

As a home owner and resident on Valley Road, I submit the following comments regarding the proposed Tricar development at 1242-1260 Gordon Street.

I am not opposed to progress and development within the City of Guelph.

I cannot support this or other **specialized high-density** projects based on the following:

Anticipation of:

Increased property taxes to finance road modification from Edinburgh Road to Lowes Road.

Sanitary upgrades to accommodate Tricar and future developers.

Traffic Congestion:

Gordon Street lacks proper traffic infrastructure to support further growth of south Guelph. Tricar wishes to introduce a **potential** 643 vehicles access to Gordon Street.

"Canyonizing" of Gordon Street:

Tricar wishes to erect two 12 storey condominiums which is contrary to the **Official Plan Policy** which clearly states "...are compatible in design, character and orientation with buildings in the immediate vicinity." If a precedence is set by Tricar, the potential for similar development would be a concern.

Tricar Properties Limited appointed Astrid J Clos Planning Consultants to compile a Planning Justification Report for the City of Guelph.

The sole intention of this report is to **convince** the City of Guelph that this development proposal could satisfy the **Official Plan Criteria** and **Zoning Compliance**.

Based on **9.3.1.1, (Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals)** multiple deficiencies must be addressed between the Official Plan Policy and the Analysis of the project

Tricar is asking for **sixty two percent (62%)** of the current Zoning Compliance to be amended in order for this development to be approved.

Examples of deficiencies and amendments:

A 271 Unit/ha increase from the recommended 100-150 Unit/ha criteria.

Determination whether Gordon Street or Street "A" will be considered front of building.

Only 2.1% of total units available for Affordable Housing.

Local business development not addressed.

Significant Guelph Zoning By-Law amendment leading to future interpretation and precedence.

A signalized intersection provided by Tricar:

Who is responsible for the signal installation, calibration and maintenance?

The conditional access easement in favour of the property to the south:

Has an impact study been completed based on the possible connection between Tricar project 1944 and Liberty Square?

Amendments to the **Official Plan Criteria, Zoning Compliance** and a new Zoning By-Law titled **R.4B-? Specialized High Density** should not be approved.

Development should only be approved if the proposed building has a maximum of six storeys; which is compatible with the surrounding buildings.

Thank you,

Geoffrey Ziegler