

From:
To: [Committee of Adjustment \(SM\)](#)
Subject: Opposition to Application Variance A2025-064 82 Brunswick Ave
Date: Saturday, July 5, 2025 9:02:29 PM

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[Por qué es esto importante](#)

Dear Members of the Committee of Adjustment,

I am writing to formally express my opposition to the variance applications A 2025-064 and A 2025-065 for the property located at 82 Brunswick Ave. The applicants are seeking approval for a parking space reduction that would provide only 2 parking spaces for a proposed 6-unit development, instead of the required 4 parking spaces. I urge the Committee to carefully consider the following concerns before making a decision.

1. Parking and Safety Concerns

The proposed reduction in parking spaces raises significant concerns about the safety and functionality of our neighborhood. Adequate parking is essential for the smooth flow of traffic and the safety of residents, particularly in a high-density area. With only 2 parking spaces allocated for 6 units, there is a very real risk of overflow parking on the street, potentially blocking driveways and creating hazards for pedestrians, cyclists, and vehicles.

Additionally, Kitchener-Waterloo is a region where car ownership is still prevalent, and the demand for parking spaces is high. According to local data, approximately 94% of households in KW have at least one vehicle, further highlighting the necessity of sufficient parking in residential developments. Reducing the number of parking spaces would exacerbate an already strained situation.

2. Impact on Road Safety

The proposed parking reduction could have significant consequences for road safety in the area. Overflowing parking onto narrow residential streets could create unsafe conditions, particularly for children and other pedestrians. With limited parking available for residents and visitors, the risks of congestion and accidents increase, making the area less safe for everyone, including drivers and pedestrians.

3. Transit Infrastructure Limitations

While the city has been making decisions to reduce parking requirements, it is important to recognize that these decisions often fail to consider the broader context of our city's infrastructure. Kitchener-Waterloo is not a transit-friendly city, especially for families and especially during the winter months when conditions make biking impractical, and the bus system remains underdeveloped and unreliable outside of the city centers. The lack of sufficient parking would disproportionately impact those who do not have access to reliable

public transportation options, especially families who need at least one vehicle for their daily needs.

It is crucial to acknowledge that simply reducing parking spaces in the name of addressing the housing crisis is not a long-term solution. The city's efforts to reduce parking are not balanced by an adequate public transit infrastructure. This decision could ultimately place further strain on neighborhoods and force the city to address transit issues, which may take years to resolve, if at all.

4. Long-Term Impact on Families

The proposed development would ultimately impact families who need parking space to function in their daily lives. By allowing the reduction of parking spaces, we are encouraging the demolition of a single-detached family home in favor of a multi-unit development that does not meet the practical needs of future residents. The lack of adequate parking will likely lead to higher turnover of tenants, as families will be unable to stay in the area long-term due to the parking scarcity. This undermines the objective of providing stable, family-oriented housing in our community and does little to solve the housing crisis. Instead, it caters more to developers than to the real needs of local families.

5. Questioning the General Trend of Reduced Parking

It is important to note that while the city has been making a trend of reducing parking spaces in new developments, this does not mean these decisions are always in the best interest of residents. The reduction of parking spaces does not account for the realities of living in a city with limited transit options. Therefore, it is essential that the Committee carefully weigh the broader consequences of approving this variance, as it may set an unsustainable precedent for future developments.

Conclusion

In conclusion, I strongly oppose the variance applications A 2025-064 and A 2025-065 for 82 Brunswick Ave. The proposed reduction in parking spaces would create significant challenges for both residents and the broader community, particularly in terms of safety, parking availability, and the long-term stability of the neighborhood. While the city's push to reduce parking requirements may be part of a broader planning strategy, it is not a one-size-fits-all solution, especially in a region with limited public transportation options. I respectfully request that the Committee reject this variance to ensure the long-term livability and safety of our community.

Thank you for your time and consideration of this matter. I trust the Committee will carefully consider these concerns when making its decision. I am ok with sharing my name and email address as public record to ensure my letter is read by the committee and I also wish to be

kept informed of all decisions regarding this application.

Sincerely,

Abismel Valdez