

1. **Community Character:** this new development would disrupt the established character and charm of the neighborhood and will negatively impact the social fabric. There are a number of medium density buildings (all 3 level apartments) in the immediate area, none are over 3 floors. This building will change the mature neighborhood and community feel. The architectural design and height of the building is not in line with the other buildings in the area. I do not believe the drawing and plans sufficiently reflect the 8.7-8.9 of the 2018 Guelph official plan. <https://roar-assets-auto.rbl.ms/files/53691/Official-Plan-Consolidation-March-2018.pdf>.
2. **Environmental Concerns:** There are potential environmental impacts, such as the removal of a number of 50-75 year old, large mature trees from the property and the root system of the adjacent properties being disturbed and damaged during construction. There will be a negative effect on local wildlife (there is a woodpecker that has made its home in one of the trees for many years. There are a number of woodpeckers that are endangered or threatened – has this been confirmed that it is not an endangered species (Melanerpes erythrocephalus) habitat that is being destroyed?) There is huge importance in preserving these natural elements for the community's health and well-being including shade, reduction of CO2 emissions and wildlife habitats.
3. **Infrastructure Strain:** Guelph knows the existing infrastructure (roads, sewage, water supply, etc.) WILL not be able to handle the increased load from this new development. Per the city's website, the reconstruction project for water mains, storm sewers and sanitary sewers and road upgrade are not expected to begin until planned start of 2027) if it begins on time and on schedule. Additionally, full road closure for speed river bridge replacement is required – causing additional travel and parking issues on Metcalfe and surrounding roadways. This will lead to overcrowding, traffic congestion, and strain on public services in all neighboring areas of this build. Add this building being demolished and additional construction vehicles in the area and it could be catastrophic. The current infrastructure will not support this increased density.
4. **Property Values:** This new construction could negatively affect property values in the area. Residents who have invested in their homes **for generations** may see a decrease in their property's worth due to changes in the neighborhood's character and increased density.
5. **Zoning and Planning Regulations:** Guelph has zoning bylaws in place for a reason. No amendments should be made to accommodate this build. If it is not able to fit into the current location with current bylaw rules – then it should not be built. Building height and parking are large issues. Parking minimums as per the bylaw in place of 1.25 spaces per dwelling (unit in excess of 20 units) should remain enforced. If there is not sufficient parking, they should not be allowed to build that number of units. Currently Guelph bylaws state apartment buildings are required to have 1.25 spaces per dwelling – includes both visitor and resident spaces. Where high density classification buildings there is a requirement to ensure sufficient non resident parking is available – it is NOT available. It is not available on Speedvale with it being a 4 lane non parking road nor on Manhattan due to the cul-de-sac style and number and location of the fire hydrants. Removing the bylaw for sight lines is unacceptable. The entire street on Manhattan is a medium density apartments. Amendment 5.9B to allow for lower electric vehicle spaces should not be approved. In Guelph, there are new requirements for electric vehicle (EV) parking spaces in new builds and additionally, 80% of the required parking spaces must be designed to

be electric vehicle ready to allow for future installation of EV charging equipment. ([City of Guelph](#)). This is a new requirement, and this build is already trying to amend and remove the requirement. To summarize, they want an amendment because they do not have enough parking spaces for the number of units they are proposing and because they don't have adequate parking for the building they want to reduce handicap parking, visitor parking, EV parking under multiple sections.

6. **Community Opposition:** There is strong opposition from current residents in the area. The public meeting on January 4th 2024 was not received in favor of this build. I believe the summary submitted would reflect the dissatisfaction and upset of current area residents as there was not a single person in attendance from the community that was in favor of this build. The majority of those living in the immediate (Metcalf /Emma/ Speedvale) area do not support this new development.
7. A maximum height retaining wall should be required for all bordering properties at a height that will protect the houses adjacent to the parking lot. No bylaw changes to minimum setbacks should be allowed. Our home is a straight back from the entrance – any mechanical or driver issues with a vehicle could result in a car entering our yard or home which is only 20 feet from the property line. Guelph has now allowed multi dwelling buildings in Guelph. When this project planning was initiated this was not in place. There is now a home (second dwelling) that is 2 feet from the parking lot of the proposed property. How will his dwelling be protected from vehicles/emissions etc? It is unacceptable to remove the bylaw and allow 0.0 meter parking setback from the lot line – especially given how close the existing dwellings are located. In the planning justification report it is stated “The proposed development has been designed to be sensitive to the adjacent low density residential uses using appropriate building setbacks” If this bylaw amendment to buffer strip and landscaping is passed, this would not longer be a valid statement.
8. A retaining wall that is sufficient in keeping all water and soil on the property should be required. This will ensure water management and erosion control for the proposed property. Their run off and water needs to be contained with a permanent barrier to ensure the homes on Metcalfe are protected from water damage with the decrease in natural grass and landscaping PLUS the requested amendment to current bylaw requirements further deteriorate the ability to absorb water sufficiently as it is being replaced with asphalt and concrete. In the SW corner of the plans it is indicated as snow storage – within 2 feet of this corner, there is a home as well as another secondary structure on the adjacent properties. This is not an acceptable solution. Additionally run off from melting snow and any chemical run off from parking lot or snow control does not end up contaminating the grounds on the adjacent properties The proposal states they have built holding tanks for the water and run off – it should be mandated that a retaining wall is built sufficiently to keep water and snow drainage on their property. Due to the elevation change to the South and West of the proposed property there is a significant elevation level change and the West and South properties are much lower. Note: **Metcalf street flooded with heavy rain again due to the current infrastructure in place as recently as June 19,2024!**
9. Reducing the minimum bylaw for landscape and buffer strips is unacceptable to current residence. A maximum height fence along with minimum bylaw landscaping and buffer strips should remain in place. Landscaping and fencing should be required to be erected

on top of the retaining wall to ensure noise and light pollution from being emitted to the Metcalfe street residences. Attempting to ensure lighting position will not be sufficient. A high fence will remove both noise and light pollution that will disrupt the enjoyment of the neighboring residences due to this build.

- 10. Traffic** – The additional 50 vehicles coming onto Speedvale from a dead end road is a large safety concern. There are a number of students in the area walking to local schools and the added congestion will have significant impact. The bylaw amendment to allow change in sightlines will reduce public safety in a dead end higher density road and area. Parking in a sightline is a ticketable offence in the City of Guelph, this amendment should not be permitted. Per current city bylaw, the subject lands permits the density of .26 of a hectare which equates to 15.6 units as the maximum allowable based on the lot size. The amendment is asking for over 3x the current maximum allowable units.

The scale of this project will have a negative impact on resources, infrastructure and the community. It is glaringly obvious based on the sheer number (14) bylaw amendments prove that this building proposal should not be permitted in this space. Build something that fits within the current bylaws (reduce the number stories, reduce the overall footprint of the building to ensure proper landscaping and buffer strips, lower the number of units to ensure adequate parking) or move the proposed building to a site that can accommodate it based on the plans without amending 14 bylaws.