

# Memo

**To:** Jennie Juste, City of Guelph  
**From:** Shawn Doyle, Dillon Consulting Limited  
**cc:** Kate McNamara, Dillon Consulting Limited  
**Date:** October 29, 2021  
**Subject:** Recommended directions for updating the Official Plan  
**Our File:** #18-8919

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This memo provides the directions to update the City of Guelph Official Plan to align it with the Guelph Transportation Master Plan Update.

Note: The **bolded and italicized** text is recommended policy text for the Official Plan.

## 3 Planning a Complete and Healthy Community

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### 3.9 Major Transit Station Area

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**Maintain:**

- MTSA will generally be planned and designed to:
  - Provide access from various transportation modes to the transit facility including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

### 3.10 Intensification Corridors

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**Add:**

- Add sites and road network will be designed to prioritize and encourage transit, walking and cycling

### 3.11 Community Mixed-Use Nodes

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**Add:**

- Add sites and road network will be designed to prioritize and encourage transit, walking and cycling

## 5 Movement of People and Goods – An Integrated Transportation System

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**Modify:**

- Objectives
  - Align wording with the TMP Goals

### 5.1 Transportation System

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**Modify:**

- 5.1.1 i) - Update mode share targets and greenhouse gas reduction targets

**Add:**

- definition of ‘essential active transportation infrastructure’ and where it is/isn’t permitted

### 5.2 Barrier-Free Transportation

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**Add:**

- Add language referencing designing cycling facilities on the Cycling Spine Network to an All Ages and Abilities benchmark

### 5.3 Transportation Demand Management

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**Add:**

- Add reference to supporting programs being important actions for achieving the transportation goals and objectives
- The TDM strategy will be implemented through development applications
- Replace the list of TDM measures in 5.3. 2 with a direction for a TDM strategy to inform appropriate measures centred around changing attitudes (through promotion/ education), cost and convenience related to travel in Guelph to achieve the transportation objectives of the OP

**Maintain:**

- Commitment to adjust and improve the existing TDM program to influence when, where and how people cycle around Guelph

## 5.4 Active Transportation - Walking and Cycling

### Networks

#### Add:

- Add policies to reflect the Pedestrian Priority network
- Add a Schedule to reflect the Cycling Spine Network
- Add commitment to preparing Pedestrian Master Plan
- Add commitment to maintaining the Guelph Trails Master Plan (off-road outside right-of-way) and Cycling Master Plan (within right-of-way)
- Add commitment to implement the Cycling Spine Network and update the Cycling Master Plan
- Add the need to provide direct connections between the sidewalk and trail networks, creating controlled crossings at the intersection of the street and trail networks, where practical
- Add definition of Pedestrian Priority Network
  - **The Pedestrian Priority Network is a network of wide sidewalks and high-quality walking environments in areas of highest pedestrian activity in the city, such as Downtown Guelph. This priority network is designed to support and encourage walking for people of all ages and abilities. It will be complemented by the general sidewalk network and Guelph's extensive trail network.**
- Add definition of Cycling Spine Network
  - **The Cycling Spine Network is a network of cycling routes with high-quality on-street cycling facilities that connect all areas of the City. These spine routes represent the core of the City's larger cycling network. The Cycling Spine Network will be designed to support and encourage cycling by people of all ages and abilities. The Cycling Spine Network will be complemented by connecting cycling links to key destinations like schools, parks, employment and areas of high activity.**

#### Modify:

- 5.4.3 (vii) provide linkages between intensification areas, adjacent neighbourhoods and transit stations.
  - Provide linkages between intensification areas, adjacent neighbourhoods, transit stations, **bus stops, schools, parks, employment areas and the University of Guelph**
- 5.4.3.7 should revise the list of exemptions to support and promote sidewalks on both sides of the street, in support of accessibility, equity and connectivity goals of the TMP

#### Maintain:

- Commitment to providing barrier crossings and trails in abandoned rail corridors
- Commitment to ensuring that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects

- Commitment to minimum provisions for on-site parking and storage for bicycles and other personal transportation devices in the Zoning Bylaw
- Commitment to require, provide and maintain infrastructure that maximizes safe and convenient passage for cyclists through the city
- Commitment to sidewalks on both sides of the road in new developments with exception to situations listed

## Design

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### Add:

- Add reference to designing the Cycling Spine Network to serve cyclists and micro-mobility modes of All Ages and Abilities, meaning that the facilities are designed to feel intuitive and comfortable for anyone from children to seniors, and people who are new to cycling, or may have disabilities and use adaptive bicycle types, and other modes as permitted by local traffic by-law.
- Add reference to maintain commitment to improving the pedestrian design of Main Streets, Intensification Corridors and the Downtown core by prioritizing the following design elements: limiting block sizes, introducing frequent midblock crossings, respecting the guidance for current provincial guidelines, providing buffers between the pedestrian walkways and road, including street trees, pedestrian lighting.
- Add definition of **micro-mobility** to glossary: **Micro-mobility – Refers to the use of light vehicles that can carry one or two passengers at a time, such as bicycles, scooters, and even small vehicles. Micro-mobility can be human-powered or powered by an electric motor.**

### Modify:

- 5.4.3 (v) Implement design and maintenance standards which can reduce the risk of collisions and injuries
  - Implement design and maintenance standards which can reduce the risk of collisions and injuries **and improve year-round use of the cycling spine network**

### Maintain:

- Commitment to provide for unobstructed pedestrian movement by using ramped sidewalk facilities
- Commitment to providing two sidewalks on all streets where feasible, except in listed scenarios
- Commitment to ensure that streets, spaces and public facilities are designed to be safe and comfortable for pedestrians and cyclists
- Commitment to ensure that bikeways are integrated into and designed as part of new road and other infrastructure projects in the City. Special consideration will be given to matters listed.

## Operations and Maintenance

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### Add:

- The City should establish a Winter Cycling network with appropriate winter maintenance standards that consider safety

## 5.5 Public Transit

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### Networks

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### Add:

- Add a schedule for the Quality Transit Network (QTN)
- Add definition of QTN
  - **The Quality Transit Network is a network of corridors with frequent transit service where improvements will be implemented to improve service and reduce travel delay for buses (frequent transit service is defined as operating every 10-20 minutes or better during the peak periods, and 20-30 minutes during all other periods). The corridors in this priority network are designed to make taking transit more comfortable and more efficient, thus encouraging more people to use transit. The design or operational elements along each corridor that improve transit service would vary depending on the context and the need of that particular street.**

### Modify:

- 5.5.1 - The City shall continue to increase connectivity and integration between public transit and other modes of travel through measures such as installing bicycle racks on buses, including bicycle parking at transit terminals, designing for pedestrian and cyclist access to terminals.
  - The City shall continue to increase connectivity and integration between public transit and other modes of travel through measures such as installing bicycle racks on buses, including bicycle parking at transit terminals, **transit nodes, transit transfer points, Downtown, City parks, cultural facilities, and other City-owned properties, and** designing for pedestrian and cyclist access to terminals.
- 5.5.2 - To ensure that public transit is an attractive, energy efficient and convenient means of travel the City will: (iii) ensure the creation of a road network that permits reasonable walking distances to and from transit stops for a majority of residences, jobs and other activities in the area
  - (iii) ensure the creation of a road network that permits reasonable walking distances to and from transit stops for a majority of residences, jobs and other activities in the area **and more frequent pedestrian crossings in high activity areas or where distances between a transit stop and a controlled crossing exceeds 500 meters, to promote accessibility to all areas.**

- 5.5.3 - In addition to transit-supportive land use development, a high level of service, reliability and amenities are needed to attract riders. The City will promote greater use of transit by: (v) facilitating access to public transit for persons with disabilities by providing special equipment and services where warranted, designing stops, shelters and terminals for accessibility and taking other actions that facilitate improved access to transit services
  - facilitating access to public transit for persons with disabilities **in accordance with the Accessibility for Ontarians with Disabilities Act and Facility Accessibility Design Manual within the Guelph Transit system and services**

**Maintain:**

- Plan for a compact urban form by promoting mixed and transit-supportive land uses, urban intensification, a strong Downtown and urban structure of nodes and corridors as identified on Schedule 1
- Consider public transit as a high priority for transportation infrastructure planning, second only to active transportation
- Ensure the creation of a road network that permits reasonable walking distances to and from transit stops for a majority of residences, jobs and other activities in the area
- Ensure that the phasing of new development allows for the provision of transit service in the early phases of new development so that using transit is a viable option for the first occupants
- Require development proponents to plan for the provision of transit in an integrated and comprehensive manner including the location of transit routes and facilities, where appropriate
- Consider the impacts on transit when planning the locations for higher density housing, commercial and employment centres
- In addition to transit-supportive land use development, a high level of service, reliability and amenities are needed to attract riders. The City will promote greater use of transit by:
  - i) maintaining efficient transit service through improvements to travel time, reliability, overall routes and regularity of service, especially for those routes that link areas of population and employment concentrations; and ii) providing transit priority measures to lessen delays on transit vehicles caused by traffic congestion and traffic control signals, where appropriate;

## 5.6 Road Network

**Modify:**

- 5.6.5 - Where necessary, traffic calming measures shall be incorporated into the design of the street network in accordance with the City's Neighbourhood Traffic Management Policy, or successor thereto.

- Where necessary, traffic calming measures shall be incorporated into the design of the street network in accordance with the City’s Neighbourhood Traffic Management Policy and **the 2020 Community Road Safety Strategy (CRSS)**

## 5.7 Functional Hierarchy of Roads

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### Modify:

- Replace Schedule 5: Road & rails network with the updated street hierarchy in Figure 1.

### Add:

Add policies:

- **Work with MTO to replace all existing at-grade intersections on the Hanlon Expressway with interchanges, overpasses or underpasses.**
- **Commitment to prepare a Complete Streets Design Guide to review and update all rights-of-way parameters**

## 5.8 Road Design

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### Add:

- Add the Resilience Network as a schedule
- Add definition of Resilience Network
  - **A network of key arterial and collector streets that are designed to be flexible. These streets will have the space and potential for flexible operational strategies such as dedicated lanes for different mobility purposes, curbside extensions, by-pass lanes, etc. The intention of these streets is to offer network flexibility so that the City can make quick changes to improve mobility along those streets in response to factors like changing travel patterns/needs, climate change impacts, new mobility technologies, societal disruptions**
- Add policy direction to reduce climate change impacts and enhance resiliency of the transportation system
  - **The City will continue to implement urban design and development standards to reduce climate change impacts and enhance climate resiliency for public works and infrastructure including roads, bridges, stormwater systems and energy distribution systems.**

### Modify:

- 5.8.4 - The City will promote the creation of an arterial-collector grid road system in the greenfield area of the city to assist in the dispersion of traffic and to provide appropriate walking distances to transit services on the main roads.
  - The City will promote the creation of an arterial-collector grid road system in the **undeveloped areas** of the city to assist in the dispersion of traffic and to provide appropriate walking distances to transit services on the main roads.

**Maintain:**

- The City will ensure there are no negative impacts on the Natural Heritage System and cultural heritage resources are addressed in the design process for road capital projects in accordance with the provisions of this Plan.
- Have regard for and, when necessary, will require measures to mitigate any negative impacts on cultural heritage resources, especially the character of landscapes, streetscapes, tree lines, bridges, views and points of scenic interest and the prevailing pattern of settlement, when considering the construction of new roads and road improvements, including road re-alignment and road widening.
- Using strategies to control future land uses that would increase traffic unnecessarily on the arterial-collector grid and at intersections.
- Consider road designs that are innovative in terms of environmental considerations and that support pedestrians, cycling and transit.

## 5.9 Trucking and Goods Movement

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**Add:**

- Add commitment to maintain a Goods Movement plan
- Add definition for Goods Movement Priority Network
  - **The Goods Movement Priority Network is a network of primary streets that facilitate the efficient and safe movement of goods in the City, while respecting the existing Natural Heritage System policies as per section 4.1 of the Official Plan. It is designed to allow large vehicles to travel through the city efficiently while safely interacting with people who are walking or cycling on the same streets.**

**Maintain:**

- The City will coordinate with the Province, Wellington County and neighbouring municipalities on the planning and design of an efficient goods movement system that minimizes community and traffic impacts



- Truck use will be regulated through a permissive truck route system and regulations, pertaining to heavy trucks

## 5.10 Railway

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### Add:

- City will work with Metrolinx to implement Two-Way All Day GO service to Guelph and identify required road network modifications

### Modify:

- 5.10.3 - The City will support the future use of the Guelph Junction Railway for potential passenger rail service as illustrated on Schedule 5.
  - Remove reference to using GJR or studying use of GJR for passenger rail

### Maintain:

- Follow the Official Plan when there are proponents of development in proximity to a railway in specific circumstances
- Consider a site specific risk management approach to meeting safety and security requirements when development cannot achieve standard safety measures
- Facilitate the provision of rail freight service to employment areas, including the Guelph Junction Railway Company

## 5.11 Parking

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### Add:

- **The City will require infrastructure to support personal electric vehicles through the zoning bylaw.**

### Maintain:

- Specify off-street parking requirements and need to establish maximum parking requirements in the Zoning By-law
- Off-street parking areas and facilities provided through zoning and site plan requirements
- Cash-in-lieu for required parking.

## 5.12 Transportation Networks

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### Maintain:

- The Transportation Master Plan will be updated on regular intervals, generally every 5 years.

## 5.13 Road Widening and Intersection Improvements

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### Modify:

- **Table 5.1** lists rights-of-way that are planned for widening. **Table 5.2** lists intersections that are planned to be improved or widened to accommodate on-street parking. As a condition of development approval, the City may require that a portion of lands be dedicated to the City for road widening or intersection improvement without compensation. However, these tables are not intended to specify that such roads will necessarily be widened or intersections improved.

**Table 5.1: Official Plan**

Road	Ultimate ROW (OP)	Widening Specification (OP)	Revision (TMP)
Clair Road	30 m		32 m ROW from Beaver Meadow Drive to Victoria Road
Edinburgh Road	26 m	2–3 m both sides, College Avenue West to Suffolk Street West	30 m ROW, by taking 4-10 m on the east side and 0-5 m on the west side, from Willow Road to London Road
Edinburgh Road	26 m		32 m ROW by taking 5-6 m both sides, Kortright Road to Rodgers Road
Eramosa Road	30 m	2–5 m both sides, Metcalfe Street to Meyer Drive	32 m by taking 3-6 m both sides, Metcalfe to Meyer Drive
Gordon Street	26 m	1–3 m both sides College Avenue to Stone Road	32 m by taking 4-6 m both sides, College Avenue to Stone Road
Gordon Street	30 m	3–5 m both sides, Stone Road to Clair Road	32 m by taking 4-6 m both sides, Stone Road to Clair Road
Gordon Street	30 m	5 m both sides, Clair Road to Maltby Road	32 m by taking 2-5 m both sides, Clair Road to Maltby Road
Maltby Road	30 m	5 -10 m both sides, west City Limit to east City Limit	32 m by taking 5-10 m both sides, east city limit to west city limit
Paisley Road	30 m	5 m both sides, Silvercreek Pkwy to west City Limit	32 m ROW by taking 6 m both sides, Silvercreek Parkway to Elmira Road
Silvercreek Parkway	30 m	5 m both sides, Wellington Street to north City Limit	36 m ROW by taking 8 m both sides, Woodlawn Road to Willow Road

Road	Ultimate ROW (OP)	Widening Specification (OP)	Revision (TMP)
Silvercreek Parkway	30 m		32 m ROW, Paisley Street to Waterloo Avenue
Speedvale Avenue	30 m	2–5 m both sides, West City Limit to East City Limit	32 m ROW by taking 4-6 m both sides, Elmira Road to Imperial Road
Speedvale Avenue	30 m		32 m ROW by taking 3-6 m both sides, Imperial Road to Eramosa Road
Victoria Road	30 m	2–5 m both sides, Woodlawn Road East to York Road	Change the segment to "Woodlawn Road to Speedvale Avenue"
Victoria Road	30 m		32 m ROW by taking 1-2 m both sides from Speedvale Avenue to York Road
Victoria Road	26 m	3 m both sides, York Road to Eramosa River	32 m ROW by taking 6 m both sides and change the segment to "York Road to Stone Road"
Victoria Road	30 m	2–5 m both sides, Eramosa River to Stone Road East	36 m ROW, 5-8 m both sides, Stone Road to Clair Road
Woodlawn Road	30 m	2 m both sides, Hanlon Expressway to Woolwich Street	32 m ROW by taking 3 m both sides from Hanlon Expressway to Speed River Bridge
Woodlawn Road	30 m	5 m south side, Woolwich Street to Victoria Road N	Change segment to "Speed River Bridge to Victoria Road North"
Woolwich Street	24 m	Up to 2 m both sides, London Road to Speedvale Avenue	26 m ROW by taking up to 3 m both sides, London Road to Speedvale Avenue
Woolwich Street	30 m	5 m both sides, Speedvale Avenue to north City Limit	update to 32 m ROW by taking 6 m both sides, Speedvale Avenue to North City Limit

Road	Ultimate ROW (OP)	Widening Specification (OP)	Revision (TMP)
Clair Road	30 m		32 m ROW from Beaver Meadow Drive to Victoria Road
Edinburgh Road	26 m	2–3 m both sides, College Avenue West to Suffolk Street West	30 m ROW, by taking 4-10 m on the east side and 0-5 m on the west side, from Willow Road to London Road
Edinburgh Road	26 m		32 m ROW by taking 5-6 m both sides, Kortright Road to Rodgers Road
Eramosa Road	30 m	2–5 m both sides, Metcalfe Street to Meyer Drive	32 m by taking 3-6 m both sides, Metcalfe to Meyer Drive

**Table 5.2: Intersection Improvements (V1)**

<b>Road</b>	<b>Intersection Improvement (Existing OP)</b>	<b>Intersection Improvement (Recommended in TMP)</b>
Alma Street	Paisley	
Arkell Road	Gordon Street Victoria Road	Colonial Drive
Campbell Road		Silvercreek Parkway North
Clair Road	Laird Road Victoria Road	Gordon Street Farley Drive Poppy Drive Beaver Meadows Drive
College Avenue	Edinburgh Road Gordon Street Victoria Road	Scottsdale Drive
Dawson Road	Speedvale Avenue West Woodlawn Road	
Delhi Street	Speedvale Avenue East	
Downey Road	Laird Road Forestell Road	
Dunlop Drive	Watson Parkway	
Eastview Road	Watson Parkway Victoria Road	
Edinburgh Road	College Avenue Gordon Street London Street Suffolk Street Willow Road Water Street Waterloo Avenue Woodlawn Road	Kortright Road West Stone Road West
Elizabeth Street	Stevenson Street Victoria Road York Road	Macdonell

<b>Road</b>	<b>Intersection Improvement (Existing OP)</b>	<b>Intersection Improvement (Recommended in TMP)</b>
Elmira Road North		Speedvale Avenue West Willow Road
Elmira Road South		Paisley Road
Eramosa Road		Arthur Street Delhi Street Stevenson Street Victoria Road
Forestell Road	Downey Road	
Grange Road	Victoria Road Watson Parkway	Starwood Drive
Grange Street		Victoria Road
Gordon Street	Arkell Road Edinburgh Road Wellington Street Maltby Road College Avenue	Clairfields Drive Clair Road Kortright Road West Lowes Road Poppy Drive
Imperial Road North		Massey Road Paisley Road Speedvale Avenue West Westmount Road Willow Road Woodlawn Road West
Kathleen Street	Speedvale Ave W	
Kortright Road West		Scottsdale Drive Edinburgh Road
Laird Road	Clair Road Downey Road	
London Road	Edinburgh Road Woolwich Street	
Massey Road		Imperial

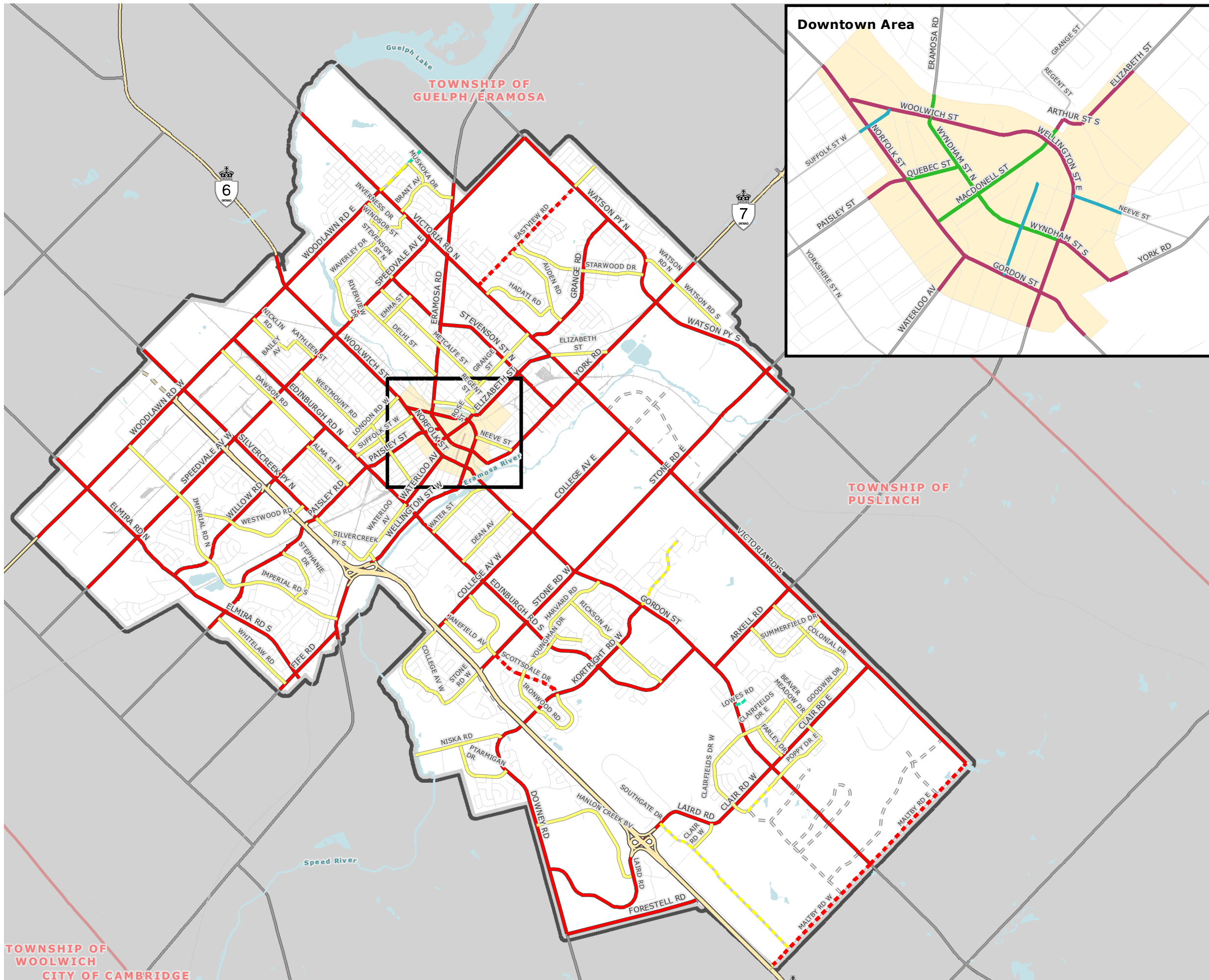
<b>Road</b>	<b>Intersection Improvement (Existing OP)</b>	<b>Intersection Improvement (Recommended in TMP)</b>
Maltby Road	Gordon Street Southgate Drive Victoria Road	
Metcalfe Street	Eramosa Road	
Meyer Drive	Eramosa Road	
Nicklin Road	Woodlawn Road	
Niska Road	Pioneer Trail	
Paisley Road	Silvercreek Parkway	Imperial Road North Stephanie Drive Whitelaw Road
Pioneer Trail	Niska Road	
Poppy Drive		Clair Road
Regal Road	Woodlawn Road	
Scottsdale Drive		Kortright Road West
Southgate Drive	Maltby Road	
Silvercreek Parkway	Paisley Willow Road Speedvale Ave W Woodlawn Road	Campbell Road
Speedvale Avenue	Dawson Road Delhi Street Kathleen Street Silvercreek Parkway Woolwich Street Watson Parkway	Elmira Road North Edinburgh Road Imperial Road North Metcalfe Street Royal Road Stevenson Street Westmount Road Victoria Road
Starwood Drive	Watson Parkway	



The following table provides the roads that are in the existing OP Table 5.2 and are not to be included the 2021 list.

Road	Intersection Improvement (Existing OP)	Intersection Improvement (Recommended in TMP)
Arthur Street	Elizabeth Street	
Elizabeth Street	Arthur Street	
Eramosa Road	Metcalf Street Meyer Drive	
Gordon Street	James Street	
James Street	Gordon Street	
Paisley Road	Alma Street Yorkshire Street	

**Figure 1: Recommended street hierarchy**



**Figure 2**  
Updated Hierarchy - Principle Classifications

- Expressway / Highway
- Arterial
- Recommended Change to Arterial
- Collector
- Recommended Change to Collector
- Recommended Change to Local
- Local; Private Roads

**Downtown Road Classification**

- Primary Street
- Downtown Main Street
- Secondary Street
- Downtown Area

**BASE DATA**

- Municipal Boundaries
- Expressway / Highway
- Arterial Road
- Approved Highway
- Approved Arterial Road
- Approved Collector Road
- Approved Local Road
- Railway
- Waterbody



MAP DRAWING INFORMATION:  
DATA PROVIDED BY CITY OF GUELPH 2019, MNR 2019

MAP CREATED BY: LK/GAM  
MAP CHECKED BY: SD  
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 188919  
STATUS: DRAFT  
DATE: 2021-06-21