

Dear Mayor Guthrie & Councillors,

I am writing to ask you to press pause at the Special Council Meeting on Monday, May 16th and refer the Clair-Maltby Secondary Plan final report back to staff.

Please direct staff to propose a transportation infrastructure that is truly “Environment First”; a framework for achieving a carbon neutral Clair-Maltby by 2050, and a revised fiscal assessment that reflects the inflationary costs in current construction and development projects.

I understand that the Clair-Maltby Secondary Plan has been developed without the City of Guelph creating a climate change prioritization framework. This could result in greenfield developments in Clair-Maltby being prioritized over other intensification priorities in the current built up area of the City of Guelph. The City of Guelph planning priorities and the Clair-Maltby plan must include a framework that prioritizes approval of new developments based on their ability to contribute to the goal of achieving carbon neutrality in the City of Guelph.

The northern section of Street A where it crosses important core natural areas should be converted to an Active Transportation Corridor, not an automotive corridor.

The infrastructure for Clair-Maltby cost estimate in early 2021 does not include the inflationary costs in current construction projects. Given the current 30%-50% increase in construction and development costs – should City staff confirm the true cost of developing Clair-Maltby? Will Clair-Maltby cost really cost \$560M or more likely \$728M at 30 percent more?

This is a once-in-a-generation decision. It is important to have all the information and take the time to get this right.

Yours truly,

Stefanie DeSousa

Backgrounder:

#### 1) Transportation Concerns in Clair-Maltby

The City of Guelph’s Official Plan has an “Environment First” approach and one of the cornerstone policies is the prohibition of any new roadway crossing in any part of the Natural Heritage System unless the road crossing is considered “essential”. Road “A” in Clair-Maltby which is being proposed West and parallel to Gordon Street will cross a number of significant core natural areas and does not meet the City’s own traffic calming policy. City staff have stated that relieving through traffic on Gordon Street by providing an alternative through traffic route on Street “A” is preferable to further widening Gordon Street. This rationale demonstrates that Street “A” is neither essential nor are staff using an “Environment First” lens on transportation planning.

#### 2) Fiscal Impact Assessment

According to a recent Guelph Mercury article, <https://www.guelphmercury.com/news-story/10620669-report-guelph-will-need-to-take-on-millions-in-debt-to-build-out-clair-maltby/>

The total cost of Clair-Maltby infrastructure is reported as \$560 million with current residents

contributing between \$112M and \$140M because Development Charges (DCs) only cover 75% to 80% of infrastructure costs. In other words - Clair-Maltby will cost City of Guelph residents a lot in upfront costs. But there's a further catch –the upfront costs do not include the annual replacement/lifecycle costs of \$7.49 million annually. And it worse – the infrastructure for Clair-Maltby was costed in early 2021 before we saw significant inflationary costs in current construction projects. Given the 50% increase in estimated costs for the new South End Recreation Centre, can our elected official really be confident on the true costs of developing Clair-Maltby?

Here is a link to the Fiscal Impact Assessment for Clair-Maltby: <https://guelph.ca/wp-content/uploads/CMSP-Fiscal-Impact-Analysis.pdf>

### 3) Carbon Neutrality

In order to achieve carbon neutrality by 2050 – developments in Clair-Maltby will need higher density developments that provide convenient public transport and active transportation connections between one's residence, location of employment and required service locations. Currently the City of Guelph's development planning priorities (which development goes next) are based on access to infrastructure, timing and whether or not they meet the City (and Province's) intensification goals – not if they contribute to the City of Guelph's aspirational target of carbon neutrality by 2050. Currently, there are no targets or stricter requirements for developers to help the City of Guelph achieve carbon neutrality by 2050:

<https://guelph.ca/living/environment/energy/#guelphs-plan-to-become-a-net-zero-carbon-community-by-2050>