

**From:** [REDACTED]  
**To:** [CouncilAgenda](#); [council](#)  
**Subject:** [External Email] response to BIA correspondence for 27-29 First Ave  
**Date:** Monday, November 18, 2024 8:01:02 AM  
**Attachments:** [image001.png](#)

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Hello Council Members,

I am writing in regards to the correspondence from the BIA regarding 27-29 First Ave and the intent to develop that property into a parking lot.

I understand the original intent was to develop it into parking when it was purchased around 2010, however, I'd like to think the current council has larger plans for it. The email from the BIA refers to this property as "under developed"; I feel turning into a parking lot won't change that label. It will still be underdeveloped and under-utilized. A green space in downtown Orangeville isn't easy to come by and there is an opportunity to do much more with it than pave it over. If the property was contaminated, like the case was with the hydro lands at Mill and Church and remediation was cost prohibitive, I wouldn't have an issue with using it as a parking lot but that's not the case with 27-29 First Ave.

The 2017 *Town of Orangeville Downtown Parking Study* by Paradigm Transportation Solutions LTD report is cited as recommending increasing supply by developing the property and while true, there is more to the story.

[https://downtownorangeville.ca/wp-content/uploads/2022/12/Paradigm\\_160880\\_TOrangeville\\_Parking\\_Study\\_-\\_Final\\_Report1.pdf](https://downtownorangeville.ca/wp-content/uploads/2022/12/Paradigm_160880_TOrangeville_Parking_Study_-_Final_Report1.pdf)

In the report, it lists the cost to construct new parking facilities as being greater than \$100,000. It also gives us the figure of an estimated 1,642 parking stalls within downtown Orangeville, with 578 of those being either on municipal roads or in Town controlled lots. The report even states the existing parking system in Downtown Orangeville is generally meeting current requirements and appears adequate for typical weekdays and weekends. Special events can put a strain on the system, but that's not surprising.

We all know how popular events like Blues and Jazz and the Santa Claus parade are. There are many road closures in the area, especially along Broadway yet people seem to find their way to these events without needing to park in the middle of the parade route or on the music stage.

Responses to the survey conducted by Paradigm showed almost 66% of participants could reach their destination within two minutes or less, 54% said they had no issue finding parking and most people could still see their vehicle once parked. To me, that shows our current system is more than adequate without needing to lose public land.

One of the current issues going on in town is the discussion around stormwater management, impervious surfaces and stormwater fees. Adding more impervious surface, especially downtown, is a step in the wrong direction.

The SNAP program, which the Town adopted in 2019, covers areas such as protecting natural heritage and the urban forest, land use that created healthy, livable communities, increase access to local food options, reduce single occupancy vehicle and promote walking and biking.

My vision for lot at 27-29 First Ave could be part of an expansion of the community garden system, or a pollinator garden, similar to what the Town of Mono has. Perhaps the Town could do something radically different and create a "third space", a gathering place for people to enjoy, especially when there is a farmers market and other events are happening.

In closing I will leave you with an image of the current municipal parking situation in downtown Orangeville and a quote I overheard this weekend while at Mochaberry on Sunday.

A couple was sitting in the front windows of the store, looking out onto Broadway and said "**It's nice to see a town with such a vibrant and busy downtown**". No one has ever said that phrase while in a parking lot.



Figure 1 Town controlled parking. Red is on street (140 stalls), blue are lots (377 stalls)

Thank you,  
Matthew Smith