

April 18, 2023

Mayor, Councillors and City Staff,

CZB Minimum Parking Requirements along the Gordon Street Intensification Corridor

Thank you for the opportunity to comment on the Comprehensive Zoning By-law. My comments are associated with the proposal to reduce the requirements for parking within new development along the Gordon Street corridor, between Stone and Vaughan Streets. This matter was discussed at the July '22 Public Meeting and I was under the impression from the Mayor/Councillor discussion at this meeting that the minimum parking standard regulations from the existing Zoning By-law would not be altered.

As a resident living with my family members just off the Gordon Street corridor I can attest to the problems of the existing parking situation in the area. When we have friends/family members come over, there are always issues that arise concerning available spaces to park (both short term during the day and also overnight).

There are a whole series of current land use practices in the area that have created conditions limiting the availability of parking in the area. These conditions are associated with parking prohibitions all along Gordon and also along the narrow roads within the Conservation Estates subdivision (Heritage/Gordon area). There is a high percentage of university student renters in the area with up to 5 students occupying some of the townhouses in the area (many with vehicles in the driveway and on the street). There are many successful businesses in the area that have clientele coming from various parts of the city/region requiring readily available parking. Apartments catering to post-secondary students in the corridor generate parking demand on side streets and in other properties along the corridor (commercial plaza parking lots, church lots). Commuters using GO transit use available parking spaces where they can find it.

The existing conditions illustrate there is already a parking problem with the existing Zoning By-law standards so the idea to reduce them further does not make sense. The existing situation already generates substantial City operating costs associated with parking by-law enforcement. Please ask your by-law officials for statistics! The costs of the on-going management of parking enforcement due to deficiencies are often transferred to the existing business and church lots in the area. What is the logic of making the parking situation even worse in the area by permitting new development to have even less parking?

I have provided some photo documentation to illustrate some of the problems with the availability of parking already along the street. I, my family, and neighbours would hope that you do not lower the standards for parking along the Gordon Street corridor. The provision for parking spaces needs to be retained in addition to improving transit services and active transportation facilities – this is the balance strived for in the 'complete street' planning notion.

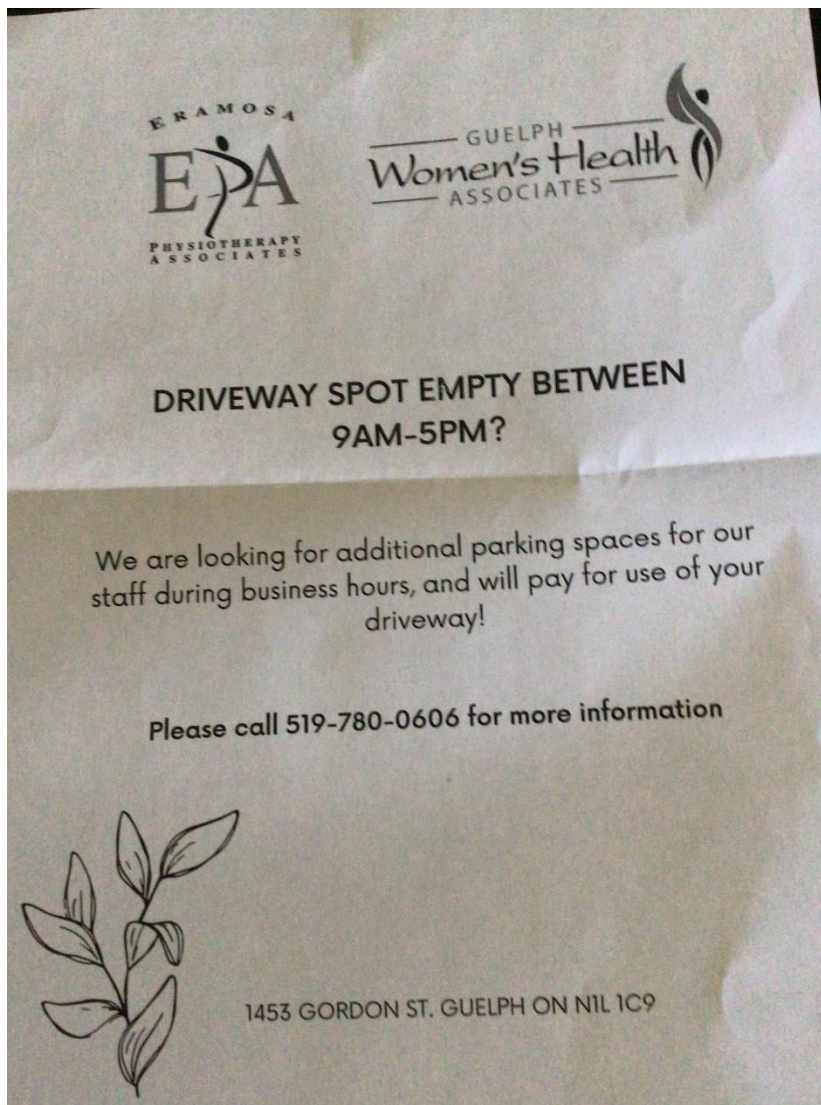
Sincerely,

Paul Kraehling MCIP RPP (Ret.)

Vaughan St. resident



A Mailbox Poster Looking for Available Off-street Parking Spaces on Vaughan Street, near Gordon (fall '22); believed to be from a student renter in the neighbourhood



A Flyer Dropped Off at Houses in the Vicinity of Heritage Drive and Gordon (fall '22). Example of a successful business that does not have sufficient parking already to accommodate both staff and customer parking



A 'No Parking for Commuters' Sign in the Commercial Plaza, Kortright and Gordon – an on-going 'Private Parking' management issue that adds to the parking demand in the Gordon Street corridor (spring '23)