

ATTENTION - GUELPH CITY CLERK

STEPHEN O'BRIEN

THIS IS THE WRITTEN COMMENTS  
SUBMITTED BY RICHARD GAZZOLA  
ON THE 520 SPEEDWALK AVE E  
STICKED TOWN HOUSE PROPOSAL  
FOR CITY COUNCILLORS AGENDA  
BEING HEARD ON DECEMBER, 13, 2021

I THANK YOU FOR PASSING ON THE  
WRITTEN COMMENTS ACCORDINGLY

*Richard Gazzola*

RICHARD GAZZOLA

[REDACTED] SPEEDWALK AVE E

GUELPH ONT N1E 1P1

[REDACTED]

[REDACTED]

WRITTEN COMMENTS BY

RICHARD GAZZOLA

[REDACTED] SPEEDVALE AVE E.

GUELPH [REDACTED]

ON

520 SPEEDVALE AVE E

DEVELOPMENT PROPOSAL AGENDA

*RGazzola*

*December 2, 2021*

## GENERAL COMMENTS

RE-520 SPEEDVALE AVE E

- DEVELOPMENT PROPOSAL

- DECEMBER, 10, 2021 AGENDA

I WILL BE REQUESTING THAT  
AS GUELPH CITY COUNCILLORS, THAT  
YOU NOT SUPPORT THE DEVELOPERS  
PROPOSAL FOR AN AMENDMENT TO  
THE GUELPH OFFICIAL PLAN AND  
TO THE GUELPH BY-LAW TO CONSTRUCT  
52 STACKED 3 STOREY TOWNHOUSES  
ON THE FORMER CHURCH PROPERTY  
REFERRED TO AS 520 SPEEDVALE AVE E.

THE SURROUNDING RESIDENTIAL COMMUNITY  
ACKNOWLEDGES THAT THERE WILL BE A  
DEVELOPMENT ON THE VACANT LAND, BUT  
WISHES TO HAVE A PROPOSAL THAT IS  
CONCLUSIVE TO THE SURROUNDING COMMUNITY  
AND 52 STACKED, 3 STOREY TOWNHOUSES  
IS NOT AN APPROPRIATE FIT.

THIS PARCEL OF LAND IS NOT DESIGNATED  
FOR HIGH DENSITY.

IT HAS AN OFFICIAL PLAN USE OF "LOW  
DENSITY RESIDENTIAL" AND UNDER THE CURRENT  
DESIGNATION WOULD EQUATE TO DWELLING UNITS  
OF A RANGE OF 12-28 UNITS, NOT 52.

THE DEVELOPER HAS REQUESTED  
TO ADD A NEW SITE SPECIFIC POLICY TO THE  
PLAN TO PERMIT INCREASED DENSITY WHILE  
REMAINING THE LOW RESIDENTIAL DENSITY  
BUT PLANNING HAD RAISED CONCERNS ABOUT  
SITE SPECIFIC ZONING AND NONE TO DATE  
HAVE BEEN GRANTED

THE RESIDENTIAL COMMUNITY SURROUNDING  
THIS PROPERTY WANTS THE DEVELOPER TO  
SUBMIT FURTHER OPTIONS TO SCALE THE  
PROPOSAL TO THE LOW DENSITY RESIDENTIAL  
REQUIREMENT OF IN THE RANGE ALLOWED

THE PROPOSED DEVELOPMENT IS MASSIVE,  
A HIGH ELEVATION DUE TO THE LAND ELEVATIONS  
NOT CONSIDERING TO THE EXISTING NEIGHBOURHOOD  
WILL CREATE SERIOUS TRAFFIC PROBLEMS ON  
SPEEDWALK AVE BETWEEN VICTORIA AND  
ERASMUS ROAD, PARKING ON ADJACENT STREETS,  
WITHOUT A RECENT TRAFFIC STUDY

THE RENDERING SHOWS THE MASSIVE SCALE  
OF THE DEVELOPMENT, CAUSING A GREAT  
NUMBER OF TREES (MATURE) TO BE FELLED.

ATTACHED WILL BE CONCERNS LISTED ON  
VARIOUS EMAILS SUBMITTED TO INTERESTED  
INDIVIDUALS FOR YOU TO PERUSE.

THERE HAS BEEN COMMUNICATION WITH  
WARD 2 COUNCILLORS AND MR. WHITMON  
OF PLANNING WHO HAS BEEN CAREFULLY  
ANSWERING QUESTIONS WHEN ASKED.

IT SHOULD BE ADDED THAT NO SIDE SPECIFIC  
ZONING REGULATIONS/REQUESTS HAVE BEEN  
GRANTED OR APPROVED AS OF YET, AND THE  
DECISION IS UP TO CITY COUNCIL TO DECIDE  
AS DONE BY THE PLANNING DEPARTMENT,  
ALONG WITH OTHER CONCERNS OF TRAFFIC,  
NOISE, STORMWATER, SHADOWS, ETC.

THE ATTACHMENTS MAY APPEAR TO BE REPETITIOUS BUT  
GIVE CONSIDERATION THAT ONLY A PROPOSAL IS CONSTRUCTED  
THE REVISION BECOMES A PERMANY.

THE ATTACHMENTS ARE AS EXHIBITS  
WITH COMMENTS.

## COMMENTS ON EXHIBITS

### EXHIBIT 1

### RENDERING OF PROPOSAL (520 SPEEDVALE)

THE RENDERING SHOWS THE MASSIVE SIZE OF THE PROPOSED 52 UNIT STACKED TOWNHOUSES THAT CAN BE UP TO 60-68 FEET OF HEIGHT, INCLUDING THE 11 METRE BUILDING, THE GROUND ELEVATION AND ROOF HEIGHT, ABOVE THE SIDEWALK LEVEL AND FRONTING ON SPEEDVALE AVE. ALSO SHOWING THE FRONTAL OVERHANG OF THE SECOND AND THIRD STOREY PROJECTION. THERE IS VIRTUALLY NO VISIBLE GREEN SPACE. A REDUCTION OF THE NUMBER OF UNITS IF REDUCED TO 15-20 UNITS AS PER THE LOW DENSITY RESIDENTIAL DESIGNATION WOULD BE BETTER FITTING FOR THE EXISTING RESIDENTIAL COMMUNITY.

THIS LAND IS NOT DESIGNATED FOR DENSIFICATION.

### EXHIBIT 2

### CONCEPT PLAN FOR 520 SPEEDVALE AVE C

THIS PLAN SHOWS THAT THE SITE IS CONSUMED BY THE BUILDINGS, PARKING AND DRIVE FOOT PRINT WITH NOT MUCH OF GREEN AMENITY AREA.

EXHIBIT

3

GROSS INTRUSION ON COLOSSAL SET  
OF BUILDING AT EXTREME HEIGHT,  
SINGLE OR TWO STOREY BUILDING  
WOULD BE BETTER SITED IN A EXISTING  
RESIDENTIAL COMMUNITY AND WITH  
APPROPRIATE SET-BACKS

PARKING SPACES AND SALEABILITY IS A  
PROBLEM FOR RESIDENTS, COULD LEAVE  
PARKING ON ADJACENT STREETS

HIGH DENSITY WILL CREATE ADDITIONAL  
TRAFFIC CONGESTION ON SPEEDVALE AVE  
BUILDING SHADOWS.

EXHIBIT

4

CRITIQUE TO DEVELOPERS PROPOSAL  
BEST TO DEVELOP TO EXISTING LAND  
DESIGNATION A LOW RESIDENTIAL DESIGNATION  
AND CREATE A RESIDENTIAL ATMOSPHERE  
TO UNITS FRONTING ON SPEEDVALE AVE

EXHIBIT

5

THERE ARE OTHER OPTIONS FOR THE DEVELOPER  
TO FIT ON THE PLAN, SUCH AS MAXIMUM 2  
STOREY SINGLE UNITS THAT WOULD ATTRACT  
FAMILIES WITH CHILDRE AS DESCRIBED  
WITHIN LOW RESIDENTIAL LAND DESIGNATION

EXHIBIT 6i

TRAFFIC CONGESTION AND INABILITY TO  
BACK OUT OF SPEEDWAY AUG PROPERTIES  
WITHOUT POTENTIAL ACCIDENT DUE TO  
HIGH SPEED AND INCREASED TRAFFIC FLOW  
GOING NORTH-EAST ON SPEEDWAY

EXHIBIT 6ii

TRAFFIC STUDY IS REQUIRED FOR  
TRAFFIC ON SPEEDWAY AUG E. BETWEEN  
VICTORIA RD AND ERASMUS RD, TO BE  
DONE ON SITE, NOT FROM CHARTS OR  
VIRTUAL, BUT FROM REAL TRAFFIC ON SITE.  
EXISTING COLLECTED DATA IN 2019 IS  
NOT APPLICABLE TODAY  
TRAFFIC CALMING IS A NON ISSUE IN  
THIS PRESENT PROBLEM, AND WORKING  
AT HOME IS NOT APPROPRIATE FOR WORKERS  
WORKING IN A FACTORY WITH MACHINERY

EXHIBIT 7

CORRESPONDENCE FROM PLANNER  
MR. WITMER RE TRAFFIC ENGINEER.  
PRESENT ON SITE TRAFFIC VOLUMES IS  
REQUIRED, NOT 2019 INFORMATION AS  
TRAFFIC HAS INCREASED.

## EXHIBIT INDEX

- |      |   |
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| 3    | GROSS INTRUSION, COLLOSSAL BUILDING UNITS<br>(PARKING, DENSITY, TRAFFIC |
| 4    | CRITIQUE - DENSITY DESIGNATION  |
| 5    | OTHER OPTIONS   |
| 6 i  | TRAFFIC CONGESTION  |
| 6 ii | TRAFFIC STUDY REQUIRED  |
| 7.   | PLANNOR INC ON TRAFFIC ENGINEERS  |

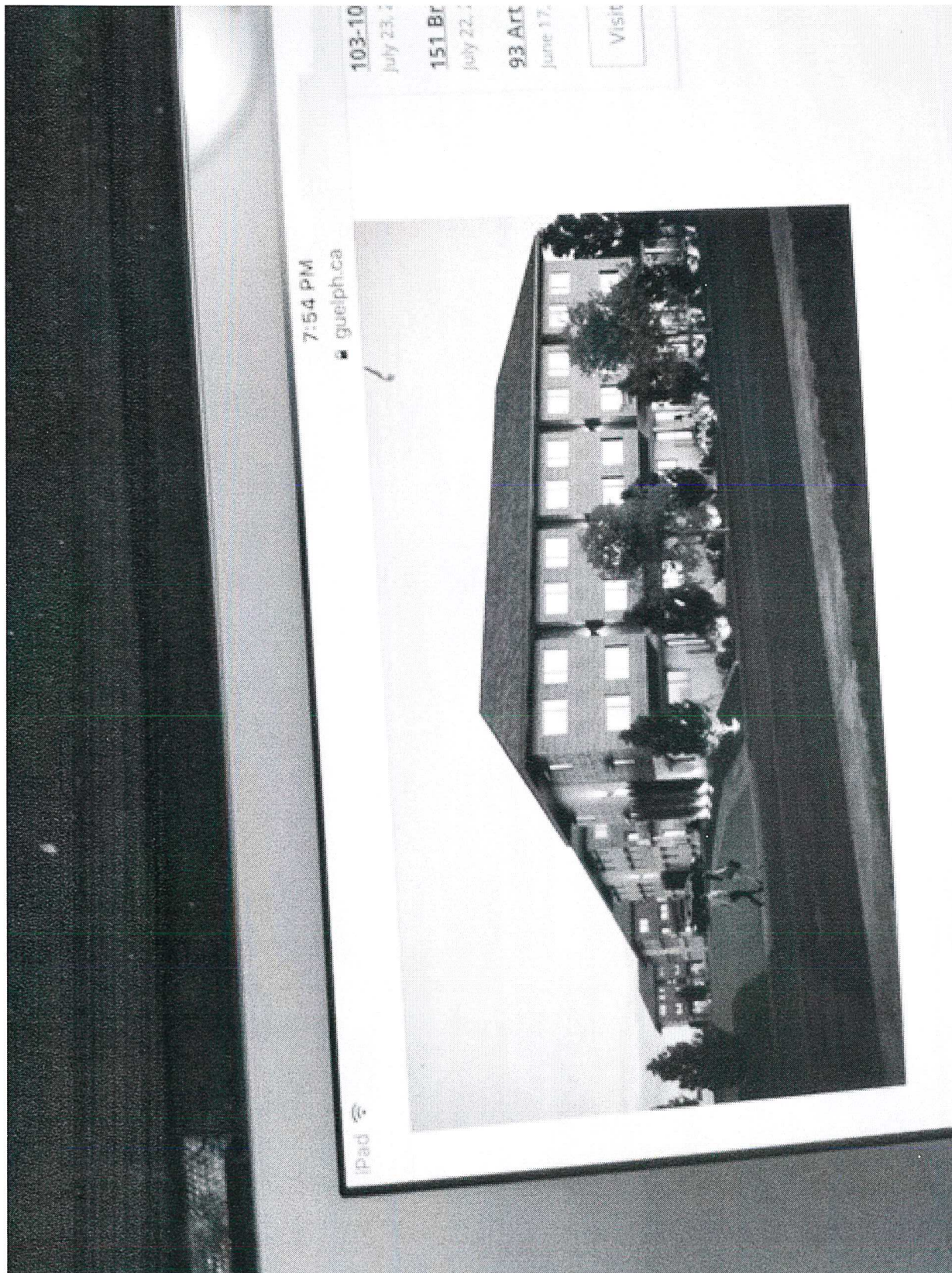


EXHIBIT 1      RENDERING

# EXHIBIT 2

# CONCEPT PLAN

DAKOTA DRIVE



CARMINE PLACE

SPEEDVALE AVENUE EAST

NEWSTEAD STREET



423 Woodlark Street, Suite 201  
Guelph, Ontario N1H 3K3  
Email: astrid.clos@acplanning.ca  
Phone: (519) 836-7526 (836-PLAN)

## CONCEPT PLAN 520 SPEEDVALE AVENUE

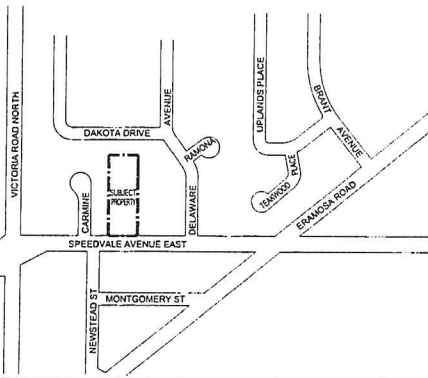
DATE: SEPTEMBER 3, 2021

SCALE: 1:400

PROJECT No. 1926

DRAWN BY: A.R.N.

### KEY MAP



### LEGAL DESCRIPTION

BLOCK 'B', REGISTERED PLAN 602  
CITY OF GUELPH

Permitted Use: Stacked Townhouse	Specialized Stacked Townhouse R.3A - Zone	Requested Use: Back-to-Back Stacked Townhouse	Zone
<p><b>"Back-to-Back Townhouse":</b> means a Building where each Dwelling Unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the Dwelling Unit from the outside accessed through the Front Yard, Side Yard or Exterior Side Yard and does not have a Rear Yard.</p>			
Minimum Lot Area	1,000 m <sup>2</sup>	1,000 m <sup>2</sup>	Yes
Minimum Lot Area per Unit	150 m <sup>2</sup>	154.45 m <sup>2</sup>	Yes
Minimum Lot Frontage	18 m	54.25 m	Yes
Minimum Front Yard	6 m	6 m	Yes
Minimum Side Yard	Half the Building Height but not less than 3 m	5.5 m	Yes
Minimum Rear Yard	Half the Building Height but not less than 3 m	5.5 m	Yes
Maximum Building Coverage	40% (Building Coverage 1,601 m <sup>2</sup> )	20%	Yes
Maximum Building Height	1 storeys	3 storeys	Yes
Minimum Distance between Buildings (5.3.2.3.1)	Minimum 15 m between walls with windows to habitable rooms	20 m	Yes
Private Amenity Area (5.3.2.3.4)	Minimum 10.5 m between Private Amenity Area to wall with windows to habitable rooms	16.4 m	Yes
Private Amenity Area (5.3.2.3.5)	Minimum distance 6 m between Private Amenity Areas of two separate Buildings	12.7 m	Yes
	Minimum 3 m between side by side Private Amenity Areas	3 m	Yes
	Minimum 6 m between Private Amenity Area and wall of another Building	13 m	Yes
Minimum Common Amenity Area (5.3.2.4.1b)	520 m <sup>2</sup>	634 m <sup>2</sup>	Yes
	Minimum of 10 m <sup>2</sup> of Common Amenity Area per dwelling (52 units)		Yes
	Minimum 50 m <sup>2</sup> Common Amenity Area		Yes
5.3.2.5 Minimum Private Amenity Area Per Dwelling Unit	a) have a minimum area of 20 m <sup>2</sup> b) minimum depth from the wall of the dwelling unit of 4.5 metres, c) have a minimum width of 4.5 m	11.5 m <sup>2</sup> 3.6 m	No
5.3.2.5.1 R.3A Zone - Ground Level Stacked Townhouse Units	d) not within 6 m Front Yard e) not face onto a public Street f) be accessed through a hall or Habitable Room, not a bedroom g) not include walkways, play areas, or any other communal area, and h) be defined by a wall or Fence i) minimum 3 metres from a Lot Line	Yes Yes Yes Yes Yes	
5.3.2.5.1, for Stacked Townhouse units above grade, each Private Amenity Area shall:	a) have a minimum area of 10 m <sup>2</sup> b) consist of a patio or terrace, and c) 1.8 m wall or railing between units	10 m <sup>2</sup> Yes Yes	
Minimum Landscaped Open Space	40% (landscaped open space 3,331 m <sup>2</sup> )	40%	Yes
Off-Street Parking	Required abutting residential zone	74	Yes
Visitor Parking	minimum of 20% of the total required Parking Spaces	11	Yes
4.13.2.2.2 Parking shall be located in the Side or Rear Yard and not within 3 metres of any Lot Line		3.3 m	Yes
4.13.2.2.2, only visitor parking may be located in the Front Yard provided it is to the rear of the 6 m Front Yard		6 m	Yes
4.13.2.2.2 driveway or parking maximum 3 m to an entrance or window of a habitable room			Yes
4.13.3.2.2 minimum Parking Space dimensions are 2.5 m by 5.5 m			Yes
5.3.2.6.2 Maximum Density	60 units per hectare	64.75	No

### EXHIBIT 3      GROSS INTRUSION, COLASSAL BUILDINGS

The gross intrusion of a colossal set of buildings at an extreme height at an already higher land elevation will have heights with the included roof to an overall height of about 60 to 68 feet above sidewalk street level ( ground elevation level , roof height , building height ).

This a mass of buildings along with an overhang on the units fronting on Speedvale Ave not giving an appropriate set back .

This is not conducive to the existing long standing Residential neighbourhood .

It was also mentioned that. parking spaces could be sold and this could result in extra and visitor parking spots and extra spots being canibalised by residents thusly parking would end up on the local surrounding streets .

There is no control on the units being sold to investors and becoming rental units .

Any argument that individuals will work virtually from home is not a saleable persuasive point as industries and factories need labor to produce products in the plants where the machinery is located ,not in a housing residential unit.

Traffick on Speedvale Ave between Victoria rd.and Eramosa rd. Both with traffic lights and the streets of Newstead,st.,Carminie pl. Delaware and traffic on adjacent streets make it almost impossible to back out of driveways on Speedvale and the traffic light at Eramosa rd.causes a solid back up of vehicles from the light at times to almost Victoria rd. On afternoons when individuals are leaving to go home .

The north east of Guelph has increased developments with added traffick and there has been no recent traffick, study on this increase in traffick ,which needs to be done and should be on site ,not from virtual charts .

The heights of the buildings may cause a extreme shadow on the residential homes backing onto the and a study on this should be done as creating such a cloud on neighbours certainly is not acceptable in residential planning for a neighbourhood.

#### EXHIBIT 4 CRITIQUE - DENSITY

We are being directed to critique the developers proposal while we should be asking the developer to develop the vacant land to match the existing residential neighbourhood. This property, I believe does not fit into a high density designation,

Just view the stacked town house development with no substantial street set back and because of the high elevation of the land right at the street level and 3 stories high at each at about about 11 feet ( if the roof is flat) you will have a protruding mass building of over about 33 feet high plus the plus the existing raised land height . PLUS THE ROOF HEIGHT. & It appears that the apartment buildings nearby are not as intrusive on the neighbourhood as will be this stacked town house proposal.

#### EXHIBIT 5 OTHER OPTIONS

There are options for some 2 story town single unit houses with amenity space ,some thing like on Victoria rd. adjacent to the left of St, Patrick school were there are many children in the town house complex that makes it a community development and a more spacious family residential neighbourhood.

The property would need some grading to be done and any grading even if on an incline would certainly be accepted as amenity use by the resident especially if it extends off to the side or back of the units .

A lot of these stacked town houses ,like apartment buildings do not seem to have a community with children

Another reference would be the townhouse on Alice street ,off of Morris street ,I know that complex and the great number of children growing up in that housing ,going to Tytler and Sacred Heart schools .

My response is to create a community and family atmosphere neighbourhood and it can be done as what is proposed is massive and an intrusion to the exiting residential community.

EXHIBIT6 iTRAFFIC CONGESTION

Traffic on Speedvale Ave between Victoria rd. and Eramosa rd. Both with traffic lights and the streets of Newstead, st., Carmine pl. Delaware and traffic on adjacent streets make it almost impossible to back out of driveways on Speedvale and the traffic light at Eramosa rd. causes a solid back up of vehicles from the light at times to almost Victoria rd. On afternoons when individuals are leaving to go home.

The north east of Guelph has increased developments with added traffic and there has been no recent traffic study on this increase in traffic, which needs to be done and should be on site, not from virtual charts.

The heights of the buildings may cause an extreme shadow on the residential homes backing onto the and a study on this should be done as creating such a cloud on neighbours certainly is not acceptable in residential planning for a neighbourhood.

EXHIBIT6 iiTRAFFIC STUDY REQUIRED

I'm not sure whether the traffic study that was done was done by the developers traffic firm or by the city of Guelph.

In any event traffic is making up it dangerous on Speedvale Ave between Victoria rd. And the Speedvale and Eramosa intersection, both corners with traffic lights and it's not a matter of calming the traffic as the traffic is there and can't be calmed.

The residents on Speedvale. On third stretch of roadway have extreme difficulty and can't back out of their driveways onto Speedvale without chances and impeding accidents and have to make opposite turns and go around the block as from the south side can't make left turns as east bound traffic is so heavy on Speedvale that there is no room to back out onto Speedvale on work days on the say 3.30 pm to about 5.00 pm. This is the general comments of the Speedvale residents that you can forward on.

Richard

Further, the comment of less traffic because people work virtually at home therefore less traffic is a stupid response as factories and manufacturing industries need workers in the factories as that's where the machines are located not on computers.



Richard Gazzola [REDACTED]

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## RE: 520 Speedvale Ave traffic study

1 message

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**Michael Witmer** <Michael.Witmer@guelph.ca>

Tue, Nov 23, 2021 at 2:04 PM

To: Richard Gazzola [REDACTED]

Hi Richard,

Our Engineering and Transportation department, which include Traffic Engineers are reviewing and will be commenting on the developer's traffic study. This includes review of existing traffic conditions (data was collected in May 2019), and future projections to area traffic with and without this proposed development. Their comments and recommendation will be summarized in the next staff report to Council.

Resident's who have concerns with traffic in their area can submit a request for traffic calming to our Engineering and Transportation department. More information on how to complete this can be found on the following website: <https://guelph.ca/how-can-we-help-you/neighbourhood-traffic-management/>

Hope this helps.

Regards,

Michael Witmer MPA MCIP RPP | Senior Development Planner

Planning and Building Services | Infrastructure, Development and Enterprise  
City of Guelph  
519-822-1260 extension 2790  
[michael.witmer@guelph.ca](mailto:michael.witmer@guelph.ca)

[guelph.ca](http://guelph.ca)  
[facebook.com/cityofguelph](https://facebook.com/cityofguelph)  
[@cityofguelph](https://twitter.com/cityofguelph)

-----Original Message-----

From: Richard Gazzola <[REDACTED]>  
Sent: Sunday, November 21, 2021 12:59 PM  
To: Michael Witmer <Michael.Witmer@guelph.ca>  
Subject: 520 Speedvale Ave traffic study