

Hello, I am adding my voice to the question of whether parking reductions in the building process are relevant in today's planning.

In 2006 I bought a semi-detached (Simmonds Dr) in Guelph. It was pre-build so lots of things aren't known and change along the way. Years later, the empty lot across the street was sold to a different builder and they eventually put in a building plan. It was ALL expensive single level condos. In the end, they asked our neighborhood if we had objection to their visitors parking being all on street. So they could build more units... So, on a narrow, medium density street we now had to accommodate all the units extra cars, plus our own guests and extra cars and guests from the existing medium density housing as we were all semi-detached houses.

Even more odd, the parking for each expensive unit was barely able to park an SUV or mid size.

In 2015 I bought another pre-build semi (Couling Cr). Same situation, you don't know where there will be sidewalk, or curb or driveway. In fact I was told by the builder that I was unlikely to have a sidewalk and could potentially have a double length driveway. Needless to say, I woke up one morning to hear forms being put in my driveway for a sidewalk...

And the road ended up being so narrow we aren't allowed to park on my side of the street. There is literally no parking near my house. It's minimum 500 m away.

I'm not sure who is in charge of what in the planning, but there are so many parts of the planning that should be monitored MORE closely. Parking standards and road width should be ADDED to what the city reviews. The minimum standards are causing a LOT of neighborhood problems. And consternation as we fight for the few spots available.

My current location has so little access to reasonable transportation from the city there is NO reason we should have been considered for reduced parking. It was so bad the year Eastview was closed for 4 months my students had to walk 1.5 kms to access a bus stop in winter months. That was considered acceptable...

In the end, the city and its citizens are the ones that pay the price while the builders ride off in the sunset with their gobs full of cash.

If you continue to subject all these de-centralized neighborhoods to reduced parking there will be a lot more by-laws calls like in the years that lead to the driveway bylaw review.

Cheers,

Corinne Steel Gillespie