

Linda Illingworth
Gosling Gardens
Guelph, ON

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City Clerk
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1
Email: clerks@guelph.ca

Re: Opposition to Proposed Amendments for Block 1 of Draft Approved Plan of Subdivision 23T-15501 (Lands North of Future Poppy Drive West)

I am writing to formally express my opposition to the proposed amendment requested by Mattamy Homes to increase the permitted density for Block 1 in the above-referenced subdivision plan.

Once again, a developer is attempting to alter the City's carefully considered planning guidelines to suit their own objectives. Why is the City allowing this? Residents are already dealing with the consequences of overdevelopment without adequate infrastructure — particularly when it comes to parking.

Take a drive south of Clairfields, along Gosling Gardens, Poppy Drive East, and Dallan Drive. You'll see roads "chock-a-block" with parked cars, turning our neighbourhood streets into overflow parking lots. This has occurred because developers were permitted to reduce the number of parking spaces in their plans, leaving residents and visitors with few alternatives. Instead of addressing these issues *before* approving higher-density developments, the City seems to be enabling the very conditions that create these problems.

The proposed density of **250 units per hectare** is not in line with what is permitted under the City's Official Plan. Why should a developer be allowed to override the plan that was created to ensure responsible growth and livable communities? Mattamy may be accustomed to building in areas with strict overnight parking restrictions, but Guelph's approach—allowing unlimited on-street parking while pausing **neighbourhood parking surveys**—has created a frustrating and unsustainable situation for current residents.

Additionally, infrastructure improvements have not kept pace with growth. For example, Gosling Gardens south of Clair was supposed to receive two speed bumps. Only one was installed. How is that sufficient to manage the increase in traffic, especially as more cars use this narrow street as a bypass to Gordon Street?

And what is the City's plan for the intersection at the southwest corner of Clair and Gosling Longo plaza)? Currently, there is no dedicated left-turn lane onto Clair, which already causes delays and congestion. With further intensification, this will only worsen.

I urge the City to uphold its planning principles, follow the Official Plan, and prioritize the needs of existing residents. Developers should not dictate how our neighbourhoods evolve.

Sincerely,
Linda Illingworth