

MEETING MINUTES



MEETING **Heritage Guelph**

DATE April 12, 2010

LOCATION City Hall Committee Room 'B'
TIME 12:00 Noon

PRESENT Paul Ross (Chair), Mary Tivy, Susan Ratcliffe, Norm Harrison, Betty-Lou Clark, Doug Haines, Martin Bosch, Christopher Campbell, Lorraine Pagnan, Leanne Piper, Lesley Hayward, Lori Gaiardo, Stephen Robinson (Senior Heritage Planner)

In attendance for the portion of the meeting dealing with the Item 7.1 - 72 Farquhar Street were: Jim Riddell (Director Community Design and Development Services); Rick Henry (City Engineer); Rajan Philips (Manager of Transportation and Development Engineering); Andrew Janes (Project Engineer Supervisor); Greg Ashbee (Manager, Infrastructure Expansion Planning, Metrolinx - GO Transit); Brian Matthews (Realty Services Officer, Metrolinx - GO Transit); Julie Kingdom (Project Coordinator, Metrolinx - GO Transit); Richard Pucchini (Dillon Consulting)

Also in attendance for the portion of the meeting dealing with Item 7.2 James Street West were Ella Pauls (owner) and Trent Bauman of Menno S. Martin Contractor Ltd.

Doug Hallett (Guelph Tribune); Audrey Jamal (Executive Director of Downtown Guelph Business Association); Lorenz Calgano, (Board Member of Downtown Guelph Business Association)

REGRETS Joel Bartlett

DISCUSSION ITEMS

ITEM #	DESCRIPTION
1	Welcome and Introduction Paul Ross welcomed all those in attendance and had each person identify themselves.
2	<u>Approval of Agenda:</u> Moved by Doug Haines and seconded by Lorraine Pagnan, "THAT the Agenda for the April 12, 2010 meeting of Heritage Guelph be adopted with Item 7.2 be dealt with first and Item 7.1 following." CARRIED

3	<p><u>Declaration of Pecuniary Interest:</u> None</p>
4 5	<p><u>Approval of Meeting Minutes from the March 22, 2010 and March 31, 2010 meetings</u></p> <p>Paul Ross suggested that, in the interests of time, that the Heritage Guelph Meeting Minutes from the March 22, 2010 and March 31, 2010 meetings be deferred to the next meeting of Heritage Guelph. No objection was raised by Committee members.</p>
6	<p>Matters Arising from the March 22, 2010 and March 31, 2010 meetings of Heritage Guelph</p> <p>None to report</p>

7	<p>Business Items</p> <p>7.2 A-23/10 44 James Street West</p> <p>Ella Pauls (owner) and Trent Bauman of Menno S. Martin Contractor Ltd were introduced to the Committee. Stephen Robinson briefly described the comments made by Heritage Planning to the Committee of Adjustment for the proposed Minor Variance.</p> <p style="padding-left: 40px;">Moved by Leanne Piper and seconded by Doug Haines,</p> <p style="padding-left: 40px;">THAT, Heritage Guelph has no concern or objection, in principle, to Minor Variance Application A-23/10 that would permit an addition and off-street parking space (in garage) at 44 James Street West constructed in line with the existing building walls, 0.26 metres from the Martin Avenue property line; and,</p> <p style="padding-left: 40px;">That Heritage Guelph encourages the applicant to continue to work with Heritage Planning staff to revise the addition/alteration design so that its massing and details are more in keeping with the heritage character of the subject property; and,</p> <p style="padding-left: 40px;">That, once Heritage Planning is satisfied with the design revision, that Heritage Planning staff provide an update report to Heritage Guelph.</p> <p style="text-align: right;">CARRIED</p> <p>7.1 72 Farquhar Street</p> <p>Paul Ross welcomed representatives of Metrolinx-Go Transit to the meeting.</p> <p>Mr. Rajan Philips began the discussion with an overview of the background to the Guelph downtown Major Transit Station Area design concepts for the redevelopment of the north and south sides of the railway tracks at the current VIA Rail Station and Greyhound Bus Station.</p>
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Rajan described the current project completion deadline of March 31, 2011 required to fulfill current agreements for Federal and Provincial Infrastructure Stimulus Funding. The stakeholders involved in the downtown Transit Terminal project were described as the City, Guelph Transit, VIA Rail, Greyhound Canada, Metrolinx-Go Transit, CNR and Rail America. It was explained that at the time Council had approved the concept plan for the Carden Street bus platform in 2005 and in 2007, the need for south side access and increased train services through Guelph was not anticipated. It was not until the Environmental Assessment, undertaken by the Province for extending GO train service west of Georgetown to Guelph and Kitchener, was completed in 2009 and approved by the Ministry of the Environment in 2010 that the need for a south side platform and its required facilities was identified. Metrolinx-GO Transit and VIA Rail are now planning to increase train service and vehicular access to the major transit station area. The works currently proceeding on the north side are contingent on the south side access facility being completed in the future. Metrolinx-GO are now prepared to purchase the subject property at 72 Farquhar Street and include the construction of the new tunnel connecting the existing north platform with the future south platform and a Kiss-and-Ride parking facility as part of the City's contracts for the north side construction works. Metrolinx-GO and VIA would like to have certainty that the south side works can proceed on the subject property in the future before committing to purchase the property in advance or agreeing to the works on the north side to go ahead as currently planned.

Rajan Philips described Metrolinx-GO's intention to construct a 30-40 car Kiss-and-Ride facility on the subject property with as many pick-up/drop-off lanes for commuters as possible. Also required within the same area is space for VIA Rail passenger and baggage loading. Rajan explained the fact that Farquhar Street and Neeve Street do not actually meet at the northeast corner of the Walker Building (111 Farquhar Street). This area is actually land owned by CN. As no proper 20 metre right-of-way exists in this portion of either street and as parking obligations have been established in the immediate area, a through route for access to the Farquhar Street property has not been considered.

At this point in the meeting, Mr. Richard Puccini, of Dillon Consulting Ltd., described the current concept requirements for access and parking of buses and cars on the north platform area as very tight. Mr. Puccini emphasized that Metrolinx-GO Transit and VIA Rail need enough Kiss-and-Ride vehicle lanes and bus parking spots for the next 25 years of service. Mr. Puccini stated that from a transportation design perspective, not having a functional Kiss-and-Ride facility within this area of the proposed main transportation terminal is a "non-starter".

Mr. Greg Ashbee, Manager, Infrastructure Expansion Planning, Metrolinx - GO Transit, came before the Committee to express that is critical, both for Metrolinx-GO Transit and VIA Rail, to secure the subject property for the purposes of creating sufficient Kiss-and-Ride access for its ridership. Mr. Ashbee displayed a plan view of the Mount Pleasant GO Station Kiss-and-Ride lane configuration superimposed over the Farquhar Street property and stated that if Metrolinx-GO Transit is not confident that they would have the ability to create this same configuration at the Guelph transportation terminal on the Farquhar Street property, they would not purchase the subject property. Mr. Ashbee stated that due to the small size of the Farquhar Street property, in order to provide enough space for the train access area, it would be physically impossible to retain any buildings on the subject property other than the Drill Hall building. Mr. Ashbee confirmed that Metrolinx-GO Transit has committed to conserving the Drill Hall building in situ on the subject property.

A question was raised as to the location chosen for the re-location of the historic locomotive. This location was confirmed on the plan view presented as being on the south side of the tracks, just east of the Farquhar Street property.

Betty Lou Clark asked if Metrolinx-GO Transit had considered locating the Kiss-and-Ride area in the Neeve Street parking lot. Mr. Ashbee responded that the preferred location for the Kiss-and-Ride is as close to the train station as possible. The Neeve Street lot is seen as too far away especially for VIA Rail passengers with baggage. Mr. Puccini added that in his observations of train terminals that locate parking far from the station, people generally park as close as they can often using inappropriate street areas.

Lorraine Pagnan asked if the term Kiss-and-Ride could be defined by the Metrolinx-GO Transit representatives. Mr. Ashbee explained the term as an area for commuters where cars dropping off leave immediately and when picking up, normally wait in lanes no more than 30 minutes in the case of a train arrival delay. Portions of the same area would also be used for pick up and drop off of VIA train passengers and their baggage.

At this point in the meeting Jim Riddell commented that the “easy answer” may be interpreted as letting the commuter train station locate in the suburbs as it has in so many GTA municipalities. Jim stated that while the proposed solution is not perfect, Metrolinx-GO Transit and their consultants feel that the proposed plan will work for Guelph major Transit Station area. Mr. Puccini added that if the City of Guelph is serious about the Transit Terminal being located in the downtown this plan will work. Mr. Ashbee added that GO Transit statistics indicate that 70% of ridership arrive to the train using modes of transportation other than cars. Rajan Philips added that if the Metrolinx-GO Transit facility was located outside of the downtown there would be no integration of intermodal transit services.

Norm Harrison offered a suggestion that the preservation of the trackside façade wall of the original Cotton Mill building on the Farquhar Street property could be supported by a structure that serves to shelter the Kiss-and-Ride area. Mr. Ashbee responded in saying that the Cotton Mill building blocks what Metrolinx-GO Transit needs to do on the site and that it has already been established in the City staff report that it would be extremely expensive to retain this architectural feature. Metrolinx-GO Transit is not interested to financially overextend themselves to retain a feature that would negate the feasibility of the required Kiss-and-Ride facility.

Mr. Puccini commented that it is his understanding that answer is no from Metrolinx-GO Transit as to the retention of any structure on the subject property other than the Drill Hall building. The retention of the Drill Hall has already been offered as a compromise in these discussions. He reiterated that Metrolinx-GO Transit is already providing one new and one improved tunnel between the north and south platforms, they are paying for the re-location of the historic locomotive to the south side of the tracks, and they are also committing to the retention and rehabilitation of the Drill Hall building. Mr. Puccini stated that going one more step of also retaining the Cotton Mill building would only serve to break the transportation function of this portion of the Transit Terminal plan.

Lesley Hayward questioned whether the Neeve Street parking lot could be used in the scheme

for Kiss-and-Ride and parking. Andrew Janes responded that the City already leases the Neeve Street parking lot to the Cooperators. Mary Tivy asked where train riders that were not using Kiss-and-Ride would park. Rick Henry responded that in the downtown area, train ridership will have to pay for parking in municipal parking facilities.

Leanne Piper asked how the impact of this proposal to adjacent heritage properties on Farquhar Street would be dealt with. Jim Riddell responded that the Downtown Secondary Plan would be a forum for discussion of these issues.

Concern was expressed by the Committee that the proposed landscaping needs to provide enough greenspace and plantings to counter the amount of concrete and asphalt proposed. Bicycle racks were also seen as a requirement within the plan.

Leanne Piper asked of Metrolinx-GO Transit had given consideration to the use of the former Wood's property on Arthur Street South or connecting with the Guelph Junction Railway. Mr. Ashbee responded that they had considered these and found that the Farquhar Street location was preferred.

Paul Ross asked what exactly was Heritage Guelph being asked to provide in this situation. The question to Heritage Guelph was clarified by Jim Riddell that through the City staff report, the proponent is asking that Heritage Guelph recommend to Council that all buildings on the subject property (other than the Drill Hall) be removed from the *Municipal Register of Cultural Heritage Properties*. Paul also asked if Metrolinx-GO Transit or the City if they had explored potential partnerships or alternative solutions to help finance integrated heritage building/Kiss-and-Ride options? Metrolinx-GO Transit responded by reiterating that they do not feel that there is sufficient room or practicality in pursuing such options.

At this point in the meeting, Paul Ross drew the discussion to a close and asked if any Committee member was prepared to make a motion on the item.

Moved by Martin Bosch and seconded by Doug Haines,

“WHEREAS the property at 72 Farquhar Street is included in the City of Guelph’s *Municipal Register of Cultural Heritage Properties*, according to Section 27 of the Ontario Heritage Act; and

WHEREAS Heritage Guelph supports the retention of the Drill Hall building on the property at 72 Farquhar Street with the intention to proceed toward a recommendation that the building be designated under Part IV of the *Ontario Heritage Act*; and

WHEREAS Heritage Guelph fully supports City Council’s plans to establish a new, fully integrated transit hub on Carden Street, including a Kiss-and-Ride facility on the south side of the railway tracks at Farquhar Street; and

THAT, therefore, Heritage Guelph is prepared to advise that if City Council feels that the removal of sections 2, 3, 4 and 5 of the building complex at 72 Farquhar Street from the *Municipal Register of Cultural Heritage Properties* is necessary to achieve its plans for a fully integrated transit hub, Heritage Guelph would not object to an application to

	<p>demolish these sections of the building complex.”</p> <p style="text-align: right;">DEFEATED</p> <p>Discussion continued resulting in a second Motion being presented.</p> <p>Moved by Lesley Hayward and seconded by Susan Ratcliffe,</p> <p>“WHEREAS the property at 72 Farquhar Street is included in the City of Guelph’s <i>Municipal Register of Cultural Heritage Properties</i>, according to Section 27 of the Ontario Heritage Act; and</p> <p>WHEREAS the current building complex on the property at 72 Farquhar Street has been described in the Heritage Impact Assessment (dated 22 March 2010) as section 1 (Drill Hall), section 3 (original 6-bay by 3-bay Cotton Mill building), sections 2, 4 and 5 (additions to the Cotton Mill building); and</p> <p>WHEREAS Heritage Guelph supports the retention of the Drill Hall building on the property at 72 Farquhar Street with the intention to proceed toward a recommendation that the building be designated under Part IV of the <i>Ontario Heritage Act</i>; and</p> <p>WHEREAS Heritage Guelph does not object to the removal of sections 2, 4 and 5 of the Cotton Mill building at 72 Farquhar Street from the <i>Municipal Register of Cultural Heritage Properties</i> to achieve its plans for a fully integrated transit hub; and</p> <p>THAT Heritage Guelph supports the retention of section 3 (the original 6-bay by 3-bay Cotton Mill building) of the building complex at 72 Farquhar Street on the <i>Municipal Register of Cultural Heritage Properties</i>.”</p> <p style="text-align: right;">CARRIED</p>
<p>8</p>	<p>Information Items and Handouts</p> <p>Item 8.1 A-22/10 16 Tipperary Place At their meeting of 12 April 2010, Heritage Guelph confirmed that they have no concerns or objection to Variance Application A-22/10 for 16 Tipperary Place. Heritage Guelph also concurs with comments and recommendations made by Heritage Planning to the Committee of Adjustment regarding the subject application.</p> <p>Item 8.2 A-18/10 137 Norfolk Street At their meeting of 12 April 2010, Heritage Guelph confirmed that they have no concerns or objection to Variance Application A-18/10 for 137 Norfolk Street. Heritage Guelph also concurs with comments and recommendations made by Heritage Planning to the Committee of Adjustment regarding the subject application.</p>

	<p>Item 8.3 CHO / ACO Annual Conference</p> <p>Paul Ross commented that the CHO/ACO Annual Conference to be held in Chatham-Kent on the weekend of June 11, is an event that Committee members should consider attending. Information is to be found on the ACO or CHO websites.</p> <p>Item 8.4 Re-appointment Heritage Guelph Committee Members</p> <p>Paul Ross informed the Committee that he has asked Stephen Robinson to look into and report back at the May Heritage Guelph meeting on the process required by the City Clerks Department for the re-appointment Heritage Guelph Committee Members during the re-election period in the Fall 2010. It is Paul's understanding that standing committees of Council are to be re-appointed when a new Council is elected.</p>
9	<p>Next Meeting Monday, May 10, 2010 in City Hall Meeting Room B</p>
10	<p>Other matters introduced by the Chair or Heritage Guelph Members</p>
	<p>None to report</p>