

From: Martin Collier [<mailto:marty.collier@sympatico.ca>]

Sent: July-28-16 3:25 PM

To: andrew.janes@guelph.ca; ian.panabaker@guelph.ca; 'scott.stewart@guelph.ca'

Cc: cam.guthrie@guelph.ca; bob.bell@guelph.ca; dan.gibson@guelph.ca;

Andy.VanHellemond@guelph.ca; james.gordon@guelph.ca; june.hofland@guelph.ca; phil.allt@guelph.ca;

mike.salisbury@guelph.ca; christine.billings@guelph.ca; cathy.downer@guelph.ca;

'leanne.piper@guelph.ca'; 'karl.wettstein@guelph.ca'; 'mark.mackinnon@guelph.ca'

Subject: Comments and concerns related to Wilson Street Reconstruction EA

Dear Mayor Guthrie, City Councillors, Andrew, Ian and Scott,

It is sad that Guelph City Council has decided to build a \$14,000,000 parking structure (approximately \$40,000/stall) when more progressive city policies are trying to manage congestion, increase transit and cycling modal share (to 15% and 3% respectively), reduce our infrastructure deficit, improve citizen health and meet provincial/federal climate change goals. It has been proven time and again that more car parking downtown (or anywhere else) will attract more cars thus making our progressive policies unachievable – especially with 75,000 more people living in Guelph by 2041.

I am well aware that the supposed need for the Wilson Street parking structure comes out of the demands of the Downtown Guelph Business Association (DGBA) and the province's Places to Grow plan of 2006. Being 10 years old, that plan (and probably the review currently underway) did not foresee the emergence of automated vehicles (AVs) which, over time, will negate the need for up to 60% of parking spaces downtown and in the suburbs – especially if we shift from the traditional car ownership model to a shared model. There is a good chance that the new parking structure, if not designed for adaptive reuse in the future, will be knocked down within 30 years as it will be obsolete. It would be far more future-oriented and efficient to invest a fraction of the \$14,000,000 in a DGBA-oriented TDM program (e.g. parking cash-out, guaranteed ride home service, transit passes, bike rack installation). This program would free up the dollars necessary for the new Wilson Street design between Gordon and Macdonnell – which could/should have been installed many years ago. The balance of funds, if not needed for current road asset management, could be used to enhance Guelph's dismal transit service and provide more active transportation infrastructure throughout the downtown core -- and possibly beyond.

I mentioned the above comments to Ian, Andrew and the hired consultants at the parking consultation on July 20. However, I was surprised to hear from them that:

- Mayor Guthrie's great idea to add retail on the first level of the parking structure has been discarded.
- the \$1.5 million (or more?) for the on-street re-design is not currently available in the budget.
- the bike parking inside the proposed structure will be provided only to those cyclists willing to pay for the privilege.
- the cost-benefit analysis did not take into account the emergence of AVs and did not make a comparison to TDM programs, a parking levy or dynamic on-street parking fees.
- the city has not made an inventory of bike racks on public property (besides Carden Street, there are very few places to lock a bike). Supposedly a private citizen has posted this information to the web but I could not find it... No secure bike parking further incents driving and any revised zoning bylaws requiring racks in new buildings is a long way off.

Since the city's current population of 120,000 people is projected to grow to 195,000 people by 2041, I fear that major investments in parking infrastructure like the one proposed on Wilson Street will put us in far worse shape than we are currently – especially when you take into account the other incorrect decisions that this council (and previous ones) have made: Speedvale, Stone Road, Niska, Laird interchange. At a cost of at least \$30,000,000 (on top of the \$14,000,000 Wilson parking structure), all of these construction projects fly in the face of the progressive policies that are on our books.

Please add these comments and concerns to the Wilson Street Reconstruction EA's public record. In the meantime, feel free to contact me if I can be of any assistance in correcting our collective car-dependent course we continue to find ourselves on.

Sincerely,
Martin Collier, MES (Pl.)