

## Committee of Adjustment

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**From:** Mark Kennedy [REDACTED]  
**Sent:** Thursday, February 11, 2021 10:13 AM  
**To:** Committee of Adjustment; Bob Bell; Dan Gibson; Jackie Riddell; Peter Glaab; Hindy Kennedy  
**Subject:** My concerns with traffic study attached to variance request 18-20 Grove Street

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To City of Guelph Committee of Adjustment and those concerned,

I just wanted to have my thoughts on the oversights and inaccuracies present in the Traffic Study submitted along with the variance request for 18-20 Grove Street

This report fails to mention that the parking spots along the north side of Grove Street are occupied more than 90 % of the time. Grove Street's proximity to downtown Guelph (and the unpopularity of the parking costs downtown) contributes to it's every day of the year popularity. In non Lockdown times when people are travelling to downtown jobs, it is a daily occurrence to see multiple people parking on Grove Street and then walking downtown. There are many residents of Grove Street who take advantage of street parking for their extra vehicles or their visitors.

The critical importance of this popular parking side of the street is that it essentially makes this section of Grove Street a two way, one lane street. Two cars cannot pass one another when the parking spots are occupied. The usual practice is to have westbound traffic pull to a gap in the parking to allow eastbound traffic to proceed. (If all spots are occupied, there is always space at the fire hydrant or the base of the concrete steps to Hillside Park). The critical fact to traffic on Grove Street is that oncoming traffic is not visible until a late moment and no warning is given to those new to the street. Driving westward the lack of visibility is at first due to the jog in the road at the intersection of Metcalfe northbound and the 100 steps. Then it is due to the sloping grade of Grove Street as it descends to Regent Street.

For those driving eastward up the Grove Street hill, the grade is steep enough that you are blind to oncoming traffic. When we turn right into our driveway at [REDACTED] Grove we are taking a risk due to this steep grade obscuring eastbound traffic. In any inclement weather , if travelling eastbound, we will drive up Regent and block around Grange and Metcalfe to approach our driveway from the east, so we can be westbound on Grove Street. The area of Grove Street in front of our house is across from the west end of street parking, so it becomes the spot where eastbound motorists stop to allow westbound cars to exit the one lane area. On higher traffic days, there can be a number of cars backed up in front of our home and the neighbours to the east.


The proposed new driveway for the existing property Grove street is proposed so that it connects with Grove Street at a point where it would be blind to traffic travelling both eastbound and westbound. It is also unclear at what grade this new driveway will be designed for. Without careful reconsideration and safe design, it is very clear that in inclement conditions a car coming out this new driveway would compound the danger potential by lacking control. Sliding out this driveway into a double blindspot street would be a risk too great to accept for motorists, pedestrians, neighbours and the city of Guelph.

I have presented my concerns about the present driveway in terms of it preventing access to Hillside Park. Yet in traffic terms the present driveway does allow visibility of eastbound traffic and the alignment of north side Grove Street parking does end some metres to the east allows for some visibility. It seems that the proposed two new driveways both raise visibility and safety concerns.

I also wish to question the traffic estimate in the Traffic Study. It strongly underestimates the amount of entrances and exits a 5 car parking lot and a new 2 car home would create. The traffic study writers also seem to have words missing from their vocabulary. I take the opportunity to increase vehicle awareness and comprehension by adding some vocabulary words. Uber, Uber Eats, Skip the dishes, Amazon, online shopping deliveries, taxis, car pooling, pizza, family gatherings, having friends over, garden parties, UPS, FedEx.

In summary, it is my opinion that the submitted traffic study does not reflect Grove Street reality. I have shared my initial thoughts, only having read the study yesterday. I look forward to the public hearing format so that further insights may be shared.

Mark Kennedy

 Grove Street

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"I think that may be the highest purpose of any work of art, to inspire someone else to save themselves through art.  
Creating creates creators."

- Jeff Tweedy