

HELP ME HAVE A VOICE



1242-1260 Gordon St and 9 Valley Rd
Guelph, ON.

AUGUST 30

Impact statement

Introduction

Who we are?

Good evening Mayor and members of the council, city members and public in general, my name is Claudia Espindola, and I have participated in several projects set to be build within my resident area.

In this case, I represent almost 800 Guelph residents, whose signature appear on the petition below, these are actual Guelph/Ontario residents, volunteers and myself did personally distributed this petition on social media and in person throughout the city to raise awareness about the densification plans for Gordon St. corridor.

<https://www.thepetitionsite.com/455/291/833/save-guelph-conservation-area-from-destruction/?>

Our petition is simple: Stop allowing high density buildings around the Conservation area and Torrence Wetland,

this area cannot support any further densification until traffic concerns are addressed for the whole area,

We are also asking how the city plans to protect the ecological functioning of what remains of the Torrance Creek Wetlands,

As citizens, we need the city's commitment to safeguard our valued natural heritage areas as they were originally designated,

The densification setup along Gordon street is having consequences for both, residents and wildlife,

Environmental Impact

The environmental study paid by the **construction company** shows the following, and I quote:

<file:///C:/Users/g635034/OneDrive%20-%20General%20Mills/Desktop/1242-Gordon-Street-Environmental-Impact-Study-May-2020.pdf>

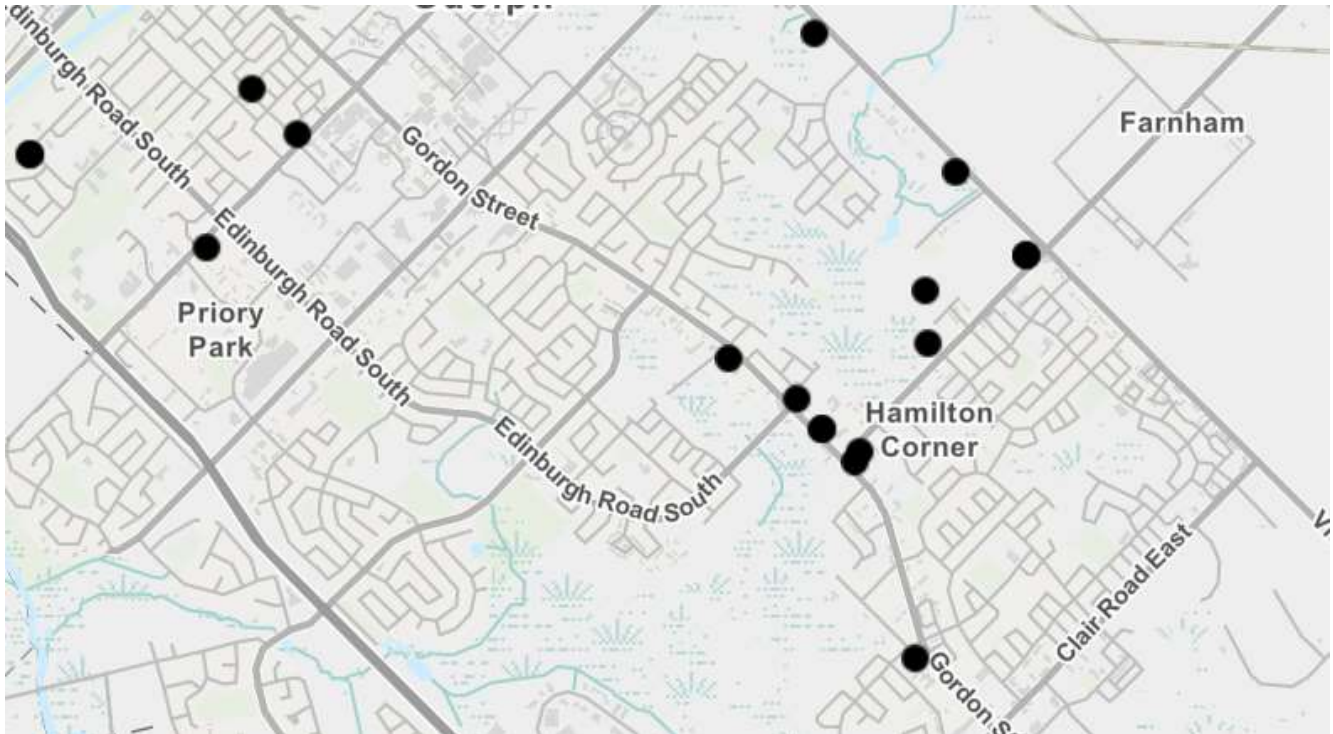
- **Appendix I2:** Four locally significant bird species were identified in the study area according to the City of Guelph's Locally Significant species list: **Barn Swallow, Eastern WoodPewee, Northern Flicker** and **Hairy Woodpecker**
- **Appendix A:** Wildlife cameras photographed a total of 178 animals of three species. **White-Tailed Deer** (158 records) Coyote and Gray Squirrel also recorded. Based on this (observations) it appears that most of the wildlife movement, particularly white-tailed deer, is through the cultural meadow in the center of the subject property. Individuals were recorder at all hours of the day
- **Table 5: Bat Maternity colonies** – Potentially present in significant woodland in the study area, **turtle wintering** and **deer wintering** congregation areas presented in wooded areas within the subject property and study area

City of Guelph has clearly identified a deer pass exactly where this project is set to take place, same can be said for the projects at Arkell Rd. 190-216 Arkell Rd, 220 Arkell Rd and the recently approved project on 1300 Gordon St.



Density Impact

Below is a screen shot of all the projects set around Torrence Wetland and Conservation area – Gordon Street/Victoria Rd and Arkell Rd and Kortright as it appears on City website August 24, 2020.



A summary of current projects as per City of Guelph development website surrounding this area total eleven

1	33 Arkell Road	97 units, condos and towns
2	190-216 Arkell Road	66 new residential units
3	220 Arkell Road	31 single and 60 townhouses
4	388 Arkell Rd	High School
5	1242- 1260 Gordon Street	12-storey apt bldg 377 units/ park block/open space block
6	1300 Gordon Street	32 apartment units
7	1354 Gordon Street	88 units apartment, gas station, retail
8	1353-1389 Gordon St	50 Townhouse units
9	1533-1557 Gordon St & 34 Lowes Rd W	89 units
10	1871-1879 Gordon St	Six storey unit - 43 apartment units
11	19-59 Lowes Rd W.	36 units

I do not have a list of the current projects under construction, but I have included a visual image of the Conservation area from Goolge, it is clear that there are considerable size projects already approved and happening in the area at this time, those projects only have two main roads to connect to Downtown Guelph – Victoria St and Gordon St.



Traffic Impact

According to the Guelph Collision report 2015-2019, “Traffic collisions are a primary cause of death, injury and property damage, on the City’s roads:

<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=7031>

- 1 Collision occurs every 230 minutes
- 1 person is injured in a collision every 9 hours
- 1 road fatality occurs every 130 days
- 1 pedestrian collision occurs every 10 days
- 1 cyclist collision occurs every 10 days.

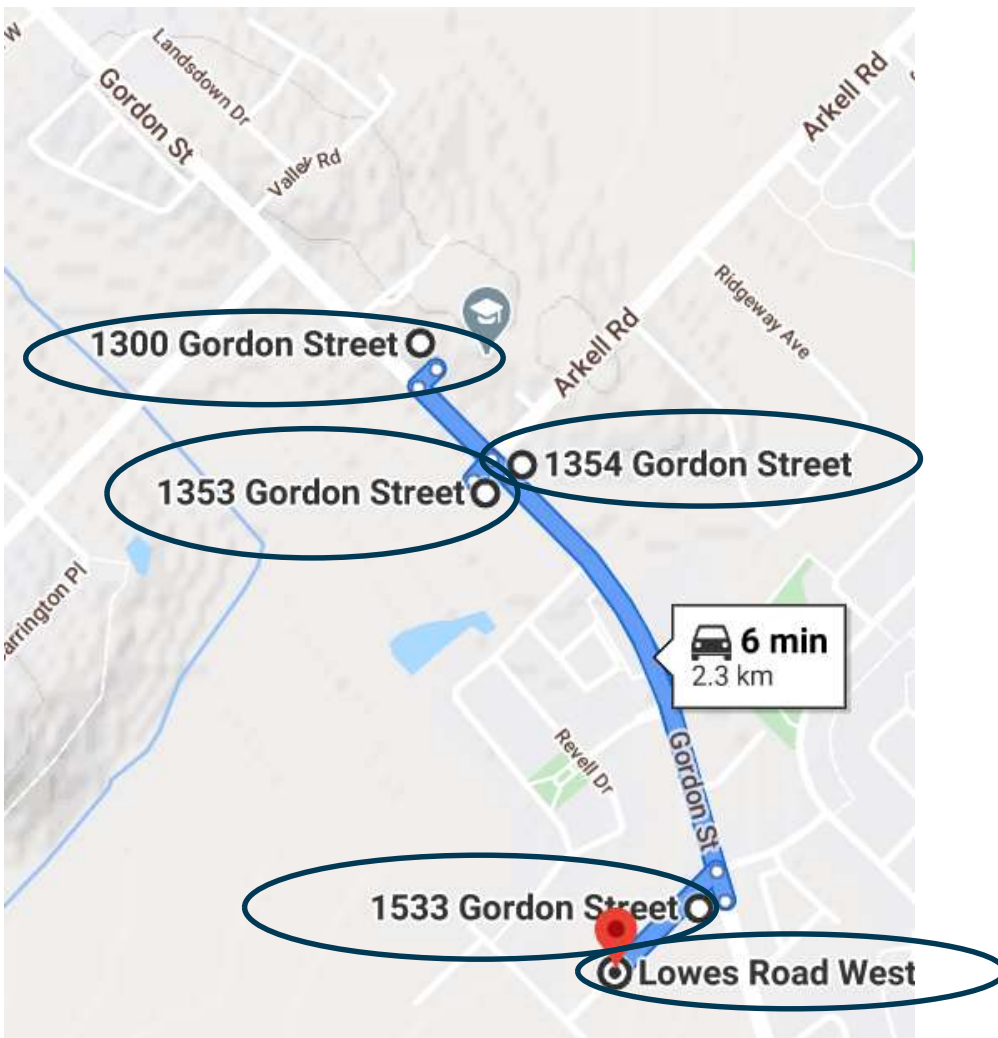
In this report, Gordon Street is mentioned 17 times,

Table 4 shows the top 10 intersection locations with the Highest percentage of injury collisions, and **30% of those happen over Gordon St.**

The study quotes “Between 2015-2019, midblock collisions accounted for 45% of total collision locations. Gordon St. between Clairfields Dr. W and Claire Rd W. where 50% of the total collisions resulted in injury,

I applaud the city for widening a section of Gordon St. this will somewhat alleviate the current congestion seen over Gordon St. and the traffic that will generate projects six to eleven,

The image below shows the area proposed for expansion (blue line), and it is exactly where the six developments will take place.



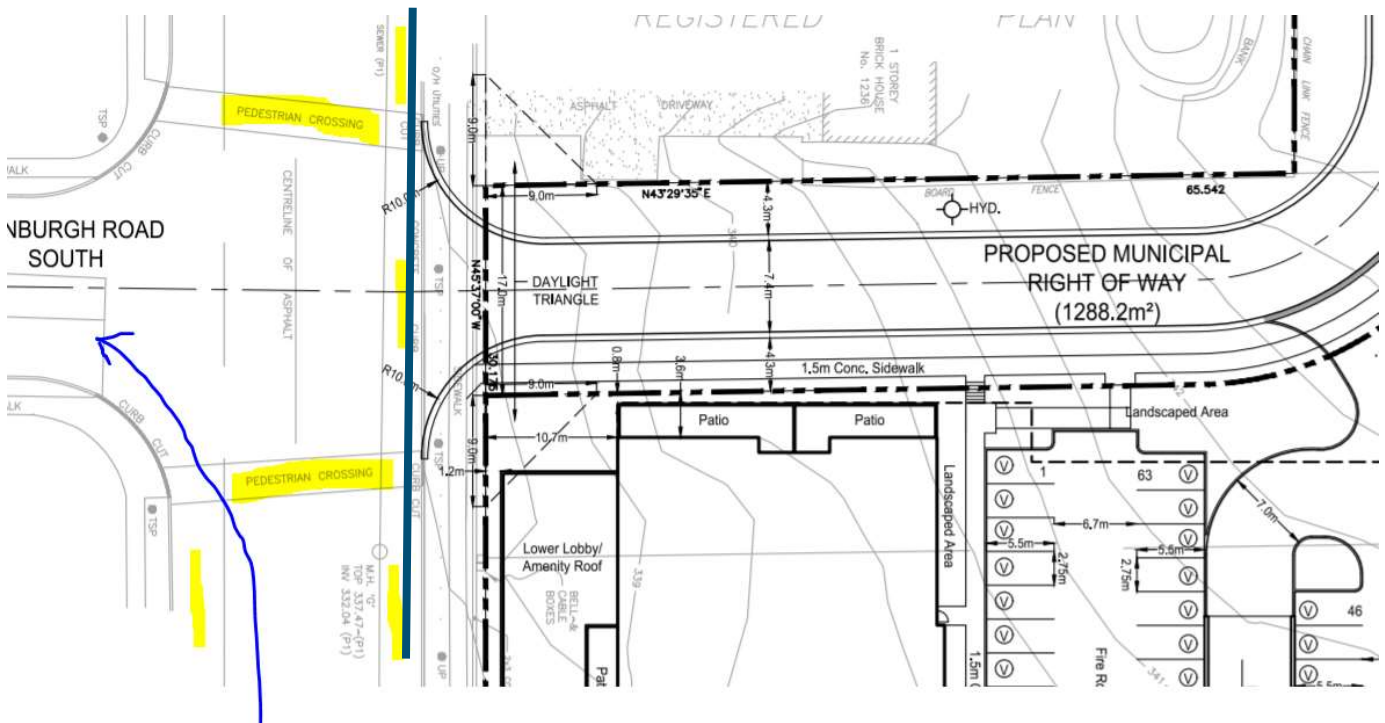
I would like to remind the city that 1242-1260 Gordon and 9 Valley Rd are North of the proposed widening of Gordon, people that will leave on this project will have only two exit points, one over Gordon and the second via Valley Rd.

In regards to the exit facing Gordon:

The front of 1242-1260 Gordon St faces the turn right lane to enter Edinburgh St from Gordon, the cars going South will have to exit Valley Rd, cars leaving Gordon will have to merge on Gordon going South, or cross to Edinburgh st.

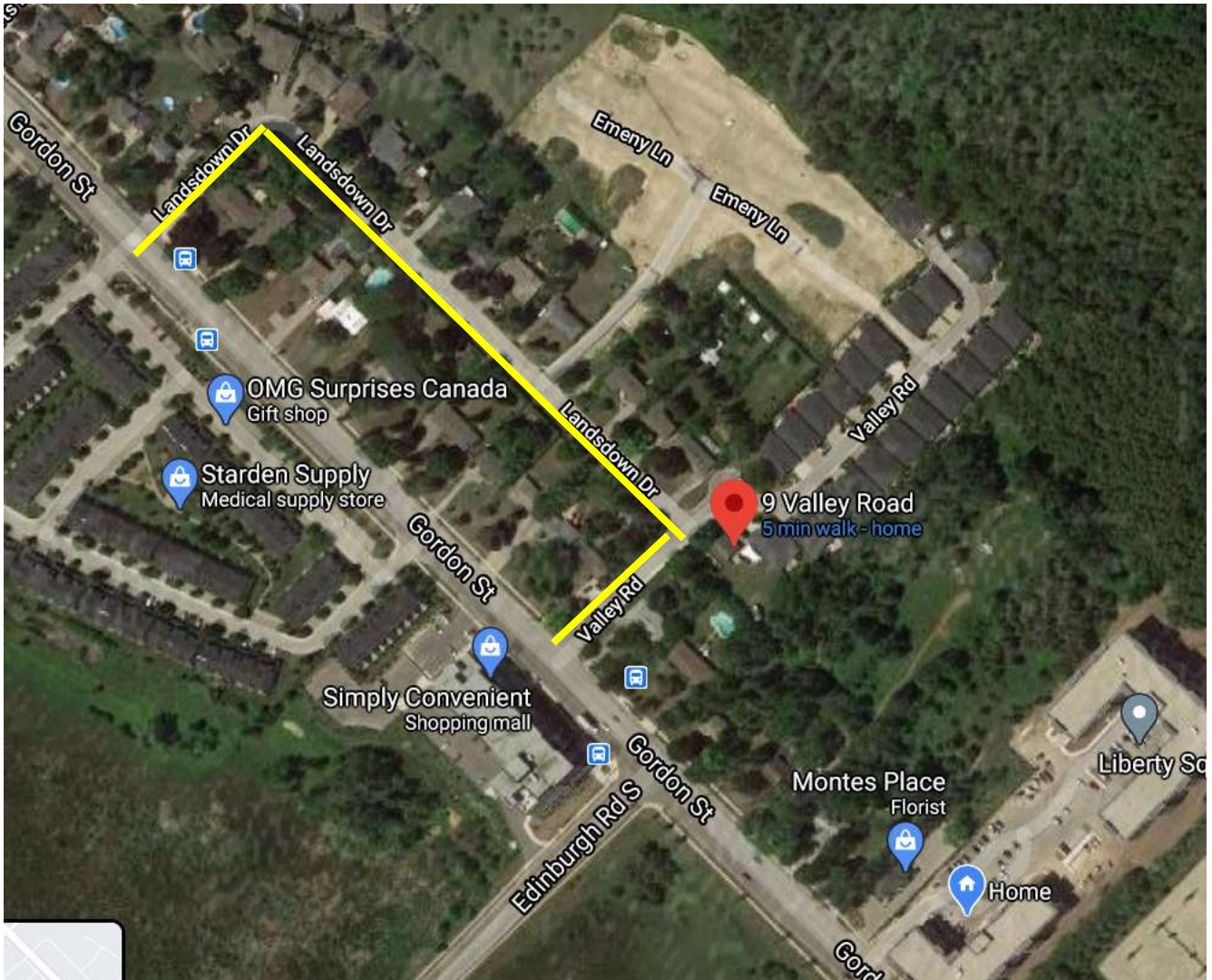


This is already a high density area, the proposed municipal right of way, that would be build with taxpayers money, to accommodate this project, would result on an exist that will cross two pedestrian crossings, a bike lane, and would merge to a two lane road, on two of the most transit streets, Edinburgh and Gordon.



Valley Rd Exit

The second exit proposed for this project would be exiting the property via 9 Valley Rd, there is already a high-density town homes there, and there is currently a development been build in that street, the only exit for these two developments is Lansdown, Lansdown only exit is Gordon St.

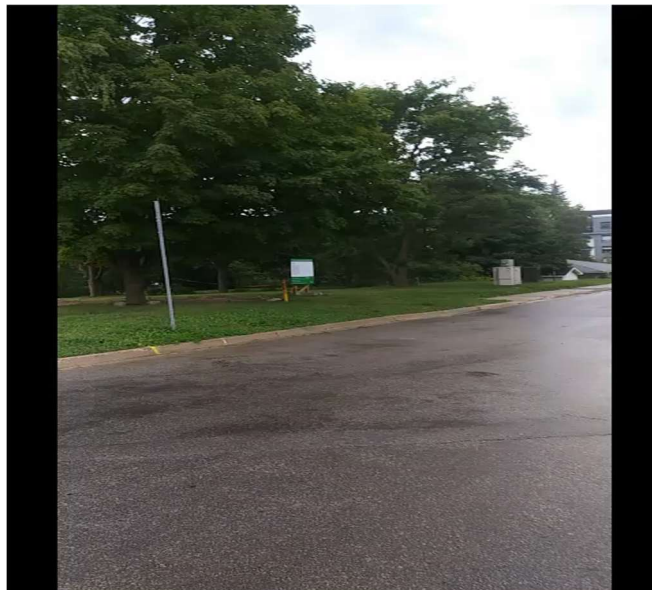


This is a very narrow street, with developments already taking place, the city has it on their densification plans to build even more townhouses and condos along Lansdown, How are emergency vehicles enter in case of a fire happening on any of these developments?, how are they going to be transported to the Hospital, which is North, over an already maxed out street?

Here is a visual of the actual entrances to Valley Rd and Lansdown



I also include a video from 9 Valley Rd for a better visual of the street that is expected to support traffic to 377 units AND the development already under construction on this area, notice the two community mailboxes along Lansdown.



Gordon Street Improvements and its impact on this project.

<https://guelph.ca/city-hall/planning-and-development/environment-planning/environmental-assessments/gordon-street-improvements/>

As mentioned, this street improvement will not benefit South end residents moving towards the downtown/North area.

<https://guelph.ca/wp-content/uploads/1242-Gordon-Street-Traffic-Impact-Study-May-2020.pdf>

In regards to the traffic study presented by the developer, I would like to quote their findings **AS OF MAY 2020**

“There are relatively high volumes during PM peak hours”, and quote **“The stop controlled eastbound approach at Gordon St Lansdown Dr experience delays high enough to reach a LOS of “F””,**

It would be interesting to understand when these observations happened, during the pandemic, that started in February, traffic diminished in the area, I would like to ask if the data collected on this report shows the pre-pandemic figures.

1242, 1250, 1260 GORDON STREET AND 9 VALLEY ROAD

Existing Conditions

May 21, 2020

- **Gordon Street & Arkell Road:** The northbound through movement experiences a relatively high volume to capacity ratio during the PM peak hour due to the combination of high northbound volumes and a constrained signal split due to the southbound left advanced turn phase.
- **Gordon Street & Harts Lane:** The westbound approach operates under a relatively high delay during the PM peak hour due to the high uncontrolled north-south volumes along Gordon Street which result in few available gaps for left turning vehicles.
- **Gordon Street & Lansdown Drive:** The eastbound approach operates under a very high delay during the PM peak hour due to the high uncontrolled north-south volumes along Gordon Street which result in few available gaps for left turning vehicles.
- **Gordon Street & Vaughan Street:** The eastbound approach operates under a relatively high delay (LOS of “E”) during the PM peak hour due to the high uncontrolled north-south volumes along Gordon Street which limits the available gaps for eastbound left and through vehicles.

Another part of the study quote: “New residents may not be aware of the transit and active transportation facilities available in the area, awareness of sustainable modes of transportation include bicycle parking space and transportation infrastructure”

This recommendation is highly unlikely to be effective as the majority of people moving into Guelph commute to the GTA area for work, it is an unreasonable expectation to set up projects “hoping” that people will bike or use public transportation as a solution to traffic planning,

Our petition

We respectfully request the council not to allow the request to allow the density requested of 271, which is almost double what the current density allowance is for this area (150)

Consider the safety of the current and future residents in the area, if a major fire occurs in any of the current or future developments along Gordon St or inside the Lansdown area, it will be extremely difficult for residents to leave the area on time, and for first responders to access these homes and reach the hospital on time,

As it is mentioned on the traffic study presented by the developer, the current situation in the area, as of May 2020, shows high volume of traffic at PM peak hours, and the city traffic study shows Gordon St. as one of its top streets with the most accidents, more people without a solution to the North part of Gordon street should not move forward.

The expense to widen Gordon to the North of Edinburgh to even Stone Rd would be extremely expensive, all the hydro light poles would have to be removed as they are, in both sides, 1-2 feet from the street, this is an enormous amount of money that would have to come out of the City.



This is not Toronto where people move by public transport, suggesting for people to use public transport or use other means of transportation to work is just ridiculous

<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=7031>