

**City Council  
Meeting Agenda**  
**Consolidated as of December 14, 2018**



**Monday, December 17, 2018 – 5:30 p.m.**  
**Council Chambers, Guelph City Hall, 1 Carden Street**  
Please turn off or place on non-audible all electronic devices during the meeting.

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

Guelph City Council and Committee of the Whole meetings are streamed live on [guelph.ca/live](http://guelph.ca/live).

**Changes to the original agenda have been highlighted.**

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**Authority to move into closed meeting**

That Council as Shareholder of Guelph Municipal Holdings Inc. and Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to The Municipal Act, to consider:

**Confirmation of Minutes for the closed Council meetings held November 19, 2018.**

- |                     |  |
|---------------------|--|
| <b>CS-2018-70</b>   | <b>Potential Expropriation- Speedvale Avenue East</b><br>Section 239 (2) (c) a proposed or pending acquisition or disposition of land by the municipality or local board.  |
| <b>GMHI-2018-05</b> | <b>Guelph Municipal Holdings Inc. (GMHI) -District Energy Assets – Update (Closed)</b><br>Section 239 (2) (f) advice that is subject to solicitor client privilege, including communications necessary for that purpose. |
| <b>GMHI-2018-06</b> | <b>Appointment of Guelph Representative to Alectra Board of Directors</b><br>Section 239 (2) (b) personal matters about an identifiable individual, including municipal or local board employees.                        |

## **Open Meeting – 6:30 p.m.**

### **Closed Meeting Summary**

O Canada  
Silent Reflection  
First Nations Acknowledgement  
Disclosure of Pecuniary Interest and General Nature Thereof

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### **Presentations:**

- a) City of Guelph United Way Campaign  
Sean Finlay, United Way Campaign Manager
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### **Confirmation of Minutes:** (Councillor Bell)

That the minutes of the open Council Meeting held November 19, 2018, be confirmed as recorded and without being read.

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### **Council as Shareholder of Guelph Municipal Holdings Inc.**

#### **GMHI-2018-07          Proposed New Corporate Governance Structure for Guelph Municipal Holdings Inc.**

#### **Recommendation:**

1. That Report Number GMHI-2018-07, entitled "Proposed New Corporate Governance Structure for Guelph Municipal Holdings Inc.", dated December 17, 2018, be received; and
2. That City Council, as the Shareholder of Guelph Municipal Holdings Inc. ("GMHI"):
  - (a) approve the amalgamation of GMHI and GMHI Development Corporation as outlined in Report Number GMHI-2018-07, entitled "Proposed New Corporate Governance Structure for Guelph Municipal Holdings Inc.", dated December 17, 2018; and
  - (b) approve the new corporate governance structure for GMHI as set out in Report Number GMHI-2018-07, entitled "Proposed New Corporate Governance Structure for Guelph Municipal Holdings Inc.", dated December 17, 2018; and

- (c) direct the Chief Administrative Officer, in his capacity as Chief Executive Officer and Chair of the Board of GMHI, to prepare a new Shareholder Declaration as between the City and the amalgamated GMHI as recommended in Report Number GMHI-2018-07, entitled "Proposed New Corporate Governance Structure for Guelph Municipal Holdings Inc.", dated December 17, 2018.
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## **Guelph City Council**

### **Council Consent Agenda:**

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

**PS-2018-36                      Emergency Operations Control Group and  
Community Emergency Management Program  
Committee Updates**

#### **Recommendation:**

1. That Council approve the changes to the membership of the Emergency Operations Control Group, as contained in the Emergency Plan.
  2. That Council approve the recommended membership of the Community Emergency Management Program Committee.
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### **Items for Discussion:**

The following items have been extracted from the Committee of the Whole Consent Report and the Council Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

**PS-2018-38                      Cannabis Retail Storefronts– Municipal Impacts**

#### **Delegations:**

Dr. Nicola Mercer, Medical Officer of Health, Guelph-Wellington-Dufferin Public Health

Anthony Veder

Brett Bell, consultant on behalf of Fire and Flower (presentation)

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**Correspondence:**

Silvana Sangiuliano (additional submission)

John Mutton

**Recommendation:**

1. That staff be directed to create a City Bylaw mirroring the Smoke Free Ontario Act allowing for enforcement of tobacco and cannabis consumption by the City's Bylaw Compliance Officers, Guelph Police, or other designated individuals.
2. That staff be directed to conduct further public engagement on the need to further strengthen regulations pertaining to smoking within the City of Guelph.
3. That staff be directed to inform the Alcohol and Gaming Commission of Ontario that retail cannabis storefronts are permitted to operate within the City of Guelph and that the Delegation of Authority Bylaw (2013)-19529, be amended to authorize staff to provide comments to the Alcohol and Gaming Commission of Ontario, on behalf of the City Council, with respect to any store licence application that does not meet the public interest of the City of Guelph.

**PS-2018-37**

**Speedvale Underpass Trail**

**Delegations:**

Marcia Santen

Jordan Richard, Guelph Coalition for Active Transportation (presentation)

Mike Darmon, Guelph Coalition for Active Transportation (presentation)

Jack Tacoma

Bill Mungall, Guelph Hiking Trail Club (presentation)

Harry Oussoren

Hugh Whiteley (presentation)

Martin Collier (presentation)

**Correspondence:**

Mike Curtis

Barbara Feldman

Mike Sorci

Joel Lee

James Fedosov

Justin Liu

Don Sawchuk

Vanessa Hyland

Peter Jaspers-Fayer

Wilfred Ferwerda

Rick McDonald

Jay Wilson

Katy Falk

Chris Vasey

John Buttars

Luke Hohenadel

Luke Weiler

Andrew Goss

Duncan MacKenzie

Suzanne Carter

Paul French

Al de Jong

Teresa McKeeman

Lily Flewelling

Patricia Tersigni

Annette Graydon

Scott McDonald  
Heather Vincent  
Sonia Spekkens  
John Vanderheide  
Richard Puccini  
Dan Beckmann  
Taylor Moran  
Jess Tester  
Judy Lane  
David Bradfield  
Patti Maurice  
Art Bouwman

Colette Griswold  
Julie de Martigny  
Oxanna Adams  
Sarah Baker  
William A Rose  
Isobel Boyle  
Ted Bangay  
Richelle Forsey  
Stan Kozak  
Cosmo Carere  
Zac Baribeau

**Recommendation:**

1. That Council approve the conceptual multi-use trail alignment along the west side of the Speed River under Speedvale Avenue East Bridge, as set out in Report # PS-2018-37 dated December 17, 2018.
2. That Council direct staff to complete an environmental assessment, detailed design and construction of the multi-use trail along the west side of the Speed River under Speedvale Avenue East, in accordance with the plan recommended in Report # PS-2018-37 dated December 17, 2018.
3. That Council approve implementation of the interim solution, to improve accessibility and on-road connectivity along Speedvale Avenue East, as set out in Report # PS-2018-37 dated December 17, 2018.
4. That Council direct staff to identify costs for the detailed design and construction of the interim solution, as set out in Report # PS-2018-37 dated December 17, 2018 within the 2020 capital budget forecast.

**CS-2018-66                      2018 Governance Review**

**Presentation:**

Stephen O'Brien, City Clerk

**Recommendation:**

1. That the Procedural By-law, included as ATT-1 of report CS-2018-66, 2018 Governance Review, be approved.
2. That the Code of Conduct for Council and Local Boards, included as ATT-2 of report CS-2018-66, 2018 Governance Review, be approved.
3. That the Committee of the Whole Terms of Reference, included as ATT-3 of report CS-2018-66, 2018 Governance Review, be approved.
4. That the City Council Terms of Reference, included as ATT-4 of report CS-2018-66, 2018 Governance Review, be approved.

5. That Committee of the Whole Service Area Chairs sit at the seat of the head of Council when acting as Chair in accordance with report CS-2018-66, 2018 Governance Review.

## Special Resolutions

### By-laws

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

"That By-law Numbers (2018)-20352 to (2018)-20354, inclusive, are hereby passed."

By-law Number (2018)-20352	A by-law to provide rules for governing the order and procedure of the Council of the City of Guelph, and to repeal By-law Number (2018)-20260
By-law Number (2018)-20353	A by-law to amend By-law Number (2006)-18034, in respect of financial deposits for crossings of City lands.
By-law Number (2018)-20354	A by-law to confirm the proceedings of the meeting of Guelph City Council held December 3, 5, 6, 12, 13 and 17, 2018.

### Mayor's Announcements

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

### Adjournment



# FIRE & FLOWER CANNABIS CO.

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December 2018



**WE REPRESENT A NEW ERA**

**FIRE & FLOWER**



# Our beliefs define us

## 1. Inclusive spirit

We are at a time in Canadian history where the values of openness, transparency and inclusivity are inherent to the fabric of our nation. True to both the spirit of our organization and the sentiment of our people, our brand and retail concept aligns with a progressive, modern notion of freedom.

## 3. Shaping history

For us, there is nothing more exciting than being a part of history in the making. With the legalization of recreational cannabis, we are positioning ourselves on the right side of this important societal shift, providing honest education and consultation to move us all in a mindful, well-informed direction.

## 2. Shedding stigmas

Across the country, the social stigma surrounding cannabis is slowly lifting. Through our brand, retail, community and online marketing efforts, we are leading the conversation on cannabis, deconstructing outdated stereotypes, while opening the avenues of communication with Canadians.



# Corporate social responsibility

## Education-based retail

As responsible retailers and business owners, strong corporate citizenship is critical to our business model.

Our retail design will encourage open, welcoming spaces where our customers can seek out lifestyle and cannabis advice.

Special emphasis will be placed on private areas for one-on-one conversations with our highly trained Fire & Flower team members.

**FIRE & FLOWER**





# Corporate social responsibility

## Community partnerships

Consultation with cities and towns across the country has been vital to our brand and retail development.

When we enter a municipality, we set our own standard for separation distances that exceed most municipal requirements. We're implementing robust security protocol for our retail stores, bringing a sense of safety to the communities we work in.

These procedures will leverage the best in retail technology to ensure that the highest security standards are maintained.

## Indigenous-guided business framework

The 2007 United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Canadian Charter of Rights and Freedoms serve as guides for how we support our country's peoples and develop our business policies.

We bring together stewardship circles from Indigenous communities to shape forward-thinking, culturally appropriate social benefit initiatives that foster diversity and inclusion.



# A game-changing industry

Fire & Flower is set to establish the most recognized and successful brand of independent retail stores across Canada.



\* Estimated number of retail stores per province given current regulatory visibility



# Management team



**Harvey Shapiro, Chairman & Director**

**Co-Founder, Emblem Cannabis Corporation** – TSX listed Health Canada Licensed Producer of Medical Cannabis

**Co-Founder & CEO, Dynacare** – One of North America’s largest healthcare, testing, safety and wellness solutions providers



**Nadia Vattovaz, EVP Finance**

**Vice President of Finance and Procurement, Holt Renfrew**  
**Canadian Tire, Maple Leaf Foods Inc. and Bento Sushi**



**Trevor Fencott, CEO & Director**

**Co-Founder, Director, Mettrum Health Corporation** – TSX listed Licensed Producer of Medical Cannabis sold to Canopy Growth Corp. in January 2017 for \$430MM

**Corporate and regulatory lawyer**



**Norm Inkster, Director**

**Former Commissioner, Royal Canadian Mounted Police**

**Former Head, Interpol**

**Former Global Managing Partner, KPMG Forensic Accounting**

**Officer, Order of Canada**



**Mike Vioncek, COO**

**President, Canadian Operations, Planet Fitness**

**Director of Operations, Liquor Stores North America**

**Regional Director, Rexall/Katz Group Canada**

**District Operations Manager, Hudson’s Bay**



**Nathan Mison, VP Government & Stakeholder Relations**

**Founding Partner, NorthCanvas**

**Senior Consultant, Mison & Associates** – public and government relations

**Member, Alberta Cannabis Stakeholder Group**

**Founding Member, Alberta Cannabis Retailers Association**



# ENVISION THE EXPERIENCE

**FIRE & FLOWER**

For You  
Cosmetics & Hair Studio

FIRE & FLOWER  
Cannabis co.

OPEN

- Sculpture Gel Nails
- Hair Extensions
- Men/Women Cut
- Skin Care
- Shhaarz/Get Colour
- Brazilian Blow Out
- Spa Manicure/Pedicure
- Colour
- Waxing
- Perm

Hair Designer  
Walk In Welcome!  
780.459.0855



Exterior design: Welcoming & modern





**Interior design: Carefully crafted**

Interior design: Carefully crafted

Everyone on your list deserves a little merry

**From first-timers to connoisseurs**



Cannabis	Price
<b>OGY Flower</b>	
OG-1 Gram 4g/10 - 30% THC / 0.02 - 0.04% CBD	13.50
<b>Baleno - Handi - 5.5 Grams</b>	35.00
Subi / 7.5 - 8.5% THC / 4.8 - 6.7% CBD	
<b>Cal-D - 10 Gram of Cali-D Dried Flower</b>	12.00
Kali / 14 - 15% THC / 4 - 5% CBD	
<b>Casa Blanca - Mangolan - 3.5 Grams</b>	40.00
CRD30N1 / 15 - 20% THC / 4% CBD	
<b>Casa Blanca - Mangolan - 1 Gram</b>	12.00
CRD30N1 / 15 - 20% THC / 4% CBD	
<b>Chocolate Fondle - 3.5 Grams</b>	50.00
DNA Genetics / 16 - 24% THC / 4-6.07% CBD	
<b>Dorogel - 1 Gram</b>	14.00
Tweed / 16 - 20% THC / 4-0.07% CBD	
<b>Fantasy Island - 1g package of Fantasy Island Adult Flower</b>	11.00
1 / 15 - 20% THC / 4% CBD	
<b>Free - Treasure Island - 3.5 Grams</b>	35.00
SH4 / 15% THC / 4.5 - 9% CBD	
<b>Free - Treasure Island - 1 Gram</b>	10.00
SH4 / 15% THC / 4.5 - 9% CBD	

Cannabis Oil	Price
<b>Argyle - 2.5 mg THC - 15 mL</b>	30.00
Tweed / 2.5mg/capsule THC / 4mg/capsule CBD	
<b>Argyle - 2.5 mg THC - 40 mL</b>	100.00
Tweed / - THC / - CBD	
<b>Sunset Capsules (x15) - 2.5mg THC/Capsule</b>	30.00
LBS / 2.5mg/capsule THC / 0.7mg/capsule CBD	
<b>Bakerstreet - Oil - 40 mL</b>	115.00
Tweed / 20mg/mL THC / 0.7mg/mL CBD	
<b>Plain Packaging Balanced - Oil - 40 mL</b>	104.00
Plain Packaging / 6mg/mL THC / 6mg/mL CBD	
<b>Plain Packaging Indica - Oil - 40 mL</b>	104.00
Plain Packaging / 30mg/mL THC / 0.7mg/mL CBD	
<b>Plain Packaging Sativa - Oil - 40 mL</b>	104.00
Plain Packaging / 30mg/mL THC / 0.7mg/mL CBD	





Interior design: Carefully crafted



# Supporting strong cities

Customer experience focused on education and responsible use

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Comprehensive staff training to ensure consumption by minors is prevented

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Extensive community engagement with both Indigenous and non-Indigenous peoples

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Forward-thinking, culturally appropriate social benefit initiatives

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Social responsibility led by a successful corporate leadership team



# Best-in-class partners

## Locations & Build



- Exclusive contract
- Experienced cannabis project team
- Top commercial real estate firm



- Exclusive contract
- Top ten general contractors in Canada
- Unparalleled Western presence



- Architecture and interior design partner

## Technology



- World-class Cannabis retail POS Software



- Developer of Mettrum's regulated cannabis e-commerce platform, physician portal and mobile application



- Information technology partner

## Finance



- Leading Investment Banks in the Cannabis space



## Education



- Canada's leading Cannabis education firm

## Security



- Canada's largest independent security provider



# FIRE & FLOWER



**THANK YOU**

**FIRE & FLOWER**

[fireandflower.ca](http://fireandflower.ca)

## MARIJUANA MISCONCEPTIONS

THE CITY OF GUELPH

December 14, 2018

By Silvana Sangiuliano

There is a misconception surrounding the apparent financial windfall associated with marijuana legalization, blatantly disregarding the inherent costs that come with the framework to support this initiative.

Of the \$15 million funding allocation to help with implementation costs of marijuana legalization, the City of Guelph received an insignificant amount of \$141,661 based on 52,090 households. This is a mere \$2.72 per household. How far is this going to go?

Vic Fedeli, Ontario Finance Minister, in a letter to the AMO, states:

“... if Ontario’s portion of the federal excise duty on recreational cannabis **over the first two years** of legalization exceeds \$100 million, the province will provide 50% **of the surplus** only to municipalities that have not opted out as of January 22, 2019.”

<https://www.amo.on.ca/AMO-PDFs/Letters/2018/2018-11-20-Ministers-Letter-to-AMO-Municipal-Canna.aspx>

**What if Ontario does not meet this criteria?** Then, by default, there will be no funds allocated.

**What if the province changes its mind and offers a lower percentage of the surplus?** This has already happened once when the share was reduced from 75% to 50%.

Furthermore, one could infer from Mr. Fedeli’s letter that the surplus funds will be provided on a **one-time basis over the two-year period**, not indefinitely.

In addition, “... **municipalities must use this funding to address the implementation costs that directly relate to the legalization of recreational cannabis.**” As an example, these funds **cannot** go towards infrastructure projects or anything unrelated to marijuana legalization, as many believe. A reporting requirement and supporting documentation will ensure this.

Manitoba has **renege**d on giving any provincial money to lower-tier governments. **What precludes Ontario from doing the same?** There are **no guarantees**. The costs associated with legalization would then be downloaded to lower-tiers, who will be forced to divert funds from other services and projects. It will fall on taxpayers to compensate for the lack of funding to support the framework necessary to uphold legalization.

If the City of Guelph wants to challenge the Alcohol and Gaming Commission of Ontario (AGCO), the licensing body for location and number of marijuana stores, they have the insufficient and unreasonable time of **15 calendar days** to do so. The onus is upon the City of Guelph to monitor applications. This would require full-time dedication of staff to continually check the AGCO website to see who and where one has applied for a retail license. Imagine the resources to do this? Who will pay? What if something is missed? Further to this, each time an application is contested, it must go before city council. This is another waste of resources and time. AGCO still has the final right to refuse.

In addition, AGCO is accepting applications for retail stores beginning December 17, 2018. This pre-empts the opt out date of January 22, 2019. How much sense does this make? Again, who are the pushers?

In the Guelph survey, some respondents believe the black market will be eradicated in the presence of legal stores. Research has shown this is not true. No consideration has been given to the most at-risk underage demographic, the 12 to 18 year-olds, who will continue to be heavily targeted by the black market. How are having legal stores going to keep youth of illegal age safe?

Do you think black market dealers will suddenly develop a conscience or get re-educated in another “profession” just because our government has made recreational marijuana legal? Think again. They will push harder to maintain the lifestyle to which they’ve become accustomed.

Taking the time to prepare and collect survey data comes with its challenges. As such, I must question the validity of some of the marijuana surveys and the ensuing responses. In some cases, surveys do not provide all the pertinent information required to make an informed decision.

The Guelph survey did not include complete details of funding allocation, leading some participants to respond the way in which they did. It also failed to outline that the City of Guelph is essentially powerless against AGCO with respect to determining the location, number, and distance of stores, together with the unrealistic 15-day window in which to contest licensing applications. Omitting this information leaves the impression that this process is easy and the city has more control than they actually do.

Some contributors to the survey are saying opt in if marijuana is sold in LCBO locations, obviously not realizing this is not an option. Would they have said to opt out if they had this information?

In the survey, the greatest percentage of citizens cite there are no benefits to opting in, yet they agree with opting in. This is an oxymoron. In addition, they express an extreme concern regarding public marijuana consumption and second-hand smoke. This effectively goes against what they’re saying about opting in, showing confusion.

Although a smoking bylaw will present enforcement challenges, if one is implemented, over time, much like banning smoking in restaurants and bars, the general public will eventually get the message through self-policing. Bylaws will keep the honest people honest. To throw one’s hands up in despair is admitting defeat.

The University of Guelph, University of Waterloo, Wilfrid Laurier, and Conestoga College are among many post-secondary educational institutions prohibiting use of recreational marijuana anywhere on their campuses, banning use to anyone.

We are starting to see communities prohibit smoking in all public places.

The question remains: Would survey participants have voted differently if they had all the facts?

We already have so many concerns and issues plaguing our communities with opioids, human trafficking, homelessness, mental illness, and, sadly, the list goes on. Why compound existing challenges with yet more? And, for what—the misconception of a financial windfall?

Please do not fall prey to the impulsive act now, think later approach. **OPT OUT of allowing marijuana stores from infiltrating our communities.**

## MARIJUANA: OTHER CONSIDERATIONS

### THE CITY OF GUELPH

December 14, 2018

By Silvana Sangiuliano

Many issues surrounding the legalization of cannabis are counterintuitive, defying common sense.

The apparent concern of our government points towards eradicating the black market and promoting safety of our youth. Yet, they have approved the sale and consumption of a psychoactive, addictive drug which will neither eradicate the black market nor protect our youth. It will do the exact opposite. **This begs the question: Who are the real pushers?**

The City of Guelph has the power to **OPT OUT** of hosting retail marijuana outlets before January 22, 2019. Otherwise, the city is automatically opted in, **forfeiting all rights** regarding the number and location of retail stores. **This cannot be reversed.**

No amount of **money** can justify the negative ramifications of marijuana legalization. It does not account for the undertaking of building the framework to support legalization such as public health and safety, workplace safety, policing, emergency services, and education.

In 2014, Colorado became the first state to legalize marijuana. **The black market is booming. Crime is on the rise. Hospital visits are increasing.** Now, its governor won't rule out **recriminalizing** it.

There are more recreational marijuana dispensaries (169) in Denver than Starbucks (80) and McDonald's (31) combined. Can you imagine: **It's easier to find a bag of weed than coffee and fast food.**

Overproduction equates to a **black market boost**. Desperate cultivators turn to the black market to get whatever price they can, instead of destroying product they can't unload, due to strict regulatory oversight.

The Drug Enforcement Administration (DEA) says drug trafficking organizations move in, disguised as legitimate operations. "They will exploit Canadian laws to increase profit, peddling pot right outside legal dispensaries, undercutting prices. Even if all the jurisdictions in Canada legalize the drug at the same time, it will not snuff out the illegal market and the crime that goes with it. [These organizations] will come to Canada from the United States and around the world to **rob** people at gunpoint for their marijuana. They'll **kill** people. There's a very dark side to it."

As unbelievable as this may sound, shootings and attempted break-ins have occurred at legal medical facilities in southwestern Ontario.

In 2016, a medicinal marijuana grow operation in Erin was targeted by four people carrying firearms during an attempted break and enter.

A recent shooting at a licensed marijuana growing facility in Simcoe in Norfolk County, left one man seriously injured.

Buyers will stay with who and what they trust. Since the THC content in black market supply is two to four times stronger, one would have to buy the equivalent amount at a greater cost legally to achieve the high they are accustomed to. There is no incentive to switch to a private retailer.

In a small community, where people know one another, patrons don't want the **stigma** of being seen by their employer or by others entering or exiting marijuana stores.

An anonymous Colorado drug dealer says legalization hasn't had a big impact on his business because he caters to clients who want to maintain their privacy. His clientele also includes a number of truck drivers.

Did you know in Canada the legal amount you can carry is 30 grams? This can yield up to approximately **100** joints. This is **six times more** than the acceptable limit in Amsterdam. Four plants yield at least **3,000** joints every three months, with the ability to stock pile. **What is one going to do with all this pot?** These exorbitant amounts are incomprehensible and will lead to increased drug use, addiction, and dealing.

Making marijuana legal gives false perception to adolescents of the drug's harmful effects. Allowing smoking normalizes that it is safe and acceptable.

The rational part of the brain is not fully developed until the age of 25. Marijuana consumption leads to risky behaviours, increased marijuana use, and aggressive and delinquent behaviour. It increases risk for psychiatric disorders, including psychosis (schizophrenia), depression, anxiety, substance use disorders, and suicide.

Although cannabis **overdoses** are rarely fatal, in Ontario, they have almost tripled since 2013.

**One in seven** cannabis users reports **driving** within two hours of using it. A ten-year trend shows **one in four teens** who died in motor vehicle accidents tested positive for cannabis.

Edibles will be introduced in 2019. Food and beverage companies are forming alliances with cannabis producers. **This is dangerous.** It could be perceived as acceptable for youth consumption, especially with brand recognition and heavy advertising to that demographic.

Implications of edibles include potency of THC more than 20% and hashish up to **90%**. Psychoactive effects are delayed up to 4 hours, but can last more than 8 hours, extending the duration of impairment.

The availability of diverse edibles puts young children at risk for unintentional poisoning. In Colorado, **one year after legalization**, there were **70%** more calls to poison-control centres for children under 9 years of age, increased hospital visits, and death.

Some believe employment opportunities for locals will increase. However, senior governments have allowed tens of thousands of **foreign workers** to be brought in as agricultural labourers because greenhouse work is unattractive for Canadians.

<https://windsorstar.com/news/local-news/local-pot-grower-looks-to-other-countries-as-greenhouse-jobs-go-unfilled>

A great deal of time and money is being spent on **economic development**, beautification, and revitalization of our communities, only to be undone by loitering and crime which will further escalate since marijuana stores will stay open until 11:00 p.m., when other businesses will be closed.

Envision walking down the street and in parking lots, through clouds of second-hand smoke on your way to your favourite restaurant, store, park, or arena.

The City of Guelph can follow examples of Shelburne and Markham, by implementing a by-law prohibiting smoking in all public places.

**The City of Guelph has the power and social responsibility to enact by-laws to protect the health and safety of its citizens.**

**OPT OUT of allowing retail marijuana stores** like larger population centres of Mississauga (722,000), Markham (330,000), Richmond Hill (200,000), and Brantford (135,000).

**Declare a smoke-free environment in public spaces, prohibiting use of tobacco and marijuana in any form.**

**Implement by-laws prohibiting the growing of cannabis anywhere.**

**Ban edibles.**

**Do not forfeit your rights. Stop private marijuana retailers and producers from entering our communities.**

**PLEASE OPT OUT** of hosting retail marijuana outlets before January 22, 2019. Taking a wait and see approach will be too late. You will **NEVER** be allowed to opt out after this date. The **OPT IN** decision is **FINAL** and **IRREVERSIBLE**.

Mayor and Members of Council,

On behalf of Cannapiece Corporation, the industry leader in health and regulatory compliance in the cannabis sector, we would respectfully ask Council to refer our zoning/licensing bylaw request to staff if Council chooses to "opt in" to recreational cannabis sales in your municipality.

Based on our expertise across North America, we would like to offer the following suggested wording to ensure that the recreational cannabis dispensaries have the highest compliance level, both for health and security of the patients/clients and the public.

We would request that "Preference be given to those recreational cannabis dispensaries that have a Health Canada approved medicinal cannabis health clinic with a medical practitioner on site"

Best Regards,

John Mutton | President and Chief Executive Officer  
**Municipal Solutions - Energy and Infrastructure**



# GCAT



*Guelph Coalition for  
Active Transportation*

**gwsa**  
Guelph Wellington  
Seniors Association

**Be active Get involved Make Friends**

**g**uelph  
**HIKING TRAIL CLUB**

# Speedvale Underpass Trail - Guelph City Council Meeting

## Introduction & Summary of Delegations

Jordan Richard on Behalf of:

- Guelph Coalition for Active Transportation (GCAT)
- Guelph-Wellington Seniors Association (GWSA)
- Guelph Hiking Trail Club

December 17, 2018

# Why Are We Here?

- Because we believe that a **safe, all-ages, accessible, four-season** underpass trail, connecting the existing trail system & transportation network, can be built in 2022 when the Speedvale Avenue bridge is reconstructed, and that this is the best way forward for the citizens of Guelph
- Because we want to ensure that councillors have the information in front of them tonight that will lead to the right questions being asked and the best decision being made
- The **critical** location of this transportation connection
  - Safe access to City facilities for young and old - Riverside Park and Seniors Centre
  - “Spine” of the ATN
  - Lack of safe bike infrastructure on Speedvale, Woolwich



# Stakeholder Concerns

- A “status quo” Staff Report recommendation even though there are ways to build the desired underpass in 2022
- Lack of engagement/consultation as promised between the Nov 2017 council meeting and the release of the current staff recommendation
- “Interim solution” in staff report does little to improve safety and connectivity, at a significant cost



# City Council's Commitments & Obligations

- Two prior unanimous votes to support moving this project forward (prior council)
  - Oct 2017 C.O.W. and Nov 2017 Council
- Official Plan (O.P.) guidance on transportation
  - “offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;”
  - **“provide for the safety of system users;”**
  - **“ensure coordination between transportation system planning, land use planning, and transportation investment.”**
  - “increase the modal share of alternatives to the automobile.”
  - “provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development; and”
- Councillor support for active transportation (GCAT election questionnaires)



What Information are we  
Presenting?

# Summary of our Stakeholder Delegations

Speaker	Subject
Mike Darmon	The Path Forward - Our Suggested Approach
Jack Tacoma and Harry Oussoren (Two Delegations)	Retaining Wall Assessment, Costs, and Engineering Viewpoint
Bill Mungall	Importance of Trail Network Connections, Cost Containment, & Summary



# The Path Forward - Our Suggested Approach (Mike Darmon - GCAT)

- Make an appeal for a motion to amend zoning and/or Official Plan to allow for the previously proposed solution (“option C”) on the north side of the bridge
- Offer an alternative solution to the Staff Report’s proposed interim solution but concurrent with the bridge replacement



# Retaining Wall Assessment, Costs, and Engineering Viewpoint (Jack Tacoma and Harry Oussoren)

- Goal: Present professional opinions on retaining wall and cost issues to inform council's decisions



# Importance of Trail Network Connections, Cost Containment, & Summary/Questions (Bill Mungall - GHTC)

- Goal: Re-emphasize the benefits of a Speedvale Underpass Trail completed in 2022 and summarize our group's recommendations
- Last chance for questions for our group



# Speedvale Underpass

2018.12.17

## Purpose

- Offer an alternative to Staff's proposed interim solution *but* concurrent with bridge replacement
- Provide a solution to the problem of maintaining the City's retaining wall asset
- Make an appeal for a motion to amend zoning and/or Official Plan to allow for the previously proposed solution on the north side of the bridge

There are 3 things I want to speak about tonight:

- Offer an alternative to Staff's proposed interim solution but concurrent with bridge replacement
- Provide a solution to the problem of maintaining the City's retaining wall asset
- Make an appeal for a motion to amend zoning and/or Official Plan to allow for the previously proposed solution on the north side of the bridge

## Goal

Safer, more enjoyable crossing

- Safer, more enjoyable crossing
- Less interference with vehicular traffic
- Offer access from the street from the east side of the Speed River

Just to remind everybody, all of us are trying to achieve a safer, more enjoyable crossing at Speedvale Avenue that will:

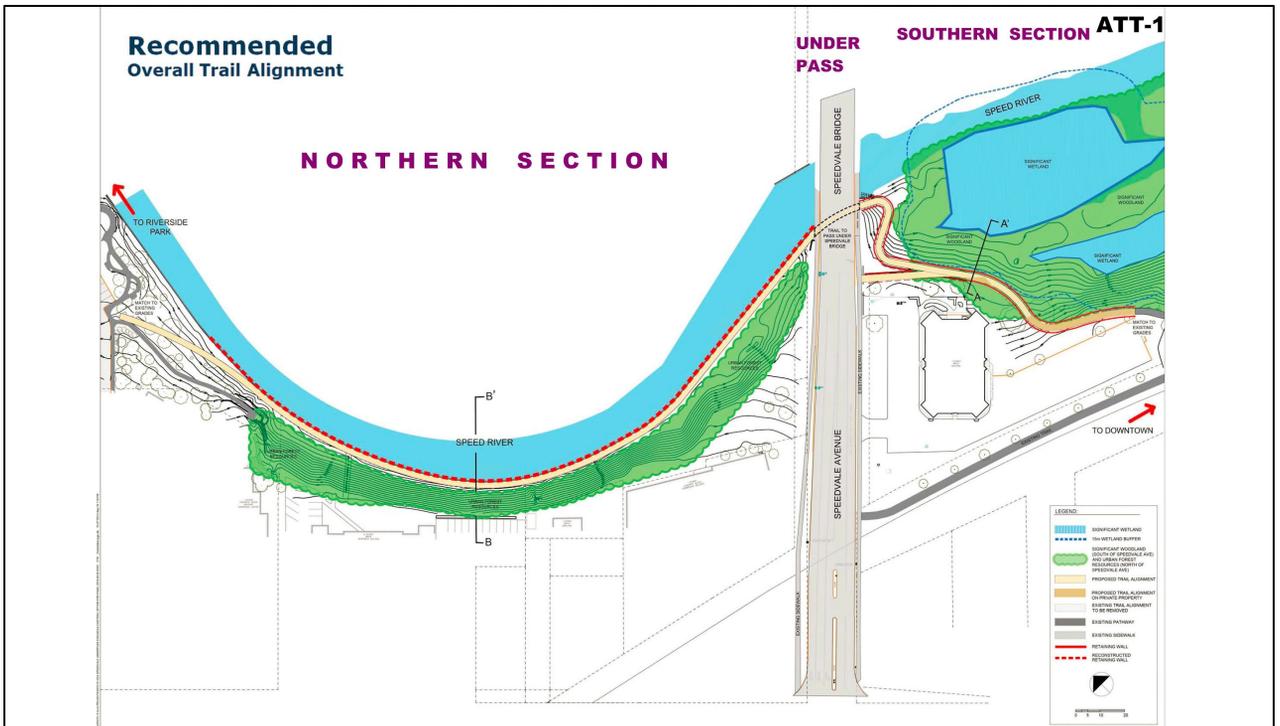
- Improve traffic flow by reducing the number of times the crosswalk is activated.
- Provide access to or from trails and amenities in Riverside Park east, e.g., on Canada Day, Frisbee Golf

## Alternative to the Interim Solution

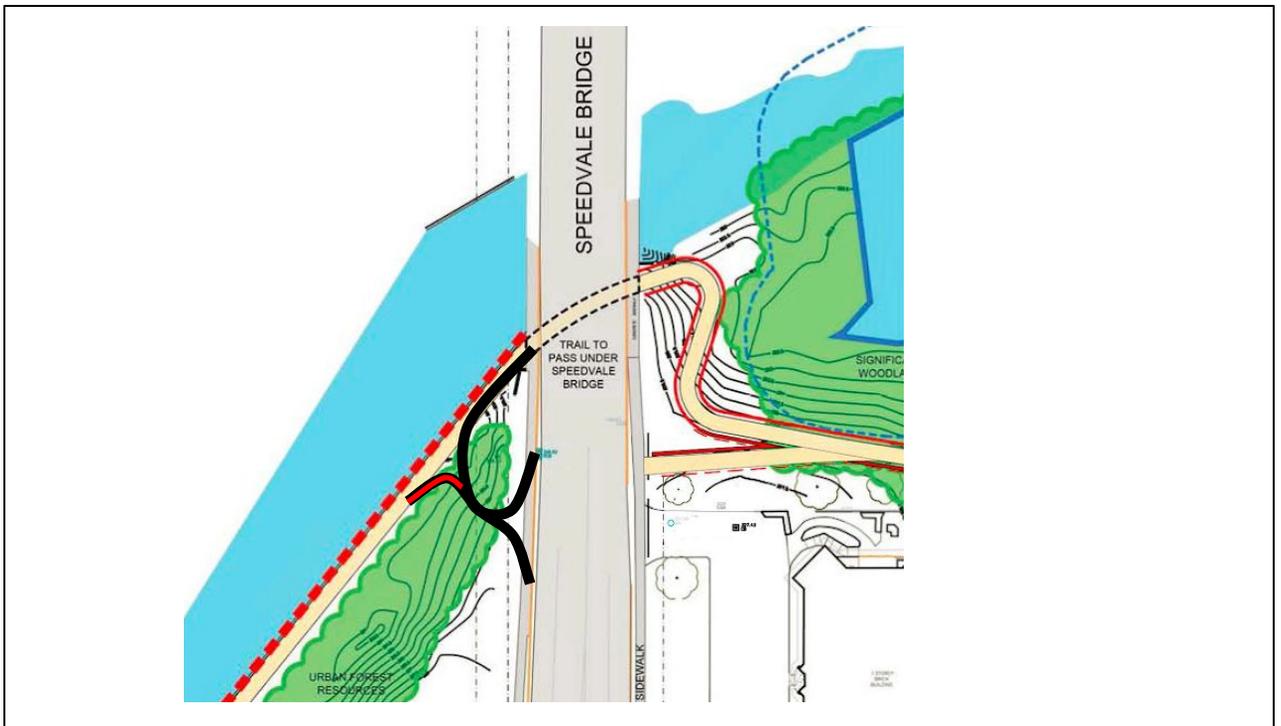
### Accessible Switchback *and On-Ramp*:

- Provide access from north side of bridge sidewalk to underpass and Staff-recommended south trail
- Bonus: Provide access for retaining wall maintenance

- We've got some creative ideas about providing access to the underpass from the north sidewalk on the west end of the Speedvale bridge.
- Already, Staff has offered a preliminary policy-compliant design for an accessible switchback for this purpose.
- The switchback works well for accessibility, but not for most pedestrians or cyclists.
- Our idea is to surround the switchback with a looping 'on-ramp' that is best shown by a picture



- Remind everyone that the Speedvale Underpass Project consists of 3 segments:
  - South side connection
  - Bridge underpass itself
  - And the north side section
- I want to focus on the connection from the Speedvale sidewalk on the north side to the underpass



- Solid black lines represent paved or gravel trail sections that give access from both directions on the north side of the Speedvale bridge sidewalk ultimately to both directions on the underpass trail
- Solid red line represents trail access after the north section of the trail is built
- In addition, these sections provide access for light machinery for trail maintenance and retaining wall maintenance and repairs.
- If these paths cannot be made accessible, then the switchback that Staff already has suggested may fit inside the loop shown in black
- The loops are in approximate locations, so the existing slope and detailed design would dictate exactly what route these ramps would take.
- We emphasize that these trail segments should be built at the same time as the bridge replacement
- (Pause)
- Additionally we are requesting that Council direct Staff to proceed with a modified previous motion Option C (internal memo 2017.11.06 Titled Speedvale Underpass - Supplemental Information)

## Original Motion (Option C **Modified**):

Proceed to detailed design with full width trail under Speedvale as outlined in the scoped Environmental Impact Study dated May 12, 2017 **for the north side of Speedvale and west side of the river**

1. That Staff bring back a report for Council's consideration than **Q2 2019** outlining the steps required, the necessary Official Plan and Zoning Amendments
2. That Staff be directed to detailed design...

- This is wording from the report supporting the November 2017 meeting on this issue.
- The red parts are the modifications we're suggesting
- It is not the motion that Council was recommended to pass
- However, in hindsight, in combination with the motion that was passed - that had no minimum design criteria - this one provides additional flexibility for dealing with unique constraints that exist on the north side

## PREFERRED ALIGNMENT

### NORTH SIDE



- Combination 3 metre wide asphalt trail, with a 3 metre wide elevated boardwalk.
- No disturbance to existing slope, does not require extensive grading.

- The 'on-ramp' trail sections we showed before are not shown on this slide
- Please take note that Aboud saw no disturbance to the existing slope
- Also note that the Aboud report detailed using an elevated boardwalk mounted on helical piers that would not impact either the slope or the retaining wall.

## In Closing:

From the Community Plan Meeting of December 6, 2018:

- “Citizen engagement is a vital part of community planning”
- “When municipalities seek out the aspirations, ideas, issues, and concerns of residents, the more likely the final product will be able to meet community needs...and leads to better decisions and satisfaction with the outcomes.”

- I was one of a number of engaged citizens invited to participate in the Community Plan meeting attended by City Staff from many departments and levels.
- I was thoroughly impressed by the City’s clear desire to hear citizens’ ideas, issues and concerns
- I hope that as we work through the Speedvale Underpass Project, the partnership of Council, Staff and the Community will lead to better decisions and satisfaction with the outcomes.

## **A WAY FORWARD....**

### **Speedvale Trail Underpass: Stakeholder Response**

#### **On Stakeholder Engagement...**

It has been most disappointing that none of the promised and anticipated stakeholder engagement as committed before COW in November 2017 has taken place over the past year, or even prior to the City's September 13, 2018 open house. This latter event has resulted in the City's presentation of only one, most unacceptable option: a relocated level pedestrian crossing of Speedvale by the TransCanada Trail (TCT) that would almost certainly continue for at least the next two decades and likely much longer, i.e. a "status quo" recommendation by the City.

It is a widely accepted principle that collaborations with stakeholders yield better and often less costly project designs.

#### **On the City-Recommended "Interim Solution" ...**

Pedestrians, cyclists and trail users with mobility challenges are being asked by the report-recommended plan to accept a level crossing of a rebuilt Speedvale that will have become even more challenging and risky, given the additional turning lane and the widening of existing lanes that will in turn inevitably increase traffic speeds....for an indefinite period in future. Indeed, the prospect is for Speedvale to become a "Speedway", as evidenced by most newer 4 – 5 lane arterial roads in the City. And the recommended moving of the crosswalk to the west by a few metres will have no impact at all on this key risk.

The "Interim Solution" also detracts from the utility of the City's own \$16 million investment in its road and bridge project. It will degrade traffic efficiency since the pedestrian activated crosswalk stoplights will be activated many dozens, and occasionally hundreds of times a day, with additional risks to motorists of rear end collisions.

We recommend no action be taken on the suggested Interim Solution, and that a focus be kept instead on completing a trail underpass.

#### **On the Southern Trail Approaches...**

In August 2018 the City obtained a recommendation from the Accessibility Advisory Committee for changes to the existing TCT that will reduce the slope of its' southern approach to Speedvale from an exclusionary and unsafe 18% to 5%, within AODA guidelines. In so doing, some 40 mature hardwoods would be saved by this alternative, avoiding environmental implications that had seized the attention of the River Systems Advisory Committee and staff in June 2017 (when RSAC recommended the project be not completed, primarily for the impact to these trees.)

The implementation of this re-grading project is not directly related to or triggered by the Speedvale trail underpass. (It logically follows that, for decision-making purposes, its' costs should NOT be assigned to the underpass project per se.) The re-grading project instead deals with existing safety and AODA compliance issues on the existing TransCanada Trail. However, we strongly support both the design and

its completion as an integral and complimentary part of the new, adjacent 60 metres of trail that is needed on the southern approach to the underpass, to also be at a 5% grade.

### **On the Northern Trail Approaches...**

The City – owned, massive concrete retaining wall north of Speedvale was constructed around 1962, based on the City’s land acquisition having been completed in the prior year. This section of the wall was engineered to protect the slope behind the riverbank so as to protect and enable development of private properties along Woolwich and Speedvale (e.g. the 9 story apartment building at 671 Woolwich). As such, the wall should not be considered part of Riverside Park, as it is not protecting parkland assets. It therefore should be inspected, repaired and maintained by the Engineering Dept., where the professional expertise already exists to administer an ongoing management protocol for such a critical engineered City asset.

Such concrete structures generally last 50 to 100 years, *plus*. The higher end of this range applies if the concrete:

- has not been subject to vibration from traffic,
- has not been subjected to stress upslope from large amounts of fill being dumped over the bank after construction,
- has not been exposed to road salt,
- was constructed properly and still appears to be in good condition.

All these conditions apply.

The wall is in generally good condition, as stated by both engineering assessments of the wall: the 2016 Wheeler –Foster engineering report (which was an appendix to the Aboud and Assoc. Environmental Impact Study prepared by Parks) and the September 2018 GMBBlueplan engineering report. And so it actually appears on close inspection in the field....time-tested, it in fact appears in nearly as good condition as when it was built. A few very small locations of fair condition exist where maintenance has been neglected (amounting to under 2% of its length), usually associated with City stormwater and private drain outlets that punctuate the wall, and to the rear of the Enabling Garden within Riverside Park, where access for maintenance is easy and the trail does not rely upon the wall.

The City has been instructed by both studies to “immediately” remove those trees from behind the wall that could threaten its integrity from growing root pressure, as well as to begin a program to rehabilitate the several ‘fair’ condition locations. Once these trees are removed, ongoing City inspection and maintenance of the wall to maximize the service life of this asset will be easy.

Savings in initial and future repair, monitoring and maintenance could be achieved if a gravel track were completed to enable access by smaller wheeled equipment from each end. Such a 2.5 metre gravel track, designed as the base for an eventual paved trail, should be completed north from Speedvale and south from the Enabling Garden parking lot to support small equipment, such as a compressor for sandblasting, that would be engaged in the initial repair of the wall.

If maintained, the prospect for the wall is of continued service well in excess of 20 years, and more likely in excess of 50 years.

### **On the Boardwalk...**

Parks' Aboud Environmental Impact Study (EIS) report recommended a helical pile-supported (ie. anchored) boardwalk along most of the c.300 metre length of the wall. However, closer examination shows that adequate room exists behind the wall for the majority (87%) of its length for a 2.5 metre asphalt path (costing much less) without disturbing the slope. Only 38 metres of boardwalk would be needed, in the central section below the end of Gemmel Lane, to avoid both disturbance of the slope and any need for construction of supplemental retaining walls.

The September presentation by Parks assumed that a boardwalk could not be built, given the wording of the Council motion and the zoning bylaw, which does not permit these in a one zone floodplain. Discussions with GRCA revealed that their central concern is *unanchored* boardwalks, which could contribute debris in a flood. The City could therefore readily "unknot" its self-inflicted policy conundrum in the relevant section of the zoning bylaw that lists prohibited uses by simply adding the word "unanchored" before "boardwalks" as a stand-alone amendment. Alternatively, the City itself could apply to its Committee of Adjustment for a minor variance to its Zoning Bylaw to permit the anchored boardwalk in this location. It is worth noting that the Aboud report suggested that all planning policy issues would be resolved by such a minor amendment to the zoning bylaw.

In trying to avoid dealing with the boardwalk zoning issue, the current report's proposal to Council is for a rebuilt retaining wall. It calls for building the wall considerably higher so as to allow completion of a continuous asphalt path in order to conform to the ZB. This could only be built at inordinately great cost....at least several millions more. Construction of an overbuilt wall is entirely unnecessary, as confirmed by an inspection performed by Jack Tacoma, retired structural engineer (see attached letter.) This view is supported by a close reading of the findings in the second and latest retaining wall assessment report that was commissioned by the City, that, curiously, does *not* support the conclusion that the wall has but 10 to 20 years of service life remaining.

In addition, the current report to Council errs in discussing the feasibility of a new, higher wall *atop the existing one*. Actually using the existing wall as a base was not suggested in Parks' Sept. 13 open house presentation, nor in the second wall assessment that was completed subsequent to the open house.

### **On the Underpass Itself...**

It should be recalled that this project began as a happy collaboration between two City departments, Engineering and Parks. Engineering realized that the required lengthening of the bridge would create sufficient room for a trail underpass as a wide shelf atop the old abutments. Parks realized that the City owned nearly all the lands needed for a trail along both approaches, and was well aware of both trail users' alarm over the safety of the existing TCT crossing of Speedvale; and of the need for tree removal to allow the repair of the retaining wall. These realizations led to collaborations between the departments that led to Council authorizing the Aboud EIS studies in February 2015. Although minor construction and environmental challenges must be managed along the immediately adjacent approaches, the underpass beneath the bridge per se will be relatively simple to complete.

## Cost Implications, Timelines and Summary

The all-up, estimated cost of the 400 metres of the riverside approach trail links and the underpass as described above, from the Enabling Gardens parking lot to the south abutment of the Speedvale bridge, represents but 1.8% of the estimated \$16 million cost of the Speedvale road and bridge project, or in the immediate area of \$300,000. This is a most modest cost to overcome the imposing and growing barrier that Speedvale poses for the movement of pedestrians and cyclists. (The overdue maintenance and minor repairs to the retaining wall asset must be done anyway to prolong the life of this major capital asset, and so these costs are rightly *not* included in the cost of either the road or trail project.)

Proceeding with the underpass during 2022 allows the benefits to be realized in just 4 years, rather than many *decades* later, if ever. The benefits: *A safe crossing alternative of Speedvale, an improvement to its' traffic efficiency and motorist safety, a direct trail link to the Evergreen Centre walkway, a trail circle route along both sides of Riverside Park, the enabling of seniors and other trail users to walk to downtown off-road from the Park, the completion of a project listed within the approved Active Transportation Plan, the creation of a more scenic and direct trail route to the TransCanada Trail and the Guelph-to-Goderich Trailway just north of Guelph, ongoing ease of monitoring and maintaining the City's retaining wall asset....*all these benefits can be enjoyed for decades to come with a refocus by the City on fundamental facts: the acute danger of this particular 5 lane road crossing and its degradation of Speedvale traffic efficiency and the City's road project; and on the other hand, a refocus by the City on an appraisal and valuation of the many positive benefits that can be achieved by a trail underpass.

### Recommendations:

- **Amend the zoning bylaw by adding the word “unanchored” before “boardwalks” in the definition of a defined prohibited structure (or apply for a Committee of Adjustment variance) to resolve all planning policy issues *at an early date*;**
- **Proceed with plans for detail design of the underpass project, proactively initiating an ongoing engagement with stakeholders and the community on trail linkage design *and* on any further engineering reviews; specifically, a collaborative stakeholder/staff design and costing committee is recommended with City staff from Parks and Open Space Planning, Active Transportation, Engineering and Environmental Planning, to meet at least quarterly.**
- **Clear trees from behind the retaining wall, as advised by retaining wall condition studies, complete a track for light wheeled maintenance equipment, and complete concrete repairs, all under management of the Engineering Dept.;**
- **Complete underpass and trail linkages project in two phases, to be concurrent or integrated with a) retaining wall repair, (jointly by Engineering and Parks) and b) bridge construction (as an Active Transportation project by Engineering); either phase to include building of multi-functional access ramp(s) from trail to sidewalk on north side of Speedvale;**
- **Complete Parks' slope re-grading project on the existing TransCanada Trail southern approach trail to link to the underpass during the year of bridge construction;**
- **Cancel plans for the “Interim Solution.”**

**Structural Observations, (December 10, 2018)**

I have reviewed the two structural condition reports prepared by:

- Amec Foster Wheeler dated October 2016
- GM Blueplan dated September 2018

In addition I have reviewed the Slope Assessment study by Amec Foster Wheeler dated May 2017.

I walked the site to examine the retaining wall along the west side of the Speed River north of the Speedvale bridge. My comments focus on the section of wall adjacent to the proposed trail.

**RETAINING WALL CONDITION:**

I agree with the two structural reports that state that the wall is in good condition. I would like to emphasize a few comments:

1. The wall is approximately **17" thick** at the top. It has a batter on the front face and is therefore **thicker with depth**. This bulky construction is a primary cause of the excellent performance of this wall.
2. The concrete itself is in excellent condition and can continue to serve its purpose well into the future.

**MAINTENANCE:**

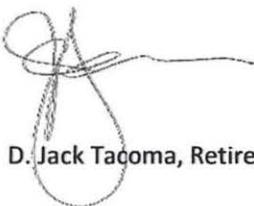
There is no evidence that maintenance has been carried out along this stretch of the retaining wall. I agree with the reports' recommendations that the following minor but important maintenance is required:

1. Spalling has occurred at a few construction joints. This needs repair and will require regular maintenance.
2. Repair is required at the storm outlet.
3. Trees directly adjacent to the wall must be removed. It is well known that tree roots can be detrimental to retaining wall longevity. This is an ongoing maintenance item.

**WALKWAY:**

The Amec Foster Wheeler report (May 2017) addresses the slope of the embankment. The report states that the walkway, in most areas, will not affect the slope stability. The report goes on to state that the steeper section of embankment can accommodate an elevated walkway: a boardwalk on screw-piles. This is a common and cost effective solution used by municipalities and conservation authorities that does not compromise the stability of the slope or the retaining wall.

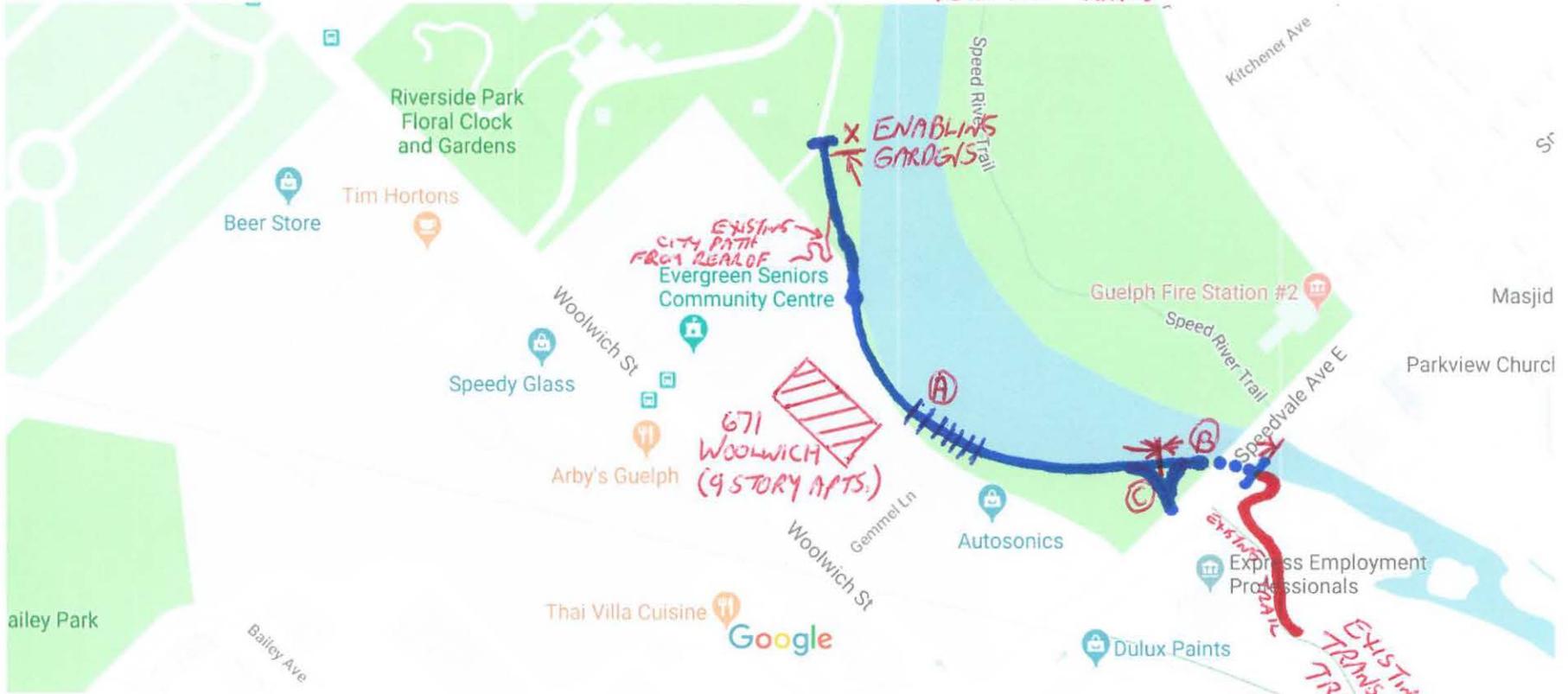
In summary, my review of the above reports indicates that there is no structural reason to prevent the simple and straightforward development of a walkway along the west side of the river.



D. Jack Tadoma, Retired Structural Engineer

# A WAY FORWARD...

TRAIL CONNECTIONS TO: GUELPH LAKE  
GUELPH-TO-GOBERICH TRAILWAY  
GLORA  
WOODLAWN AVE M.U.P.  
IGNATIUS TRAILS



PROPOSED UNDERPASS PROJECT TRAIL LINKS  
(c. 400m)



38m ANCHORED BOARDWALK



TRAIL CONSTRUCTION CONCURRENT WITH RETAINING WALL REPAIR



TRAIL CONSTRUCTION CONCURRENT WITH BRIDGE CONSTRUCTION



"TRIPLE-DUTY" RAMP TO SIDEWALK



PARKS INITIATIVE TO RE-GRADE TRANSCANADA TRAIL APPROACH TO UNDERPASS

Presentation to City Council  
on  
Speedvale Underpass Trail

By

Hugh Whiteley

December 17 2018

## Recommended Actions by City Council

I recommend that City Council refer Report PS\_2018-37 back to Staff with instruction to:

- (1) Complete the required Class Environmental Assessment for the trail before bringing the project to Council for Approval and
- (2) Identify and Correct any factual errors present in the current report before presenting future reports to Council.

# Class EA is a legally-required first step in decision making

- The City is required to complete a Class Environmental for new trail projects that involve construction or removal of sidewalks, multi-use paths or cycling facilities (Municipal Class Environmental Assessment March 2015 Amendment).
- This legal requirement, to be completed before any decisions are made, provides a “well accepted and proven process” that provides the transparency, comprehensive fact-based assessment and community engagement needed for selection of an alternative that meets expressed community needs.
- Toronto and London have used the required Class EA to resolve trail-location issues.

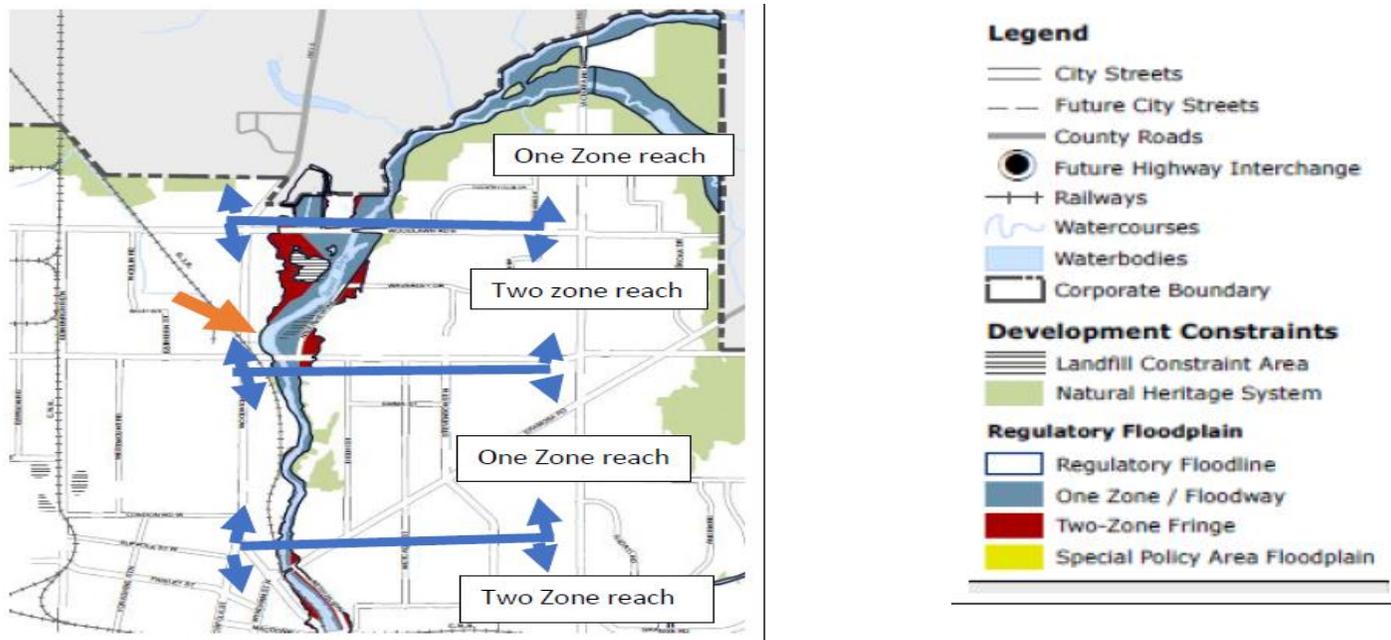
## Report PS\_2018-37 contains factual errors

- Error 1 “The sole functional trail location for this section of trail would significantly damage the existing retaining wall.”
- Error 2 The Official Plan and zoning by-law do not allow a boardwalk on the selected route north of Speedvale.
- Error 3 The expected date for replacement of the retaining wall is omitted from the report. Based on the existing condition of the 66 year old wall and the 110 y (+) life expectancy of concrete walls replacement will not be needed until 2075.

# Project site is within a two zone floodplain

## One Zone and Two Zone reaches of the Speed River Official Plan Schedule 3

*“The two zone concept is not intended to be considered on a lot-by-lot basis, but on a subwatershed or major reach basis.”* (Credit Valley Conservation Regulations)



# City of Guelph Official Plan 4.4.1 Floodplains Policies for Two Zone Floodplain

19. The *floodway* may be used for:

i) outdoor recreation, including small, municipal ancillary buildings and structures (e.g. picnic shelters) provided that damage potential is minimized and proposed structures will not affect the hydraulic characteristics of the *floodplain*;

[The Guelph Enabling Garden at the upstream end of the proposed trail segment contains a small municipal ancillary building and raised planting boxes and is in the floodway]

# Conclusions

- Proceeding to a decision on the Speedvale Underpass Trail before the required Class EA for the trail project is completed is in violation of both the Environmental Assessment Act and the City's commitment to best practices for Open Government.
- There is no requirement for a decision on the west bank trail option at this time provided that there is assurance that the Speedvale bridge design will include the required platform openings for a future trail under the bridge.
- The proposed interim solution appears to have merit in its own right and should not be considered as a replacement for the under-bridge west-bank option.

# "BARRIER FREE" SPEEDVALE AVENUE - SAFE CROSSWALK ZONE





## Guelph Hiking Trail Club

BOX 1, GUELPH, ONTARIO N1H 6J6

Clerk,

City of Guelph

1 Carden St.

Guelph, ON

Dear Sir:

**Re: Speedvale Trail Underpass**

This letter is sent on behalf of the Guelph Hiking Trail Club in support of the underpass project.

Since 1971, our club has managed a network of 85 kilometres of footpaths, which span 7 local municipalities. Our trained hike leaders offer quality outings to our 250 members and general public throughout the region, currently running over 125 hikes annually. Our hikes do frequently cross Speedvale, in order to hike to points beyond such as Guelph Lake, the Kissing Bridge Trail, and the abandoned CN line up to Elora.

Speedvale is certainly one of the more hazardous road crossings we encounter. First, because it is a 4 lane road, with the higher road speeds that these inevitably entail. But more significantly, because a minority of drivers show blatant disrespect for the red lights and the pedestrians at the pedestrian crosswalk. These individuals do regularly sail through the crosswalk's red lights at 70 kph if no pedestrians *seem to be* blocking their way. The \$16 million project to widen the road and bridge will only increase speeds further and increase the likelihood of tragedies at this spot.

We understand that the lengthening of the bridge holds the happy prospect of being able to easily accommodate a trail passing beneath it. And also, happily, that some trees will be removed from the jungle atop the retaining wall north of Speedvale to allow the City to perform overdue maintenance. Inevitably, the public will want to walk along this newly-cleared section once the maintenance work is finished. And this 900 foot section is truly magical, with continuous views of the rapids and waterfowl on this section of the Speed, something you do not have much of along the trail on the opposite side of the river. We can attest to its quality, as we have over the past 15 years led a number of "bushwhacks" through this section and its views always delight our hikers.

The underpass project appears to be a win-win in every quarter: for the City's lessening its liabilities, improving pedestrian and motorist safety, for extending the life of the existing retaining wall, for creating a quality hiking experience, for enabling seniors at the Evergreen Centre to make fuller use of the TransCanada Trail and Riverside Park, for completing another segment of the City's approved Active Transportation Plan, and for improving the integrity of the trail linkage northward to the Guelph to Goderich Trailway and Kissing Bridge Trail. And all at a most moderate cost of about \$300,000 for the trail itself, and perhaps even less. All these benefits spell very good value for the money.

We strongly encourage the City to approve the completion of this project.

Mike Curtis, President

RECEIVED

DEC 11 2018

CITY CLERK'S OFFICE

Dear Guelph city lawmakers,

Please note that myself and MANY others are strongly advocating that the Speedvale underpass for bicycle riders and hikers be constructed. People and green space preservation come before cars.

Sincerely  
Barbara Feldman  
\*\*\*

There is some indication that city staff will recommend against building the Speedvale Underpass at the time of bridge replacement.

It makes every kind of sense to include the underpass during bridge construction.

The underpass is a critical, north/south, off-road link for commuters and recreational .

The people of Guelph need and deserve this link.

Please do not allow this precious opportunity pass us by.

This underpass had previously been approved and must be approved once again.

Regards,  
Mike Sorci  
\*\*\*

Hello,

I am a Guelph resident that has recently learned that the proposed Speedvale Underpass will not be part of the bridge reconstruction in 2022. This is terrible news.

I think it is imperative that this underpass be built. Speedvale is terrible to cross, even with the crossing light. Using the bridge is terrifying for myself and my children. I lead a weekly bicycle ride with kids from my neighbourhood (Ward 3) and the Speedvale crossing is absolutely the worst part of journey. It is not implicitly safe but it provides access to one of the best recreational spaces in the city!

I acknowledge that I am not fully aware of the changes being made to Speedvale. If they are traffic calming measures then perhaps that is acceptable. I suspect the changes will increase capacity on Speedvale or at the very least allow for safer(i.e. faster) vehicle traffic on the road. I suspect those changes would only make the crossing situation worse!

Please allay my concerns by either explaining how the changes to Speedvale will make it safer to cross or by making the necessary changes so that this underpass can be built during bridge reconstruction!

Sincerely,  
Joel Lee  
\*\*\*

To city staff,

I would like to support the notion of building an underpass at the same time as the Speedvale bridge, as this is in the best interest of city traffic, cost savings, and active transportation.

Thank you for your time,

James Fedosov  
Speed River Bicycle  
\*\*\*

I live near this crosswalk and have seen cars run a red multiple times and as a driver it is an inadmissible slowdown during rush hour. An underpass should be built!

Justin Liu  
\*\*\*

Hello,

I am writing to implore the powers that be at city hall to select a planning option that includes a pedestrian underpass with the planned bridge and road expansion project for Speedvale Avenue.

A trail providing safe access of pedestrians, wheel chairs and cyclists from the North end of the city to downtown is imperative!

I agree with the following sentiments:

"In order to save costs, and build the Speedvale underpass at the same time as the Speedvale bridge, a boardwalk zoning variance should be made, which would meet the requirements of the city. This recommendation represents all but an estimated 1,8% of the \$16 million cost of the Speedvale road and bridge project."

The underpass should be built at the same time as the Speedvale bridge to save costs and provide earlier access to the urgently needed infrastructure.

Regards,  
Don Sawchuk  
\*\*\*

Dear Mayor Guthrie and City Councillors, I write in support of building the Speedvale Underpass Trail at the same time as the widening of Speedvale and

reconstruction of the bridge. As a regular cyclist, I know how difficult it is to cross Speedvale, and it will be increasingly difficult once it is widened.

As Guelph strives to be carbon-neutral, initiatives to facilitate pedestrian and bike transportation are very important. Globally, research shows that the opportunity to bike to work and recreationally also improves residents' mental health and overall wellbeing.

Guelphites are fortunate to have a wonderful riverside trail system. Council provides the wise oversight that is required when staff encounter conflicts with budgeting and bylaw requirements that contribute to unwise delays in meeting the needs of residents.

I support Council approving the necessary bylaw variances to facilitate the construction of the Speedvale Underpass Trail in tandem with the widening of Speedvale. 12 delegations, 26 letters and 800 people signing a petition supporting the underpass trail in November 2017 demonstrates that many Guelph residents share this viewpoint. So much community activism has gone into demonstrating support for this underpass. Please take a stand in support of this wonderful community vision for a pedestrian and bicycle-friendly riverside trail system.

Respectfully,  
K. Vanessa Hyland  
\*\*\*

Please consider going ahead sooner, rather than later, with building the underpass where the Speed River goes under Speedvale Ave. This underpass would make it so much easier and safer for walkers, 'cyclists, wheel-chairs, etc. access to Riverside Park and it's trails. As well, it will mean fewer stops for the traffic above, as people will not be pushing the button at the crosswalk near the fire station.

Peter Jaspers-Fayer  
\*\*\*

Dear Clerk,

I am very concerned that Speedvale Underpass Trail that we thought was going to happen may get mired in well-meaning bureaucracy and faulty thinking.

If we don't build the underpass along with the new bridge, it would be a terrible mistake for the City of Guelph.

The underpass has many benefits. Some of the key benefits are:

- it encourages healthier and more sustainable means of transportation
- resident's north of Speedvale--including seniors who live nearby--can get downtown on their bikes and scooters or by walking without having to deal with a dangerous crossing

- downtown residents can get to Riverside Park and beyond --like Guelph Lake (and even Goderich via the Trans Canada Trail) on their bikes without having to deal with a dangerous crossing

Consultants and City staff seem to be putting up barriers like inflated scopes of work and costs, bylaws and other reasons for not going ahead. Consultants and City staff are not the leaders of our community. Our elected Mayor and Councillors are our leaders.

It appears that if we simply build an anchored boardwalk and proceed with the detailed design of the bridge, the citizens of Guelph can get what we want. More specifically, to make this happen, I ask that our elected officials do the following:

- **Amend the zoning bylaw by adding the word “unanchored” before “boardwalks” to resolve all planning policy issues;**
- **Proceed with plans for detail design of the underpass, project to be completed following bridge construction in 2021, including construction of a c. 38 m, anchored boardwalk off the end of Gemmel Lane**

Please do the right thing: Build the Boardwalk!

Best Regards,  
Wilfred Ferwerda  
\*\*\*

Please include this message in the package for the December 17 Council meeting.

I wrote in support of the Speedvale underpass trail in September and October last year and was pleased to see Council in support of the proposal. So, it is with concern that I read in the Mercury Tribune that city staff are recommending that the project not proceed due to the high cost of building the trail on the north west side of Speedvale Avenue. However, I do understand that a consultant has offered a cost-effective alternative that is not supported by staff.

To build the new bridge without the trail underpass would be a mistake that we would have to live with for too many years. To continue with the pedestrian crossing light that is there now will put lives at risk and prevent some citizens from using the trail at all.

I urge Council to include the building of this underpass trail when the bridge is reconstructed in 2022.

Rick McDonald  
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If, as GCAT says, all that is required is a boardwalk zoning variance in order to make the Speedvale underpass a reality sooner than later, then I am all for it and am letting you know.

With appreciation

Jay Wilson

\*\*\*

Hello,

I am writing in regards to the public underpass that was supposed to be installed when the bridge is replaced in 2022. I walk along this trail very frequently, and enjoy the connection of the trail from downtown to Woodlawn road and Riverside Park. This road is very busy and installing a trail underpass would make a lot of sense, financially and safety wise, especially when work is already to be done there. Let's not postpone this until the next time there is bridge work or it has to be done as a standalone project which is always more expensive. Having well maintained connected trails is part of what makes Guelph so great, I don't want to see improvement on that stalled for reasons that can be overcome.

Please install the underpass at Speedvale in 2022 when it makes financial sense.

Thank you,

Katy Falk

\*\*\*

If my information is correct and the plans to halt the underpass that is to be put through at Speedvale Bridge in Guelph by 2022 is now at a standstill because of possibly needing to reinforce the area ...was that not looked into back at the time when we calculated the exact number of trees to be cut down to put this project through? Is this just a political dispute -just because? As a resident of the area for around 50 yrs now -it is very infuriating for the traffic to stop flowing at the light at the firehall as the traffic can get quite backed up there consistently without someone pressing the button for the pedestrian crossing. We need to keep the traffic flowing at all times as Speedvale is very busy! It is a more consistent route going east/west than is the Woodlawn route since the latter was reconstructed. It is also a main direct route to all the factories going to the industrial area of Guelph. Have any city staff members or advisors ever driven the route at 2:30 ish to 3 pm daily and onwards to the dinner hour. Please if you have not -do not attempt to do so or you will end up with road rage especially on a Friday at those hours.

Thank you

A concerned life long Guelphite

Ps why waste our time and money putting in round a bouts to keep the traffic moving when we are consistently being undecided as to how to reconstruct our areas around town?

PPs why are we going down to one lane in Guelph every reconstruct project it is seeming to be when we have the beautiful wide open road spaces? As we seem to be mandated to bring in more population to this city-ARE WE NOT OBLIGATED TO PROVIDE FOR THE COMMUTER POPULATION OF GUELPH?

Chris Vasey

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Dear Mayor Guthrie and City Council:

As a member of the Guelph Coalition for Active Transportation and even more importantly as one who for several decades has walked and biked the streets of Guelph as my preferred way of getting around the city I do not want to see the underpass at Speedvale delayed up to two decades from now. I support the use of a boardwalk as a way to get around this problem.

Thank you for considering this letter.

John Buttar

\*\*\*

An underpass at speedvale and the speed river, would be an asset to the city of Guelph. As a bike commuter I had to cross speedvale every day. This could be done by rushing across through traffic, as I observed many cyclists and pedestrians do, or by crossing at the pedestrian crosswalk by the fire station, both potentially dangerous choices. I chose the crosswalk because I thought it would be safer. What I discovered, however, was that it was actually more dangerous. I noticed that many vehicles went through that light when it was red for them. I was only there for 2-3 minutes each day and saw a car run that light 3 out of 5 days. I started filming my experience on my phone thinking it may be useful to the police. Seniors and parents pushing strollers came very close to being seriously injured or killed. I finally changed the route I too to work.

The city of Guelph has done some very good work making our city more bicycle and pedestrian friendly. That's what many citizens and visitors love about our city. The underpass at speedvale would be a significant connecting feature to our trail system and should be a priority before someone is seriously injured crossing a very busy road.

Let's keep improving our trail system and our reputation as a great city to live in and to visit.

Luke Hohenadel

\*\*\*

Dear Mayor Guthrie, Councillors Allt and Hofland:

I am writing to register concern with the efforts thus far to construct a grade-separated active transportation connection below Speedvale Avenue along the Speed River.

You will recall that this matter was before council last year, at which time council unanimously directed staff to explore alternative design options for this badly needed piece of infrastructure.

I understand staff's current position is that the retaining walls must be replaced before the trail and underpass can be built. If this position is accepted by council, it will kick the decision as far as twenty years into the future.

With the greatest of respect to staff, I feel that this question continues to be treated as some kind of insurmountable obstacle, as opposed to the straightforward engineering challenge that it is. Staff were asked to be creative and to investigate with no minimum design criteria. It is not clear to me that the spirit of this motion has been fully pursued.

Cycling infrastructure below bridges over urban waterways is very common, to the point of being ubiquitous in some jurisdictions. In Mississauga, just to name one local comparable example, the city has developed a robust network of cycling paths that follow rivers, creeks, and streams, all running seamlessly below the busy roads above. I do not accept that Guelph lacks Mississauga's skill in building cycle paths.

The city plans to replace the bridge in the near future. I encourage you to direct staff to pursue the construction of a straightforward interim solution such as a boardwalk below the new bridge, to provide the active transportation connection while we wait for work to be done on the retaining wall.

The current state of affairs is bad. The at-grade crossing at Speedvale is a dangerous, poorly designed, user-unfriendly connection. It is difficult to use and most pedestrians and cyclists simply cross in gaps in traffic without the protection of a signal. Drive down Speedvale any day in the summer and it looks like a real-life game of Frogger. It seems likely that sooner or later someone is going to be hurt. It is simply not good enough to ask that we wait another decade or two.

Thank you for your time and consideration.

Sincerely,  
Luke Weiler  
\*\*\*  
City Council

As a city resident and a person who uses a bicycle regularly, I want to express my support for any kind of underpass for pedestrians and bicycles when the new Speedvale Bridge is built. To say that the project has to be delayed because the underpass has to be built at the same time as the adjacent retaining walls (which could be 20 years or more before they need to be replaced) does not make sense. The underpass must be given a higher level of priority.

Cycling is no longer just a recreational activity. If we are to consider traffic congestion in this city, and the multiple health benefits of cycling, if Guelph is going to be a leader in active transportation infrastructure, this necessary link needs to be built at the same time as the bridge.

Andrew Goss  
\*\*\*

Dear Ms or Sir.

I am writing about this issue from three interrelated perspectives. One is as a longtime bicyclist, who's been hit twice by drivers not obeying the rules of the road, and not wanting to get hit again. The second is as a longtime environmentalist, concerned with local air quality and the larger issue, of course, of global warming. Lastly, as an official senior citizen, I am concerned with how I will get around Guelph as I age, and perhaps get more frail, unsteady and less mobile.

From the first view, I have heard so many adults frightened about bicycling, for themselves or their children, or grandchildren. I am personally fearless and confident in riding, but I am struck (bad word to use?) by the apprehension of others for their safety on Guelph's streets. You need to do the utmost, in planning our streets, to allay those fears. We know that prioritizing the efficient movement of vehicles is no longer acceptable in modern urban planning, and that the movement of pedestrians and those not in vehicles has to be more dominant. We are in the midst of a transportation revolution in that regard, thankfully, and so our planners need to do their utmost, when opportunities present themselves, to heed these winds of change. That means, to me, that an underpass for Speedvale is essential, as the bridge is replaced and this, very possibly unique, opportunity in the next 50 or more years, presents itself. That's the bicyclist and pedestrian in me speaking.

I'm also a very ardent environmentalist. If the staff recommendation of having a street level crossing is approved, I wonder if any thought has been given to the amount of air pollution that creates. I'm sure all of us are frustrated by having to stop at a red light and watch a single person slowly make his or her way across the street. Looking around, how many other vehicles are idling...and polluting? Perhaps only one, but, in all likelihood on Speedvale, several: big diesel trucks, vans, taxis, a school bus or two, drivers alone in their cars... Cumulatively, how much pollution are they pouring out, as I, with my bicycle, safely cross the road? How many times a day will that red light be activated by someone, and all traffic comes to a stop, and then all those vehicles have to use more fuel to overcome inertia and get underway again? How many thousands of litres of fuel (?) will be unnecessarily consumed while waiting at that light? How much pollution, then? How much pollution in a week, or a month, or a year? I bet we'd all be astounded at the environmental costs related to having just that one crossing on Speedvale. How absurd, I think to myself, as I wait in our car, at a light, when there's no apparent reason for the light being red. Watching a single person cross while a dozen vehicles are immobilized, is also patently absurd, is it not? Has that ever been taken into account by the planners? Are they instructed to take into account the carbon costs of their decisions? I wonder.

Lastly, speaking as a still active but now retired fellow, I don't like the prospect of getting my walker out (when the day comes) and staggering across that busy street as fast as I can. It makes so much sense, even for some people on Council and those working for the City who will also retire and become elderly, to build a

structure that will help elderly or disabled people to cross that street in complete safety.

Even Millennials will grow old, and so, probably, the underpass will be there for them too, when they retire 20 or 30 years hence. It's not a selfish request for us Baby Boomers, but for other generations as well, if the thing is built to last.

I hope my perspectives help determine the decision to proceed with an underpass, and to reject the notion of a crosswalk solution.

Sincerely,  
Duncan MacKenzie

\*\*\*

Hello,

It is my sincere hope that council considers building a bike and pedestrian friendly underpass at the same time as the Speedvale bridge work is undertaken.

It is more cost effective and future-focused to develop infrastructure that supports walking, biking and sustainability with EVERY project that is undertaken. In fact, I would like to suggest making it a requirement that each expenditure be examined through a sustainability lens to make the most efficient and progressive use of dollars spent. Many private multinationals have already adopted similar checks and balances with their capital expenditures.

Kindest regards,  
Suzanne Carter

\*\*\*

I've read the article in last week's Mercury Tribune, and had a feeling of Deja Vu. Surely this had already been discussed. Of course, it has. Apparently, though, it's still up for debate. An underpass trail here just makes sense. As it stands now, the trail system is near continuous, until you come to Speedvale, where you surface next to the bridge and have to fight your way across the street, a street that is already busy enough! On a nice day in the summer, between riders and runners, it's challenging to be one of those groups, or a driver taking the same road. An underpass here makes sense for safety, and traffic flow.

It just seems to be common sense. Since the bridge is being replaced imminently, it only makes sense to take care of this now, and build the underpass. In the long term, both need to be done at some point, doing them at the same time will cost less overall.

The project has been voted on twice and has passed twice. Common sense seems to prevail, and yet still we wait.

Thanks,  
Paul French

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Please continue with the plan to build the Speedvale underpass when the bridge is rebuilt.

As GCAT argues:

"This bridge reconstruction is giving us a once in a lifetime opportunity to build an underpass trail along the west side of the Speed River, allowing safe and inviting passage from Riverside Park to downtown Guelph, for all ages and abilities."

Let us not wait another decade to get this done!

Thanks,  
Al de Jong  
\*\*\*

Support for the Speedvale Trail underpass from the Recyclers cycling group. This is a group of seniors who organized 15 years ago. Our ages run from 55 to 85 years. We cycle weekly from April till late November. Currently we have 30+ members. We use the Guelph trails frequently as well as county trails. Definitely we support the underpass and necessary changes to the trail system. We do not support the stop light changes closer to the bridge because we feel this would be an unsafe place for the lights. The stop lights where they are now are often not a safe place to cross. The ideal idea of not having to cross over Speedvale Ave but to go under would be much safer for a lot of people who use the present system. We understand that there are more economical ways to cover the costs of the underpass and required trail changes. Since the bridge is to be lengthened it presents a great opportunity for the underpass with appropriate trails to be built on the west side of the river making a continuous trail from Riverside Park. Having a trail on both sides of the river is an excellent idea.

We are asking Council to make whatever changes are needed to the bylaws so perhaps this needed underpass can happen by 2022.

Respectfully submitted on behalf of the Recyclers.

Lily Flewelling  
\*\*\*

Dear Mayor Guthrie and Guelph City Clerks,

I am writing to support the Speedvale Underpass and request that council approve building it at the same time as the Speedvale bridge reconstruction. I am also writing to remind you of the unanimous support by the previous council, including the Mayor.

As a user of both Speedvale Ave in our cars and the crosswalk to access walking, biking trails and the Riverside park, I and my family wholeheartedly support this.

The delay will continue to cause significant challenges to drivers and active transportation users alike; Speedvale will remain just as dangerous as it is now;

and should be cost effective to complete this during the upcoming reconstruction of the bridge.

Please add my letter to the submissions for the Dec. 17 council meeting and any other relevant committee meeting, etc.

Sincerely,  
Patricia Tersigni  
\*\*\*

Dear Mayor Guthrie,  
My husband and I moved to Guelph last year. Our three sons have lived in Guelph for about 10 years and we now have grandchildren. We bought a house off Delhi on the hospital side of Speedvale because we love Riverside Park and being so close to the trail system which gets us downtown without having to be on busy roads.

While the crossing light at the bridge is useful and very necessary, we believed that the ultimate goal was to have a pedestrian underpass connecting the park and the trail. We have seen cars run the crosswalk light; it is not as safe as an underpass would be.

Our grandchildren live around the corner from us and we shudder to think they may someday have to cross Speedvale alone, I find it scary enough myself, even at intersections.

We thought this underpass was going to be built when the bridge was replaced and are now very dismayed to learn that this may not happen. We urge you and our councillors to act on behalf of the taxpayers who live in this area and for everyone who uses this very busy park and trail and please insure that this underpass becomes a priority when the bridge is replaced.

Thank you,  
Annette Graydon  
\*\*\*

Good morning!

I'm just writing a short note to express my support and desire for the Speedvale underpass to be built as soon as possible. I know it is a complicated and costly project but the benefits are huge for the community and will help make Guelph a connected, safe and sustainable city.

My family and I are regular users of the Guelph trail system and are very grateful for all the planning, design, maintenance, and money that go into them. They are one of our most valued parts of the city and one that we regularly praise to our friends and families. Thank you!

My family use the Royal City Recreation Trail and cross Speedvale regularly. My wife works in north Guelph and crosses it twice daily, I ride out to the GORBA trails at Guelph Lake and to my parents north of Guelph at least once a week, and we ride as a family from our home in The Ward to play at the new playground, ride on the train and carousel or attend events very often.

Countless times in my 25 years of crossing at Speedvale it is unpleasant and often downright dangerous; close calls on the crowded sidewalk, cars regularly running the light, seniors and other users not going to the light and trying to cross in the middle of the street, etc.

An underpass is the best solution and the sooner it gets built the better it is for all. I truly believe solving this one obstacle will make Riverside park even more vibrant then it already is, encourage more people to travel by bike and foot, help to make the roads safer, our community healthier and foster a sense of connectedness and well-being.

Thanks for all the work you do to make Guelph the city it is, I'm excited to see where you take us from here.

All the best,  
Scott Mcdonald

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Hello,

I am writing to support the building of the Speedvale bike underpass at the same time as the bridge and road improvements. The city should be forward thinking in the impending infrastructural costs and changes that will impact Guelph in the next 5-10 years due to climate change. The Southwestern Ontario method of empowering cars, roads, fossil fuels and island suburbs will be very ineffective and costly in the next decade. Making bike, public transportation and pedestrian movements a priority will ensure the functioning of a cost effective and community based city.

Thanks for your consideration,

Heather Vincent

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The Speedvale Bridge reconstruction is giving us a once in a lifetime opportunity to build an underpass trail along the west side of the Speed River, allowing safe and inviting passage from Riverside Park to downtown Guelph, for all ages and abilities. The underpass needs to be built at the same time as the Speedvale bridge to save costs. As GCAT stated, "In order to save costs, and build the Speedvale underpass at the same time as the Speedvale bridge, a boardwalk zoning variance should be made, which would meet the requirements of the city. This recommendation represents all but an estimated 1,8% of the \$16 million cost of the Speedvale road and bridge project. Voila. A trail in 4 years, instead of one that may never be built" Please do not delay this safe, well documented and fought for underpass by listening to the people of Guelph who currently use these trails regularly and those who would if they were safer especially at that intersection.

Sonia Spekkens

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I'm writing in support of a multi-use Speedvale underpass and trail connection being built when the road bridge is replaced, currently scheduled for the year 2022. Additionally, I want to specifically express opposition to \$600,000 being allocated to the interim "solution" of a redesigned crosswalk east of the new bridge.

I ask that all options for completing the trail connection concurrent with bridge replacement be explored and, considering the investment required for each, that the best option be selected to move forward.

Thank you.

John Vanderheide

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please provide this submission to Council for consideration when this item comes forward on Dec.17 unfortunately i am not able to attend

I am urging Council to approve the implementation of a Trail underpass at the Speedvale bridge at the earliest possible time.

The City's transportation master plan has ambitious targets for walking, cycling and transit and these targets must be met if we are going to reduce/manage auto traffic and greenhouse gas emissions. I mention the potential benefit of the Underpass for transit because a growing trip option is the combined use of transit and bicycle. For instance people will take transit to work or school with their bike on the bus rack and then bike home. The number of such trips depends on having a safe and rapid travel option available.

The north south trail is currently a safe and rapid route for cyclists from south of Speedvale into the downtown.....the on-street alternative is much less attractive for users and anyone living north of Speedvale is discouraged from biking or bike/transiting to the downtown.

With the underpass, a safe and rapid north south route will extend from the downtown all the way to Woodlawn and capture many more trips by environmentally-friendly travel modes.

Costs are always an issue but missing the opportunity to implement this vital underpass in the trail network now would be poor judgement as the delayed implementation and future retrofit costs will work against the goals of the transportation master plan.

Low cost options for the Underpass are available and while not perfect these designs are certainly far safer than the current situation of people with bikes crossing mid-block.

Your consideration is appreciated.

Richard Puccini

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Hello,

**As an active resident of ward 3, I want to express my support of a paved underpass as part of the upcoming Speedvale Avenue bridge construction.**

This would be of great benefit to all current and future users of the trail systems in Guelph, diverting pedestrians and cyclists using the path from the road crossing on the busiest section of Speedvale Ave. In turn, this would benefit drivers that use Speedvale Ave as well.

If Guelph is to be a relevant, forward-thinking city, we need to take steps that a relevant, forward-thinking city would take **today**.

**Waiting for the retaining wall to fail would be a failure in itself.**

Thank you,  
Dan Beckmann  
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Dear Mayor, Council Members and City Clerk:

I'm an all-season cyclist in Guelph and regularly use the crosswalk at the Speedvale Ave bridge. I'm writing to express my support for building a multi-use underpass at the Speedvale bridge as part of the bridge reconstruction project, scheduled to be completed in 2022. An anchored boardwalk would allow us to have a more functional trail now, while saving costs by installing the underpass during the bridge work. Waiting for the unscheduled replacement of the existing retaining wall means the underpass may never be built.

The proposed interim solution of realigning the signalized pedestrian crossing is unacceptable. The current crossing is dangerous -- the first time I used this crosswalk to cross during a red light, I was nearly hit! Since then, I've witnessed cars running the red on several occasions. Realigning the crossing will do little to make it safer. Furthermore, we are spending loads of money on Speedvale to improve traffic flow; why leave a crosswalk to impede a congested road when we could build an underpass instead? The underpass will improve the safety and efficiency of travel for motorists as well as pedestrians and cyclists.

Guelph's population is growing, and with that we need to be forward-thinking in our infrastructure choices. We need to make commitments today to shape Guelph into a community that reflects our priorities. Let's work towards a safe, enjoyable, convenient and continuous trail system, to make walking and cycling accessible for everyone now.

Thanks for your time and consideration,  
Jess Tester  
\*\*\*

Dear Mayor Guthrie, City Councillors and City staff,

I am writing this letter as a response to an article in the Tribune dated Tuesday, December 11 titled "It's been too long a wait for the speedvale underpass."

I was very disappointed to read that City staff are not in favour of supporting an underpass trail. I am a resident of the Riverside Park neighbourhood, and I use the Pedestrian Crosswalk on Speedvale by the Fire Station daily. This crosswalk is in an extremely busy traffic area. When using it now, I wait until all cars have stopped at the red. Often the "Stop Walking" hand is flashing by the time I proceed through the intersection because so many motorists have run through the red light.

The underpass needs to be built at the same time as the bridge reconstruction. As a taxpayer, I would also support the construction of a walking bridge going over Speedvale starting immediately. The city of Mississauga has many walking bridges over major roadways, I do not understand why it is so difficult, and not a priority, to keep pedestrians and cyclists safe.

I am hoping city Staff is not waiting for a tragedy before taking action.

Regards,  
Judy Lane  
\*\*\*

As a daily user of the trail system I rely on safe transportation both for myself and my toddler.

Without fail, twice a day I am witness to the disruption of traffic flow at the Speedvale crossing.

I have seen people intentionally speed up to avoid stopping often only to halt a few meters down the road to wait at the next light.

I have seen people slide through it on icy roads.

I have seen cars pile through the crossing against the red light as one persons bad choice encourages others to willingly do the same or simply blindly follow the flow of traffic.

The number of times I have had to pull my front wheel back from the crosswalk to avoid being clipped is innumerable at this point it happens so regularly.

All of this despite an extreme abundance of caution and preparation.

Bright clothing, bright flashing lights, and even direct eye contact have been barley enough to prevent disaster.

I am begging you to please make good use of this project for the betterment of all of Guelphs traffic needs.

An underpass would benefit pedestrians, cyclists and vehicular traffic alike.

Foot traffic and bikes will be able to safely navigate from one end of the city to another avoiding possible injury or worse and vehicles will be unimpeded by a an unfortunately located crosswalk (too close to a major intersection)

As a side note an underpass would additionally help with the another issue of uncleared sidewalks over the existing bridge.

Woodlawn as well, but primarily the Speed river crossing is often impassable on foot in the winter due to poorly timed or a simple lack of efforts to keep the sidewalk clear.

Sometimes there is evidence of a sidewalk plow.being plow having come past in advance o the street plows rendering there efforts useless.

Often it will be weeks before conditions melt things away enough to pass.

Even then, anyone attempting to navigate the sidewalk does take risk of twisting an ankle or otherwise slipping off into live traffic.

The reasons for addressing the Speedvale crossing are many, varied and vital to connecting the north end to downtown.

If we are to keep in line with an active transportaiton mandated for the city, and provide safe passage for all of Guelphs citizens then the speedvale bridge project must include consideration for all users.

By rerouting the pathway under the bridge everyone can enjoy safe passage be it north south on foot/bike or east west by the same or in a car.

Thank you very much for your time.

I hope that something good will come of this initiative.

Sincerely.

David Bradfield.

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Dear Mayor and Councilors,

One year later and I'm writing another email, almost exactly the same as the one last year at this time, about the Speedvale Underpass Trail, despite your unanimous vote last year to go ahead with the project.

This underpass needs to be built at the same time the Speedvale bridge is built. It will save costs and save lives! You have already voted on this underpass trail, unanimously, so why is staff unwilling to advance this project despite overwhelming community support and the your unanimous decision? Who is running City Hall? Staff or our Mayor and Councilors? Maintaining the current pattern of trail use, as recommended by staff, requiring that Speedvale Avenue must be crossed after the road has been widened will only make the problems worse, impeding traffic and risking lives. Staff seems only concerned about traffic flow, not making it safe to use a trail that is used every day of the year, and by thousands each year. Is this what the \$16 million is for - improve traffic flow and risk lives trying to cross an extremely busy arterial road?

Perfectly workable solutions exist to make this trail a reality to improve safety and access. Yvette Tendick's Guelph Tribune column about the underpass trail lays out, succinctly, how it can be done. And previous consultant reports detail them as well.

Enough already! Approve the underpass trail so it is build when the Speedvale bridge is replaced.

Sincerely,  
Patti Maurice  
\*\*\*

To all our City Counselors.

We go to Church at Riverside Community Reformed Church and we live at 19 Woodlawn Rd E.

We definitely feel that a new "Railway Underpass" is needed badly,as we dread that crossing,so why spend more money a few years from now to get it done ,while the city is planning to do major work on the bridge soon anyway, a lot of the work that they are planning soon on the bridge will have to be redone later to do the "railway tracks underpass". This seems like a lot of waste of our tax dollars. Surely our City Counsel can see this logic resolution,as the best way to move forward.

Many thanks.  
Art Bouwman  
\*\*\*

Dear Mayor Guthrie and city councillors,

I would like to express my support for the inclusion of a pedestrian/cyclist underpass at the Speedvale Ave. bridge during the upcoming reconstruction of the bridge in 2022. This pedestrian underpass will create an uninterrupted travel for pedestrians and cyclists and will likewise allow for better flow of car/truck traffic on Speedvale Ave., as there would be a reduction in stopped traffic at the traffic lights used by trail users needing to cross. Seeing as this is already a busy intersection with occasional train crossings as well as fire station activity, an underpass should be included in the design of the project to encourage more efficient traffic flow overall.

Finally, the inclusion of an underpass will create a considerably safer way of moving across Speedvale Ave. As a parent of three children who enjoy biking around the city, crossing Speedvale Ave. at this location on a bicycle with children on their bicycles has never felt safe. Building an underpass might encourage those cyclists or pedestrians who are currently reluctant to travel north of Speedvale Ave. due to safety concerns to do so with ease.

Sincerely,  
Colette Griswold  
\*\*\*

It is vitally important that the city proceeds with the walkway/bike path under the Speedvale bridge. I live off Speedvale (Delhi) and work off Speedvale (Westmount) so I travel over this bridge daily. I see cars go through the light in front of the fire station weekly. It is dangerous. Also, if someone turns the light red to cross, the traffic backs up to Delhi. Try making a left onto Riverview at 4:30 when this happens.

I would consider riding my bike to work if I could safely cross Speedvale at rush hour. I know I'm not alone in this. We need the underpass when the bridge is replaced.

Julie de Martigny

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Mayor Guthrie, members of council,

I am writing to ask that you reaffirm your commitment to the construction of the pedestrian/cyclist underpass that will link Riverside Park to the trail on the south side of Speedvale. It makes sense that this should be done at the same time as the bridge reconstruction.

Concerns have been raised by staff about the cost of replacing adjacent retaining walls in order to accommodate the new pathway.

A simple affordable alternative is the construction of a boardwalk next to a short section of the retaining wall. Since a city bylaw currently prohibits boardwalks on flood plains, this bylaw will need amending as recommended by the consultant who worked on this project.

Maintaining the crossing as is after Speedvale is widened is simply not an option. Higher traffic speeds and volumes on the newly constructed street will increase hazards to both cyclists and pedestrians. This is a scenario none of us want to see.

Please support the original plan which received unanimous approval from the previous council and build the underpass concurrently with the new bridge.

Your sincerely,  
Oxanna Adams

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To the City Clerk's office, Mayor Cam Guthrie, and Councillors June Hofland and Phil Alt,

After reading through the Speedvale underpass trail report (PS-2018-37), I wanted to urge you to vote against staff's recommendation to wait on building the proposed multi-use trail under Speedvale. I understand the existing retaining wall located north of the street still has life in it but there is also a cost in putting off the construction of this trail until the wall needs to be rebuilt.

Safety: As it stands now, cyclists are forced to cross the street at a pedestrian walkway at the fire station. This section breaks up the trail and slows down traffic

when people wish to cross. Speedvale is busy as it is, and following the street's reconstruction, traffic speeds will inevitably increase. This will likely lead to drivers racing to beat the light at the crossing or even running it. It's already a dangerous crossing and moving the crosswalk down the street (as recommended in the interim plan) will not fix this problem. Cyclists need to be kept separate from traffic to ensure their safety.

Encourage active transportation: Yes there will be an added expense to build this underpass/multi-use trail before the end of the life of the retaining wall, but having a non-fragmented trail system, where cyclists are kept separate and safe from vehicles will go a long way in encouraging new cyclists to get on their bikes. More cyclists on the road and a safer active transit system will have a ripple effect, improving people's health and encouraging people to get active. More bikes = less vehicles on the road (less parking demands, less pollution, less demand, less traffic jams and frustrated drivers).

I agree with GCAT in their suggestion that a boardwalk zoning variance should be made if this allows for cost savings and for the trail to be constructed in four years, instead of in 10 or 20 (whenever the retaining wall needs to be fixed).

Please do what it takes to get this project underway sooner rather than later. Ten or 20 years from now is a long time. There's a lot of good that would come with encouraging more active transportation in the community. By showing leadership and pushing for this trail it would demonstrate the city is serious in promoting an active lifestyle and designing the community as a walkable (and bikeable) place.

Thanks for your time and the opportunity to give input on this issue,  
Sarah Baker

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I am 76 and enjoy the privilege of using the excellent bike trails in Guelph. My last 10 years teaching I'm Toronto I biked daily to work using the Martin Goodman Trail. At the beginning there was no underpass at the Gardner Expressway/Lakeshore intersection but with public protest and the realization of public safety an underpass was built. This was a tremendous improvement to our choice of transit and is certainly needed to assist cyclists as they negotiate the bike path at Speedvale. I would encourage council to seriously consider the need for an underpass at Speedvale. It would be an important decision for the future of cycling in Guelph and it would encourage others to use bike trails in a safe efficient manner.

William A Rose

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Dear Mayor, Councillors and Staff,

It has come to my attention that the Speedvale Underpass may be delayed by 20+ years and at that point the trail is not guaranteed to be built at all. I ask you to carefully consider the recommendation to complete the underpass at the time of the Speedvale bridge reconstruction. The recommendation to complete the underpass had councils support when presented.

I frequently bike or walk downtown from my home on Woodlawn Road. I, personally, have had my bike clipped twice by a motorist running a red light at the crosswalk by the fire station. I have witnessed on several occasions vehicles running this red light. This crosswalk risks lives and impedes traffic.

In order to save costs, and build the Speedvale underpass at the same time as the bridge construction, a zoning variance should be made, which would meet the requirements of the city.

We need this trail in 4 years not 20 or never.

Sincerely  
Isobel Boyle

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Dear Mayor Guthrie and Members of Council:

There's an old joke about the fellow who pulls into the gas station and asks for directions to Black Fly Bay. The attendant scratches his chin for a second and, finally, says, "Well I know where Black Fly Bay is, but you can't get there from here."

It's ludicrous, of course, but the joke does remind me a bit about our situation with the Speedvale Underpass.

I've only lived in Guelph for a year and a half. For more than thirty years we lived in a suburban community not far from here that we actually thought was a pretty good place. Now that I'm in Guelph I know better. Before arriving in Guelph, my transportation 'normal' was to drive my car everywhere I needed to go. Where we lived was the quintessential car-centric community.

Guelph is different. Here, I have transportation options. Yes, I drive a car, but most of the time, I walk or ride my bike to where I need to go. I used to think of walking and cycling as leisure activities, but now I know that walking and cycling are legitimate modes of transportation in their own right. The great thing is, by walking and cycling to the City's amenities, I still get all the leisure benefits anyway. This has been a revelation to me and has improved my quality of life immensely.

I think I get some of the credit for simply having changed my attitude, but really the City deserves most of it. Guelph should be proud of its Active Transportation Network. I think of the ATN as part of the Guelph 'brand.' And things like this don't happen by accident. The ATN represents a commitment of the three partners, the community, Council and the City Staff.

The thing about all networks, though, is that they stop being networks when there are discontinuities. The unsafe crosswalk on Speedvale Avenue is such a discontinuity. To get to the amenities of the City, I walk from the east side of Riverside Park where I live along the Downtown Trail beside the railway. I do this probably ten times a week, meaning it's often twice a day. But I have to cross Speedvale to get onto that trail and I've had some really bad experiences there. The danger at this crosswalk and the need for finding an alternative already are

well established and understood by Council, so I won't waste time here reiterating all that.

The Speedvale Underpass project is a way of addressing this problem of unsafe discontinuity on the ATN. It's important to acknowledge the excellent work that City Staff already has put into this project, particularly on the bridge underpass itself and the connections to it off of the south side of Speedvale Avenue.

But in November 2017, when Council directed Staff to explore options with no minimum design criteria, we thought we had the whole thing, the south side trail, the bridge underpass and the north side trail. (I'd like to see a connection from the north sidewalk on Speedvale to the underpass as well.) I was at that November meeting . It sounded to me as if Staff were practically pleading with Council to allow them the flexibility to get the trail connection under the bridge designed. It sounded as if the last barrier were being, at long last, removed. Staff sounded confident they could do it.

And then in September came Staff's recommendation: no trail on the north side of the bridge until the retaining wall is replaced, no time line given. \$5.4M if it were done today. Oh, and move the crosswalk a few metres.

This was both surprising and disappointing to say the least.

I'm no engineer, and I don't know much about municipal bylaws, official plans and the processes you use, but there's a lot about this that has left me puzzled. I don't know what is in the way of getting the north side of the trail connection to the bridge underpass built. Is it zoning? The Official Plan? Both?

If so, then why didn't Staff push for the freedom to use amendments to zoning and the Official Plan in the meeting of November 2017? They knew of the possibility, because that option was right there in their report as Option C. Why did they not want this freedom, pushing instead for the more restrictive motion Option A instead, to stay within existing zoning and the Plan? I even remember their request that the motion keep the wording they had provided. I'm really uncomfortable being critical of Staff here, and I apologize for doing so, but it's hard for me to understand why they limited themselves.

At that meeting a Councillor asked about considering amendments and including public engagement, and we heard an "absolute yes" to both suggestions. You can listen to this at the 45:28 minute mark of the audio recording of that meeting. But then it seems that the direction taken was strictly within the wording of the motion as passed by Council full stop. As far as I know, there was no consideration of amendments nor an invitation for public consultation about the underpass between the time of that meeting and the September open house presentation of the final recommendation in September 2018.

What about the north side retaining wall reported to be the problem? Is it true that the retaining wall is a necessary foundation for the north side of the trail? One

consultant stated that, with a minor variance, a trail could be installed along the north side without disturbing the slope or the retaining wall. Yes, there are some hoops to jump through for this, but it's still possible isn't it?

But even if, yes, the retaining wall is a factor, there is some confusion. You have a 2016 Amec Foster Wheeler report that said the wall was in fair to good condition, recommended repairs of about \$160k, and stated clearly that "the structure is capable of supporting the proposed pedestrian trail."

Then there's the 2018 GM Blue Plan report on the same wall – which in itself is a question: why commission a second report so soon after the first? – a report that recommended pretty much the same repairs – but at more than double the cost! – and gave no recommendation on the proposed trail at all. That in itself is baffling to me.

And now we have the Speedvale Underpass Trail report for the December 17 meeting stating – as far as I know, unsubstantiated – that the wall can't support the proposed trail and eventually needs to be replaced at a cost of \$5.4M. Not only that, but one of the cross-section diagrams in the report for the shows a cap built on top of the existing wall to accommodate the trail. So which is it? Replace the wall or cap the existing wall?

I don't understand what, actually, is in the way of getting this trail connection on the north side built at the same time as the bridge is replaced. (And again, I'd really like to see a connection off the north side sidewalk down to the underpass beneath the bridge.) I can't help but think that we "know where Black Fly Bay is, but we can't get there from here." Surely there must be a way. Other cities, like Calgary and London, have solved these problems. Can't we?

I'm asking you please to find out what are the true impediments to getting the underpass implemented at the same time as the bridge replacement and then, one by one, knock them all down with whatever tools you have to get this built. Thank you for this opportunity and for your service to the City.

Yours truly,  
Ted Bangay  
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My name is Richelle Forsey, I am a resident of Ward 3, an all-year cyclist, and the parent of child who also loves to ride her bike. I am writing on behalf of my family to express our dismay in hearing that there is consideration to delay the underpass trail planned for the Speedvale Bridge by 20+ years.

I am not a city planner, but I do know as a member of the community, all-year cyclist, and regular user of the trail that ends abruptly at Speedvale, that the proposed underpass is more than a desired feature, it is essential. The underpass represents the consolation prize offered to Guelph instead of bike lanes on Speedvale when the new bridge is rebuilt, and Speedvale Avenue is "improved" and made wider (something I know is now closed to discussion). The planned

expansion will create the perfect situation to make Speedvale Avenue, a road that is already dangerous even more precarious to cross. This is not an exaggerated fact. We all know that Speedvale is treated like a highway by many drivers. A pedestrian was killed in July 2017 just a few blocks from where this underpass could be.

An underpass is a genius and forward thinking solution. It would be a safe crossing point between the TransCanada Trail and Riverside Park for everyone, and would open up the opportunity for people to walk to the park to attend the multitude of festivals held there year-round. It would also link up the TransCanada Trail to the Guelph-to-Goderich Trail, and ultimately become a road-free artery between the North end of Guelph and the city's downtown! When one factors in climate change, and the car-free lives we are being asked to adopt to mitigate CO2 emissions, the underpass being built now makes even more sense!

I am writing in support of GCAT's recommendations that the underpass be built at the same time as the Speedvale bridge. There is a perfectly workable and fiscally responsible way to build the underpass and the trail by a simple variance to the zoning bylaw that would allow an anchored boardwalk, attached to the retaining wall, next to a short section of steep slope on the west side of the Speed River. This simple solution has been proposed in a previous consultant's report and as such, the underpass and trail project can then be completed at a reasonable cost.

We urge you to:

1. Amend the zoning bylaw by adding the word "unanchored" before "boardwalks" to resolve all planning policy issues;
2. Proceed with plans for detail design of the underpass project to be completed following bridge construction in 2021, including construction of a c. 38 m, anchored boardwalk off the end of Gemmel Lane.

Thank-you for your time.

Sincerely,  
Richelle Forsey

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Mayor and City Councillors, City of Guelph

Re: Speedvale Underpass Trail Report Number PS-2018-37

Thank you for your consideration of this important project.

Summary: This report is seriously flawed in that it muddles three separate elements to the project with the result that it appears very complex thus jeopardizing the entire initiative.

The project is much easier to view as three separate elements, the first two of which there is very little concern about and therefore can proceed as recommended.

The costs to the taxpayer of inadequate maintenance are not highlighted. Maintenance of the retaining wall should proceed as soon as possible to avoid major expenditure.

Viewing the project in a more simplified manner includes seeing it as three parts in the following order:

1. Completion of the Speedvale Avenue underpass at the time of bridge construction joining the entrance on each side of the bridge with walkways to the respective sidewalks on each side of Speedvale Avenue.

This is an important approach since:

- The footprint of the walkways will be contained within the right of way of the bridge.
  - This element remains a transportation and engineering department project
  - The cost will be a minimal Addition to the budget allocated to the bridge and roadway improvement.
  - Safe crossing of Speedvale Avenue will be ensured
  - Traffic on Speedvale Avenue will not be impeded by a level crossing.
  - Making the underpass functional by connecting to the existing sidewalks is a functional solution that council can insist on completion at the time the bridge is constructed.
2. Next consider the South approach trail.. This part of the project is doable now as outlined in the report before council. Upon completion it would allow for:
    - Ease of trail use and access
    - Application of the design for this section as outlined in the report.
  3. North approach trail requires further consideration and can be completed at a later date once issues for it have been explored.
    - all major issues and costs in the report are related to this part of the project
    - a functional underpass and south trail approach can be completed without this section
    - consideration at a later date is preferred since inclusion of this trail will provide optimal usage.

### Avoiding Costs of Inadequate Maintenance

The report to council has one great benefit. It outlines the serious costs to taxpayers when the city does not apply minimal maintenance procedures.

- Replacing the north retaining wall is estimated in the report to cost millions of dollars
- The wall is estimated to have a ten to 20 year life span but maintenance can extend this timeline

- Maintenance, particularly removal of trees growing behind the wall is estimated to cost \$25K, a paltry sum to do work that is within the scope of current city staff departments.
- Preventative maintenance on the wall itself has not been costed out but will be a fraction of replacement.

The need for maintenance of this wall was identified in 2015 yet none has occurred to date -3 years later. As far as I am aware there has been no maintenance on this structure since construction

Stan Kozak

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I am writing to express my support of the motion to;

- Amend the zoning bylaw by adding the word "unanchored" before "boardwalks" to resolve all planning policy issues;
- Proceed with plans for detail design of the underpass, project to be completed following bridge construction in 2021, including construction of a c. 38 m, anchored boardwalk off the end of Gemmel Lane

As a resident of ward 2 who uses the existing trail on a near daily basis I'd like to see this underpass built. As it stands now for most users the trail effectively ends at Speedvale ave. As a downtown business and property owner I see it as an important piece of infrastructure that will help bring people downtown not only by eliminating a major physical barrier but also creating a destination for visitors in the whole trail system.

The aim of transportation planning is to move people . As such the needs of all users must be considered when major projects like this are being planned. While it would be easy for the city rest on its laurels of having already built some wonderful sections of trail, without completing connections in the trail system this would become an example Guelph having done the right thing badly.

Thank you ,  
Cosmo Carere

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To Mayor Cam Guthrie, Coun. Dan Gibson, Coun. Bob Bell, and the city clerk's office:

I want to request that you to vote against staff's recommendation to wait on building the proposed multi-use trail under Speedvale.

As it stands now, cyclists are forced to cross the street at a pedestrian walkway at the fire station. This slows down traffic on an already busy street that is set to get busier. Moving the crosswalk down the street is not a solution. Cyclists need their own space.

I know there will be an added expense to build this underpass, but I believe there is enormous value in encouraging cyclists to use our roads. More bikes means less vehicles on the road which has obvious benefits.

Please do what it takes to get this project underway sooner rather than later. We can't wait Ten or twenty years. By showing leadership and pushing for this trail it would demonstrate the city is serious about a greener and healthier future.

Thanks,

Zac Baribeau

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December 11, 2018

Letter to Council re: Speedvale Underpass

Dear Mayor Guthrie and City Councillors:

Regarding the Speedvale Underpass - the staff report PS-2018-37 is recommending an interim proposal that maintains an on road connection linking sections of the Trans Canada trail. Unfortunately this proposal does not address the significant safety concerns expressed by trail users. Speedvale Avenue is a major east-west traffic corridor. Pedestrians and cyclists crossing this road already face distracted drivers who speed and run red lights. The reconstruction of the bridge and the street will encourage traffic to move even faster.

I think we can all agree that encouraging citizens to use alternate modes of transportation that reduce the use of fossil fuels is an important goal. One of the best ways to do so is to ensure that our trails are contiguous allowing people to safely cross our city on foot or by bike. When users must navigate significant barriers such as crossing a busy road they tend to see this as a psychological as well as a physical barrier, often leading to increase use of cars and other vehicles.

The staff report suggests waiting to build the underpass until the retaining wall needs to be replaced. While I understand that reasoning I believe that a simple solution has been proposed. The use of an anchored boardwalk, attached to the retaining wall, next to a short section of steep slope would allow the underpass to be built at reasonable expense. There are examples in other communities. One of my favourite cycling and walking trails is the Mill Run Trail running along the Grand River in Cambridge. This trail runs uses boardwalks to pass under Highway 401.

Like me, many of my cycling colleagues are getting older. We can't wait 10-20 years for Guelph to create the type of interconnected trail system that will allow us to remain active transportation users. I urge you to find a way to include the Speedvale underpass trail in the bridge reconstruction project scheduled for 2022.

Sincerely,

Teresa McKeeman

# Taylor Moran

24 Cadillac Drive • Guelph, Ontario N1E 2B5 • Phone: 519-362-1162  
E-Mail: taylor@speedriverbicycle.com



December 12, 2018

City Council  
City of Guelph  
1 Carden St.  
Guelph, Ontario

Dear Members of City Council

I'm writing to you with regards to the Speedvale Avenue Underpass of the Trans Canada Trail, as a citizen, a trail and cycling advocate, a trail and cycling ambassador to the city, a leader of cycling groups, and as leader of a regional trail committee (RTC). I am a manager at Speed River Bicycle, a ride organizer and leader for the Speed River Gravel Grinders cycling group, a organizer and route planner for the Tour De Guelph, and acting chair for the Guelph Wellington Waterloo Regional Trail Committee; an RTC under the umbrella of the Ontario Trails Council. Needless to say I'm very invested in city trails and have a great desire for the creation of a broader, more inclusive, safe network of trails in Guelph for recreation, transportation, and access. For this, I'm writing in support of the Speedvale Avenue Underpass and to encourage you to move this project through despite the staff recommendations, and proceed with this project in a timely manner. As I see it the City needs this underpass to ensure safe, accessible passage for all users, and to continue to grow Guelph as a fluid and accessible cycling network hub within the province for citizens and visitors alike.

The Speed River Gravel Grinders host nearly 20 rides events per year with an average of 7 riders of various ages and skill, from Guelph and surrounding areas. As a group that rides almost exclusively on gravel and unpaved surfaces, we rely heavily on the network of trails within the city. As a ride organizer and leader I am responsible for the safety and well being of each rider. It has been my experience that the current trail crossing presents a very serious safety concern as cyclists attempt to cross Speedvale at the bridge. It has been my experience that although there is a crosswalk and stop light for traffic at the bridge, it does not provide enough time for a group of more than 4 to get across safely. Quite often riders get stuck between the cross signals with anxious motorists eager to get to the next light seemingly only 100m away in either direction. It's an annoying and impractical light for motorists, and an anxiety inducing trail connection for all users. If that's not enough it has also been my experience that with 1 in every 6 crossings, a motorist will neglect, ignore or simply miss the stop light and proceed through the crosswalk while the crossing cyclist or pedestrian has the right of way. It is a serious and absolutely avoidable accident waiting to happen. City Staff's recommendation to postpone the building of the trail until the terminus of the retaining wall, and interim crosswalk solution, is not an acceptable option. All trail users need and deserve a safe, and accessible passage across Speedvale Avenue.

In my role with Guelph Wellington Waterloo Regional Trail Committee (GWRRTC) I represent a group of stakeholders in the region who organize to promote greater trail usage, liaise between various trail user groups, consolidate trail use resources, and advocate for the expansion of trail infrastructure. As GWRRTC sees it, Guelph is a very important hub in a vast network of trails that citizens and visitors can use to have direct trail and route access to Lake Huron, Georgian Bay, Lake Erie, Lake Ontario, the Greenbelt, the GTA, and even the Kawarths and capitol region. Many of the provinces great destinations can be reached exclusively by off road trails that connect almost directly to Guelph's existing trail network. As the trail use increases as a means of recreation and tourism, Guelph is in a prime position to capitalize, especially with regards to cycle tourism. The more that Guelph can create safe and accessible trail connections to the greater network, the more it will be recognized as not just as a hub, but also as a destination. Guelph needs to maintain its momentum as a cycling and trail infrastructure leader in the province, and the completion of the Speedvale Underpass project is just one step towards Guelph's acclimation as such.

# Taylor Moran

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On behalf of hundreds of trail users, and trail stakeholders within the community, region and province, I heartily encourage members of Guelph City Council to do all within their powers to proceed with the Speedvale Underpass project. It is paramount to ensure completion (within the next 5 years) of a safe, accessible trail crossing at Speedvale for the wellbeing of all trail users, and to allow Guelph to be recognized as a network hub and cycle tour destination, and continue as a cycling and trails infrastructure leader within the Province.

Sincerely,

Taylor Moran  
Chair - GWRRTC  
Founder - Speed River Gravel Grinders