

Hello!

I am writing this letter for the upcoming meeting, to express my concerns regarding the proposed parking limits. Dominique is doing an excellent job presenting our concerns in Ward 6, and I would personally like to reiterate them.

The small lots and high density of new builds is not allowing for enough off-street parking to satisfy the needs of Guelph families.

As a Realtor driving all over town, the lack of sufficient residential parking is evident on streets throughout The City, including Goodwin Drive, Curzon Crescent, Essex Street,,, where you will find these streets jammed with parked cars throughout the year. This already creates hazardous conditions for pedestrians, cyclists, and City buses, and the proposed restrictions will only make it worse.

The City is encouraging multi-family and multi-generational homes in townhouses and single detached properties with 30' lots (50% of 30' frontage = 15' = 4.5m). Most of these homes have a small single-car driveway and a small garage. Many have families with kids and grandparents ranging in age from 16 to 80, with 3 or more cars. If the by-law doesn't allow for extending the width of the driveway then some are forced to park on the street.

The City also needs to compel builders to provide more parking spaces for apartment buildings and stacked townhouses (e.g. Reid's Heritage Homes project File ozs22-006), otherwise cars and trucks will be sprawled all over residential streets (Dawn Avenue and Lowes Road).

We only have to look at how the 401 has recently expanded from 6 to 12 lanes from Milton thru Mississauga, to see how much love we continue to have for cars. Guelph is too in love with it's Ford F150s and SUVs, and that won't change any time soon. Besides, from an economic standpoint, we should be encouraging car ownership, as the auto industry is a major employment force in this area (Toyota, Linamar, etc).

I understand and love the "green dream" for Guelph to have a successful and efficient transit system running through the Gordon Street corridor, with wide bike lanes, sidewalks, and charging stations for tiny EVs and Smart Cars. We just don't have the population or economic scale like many successful transit stories in European cities like Vienna or Paris. If we want to encourage more bus ridership, then the fares should be reduced, not increased. If Guelph transit was free for all students we could also eliminate the need for school buses (which also lack funding and don't have enough drivers and are never on time, and are cancelled at the slightest snow threat.)

Thank you for your consideration.

John R Miller