

COMMITTEE AGENDA



CONSOLIDATED AS OF APRIL 4, 2014

TO **Planning & Building, Engineering and Environment Committee**

DATE April 7, 2014

LOCATION Council Chambers, Guelph City Hall, 1 Carden Street

TIME 2:00 p.m.

DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

CONFIRMATION OF MINUTES – February 3, 2014 Open Meeting Minutes

PRESENTATIONS (Items with no accompanying report)

- a) Request for Change to Mobile Signs Definition within the City’s Zoning by-law - Mr. Ian Cottingham

CONSENT AGENDA

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

ITEM	CITY PRESENTATION	DELEGATIONS	TO BE EXTRACTED
PBEE-2014.6 Draft Downtown Streetscape Manual, St. George’s Square Concept and Built Form Standards	<ul style="list-style-type: none"> • David de Groot, Senior Urban Designer 	<ul style="list-style-type: none"> • Patrick Sheridan <p><u>Correspondence:</u></p> <ul style="list-style-type: none"> • Yvette Tendick 	√
PBEE-2014.7 Housing Strategy Background Report and Proposed Project Charter	<ul style="list-style-type: none"> • Joan Jylanne, Senior Policy Planner 		√
PBEE-2014.8 Stone Road Widening and Reconstruction from Victoria Road to Gordon Street		<ul style="list-style-type: none"> • Hugh Whiteley 	√

PBEE-2104.9 2013 Building Permit Fee Revenues, Costs, Building Stabilization Reserve Fund and Annual Setting of Building Permit Fees for 2014			
PBEE-2014.10 2013 Annual and Summary Water Services Report (compliance)			
PBEE-2014.11 Arthur Street Trunk Sewer – Speed River Crossing Schedule B Class Environmental Assessment – Notice of Completion			
PBEE-2014.12 2013 Delegation of Authority Report			

Resolution to adopt the balance of the Planning & Building, Engineering & Environment Committee Consent Agenda.

STAFF UPDATES AND ANNOUNCEMENTS

ITEMS EXTRACTED FROM CONSENT AGENDA

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

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

ADJOURNMENT

NEXT MEETING – May 5, 2014

April 4, 2014

PBEE Committee
City of Guelph

Dear PBEE committee,

My name is Yvette Tendick, president of Guelph Coalition for Active Transportation. I am one of those people who uses a bicycle transport 95 % of the time, 8 months of the year. I am frequently downtown shopping or grabbing a coffee or a brew, as having a vibrant downtown is very important to me. I am pleased to have the opportunity to comment on what is being proposed in the Downtown Streetscape Manual design.

I am very happy to see some of the proposed changes. It is very exciting to see the downtown as a place for people, with a lot of emphasis on making the downtown appealing to pedestrians so that they might be inclined to linger and to generally enjoy relaxing surroundings in a car tamed environment.

However, considering how the city is striving to be champions of active transportation, that one important user has been all but forgotten... the cyclists. There are no bike lanes in the downtown core: none on Wyndham, nor Douglas, nor Quebec Street, nor MacDonnell. Cyclists get a few sharrow markings, with the assumption that sharrow markings alone will encourage cyclists to come out, cycle, then park their bikes to shop.

From a cyclist's point of view, I am afraid of what will happen to cyclists with the proposed designs...I predict that it will be basically what often happens now. The cyclists will just ride on those wonderfully wide proposed sidewalks to avoid the narrow two-way lanes of traffic and the dangerous angled parking. There *will* be conflicts between cyclists and pedestrians. This reality definitely takes away from the advantages of having such wide sidewalks for pedestrians.

Bicycles need separate infrastructure from cars and from pedestrians.

Here are some suggestions. Could we get rid of the angled parking on Wyndham and replace it with parallel parking? Anyone backing out of a parking spot is a danger to a cyclist. This street would be the ideal location for a separated two way bike lane with coloured pavement treatment between the parked cars and the pedestrian zone on MacDonnell and Wyndham. This cycle track would indeed send a message that bikes belong and that the merchants are more than happy to have their business.

Could cyclists have more bike parking facilities as well? These facilities are woefully inadequate now. Any modern city wanting to make public spaces more attractive to the human scale needs adequate bike parking too. Parking facilities for bikes are definitely cheaper compared to parking facilities for cars.

In closing, I just want the planners of this Downtown Streetscape Manual to remember that Guelph is a city with a commitment to cycling. Our Cycling Master Plan, which proposes a comprehensive cycling network throughout Guelph, was passed with unanimous support from City Council in 2013. Why stop this wonderful network at the downtown core? Let's continue to support this active mode of transportation that offers health, economic and environmental benefits both to the user and to the community at large.

Sincerely,

Yvette Tendick

**To: Planning | Building Engineering and Environment
Committee**

From: H.R. Whiteley

April 7 2014

**RE: PBEE-2014-6 Stone Road Widening and Reconstruction
from Victoria Road to Gordon Street.**

Proposed Motion

That City Staff present to the May PBEE meeting a revised report on Stone Road reconstruction that includes results of public discussion of the proposed widening and consideration of undertaking short term pavement repair to allow a re-examination of alternative roadway designs for the portion of the road between Victoria and Village Green that passes through the Arboretum.

Justification

It is not appropriate for City Council to authorize the widening of Stone Road between Victoria Road and Village Green using a twelve year old design that takes no account of the setting of the road within the University of Guelph Arboretum and ignores important advances in roadway design that have taken place over the last twelve years.

Consideration of Report PBEE-2014-6 at this meeting is premature. The approval of the Class EA for Stone Road carried the condition that the City must provide an opportunity for informed public discussion of any widening of Stone Road through the Arboretum prior to a decision being made to approve widening.

The Class EA Process has clear statements about what constitutes proper opportunities for public discussion.

Central features of such discussion are (1) that it must take place before a decision is made on whether to proceed and how to proceed in a project and (2) that discussion must involve consideration of alternative actions and there must be analysis of the benefits and costs of alternate actions.

The requirements of the Class EA have not been met with regard to the required opportunity for public discussion. The public-discussion opportunities being provided in the process of choosing a reconstruction option for Speedvale east of Woolwich are good examples of appropriate procedure.

The commitment for additional public consultation contained in the EA approval in 2002 is reinforced by changes in the requirements for updating EA's made by MOE since approval. All EA's now must contain provisions for conducting an update every 5 y, a practice adopted by MTO a decade ago.

Precedence for Consideration of Aesthetics of Roadways in

As so well stated in the draft streetscape manual the subjective criteria of destination, experience, aesthetics place and character have an important role to play in decisions about street layout and design.

Aesthetics is not an unknown factor as far as street design decisions in Guelph are concerned. In several important decisions citizen-led recognition of the importance of aesthetics has been a major factor in roadway design.

The present design of Gordon Street between Royal City Park and Stone Road was decided on the basis of aesthetics. The citizens of Guelph were determined to

preserve the views cape down the Gordon Street hill to the river. This required that it remain a two lane roadway.

The University of Guelph was equally vigorous in its insistence that Gordon Street remain a two lane road between College Ave and the South Ring Road.

There are a number of other roads that have been designed with aesthetics as a consideration.

- **Edinburgh Road south of Rodgers Road is two lane and has a somewhat suburban roadway design as it crosses the Hanlon Creek wetland to reduce the visual and physical impact on the wetland.**
- **Victoria Road at its northern end approaching and crossing the Speed River has a rural cross-section suited to the vista of valley land and river.**
- **Woodlawn road at the crossing of the Speed River at the northern end of Riverside Park has guide rails that provide visual containment and somewhat restrict impact on the valley land.**
- **Grange Road at the crossing of Havarti Creek has rural-style guiderails that enhance glimpses of the somewhat naturalized stream channel.**

Lack of Justification for a Four Lane Cross-section

The report does not provide adequate justification for choosing a four-lane cross-section.

The peak hour traffic counts for Stone Road have not increased appreciably for the last eight years and are about 70% of the 1000 phi that is considered maximum for fully satisfactory functioning of a two lane road.

There is no efficiency standard used for roadway design in Guelph that would help measure the merit of a roadway in

providing high benefit to cost. Measuring the amortized capital and maintenance cost per km cost per vehicle would demonstrate the very good value for money provided by bust two lane streets such as Gordon Street .

The City of Guelph must live within its means and unnecessary road widening creates both extra capital costs that are not warranted by the benefit provided but also adds to the annual costs of operations and maintenance that goes on forever.

Guelph has properly decided that two lanes roadway design is appropriate for some of its busiest streets because this is the proper balance between the sometimes opposing requirements for unobstructed traffic flow and providing the sense of place that sustains civic pride and enjoyment.

Conclusion

The decision on the widening of the section of Stone Road from Victoria to Village Green should be reviewed, with opportunity for public discussion to ensure that an appropriate roadway design is selected that meets the long-term needs of the City and provides both adequately efficient transportation at an affordable cost and respects the special character of the University Arboretum one of the city's brightest green jewels.

Roadway Aesthetics in Other Jurisdictions

1973 Wisconsin establishes a rustic road program for lightly travelled local roads with outstanding natural features along its borders.

1994 Michigan establishes Natural Beauty Roads (part 357 Natural Resources and Environmental Protection Act) to identify and preserve in a natural, essentially undisturbed condition, certain county-local roads and City streets having unusual or outstanding natural beauty by virtue of native vegetation or other natural features within or associated with the right-of-way,

1999 Wisconsin establishes a Scenic Byways designation for special sections of State Highways with outstanding views capes

Advances in Aesthetic Aspects of Roadway Design In Ontario since 2002

2002 MTO releases "Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance - Oak Ridge's Moraine Component".

In Natural Linkage Areas and Natural Core Areas, highway undertakings shall be planned, designed and constructed to keep required right-of-way widths and associated construction disturbance to the minimum possible (Ore 140/02, s. 41 (2) (b) 1,2).

Where required along the highway, lighting shall be designed to minimize light intrusion into Natural Core Areas - (Ore 140/02, s. 41 (2) (b) 4).

2010 Region of Waterloo adopts Context Sensitive Regional Transportation Design Guidelines (P-10-051).

The document states, in section 4.4.5 Special Character Streets/Scenic Roads, that "Historic downtowns, heritage buildings, and natural spaces are some of the most valued assets of any community", and indicates that the design of Regional transportation corridors through such areas should reflect and protect the specific history and/or visual or natural character of each place.