Building New Homes: Phase Two of the Purpose-Built Rental Housing Incentives Stream - Update

Communication from: Hamish Wilson

See Attached.

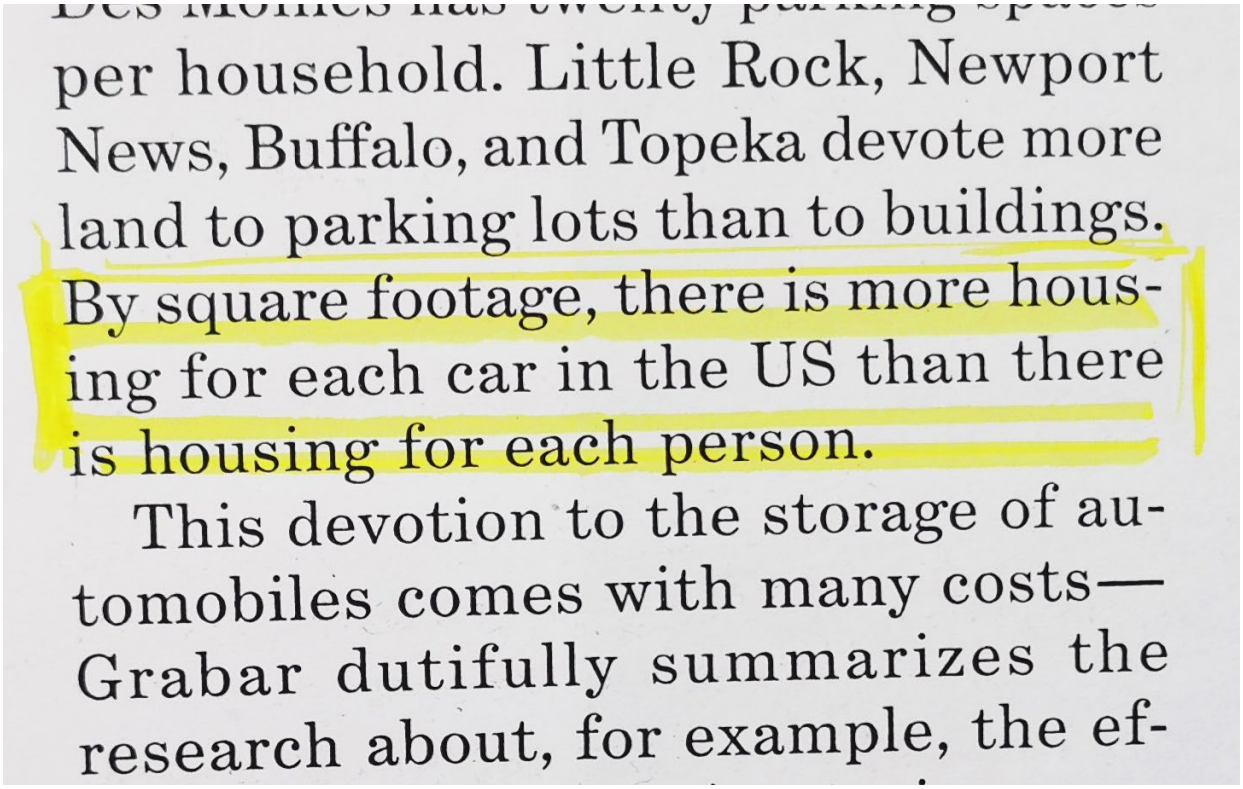
From: hamish wilson
To: councilmeeting
Subject: [External Sender] CC1.1 Building New Homes: Phase Two
Date: November 16, 2026 10:49:49 AM

Dear Mayor Chow and Councillors

Thanks for being 'on' this dire need for more housing, although we have plenty of buildings, not always fully used.

New buildings need land: and there's a general occupation of valuable serviced land in our City by private cars/mobile furnaces, and if we were really able to provide the seamless mobilities via transit/biking that many other places have, we could manage to reduce all of the car usages and storage demands - for more land for housing people.

A stat from the US likely applies here:



per household. Little Rock, Newport News, Buffalo, and Topeka devote more land to parking lots than to buildings. By square footage, there is more housing for each car in the US than there is housing for each person.

This devotion to the storage of automobiles comes with many costs— Grabar dutifully summarizes the research about, for example, the ef-

A couple of years ago, there was a bit of an effort to reduce subsidies to the cars by having a drainage services fee/tax, on the hard surfaces of parking, and of course, it wasn't such an easy thing to get on the agenda, let alone passed, because it's Caronto, and 'free' parking should be kept that way, according to many. If I remember a stat from the report correctly, there was an estimate of 30 sq kms of TO being in smaller commercial lots, and that's about the area from Don to High Park, south from Dupont St. to the lake. That could be a LOT!!! Of housing, correct?

Not including laneway/garages.

Or perhaps church parking lots.

Or school parking lots.

The cars and trucks are often useful, to even 'needed', as tools are heavy, and one never knows what's needed sometimes, and how to get bulky items around? Plus it can be efficient movement of a group of people, including kids.

So please consider how many parking lots could be intensified, or built over, or partially built upon, and work at making both the cost of drainage become registered upon owners/drivers (and reducing storm surge issues), but also somehow, getting other car costs up ie. Vehicle Registration Tax, where yes, cars are given subsidies, including climate change. Our dominating 'carservatives' however, also want to keep the free rides - should we be calling them 'car-munisits'? - taking from all, and giving to a few??

The F* regime will likely exercise its dominance, or try to, but it's also dumbinance ie. In the Bloor St. and other bike lane targetting, they're ignoring the presence of massive mobilities in the form of subways, easily carrying thousands per hour. I was pleased to find a copy of this old poster in a book: hope that you can be readily convinced by it.



FIG. 2-27. As our discussion shifts now from transportation to the built environment, this classic poster *Ruimte gebruik* ("Use of space") by the Dutch Cyclists' Union (www.fietsersbond.nl/english-info) reminds us that mobility choices aren't only about oil; they shape how we live. In bike-friendly Holland's morning rush hour, bikes outnumber cars and arrive faste After introducing the ambitious Hypercar concept, RMI's 1995 *Atlantic* feature "Reinventing the Wheels" added: "Whethe we also have the wisdom to build a society worth driving in—one built around people, not cars—remains a greater chal- lenge. As T.S. Eliot warned, 'A thousand policemen directing the traffic/Cannot tell you why you come or where you go.'"

Thanks

Carmudgeonly, which is easier in the core, yes....

Hamish Wilson