

**From:** [Jean-Paul Morresi](#)  
**To:** [Executive Committee](#)  
**Subject:** [External Sender] My comments for 2025.EX24.4 on June 17, 2025 Executive Committee  
**Date:** June 16, 2025 1:14:09 PM

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To the City Clerk:

Please add my comments to the agenda for the June 17, 2025 Executive Committee meeting on item 2025.EX24.4, Leveraging City-Owned Real Estate to Support City Council Objectives - Long-Term Financial Plan Update

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

I am writing as a concerned resident in New Toronto, where City-owned Green P parking lots are being targeted for redevelopment under the direction of EX24.4—specifically, the lot at 66 Third Street.

While we understand and support the need for more affordable housing and a long-term financial plan, the current approach puts at risk the survival of our already struggling retail and commercial businesses. The City is prioritizing sites deemed “under-utilized,” but an FOI showed that the 66 Third lot is operating at 80% occupancy. It’s not underused—it’s just underpriced compared to other lots across the city.

Additionally, the proposed use will permanently add both to the Capital costs the city is incurring, as well as institutionalizing operating costs that, were the city and province to get their act together, would not be a permanent expense. From a budgetary perspective, you are replacing one perceived cost with another whose long term impacts on the budget and community will be orders of magnitude higher than current use.

Removing this lot—along with two others already flagged on Fifth and Sixth Streets—would eliminate 62% of our public parking in a car-dependent area classified as a Transit Desert. It would devastate small businesses along Lake Shore Boulevard West, which rely on car traffic due to low pedestrian volume.

These Green P lots are essential infrastructure, not surplus. Their removal disrupts both access and the delicate balance of our fragile commercial strip when it can be completely avoided.

Rather than targeting vulnerable, low-traffic neighbourhoods, we urge Council to prioritize larger surface lots in high-density, transit-rich areas—and consider building housing above covered parking, not instead of it, and look to how real investment might be made in the community to revive the retail businesses in place rather than continue to disadvantage them.

Let’s not solve one crisis by creating another.

Sincerely,  
Jean-Paul Morresi