

# COMMITTEE AGENDA



**CONSOLIDATED AS OF MAY 29, 2015**

TO **Infrastructure, Development & Enterprise Committee**

DATE Tuesday, June 2, 2015

LOCATION Council Chambers, Guelph City Hall, 1 Carden Street

TIME 5:00 p.m.

## DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

**CONFIRMATION OF MINUTES** – May 5, 2015 Open Meeting Minutes

**PRESENTATIONS** (Items with no accompanying report)

a) None

## CONSENT AGENDA

*The following resolutions have been prepared to facilitate the Committee's consideration of the various matters and are suggested for consideration. If the Committee wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with separately. The balance of the Infrastructure, Development & Enterprise Committee Consent Agenda will be approved in one resolution.*

ITEM	CITY PRESENTATION	DELEGATIONS	TO BE EXTRACTED
IDE-2015.15 Clair-Maltby Secondary Plan Project Initiation	- Melissa Aldunate, Manager Of Policy Planning And Urban Design		✓
IDE-2015.16 Downtown Zoning By-law Update: Downtown Secondary Plan Implementation and Proposed Project Charter	- David DeGroot, Urban Designer		✓
IDE-2015.17 Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design		<ul style="list-style-type: none"> <li>• Yvette Tendick</li> <li>• Martin Collier</li> <li>• Luke Weiler</li> </ul> <p>Correspondence: - Hugh Whiteley</p>	✓

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IDE-2015.18 2014 Solid Waste Resources Annual Report			
IDE-2015.19 2014 Wastewater Services Annual Report			
IDE-2015.20 Outstanding Motions of the Infrastructure, Development and Enterprise Committee			

Resolution to adopt the balance of the Infrastructure, Development & Enterprise Committee Consent Agenda.

**ITEMS EXTRACTED FROM CONSENT AGENDA**

Once extracted items are identified, they will be dealt with in the following order:

- 1) delegations (may include presentations)
- 2) staff presentations only
- 3) all others.

**STAFF UPDATES AND ANNOUNCEMENTS**

**ADJOURNMENT**

**NEXT MEETING** – July 7, 2015

Submission to IDEC June 2 2015

I congratulate City Staff for the breadth and depth of the examination that has been given to the options available to produce a configuration for the Speedvale roadway that will serve Guelph for the next fifty years.

Speedvale is such an important east-west arterial that extra attention to changes that go beyond the usual scope for roadway reconstruction must be considered to meet the objective of long-term functionality. Given the importance of the decision on roadway design of Speedvale I recommend that further study be done of the alternative that become available with the constraint of no significant impact on any of the existing properties removed.

Unlike arterials with reasonably uniform and stable patterns of land use and front-yard setbacks that severely limit for roadway expansion (such as Elizabeth Street or Paisley) the project area of Speedvale has a wide variety of land uses , restrictive frontyard setbacks are present in only a few of the properties, and it is likely that changes in landuse will occur in the next fifty years that will produce uses much better suited to a major arterial than the current mix of uses.

The unplanned mix of landuse along Speedvale between Woolwich and Stevenson reflects the long history of this roadway from its origins as a farmland Concession Road in the countryside north of the City of Guelph, to being a park and subdivision access road (1900 to 1950), to being a major north end arterial connecting the industrial northwest, (and Walmart) to Guelph's East end (and to Hwy 124).

The result of the long history of unplanned development is a grab-bag of uses some of which are incompatible with an arterial roadway -commercial malls near Woolwich, fire station, radio station, churches, medical and other office buildings, a corner convenience store, seniors housing, apartments, and single-family housing. Proper planning for the Speedvale corridor that is consistent with the goal of a liveable sustainable community that meets the needs of people a century from now must begin with a corridor landuse study that identifies the best long-term mix of uses along Speedvale.

The single-family houses, all with separated driveways on Speedvale, are the most conspicuous of the non-functional landuses. The approach to planning for Speedvale should be to recognize that single-family housing along this stretch of an arterial is a barrier to the goal of a an efficient and walkeable community that emphasizes active transportation.

Planning for Gordon Street south of Stone is a good example in Guelph of the recognition that single-family houses that were once the only buildings along the street will and must I be replaced by arterial-compatible land uses. The roadway design for Gordon Street acknowledges this transition and as a result there was no barrier to the inclusion of proper on-street bike lanes when Gordon Street was reconstructed. {I have used the now complete bike lanes for the whole route from Speedvale to Clair Road to get to a luncheon at the Borealis Restaurant - I certainly felt I was pioneering the route south of Stone Road some years ago and the return trip was accomplished easily and without any discomfort}.

Once planning has been rethought with the long-term best-use future of properties abutting Speedvale taken into account the next step is to re-examine options without the restriction that there be no impact on existing properties. The impact of road widening beyond that in the current preferred option should be specified on a property-by property basis (not lumped together as "unacceptable). This allows consideration of the City acquiring the one, two or three properties most affected that are the barrier to proper roadway planning. Some or all of the properties acquired could be resold for more compatible use (this could be simply relocating the building on the lot as a condition of sale).

With the feasibility of burying the hydro lines on the north side of Speedvale established one option that I don't see considered is having a separated bike and pedestrian walkway on the north side of Speedvale from Stevenson to Riverside Park. This would remove the on-street bike lane on the north side and thus possibly reduce the roadway-widening impact on the south side.

My take-action suggestion is that the planning for Speedvale reconstruction should be returned to staff for consideration of what is the best option with the constraint of having no impact on present properties removed, and the perspective of a roadway design that will further the goal of an efficient liveable City and neighbourhood, and which acknowledges future land use change, fully applied to the design.

Hugh Whiteley