0			
Woolwich St	42	10	36	36	37	31	30	3			
Suffolk St	14	5	13	12	12	7	7	0			
TOTAL	135	35	87	87	78	74	79	8			
		26%	64%	64%	58%	55%	59%	59%			
Parking Zone 6											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Northumberland St	3	4	2	0	4	2	3	0			
TOTAL	3	4	2	0	4	2	3	0			
		133%	67%	0%	133%	67%	100%	67%			
Parking Zone 7											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Fountain St E	34	10	14	14	13	13	13	1			
Surrey St E	30	6	12	16	15	19	21	1			
Grant St	15	2	3	7	5	4	11	1			
Nevee St	5	1	1	1	1	1	1	2			
Farquhar St	10	12	10	11	12	8	3	0			
TOTAL	94	31	40	49	46	45	50	4			
		33%	43%	52%	49%	48%	53%	48%			
Peripheral											
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Fountain St W	40	4	7	5	6	6	7	0			
Nottingham St	40	12	13	16	11	12	13	0			
Surrey St W	7	3	3	2	4	1	2	0			
Essex St	39	14	21	28	25	28	21	2			
Kent St	11	3	1	3	2	1	1	0			
Queen St	53	22	31	32	30	27	23	1			
Mitchell St	14	4	7	6	5	6	5	0			
Pearl St	12	3	2	2	3	3	4	0			
New St	8	1	4	3	3	4	3	0			
Palmer St	10	10	9	8	8	9	7	0			
Arthur St N (1)	47	7	13	18	24	20	24	1			
Arthur St N (2)	35	9	9	14	7	9	5	1			
King St	50	21	30	30	31	26	23	1			
Norwich St E	6	0	0	0	1	0	0	0			
Norwich St W	15	8	10	10	8	8	8	1			
Charles St	21	8	11	8	9	9	12	1			
Edwin St	22	9	8	8	12	15	17	1			
Green St	19	13	14	12	13	11	11	1			
Park Ave	36	13	11	14	15	18	11	2			
Cork St W	20	14	18	17	18	14	11	1			
Cambridge St	24	21	23	24	18	13	9	1			
Suffolk St	30	18	25	26	24	23	16	1			
Liverpool St	39	15	21	20	22	20	15	1			
Osford St W	7	7	6	6	6	3	6	0			
Dublin St N (1)	50	19	22	28	25	16	24	1			
Glasgow St S	29	9	14	11	11	12	11	1			
Glasgow St N	75	42	41	45	36	37	27	3			
Durham St	30	4	8	7	7	7	6	0			
Northumberland St	17	14	18	16	14	16	10	0			
TOTAL	796	328	401	419	398	371	332	33			
		41%	50%	53%	50%	47%	42%	42%			

Wednesday, November 16, 2022										
Parking Zone 1										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	14	14	14	17	14	18	18		
Nottingham St	27	10	16	16	17	15	11	14		
Surrey St E	23	4	4	7	5	7	5	4		
Surrey St W	23	1	2	3	1	1	0	0		
Essex St	31	21	25	28	25	22	20	20		
Freshfield St	15	7	5	7	10	4	9	11		
Parguhar St	18	4	8	7	9	5	6	10		
Kent St	19	3	3	1	2	1	3	3		
Dublin St S (2)	30	10	12	12	13	12	13	11		
TOTAL	226	74	89	94	99	81	85	91		
		32%	39%	42%	44%	36%	38%	40%		
Parking Zone 2										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cork St - North Side West of Wyndham	28	6	22	25	18	20	20	21		
Cork St - South Side West of Wyndham	6	4	20	18	16	4	19	18		
Wyndham St N - Cork St to Macdonell St - West Side	6	1	2	5	4	3	5	6		
Macdonell St - North Side - West of Wyndham	25	6	9	16	14	13	20	17		
Macdonell St - South Side - West of Wyndham	27	1	17	23	19	23	27	26		
Wyndham St N - Macdonell St to Carden St - West Side	1	2	4	3	3	3	5	3		
Carden St - North Side - West of Wyndham	43	16	32	36	34	25	34	30		
Wilson St - Macdonell St to Carden St - West Side	7	2	4	4	6	6	8	7		
Wilson St - Macdonell St to Carden St - East Side	5	6	2	1	3	2	4	1		
TOTAL	169	40	112	133	117	113	140	129		
		24%	66%	79%	69%	67%	83%	76%		
Parking Zone 3										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Wyndham St N - Carden St to Macdonell St - East Side	5	3	2	4	2	4	2	3		
Douglas St - South Side East of Wyndham	22	11	16	15	12	14	11	13		
Wyndham St N - Douglas St - Macdonell St - East Side	13	7	7	10	10	9	8	11		
Macdonell St - North Side - East of Wyndham St	34	7	18	17	22	23	23	31		
Macdonell St - South Side - East of Wyndham St	30	1	14	14	19	18	18	13		
TOTAL	109	26	51	62	63	67	69	89		
		24%	47%	57%	56%	61%	63%	82%		
Parking Zone 4										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Yarmouth St	32	24	26	30	18	22	24	23		
Wyndham St N - Quebec St to Woolwich St - West Side	37	12	27	28	33	29	37	34		
Wyndham St N - Douglas St to Woolwich St - East Side	20	5	14	10	15	17	18	15		
Quebec St - North Side of Wyndham	20	3	14	14	19	18	18	13		
Quebec St - South Side of Wyndham	24	4	21	22	24	19	22	21		
TOTAL	133	48	102	93	109	105	119	106		
		36%	77%	70%	82%	75%	89%	80%		
Parking Zone 5										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cardigan St	59	26	36	39	35	39	39	44		
Nonwich St E	20	12	12	12	12	12	12	12		
Woolwich St	42	25	40	30	34	34	31	27		
Suffolk St	14	3	7	8	7	9	11	8		
TOTAL	135	56	85	79	77	87	89	82		
		41%	63%	59%	57%	64%	63%	61%		
Parking Zone 6										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Northumberland St	3	3	1	2	1	1	1	1		
TOTAL	3	3	1	2	1	1	1	1		
		100%	33%	67%	33%	33%	33%	33%		
Parking Zone 7										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St E	34	7	7	11	8	9	7	7		
Surrey St E	30	6	17	22	20	15	14	14		
Grant St	11	0	5	8	9	7	6	5		
Newest St	1	3	3	2	1	3	2	3		
Parguhar St	10	15	17	13	10	8	4	4		
TOTAL	94	31	49	56	48	41	33	32		
		33%	52%	60%	51%	44%	33%	34%		
Peripheral										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	6	6	4	4	5	4	3		
Nottingham St	40	11	11	13	15	11	11	11		
Surrey St W	7	2	7	8	3	1	2	2		
Essex St	39	9	9	10	13	10	9	8		
Kent St	11	1	1	1	2	4	3	4		
Queen St	53	29	29	26	28	23	16	18		
Mitchell St	14	3	5	4	2	3	5	11		
Pearl St	12	3	2	1	3	3	5	6		
New St	8	4	7	6	5	7	6	4		
Palmer St	10	4	8	8	8	8	6	6		
Arthur St N (1)	47	2	7	7	10	16	13	22		
Arthur St N (2)	35	20	9	10	8	11	17	12		
King St	56	39	39	30	36	30	37	39		
Nonwich St E	6	0	0	0	0	0	0	0		
Nonwich St W	15	8	9	9	9	8	5	5		
Charles St	21	4	1	0	2	7	4	3		
Edwin St	22	8	12	13	13	13	12	14		
Green St	139	13	13	10	14	9	13	15		
Park Ave	36	14	18	14	12	13	12	9		
Cork St W	20	8	14	12	11	5	9	4		
Cambridge St	24	16	20	22	20	17	12	16		
Oxford St	30	15	23	19	18	22	7	9		
Liverpool St	39	21	24	22	23	18	17	18		
Suffolk St W	7	5	6	6	6	1	5	4		
Dublin St N (1)	160	25	25	51	22	23	21	20		
Glasgow St S	29	9	12	11	14	15	8	12		
Glasgow St N	75	33	40	46	35	39	32	33		
Durham St	20	3	5	4	3	4	2	2		
Northumberland St	17	13	13	13	13	10	7	8		
TOTAL	796	318	375	362	350	336	300	322		
		40%	47%	45%	44%	42%	38%	40%		
Downtown Guelph - November 16 2022										
Street Segment	Parking Supply*	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
TOTAL DEMAND	869	278	489	519	512	495	530	530		
TOTAL UTILIZATION %		32%	56%	60%	59%	57%	61%	61%		

*Note:

Parking Supply does not include the on-street parking along Chapel Lane and Baker Street (closed during construction), a segment along Woolwich Street and Norfolk Street North

Thursday, November 17, 2022										
Parking Zone 1										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	20	17	15	18	17	17	15		
Nottingham St	27	17	19	21	17	18	9	13		
Surrey St E	23	5	7	10	5	4	1	1		
Surrey St W	23	2	2	0	0	3	1	0		
Essex St	31	9	18	23	25	26	20	24		
Freshfield St	15	4	4	7	9	9	13	10		
Parguhar St	18	3	5	9	8	6	7	11		
Kent St	19	3	5	3	2	2	3	3		
Dublin St S (2)	30	16	18	15	10	10	16	15		
TOTAL	226	79	91	103	103	99	86	92		
		35%	40%	46%	46%	44%	38%	41%		
Parking Zone 2										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cork St - North Side West of Wyndham	28	6	25	20	27	26	16	17		
Cork St - South Side West of Wyndham	23	10	20	20	20	21	20	17		
Wyndham St N - Cork St to Macdonell St - West Side	6	0	1	3	5	5	5	4		
Macdonell St - North Side - West of Wyndham	25	5	11	9	13	15	18	18		
Macdonell St - South Side - West of Wyndham	27	2	17	22	20	21	21	20		
Wyndham St N - Macdonell St to Carden St - West Side	1	0	0	3	1	2	4	0		
Carden St - North Side - West of Wyndham	43	10	31	36	32	27	37	33		
Wilson St - Macdonell St to Carden St - West Side	7	5	4	3	8	5	6	7		
Wilson St - Macdonell St to Carden St - East Side	5	2	3	3	4	3	4	3		
TOTAL	169	46	107	119	129	125	131	126		
		27%	63%	70%	70%	74%	78%	75%		
Parking Zone 3										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Wyndham St N - Carden St to Macdonell St - East Side	5	1	3	2	1	2	2	3		
Douglas St - South Side East of Wyndham	22	13	14	15	11	15	15	17		
Wyndham St N - Douglas St - Macdonell St - East Side	13	4	7	12	11	8	7	12		
Macdonell St - North Side - East of Wyndham St	34	13	20	20	13	16	24	27		
Macdonell St - South Side - East of Wyndham St	30	1	12	15	19	17	17	16		
TOTAL	109	32	53	71	58	52	78	98		
		46%	76%	101%	76%	74%	111%	140%		
Parking Zone 4										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Yarmouth St	32	12	23	19	22	28	22	23		

AVERAGE NOVEMBER WEEKDAY COUNTS										
Parking Zone 1										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	17	16	15	18	16	18	17		
Northingham St	27	14	18	19	17	17	19	14		
Surrey St E	23	5	6	9	5	6	3	3		
Surrey St W	23	2	2	1	2	1	0	0		
Essex St	31	15	22	26	25	24	25	23		
Freshfield St	15	6	5	7	10	7	11	11		
Farguhar St	18	4	7	8	9	6	7	11		
Kent St	19	3	3	2	2	2	3	3		
Dublin St S (2)	30	13	14	14	15	14	15	13		
TOTAL	226	77	90	98.5	101	90	85.5	91.5		
		34%	40%	44%	45%	40%	38%	40%		
Parking Zone 2										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cork St - North Side West of Wyndham	23	7	24	23	23	23	18	19		
Cork St - South Side West of Wyndham	23	7	20	19	18	20	20	18		
Wyndham St N - Cork St to Macdonnell St - West Side	6	1	2	4	5	4	5	6		
Macdonnell St - North Side - West of Wyndham	26	6	10	19	14	14	19	18		
Macdonnell St - South Side - West of Wyndham	27	4	15	23	20	22	24	26		
Wyndham St N - Macdonnell St to Carden St - West Side	5	1	2	4	2	2	5	2		
Carden St - North Side - West of Wyndham	43	13	32	36	33	26	36	32		
Wilson St - Macdonnell St to Carden St - West Side	7	4	4	4	7	5	6	7		
Wilson St - Macdonnell St to Carden St East Side	5	2	3	2	3	3	4	2		
TOTAL	169	43	109.5	126	123	119	136	127.5		
		25%	65%	75%	73%	70%	80%	75%		
Parking Zone 3										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Wyndham St N - Carden St to Macdonnell St - East Side	5	1	3	3	2	2	3	4		
Douglas St - South Side East of Wyndham	22	12	15	15	12	15	15	15		
Wyndham St N - Douglas St - Macdonnell St - East Side	13	6	7	11	11	9	8	12		
Macdonnell St - North Side - East of Wyndham St	34	10	19	19	18	20	24	32		
Macdonnell St - South Side - East of Wyndham St	35	1	9	19	16	15	25	32		
TOTAL	109	29	52	67	57	59.5	75.5	93.5		
		27%	48%	61%	52%	55%	67%	80%		
Parking Zone 4										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Farmouth St	32	18	25	19	20	24	23	23		
Wyndham St N - Quebec St to Woolwich St - West Side	17	6	29	22	24	33	37	35		
Wyndham St N - Douglas St to Woolwich St - East Side	20	5	14	13	15	16	18	15		
Quebec St - North Side of Wyndham	20	2	13	15	19	18	18	15		
Quebec St - South Side of Wyndham	24	5	21	21	24	21	20	19		
TOTAL	133	39	100.5	89.5	111.5	118.5	114.5	104		
		29%	76%	75%	84%	83%	86%	78%		
Parking Zone 5										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cardigan St	19	23	37	39	42	37	35	35		
Norwich St E	20	1	2	3	3	4	1	2		
Woolwich St	42	19	31	29	33	33	25	20		
Taffin St	14	2	6	8	7	7	12	7		
TOTAL	135	44	76	79	77	86	74	63		
		33%	56%	57%	57%	63%	55%	47%		
Parking Zone 6										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Northumberland St	3	2	2	2	2	1.5	1	1		
TOTAL	3	2	2	2	2	1.5	1	1		
		67%	67%	67%	67%	50%	33%	33%		
Parking Zone 7										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St E	34	8	10	12	10	10	6	7		
Surrey St E	30	7	17	22	19	17	15	16		
Grant St	11	1	4	8	8	7	7	6		
Nevee St	5	2	2	2	1	2	3	3		
Farguhar St	10	14	18	12	10	8	3	3		
TOTAL	94	31	50	54	48	43	31	33		
		32%	53%	57%	51%	48%	35%	35%		
Peripheral										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	5	5	5	5	5	5	5		
Northingham St	40	13	12	15	16	13	12	9		
Surrey St W	7	3	6	6	2	2	3	3		
Essex	39	6	6	7	9	9	8	8		
Kent St	11	2	1	2	3	4	3	4		
Queen St	53	20	29	28	27	23	18	16		
Mitchell St	14	3	5	5	3	3	6	10		
Pearl St	12	3	3	2	3	4	5	7		
New St	8	5	7	6	5	7	7	4		
Palmer St	10	5	9	9	8	9	7	7		
Arthur St N (1)	47	4	8	10	10	14	12	16		
Arthur St N (2)	35	17	9	10	10	11	13	13		
King St	10	36	35	35	34	33	35	36		
Norwich St E	6	0	0	0	0	0	0	0		
Norwich St W	15	10	10	10	8	8	7	7		
Charles St	21	5	3	4	4	9	7	7		
Edwin St	22	9	11	11	10	15	15	16		
Green St	19	13	13	12	14	10	14	16		
Park Ave	36	13	15	14	12	13	11	10		
Cork St W	20	4	7	7	7	6	8	5		
Cambridge St	24	19	21	20	20	17	16	16		
Oxford St	30	18	21	18	18	22	9	10		
Liverpool St	39	19	22	21	21	21	16	15		
Taffin St W	7	7	7	7	7	4	5	4		
Dublin St N (1)	50	28	27	27	22	23	22	24		
Glasgow St S	29	11	13	12	14	15	9	13		
Glasgow St N	75	37	40	43	37	43	31	37		
Durham St	20	4	6	6	7	3	3	3		
Northumberland St	17	12	14	14	13	11	7	7		
TOTAL	796	323	360	360	342	351	307	318		
		41%	45%	45%	43%	44%	39%	40%		

AVERAGE Downtown Guelph November Weekday Counts										
Street Segment	Parking Supply*	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
TOTAL DEMAND	869	264	479	524	519	509	516.5	513.5		
TOTAL UTILIZATION %		30%	55%	60%	60%	59%	59%	59%		

*Note:

Parking Supply does not include the on-street parking along Chapel Lane and Baker Street (closed during construction), a segment along Woolwich Street and Norfolk Street North

Saturday, November 19, 2022										
Parking Zone 1										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	20	17	15	18	17	17	15		
Northingham St	27	20	20	18	13	13	12	12		
Surrey St E	23	0	2	2	2	0	3	1		
Surrey St W	23	0	0	1	0	0	0	0		
Essex St	31	26	25	26	20	25	25	22		
Freshfield St	15	16	20	17	5	12	9	11		
Farguhar St	18	13	18	16	5	4	6	4		
Kent St	19	4	3	3	5	4	2	2		
Dublin St S (2)	30	12	23	11	11	9	8	6		
TOTAL	226	111	128	109	79	84	82	73		
		49%	57%	48%	35%	37%	36%	32%		
Parking Zone 2										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cork St - North Side West of Wyndham	23	4	19	23	20	28	27	22		
Cork St - South Side West of Wyndham	23	7	16	21	18	23	22	22		
Wyndham St N - Cork St to Macdonnell St - West Side	6	0	2	4	3	4	7	3		
Macdonnell St - North Side - West of Wyndham	26	2	10	21	22	22	21	20		
Macdonnell St - South Side - West of Wyndham	27	5	23	27	25	35	25	26		
Wyndham St N - Macdonnell St to Carden St - West Side	5	0	1	5	4	3	3	2		
Carden St - North Side - West of Wyndham	43	6	30	37	33	34	38	34		
Wilson St - Macdonnell St to Carden St - West Side	7	5	6	4	7	6	6	6		
Wilson St - Macdonnell St to Carden St East Side	5	2	4	4	3	4	2	3		
TOTAL	269	31	130	146	137	153	151	144		
		18%	72%	96%	81%	92%	89%	85%		
Parking Zone 3										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Wyndham St N - Carden St to Macdonnell St - East Side	5	0	0	0	1	2	4	2		
Douglas St - South Side East of Wyndham	22	10	14	20	16	18	20	16		
Wyndham St N - Douglas St - Macdonnell St - East Side	13	3	7	10	11	11	9	9		
Macdonnell St - North Side - East of Wyndham St	34	7	10	17	25	33	34	31		
Macdonnell St - South Side - East of Wyndham St	35	2	8	26	31	35	33	34		
TOTAL	209	20	41	73	84	99	100	92		
		10%	38%	67%	77%	91%	92%	84%		
Parking Zone 4										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Termonohilly St N - Quebec St to Woolwich St - West Side	32	12	17	22	27	27	27	23		
Wyndham St N - Quebec St to Woolwich St - West Side	37	11	28	35	35	39	38	34		
Wyndham St N - Quebec St to Woolwich St - East Side	20	6	15	18	15	20	15	18		
Carden St - North Side of Wyndham	25	9	11	13	13	18	18	13		
Wyndham St N - Macdonnell St to Carden St - West Side	24	1	18	16	15	21	22	18		
Macdonnell St - South Side of Wyndham	24	1	18	16	15	21	22	18		
TOTAL	133	33	90	109	109	125	115	106		
		25%	68%	82%	82%	94%	86%	80%		
Parking Zone 5										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Cardigan St	59	21	25	22	36	50	38	40		
Norwich St E	25	0	0	0	0	1	0	0		
Woolwich St	62	5	11	31	29	24	24	27		
Suffolk St	14	4	5	12	11	12	11	12		
TOTAL	155	30	39	65	76	89	79	79		
		22%	29%	46%	56%	66%	59%	59%		
Parking Zone 6										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Kent St	3	1	0	1	2	1	0	1		
TOTAL	3	1	0	1	2	1	0	1		
		33%	0%	33%	67%	33%	0%	33%		
Parking Zone 7										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St E	3	3	1	1	1	1	1	1		
Surrey St W	30	2	10	9	9	10	21	12		
Grant St	15	2	14	3	2	11	13	4		
Neville St	10	1	1	1	1	3	4	1		
Farguhar St	18	6	6	4	4	12	12	12		
TOTAL	64	13	24	20	24	65	66	40		
		14%	24%	21%	26%	69%	72%	37%		
Peripheral										
Street Segment	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00		
Fountain St W	40	9	3	6	5	5	6	3		
Northingham St	40	11	14	8	9	11	8	8		
Surrey St W	7	4	5	5	5	5	2	5		
Essex St	39	15	18	13	15	13	17	21		
Kent St	13	5	1	1	2	2	2	2		
Queen St	53	18	14	13	16	33	33	19		
Michael St	14	6	6	4	4	4	4	4		
Pearl St	12	7	5	4	4	7	6	7		
New St	8	6	7	7	8	8	9	8		
Palmer St	10	6	7	6	5	7	7	6		
Arthur St N (3)	17	9	13	13	23	30	18	18		
Arthur St N (2)	60	16	17	21	15	16	16	14		
King St	50	39	36	34	27	28	28	28		
Norwich St E	5	0	0	0	0	0	0	0		
Norwich St W	15	6	8	8	11	8	8	8		
Charles St	21	8	9	14	9	10	11	11		
Edwin St	22	14	16	12	11	10	13	13		
Edwin St	108	32	13	15	13	16	15	15		
Park Ave	36	11	10	10	10	9	8	11		
Cork St W	20	8	6	6	8	9	10	9		
Cambridge St	24	16	17	16	16	20	19	14		
Adolf St	18	15	16	12	17	15	15	15		
Liverpool St	39	17	19	19	24	26	22	23		
Suffolk St W	7	5	4	3	4	5	4	3		
Gifford St N (1)	30	23	22	34	26	23	25	24		
Gifford St S	39	4	3	3	4	7	7	7		
Glasgow St N	70	32	32	31	39	34	30	38		
Durham St	20	2	3	2	3	2	4	2		
St. Annenberland St	17	10	8	8	8	8	8	8		
TOTAL	796	326	334	326	337	371	379	343		
		41%	42%	41%	42%	47%	48%	43%		

Off-Street Surveys



Wednesday October 26, 2022								
Parking Address	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00
94 Norwich St Lot	34	2	2	1	3	1	1	0
146 Arthur St Lot	19	5	3	3	5	4	3	4
141 Fountain Street East	102	3	6	9	9	8	2	0
51 Fountain St Lot	202	108	130	127	126	115	64	42
110 Macdonell (West Parkade)	479	50	180	200	199	178	47	45
146 Macdonell (East Parkade)	349	53	154	151	163	85	36	46
34 Macdonell St Lot	54	24	25	47	39	36	49	51
10 Wilson St	486	126	157	162	166	145	62	62
		8:00	10:00	12:00	14:00	16:00	18:00	20:00
Total Supply		1672	1672	1672	1672	1672	1672	1672
Total Demand		364	652	696	702	567	260	246
Percent Occupied		22%	39%	42%	42%	34%	16%	15%
Spaces Available		1308	1020	976	970	1105	1412	1426

Thursday, October 27, 2022								
Parking Address	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00
94 Norwich St Lot	34	2	2	2	1	1	1	1
146 Arthur St Lot	19	5	5	7	6	5	3	3
141 Fountain Street East	102	0	3	7	6	6	17	0
51 Fountain St Lot	202	104	124	134	126	97	67	48
110 Macdonell (West Parkade)	479	60	193	216	199	170	54	76
146 Macdonell (East Parkade)	349	37	127	119	123	75	44	82
34 Macdonell St Lot	54	18	27	47	40	40	53	56
10 Wilson St	486	62	130	153	148	129	73	78
		8:00	10:00	12:00	14:00	16:00	18:00	20:00
Total Supply		1672	1672	1672	1672	1672	1672	1672
Total Demand		281	604	676	642	517	308	340
Percent Occupied		17%	36%	40%	38%	31%	18%	20%
Spaces Available		1391	1068	996	1030	1155	1364	1332

Wednesday, November 16, 2022								
Parking Address	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00
94 Norwich St Lot	34	1	1	1	1	0	0	0
146 Arthur St Lot	19	4	4	3	3	5	7	8
141 Fountain Street East	102	1	8	10	8	8	1	0
51 Fountain St Lot	202	103	121	122	123	93	57	50
110 Macdonell (West Parkade)	479	39	185	190	187	174	40	36
146 Macdonell (East Parkade)	349	48	154	149	165	140	55	75
34 Macdonell St Lot	54	18	22	36	32	28	34	39
10 Wilson St	486	51	149	167	127	118	59	62
		8:00	10:00	12:00	14:00	16:00	18:00	20:00
Total Supply		1672	1672	1672	1672	1672	1672	1672
Total Demand		260	639	674	642	561	246	262
Percent Occupied		16%	38%	40%	38%	34%	15%	16%
Spaces Available		1412	1033	998	1030	1111	1426	1410

Thursday, November 17, 2022								
Parking Address	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00
94 Norwich St Lot	34	2	2	2	3	2	1	0
146 Arthur St Lot	19	6	4	4	5	4	3	3
141 Fountain Street East	102	5	8	8	8	8	1	0
51 Fountain St Lot	202	102	117	122	116	88	53	40
110 Macdonell (West Parkade)	479	124	178	179	178	166	52	48
146 Macdonell (East Parkade)	349	95	125	116	123	92	33	23
34 Macdonell St Lot	54	14	20	32	28	30	35	44
10 Wilson St	486	54	131	142	130	129	79	82
		8:00	10:00	12:00	14:00	16:00	18:00	20:00
Total Supply		1672	1672	1672	1672	1672	1672	1672
Total Demand		394	579	599	583	513	253	237
Percent Occupied		24%	35%	36%	35%	31%	15%	14%
Spaces Available		1278	1093	1073	1089	1159	1419	1435

Saturday, November 19, 2022								
Parking Address	Parking Supply	8:00	10:00	12:00	14:00	16:00	18:00	20:00
94 Norwich St Lot	34	1	1	1	1	1	1	2
146 Arthur St Lot	19	5	4	4	4	4	5	4
141 Fountain Street East	102	0	0	0	0	42	40	4
51 Fountain St Lot	202	57	56	54	40	54	54	26
110 Macdonell (West Parkade)	479	41	52	53	76	271	296	52
146 Macdonell (East Parkade)	349	63	107	115	170	327	311	21
34 Macdonell St Lot	54	14	20	49	42	48	48	43
10 Wilson St	486	63	78	87	94	101	83	75
		8:00	10:00	12:00	14:00	16:00	18:00	20:00
Total Supply		1672	1672	1672	1672	1672	1672	1672
Total Demand		238	313	358	422	843	832	221
Percent Occupied		14%	19%	21%	25%	50%	50%	13%
Spaces Available		1434	1359	1314	1250	829	840	1451

Events held on Saturday November 19, 2022	
Farmers Market from 8:00 -13:00	
Kindercourt Nutcracker from 9:30, 10:30 & 11:30	
Guelph Storm game started at 16:30	

Appendix D: On-Street Turnover Surveys



Wednesday, October 26, 2022						
Street Segment	Number of Spaces	Under 2 hours	% under 2 hours	Over 2 hours	% over 2 hours	Total Frequency
(1) Wyndham St N Quebec St to Woolwich St - West Side	37	169	80%	41	20%	210
(2) Wyndham St N Douglas St to Woolwich St - East Side	20	69	75%	23	25%	92
(3) Quebec St North Side West of Wyndham	20	86	79%	23	21%	109
(4) Quebec St South Side West of Wyndham	24	107	79%	29	21%	136
(5) Cork St North Side West of Wyndham	28	102	72%	39	28%	141
(6) Cork St South Side West of Wyndham	23	101	83%	20	17%	121
(7) Wyndham St N Cork St to Macdonell St - West Side	6	2	100%	0	0%	2
(8) Macdonell St North Side - West of Wyndham St	25	82	83%	17	17%	99
(9) Macdonell St South Side - West of Wyndham St	27	113	79%	30	21%	143
(10) Wyndham St N Macdonell St to Carden St - West Side	5	13	59%	9	41%	22
(11) Wyndham St N Carden St to Macdonell St - East Side*	5					
(12) Carden St North Side - West of Wyndham St	43	165	83%	34	17%	199
(13) Wilson St Macdonell St to Carden St - West Side	7	22	67%	11	33%	33
(14) Wilson St Macdonell St to Carden St - East Side	5					
(15) Douglas St South Side East of Wyndham	22	84	80%	21	20%	105
(16) Wyndham St N Douglas St to Macdonell St - East Side	13	8	100%	0	0%	8
(17) Macdonell St North Side - East of Wyndham St	36	103	72%	41	28%	144
(18) Macdonell St South Side - East of Wyndham St	35	73	78%	21	22%	94
TOTAL	381	1299	78%	359	22%	1658

**Note: Parking spaces were closed by the patio program*

Thursday, October 27, 2022						
Street Segment	Number of Spaces	Under 2 hours	% under 2 hours	Over 2 hours	% over 2 hours	Total Frequency
(1) Wyndham St N Quebec St to Woolwich St - West Side	37	165	84%	31	16%	196
(2) Wyndham St N Douglas St to Woolwich St - East Side	20	72	81%	17	19%	89
(3) Quebec St North Side West of Wyndham	20	83	79%	22	21%	105
(4) Quebec St South Side West of Wyndham	24	116	89%	14	11%	130
(5) Cork St North Side West of Wyndham	28	111	73%	41	27%	152
(6) Cork St South Side West of Wyndham	23	107	88%	15	12%	122
(7) Wyndham St N Cork St to Macdonell St - West Side	6	2	67%	1	33%	3
(8) Macdonell St North Side - West of Wyndham St	25	87	87%	13	13%	100
(9) Macdonell St South Side - West of Wyndham St	27	117	77%	35	23%	152
(10) Wyndham St N Macdonell St to Carden St - West Side	5	14	82%	3	18%	17
(11) Wyndham St N Carden St to Macdonell St - East Side*	5					
(12) Carden St North Side - West of Wyndham St	43	169	87%	26	13%	195
(13) Wilson St Macdonell St to Carden St - West Side	7	22	59%	15	41%	37
(14) Wilson St Macdonell St to Carden St - East Side	5					
(15) Douglas St South Side East of Wyndham	22	83	87%	12	13%	95
(16) Wyndham St N Douglas St to Macdonell St - East Side	13	13	76%	4	24%	17
(17) Macdonell St North Side - East of Wyndham St	36	117	83%	24	17%	141
(18) Macdonell St South Side - East of Wyndham St	35	70	72%	27	28%	97
TOTAL	381	1348	82%	300	18%	1648

**Note: Parking spaces were closed by the patio program*

Wednesday, November 16, 2022						
Street Segment	Number of Spaces	Under 2 hours	% under 2 hours	Over 2 hours	% over 2 hours	Total Frequency
(1) Wyndham St N Quebec St to Woolwich St - West Side	37	136	83%	27	17%	163
(2) Wyndham St N Douglas St to Woolwich St - East Side	20	71	88%	10	12%	81
(3) Quebec St North Side West of Wyndham	20	58	82%	13	18%	71
(4) Quebec St South Side West of Wyndham	24	92	84%	17	16%	109
(5) Cork St North Side West of Wyndham	28	89	82%	20	18%	109
(6) Cork St South Side West of Wyndham	23	75	82%	17	18%	92
(7) Wyndham St N Cork St to Macdonell St - West Side	6	26	100%	0	0%	26
(8) Macdonell St North Side - West of Wyndham St	25	52	74%	18	26%	70
(9) Macdonell St South Side - West of Wyndham St	27	83	81%	20	19%	103
(10) Wyndham St N Macdonell St to Carden St - West Side	5	12	80%	3	20%	15
(11) Wyndham St N Carden St to Macdonell St - East Side	5	8	73%	3	27%	11
(12) Carden St North Side - West of Wyndham St	43	121	77%	37	23%	158
(13) Wilson St Macdonell St to Carden St - West Side	7	29	97%	1	3%	30
(14) Wilson St Macdonell St to Carden St - East Side	5	8	80%	2	20%	10
(15) Douglas St South Side East of Wyndham	22	59	79%	16	21%	75
(16) Wyndham St N Douglas St to Macdonell St - East Side	13	40	87%	6	13%	46
(17) Macdonell St North Side - East of Wyndham St	36	76	73%	28	27%	104
(18) Macdonell St South Side - East of Wyndham St	35	65	77%	19	23%	84
TOTAL	381	1100	81%	257	19%	1357

Thursday, November 17, 2022						
Street Segment	Number of Spaces	Under 2 hours	% under 2 hours	Over 2 hours	% over 2 hours	Total Frequency
(1) Wyndham St N Quebec St to Woolwich St - West Side	37	155	89%	20	11%	175
(2) Wyndham St N Douglas St to Woolwich St - East Side	20	66	85%	12	15%	78
(3) Quebec St North Side West of Wyndham	20	54	79%	14	21%	68
(4) Quebec St South Side West of Wyndham	24	81	80%	20	20%	101
(5) Cork St North Side West of Wyndham	28	85	82%	19	18%	104
(6) Cork St South Side West of Wyndham	23	86	83%	17	17%	103
(7) Wyndham St N Cork St to Macdonell St - West Side	6	25	100%	0	0%	25
(8) Macdonell St North Side - West of Wyndham St	25	68	89%	8	11%	76
(9) Macdonell St South Side - West of Wyndham St	27	77	82%	17	18%	94
(10) Wyndham St N Macdonell St to Carden St - West Side	5	9	100%	0	0%	9
(11) Wyndham St N Carden St to Macdonell St - East Side	5	10	83%	2	17%	12
(12) Carden St North Side - West of Wyndham St	43	150	86%	25	14%	175
(13) Wilson St Macdonell St to Carden St - West Side	7	18	75%	6	25%	24
(14) Wilson St Macdonell St to Carden St - East Side	5	7	64%	4	36%	11
(15) Douglas St South Side East of Wyndham	22	53	75%	18	25%	71
(16) Wyndham St N Douglas St to Macdonell St - East Side	13	34	77%	10	23%	44
(17) Macdonell St North Side - East of Wyndham St	36	93	82%	20	18%	113
(18) Macdonell St South Side - East of Wyndham St	35	81	84%	16	16%	97
TOTAL	381	1152	83%	228	17%	1380

Saturday, November 19, 2022						
Street Segment	Number of Spaces	Under 2 hours	% under 2 hours	Over 2 hours	% over 2 hours	Total Frequency
(1) Wyndham St N Quebec St to Woolwich St - West Side	37	123	76%	38	24%	161
(2) Wyndham St N Douglas St to Woolwich St - East Side	20	64	79%	17	21%	81
(3) Quebec St North Side West of Wyndham	20	51	75%	17	25%	68
(4) Quebec St South Side West of Wyndham	24	62	75%	21	25%	83
(5) Cork St North Side West of Wyndham	28	69	68%	33	32%	102
(6) Cork St South Side West of Wyndham	23	65	72%	25	28%	90
(7) Wyndham St N Cork St to Macdonell St - West Side	6	17	74%	6	26%	23
(8) Macdonell St North Side - West of Wyndham St	25	76	80%	19	20%	95
(9) Macdonell St South Side - West of Wyndham St	27	97	83%	20	17%	117
(10) Wyndham St N Macdonell St to Carden St - West Side	5	13	87%	2	13%	15
(11) Wyndham St N Carden St to Macdonell St - East Side	5	4	67%	2	33%	6
(12) Carden St North Side - West of Wyndham St	43	161	88%	22	12%	183
(13) Wilson St Macdonell St to Carden St - West Side	7	33	94%	2	6%	35
(14) Wilson St Macdonell St to Carden St - East Side	5	18	90%	2	10%	20
(15) Douglas St South Side East of Wyndham	22	55	73%	20	27%	75
(16) Wyndham St N Douglas St to Macdonell St - East Side	13	47	89%	6	11%	53
(17) Macdonell St North Side - East of Wyndham St	36	68	65%	36	35%	104
(18) Macdonell St South Side - East of Wyndham St	35	86	74%	31	26%	117
TOTAL	381	1109	78%	319	22%	1428

Appendix E:

2023 Residential Apartment Parking Demand Study Results



Project: Guelph Downtown Parking Master Plan
Project No: 7723-07
Location: Guelph
Date: February 2023

Address		60 Wyndham St S			2 Quebec St			160 Macdonell St			45 Yarmouth St				53 Arthur St S				63 Arthur St S			73 Arthur St S				
Parking Type		Surface Vis	Surface Access	UG Resident	UG Resident	UG Visitor	UG Access	UG Resident	UG Visitor	UG Access	Surface*	UG Resident	UG Visitor	UG Access	Surface Access	UG Resident	UG Visitor	UG Access	UG Resident	UG Visitor	UG Access	Surface Visitor	Surface Access	UG Resident	UG Visitor	UG Access
Supply		8	2	162	92	0	0	191	0	1	12	65	0	0	1	143	15	1	142	19	4	5	4	156	5	1
Date	Time																									
Wed Feb 1	22:00	1	0	107	53	0	0	128	0	0	7	50	0	0	0	105	7	1	105	3	0	2	0	96	1	1
Thurs Feb 2	3:00	0	0	109	54	0	0	130	0	0	7	50	0	0	0	127	3	0	121	6	0	1	0	112	2	0
Fri Feb 3	22:00	2	0	104	49	0	0	122	0	0	7	46	0	0	0	110	6	0	100	7	0	0	0	101	2	0
Sat Feb 4	3:00	0	0	107	56	0	0	131	0	0	6	48	0	0	0	125	6	0	117	9	0	0	0	113	1	0
	9:00	2	0	99	45	0	0	123	0	0	6	41	0	0	0	113	6	0	114	7	0	0	0	100	3	1

* Property Mgmt at 45 Yarmouth noted that surface parking was leased to offsite users

Address		55 Yarmouth St					87 Neeve St			27 & 33 Cardigan (Shared UG)					
Parking Type		Surface Resident	UG Resident	UG Visitor	UG Access	PERMIT*	Surface Vis	Surface Access	UG Resident*	27 Surface Resident	27 Surface Visitor	33 Surface Resident	33 Surface Visitor	UG Resident	PERMIT*
Supply		24	29	0	0	1	21	1	137	26	7	25	4	185	
Date	Time														
Wed Feb 8	22:00	16	20	0	0	1	11	1	66	15	3	18	3	134	3
Thu Feb 9	3:00	19	24	0	0	1	10	0	76	15	5	22	3	167	3
Fri Feb 10	22:00	15	19	0	0	1	11	1	65	15	4	18	4	129	3
Sat Feb 11	3:00	17	21	0	0	1	8	0	80	18	5	20	4	163	3
	9:00	16	20	0	0	1	10	1	77	16	4	19	4	154	3

* In addition, there was 1 active resident parking permits associated with this building.

* UG Resident Parking had 126 spaces, 11 of which were tandem spaces for a 137 vehicle capacity

* In addition to counted vehicles, there were 3 active on-street parking permits associated with residents of these buildings.

2023 BA Parking Demand Study Results

Site	Dates	Time	Units	Res Parking Supply (Spaces)	Vis Parking Supply (Spaces)	Resident Parking Supply (Ratio)	Visitor Parking Supply (Ratio)	Resident Parking Demand (Spaces)	Visitor Parking Demand (Spaces)	Resident Parking Demand (Ratio)	Visitor Parking Demand (Ratio)	Median Resident Parking Demand	Peak Resident Parking Demand	Resident % Utilization	Peak Visitor Parking Demand	Peak Visitor Parking Demand	Visitor % Utilization
60 Wyndham St S	Wed Feb 1	22:00	119 units	162 spaces	10 spaces	1.36 spaces/unit	0.08 spaces/unit	107 spaces	1 spaces	0.90 spaces/unit	0.01 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						109 spaces	0 spaces	0.92 spaces/unit	0.00 spaces/unit	Median Res:	109 spaces	Res Median %:	Median Vis:	2 spaces	Vis Median %:
	Fri Feb 3	22:00						104 spaces	2 spaces	0.87 spaces/unit	0.02 spaces/unit	107 spaces	0.92 spaces/unit	66%	1 spaces	None	10%
	Sat Feb 4	3:00						107 spaces	0 spaces	0.90 spaces/unit	0.00 spaces/unit	0.90 spaces/unit	Time:	Res Peak %:	0.01 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						99 spaces	2 spaces	0.83 spaces/unit	0.02 spaces/unit		3:00	67%		Multiple	20%
2 Quebec St	Wed Feb 1	22:00	146 units	92 spaces	0 spaces	0.63 spaces/unit	0.00 spaces/unit	53 spaces	0 spaces	0.36 spaces/unit	0.00 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						54 spaces	0 spaces	0.37 spaces/unit	0.00 spaces/unit	Median Res:	56 spaces	Res Median %:	Median Vis:	0 spaces	Vis Median %:
	Fri Feb 3	22:00						49 spaces	0 spaces	0.34 spaces/unit	0.00 spaces/unit	53 spaces	0.38 spaces/unit	58%	0 spaces	0.00 spaces/unit	0%
	Sat Feb 4	3:00						56 spaces	0 spaces	0.38 spaces/unit	0.00 spaces/unit	0.36 spaces/unit	Time:	Res Peak %:	0.00 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						45 spaces	0 spaces	0.31 spaces/unit	0.00 spaces/unit		3:00	61%		None	0%
160 Macdonell St	Wed Feb 1	22:00	131 units	191 spaces	1 spaces	1.46 spaces/unit	0.01 spaces/unit	128 spaces	0 spaces	0.98 spaces/unit	0.00 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						130 spaces	0 spaces	0.99 spaces/unit	0.00 spaces/unit	Median Res:	131 spaces	Res Median %:	Median Vis:	0 spaces	Vis Median %:
	Fri Feb 3	22:00						122 spaces	0 spaces	0.93 spaces/unit	0.00 spaces/unit	128 spaces	1.00 spaces/unit	67%	0 spaces	0.00 spaces/unit	0%
	Sat Feb 4	3:00						131 spaces	0 spaces	1.00 spaces/unit	0.00 spaces/unit	0.98 spaces/unit	Time:	Res Peak %:	0.00 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						123 spaces	0 spaces	0.94 spaces/unit	0.00 spaces/unit		3:00	69%		None	0%
45 Yarmouth St	Wed Feb 1	22:00	75 units	65 spaces	0 spaces	0.87 spaces/unit	0.00 spaces/unit	50 spaces	0 spaces	0.67 spaces/unit	0.00 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						50 spaces	0 spaces	0.67 spaces/unit	0.00 spaces/unit	Median Res:	50 spaces	Res Median %:	Median Vis:	0 spaces	Vis Median %:
	Fri Feb 3	22:00						46 spaces	0 spaces	0.61 spaces/unit	0.00 spaces/unit	48 spaces	0.67 spaces/unit	74%	0 spaces	0.00 spaces/unit	0%
	Sat Feb 4	3:00						48 spaces	0 spaces	0.64 spaces/unit	0.00 spaces/unit	0.64 spaces/unit	Time:	Res Peak %:	0.00 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						41 spaces	0 spaces	0.55 spaces/unit	0.00 spaces/unit		Multiple	77%		None	0%
53 Arthur St S	Wed Feb 1	22:00	133 units	143 spaces	17 spaces	1.08 spaces/unit	0.13 spaces/unit	105 spaces	8 spaces	0.79 spaces/unit	0.06 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						127 spaces	3 spaces	0.95 spaces/unit	0.02 spaces/unit	Median Res:	127 spaces	Res Median %:	Median Vis:	8 spaces	Vis Median %:
	Fri Feb 3	22:00						110 spaces	6 spaces	0.83 spaces/unit	0.05 spaces/unit	113 spaces	0.95 spaces/unit	79%	6 spaces	0.06 spaces/unit	35%
	Sat Feb 4	3:00						125 spaces	6 spaces	0.94 spaces/unit	0.05 spaces/unit	0.85 spaces/unit	Time:	Res Peak %:	0.05 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						113 spaces	6 spaces	0.85 spaces/unit	0.05 spaces/unit		3:00	89%		22:00	47%
63 Arthur St S	Wed Feb 1	22:00	132 units	142 spaces	23 spaces	1.08 spaces/unit	0.17 spaces/unit	105 spaces	3 spaces	0.80 spaces/unit	0.02 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						121 spaces	6 spaces	0.92 spaces/unit	0.05 spaces/unit	Median Res:	121 spaces	Res Median %:	Median Vis:	9 spaces	Vis Median %:
	Fri Feb 3	22:00						100 spaces	7 spaces	0.76 spaces/unit	0.05 spaces/unit	114 spaces	0.92 spaces/unit	80%	7 spaces	0.07 spaces/unit	30%
	Sat Feb 4	3:00						117 spaces	9 spaces	0.89 spaces/unit	0.07 spaces/unit	0.86 spaces/unit	Time:	Res Peak %:	0.05 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						114 spaces	7 spaces	0.86 spaces/unit	0.05 spaces/unit		3:00	85%		3:00	39%
73 Arthur St S	Wed Feb 1	22:00	124 units	156 spaces	15 spaces	1.26 spaces/unit	0.12 spaces/unit	96 spaces	4 spaces	0.77 spaces/unit	0.03 spaces/unit		Peak Res:			Peak Vis:	
	Thurs Feb 2	3:00						112 spaces	3 spaces	0.90 spaces/unit	0.02 spaces/unit	Median Res:	113 spaces	Res Median %:	Median Vis:	4 spaces	Vis Median %:
	Fri Feb 3	22:00						101 spaces	2 spaces	0.81 spaces/unit	0.02 spaces/unit	101 spaces	0.91 spaces/unit	65%	3 spaces	0.03 spaces/unit	20%
	Sat Feb 4	3:00						113 spaces	1 spaces	0.91 spaces/unit	0.01 spaces/unit	0.81 spaces/unit	Time:	Res Peak %:	0.02 spaces/unit	Time:	Vis Peak %:
	Sat Feb 4	9:00						100 spaces	4 spaces	0.81 spaces/unit	0.03 spaces/unit		3:00	72%		Multiple	27%
55 Yarmouth St	Wed Feb 8	22:00	72 units	53 spaces	0 spaces	0.74 spaces/unit	0.00 spaces/unit	37 spaces	0 spaces	0.51 spaces/unit	0.00 spaces/unit		Peak Res:			Peak Vis:	
	Thu Feb 9	3:00						44 spaces	0 spaces	0.61 spaces/unit	0.00 spaces/unit	Median Res:	44 spaces	Res Median %:	Median Vis:	0 spaces	Vis Median %:
	Fri Feb 10	22:00						35 spaces	0 spaces	0.49 spaces/unit	0.00 spaces/unit	37 spaces	0.61 spaces/unit	70%	0 spaces	0.00 spaces/unit	0%
	Sat Feb 11	3:00						39 spaces	0 spaces	0.54 spaces/unit	0.00 spaces/unit	0.51 spaces/unit	Time:	Res Peak %:	0.00 spaces/unit	Time:	Vis Peak %:
	Sat Feb 11	9:00						37 spaces	0 spaces	0.51 spaces/unit	0.00 spaces/unit		3:00	83%		None	0%
87 Neeve St	Wed Feb 8	22:00	114 units	137 spaces	22 spaces	1.20 spaces/unit	0.19 spaces/unit	66 spaces	12 spaces	0.58 spaces/unit	0.11 spaces/unit		Peak Res:			Peak Vis:	
	Thu Feb 9	3:00						76 spaces	10 spaces	0.67 spaces/unit	0.09 spaces/unit	Median Res:	80 spaces	Res Median %:	Median Vis:	12 spaces	Vis Median %:
	Fri Feb 10	22:00						65 spaces	12 spaces	0.57 spaces/unit	0.11 spaces/unit	76 spaces	0.70 spaces/unit	55%	11 spaces	0.11 spaces/unit	50%
	Sat Feb 11	3:00						80 spaces	8 spaces	0.70 spaces/unit	0.07 spaces/unit	0.67 spaces/unit	Time:	Res Peak %:	0.10 spaces/unit	Time:	Vis Peak %:
	Sat Feb 11	9:00						77 spaces	11 spaces	0.68 spaces/unit	0.10 spaces/unit		3:00	58%		Multiple	55%
27 & 33 Cardigan (Shared UG)	Wed Feb 8	22:00	260 units	236 spaces	11 spaces	0.91 spaces/unit	0.04 spaces/unit	170 spaces	6 spaces	0.65 spaces/unit	0.02 spaces/unit		Peak Res:			Peak Vis:	
	Thu Feb 9	3:00						207 spaces	8 spaces	0.80 spaces/unit	0.03 spaces/unit	Median Res:	207 spaces	Res Median %:	Median Vis:	9 spaces	Vis Median %:
	Fri Feb 10	22:00						165 spaces	8 spaces	0.63 spaces/unit	0.03 spaces/unit	192 spaces	0.80 spaces/unit	81%	8 spaces	0.03 spaces/unit	73%
	Sat Feb 11	3:00						204 spaces	9 spaces	0.78 spaces/unit	0.03 spaces/unit	0.74 spaces/unit	Time:	Res Peak %:	0.03 spaces/unit	Time:	Vis Peak %:
	Sat Feb 11	9:00						192 spaces	8 spaces	0.74 spaces/unit	0.03 spaces/unit		3:00	88%		3:00	82%

Average Peak Parking Demand

Site	Units	Res Parking Supply (Spaces)	Peak Res Demand (Spaces)	Peak Res Demand (Rate)	Peak Res Parking Utilization %	Vis Parking Supply (Spaces)	Peak Vis Demand (Spaces)	Peak Vis Demand (Rate)	Peak Vis Parking Utilization %
60 Wyndham St S	119 units	162 spaces	109 spaces	0.92 spaces/unit	67%	10 spaces	2 spaces	0.02 spaces/unit	20%
2 Quebec St	146 units	92 spaces	56 spaces	0.38 spaces/unit	61%	0 spaces	0 spaces	0.00 spaces/unit	0%
160 Macdonell St	131 units	191 spaces	131 spaces	1.00 spaces/unit	69%	1 spaces	0 spaces	0.00 spaces/unit	0%
45 Yarmouth St	75 units	65 spaces	50 spaces	0.67 spaces/unit	77%	0 spaces	0 spaces	0.00 spaces/unit	0%
53 Arthur St S	133 units	143 spaces	127 spaces	0.95 spaces/unit	89%	17 spaces	8 spaces	0.06 spaces/unit	47%
63 Arthur St S	132 units	142 spaces	121 spaces	0.92 spaces/unit	85%	23 spaces	9 spaces	0.07 spaces/unit	39%
73 Arthur St S	124 units	156 spaces	113 spaces	0.91 spaces/unit	72%	15 spaces	4 spaces	0.03 spaces/unit	27%
55 Yarmouth St	72 units	53 spaces	44 spaces	0.61 spaces/unit	83%	0 spaces	0 spaces	0.00 spaces/unit	0%
87 Neeve St	114 units	137 spaces	80 spaces	0.70 spaces/unit	58%	22 spaces	12 spaces	0.11 spaces/unit	55%
27 & 33 Cardigan (Shared UG)	260 units	236 spaces	207 spaces	0.80 spaces/unit	88%	11 spaces	9 spaces	0.03 spaces/unit	82%
TOTAL (Average Weighted Equally by Unit)	1306 units	1377 spaces	1038 spaces	0.79 spaces/unit	75%	99 spaces	44 spaces	0.03 spaces/unit	44%
TOTAL (Simple Average of 10 Peak Demand Rates)	1306 units	1377 spaces	1038 spaces	0.79 spaces/unit	75%	99 spaces	44 spaces	0.03 spaces/unit	27%

Average Peak Parking Demand - Condos Only

Site	Units	Res Parking Supply (Spaces)	Peak Res Demand (Spaces)	Peak Res Demand (Rate)	Peak Res Parking Utilization %	Vis Parking Supply (Spaces)	Peak Vis Demand (Spaces)	Peak Vis Demand (Rate)	Peak Vis Parking Utilization %
60 Wyndham St S	119 units	162 spaces	109 spaces	0.92 spaces/unit	67%	10 spaces	2 spaces	0.02 spaces/unit	20%
160 Macdonell St	131 units	191 spaces	131 spaces	1.00 spaces/unit	69%	1 spaces	0 spaces	0.00 spaces/unit	0%
53 Arthur St S	133 units	143 spaces	127 spaces	0.95 spaces/unit	89%	17 spaces	8 spaces	0.06 spaces/unit	47%
63 Arthur St S	132 units	142 spaces	121 spaces	0.92 spaces/unit	85%	23 spaces	9 spaces	0.07 spaces/unit	39%
73 Arthur St S	124 units	156 spaces	113 spaces	0.91 spaces/unit	72%	15 spaces	4 spaces	0.03 spaces/unit	27%
55 Yarmouth St	72 units	53 spaces	44 spaces	0.61 spaces/unit	83%	0 spaces	0 spaces	0.00 spaces/unit	0%
TOTAL (Average Weighted Equally by Unit)	711 units	847 spaces	645 spaces	0.91 spaces/unit	76%	66 spaces	23 spaces	0.03 spaces/unit	35%
TOTAL (Simple Average of 6 Peak Demand Rates)	711 units	847 spaces	645 spaces	0.88 spaces/unit	78%	66 spaces	23 spaces	0.03 spaces/unit	22%

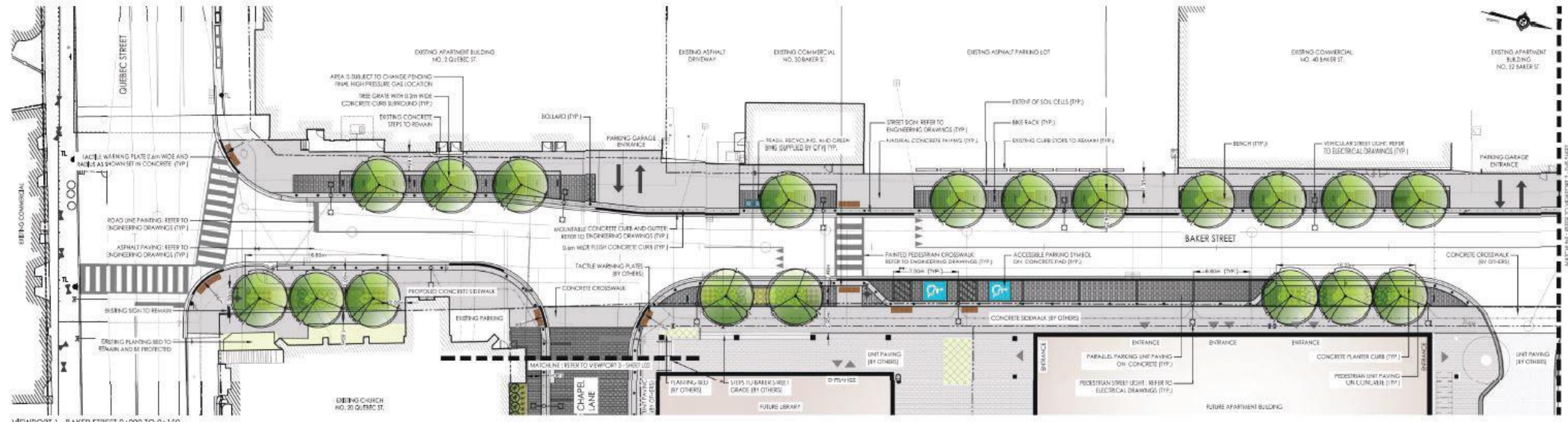
Average Peak Parking Demand - Rentals Only

Site	Units	Res Parking Supply (Spaces)	Peak Res Demand (Spaces)	Peak Res Demand (Rate)	Peak Res Parking Utilization %	Vis Parking Supply (Spaces)	Peak Vis Demand (Spaces)	Peak Vis Demand (Rate)	Peak Vis Parking Utilization %
2 Quebec St	146 units	92 spaces	56 spaces	0.38 spaces/unit	61%	0 spaces	0 spaces	0.00 spaces/unit	0%
45 Yarmouth St	75 units	65 spaces	50 spaces	0.67 spaces/unit	77%	0 spaces	0 spaces	0.00 spaces/unit	0%
87 Neeve St	114 units	137 spaces	80 spaces	0.70 spaces/unit	58%	22 spaces	12 spaces	0.11 spaces/unit	55%
27 & 33 Cardigan (Shared UG)	260 units	236 spaces	207 spaces	0.80 spaces/unit	88%	11 spaces	9 spaces	0.03 spaces/unit	82%
TOTAL (Average Weighted Equally by Unit)	595 units	530 spaces	393 spaces	0.66 spaces/unit	74%	33 spaces	21 spaces	0.04 spaces/unit	64%
TOTAL (Simple Average of 10 Peak Demand Rates)	595 units	530 spaces	393 spaces	0.64 spaces/unit	71%	33 spaces	21 spaces	0.03 spaces/unit	34%

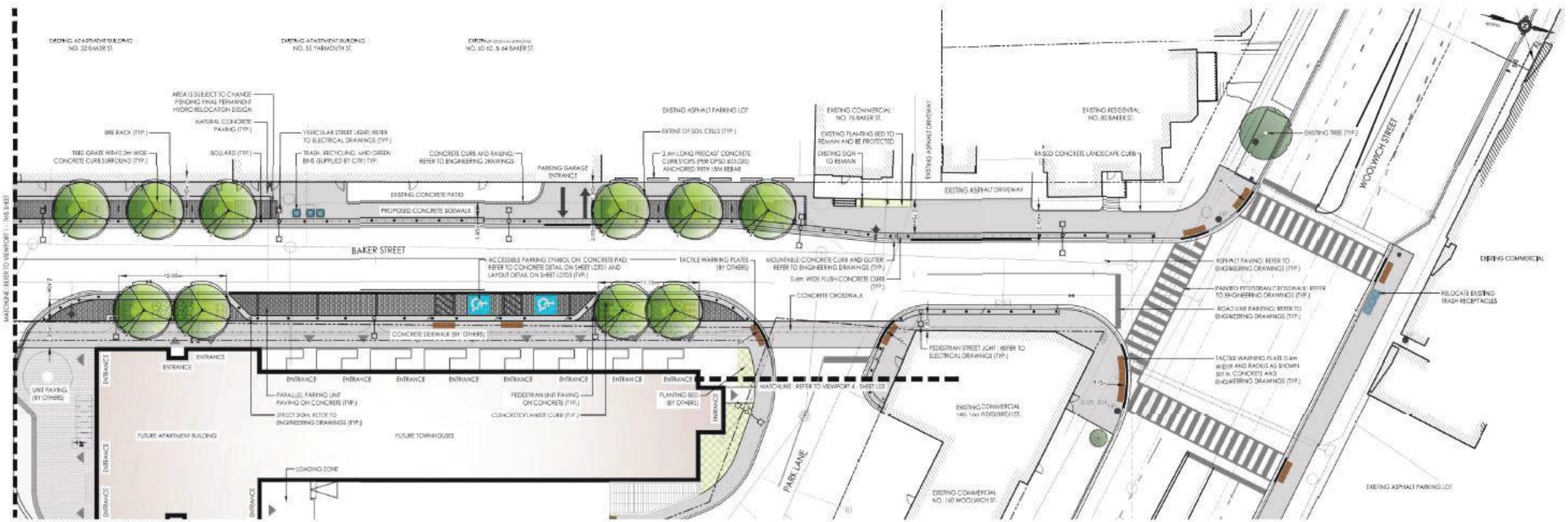
Appendix F:

Baker Street Streetscape Plan (Reduced Scale)





VIEWPORT 1 - BAKER STREET 0+000 TO 0+150



VIEWPORT 2 - BAKER STREET 0+150 TO 0+315

Site Furnishing Schedule- Sheet L01

Item	Qty	Type	Comments
Bench	2	Neoliviano (with Arms) Supplied by Landscape Forms	65" Length, Surface Mounted, Jarrah Wood Slats, Aluminum Frame
Bike Rack	57	Supplied by Landscape Forms	Embedded in Concrete, Stainless Steel Finish
Bollard	146	Model R7835 Bollard Supplied by Reliance Foundry	Anchor embedded in Concrete, Anodized Silver Powdercoat Colour
Organic Waste Receptacle	2	Supplied by City	
Recycling Receptacle	2	Supplied by City	
Waste Receptacle	2	Supplied by City	

KEY PLAN Scale: NOT TO SCALE

GENERAL NOTES:

- REFER TO ENGINEERING DRAWINGS FOR GRADING AND SERVING.
- SAW CUT LAYOUT TO BE REVIEWED AND APPROVED BY CONTRACT ADMINISTRATOR.
- NEW PAVES TO MATCH ALL ADJACENT SURFACE SMOOTH AND FLUSH.

LEGEND:

- PROPERTY LINE
- MATCHLINE
- EXISTING TREE
- DECIDUOUS TREE
- SHRUBS, GRASSES AND PERENNIALS
- EXISTING PLANTING BED TO REMAIN
- PLANTING BED BY OTHERS
- CONCRETE PAVING
- UNIT PAVING
- UNIT PAVING (BY OTHERS)
- EXTENT OF SOIL CELLS
- TACTILE WARNING STRIP
- BOLLARD
- SIGN
- BIKE RACK
- BENCH
- TRASH RECEPTACLE
- VEHICULAR STREET LIGHT
- PEDESTRIAN STREET LIGHT
- TREE HYDRANT

THE POSITION OF POLES, LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

No.	DATE	DESCRIPTION	BY:	CHKD:
1.	01.31.22	80% DESIGN SUBMISSION	SU	HS

ISSUES/REVISIONS

ENGINEERING SERVICES

**BAKER STREET
BAKER ST RECONSTRUCTION
WOOLWICH ST TO QUEBEC ST
City of Guelph**

**STREETSCAPE PLAN
BAKER STREET**

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Not for permits, pricing or other official purposes. This document has not been considered or checked and is for general information or comment only.

SCALE: METRIC 1:250

DATE DRAWN: 2021.11.19

DRAWN BY: SU CHECKED BY: HS

CITY CONTRACT NO. L01

CITY REFERENCE NO. REV.

NOTE: SOIL CELL DESIGN INCLUDING RELOCATION TO BE CONFIRMED BY MUNICIPALITY.

\\CD1034-F01\\01450\\ACTIVE\\165001217\\DESIGN\\DRAWINGS\\101_LANDSCAPE\\REVISIONS\\L01_LANDSCAPE_SHEETING_PLOT_165001217_1-HR-01-16-2022.DWG

Appendix G:
Selected Pages from the City of Guelph Downtown Streetscape
Manual & Built Form Standards



City of Guelph
Downtown Streetscape Manual &
Built Form Standards

Section 2.0

Streetscape Manual

July 2014

Flexible Streets

Curbless streets seamlessly transform segregation of pedestrians and vehicles to a more integrated and flexible street

Flexible Streets slow vehicles and intentionally blur the boundary between pedestrian and vehicle space, allowing the boulevard and roadway to read as one space and adapt to a variety of conditions. In contrast to traditional streets - which utilize a conventional raised curb and gutter - flexible streets place all users and elements of the street at the same level, allowing for unrestricted movement between roadway and boulevard zones. Flexible Streets also increase safety for pedestrians and cyclists as they inherently require that vehicles move slowly through them.

As intensification occurs in Guelph, the character of downtown will change as more people choose to visit, work and live there. Flexible streets offer numerous advantages over traditional streets, as they:

- Increase pedestrian safety when all modes of transportation move at a similar speed
- Are planned with design speed equaling operating speed (30 km/h recommended)
- Are adaptable to the many functions of the street (e.g. day-to-day use vs. events)
- Provide safe travel options for all modes (modal equality) including pedestrians, transit, cyclists and automobiles
- Balance high quality public spaces (destination) with the requirements of the transportation network (function)
- Reinforce a Sense of Place and enhance the unique identity of downtown Guelph
- Create new places for play, rest and gathering within the municipal right-of-way
- The barrier-free street profile promotes active lifestyles for people of all ages and ability levels
- Seamlessly transform into a social/gathering space during events
- Promote traffic flow (e.g. less dependence on traffic lights) while slowing vehicles down through an integrated blend of traffic-calming measures, including:
 - Gateways to denote the beginning/end of shared space
 - Curbless Boulevards: so all users are at the same level
 - Side Friction – narrow the perceived width of the street through on-street parking, and pedestrian amenities (lighting, benches, bollards, planting, etc.)
- Supports the vision and guiding principles of the Downtown Secondary Plan

Key downtown streets identified to transition to a flexible street model are Macdonell Street, Wyndham Street (north of Carden), Quebec Street, Douglas Street, Baker Street, and Carden Street. These streets will create a network of unique and highly programmable public spaces for the City and local community.

Wyndham Street

Redefining Guelph's main streets with a curbless, asymmetrical design to provide flexibility and adaptability



Wyndham Street, north of Carden, is classified in the DSP as a **Downtown Main Street** as it is a principle commercial street in downtown. It should therefore seek to give equal prioritization to all modes of transportation by re-balancing the allocation of space to provide wide boulevards, on-street parking and shared travel lanes.

Wyndham Street is wide, with a 30m right-of-way, which offers opportunity to greatly enhance the public realm. The flexible street approach is a particularly good fit for Wyndham Street as it affords the many benefits discussed in the introductory section. Wyndham also forms a key link between Market Square and St. George's

Square so is typically busy with pedestrians and will likely be closed for use during events.

In order to balance the need for parking with the desire for generous boulevards, Wyndham street is asymmetrical. It has angled parking on the west side of the street and parallel parking on the east. The angled parking side of the street has a narrower boulevard (because angled parking takes up more space) but the boulevard remains generous at over six meters. The parallel parking side of the street has a generous boulevard with a Marketing Zone over four meters, which will allow businesses to take advantage of the warm afternoon sun. Both sides of the street prioritize



Marketing Zone 1.8 m	Pedestrian Clearway 2.0 m	Planting + Furnishing Zone 2.0 m	Parking 5.7 m	0.3 m Trench drain	Shared Travel Lane 3.5 m	Shared Travel Lane 3.5 m	Parking 2.4 m	0.3 m Trench drain	Pedestrian Clearway 2.0 m	Planting + Furnishing Zone 2.0 m	Marketing Zone 4.2 m
Boulevard			Parking		Roadway		Parking	Boulevard			

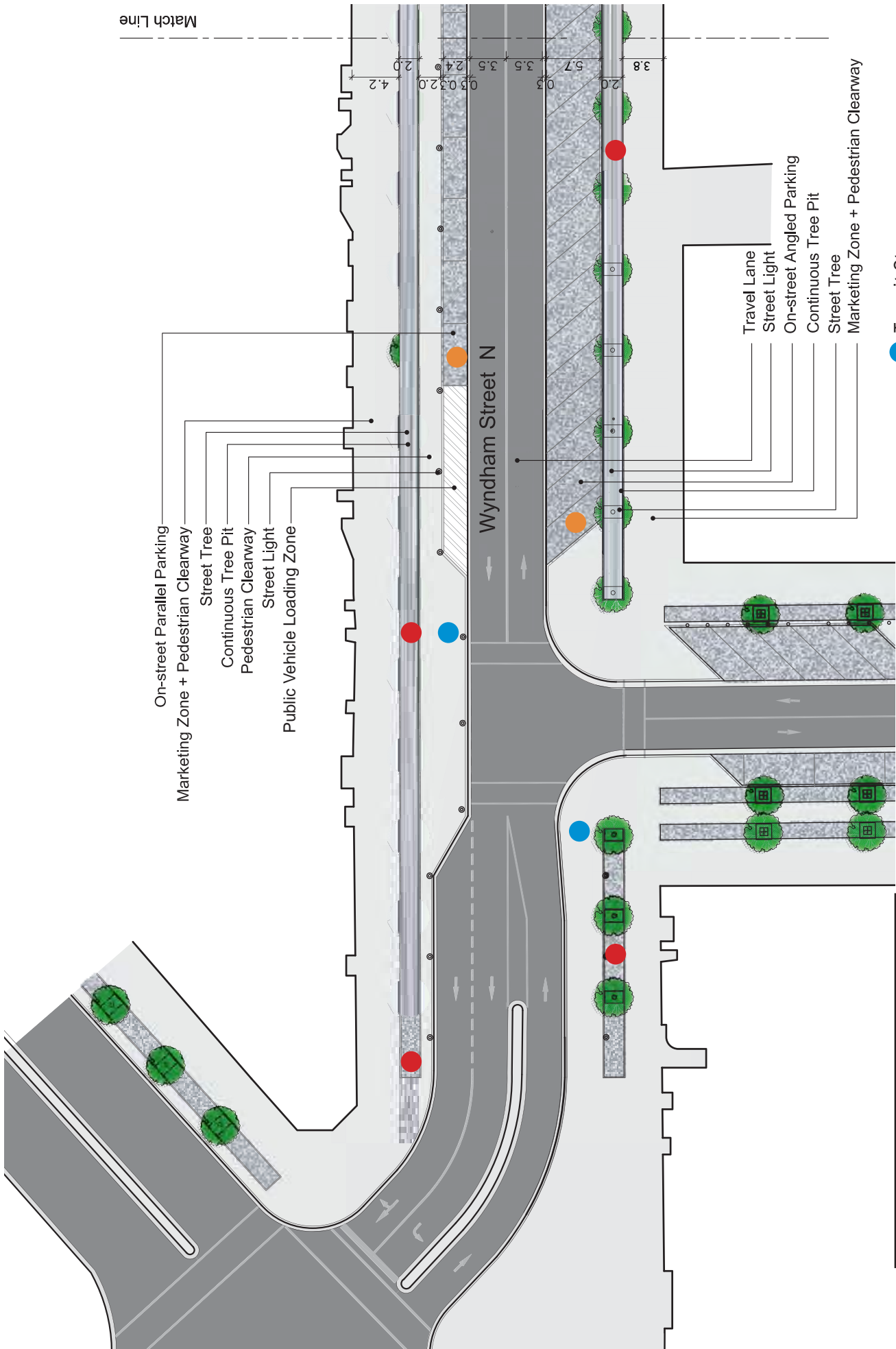
space for street trees and site furnishings as well as a clearly denoted pedestrian clearway. Precast concrete unit paving is used for on-street parking stalls to not only differentiate it from the asphalt roadway, but also to better blend the transition between the boulevard and roadway. Permeable unit paving should be used where practical, in a matching colour and pattern, in the Planting and Furnishing Zone to allow storm water to passively irrigate street trees.

A bicycle sharrow is included on Wyndham as the intent is to slow traffic enough so that cyclists and vehicles will be moving at similar speeds.

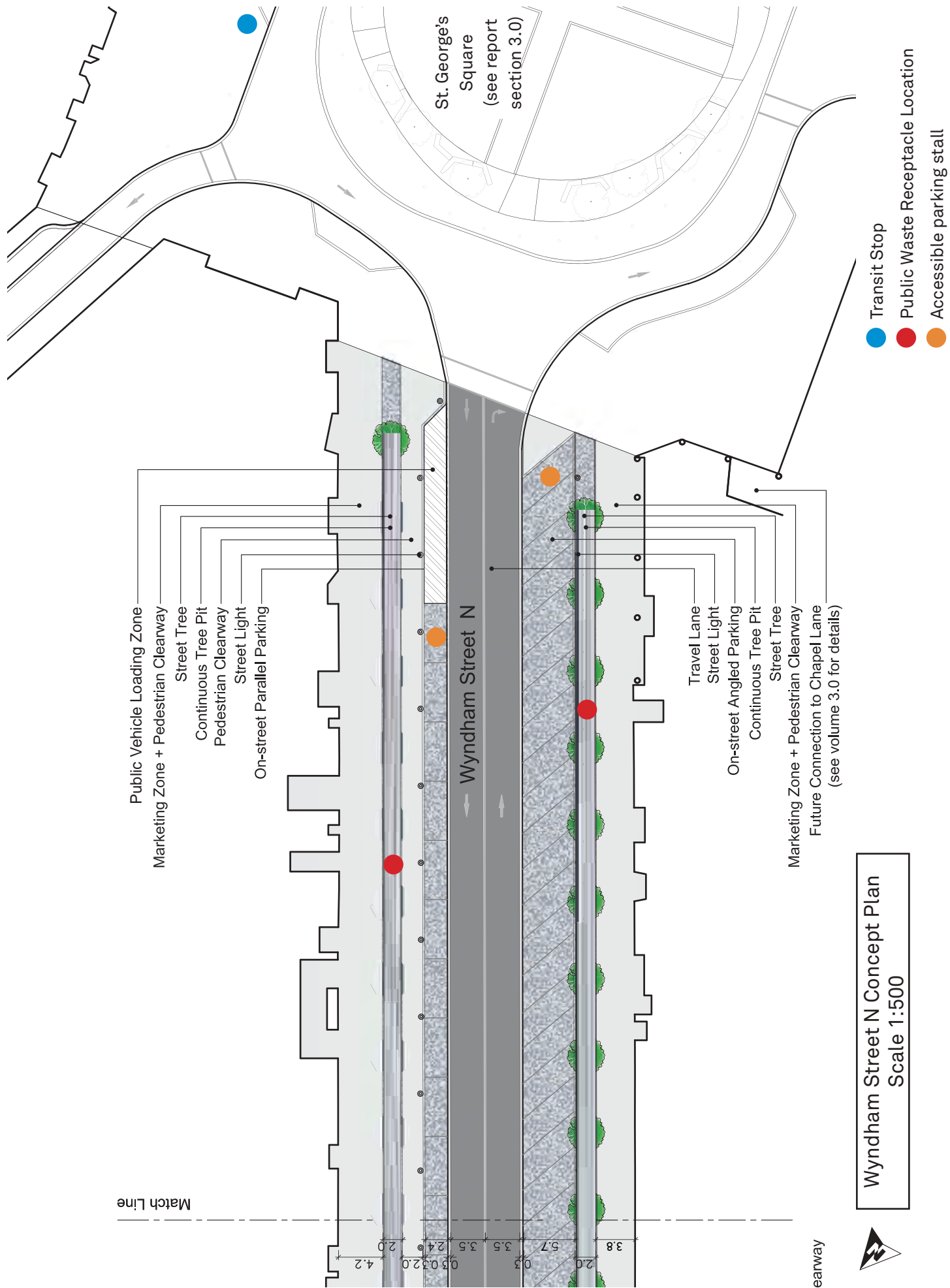
A new street connecting Wyndham to the Baker Street development site will be considered in detail in the Baker St. Urban Design Master Plan.

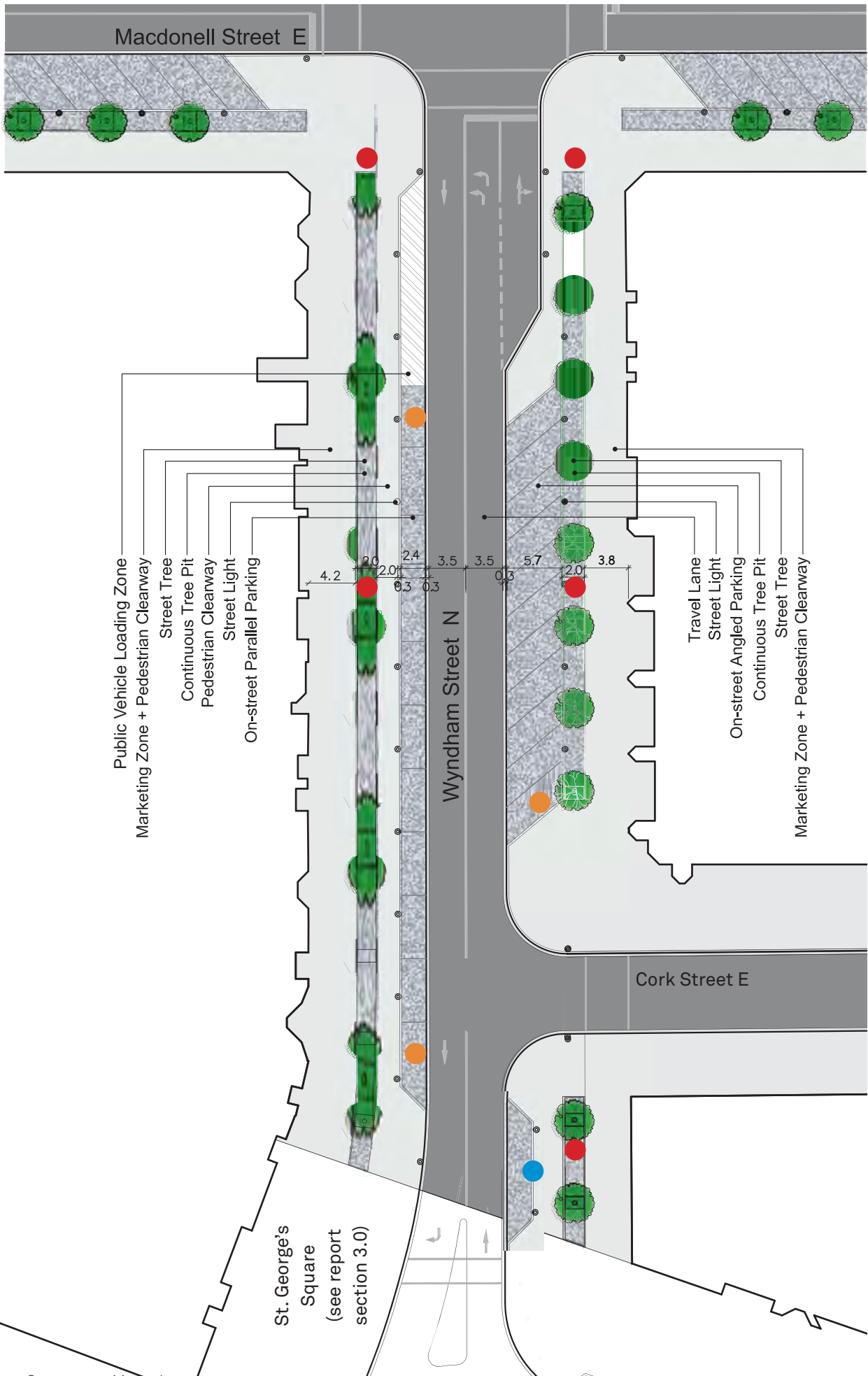
Wyndham will become a signature street in downtown Guelph, offering opportunity for day-to-day and event users to seamlessly use the street as public space.

The following Concept Plan illustrates how the sample section shown here would apply to Wyndham Street.



Wyndham Street N Concept Plan
Scale 1:500





Wyndham Street N Concept Plan
Scale 1:500

Macdonell Street

Redefining Guelph's main streets with a curbless, asymmetrical design to provide flexibility and adaptability



Macdonell Street is also classified in the DSP as a **Downtown Main Street** as it is a principle commercial street in downtown. It should therefore seek to give equal prioritization to all modes of transportation by re-balancing the allocation of space to provide wide boulevards, on-street parking and shared travel lanes.

The flexible street approach is again a good fit for Macdonell Street as it affords the many benefits previously discussed in the introductory section. Macdonell is again wide - at 30m - and it forms a key east-west link in the City.

Macdonell is also an asymmetrical street. It has angled parking on the north side of the street and parallel parking on the south. The south side of the street, with parallel parking and a generous boulevard, will allow businesses to take advantage of the afternoon sun (as the street is not aligned to true east-west).

Both sides of the street again prioritize space for street trees and site furnishings as well as a clearly denoted pedestrian clearway. Precast concrete unit paving is used for on-street parking



stalls to not only differentiate it from the asphalt roadway, but also to better blend the transition the boulevard to the roadway. Permeable unit paving, in a matching colour and pattern, is also used in the Planting and Furnishing Zone to allow storm water to passively irrigate street trees.

A bicycle sharrow is included on Macdonell as the intent is to slow traffic enough so that cyclists and vehicles will be moving at similar speeds.

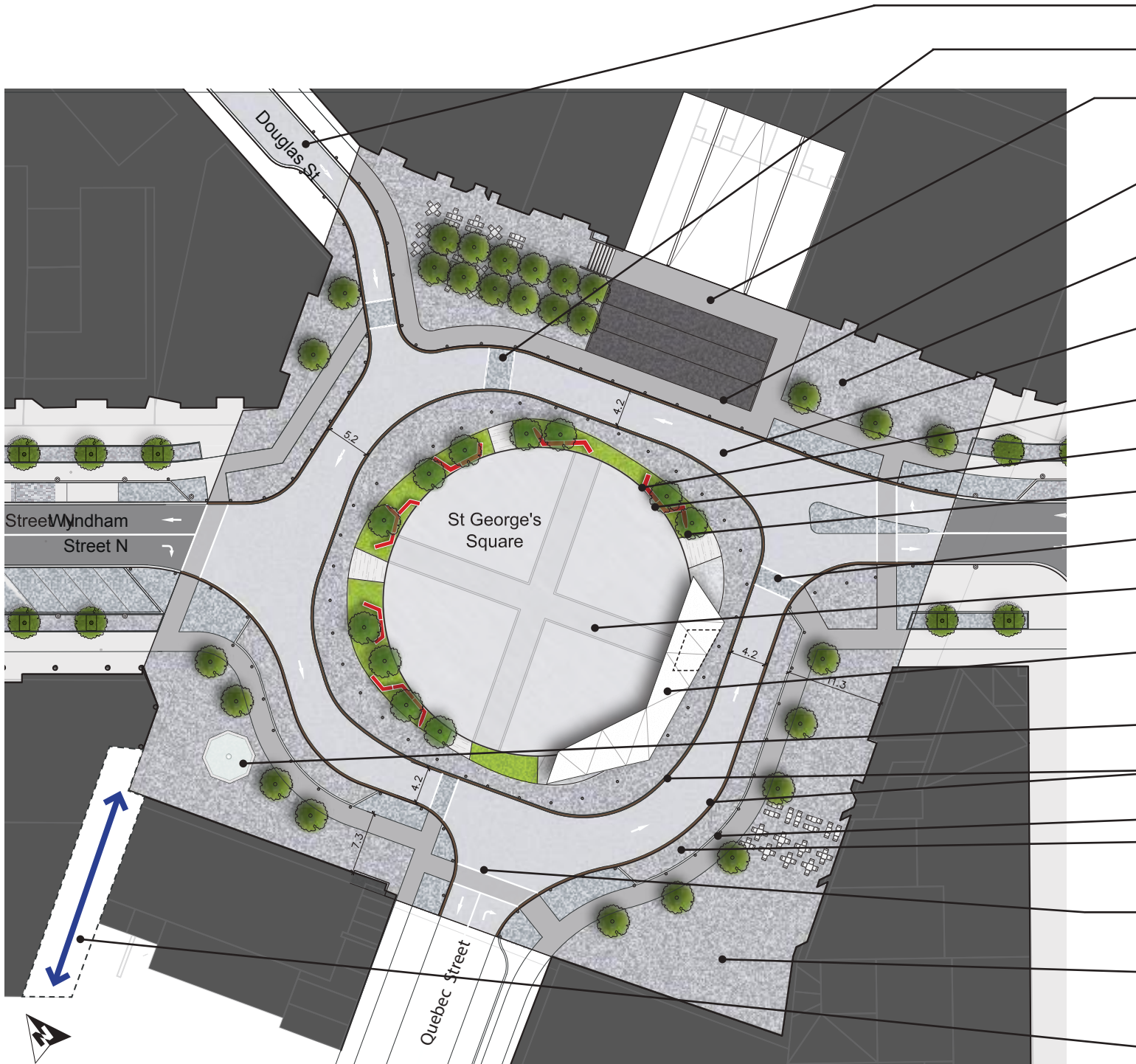
To ensure that heavily used transit routes are not impeded by slower moving bicycles, dedicated

on-street bicycles lanes should be included on Macdonell in two locations: from Wilson Street to Norfolk street (up the hill) and from Carden Street to Woolwich/Wellington. Additionally, at the either end of Macdonell the center turning lanes should be retained to accommodate left-turning vehicles and transit operations.

As Macdonell is anchored by an important view to the Church of Our Lady, the following page depicts a unique feature for the street to take advantage of this signature view.

Section 4.0

St. George's Square Conceptual Design



Flexible plazas can host a variety of events



Seating opportunities will give people a reason to use the square when it is not hosting an event

- Reverse direction of Douglas Street
- Signalized pedestrian crosswalk
- Modified entrance to Old Quebec Street
- Accessible route around outside of Square (pedestrian clearway)
- Unit paving - 'pixelated' pattern to match streetscape unit paving
- Unit paving on road - uniform colour as middle gray from 'pixelated' pattern
- Trees to create shade and frame central plaza
- Shaded seating under trees
- Grass ring to frame central plaza
- Signalized pedestrian crosswalk
- Central plaza - multi-purpose space to host civic & cultural events
- Canopy structure with integrated washroom, storage area and kiosk
- Family fountain
- Trench drains on either side of roadway
- Bollards to delineate street edge
- On-street parking
- Signalized pedestrian crosswalk
- Wide boulevard in front of active retail properties
- Enhanced connection to Baker Street development site



A canopy provides shade and frames a plaza space



Trench drains delineate between road and boulevard space



Lawn areas with shaded seating will create comfortable places to sit and enjoy downtown



A 'pixelated' paving pattern, using three neutral grey colours, will add visual interest and texture to the square

Appendix H:
**Selected Slides from Open House for “Macdonell and Allan
Structures, and Wyndham Street Municipal Class Environmental
Assessment Studies”**





Welcome

Macdonell and Allan Structures, and Wyndham Street Municipal Class Environmental Assessment Studies

Please review the materials and provide your comments through the survey
or online, by November 16, 2022.

Or attend the Public Open House, November 2, 2022.
Drop in between 6:30 – 8:30

Details available on [Haveyoursay.Guelph.ca](https://haveyoursay.guelph.ca)



**Downtown
Renewal**

Creating a place for everyone.



Project Approach and Timeline



What is the Downtown Renewal Project?

Downtown Guelph is a thriving and vibrant place. It also has aging water and sewer pipes, roads and sidewalks. Some of it is over 100 years old and needs to be replaced. Replacing and improving this downtown infrastructure is key to Guelph’s overall long-term sustainability. Through downtown renewal we will:

- Improve the way we move through downtown, for people who walk, ride bikes, take transit and drive.
- Replace aging infrastructure (underground pipes, sidewalks etc.) to support development.
- Build flexible streets to create beautiful and vibrant public spaces.

This all contributes to the economic vitality of Downtown Guelph.



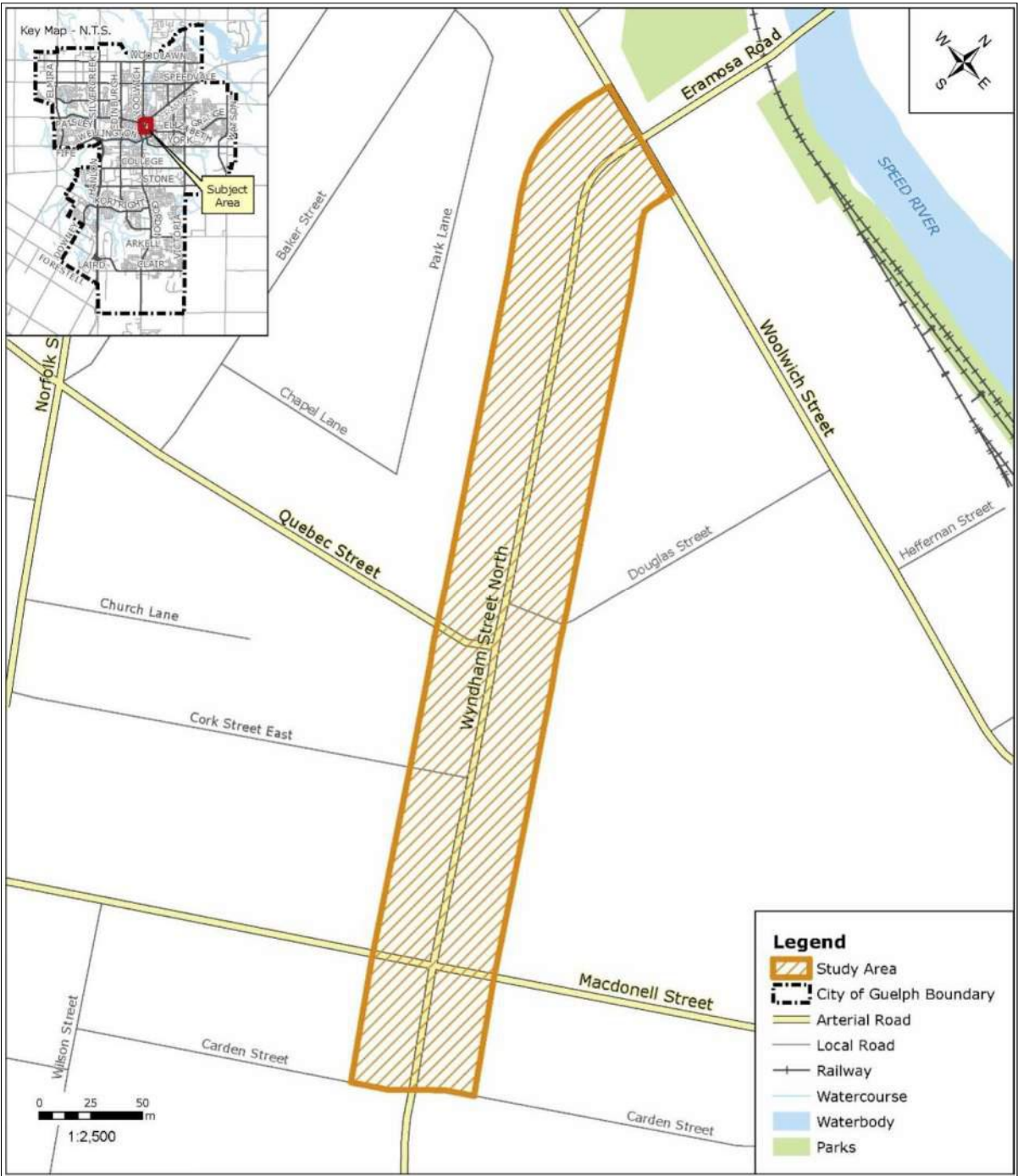
Note: Map is for informational purposes only and is not to scale

4a) Downtown Renewal Study Area

Wyndham Street EA – Study Area and Goals

One of the Environmental Assessments focuses on Wyndham Street between Carden Street and Woolwich Street. The goals are to:

- 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. Georges Square) functions.



5a) Wyndham Street Class EA Study Area



Wyndham Street – Options

1. Do Nothing

2. Two-Lanes

- a. Shared Use
- b. Protected Bike Lanes
- c. Bike path

3. Four-Lanes

4. Public Space (no vehicle lanes)

Note: The options presented focus on the number of lanes available for vehicles and the types of accommodation for cycling.

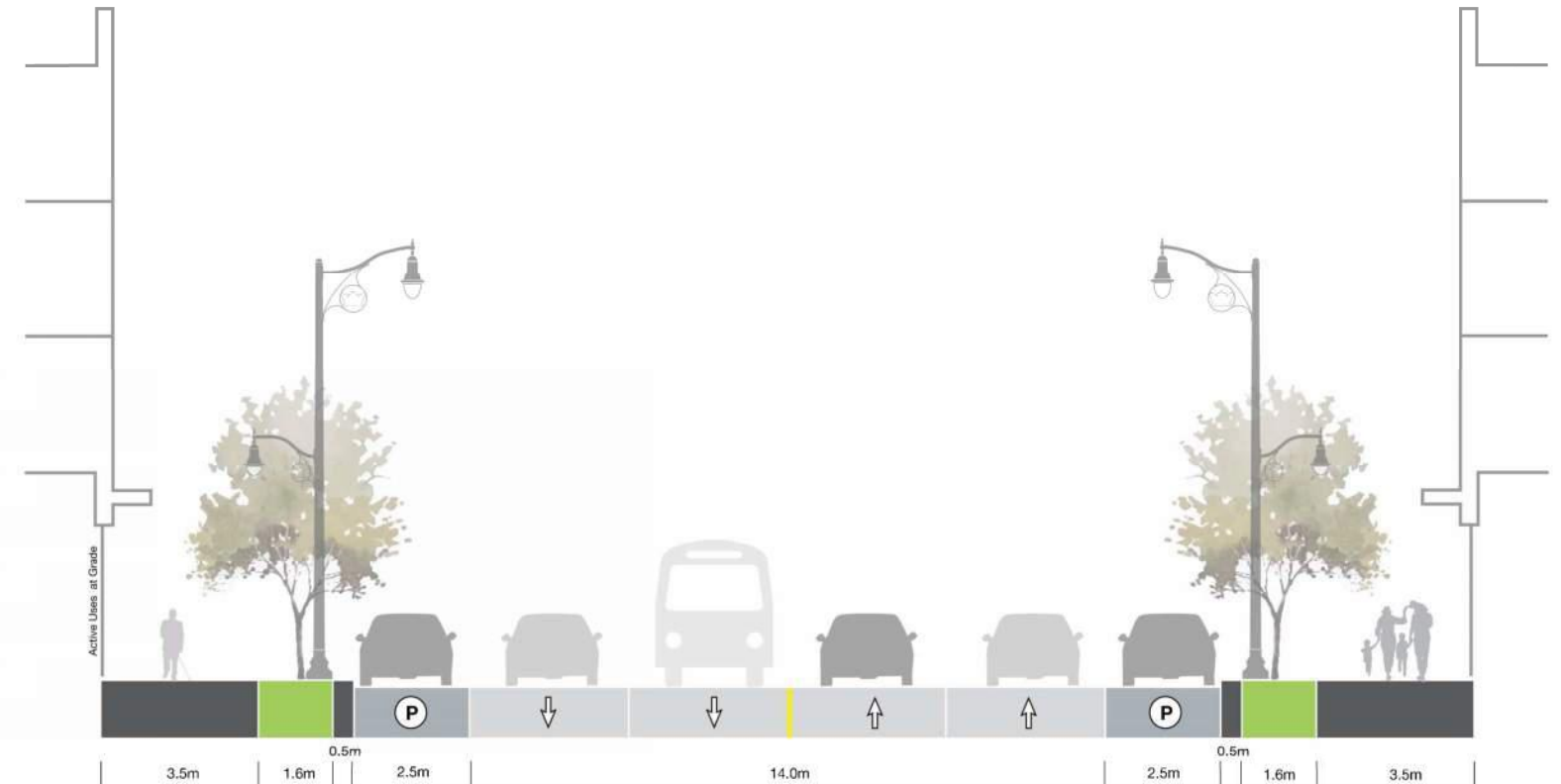
The decision made on these two elements will determine how the roadway will function and how much space is available within the rest of the roadway for parking and other uses such as events, plantings or seating areas.

Consider how flexible spaces in a street can play different roles in our community such as seasonal patios, seating areas, parking or planting zones areas.

Option 1: Do Nothing

- Pavement and underground infrastructure is replaced, and the street configuration stays the same.
- Four-lanes for vehicles.
- One lane can be closed and used for other flexible purposes (i.e., events, patios) with seasonal barriers.
- Cyclists continue to share the road without added protection.

Note: This option is required to be considered under the Municipal Class EA planning process as a baseline for comparison.



7a) Do-Nothing Cross-Section



7b) Existing Cross-Section

Option 2a: Two-lanes with Shared Use

- Two-lanes for vehicles.
- Cyclists share the road with vehicles and have no additional protection.
- Parking areas can be used for other flexible purposes.



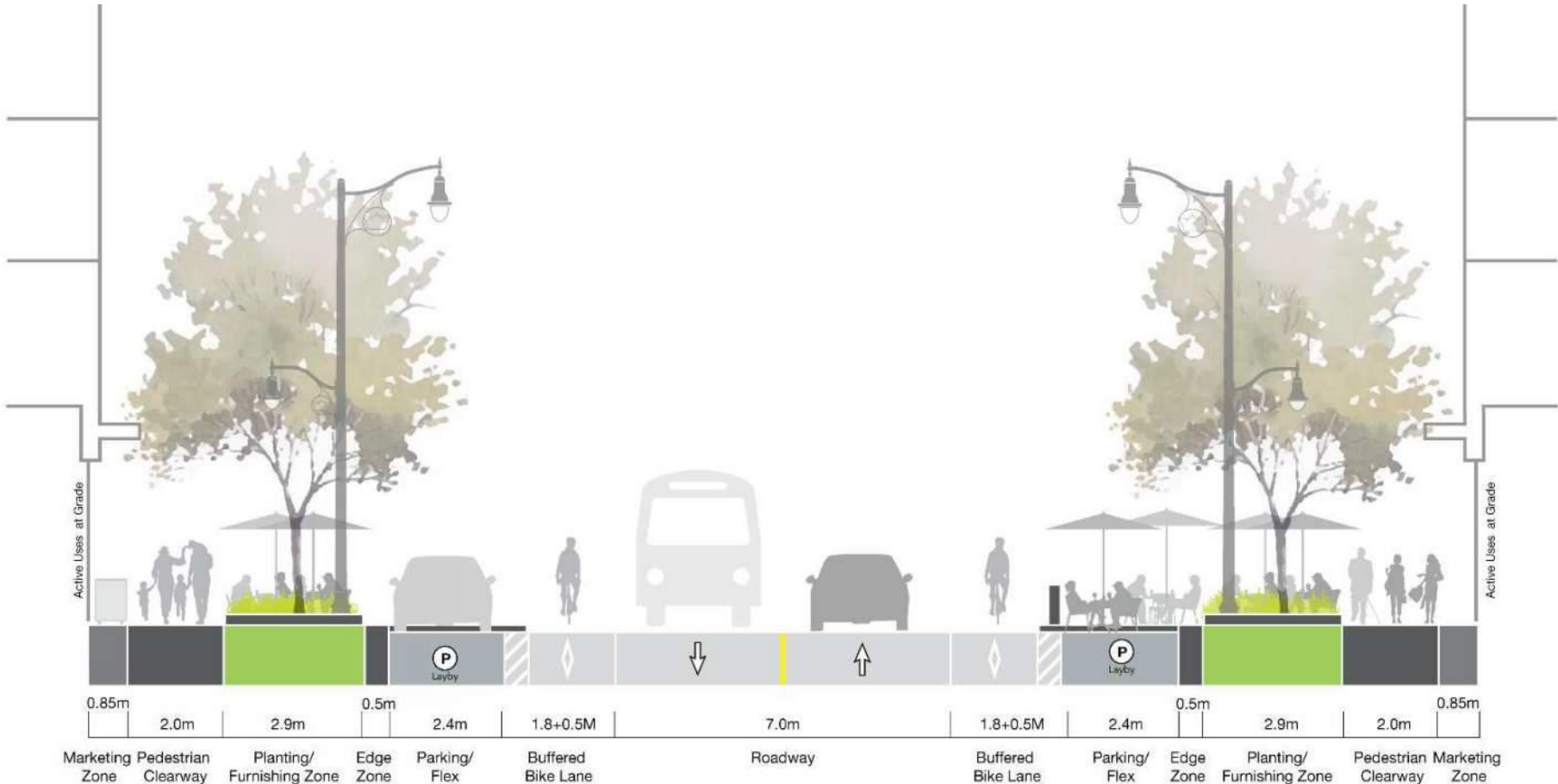
8a) Two-lane Configuration with Shared Use Lanes

How do these changes work for people who drive, walk, cycle and take transit?

How do these changes work for downtown businesses?

Option 2b: Two-lanes with Buffered Bike Lanes

- Two-lanes for vehicles.
- Bike lanes are separated from vehicles and parking areas with a painted buffer.
- Parking areas can be used for other flexible purposes.



9a) Two-lane Configuration with Buffered Bike Lanes

Think about your last visit downtown. How would this option change your experience?

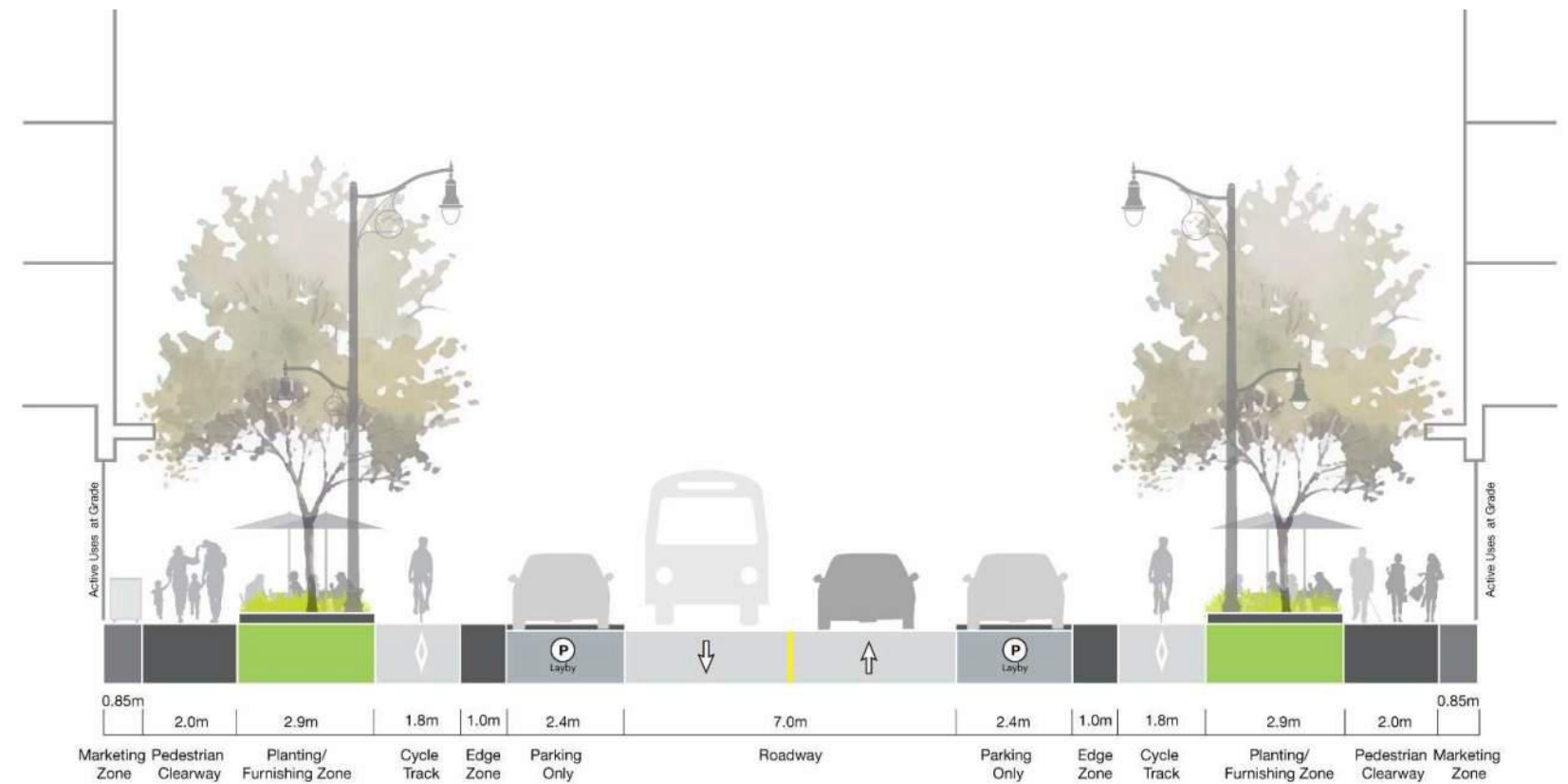


9b) Example of a buffered bike lane (Source: ZICLA)

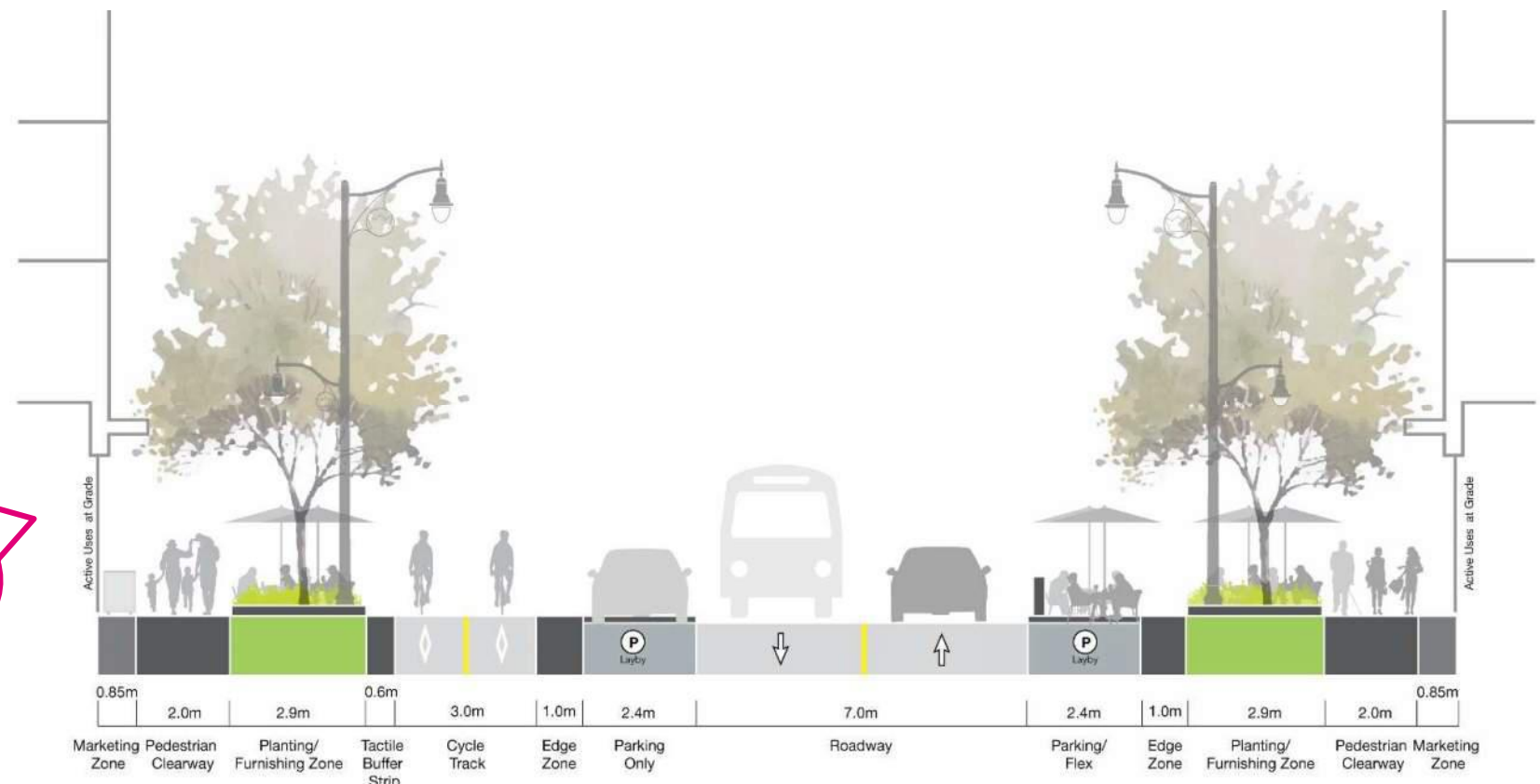
Option 2c: Two-lanes with Bike Path

- Two-lanes for vehicles.
- Cyclists have a separate lane with physical buffer providing separation from vehicles and parking areas (one or both sides of the road).
- Areas beside the bike path can be used for parking. Other purposes for the parking spaces can be accommodated only when the bike path is closed.

Think of how people and cars can safely move around cyclists. Do any of these options stand out for you?



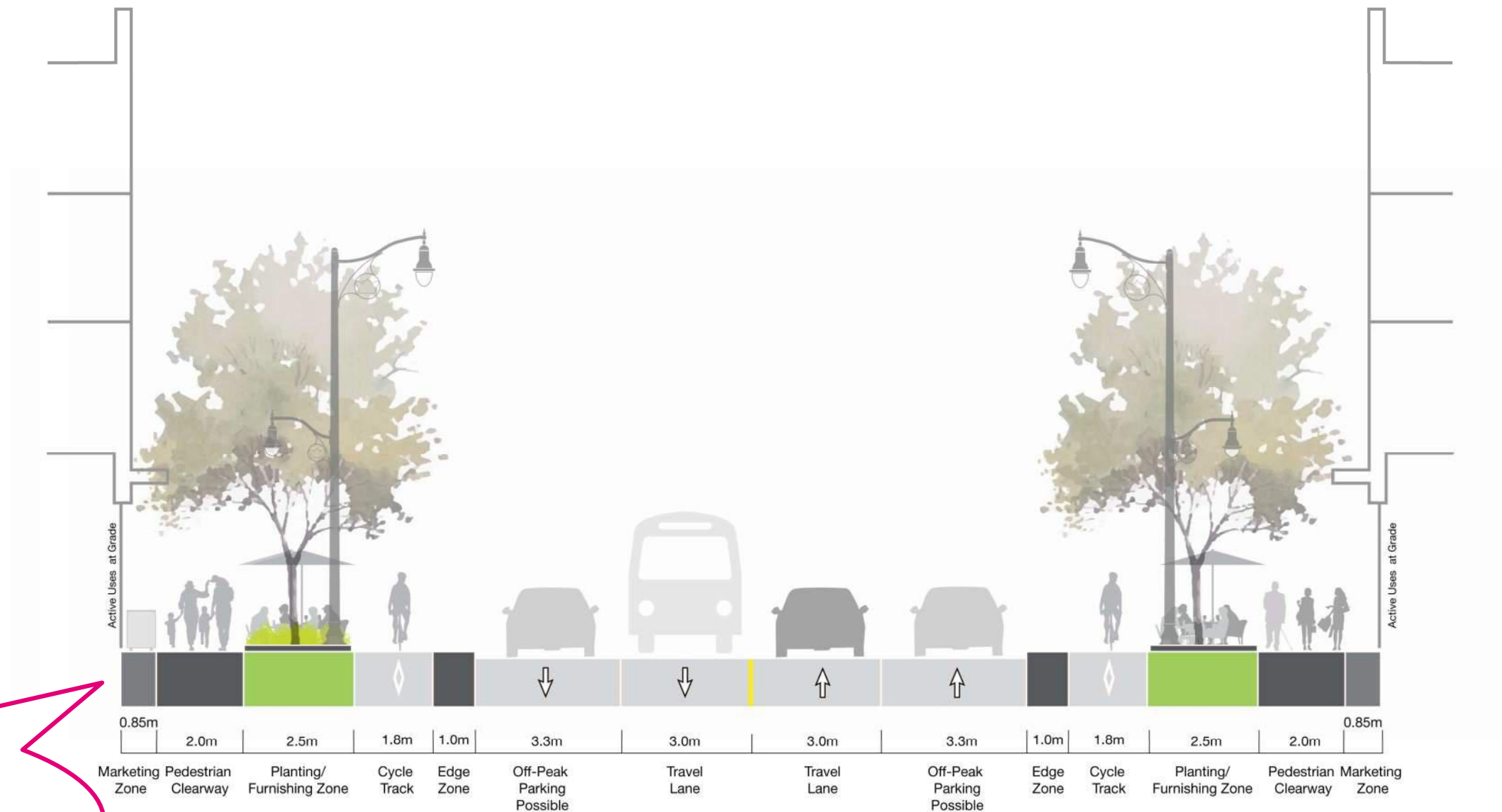
10a) Two-lane Configuration with one-way bike path



10b) Two-lane Configuration with two-way bike path

Option 3: Four-lanes with Bike Path

- Four-lanes for vehicles.
- Cyclists have a bike path with physical buffers providing separation from vehicles and parking areas (one or both sides of the road).
- Areas beside the bike path can be used for parking. Parking spaces can have other flexible uses only when the bike path is closed.



What does more vehicular traffic do for your downtown?

11a) Four-lane Configuration with one-way bike path

Option 4: Public Space (no vehicle lanes)

- Street is reserved for pedestrian-only use (no lanes for vehicles or cyclists).
- Large areas for flexible uses.

Have you ever been to a downtown event that closed off roads? What did you like or dislike about it?

What does more pedestrian traffic do for your downtown?



12a) Public Space Configuration

Wyndham / Quebec / Douglas / Intersection & St. George's Square Options

1. Do Nothing
2. Standard Intersection Improvements
3. Realigned Four-leg Intersection
4. Roundabout
5. Traffic Circle
6. Public space (no vehicle lanes)

How can we improve St. George's Square?

What would make downtown events be even better?

When moving around this intersection, what option feels safest or most comfortable to you?

These options are not finalized yet. Is there something in one option you'd like to see combined with something from another?

Option 1: Do Nothing

- Below-ground infrastructure replaced, and existing St. George’s Square and intersection is re-instated.
- No improvements to the existing intersection.
- St. George’s Square configuration remains as is.

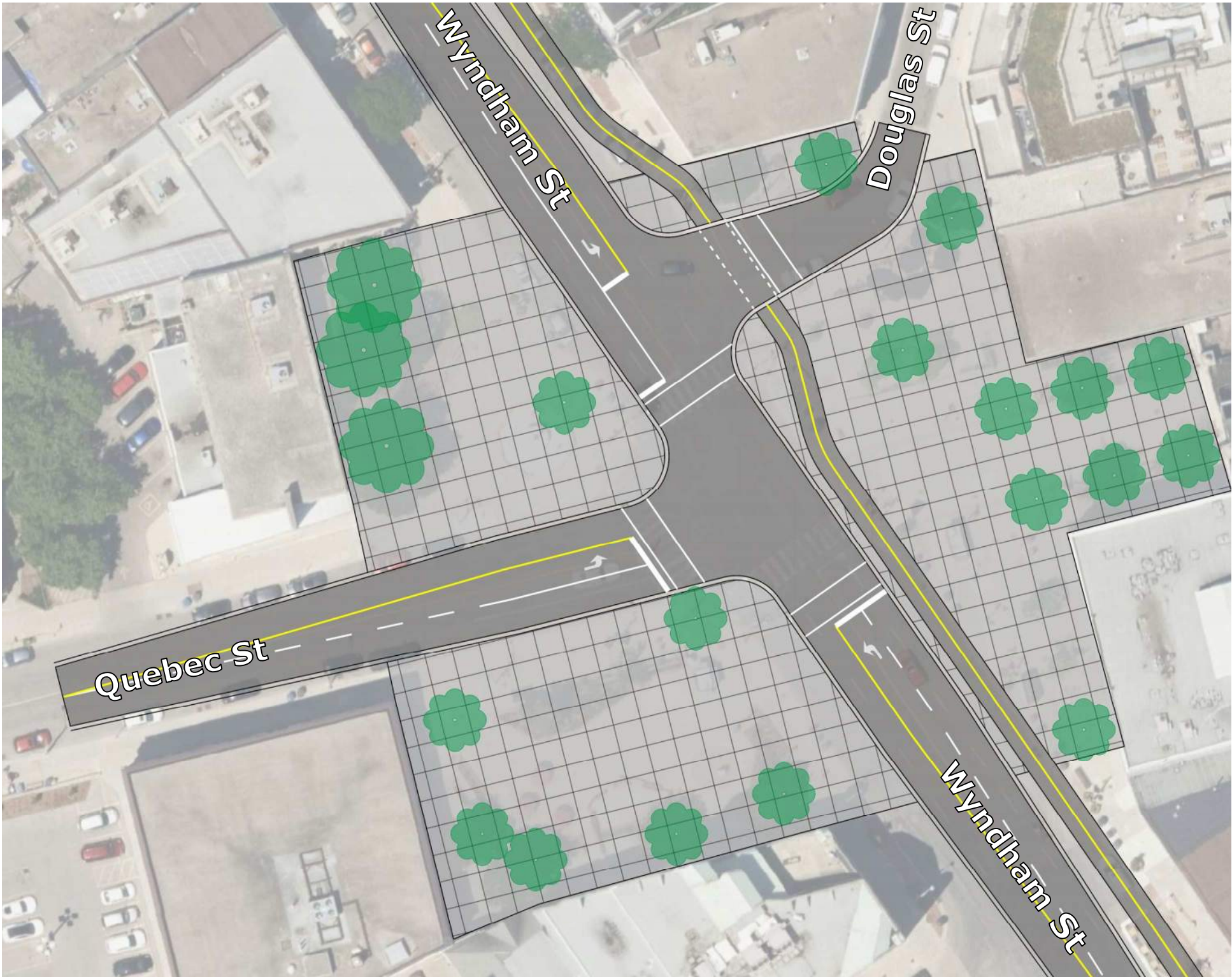
Note: This option is required to be considered under the Municipal Class EA planning process as a baseline for comparison.



14a) Existing Intersection Configuration

Option 2: Standard Intersection Improvements

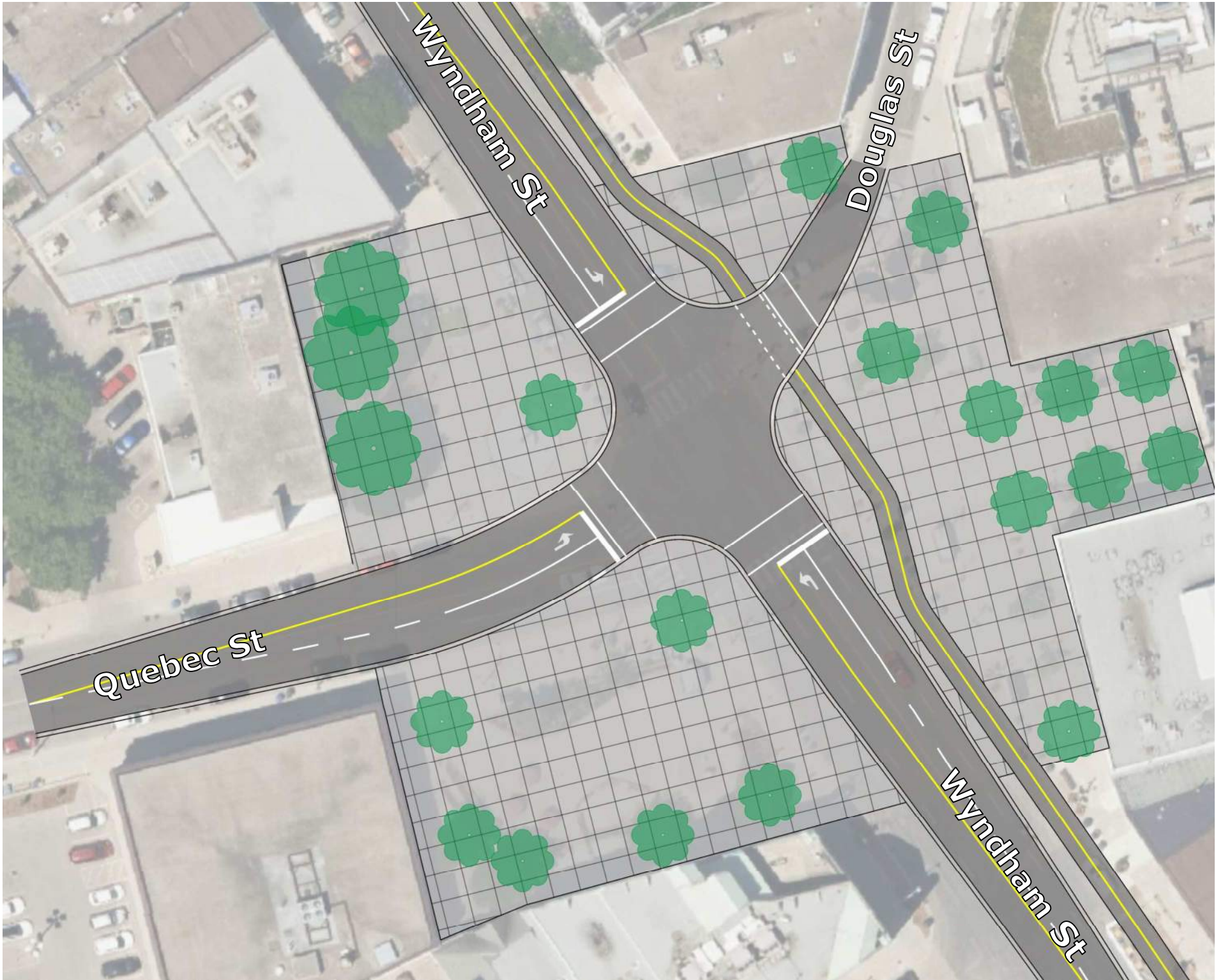
- Improvements that make it easier to drive, walk and cycle (i.e. left turn lanes, signage etc.).
- Reconstruction of St. George's Square in its current configuration.
- Provides flexibility for events but requires intersection closures.



15a) Standard Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 3: Realigned Four-leg Intersection

- Realign Quebec Street and Douglas Street to tie into Wyndham Street at a standard four-leg intersection.
- Minor reconfiguration of St. George's Square to make room for new intersection alignment.
- Can provide flexibility for events when intersection is closed

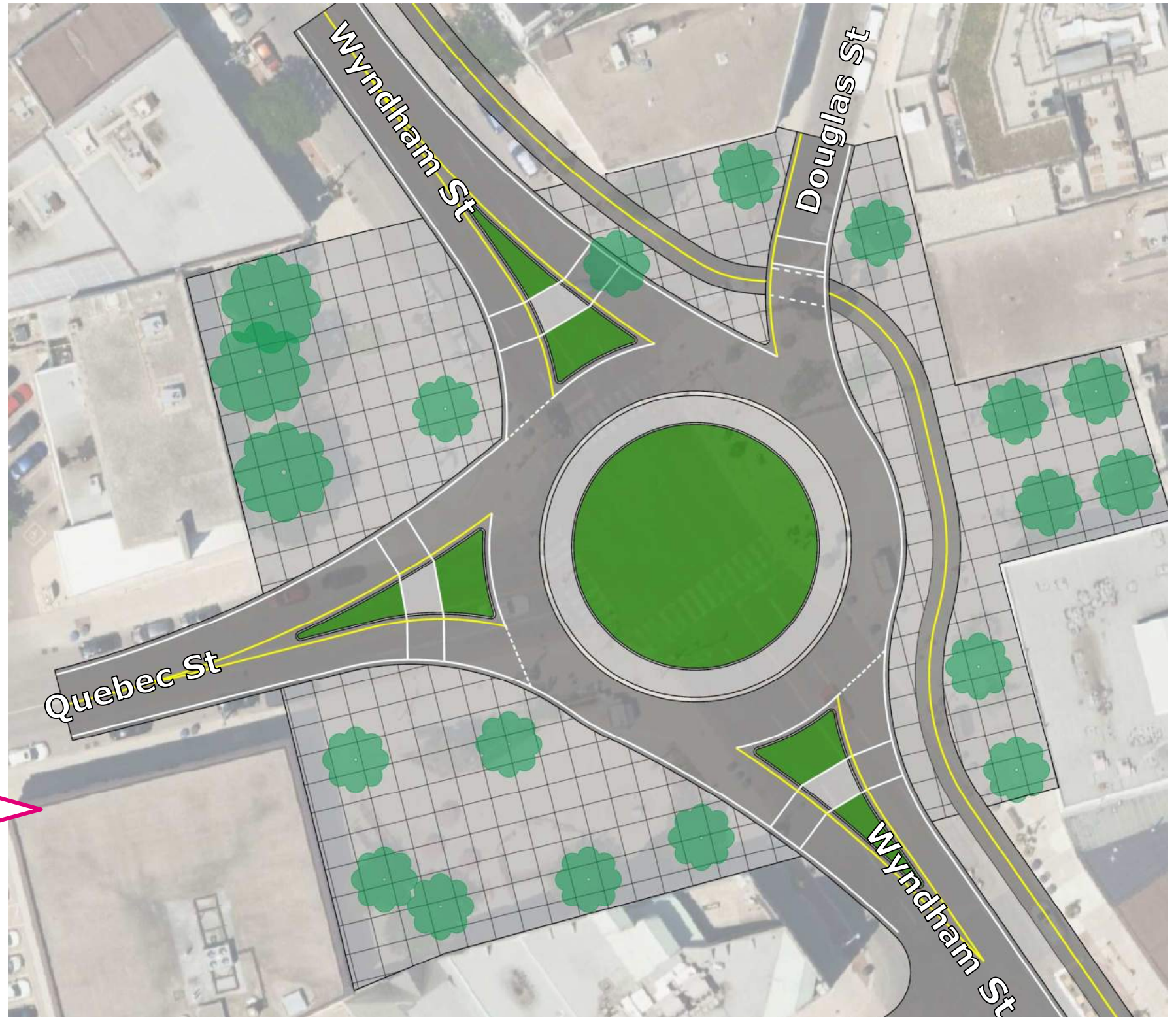


16a) Realigned four-leg Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 4: Roundabout

- Realign Quebec Street and Douglas Street to tie into Wyndham Street as a standard roundabout.
- Some reconfiguration of St. George's Square to make room for new intersection layout.
- Can provide flexibility for events when intersection is closed

How does a change like this one work for people who drive, walk, cycle and take transit?

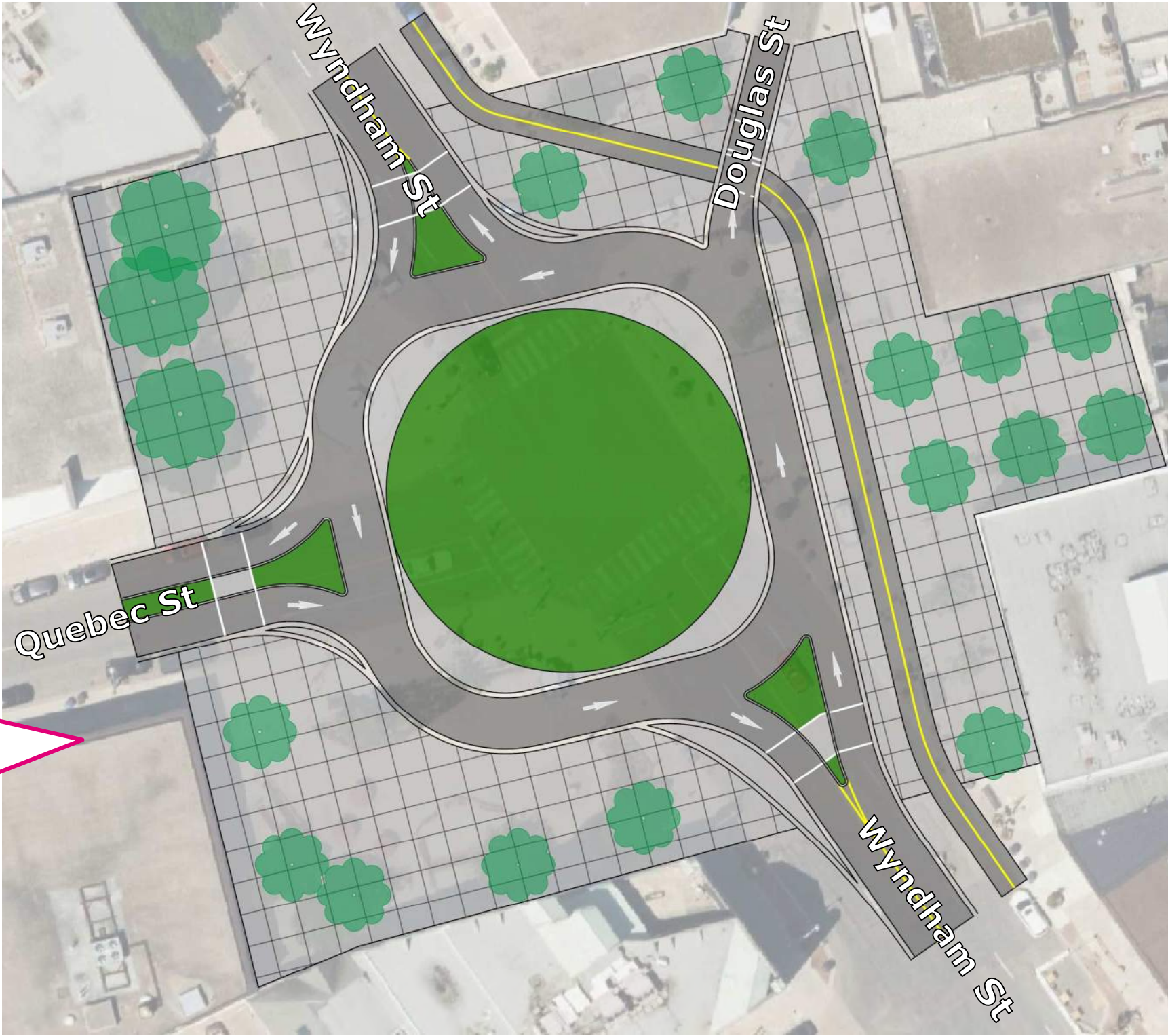


17a) Roundabout Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 5: Traffic Circle

- Traffic flows continuously in one-way around the circle.
- Public plaza in the centre.
- Allows for events in the centre without closing the intersection.

This option focuses more on public space, and the Roundabout focuses on vehicle movement.
How would you like to use this part of downtown?

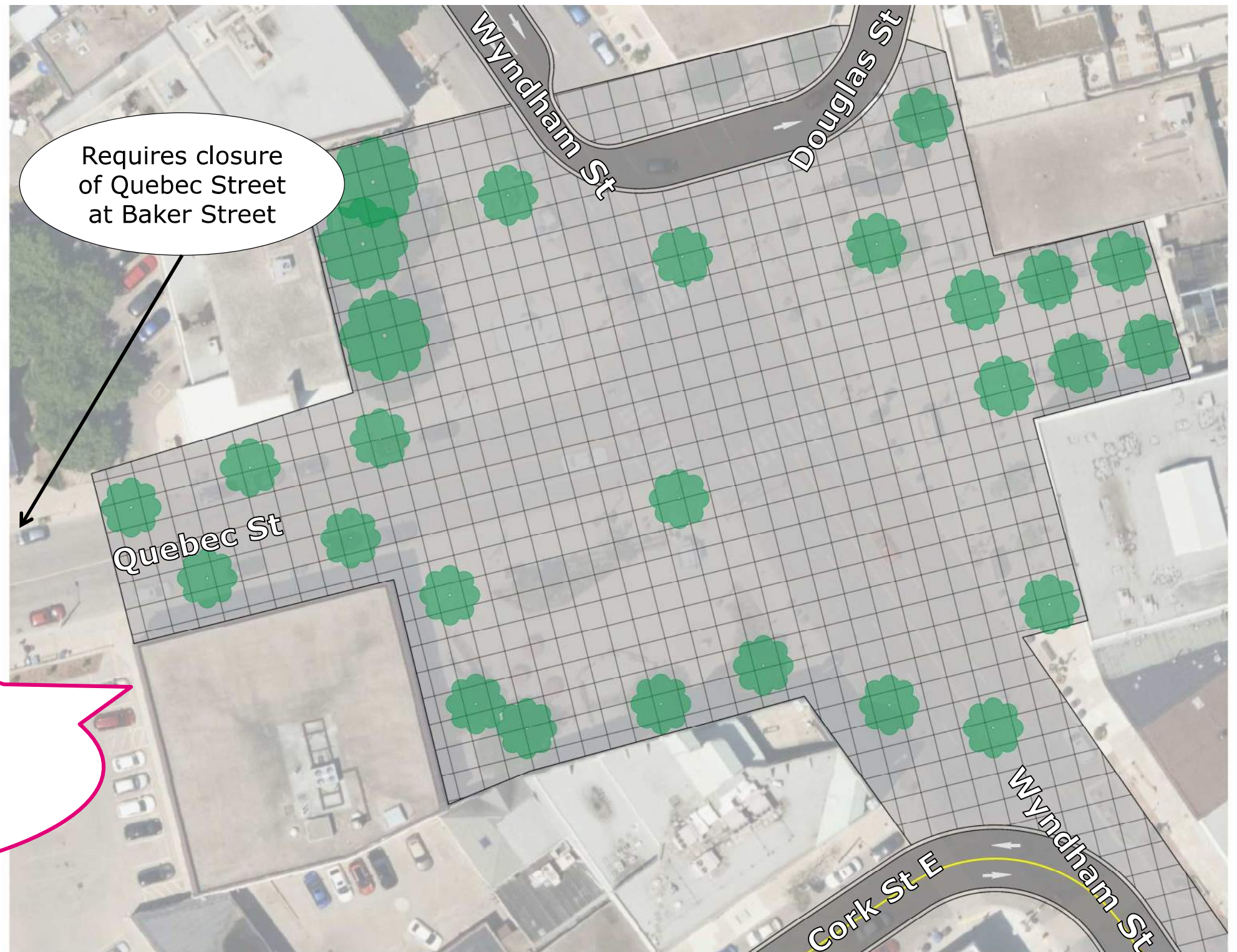


18a) Traffic Circle Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 6: Public Space (no vehicle lanes)

- Closure of Quebec Street, Douglas Street and Wyndham Street prior to intersection.
- Intersection is reserved for pedestrian-only use.
- No formal accommodation of cyclists.
- Large area for flexible uses.

Special events, or all the time?
How could a public space work best for visitors, businesses and residents?





Next Steps

- Review and address the comments submitted at and following the Open House.
- Consult with additional stakeholders and technical agencies, as required.
- Evaluate solutions and complete supporting studies – Fall 2022 / Winter 2023.
- Present preliminary recommendations at second Open House – Spring 2023 (date to be confirmed).

Appendix I:
**Baker Street, Wyndham Street, Macdonell Street – Existing &
Future On-Street Parking Supply Scenarios**



WYNDHAM STREET NORTH - PARKING SUPPLY BEFORE/AFTER EA

EXISTING PARKING SUPPLY

Segment	Side of Street	Existing	
		Existing On-Street Parking Supply*	Angled or Parallel?
Carden to Macdonell	West	5	Parallel
	East	5	Parallel
Macdonnell to Cork	West	6	Parallel
	East	7	Parallel
Cork to Quebec/Douglas	West	0	--
	East	6	Parallel
Quebec/Douglas to South Mid-Block Crossing	West	17	Angled
	East	9	Parallel
South Mid-Block Crossing to North Mid-Block Crossing	West	20	Angled
	East	11	Parallel
North Mid-Block Crossing to Woolwich	West	0	--
	East	0	--
TOTAL:	--	86	

*Existing Parking Supply based on BA Data Collection

PLANNED PARKING SUPPLY - SCENARIO #1 (2014 DOWNTOWN STREETScape MANUAL)

Segment	Side of Street	Planned	
		Depicted in Downtown Streetscape Manual*	Angled or Parallel?
Carden to Macdonell	West	5	Parallel
	East	5	Parallel
Macdonnell to Cork	West	11	Angled
	East	9	Parallel
Cork to St. George's Square	West	0	--
	East	2	Parallel
St. George's Square	Loop	12	Parallel
St. George's Square to Baker Development Side Street	West	35	Angled
	East	16	Parallel
Baker Development Side Street to Woolwich	West	0	--
	East	0	--
TOTAL:	--	95	

* Planned Parking Supply as visually depicted in a plan in the Streetscape Design Manual.

** On-street loading zones are included in the plan and therefore are already considered in counts.

PLANNED PARKING SUPPLY - SCENARIO #2 (2022 OPEN HOUSE SLIDES FOR EA - 2 LANE OPTIONS)

Segment	Side of Street	Planned	
		Depicted in Downtown Streetscape Manual*	Angled or Parallel?
Carden to Macdonell	West	5	Parallel
	East	5	Parallel
Macdonnell to Cork	West	6	Parallel
	East	7	Parallel
Cork to St. George's Square	West	0	--
	East	6	Parallel
St. George's Square / Quebec / Douglas**	Loop	0	--
St. George's Square to Baker Development Side Street	West	21	Parallel
	East	16	Parallel
Baker Development Side Street to Woolwich	West	0	--
	East	0	--
TOTAL:	--	66	

* Planned Parking Supply estimated based on EA options which generally include parallel parking on both sides of the street.

** For this exercise, no on-street parking assumed in St. George's Square as diagrams in EA options do not have parking.

MACDONELL STREET - HYPOTHETICAL PARKING SUPPLY BEFORE/AFTER STREETSCAPE CHANGES

EXISTING PARKING SUPPLY

Segment	Side of Street	Existing	
		Existing On-Street Parking Supply*	Angled or Parallel?
Norfolk to Wilson	North	4	Parallel
	South	0	--
Wilson to Wyndham	North	21	Angled
	South	27	Angled
Wyndham to Transit Terminal	North	34	Angled
	South	35	Angled
Transit Terminal to Woolwich/Wellington	North	0	--
	South	0	--
TOTAL:	--	121	

*Existing Parking Supply based on BA Data Collection

PLANNED PARKING SUPPLY - SCENARIO #1 (2014 DOWNTOWN STREETSCAPE MANUAL)

Segment	Side of Street	Planned	
		Estimated based on Downtown Streetscape Manual*	Angled or Parallel?
Norfolk to Wilson	North	4	Parallel
	South	0	--
Wilson to Wyndham	North	21	Angled
	South	12	Parallel
Wyndham to Transit Terminal	North	34	Angled
	South	14	Parallel
Transit Terminal to Woolwich/Wellington	North	0	--
	South	0	--
TOTAL:	--	85	

* Planned Parking Supply estimated based on description in Streetscape Manual; no visual plan provided.

* Four on-street loading zones are proposed, all along the south side of the street, and are estimated to take away space from on-street parking.

PLANNED PARKING SUPPLY - SCENARIO #2 (TWO SIDES OF STREET PARALLEL PARKING)

Segment	Side of Street	Planned	
		Estimated based on Available Space*	Angled or Parallel?
Norfolk to Wilson	North	4	Parallel
	South	0	--
Wilson to Wyndham	North	11	Parallel
	South	12	Parallel
Wyndham to Transit Terminal	North	20	Parallel
	South	14	Parallel
Transit Terminal to Woolwich/Wellington	North	0	--
	South	0	--
TOTAL:	--	61	

* Planned Parking Supply estimated based on converting all angled parking to parallel parking.

BAKER STREET - BEFORE/AFTER REVITALIZATION PROJECT

EXISTING PARKING SUPPLY

Segment	Side of Street	Existing	
		Existing On-Street Parking Supply*	Angled or Parallel?
Quebec to Chapel	West	2	Parallel
	East	0	--
Chapel to Baker lot access	West	10	Parallel
	East	9	Parallel
Baker lot access to Park	West	7	Parallel
	East	6	Parallel
Park to Woolwich	West	3	Parallel
	East	3	Parallel
TOTAL:	--	40	

*Existing Parking Supply based Aerial / Google StreetView estimates that pre-date the 2022 Baker Street closure.

**On-street parking pre-2017 assumed as 2017-2020 period included construction phase for 45 Yarmouth which closed a lane.

PLANNED PARKING SUPPLY

Segment	Side of Street	Planned	
		Depicted in Baker Street Reconstruction Plan*	Angled or Parallel?
Quebec to Chapel	West	0	--
	East	0	--
Chapel to Baker site access	West	0	--
	East	6	Parallel
Baker site access to Park	West	0	--
	East	5	Parallel
Park to Woolwich	West	0	--
	East	0	--
TOTAL:	--	11	

* Planned Parking Supply as visually depicted in Baker Street Reconstruction plan.

Appendix J:

Future Parking Demand & Supply Estimate



TABLE 1

PARKING SUPPLY & DEMAND OUTLOOK - Existing Travel Characteristics

	A	B	C	D	E	F	G	H	I	J	K
Existing	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES	
Parking Supply											
City On-Street	226	147	70	128	135	3	94	849	1,652	803 non-periphery	
City Off Street Parkades and Lots	202	540	828	-	-	-	102	-	1,672		
City sub-total	428	687	898	128	135	3	196	849	3,324	2,475	
Private Off Street	1,225	129	262	304	410	250	917	-	3,497		
Total Parking Supply	1,653	816	1,160	432	545	253	1,113	849	6,821	4,679 3830	
Building GFA		255,394	694,176	462,446	122,850	47,816			1,582,682	floor space from 2015 City GIS info	
Parking Supply Rate -Municipal		2.69	1.29	0.28	1.10	0.06			2.10		
Parking Supply Rate - Total		3.20	1.67	0.93	4.44	5.29			2.96	2.96 2.42 wo periphery parking	
Existing Utilization - Municipal	231	333	416	121	81	2	61	401	1,646	1,245	
% Occupied - Municipal	54%	48%	46%	95%	60%	67%	31%	47%	50%	50%	
Vacant Spaces Available	197	354	482	7	54	1	135	448	1,678	1,230 wo peripheral	

FUTURE NEW DEMAND

5 Years Out	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	over existing CoOperators Demand
New Apartments	25	50		18			15		108	1100 units@ 0.10 per unit
New Jobs		30	55	55					140	250 jobs-75% present-75% driver
Exist jobs back to office										
5 Years Out Total	25	80	655	128	-	-	15	-	903	

10 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	25	50		18			125		218	2200 units@0.10 per unit
New Jobs		30	55	55			70		210	500 jobs-75% present-75% driver-50% onsite Zones 1&7
Exist jobs back to office										400 spaces?
10 Years Out Total	25	80	655	128	-	-	195	-	1,083	

15 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	75	50		18			185		328	3300 units@0.10 per unit
New Jobs		30	55	55			140		280	750 jobs -75% present-75% driver- 50% onsite Zones 1&7
Exist jobs back to office										
15 Years Out Total	75	80	655	128	-	-	325	-	1,263	

20 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	124	50		18			240		432	4400 units@0.10 per unit
New Jobs		30	55	55			210		350	1000 jobs-75% present-75% driver-50% onsite Zones 1&7
Exist jobs back to office										
20 Years Out Total	124	80	655	128	-	-	450	-	1,437	

Future Total Demand	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	256	413	1,071	249	81	2	76	401	2,549	
10 Plus Years Out	256	413	1,071	249	81	2	256	401	2,729	
15 Plus Years Out	306	413	1,071	249	81	2	386	401	2,909	
20 Plus Years Out	355	413	1,071	249	81	2	511	401	3,083	

Future Municipal Supply 2028	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Existing Municipal Supply	428	687	898	128	135	3	196	849	3,324	
New Library Garage				150					150	
Streetscape Losses	-	25	-	35	-	-	-	-	80	
Municipal Supply post Baker	428	662	863	258	135	3	196	849	3,394	
Municipal Supply Surplus/deficit	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	172	249	- 208	10	54	1	120	448	846	398 wo peripheral
10 Plus Years Out	172	249	- 208	10	54	1	60	448	666	218 wo peripheral
15 Plus Years Out	122	249	- 208	10	54	1	190	448	486	38 wo peripheral
20 Plus Years Out	73	249	- 208	10	54	1	315	448	312	-137 wo peripheral
Municipal Occupancy	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	59.8%	62.4%	124.1%	96.3%	60.0%	66.7%	38.8%	47.2%	75.1%	84% wo peripheral
10 Plus Years Out	59.8%	62.4%	124.1%	96.3%	60.0%	66.7%	130.6%	47.2%	80.4%	91% wo peripheral
15 Plus Years Out	71.5%	62.4%	124.1%	96.3%	60.0%	66.7%	196.9%	47.2%	85.7%	99% wo peripheral
20 Plus Years Out	82.9%	62.4%	124.1%	96.3%	60.0%	66.7%	260.7%	47.2%	90.8%	105% wo peripheral

Note: PZ is short for Parking Zone

20 Years Out

Demand Deficit
10% LOS
Parkade Net Gain

Blocks 2,3 & 4
51
173
123

Blocks 1 & 7
242
87
329

TABLE 2

PARKING SUPPLY & DEMAND OUTLOOK - Existing Travel Characteristics & Increased Back to the Office

Existing	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Parking Supply										
City On-Street	226	147	70	128	135	3	94	849	1,652	803 non-periphery
City Off Street Parkades and Lots	202	540	828	-	-	-	102	-	1,672	
City sub-total	428	687	898	128	135	3	196	849	3,324	2,475
Private Off Street	1,225	129	262	304	410	250	917	-	3,497	
Total Parking Supply	1,653	816	1,160	432	545	253	1,113	849	6,821	4,679 3830
Building GFA		255,394	694,176	462,446	122,850	47,816			1,582,682	floor space from 2015 City GIS info
Parking Supply Rate -Municipal		2.69	1.29	0.28	1.10	0.06			2.10	
Parking Supply Rate - Total		3.20	1.67	0.93	4.44	5.29			2.96	2.96 2.42 wo periphery parking
Existing Utilization - Municipal	231	333	416	121	81	2	61	401	1,646	1,245
% Occupied - Municipal	54%	48%	46%	95%	60%	67%	31%	47%	50%	50%
Vacant Spaces Available	197	354	482	7	54	1	135	448	1,678	1,230 wo peripheral

FUTURE NEW DEMAND										
5 Years Out	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	over existing CoOperators Demand
New Apartments	25	50		18			15		108	1100 units@ 0.10 per unit
New Jobs		30	55	55					140	250 jobs-75% present-75% driver
Exist jobs back to office		85	35	80					200	based on permit sales decline from pre-coivid
5 Years Out Total	25	165	690	208	-	-	15	-	1,103	

10 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	25	50		18			125		218	2200 units@0.10 per unit
New Jobs		30	55	55			70		210	500 jobs-75% present-75% driver-50% onsite Zones 1&7
Exist jobs back to office		85	35	80					200	
10 Years Out Total	25	165	690	208	-	-	195	-	1,283	

15 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	75	50		18			185		328	3300 units@0.10 per unit
New Jobs		30	55	55			140		280	750 jobs -75% present-75% driver- 50% onsite Zones 1&7
Exist jobs back to office		85	35	80					200	
15 Years Out Total	75	165	690	208	-	-	325	-	1,463	

20 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	124	50		18			240		432	4400 units@0.10 per unit
New Jobs		30	55	55			210		350	1000 jobs-75% present-75% driver-50% onsite Zones 1&7
Exist jobs back to office		85	35	80					200	
20 Years Out Total	124	165	690	208	-	-	450	-	1,637	

Future Total Demand	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	256	498	1,106	329	81	2	76	401	2,749	
10 Plus Years Out	256	498	1,106	329	81	2	256	401	2,929	
15 Plus Years Out	306	498	1,106	329	81	2	386	401	3,109	
20 Plus Years Out	355	498	1,106	329	81	2	511	401	3,283	

Future Municipal Supply 2028	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Existing Municipal Supply	428	687	898	128	135	3	196	849	3,324	
New Library Garage				150					150	
Streetscape Losses	-	25	-	35	-	20			-	80
Municipal Supply post Baker	428	662	863	258	135	3	196	849	3,394	
Municipal Supply Surplus/deficit	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	172	164	- 243	- 71	54	1	120	448	646	198 wo peripheral
10 Plus Years Out	172	164	- 243	- 71	54	1	- 60	448	466	18 wo peripheral
15 Plus Years Out	122	164	- 243	- 71	54	1	- 190	448	286	-163 wo peripheral
20 Plus Years Out	73	164	- 243	- 71	54	1	- 315	448	112	-337 wo peripheral
Municipal Occupancy	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	59.8%	75.2%	128.2%	127.3%	60.0%	66.7%	38.8%	47.2%	81.0%	92% wo peripheral
10 Plus Years Out	59.8%	75.2%	128.2%	127.3%	60.0%	66.7%	130.6%	47.2%	86.3%	99% wo peripheral
15 Plus Years Out	71.5%	75.2%	128.2%	127.3%	60.0%	66.7%	196.9%	47.2%	91.6%	106% wo peripheral
20 Plus Years Out	82.9%	75.2%	128.2%	127.3%	60.0%	66.7%	260.7%	47.2%	96.7%	113% wo peripheral

Note: PZ is short for Parking Zone

20 Years Out		Blocks 2,3 & 4	Blocks 1 & 7
Demand Deficit	-	150	242
10% LOS	-	193	87
Parkade Net Gain	-	343	329

TABLE 3

PARKING SUPPLY & DEMAND OUTLOOK - Existing Travel Characteristics & Full Back to the Office

	A	B	C	D	E	F	G	H	I	J	K
Existing	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES	
Parking Supply											
City On-Street	226	147	70	128	135	3	94	849	1,652	803 non-periphery	
City Off Street Parkades and Lots	202	540	828	-	-	-	102	-	1,672		
City sub-total	428	687	898	128	135	3	196	849	3,324	2,475	
Private Off Street	1,225	129	262	304	410	250	917	-	3,497		
Total Parking Supply	1,653	816	1,160	432	545	253	1,113	849	6,821	4,679 3,830	
Building GFA		255,394	694,176	462,446	122,850	47,816			1,582,682	floor space from 2015 City GIS info	
Parking Supply Rate -Municipal		2.69	1.29	0.28	1.10	0.06			2.10		
Parking Supply Rate - Total		3.20	1.67	0.93	4.44	5.29			2.96	2.96 2.42 wo periphery parking	
Existing Utilization - Municipal	231	333	416	121	81	2	61	401	1,646	1,245	
% Occupied - Municipal	54%	48%	46%	95%	60%	67%	31%	47%	50%	50%	
Vacant Spaces Available	197	354	482	7	54	1	135	448	1,678	1,230 wo peripheral	

FUTURE NEW DEMAND

	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out										
New Library				55					55	
Conestoga College			600						600	over existing CoOperators Demand
New Apartments	25	50		18			15		108	1100 units@ 0.10 per unit
New Jobs		35	70	70					175	250 jobs-75% present-75% driver
Exist jobs back to office		130	55	115					300	based on permit sales decline from pre-covid
5 Years Out Total	25	215	725	258	-	-	15	-	1,238	

	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
10 Plus Years										
New Library				55					55	
Conestoga College			600						600	
New Apartments	25	50		18			125		218	2200 units@0.10 per unit
New Jobs		35	70	70			85		260	500 jobs-75% present-75% driver-50% onsite Zones 1&7
Exist jobs back to office		130	55	115					300	
10 Years Out Total	25	215	725	258	-	-	210	-	1,433	

	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
15 Plus Years										
New Library				55					55	
Conestoga College			600						600	
New Apartments	75	50		18			185		328	3300 units@0.10 per unit
New Jobs		35	70	70			170		345	750 jobs -75% present-75% driver- 50% onsite Zones 1&7
Exist jobs back to office		130	55	115					300	
15 Years Out Total	75	215	725	258	-	-	355	-	1,628	

	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
20 Plus Years										
New Library				55					55	
Conestoga College			600						600	
New Apartments	124	50		18			240		432	4400 units@0.10 per unit
New Jobs		35	70	70			255		430	1000 jobs-75% present-75% driver-50% onsite Zones 1&7
Exist jobs back to office		130	55	115					300	
20 Years Out Total	124	215	725	258	-	-	495	-	1,817	

	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Future Total Demand										
5 Years Out	256	548	1,141	379	81	2	76	401	2,884	
10 Plus Years Out	256	548	1,141	379	81	2	271	401	3,079	
15 Plus Years Out	306	548	1,141	379	81	2	416	401	3,274	
20 Plus Years Out	355	548	1,141	379	81	2	556	401	3,463	

	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Future Municipal Supply 2028										
Existing Municipal Supply	428	687	898	128	135	3	196	849	3,324	
New Library Garage				150					150	
Streetscape Losses	-	25	-	35	-	20			-	80
Municipal Supply post Baker	428	662	863	258	135	3	196	849	3,394	
Municipal Supply Surplus/deficit	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	172	114	- 278	- 121	54	1	120	448	511	63 wo peripheral
10 Plus Years Out	172	114	- 278	- 121	54	1	75	448	316	- 133 wo peripheral
15 Plus Years Out	122	114	- 278	- 121	54	1	220	448	121	- 328 wo peripheral
20 Plus Years Out	73	114	- 278	- 121	54	1	360	448	69	- 517 wo peripheral
Municipal Occupancy	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	59.8%	82.8%	132.2%	146.7%	60.0%	66.7%	38.8%	47.2%	85.0%	98% wo peripheral
10 Plus Years Out	59.8%	82.8%	132.2%	146.7%	60.0%	66.7%	138.3%	47.2%	90.7%	105% wo peripheral
15 Plus Years Out	71.5%	82.8%	132.2%	146.7%	60.0%	66.7%	212.2%	47.2%	96.4%	113% wo peripheral
20 Plus Years Out	82.9%	82.8%	132.2%	146.7%	60.0%	66.7%	283.7%	47.2%	102.0%	120% wo peripheral

Note: PZ is short for Parking Zone

20 Years Out		Blocks 2,3 & 4		Blocks 1 & 7
Demand Deficit	-	285		- 287
10% LOS	-	207		- 91
Parkade Net Gain	-	491		- 378

TABLE 4

PARKING SUPPLY & DEMAND OUTLOOK - Increased Transit Use & Increased Back to the Office

	A	B	C	D	E	F	G	H	I	J	K	L
Existing	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES		
Parking Supply												
City On-Street		226	147	70	128	135	3	94	849	1,652	803	non-periphery
City Off Street Parkades and Lots		202	540	828	-	-	-	102	-	1,672		
City sub-total		428	687	898	128	135	3	196	849	3,324	2,475	
Private Off Street		1,225	129	262	304	410	250	917	-	3,497		
Total Parking Supply		1,653	816	1,160	432	545	253	1,113	849	6,821	4,679	3,830
Building GFA			255,394	694,176	462,446	122,850	47,816			1,582,682	floor space from City 215 GIS info	
Parking Supply Rate -Municipal			2.69	1.29	0.28	1.10	0.06			2.10		
Parking Supply Rate - Total			3.20	1.67	0.93	4.44	5.29			2.96	2.96	2.42
Existing Utilization - Municipal		231	333	416	121	81	2	61	401	1,646	1,245	
% Occupied - Municipal		54%	48%	46%	95%	60%	67%	31%	47%	50%	50%	
Vacant Spaces Available		197	354	482	7	54	1	135	448	1,678	1,230	wo peripheral

FUTURE NEW DEMAND

5 Years Out	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library					55				55	
Conestoga College				600					600	over existing CoOperators Demand
New Apartments		25	50		18			15	108	1100 units@ 0.10 per unit
New Jobs			30	55	55				140	250 jobs-75% present-75% driver
Exist jobs back to office			85	35	80				200	based on permit sales decline from pre-covid
5 Years Out Total		25	165	690	208	-	-	15	1,103	

10 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library					55				55	
Conestoga College				600					600	
New Apartments		25	50		18			125	218	2200 units@0.10 per unit
New Jobs			25	50	50			60	185	500 jobs-75% present-65% driver-50% on-site parking Zones 1&7
Exist jobs back to office			74	30	70				174	
10 Years Out Total		25	149	680	192	-	-	185	1,058	

15 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library					55				55	
Conestoga College				600					600	
New Apartments		75	50		18			185	328	3300 units@0.10 per unit
New Jobs			25	45	45			115	230	750 jobs -75% present-60% driver- 50% on-site parking Zones 1&7
Exist jobs back to office			68	28	64				160	
15 Years Out Total		75	143	673	182	-	-	300	1,213	

20 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library					55				55	
Conestoga College				600					600	
New Apartments		124	50		18			240	432	4400 units@0.10 per unit
New Jobs			20	40	40			140	240	1000 jobs-75% present-50% driver-50% on-site parking Zones 1&7
Exist jobs back to office			57	23	54				134	
Reduction in existing demand		-	100	-	50	-	50		-	200
20 Years Out Total		124	127	663	166	-	-	380	1,327	

Future Total Demand	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out		256	498	1,106	329	81	2	76	401	2,749
10 Plus Years Out		256	482	1,096	313	81	2	246	401	2,704
15 Plus Years Out		306	476	1,089	303	81	2	361	401	2,859
20 Plus Years Out		355	460	1,079	287	81	2	441	401	3,107

Future Municipal Supply 2028	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Existing Municipal Supply	428	687	898	128	135	3	196	849	3,324	
New Library Garage				150					150	
Streetscape Losses		- 25	- 35	- 20					- 80	
Municipal Supply post Baker	428	662	863	258	135	3	196	849	3,394	
Municipal Supply Surplus/deficit	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	172	164	- 243	- 71	54	1	120	448	646	198 wo peripheral
10 Plus Years Out	172	180	- 233	- 55	54	1	- 50	448	517	69 wo peripheral
15 Plus Years Out	122	186	- 226	- 45	54	1	- 165	448	376	-73 wo peripheral
20 Plus Years Out	73	202	- 216	- 29	54	1	- 245	448	288	-161 wo peripheral
Municipal Occupancy	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	59.8%	75.2%	128.2%	127.3%	60.0%	66.7%	38.8%	47.2%	81.0%	92.2% wo peripheral
10 Plus Years Out	59.8%	72.8%	127.1%	121.4%	60.0%	66.7%	125.5%	47.2%	79.7%	90.5% wo peripheral
15 Plus Years Out	71.5%	71.9%	126.2%	117.2%	60.0%	66.7%	184.2%	47.2%	84.2%	96.6% wo peripheral
20 Plus Years Out	82.9%	69.5%	125.1%	111.3%	60.0%	66.7%	225.0%	47.2%	91.5%	106.3% wo peripheral

Note: PZ is short for Parking Zone

	Blocks 2,3 & 4				Blocks 1 & 7			
20 Years Out	Demand Deficit	-	44		-	172		
	10% LOS	-	183		-	80		
	Parkade Net Gain	-	226		-	252		
15 Years Out		-	85		-	43		
		-	187		-	67		
		-	271		-	110		
10 Years Out		-	109		122			
		-	158		50			
		-	266		72			
5 years Out		-	150		284			
		-	193		33			
		-	343		251			

TABLE 5
WEEKDAY PARKING SUPPLY & DEMAND OUTLOOK - Increased Transit Utilization & Full Back to Office

	A	B	C	D	E	F	G	H	I	J	K
Existing		PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Parking Supply											
City On-Street		226	147	70	128	135	3	94	849	1,652	803 non-periphery
City Off Street Parkades and Lots		202	540	828	-	-	-	102	-	1,672	
City sub-total		428	687	898	128	135	3	196	849	3,324	2,475
Private Off Street		1,225	129	262	304	410	250	917	-	3,497	
Total Parking Supply		1,653	816	1,160	432	545	253	1,113	849	6,821	4,679 3,830
Building GFA			255,394	694,176	462,446	122,850	47,816			1,582,682	floor space from City 2015 GIS info
Parking Supply Rate -Municipal			2.69	1.29	0.28	1.10	0.06			2.10	
Parking Supply Rate - Total			3.20	1.67	0.93	4.44	5.29			2.96	2.96 2.42
Existing Utilization - Municipal		231	333	416	121	81	2	61	401	1,646	1,245
% Occupied - Municipal		54%	48%	46%	95%	60%	67%	31%	47%	50%	50%
Vacant Spaces Available		197	354	482	7	54	1	135	448	1,678	1,230 wo peripheral

FUTURE NEW DEMAND										
5 Years Out	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	over existing CoOperators Demand
New Apartments	25	50		18			15		108	1100 units@ 0.10 per unit
New Jobs		30	55	55					140	250 jobs-75% present-75% driver
Exist jobs back to office		130	55	115					300	based on permit sales decline from pre-covid
5 Years Out Total	25	210	710	243	-	-	15	-	903	

10 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	25	50		18			125		218	2200 units@0.10 per unit
New Jobs		30	60	60			75		225	500 jobs-90% present-65% driver-50% on-site parking Zones 1&7
Exist jobs back to office		113	48	100					261	
10 Years Out Total	25	193	708	233	-	-	200	-	1,098	

15 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	75	50		18			185		328	3300 units@0.10 per unit
New Jobs		25	55	55			135		270	750 jobs -90% present-60% driver- 50% on-site parking Zones 1&7
Exist jobs back to office		104	44	92					240	
15 Years Out Total	75	179	699	220	-	-	320	-	1,253	

20 Plus Years	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
New Library				55					55	
Conestoga College			600						600	
New Apartments	124	50		18			240		432	4400 units@0.10 per unit
New Jobs		25	45	45			170		285	1000 jobs-90% present-50% driver-50% on-site parking Zones 1&7
Exist jobs back to office		87	37	77					201	
Reduction in existing demand		- 100	- 50	- 50					- 200	
20 Years Out Total	124	162	682	195	-	-	410	-	1,372	

Future Total Demand	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	256	543	1,126	364	81	2	76	401	2,549	
10 Plus Years Out	256	526	1,124	354	81	2	261	401	2,744	
15 Plus Years Out	306	512	1,115	341	81	2	381	401	2,899	
20 Plus Years Out	355	495	1,098	316	81	2	471	401	3,219	

Future Municipal Supply 2028	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
Existing Municipal Supply	428	687	898	128	135	3	196	849	3,324	
New Library Garage				150					150	
Streetscape Losses	-	25	- 35	- 20				-	80	
Municipal Supply post Baker	428	662	863	258	135	3	196	849	3,394	
Municipal Supply Surplus/deficit	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	172	119	- 263	- 106	54	1	120	448	546	98 wo peripheral
10 Plus Years Out	172	136	- 261	- 96	54	1	65	448	390	-58 wo peripheral
15 Plus Years Out	122	150	- 252	- 83	54	1	185	448	256	-193 wo peripheral
20 Plus Years Out	73	167	- 235	- 58	54	1	275	448	176	-273 wo peripheral
Municipal Occupancy	PZ 1	PZ 2	PZ 3	PZ 4	PZ 5	PZ 6	PZ 7	Periphery	Total	NOTES
5 Years Out	59.8%	82.0%	130.5%	140.9%	60.0%	66.7%	38.8%	47.2%	75.1%	84.4% wo peripheral
10 Plus Years Out	59.8%	79.5%	130.2%	137.0%	60.0%	66.7%	133.2%	47.2%	80.8%	92.0% wo peripheral
15 Plus Years Out	71.5%	77.3%	129.2%	132.0%	60.0%	66.7%	194.4%	47.2%	85.4%	98.1% wo peripheral
20 Plus Years Out	82.9%	74.8%	127.2%	122.3%	60.0%	66.7%	240.3%	47.2%	94.8%	110.7% wo peripheral

Note: PZ is short for Parking Zone

20 Years Out		Blocks 2,3 & 4	Blocks 1 & 7
Demand Deficit	-	126	202
10% LOS	-	191	83
Parkade Net Gain	-	316	285