

From:
To: [Committee of Adjustment \(SM\)](#)
Subject: Objection to Variance Applications A 2025-064 and A 2025-065 for 82 Brunswick Ave
Date: Saturday, July 5, 2025 9:10:00 PM

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Dear Members of the Committee of Adjustment,

I am writing to strongly oppose the variance applications A 2025-064 and A 2025-065 for the property located at 82 Brunswick Avenue. These applications request approval for a reduction in parking from the required 4 spaces down to just 2, in connection with a proposed 6-unit residential development.

I urge the Committee to deeply consider the long-term impacts this decision will have—not on paper, but on the people who live here now and will live here in the future.

1. Parking and Safety Concerns

A reduction to only two parking spaces for six units is not just inadequate—it's unrealistic. Overflow parking will spill onto our already congested streets, blocking driveways and endangering pedestrians, especially children. When neighborhoods become harder to navigate and more dangerous, it's residents—not developers—who pay the price.

The reality is that 94% of households in Kitchener-Waterloo own at least one vehicle. This isn't a city where people can easily go car-free. Reducing parking in the absence of reliable alternatives doesn't promote sustainability—it promotes dysfunction.

2. Road Safety Is Already At Risk

Our streets are narrow. Winter turns them into single lanes. No one who walks here regularly—or tries to back out of a driveway with cars parked tightly along one side—can ignore the hazards. Overflow parking from this development will only make that worse.

This is not a theoretical risk. This is about real people, real streets, and real consequences.

3. Transit Infrastructure Doesn't Support This Decision

Let's be honest: Kitchener-Waterloo is not a transit-first city. Families, especially those living outside of the urban core, depend on vehicles. The buses don't run frequently or reliably enough. The bike lanes don't connect. And winter eliminates many so-called alternatives.

The city's strategy to reduce parking makes sense only when paired with functional public transit—and that is years, if not decades, away. This isn't bold planning. It's premature and punitive.

4. We're Not Solving the Housing Crisis—We're Creating a New One

What's being lost in all this talk of "housing crisis" is a basic truth: not all housing is good housing. Replacing a single-detached family home with 6 small units and barely any parking doesn't help families. It drives them away.

Families need space. They need stability. And yes, they need somewhere to park. These kinds of developments bring tenant turnover, frustrated residents, and a community that slowly erodes, one poor decision at a time.

Let's stop pretending these proposals are helping. They're helping developers. Not people.

5. The Residents Are Saying No—That Should Matter

This trend toward reducing parking seems to be gaining political momentum, but that doesn't mean it's right for every neighborhood. In this case, residents are clearly saying "no." We live here. We shovel the sidewalks. We walk our kids to school. We already deal with the limitations—and we know this decision will make things worse.

Why are we prioritizing developer convenience over the people who will actually live with the consequences?

Conclusion

I urge you to reject applications A 2025-064 and A 2025-065. If this development is to move forward, it must at least provide the basic infrastructure needed to support livability—starting with adequate parking.

Good planning isn't about reacting to a crisis. It's about protecting the people who live here today while building a thoughtful city for tomorrow.

Please consider this letter part of the public record, I consent to including my name, phone number and email. I also request to be kept informed of all decisions regarding this application.

Thank you for your time, and for your responsibility to the community.

Sincerely,
Kelly Targosz