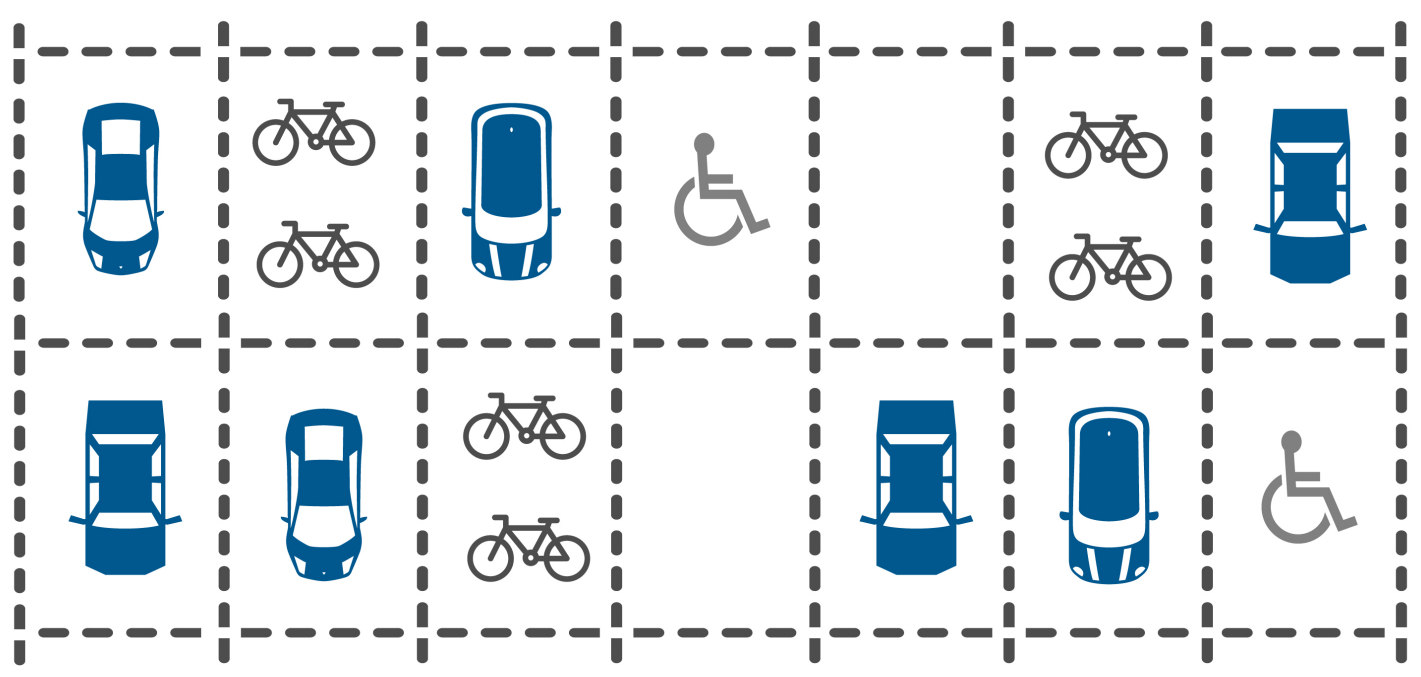




Review of Parking Requirements for New Development

Consultation Summary Report



October 22, 2021

toronto.ca/parkingreview



This consultation summary report was prepared for the City of Toronto by Gladki Planning Associates, the independent facilitator and consultation specialist for the Review of Parking Requirements for New Development. If you have any questions or comments regarding the report, please contact either:



Michael Hain
City of Toronto
416-392-8698
michael.hain@toronto.ca

gladki
planning
associates

Danielle Lenarcic Biss
Gladki Planning Associates
416-362-7755
dlenarcicbiss@gladkiplanning.ca



Contents

LAND ACKNOWLEDGEMENT	iii
EXECUTIVE SUMMARY	iv
OVERVIEW	1
Purpose	1
Goals	1
APPROACH	2
Communications and Outreach	3
Key Messages	4
ATTENDEE DEMOGRAPHICS	5
FEEDBACK	6
NEXT STEPS	7
APPENDIX: INDIVIDUAL MEETING SUMMARIES	8



Land Acknowledgement

Toronto is built on sacred land that is part of an agreement between Indigenous peoples and then extended to allied nations to peacefully and respectfully care for it. Many of us have come here as settlers, immigrants or newcomers in this generation or generations past. We recognize the enduring presence and resilience of Indigenous peoples past and present, and our accountability to these relationships.

We acknowledge the land on which we are undertaking the Review of Parking Requirements for New Development is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Executive Summary

Overview

Requirements for automobile and bicycle parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City’s Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit. The City of Toronto retained Gladki Planning Associates to organize and conduct virtual public consultations on proposed amendments to parking requirements in the Zoning By-law.

7

VIRTUAL MEETINGS

262

MEETING ATTENDEES

154

QUESTIONS ASKED

Approach

The City of Toronto hosted two rounds of consultation between May and September 2021 to obtain feedback from stakeholders and the public. This report summarizes the outcomes of six public meetings and one stakeholder meeting held virtually via WebEx Events. The meetings were promoted through email, the City of Toronto website and social media, and were attended by more than 260 people including residents, property owners, business owners, representatives of landowners/developers, industry groups, advocacy organizations and Business Improvement Areas. Each meeting included a presentation followed by a facilitated Q&A. Meeting materials, including presentation slides, video recordings and feedback summaries, were posted on the project website.

Feedback

In general, there was strong support for eliminating parking minimums. Attendees were eager to learn details on the proposed new parking requirements, particularly for affordable housing and sites in close proximity to higher-order transit. Other recurring themes and comments included:

Concern about on-street parking availability, enforcement and permit system

Need for convenient, sufficient and secure bicycle parking

Interest in transition and implementation of the Zoning By-law changes

Reliance of many seniors, families and gig workers on vehicles and parking

Curiosity about proposed payment-in-lieu of bicycle parking

Next Steps

The proposed amendments to parking requirements in Zoning By-law 569-2013 will be presented to the Planning and Housing Committee on November 25 and to City Council on December 15-16. Visit toronto.ca/parkingreview for more information, to subscribe to receive e-updates or to contact City staff directly.



Overview

Requirements for automobile and bicycle parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City's Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

The City of Toronto retained Gladki Planning Associates to organize and conduct virtual public consultations for the City-wide Parking Review.

Purpose

The purpose of the consultation activities was to seek the public's feedback on proposed amendments to parking requirements in Zoning By-law 569-2013 and other related work.

This report summarizes the consultation goals, approach and outcomes.

Goals

The goals of consultation were as follows:

- Introduce the project and increase awareness of its purpose, process, objectives, timeline and scope;
- Build capacity of the public and stakeholders to participate in planning discussions;
- Encourage broad participation from diverse groups and stakeholders, including the general public, advocates, industry groups, the development community, policymakers and institutions;
- Solicit meaningful, constructive and focused feedback and ideas, while conducting creative engagement within the restrictions imposed by the current COVID-19 pandemic;
- Gain local knowledge on existing issues, strengths, opportunities and constraints as well as a greater understanding of general attitudes towards parking and specific attitudes toward parking within new development; and
- Share analyses, findings and recommendations with the public and stakeholders in transparent and accessible ways.



Approach

Two rounds of consultation were conducted to obtain feedback from stakeholders and members of the public. This report summarizes the outcomes of seven meetings facilitated by Gladki Planning Associates. The timeline of consultation activities, including online surveys launched in between and following the rounds of meetings, is shown in Figure 1. Outside of the scope of this report, City staff consulted a Technical Advisory Committee, the City of Toronto Directors' Table and the Toronto Accessibility Advisory Committee, and also held additional stakeholder-specific meetings and presentations.

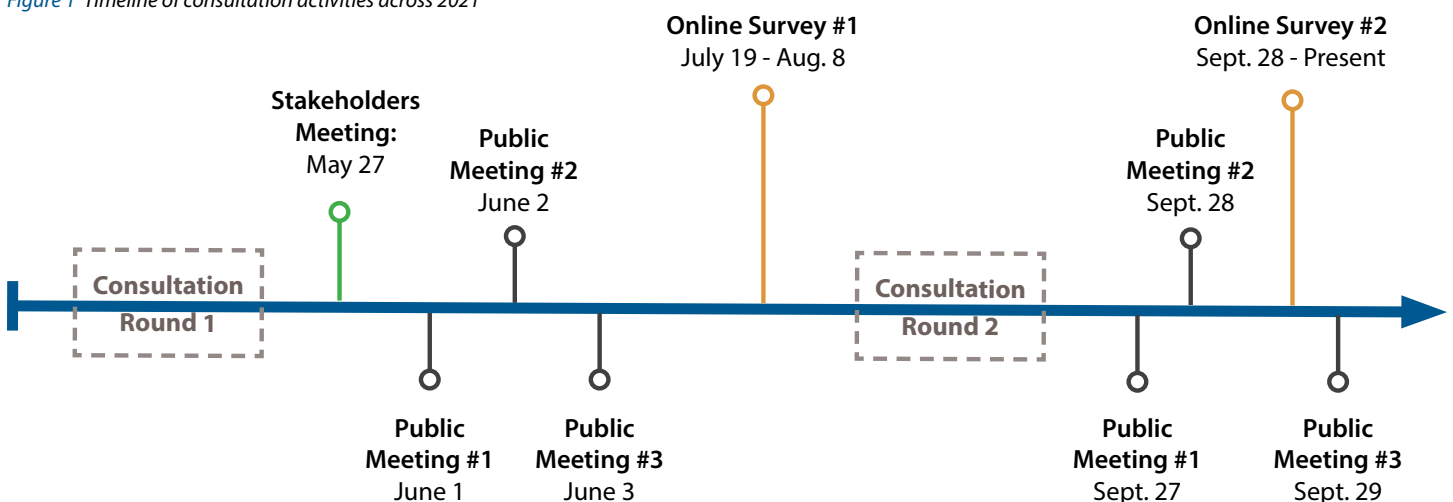
Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, all meetings were held online and phone-in only via WebEx Events. Meetings were held on multiple weekdays at alternate times (1:00-3:00 PM, 3:00-5:00 PM, 7:00-9:00 PM) to maximize the availability and participation of diverse audiences.

Round 1: The City hosted one stakeholders meeting and three public meetings in May/June 2021. The purpose of these meetings was to gather feedback to inform recommendations for revised parking standards. The meeting format included a presentation by City staff on current and shifting conceptions of parking rates, initial project findings and emerging directions, followed by a facilitated Question and Answer period/discussion.

Round 2: Three public meetings were hosted in September 2021. City staff summarized initial project findings and feedback from earlier consultations and presented an overview of the proposal for parking requirements, which was followed by a facilitated Question and Answer period/discussion. Then, further details on the proposed recommendations were shared, including specific rates, land use categories and Policy Areas, followed by a second facilitated Question and Answer period/discussion.

The meeting presentations were posted on the project website along with closed-captioned video recordings and summaries that included responses to all questions asked during each meeting. The individual meeting summaries are found in the Appendix of this report (see page 8).

Figure 1 Timeline of consultation activities across 2021





Communications and Outreach

City staff established the stakeholder group by inviting all Business Improvement Areas and Ratepayer Associations known to the City's Public Consultation Unit as of February 2021 (approximately 240 organizations). Several groups representing the development industry and various other groups interested in transportation issues were also invited.

The public meetings were promoted on the City of Toronto website, through targeted email communications (e.g., e-blast to Interested Parties list for the Review of Parking Requirements for New Development, Councillor e-newsletters; see Figure 2) and on City Planning's social media channels (see Figure 3).

Word of mouth also helped to promote the meetings. Stakeholders and members of the public shared the meeting information on their LinkedIn and Twitter feeds and in community Facebook groups. Figure 4 shows a selection of Twitter comments in response to posts by City Planning. In general, there was support on public social media posts for the proposed changes to parking requirements.

Figure 2 Newsletter post created to promote the first round of meetings

The City is reviewing its requirements for automobile and bicycle parking in newly erected or enlarged buildings. 

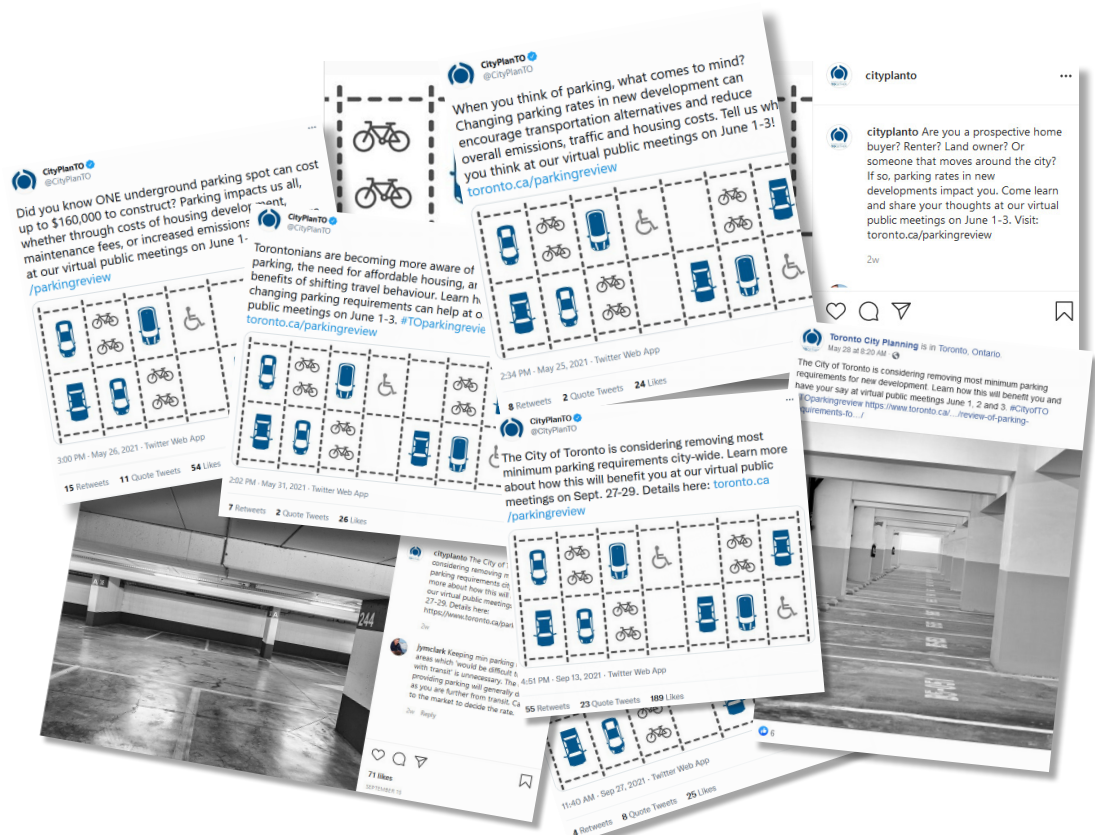
Are you a prospective home buyer, renter, or land owner? Do you drive, cycle, take transit, or walk around the city? Parking rates impact us all, whether through costs of housing development, maintenance fees, or increased emissions.

Demand for parking is shifting, and many recent development applications have been approved with parking levels below the zoning by-law minimums. Toronto's current parking rates vary across the City and may be too high in some areas. Staff are reviewing the by-law to explore how parking standards could allow only the **maximum** amount of automobile parking reasonably required for a given land use, such as in areas well-served by transit.

Visit www.toronto.ca/parkingreview to learn more, share your feedback, and attend a virtual community meeting. 



Figure 3 Sample posts on City Planning's Twitter, Instagram and Facebook accounts promoting the public meetings



Did you know ONE underground parking spot can cost up to \$160,000 to construct? Parking impacts us all, whether through costs of housing development, maintenance fees, or increased emissions. Tell us what you think at our virtual public meetings on June 1-3! #TParkingReview toronto.ca/parkingreview

When you think of parking, what comes to mind? Changing parking rates in new development can encourage transportation alternatives and reduce overall emissions, traffic and housing costs. Tell us what you think at our virtual public meetings on June 1-3! toronto.ca/parkingreview

Torontonians are becoming more aware of parking, the need for affordable housing, and the benefits of shifting travel behaviour. Learn how changing parking requirements can help at our public meetings on June 1-3. #TParkingReview toronto.ca/parkingreview

The City of Toronto is considering removing most minimum parking requirements city-wide. Learn more about how this will benefit you at our virtual public meetings on Sept. 27-29. Details here: toronto.ca/parkingreview

Are you a prospective home buyer? Renter? Land owner? Or someone that moves around the city? If so, parking rates in new developments impact you. Come learn and share your thoughts at our virtual public meetings on June 1-3. Visit: toronto.ca/parkingreview

The City of Toronto is considering removing most minimum parking requirements for new development. Learn how this will benefit you and have your say at virtual public meetings June 1, 2 and 3. #CityPTO #TParkingReview <https://www.toronto.ca/parkingreview-of-parking-requirements-10-1/>

The City of Toronto is considering removing most minimum parking requirements in areas which would be difficult to provide parking in as you are further from transit. CA to the market to decide the rate. <https://www.toronto.ca/parkingreview>



Figure 4 Selection of responses to the City’s social media posts from stakeholders and the public



Key Messages

Consultation was guided by the following key messages:

- The City of Toronto regulates the size and number of automobile and bicycle parking spaces that must be provided in new developments. These parking rates depend on land use (e.g., residential, retail, office, school, warehouse, etc.) and are established in Zoning By-laws.
- The City of Toronto’s parking space regulations were last reviewed from 2005-2013. Since then, there has been a shifting demand for automobile parking: fewer people are choosing to own cars, alternatives like rideshare and short-term rentals are becoming more popular and investments in transit and cycling infrastructure are providing more travel choices. Many recent development applications have been approved with parking levels below the minimums in Zoning By-law 569-2013.
- Toronto’s current requirements for parking in new development vary across the City and may be too high in some areas. Staff are reviewing Zoning By-law 569-2013 to identify appropriate parking rates that support the City’s vision and policies to reduce auto dependence and limit the amount of land occupied by automobile parking.
- This review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use. Minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas that would be difficult to serve with transit.
- The City is consulting stakeholders and the public for feedback that will inform recommendations for revised parking rates.



Attendee Demographics

A total of 262 people attended the seven virtual consultation meetings. Attendance at individual meetings ranged from 25 to 70 people. Individuals who attended more than one meeting were counted for each attendance. Approximately 72% of participants in the six public meetings ($n=160$ people) completed an optional poll on WebEx to indicate their demographics (see Table 1), indicating that residents, property owners, business owners, representatives of landowners/developers, industry groups, advocacy organizations and Business Improvement Area staff were in attendance. Participants also indicated they move around the city in varied ways including by driving, cycling, walking, public transit, BikeShare, taxi/rideshare, car rental and e-Bike/scooter.

Table 1 Attendee demographics at the Stakeholders Meeting and Public Meetings

Date	Number of Attendees	Audience in Attendance
Round 1 of Consultation		
May 27 *	70	Business Improvement Area staff, representatives of landowners/developers, Residential Construction Council of Ontario staff, Building Industry and Land Development Association staff, Residential & Civil Construction Alliance of Ontario staff
June 1	39	Residents, property owners, business owner, representatives of landowners/developers, advocacy organization
June 2	48	Residents, property owners, business owners, representatives of landowners/developers, advocacy organizations
June 3	26	Residents, property owners, representatives of landowners/developers, advocacy organizations
Round 2 of Consultation		
September 27	49	Residents, property owners, representatives of landowners/developers, advocacy organizations
September 28	25	Residents, property owners, business owner, representatives of landowners/developers, advocacy organizations
September 29	34	Residents, property owners, business owner, representatives of landowners/developers, advocacy organizations

* Stakeholders Meeting was by email invitation only, via the project's stakeholders list compiled from previous consultation activities and correspondence.

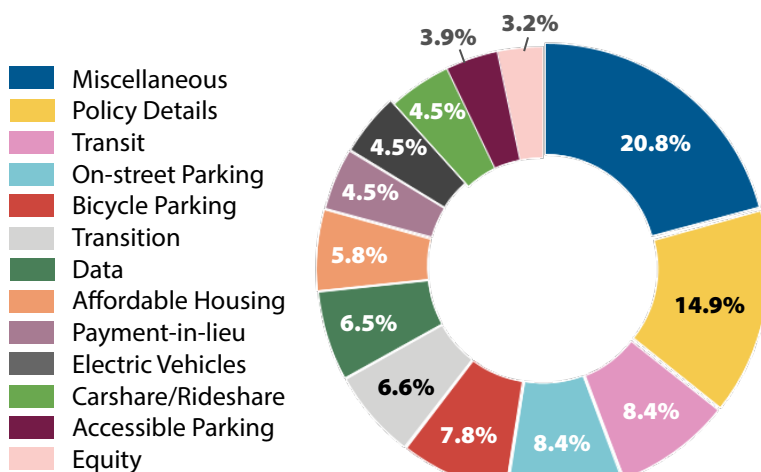


Feedback

Participants in the virtual meetings had the opportunity to ask questions and share comments verbally using the Raise Hand function or in writing using the Q&A function. Over 154 questions were asked on topics including on-street parking impacts, equity, plans for transition, data availability and effects on affordable housing, among others. Figure 5 shows the distribution of 13 themes that emerged during the seven meetings. Over and above the Miscellaneous category, the most common questions were regarding further details of the proposed policy change.

A high-level summary of the main public and stakeholder feedback heard in the meetings is below (see Appendix on page 8 for feedback from individual meetings). Feedback may not be representative of the wider Toronto population or all individuals within a stakeholder group. Staff also received feedback directly.

Figure 5 Thematic distribution of questions asked at virtual meetings



The following were recurring themes and comments from the facilitated Q&A/discussions:

- Overall, community members voiced **strong support for eliminating parking minimums**, particularly as a solution towards housing affordability and sustainability.
- Participants frequently raised **concerns about availability and enforcement of on-street residential parking**. There was interest in ensuring residents of new developments cannot access on-street parking permits.
- People also shared that **new developments need appropriate driveways, lay-bys and loading areas** to accommodate delivery vehicles, service personnel, pick-ups and drop-offs; otherwise, these uses interfere with on-street parking and movement.
- Cyclists want convenient, sufficient and **secure bicycle parking**. There is interest in updating the City's guidelines for bicycle parking to improve parking design/location and to accommodate newer types such as e-bikes and cargo bikes.
- Several community members vocalized the parking needs of diverse demographic groups including **seniors, families and workers in the gig economy who rely on access to a vehicle** for daily activities.
- There was **curiosity about the payment-in-lieu of bike parking** alternative and its proposed implementation.
- Stakeholders and members of the public were **eager to learn more details** regarding parking rates for affordable housing and sites in close proximity to higher-order transit, as well as how/when the proposed policy changes will be implemented and any impact on existing development applications.



Next Steps

The proposed amendments to parking requirements in Zoning By-law 569-2013 will be presented to the Planning and Housing Committee on November 25 and to City Council on December 15-16.

Please visit [the project website](#) for more information and materials and to subscribe to receive e-updates. Comments or questions can be directed to City staff at any time:

Michael Hain, Program Manager

City Planning Division

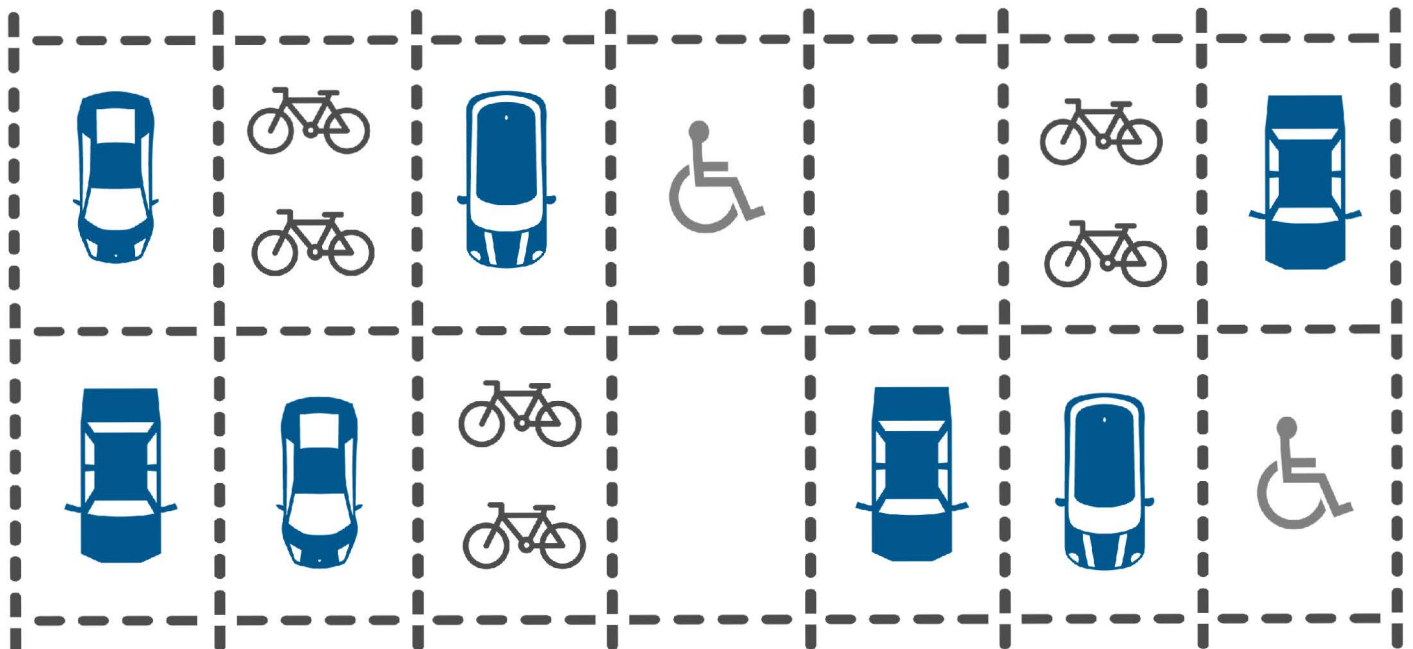
Transportation Planning, Policy and Analysis

416-392-8698 michael.hain@toronto.ca



Review of Parking Requirements for New Developments

Phase 1 & 2 Public and Stakeholder Consultation



Stakeholder Meeting Summary

May 27, 2021
4:30-5:30 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
June 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City's Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

The Review is expected to conclude by the end of 2021 and will include public consultation meetings in June and September, through which City staff will seek the public's feedback on proposed amendments to parking requirements in the zoning by-law and other related work.

Meeting Overview

On Thursday, May 27, 2021, the City of Toronto hosted the second Stakeholder Advisory Committee (SAC) meeting to present initial findings and emerging directions for the City-wide Parking Review, answer questions, and receive feedback from stakeholders. City staff welcomed external stakeholders ranging from developers, land use planners, business improvement areas, and community groups. Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was promoted to members on the project's stakeholders' list, which includes residents'/ratepayers' associations, business improvement areas, developers, law firms, advocacy organizations, and industry groups.

Over 70 stakeholders joined the meeting. Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, findings and emerging directions, among others. A modified version of the presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 33 questions and comments were received on the following topics.



Questions & Answers

The Q & A portion of the event gave rise to a number of main question themes from stakeholders:

- Impact on current residents (condo, apartment, single-detached homes)
- Equity (aging population, multi-generational household needs, cultural pockets where automobile dependence is high)
- Use-specific rates (commuter parking, commercial and industrial uses)
- Requirements for electric vehicles
- Laneway and garden suites
- Project timeline and details
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Impact on current residents (condo, apartment, single detached)

- ***Have you interviewed recent condo owners to see what demand there really is once the building is occupied? Parking spaces aren't available for sale and this is not supportive of new families.***

We are not proposing to remove existing parking or limit how much parking can be provided in new spaces; we are actually freeing developers and consumers to pick the amount of parking that is appropriate for them. If someone wants to have a parking spot in the downtown core, they can purchase or rent a condo or apartment that includes parking spot(s).

- ***Will apartment residents be permitted to apply for on-street parking permits? How will retail parking be accommodated?***

The policies in Toronto's [Official Plan](#) indicate that development should accommodate any parking need on site. If you are building an apartment building, it is not appropriate to anticipate that your residents will park on the street. The safest route would be to prohibit apartment buildings and similar structures from participating in the on-street parking permit system. If there was a need for the development to participate in the on-street parking permit system then an amendment could be provided, rather than offered as a default.

- ***[Penguin Pickup](#) is a new courier use located in street-related retail but has no loading parking for vehicles like Walmart and customers. My condo has to put up with these using our residential driveway. Will the study address this new use?***

We have not yet considered this – thank you for bringing it to our attention for review.



- ***Will new detached houses have a minimum or maximum parking requirement? Does your policy also effect detached housing in neighbourhoods?***

Detached houses currently have a minimum parking requirement city-wide. As with other uses, we anticipate proposing to remove this requirement within the parking policy areas and implementing a maximum city-wide.

Equity

- ***How does the City plan to consider the aging population and reliance on automobile parking and accessibility spaces? Does this responsibility rest with the Transportation department?***

On-street accessible parking is handled by Transportation Services, while accessible spaces within a new structure would be covered by this review. We understand an aging population will require more accessible parking in the future. We plan to link accessible parking rates to requirements for accessible units in the Building Code. This will ensure that we don't decrease the amount of accessible parking and meet at least the same level under the formal framework.

- ***With three forms of formulas for affordable housing, how do you ensure that the savings through lower parking rates will be transmitted to greater affordable housing?***

The City's funds for affordable housing are distributed to housing as well as parking to support the housing. If the pool of money towards parking became smaller, there would be more money available for the housing component. Ultimately, it's up to Council to execute this change.

- ***In setting a maximum rate for detached houses, have you considered multi-generational households under the equity lens? e.g. A detached household with two adults and one car would comply, while a six adult detached household with three cars would not, despite having identical ownership rates per person.***

We will be considering all types of households as part of the review.

- ***Does the City look at cultural pockets where residents and businesses exhibit behaviour that is more car-centric?***

The review is a city-wide exercise and will identify parking rates that are consistent with the City's [Official Plan](#) policies, which strive to reduce auto-dependence. We recognize that some businesses are more car-centric and this will be reflected in the review. In all cases, individual residents and businesses are able to apply for site-specific amendments to the Zoning By-law and these are not unreasonably withheld.



Use-specific rates

- ***Will you have minimums for commuter parking in TOD (transit-oriented development)? There is no commuter parking dedicated at the Christie's site.***

We do not intend to set a minimum rate for commuter parking in transit-oriented development. The [Official Plan](#) discourages automobile commuter parking, so this would go against the policies.

- ***How would a maximum parking rate work with an industrial or commercial building where people are expected to travel by vehicles given the nature of the stores (e.g., Costco)?***

The intent of this project is not for the City to withhold amendments, but provide a speed bump to consider how much parking is actually needed in a new development. In this case, a Parking Study, which is generally already required for these types of applications, could be used to justify a higher parking permission.

Requirements for electric vehicles

- ***What is needed to create an EV Ready parking space?***

This is a tricky issue: we know the electricity grid cannot currently handle everyone being electric. To get a connection to hydro, the regulations are structured to discourage overstating your power requirements. "EV Ready" means that each space would have an outlet capable of a Level 2 charger already installed, complete with wiring through the electrical room. This is a higher standard than what is currently required in the [Toronto Green Standard](#). It's an open question whether we are ready for this requirement, but at the same time the buildings being built now will be around well after the whole system will be electrified. If we don't make this requirement now, we are guaranteeing there will be expensive retrofits in the future.

Laneways & garden suites

- ***Will the new parking requirements consider laneway housing?***

Yes, the review will be considering laneway housing.

- ***Could garden suite occupants apply for and receive an on-street permit in the new model?***

Generally, Council has removed parking requirements from approved [housing forms such as garden suites](#).



Project timeline & details

- ***When will the rates be introduced? Will we have ample time to review and comment?***

Our goal is to prepare a proposal for people to review over the summer. Certainly, there will be a concrete proposal for review in time for our fall consultation scheduled in September.

- ***What kind of rates are you considering for maximums?***

In areas where maximums didn't previously exist, our intention is to set the rate high enough that it isn't constraining for most developments. These maximums will be lowered over time, as justified by the monitoring program we establish to evaluate success or challenges of the new parking requirements..

- ***Why have maximums at all? Why not do away with them entirely?***

There is a limit to how many cars the City can handle on the street and a limit to how much the City wants to encourage or support parking. In areas supported by transit, maximums have been effective in encouraging people to use alternate modes of transportation such as transit, walking, or cycling.

- ***Will the by-law amendment allow for the provision of required parking spaces for new buildings in off-site locations such as existing underutilized parking garages? There are a lot of 1960s and 1970s apartment buildings with empty garages.***

This is something the City already allows in some contexts. We do not plan to discontinue the practice.

Miscellaneous

- ***When are we getting the new TTS (Transportation Tomorrow Survey) study?***

The next [Transportation Tomorrow Survey](#) was intended for Fall 2021, but with COVID-19 it is likely that the survey will be postponed to span over a time period when people are actually travelling. It is still being considered for Spring 2022, but it could happen in Fall 2022. Because the survey area is so large (covering the Greater Golden Horseshoe), the survey now has to be conducted over two time periods. Since the data also has to be processed before it can be released, it is unlikely that we will have the next data set until sometime in 2024.

- ***Will the city put a global moratorium on private boulevard parking? Private curb cuts remove shared on street parking opportunities.***

The City's boulevard parking policies will be reviewed as part of the Residential Parking Strategy starting soon.



Comments & Feedback

The comments received by stakeholders focused on three main themes: EV requirements, supporting families, and bicycle parking. A full list of comments received during the meeting is presented below.

Electric vehicles (EV)

- *Many LEED buildings are not able to install EV charges in a cost-effective way. Buildings should provide the ductwork and a consolidated location where a hydro connection can be made. As an example, the West Don Lands developments make it virtually impossible to support an EV.*
- *Creating an EV-ready parking space also requires more space for Transformer Vaults and significant cost to install the upsized transformer (if you can get the power). This adds significant cost to all owners as a base building cost, instead of just adding cost to vehicle owners.*

Supporting families

- *Lower parking standards reduce the ability for families to stay in the core multi-family units that require parking in order raise a family.*
- *It would be better to tax car owners via tolls and remove the transit pass (tax). This will allow those who have the means to own a car. If a car is simply stored for weekend use this will not put a burden on the city infrastructure. But if you want families to live downtown and participate with others who live in single-family homes, they need to have a place to store a car.*
- *If the City really wants families in the core, it needs to build schools and transit at the same time as the condos are built. Without these amenities, there will be no need for family units*
- *If neighbourhoods are being developed without on-street parking, the City should consider managing a parking storage option, where the parking rate is assessed based on family/economic needs. There needs to be some creative options that promote a shared amenity for a broader range of options.*

Bicycle parking

- *Bike parking requirements should be 2 per unit and not permitted to be sold as lockers. Parking spaces within parking garages should be designed to permit 2 bike parking spaces per parking space.*



Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. In addition to virtual public meetings on June 1-3, 2021, our next steps include online engagement over the summer leading to a second round of consultation in September 2021.

Please visit [the project website](#) for more information, materials, and meeting notices. You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

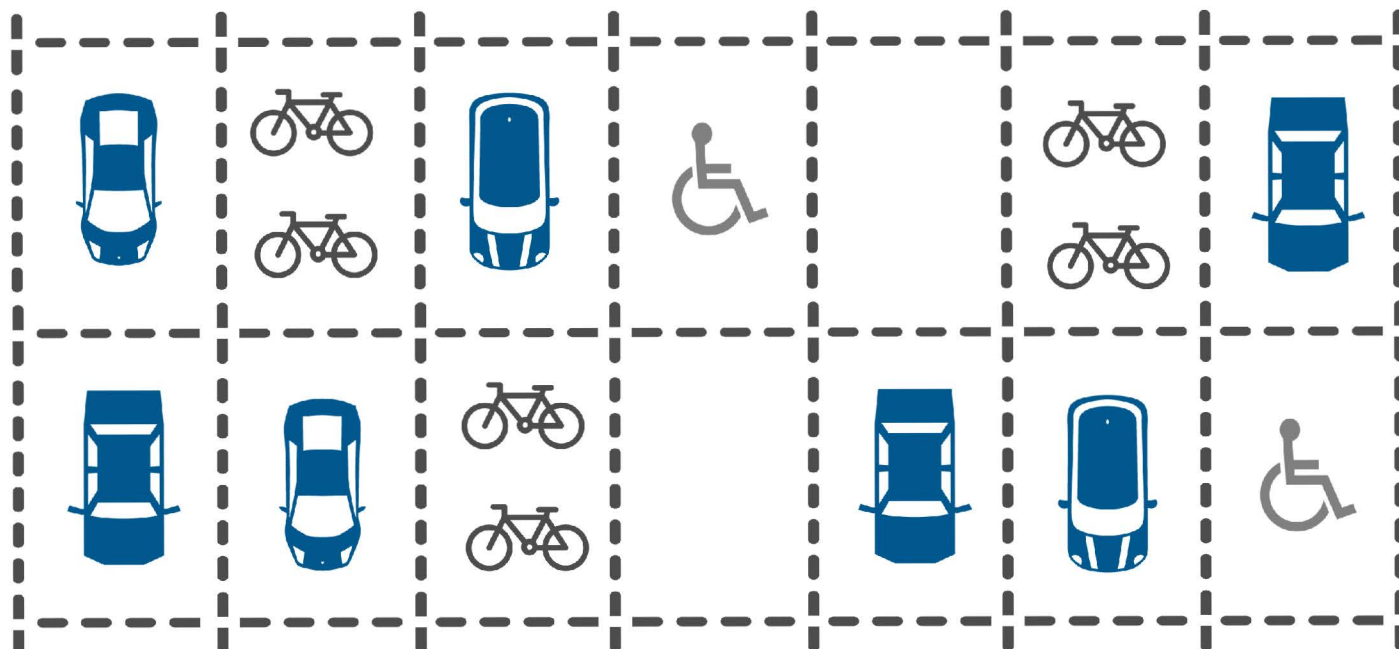
You can continue to contact City staff to provide your comments or ask questions directly:

Michael Hain, Program Manager
City Planning Division
Transportation Planning, Policy and Analysis
416-392-8698 michael.hain@toronto.ca



Review of Parking Requirements for New Developments

Phase 1 & 2 Public and Stakeholder Consultation



Public Meeting Summary

June 1, 2021
7:00-9:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
June 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City’s Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

The Review is expected to conclude by the end of 2021 and will include public consultation meetings in June and September, through which City staff will seek the public’s feedback on proposed amendments to parking requirements in the zoning by-law and other related work.

Meeting Overview

On Tuesday, June 1, 2021, the City of Toronto hosted a public consultation meeting to present initial findings and emerging directions for the City-wide Parking Review, answer questions, and receive feedback from the public. Based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the first in a series of meetings for the public in June 2021, promoted through the City’s social media channels (Twitter, Facebook, Instagram), Councillors’ mailing lists, and on the City of Toronto website.

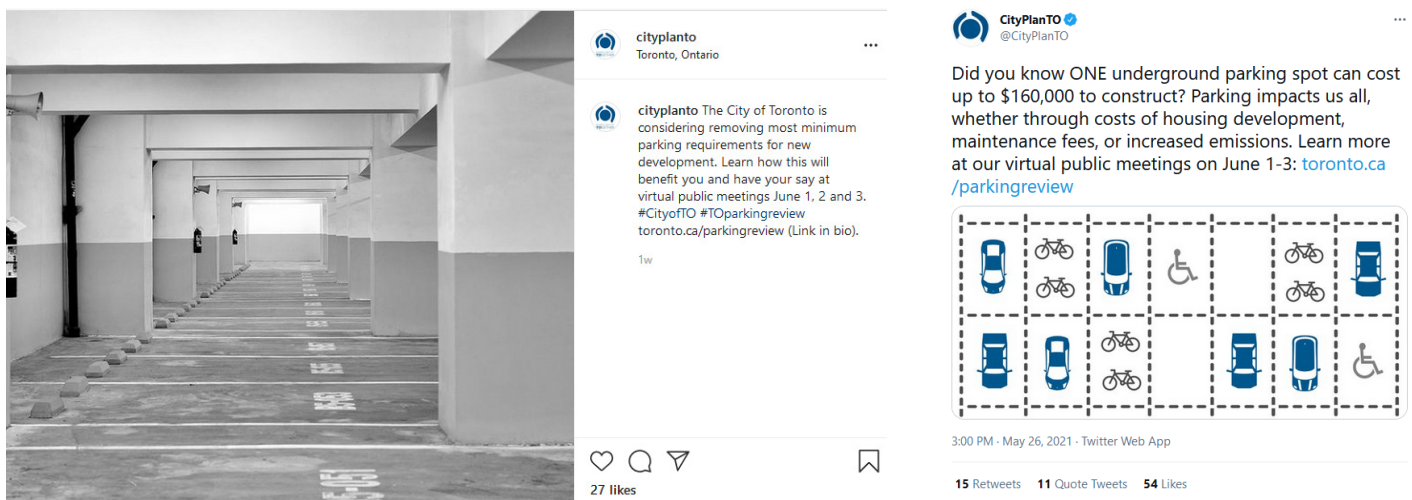


Image 1-2: Sample social media posts from the communications campaign promoting the meetings



Over 27 participants joined this first meeting. Attendees included residents, business owners, developers, landowners, and advocacy groups (see Figure 1) whose primary modes of transportation were public transit, walking, driving, and cycling (see Figure 2).

Figure 1 What brings you to this public meeting? Select all that apply.

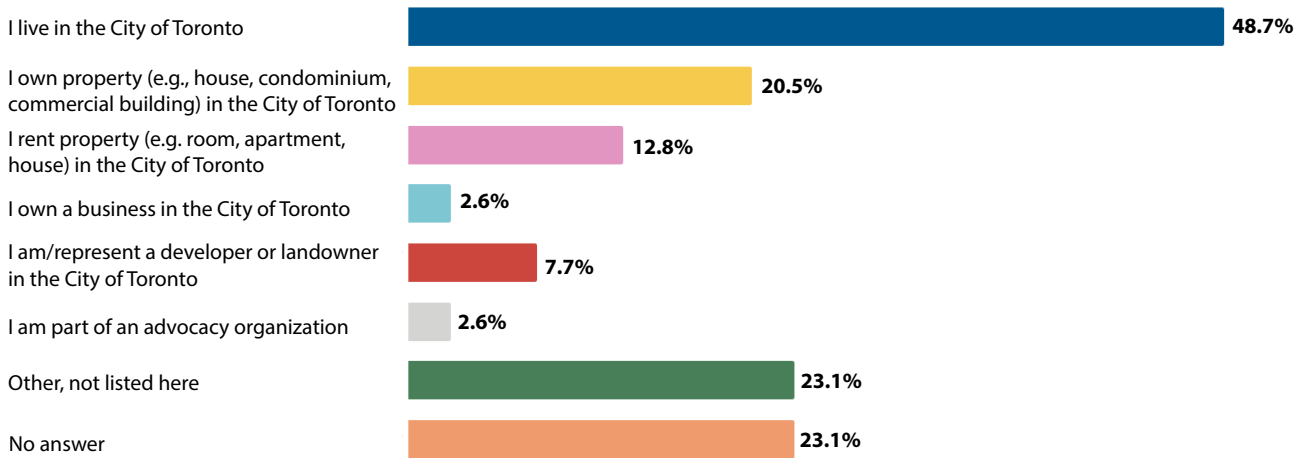
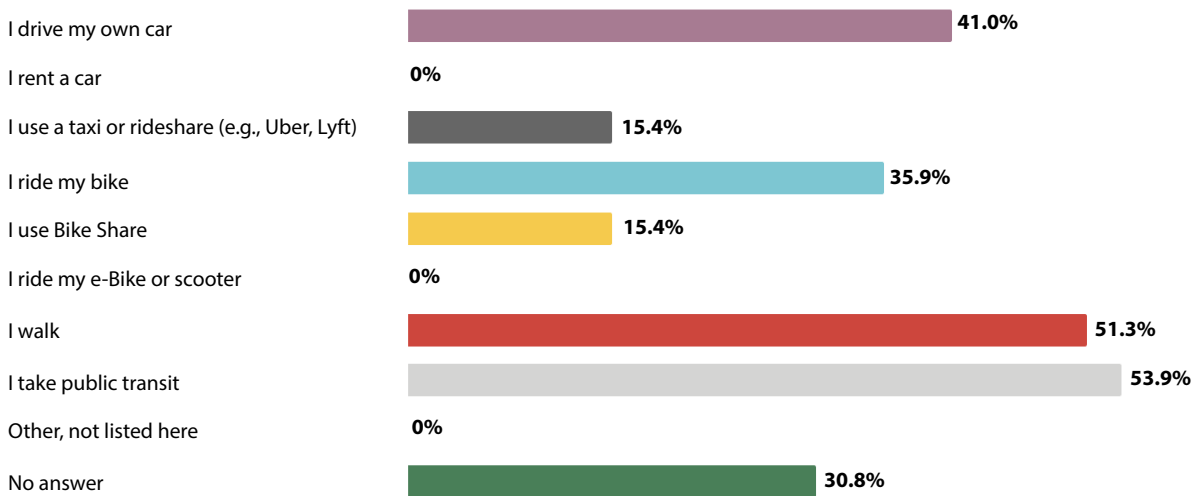


Figure 2 What modes of transportation do you most often use to move around the city? Please respond based on your activity prior to the COVID-19 pandemic and/or how you plan to travel post-pandemic. Select all that apply.



Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, findings and emerging directions, among others. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 31 questions and comments were received on the following topics.



Questions & Answers

The Q & A portion of the event gave rise to a number of main question themes from the public:

- Policy Areas and areas of influence
- Cycling and bicycle parking
- Public consultation
- Application of parking maximums
- Rideshare
- Zoning By-law
- Equity
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Policy Areas and areas of influence

- ***Are the Policy Areas being expanded to reflect the “area of influence” of transit and mobility options versus simply the former “avenue corridor designations”? This could speak to the actual mobility characteristics of areas of the City as opposed to the zoning designations applicable to the areas of influence.***

This is the intent. For example, in Policy Areas well-served by transit, the boundaries would be expanded to include all Major Transit Station Areas (MTSAs).

- ***You talked about establishing a process for expanding parking policy area boundaries when new transit infrastructure begins operation. Has there been consideration of expanding parking policy areas when new transit is planned instead of only operation? Generally, we see development planned even before new higher-order transit begins operation.***

Our current thinking is to expand the policy area boundary when the MTSA ([Major Transit Station Area](#)) boundary is approved. The boundary would have to be approved after the transit line was completed.

- ***Is there guidance for how parking minimums will be adjusted within the Policy Areas that reflect both existing higher-order transit and planned/improved transit nodes and connectivity? Especially for development applications that are in the approvals process and would like to reflect the direction that is clearly evolving through this timely exercise by the City?***

The transition guidelines haven't been developed yet. They will be prepared by September, but may only be publicly ready for the Council report in November or December.



- ***In speaking to the MTSA characteristics and the mobility options they would offer, would streetcar routes qualify as rapid transit routes, given their exclusive corridor characteristics?***

No. Similar to the bus routes along Eglinton Ave, Kingston Road, and St. Clair Ave, streetcars do not rise to the standard of LRT (light rail transit).

- ***Do you have any thoughts or research about expanding areas of influence to include major bike routes that don't have transit near them (e.g. Shaw St.)?***

We hadn't considered that, but now we will!

- ***How are the Policy Areas being consolidated or expanded given the principle of by-law simplification and minimum parking rate reductions?***

We are looking at having two different Policy Areas plus the rest of the City. One of these Policy Areas would look at the lands that are in the area of influence of higher-order transit, while the other would be within areas of influence of surface transit. The housing. If the pool of money towards parking became smaller, there would be more money available for the housing component. Ultimately, it's up to Council to execute this change.

- ***Do you have a sense of scale of reduction for the two planned Policy Areas?***

We are discussing the full elimination of parking minimums from the Policy Areas, with the possible exception of visitor and accessible parking.

- ***Should these requirements apply not only to MTSA's but also to TTC lines and bus routes? Will your proposal produce an option for Council that applies these standards regardless of whether the transit route is funded by the province and is carried under MTSA or TTC?***

Policy Areas that have MTSA's are an easier example to explain; one of the other Policy Areas is the areas of influence around surface transit. We're still determining the exact boundary and size for that area of influence by looking at the mode shares at different distances from transit stops based on the [Transportation Tomorrow Survey](#). California is looking at removing parking minimums half a mile from any transit stop, even those that come every 15 minutes. If we used this standard, it would cover almost the entire City of Toronto. The provincial threshold is approximately 800 metres from the transit station. City Council has adopted a few boundaries, generally between about 700 and 1000 metres from higher-order transit stops (e.g., subway station, GO station, etc.); however, they have yet to be approved by the Minister of Municipal Affairs and Housing.



Cycling and bicycle parking

- ***What data is being used to support the increase in bicycle parking requirements? Where is the demand coming from?***

The main data source was the [Transportation Tomorrow Survey](#), which saw an increase in mode share in bicycles. We expect this to continue given the City's investment in cycling infrastructure.

- ***Are City staff considering alternatives to the current standards of bicycle parking space dimensions and locations in residential condo buildings?***

For both bike parking and auto parking, this review is only looking at the number of spaces that are required. The dimensions of bike parking would be reviewed during the update of the Bicycle Parking Guidelines, which is not part of this review.

- ***When you say "Explore payment in lieu of bike parking policy for bike share," does this mean specifically the Toronto Bicycle Share or bike infrastructure in general?***

Yes, the Toronto Bicycle Share, although there is openness in looking at other places it could go. Revenue raised from this are not high so it's unlikely to support a bicycle network.

- ***Is the plan to provide Bikeshare with every Toronto Parking Authority lot?***

[Toronto Parking Authority](#) has a strategy to provide Bikeshare stations at all Green P lot locations, especially near transit stations and bike lanes. However, there will be some exceptions (e.g., below-grade parking facilities).

Public consultation

- ***What methods will be used to reach out to the public for further consultation? I only found about this meeting from the Toronto Planning Twitter account. For the majority of the population who don't follow the account, how will they know that they can engage in this issue to learn and voice their opinion about the issue?***

This meeting was shared on the City's website and email subscriber list, social media channels (Instagram, Facebook, Twitter), and Councillor's mailing lists. If you have suggestions, please [let us know!](#)



Application of parking maximums

- I love the concept of parking maximums but how is this going to be applied? When looking at infill opportunities, you don't want to lose your parking, especially if you are looking to subdivide or sell. Often you have to build up or build out so you can repurpose the former large parking lot into infill.*

Parking maximums are structured like parking minimums: there is a number of spaces required per 100 sq. metres or per unit type. The thinking right now is to maintain this kind of structure; the requirement would shift depending on what is being constructed.

- One problem with this approach is that you can't increase the parking density above the maximum to then reduce it at a later date. Is this being planned? Other cities that did this killed infill development.*

We haven't considered this yet – we will bring it back to the team to review.

Rideshare

- Are you looking at provisions for car sharing options? What considerations will be given if a rideshare service is offered to a housing development in getting parking minimums removed?*

We don't have any specific plans to allow reductions for a rideshare service. For the most part, parking minimums will be removed. In the parts of the City where there are minimums, the [Toronto Green Standard](#) has requirements for travel demand management measures to reduce single-occupant vehicle trips.

Zoning By-law

- To what extent can this by-law review be used as part of parking reduction justification for current development applications, given that a number of applications have already accepted applications not meeting the minimum requirement?*

This ongoing review does not have official status until Council decision; therefore, it cannot be used for justification. However, the data we are using is all public and could be used to make an argument of your own against parking minimums.

- Will there be any guidance or consideration for similar relief under former city zoning by-laws (which apply to many properties and often impose more significant minimum parking requirements)?*

Our hope is to make the changes to parking requirements city-wide, regardless of whether properties are currently covered by former City zoning by-laws.



Equity

- ***An affordable housing project intended to have 33 seniors' co-op units was killed because it was in an area with a requirement for 1.3 parking spaces per unit, which meant that it required 42 underground parking spaces. I'm concerned when I hear that parking will still be required for affordable housing purposes. We are big supporters of 0 parking requirements for affordable housing, depending on what level of affordability you are referring to, as many people in the \$30,000-\$50,000 annual income range are not operating a car. How will you make sure this change doesn't hurt affordable housing developments?***

This project is not about minimum requirements for affordable housing in the zoning by-law. Instead of having a guideline for the City when developing affordable housing, it is a guideline for how much parking they provide to ensure that people that need affordable housing and a vehicle can have both; for example, if they live or work far away from public transit. This is an important and context-sensitive question – the intent is to leave it open where there isn't a hard parking requirement, but to have a guideline that draws out these considerations.

Miscellaneous

- ***With a reduction of parking built into new development, how will the city plan to augment on-street parking enforcement to ensure that drivers do not park in inappropriate places like bike lanes and transit stops/corridors?***

This hasn't been considered in detail yet, but it is an important issue and enforcement will be key.

- ***If there is a proposed Official Plan Amendment, will it be brought forward at the same time as any zoning by-law amendment? And how different will these policies be from existing parking policies?***

This project is not planning to make any Official Plan changes but an amendment to Zoning by-law 569-2013. This zoning by-law amendment will follow the statutory requirements.

- ***Is there any discussion around promoting gentle density into primarily single-family regions?***

More information on this topic is available on the City's [Expanding Housing Options in Neighbourhoods webpage](#).

- ***Can Toronto's grid support that many EV spaces for level 2 minimums in a multi-use development?***

If the whole city was to convert to electric vehicles now, the grid would not be able to handle it. However, staff are currently working on a plan to be able to handle them.



- ***What is the City doing to tame development, something that ultimately contributes to additional parking (and subsequent vehicle use)?***

The City's Official Plan directs growth to particular areas that are well-served by the transit system and support a mix of uses. These compact complete communities make it easier to live without a car by bringing more destinations within easy reach of walking, cycling, and transit.

- ***Some of the City's policies encourage provided parking to be underground, increasing its cost, while others, such as this project want to eliminate parking rates to support affordable housing. Why are the policies at odds?***

You will find many points of tension between City policies. Parking is generally directed underground because of concerns about parking's impact on people's experiences at grade; this is an urban design policy rather than a transportation policy.

- ***What is the link with the Toronto Parking Authority (TPA) within this process?***

TPA staff are on the Technical Advisory Committee for this project and we have monthly discussions about how our work relates to their operations. As operators of Toronto Bike Share, they are important stakeholders.

- ***What ways could underground parking be redeveloped if there isn't a need?***

The following ideas were brainstormed by attendees:

- ***Can Toronto's grid support that many EV spaces for level 2 minimums in a multi-use development?***

- Converting parking spaces to bike parking or more locker space;
- Converting parking lots to urban farms;
- Converting a parking lot into a market square, because the height and open space is available (as was done in Spain), or community centres, indoor parks, indoor soccer fields.



Comments & Feedback

The comments received from members of the public focused on three main themes: environmental concerns, seniors' considerations, inclusive consultation, and design considerations for delivery vehicles.

Environmental concerns

- *Thank you for this meeting. Unfortunately, towers that are being built now in Toronto and their parking lots going many metres into the ground don't make any sense. The amount of carbon being used to make and pour all that concrete, all the steel and all the oil being burned by construction machines just to built houses for cars is staggering. It makes no sense. All these resources could have been used to built houses for people. I'm really happy for this review and hope for fast implementations.*

Supporting families

- *Re: condo parking and the age demographic mix in a building, I'd like to add age considerations. Those that are now retired, not the millennials, tend to use cars more because they are used to doing this, also going to places not necessarily accessible by transit (e.g. non-work). Please consider mix of age groups.*

Inclusive consultation

- *Although online advertising is great, I am still worried about this project getting out to the public. Only people who have an interest in this study will likely find out about it. I urge you to consider expanding your communication and promotion methods to reach more people. For example, posters at bus stops with a QR code could attract members of the public besides urban planners and those who subscribe to City channels.*

Design for delivery/temporary vehicles

- *A building driveway has to accommodate both emergency vehicles and deliveries, and we've found that this has become problematic. The driveway for only residents isn't sufficient to allow the width or weight of emergency and delivery vehicles. Ultimately, it adds to congestion. In addition to parking space requirements, City staff should also consider site plans and approvals for loading area. Delivery vehicles are not required parking because they are here temporality, but they do need a layover space. This wasn't foreseen with our building.*



Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. Our next steps include online engagement over the summer leading to a second round of consultation in September 2021.

Please visit [the project website](#) for more information, materials, and meeting notices. You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

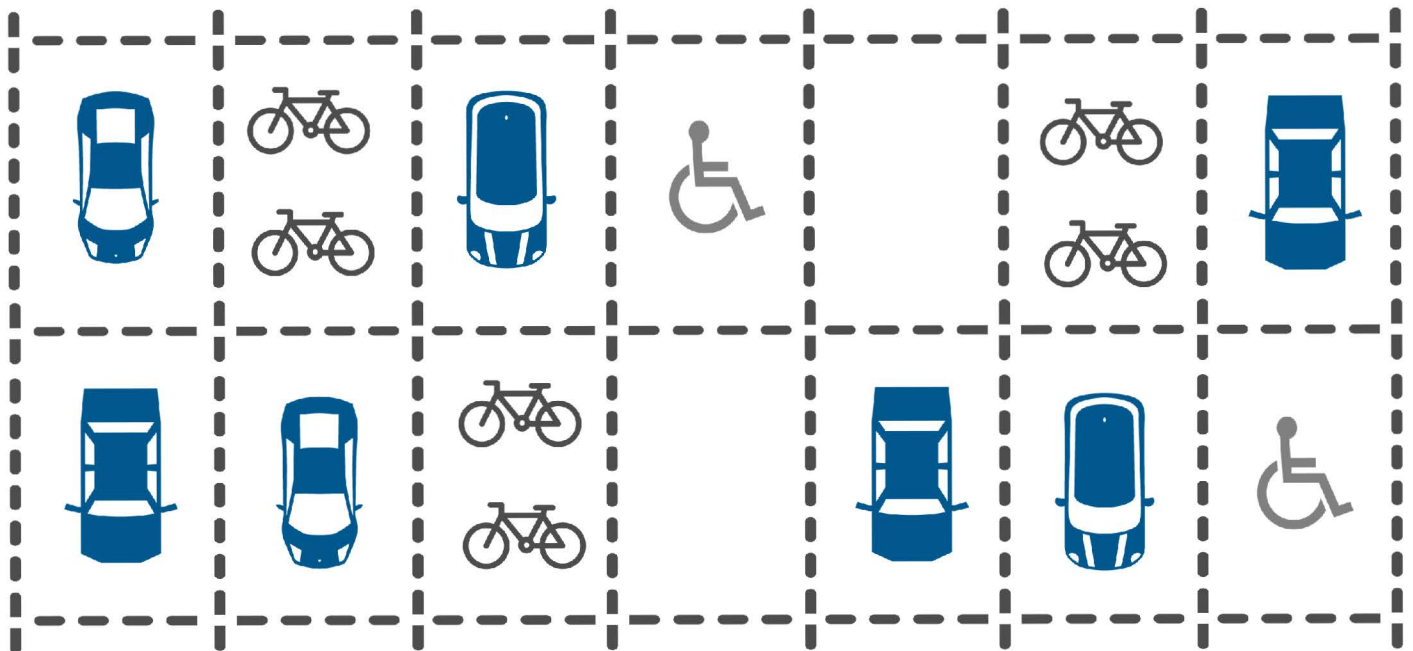
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Michael Hain, Program Manager
City Planning Division
Transportation Planning, Policy and Analysis
416-392-8698 michael.hain@toronto.ca



Review of Parking Requirements for New Developments

Phase 1 & 2 Public and Stakeholder Consultation



Public Meeting Summary

June 2, 2021
3:00-5:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
June 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City’s Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

The Review is expected to conclude by the end of 2021 and will include public consultation meetings in June and September, through which City staff will seek the public’s feedback on proposed amendments to parking requirements in the zoning by-law and other related work.

Meeting Overview

On Wednesday, June 2, 2021, the City of Toronto hosted a public consultation meeting to present initial findings and emerging directions for the City-wide Parking Review, answer questions, and receive feedback from the public. Based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the second in a series of meetings for the public in June 2021, promoted through the City’s social media channels (Twitter, Facebook, Instagram), Councillors’ mailing lists, and on the City of Toronto website.



Image 1-2: Sample social media posts from the communications campaign promoting the meetings



Over 36 participants joined this first meeting. Attendees included residents, business owners, developers, landowners, and advocacy groups (see Figure 1) whose primary modes of transportation were walking, public transit, cycling, and driving (see Figure 2).

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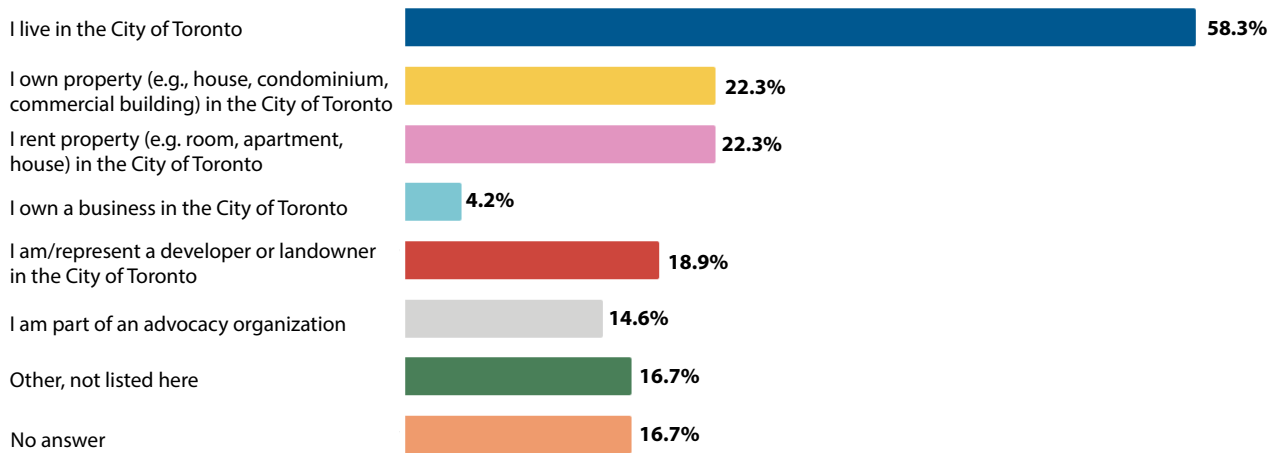
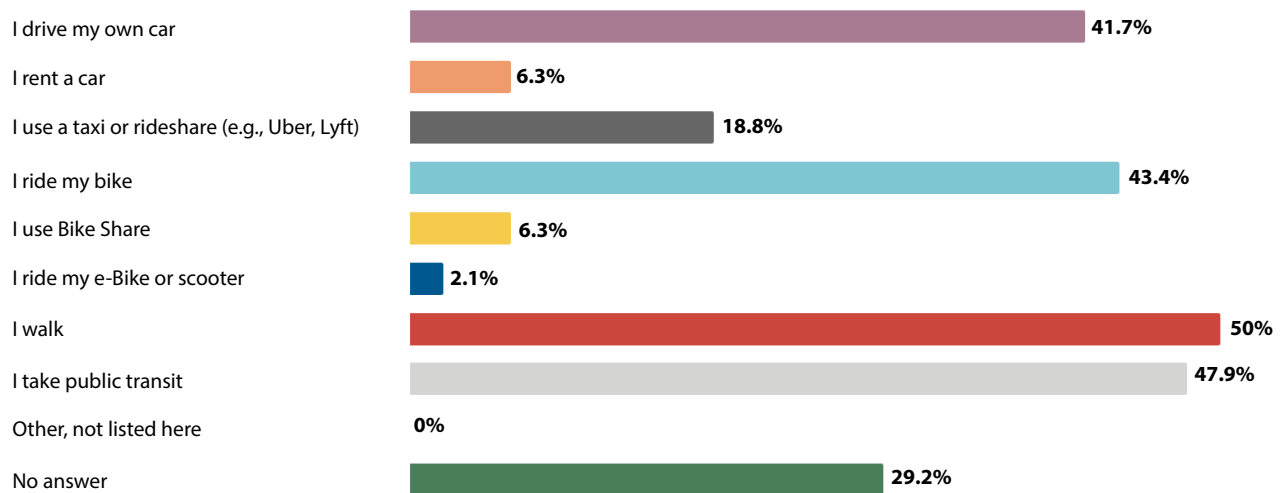


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Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 32 questions and comments were received on the following topics.



Questions & Answers

The Q & A portion of the event gave rise to a number of main question themes from stakeholders:

- Data
- Demand for parking spaces
- Details on removal of parking rates
- On-street parking demand
- Equity
- Cycling and bicycle parking
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Data

- ***Will there be a new TTS 2021 survey? Or will it be delayed until things are back to our new normal? It may be too early to be changing things based on ancient data.***

The new [Transportation Tomorrow Survey](#) will very likely be postponed until 2022, when travel patterns return to normal. After the data is collected it will need to be processed, so it is likely that the TTS data won't be released until 2024. Fortunately, travel behavior doesn't typically change quickly.

- ***Travel Patterns going from 40% in 1986 to 38% in 2016 is hardly a decline in car use for the rest of Toronto households. Do you have other data that supports the reduction in car use in Toronto outside of downtown?***

The TTS survey is very large. Considering it reflects over 17 million daily trips, a 2% change in mode share is a significant decrease in car use.

- ***Is the data being used only for downtown trips, not non-downtown trips?***

We are also considering data related to trips not going to and from downtown. This presentation demonstrates that automobile ownership rates and automobile usage trips show a general trend away from the automobile. The City has many policies about reducing automobile use; we know not everyone is able to do so but we are proposing to reduce the minimum to make it easier for people to choose to live without a car.



Demand for parking spaces

- ***How are the impacts on residential and main street areas close to hubs (e.g., Forest Hill, Lawrence, Mount Pleasant, Midtown) being assessed? These adjacent areas are being affected by an increase in development and a lack of parking, yet they are not close enough for people to walk to. People are being pushed from condos without parking spots and can't find parking.***

Much of this issue is about enforcement. The City needs to increase the amount of enforcement, specifically of on-street parking. Parking demand should not be outsourced to the City to provide parking for private developments.

- ***How do you determine if there will be parking impacts as a result of new development? Just providing dramatically fewer parking spots for cars does not reduce a demand for cars - other than wishful thinking. We are seeing new development applications providing very few car parking spots and at the same time providing insufficient bicycle parking (i.e., less than one bike parking spot per unit).***

To some extent, the amount of parking that is required sorts itself out through market mechanisms. If someone wants a parking spot, they can get one through renting or purchasing a property that includes a parking spot. If developers realize they are unable to sell units without parking, parking will be provided. The City feels this will self-regulate and developers will respond.

- ***My concern is with respect to grocery ghettos: in areas where there aren't grocery stores nearby, people have to drive to places like Costco. Do you have plans for incorporating more grocery stores into the downtown area or providing transportation to grocery shopping? This should be one of the data elements you use when considering parking in specific areas (radius to transit and radius to grocery stores).***

Thanks for sharing this suggestion for data analysis – we will look into this.

Details on removal of parking rates

- ***Why is the city limiting the scope of where minimums will be eliminated instead of relying upon the market to determine parking levels city-wide?***

The City believes the decision should generally be left up to individuals to determine their parking needs (i.e., unit with parking space vs. unit without parking space). More enforcement may be needed to effectively incentivize individuals to ensure they have sufficient parking for their needs. The effectiveness of enforcement to discourage non-routine, short duration uses such as loading and pick-up and drop-off is more limited. This is particularly true in areas where there are not good alternatives to automobiles, such as areas a long distances from the transit system. This means parking minimums may be needed for uses which generate such activity in such areas.



- ***Will the City keep to hard minimum and maximum limits on parking spaces? It is clear now that the market can allocate parking better than anyone else.***

Yes, the City recognizes that the market is able to determine how much parking is able to be required in particular areas. A monitoring program is being planned to allow the City to determine the effect of changes to the parking requirements and see if further changes are needed in order to achieve overall policy objectives.

- ***What exactly are you proposing – why won't you eliminate parking for the City and not just rely on the market?***

We plan to dramatically increase the size of the Policy Areas. We plan to eliminate parking in areas served by subways, LRTs, and GO Stations (i.e., to include the Major Transit Station Area boundaries). The City has not come to a decision regarding the areas served by surface transit.

- ***How will parking guidelines support people who do not use their cars for daily commuting needs but instead for errands and out of town trips? This data is based on driving trends in congested areas.***

We propose removing parking requirements in areas well-served by transit, such as Policy Areas. This will not remove any existing parking but instead slow the growth of the overall parking supply.

- ***How has the removal of parking minimums affected parking space development in cities other than Buffalo and London?***

Many of these minimums have been removed relatively recently, so studies and academic literature have not yet caught up to the impacts. However, we do know through media scans that those who have removed parking minimums have not re-imposed them, which speaks to their success.

On-street parking demand

- ***Do people in condominium units tend to get access to on-street parking permits?***

This is beyond our team's scope, but we understand it has become a common practice for local Councillors to exclude new development from participating in the on-street parking system.

- ***We live in a downtown rowhouse in Toronto and we only have parking on the street. What are you planning to do about permit parking for people who need them in downtown Toronto? Many of the condos have parking permit stickers the same as ours, so it has become difficult to park close to our home.***

This issue will be addressed in the upcoming Residential Parking Strategy, another project by the City of Toronto. Generally, we do not want development to rely on the on-street parking system. Any new development is supposed to accommodate its own needs on site.



- ***Will the zoning by-law changes include targeted measures to prevent illegal overflow parking?***

This is primarily an enforcement issue. We recognize the importance of adequate enforcement to support reduced or eliminated parking requirements.

Equity

- ***Will the accessible parking review be based on the parking requirement or the proposed supply, particularly to reflect a reduced car parking supply?***

This remains under consideration. The current requirements are based on the total parking required, but accessible parking may still be needed even if standard parking is not. We are considering different ways to calculate the accessible parking requirements with the intent that the proposed calculation produces a parking requirement at least as high as the current framework.

- ***When you are talking about equitable access, what else is captured beyond accessible parking spaces?***

Other considerations captured under equitable access include areas not well-served by transit that may rely on vehicular travel as well as multi-generational requirements.

Cycling and bicycle parking

- ***How will the City address security when it comes to bicycle parking?***

This is an important issue but not directly addressed in this zoning by-law update. Future work will include updating the Bicycle Parking Guidelines.

- ***Are there any plans to improve the ability for people, especially seniors, to do winter biking (covered bike routes, street cleaning, etc.)? I'm wondering if this should be part of your review?***

This is not part of this zoning by-law update but it is definitely an area of interest from City staff. We recognize that for Toronto to be multi-modal, year-round cycling infrastructure is necessary.

Miscellaneous

- ***In the review for loading and pick-up/drop-off, what type of requirements will be put in place to address online shopping and increase in rideshare behaviour?***

This is another piece of future work. We recognize there is more pressure coming from online shopping, food delivery, and other uses which put pressure on the loading spaces available right now.



- ***As part of the parking reduction, is there an opportunity to consider car share spaces in lieu of residential parking formally within the by-law?***

Generally, we allow car share spaces, but if there are no minimum parking requirements then there are no spots to trade for car share. We are hesitant to require car share because there have been issues with car share companies pulling out because of a lack of memberships/demand.

- ***Will the City remove parking requirements for Multi-Unit Residential properties within a 500 m radius of Major Transit Station Areas?***

This is an example for which we would remove parking minimums, with the exception of visitor parking and accessible parking in areas of influence of transit (500-800 m from higher-order transit).

- ***What does the timeline look like for implementing these policies?***

First the by-law will need to be adopted by Council later in 2021. There may need to be transition details, which we expect to share in the next round of consultation on September 2021.

Comments & Feedback

The comments received from members of the public focused on three main themes: on-street parking, dependence on parking spaces, and supporting parking elimination.

On-street parking

- *If people in those areas need parking, they are always free to pay developers for a spot. If they park on the street, I hope the City will tow them.*
- *I like the answer for new developments and detaching them from on-street parking. Developers know to make parking spaces (except for bike security apparently).*
- *I strongly support making the default for new developments to be residents cannot get on-street parking permits. And exceptions would then be made, if appropriate.*

Dependence on parking spaces

- *I live downtown and have a car to travel out of town to visit my family, where they live. I hope I participate in the next TTS survey. I need a parking spot in any condo that I live in. When travelling in the City, I use TTC or walk. I hope the survey will not leave downtown Toronto residents with less parking than is required.*



- *We own properties within multi-use developments and have challenges with the supply of parking for our service personnel and deliveries. We need to remember that businesses need vehicles for operations as they cannot otherwise survive.*

In support of elimination of minimums

- *Very happy the City is working on this, want to remove minimums from parking across the city .*
- *Very happy to see the City looking to remove parking minimums!*
- *This presentation has convinced me that the city should eliminate parking minimums. Really interesting.*
- *Thank you for hosting this session. I'd like to voice support for dropping mandatory parking minimums. Especially in the most expensive housing markets, mandatory parking places too much unnecessary burden on buyers. If someone is bothered by a lack of market rate parking, they can move to some place that better meets their needs.*
- *Supportive of removing parking minimums.*

Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. Our next steps include online engagement over the summer leading to a second round of consultation in September 2021.

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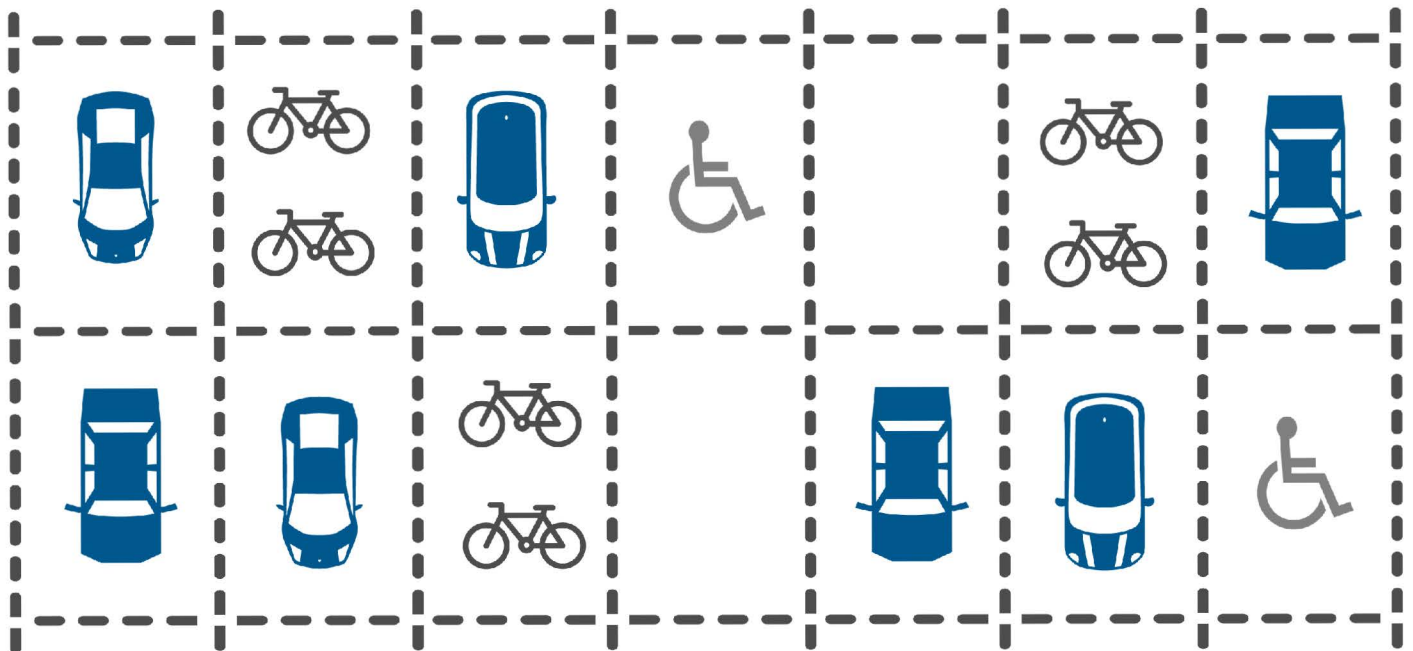
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Review of Parking Requirements for New Developments

Phase 1 & 2 Public and Stakeholder Consultation



Public Meeting Summary

June 3, 2021
1:00-3:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
June 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City’s Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

The Review is expected to conclude by the end of 2021 and will include public consultation meetings in June and September, through which City staff will seek the public’s feedback on proposed amendments to parking requirements in the zoning by-law and other related work.

Meeting Overview

On Thursday, June 3, 2021, the City of Toronto hosted the third public consultation meeting to present initial findings and emerging directions for the City-wide Parking Review, answer questions, and receive feedback from the public. Based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the third in a series of meetings for the public in June 2021, promoted through the City’s social media channels (Twitter, Facebook, Instagram), Councillors’ mailing lists, and on the City of Toronto website.



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Over 22 participants joined this first meeting. Attendees included residents, business owners, developers, landowners, and advocacy groups (see Figure 1) whose primary modes of transportation were public transit, walking, driving, and cycling (see Figure 2).

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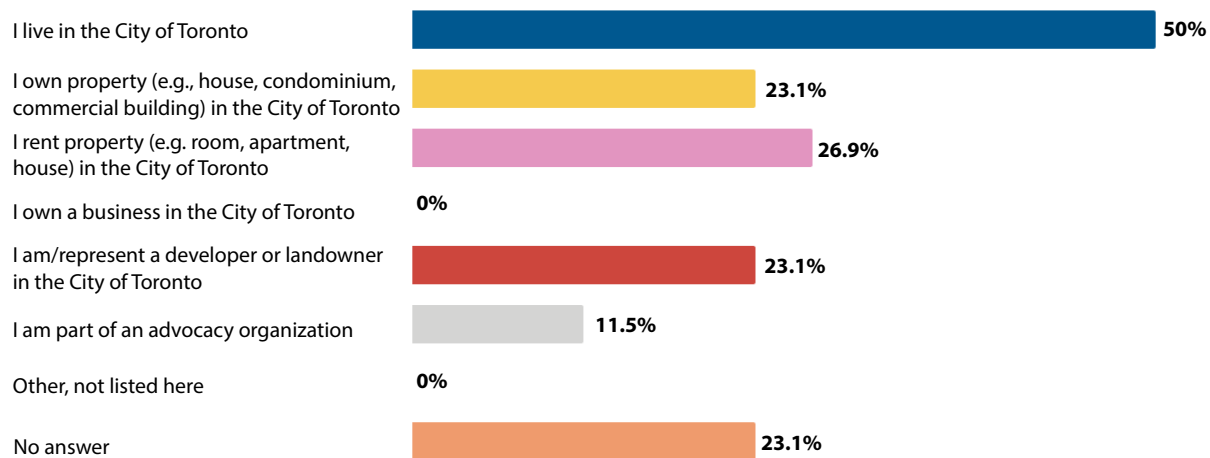
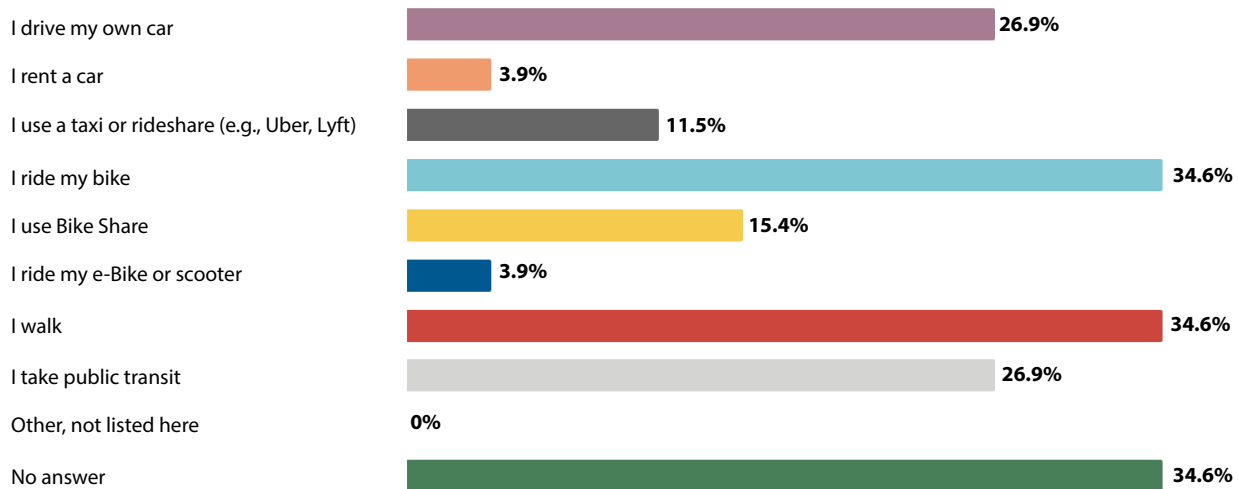


Figure 2 What modes of transportation do you most often use to move around the city? Please respond based on your activity prior to the COVID-19 pandemic and/or how you plan to travel post-pandemic. Select all that apply.



Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, findings and emerging directions, among others. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 22 questions and comments were received on the following topics.



Questions & Answers

The Q & A portion of the event gave rise to a number of main question themes from stakeholders:

- Equity
- Cycling and bicycle parking
- “Missing Middle” housing
- Data and analysis
- Car share
- Electric vehicles
- Autonomous vehicles
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Equity

- ***Where does WheelTrans fit in? Are you communicating with them to ensure that your projections are in sync with theirs?***

WheelTrans is under the jurisdiction of the TTC, with whom we have been speaking. They require pick-up and drop-off spaces but not parking.

- ***I am concerned that including affordable housing as a reason for reducing parking rates sets a dangerous human rights precedent that low-income people are somehow less important than affluent people or that low-income people must change jobs if they require a vehicle for work. Could you comment please?***

This parking review will maintain minimum parking rates in areas far from transit and are understood to have more affordable housing. Affordable housing will not be connected to an elimination of parking rates.

- ***If a lone accessible spot at a desired location is taken, is there any ability to help support accessibility through programs allowing such vehicles to park at nearby accessible locations and get discounts on accessible last-mile taxis?***

This is an interesting idea. We will take it back and discuss.

- ***What is the City's current requirement for accessible parking spaces in a residential building?***

The [amount of accessible parking required](#) ranges from 2% to 20% of the total parking, depending on how much parking is provided.



Cycling and bicycle parking

- ***How do we better align vehicle parking requirements with bike parking requirements? As we look to incentivize changes in usage towards bikes (including cargo bikes and e-bikes), how do we combine these to recognize bikes as a key part of transportation, not solely recreation?***

The City supports increasing parking requirements for bicycles. If we want people to bike, then there needs to be parking available. Measures to accommodate cargo and e-bikes will be considered in an update to the City's Bicycle Parking Guidelines.

- ***You referred to different types of parking for cargo bikes. What might this look like? From my experience, finding parking for a cargo bike is sometimes difficult when I am out shopping.***

Cargo bikes are generally too large to fit in standard bike parking. Measures to accommodate cargo bikes will be considered in an update to the City's Bicycle Parking Guidelines.

- ***Will there be bicycle parking at Major Transit Nodes? Not only at subway stations but also at major bus and streetcar terminals.***

The TTC is working towards having bike parking available at all subway stations. The City is working with Metrolinx to include parking at new transit stations. The City and TTC are working through some issues associated with bike parking at surface transit stops and are hopeful to bring more bike parking to these areas.

"Missing Middle" housing

- ***Will eliminating parking minimums also be coupled with further zoning reform to allow more dense built forms? Especially along major subway corridors such as the Danforth.***

The City recently launched a [Municipal Comprehensive Review](#), which outlines what is allowed in Major Transit Station Areas (MTSAs) and along major subway corridors. The City is looking at [expanding housing options in areas designated as Neighbourhoods](#).

- ***Will policies look at accessory dwelling units (ADUs) and non-apartment households through the apartment or non-apartment lens? The residents of such housing might be more like apartment households, but limiting these built forms.***

We are working closely with the team that is at [expanding housing options in areas designated as Neighbourhoods](#) to ensure that the parking requirements we set for some of these "missing middle" types of housing will not discourage them in any way. We hope to cover most of where that development will happen by removing minimum requirements in Policy Areas. Several of the new housing types approved by Council in the last couple of years have come with the removal of parking minimums.



Data and analysis

- ***Do you have any trend lines for population groups (e.g., Torontonians who cycle, jog, walk)? How are these groups going to change relative to the proportion of the total population?***

The City is aware of general population trends, but we have not yet examined transit and cycling use by age. We are aware of a general trend in the direction of more active transportation (i.e., walking and cycling).

- ***What analysis is being done for residential, commercial and office parking usage to inform both development and the public? For example, the City of Waterloo studied their downtown parking lots to inform the public that their usage was 25% to 40%, and not even 70% during peak times. This helped the public better understand oversupply.***

At the moment, we have to look at historical data. Collecting data during the COVID-19 pandemic would not be representative of typical patterns.

Car share

- ***Is the City considering a minimum parking requirement for car share in large condos and apartments?***

When the City had parking minimums, we would allow developers to trade required parking spaces for car share spaces. Without parking minimums, there is no longer incentive for this trade; however, there would still be a market incentive.

- ***Do you have any statistics on which areas are using car shares and which are not?***

At the moment, we have to look at historical data. Collecting data during the COVID-19 pandemic would not be representative of typical patterns.

Electric vehicles

- ***Do you have cost estimates for providing EV capabilities for every parking space in new developments? What is the capacity of Toronto Hydro to supply this level of power to the building?***

Municipalities in the Toronto area are currently conducting a study examining the cost increment that would be required for all new developments to be EV ready. We hope to have results from this report for the September consultation.



Autonomous vehicles

- ***How is the City taking on considerations for autonomous vehicles as part of this parking review?***

More information can be found in the [Automated Vehicles Tactical Plan](#). It is likely that if AV vehicles do become more popular, the demand for parking will decrease, particularly in dense areas with high property values. An automated vehicle may make it easier to not own your own vehicle, and removing minimums allows us to support that vision for the future.

- ***What analysis is being done for residential, commercial and office parking usage to inform both development and the public? For example, the City of Waterloo studied their downtown parking lots to inform the public that their usage was 25% to 40%, and not even 70% during peak times. This helped the public better understand oversupply.***

At the moment, we have to look at historical data. Collecting data during the COVID-19 pandemic would not be representative of typical patterns.

Miscellaneous

- ***Will this process include a review of parking standards for Industrial Employment uses?***

Yes, industrial uses are being included in this project.

- ***These ideas may make sense in downtown Toronto areas but they are not suitable for the suburbs. TTC service is inadequate in suburbs such as south and west Etobicoke. Condos with retail at grade that don't provide parking have constant issues with illegal parking. People also need parking where they shop, and many families require a car for their needs. Can you please comment?***

We are not proposing to remove any existing parking, but rather remove the requirement for parking. We want people to have the option to not pay for parking if they don't want to drive. Those who want parking will be able to get it.

- ***Thank you for this great start to the public engagement process. From what I have read, any minimum parking requirement is essentially a subsidy to car ownership. It sounds as though this is generally understood from your presentation material. Given this, and the City's stated goals for sustainability and affordable housing, what is the justification for maintaining a policy of parking minimums at all?***

Not everywhere in the City is well served by transit, so removing this requirement in some locations may have negative impacts on residents who are dependent on a vehicle.



- ***You described a Ryerson research study that found a flexible approach to reducing parking over the long term through building space can change uses in the future. You said that the authors of the Ryerson study are “comfortable” with your direction. Could you expand on that?***

The study was completed for the Residential and Civil Construction Alliance of Ontario, not endorsed by the City of Toronto. It is [available online](#). The study recommended the City of Toronto reduce its parking requirements and allow parking to be located above grade, among others. We spoke with the main author of this report and he was comfortable with the direction of our work.

- ***Is the City exploring opportunities to engage with property owners in areas with underutilized parking garages? For example, there are neighbourhoods where vacant underground parking spaces could be better served by allowing access to other residents in the area who need it.***

Many buildings restrict people who are not occupants of the building from using their parking. In the medium and long term, the City will have to take steps to encourage them to open up.

- ***Has there been any work done to study the removal or transformation of on-street parking uses (e.g., CaféTO)?***

The [CaféTO](#) program has been replacing parking and, in some cases, travel lanes with patio space. The City is considering making these efforts permanent in certain areas. In addition, the Residential Parking Strategy is looking at how to improve the on-street parking permit program and front yard parking.



Comments & Feedback

The comments received from members of the public focused on two main themes: need for more data and support of elimination of minimums.

Requirement for more data

- *We need more data. We need current data before making these massive decisions.*

In support of elimination of minimums

- *I want to express my strong support for eliminating minimum and [setting] maximum parking requirements. Let potential buyers and renters decide whether they want to pay for parking spaces.*
- *Considering the climate crisis and housing affordability crisis, I urge you to remove car parking minimums. We should increase secure bicycle parking minimums to encourage ppl to change their mode share.*
- *I absolutely support eliminating parking minimums. Thank you for the meeting.*
- *Thank you for having this public consultation and I want to express my support for eliminating parking minimums.*
- *I fully support reducing or eliminating parking minimums.*

Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. Our next steps include online engagement over the summer leading to a second round of consultation in September 2021.

Please visit [the project website](#) for more information, materials, and meeting notices. You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

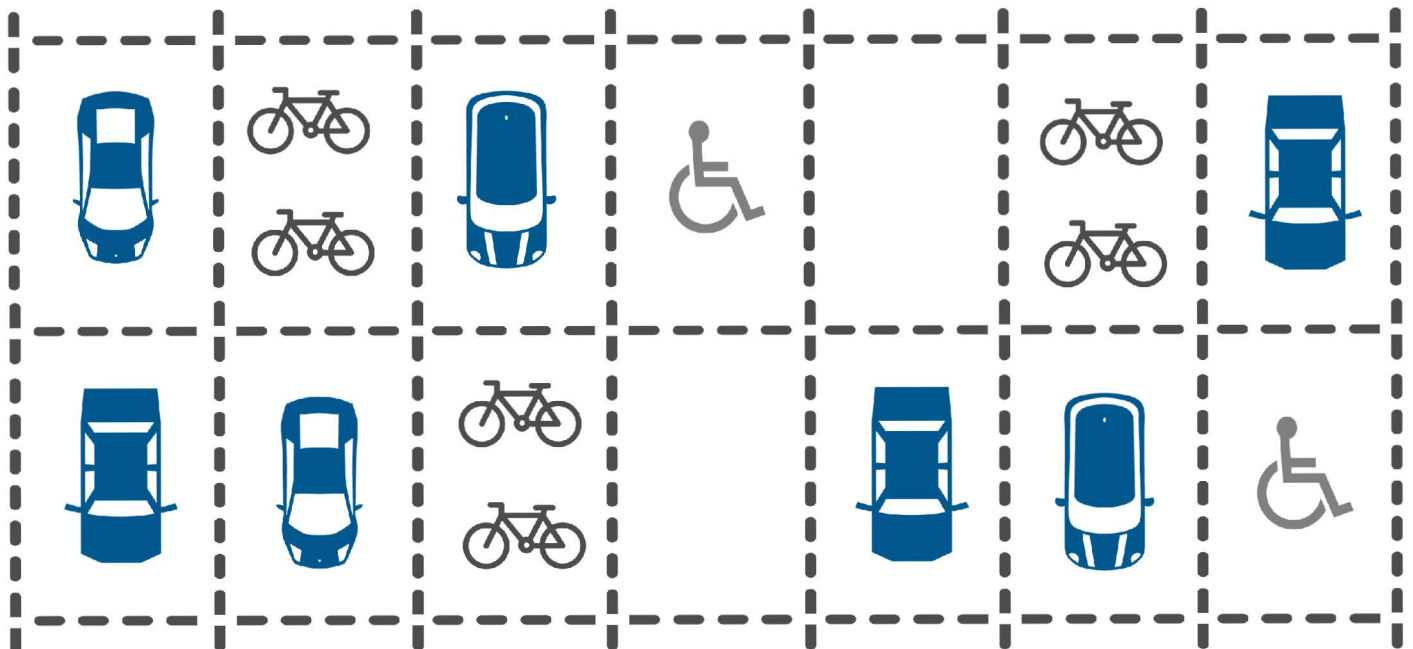
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Michael Hain, Program Manager
City Planning Division
Transportation Planning, Policy and Analysis
416-392-8698 michael.hain@toronto.ca



Review of Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

September 27, 2021
3:00-5:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
October 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City’s Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

Meeting Overview

On Monday, September 27, 2021, the City of Toronto hosted a public consultation meeting to summarize initial findings from the City’s Parking Review, present draft proposed changes to the parking standards in the Zoning By-law and gather feedback that will inform revisions to the proposed changes. Based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the first in a series of meetings for the public in September 2021, promoted on the City of Toronto website and through the City’s social media channels (Twitter, Facebook, Instagram).



Sample social media posts from the communications campaign promoting the meetings

Over 54 participants joined this first meeting. Attendees included residents, employees, developers, landowners and advocacy groups (see Figure 1) whose primary modes of transportation were driving, walking, cycling and public transit (see Figure 2). Some participants had already engaged in the project during previous public meetings in the spring, an online survey over the summer and through email and social media (see Figure 3).



Figure 1 **What brings you to this public meeting? Select all that apply.**

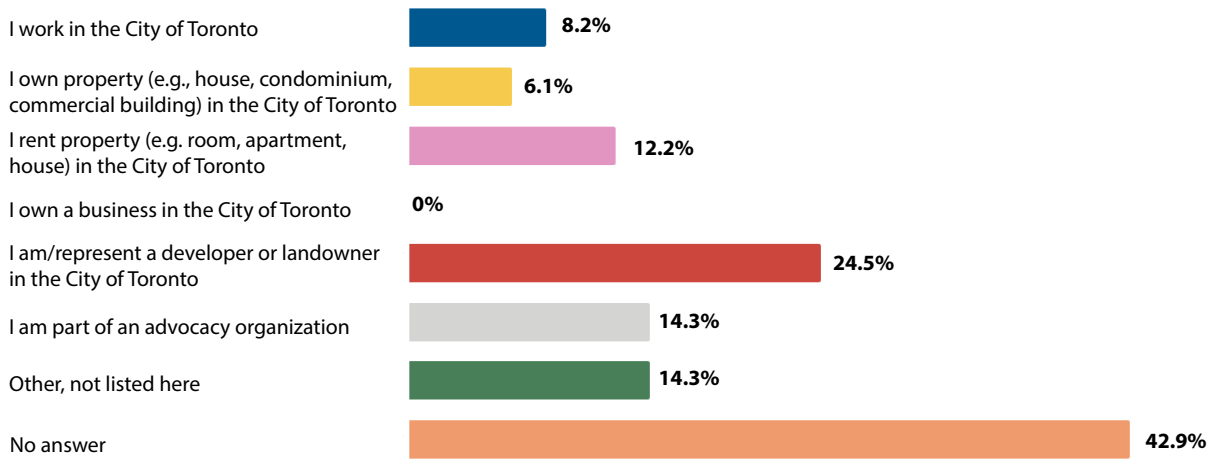


Figure 2 **What modes of transportation do you most often use to move around the city? Please respond based on your activity prior to the COVID-19 pandemic and/or how you plan to travel post-pandemic. Select all that apply.**

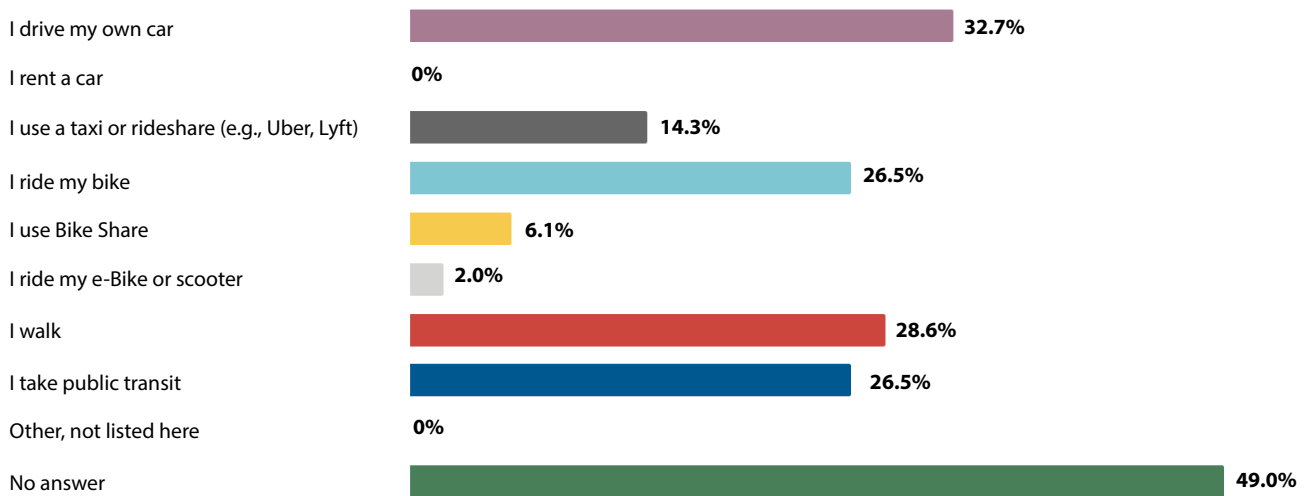
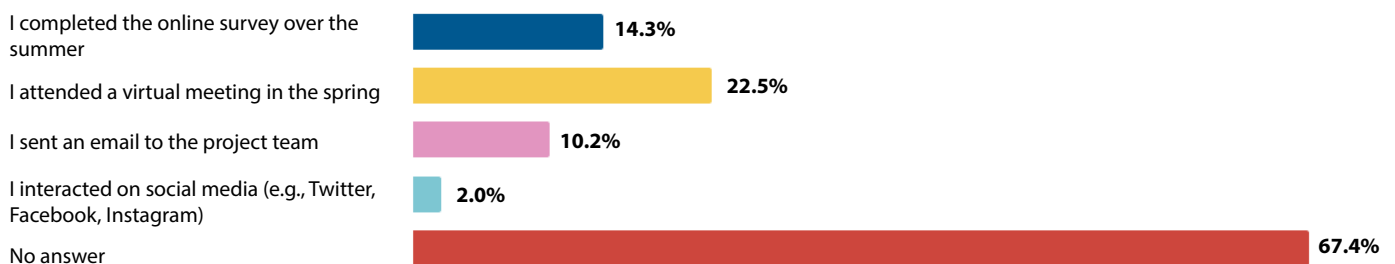


Figure 3 **Have you engaged with this project before today's meeting? Select all that apply.**





Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, research findings, public and stakeholder feedback and details on the City's proposal. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 26 questions and comments were received.

Questions & Answers

The Q & A portion of the event gave rise to a number of main question themes from the public:

- Driveways and garages
- Cycling and e-bikes
- Transit
- Electric vehicles
- "Missing Middle" and affordable housing
- Transition
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Driveways and garages

- ***It seems these changes are for multi-family developments. Will there be reductions in the allowance of single-family home parking requirements to avoid garages taking up the front of homes?***

The proposed changes include removing both minimum and maximum parking rates for most ground-related housing, as many of these residential developments have driveways and it is very difficult to control how many vehicles can be parked on a driveway.

- ***If you cannot control parking on driveways, will parking pads have the same probability of being approved? A driveway and a parking pad are the same in the end, but there should not be unfair access to getting a parking space on a parking pad vs. a driveway.***

A driveway cannot be considered a legal parking space due to the technical definition of a parking space. A separate study is being undertaken to explore residential parking, including the parking permit system.



- ***Almost no one parks a car in the integrated garage, but do park 1 or 2 cars in the front-yard driveway leading to the “garage,” which is used to store anything except an automobile. Why not eliminate integrated garages from most residential homes?***

Placement of a car is an urban design issue more than a transportation issue. This project has focused on the number of spaces required or permitted rather than where they are located.

Cycling and e-bikes

- ***How will you guarantee that bicycle storage in new development is convenient and safe?***

The City has heard loud and clear that security is a key issue around bike parking. The existing bike parking guidelines need to be, and will be, reviewed and updated.

- ***E-bikes use 120 volts for charging, but most e-bikes are quite heavy and do not always fit into certain types of parking facilities. Is there a way to emphasize this to developers so that e-bike parking can be designed appropriately and reflect the growing demand?***

Requirements pertaining to bike charging will be introduced during the review of the City’s bicycle parking guidelines next year. Cargo bikes are also generally too large to fit in standard parking racks. This concern has been highlighted in other projects; for example, the Waterfront Toronto Green Building Requirements now include guidelines for designing larger bike parking spaces.

- ***Will there be provisions for electric vehicles, including e-bikes? Electric bikes generally need indoor parking because the chargers work poorly in cold weather. It is difficult to provide that parking if it is not put in the infrastructure at the beginning.***

The bicycle component of this review will be extended into next year to cover bike parking requirements in more detail.

- ***Are you proposing to waive the requirement for bike parking if developers contribute to the BikeShare program? There remains a strong need for bike parking.***

Staff are willing to entertain a reduction in some (not all) of the bicycle parking requirement. The bike parking requirement will be increased and developers will be allowed to reduce the requirement by up to the amount of the increase if they contribute to BikeShare. This would not reduce the net amount of bicycle parking required on site.



Transit

- ***There is a plan to expand parking boundaries when new transit arrives. How close to new transit hubs would a new development have to be in order to be part of the expanded reduced parking rates?***

Staff are proposing a boundary of 400 metres from a higher-order transit station as the lowest parking category. However, the City is currently undertaking another exercise focused on zoning around higher-order transit stations, which may lead to an increase in this proposed boundary. The proposal to remove the minimum city-wide is a shift in how the Policy Areas are applied in the future compared to how they are applied today.

- ***When people can't find a commuter parking spot at a transit station, they often choose to drive the whole way to their destination. This contributes to congestion. If there will be transit-oriented development in the future, will you allow for commuter parking spaces?***

There is currently commuter parking at a number of existing transit stations, often on lands such as hydro corridors. It is not always possible to provide parking in a cost-effective way. There are very good bus connections to almost all subway stations. The City supports walking, cycling and transit trips, with a general policy to not provide commuter parking at transit stations.

Electric vehicles

- ***Under the current by-law, EV charging equipment in a parking space is not permitted: the space would need to be wider. Will the definition of a parking space be adjusted to allow EV equipment at the corner of a parking space?***

The City's planned approach is to introduce an exemption to how the parking space dimensions are calculated. This would allow the electric vehicle charger to be located within the space, with limits set to how large the charger could be and where it is mounted.

- ***The provincial government had eliminated the necessity for EV chargers in new developments. How will the City ensure that EV chargers will be part of new applications?***

Electric vehicles chargers are already required in some applications in Toronto through the Toronto Green Standard. There are no policies preventing the City from having even higher requirements in the Zoning By-law.



“Missing Middle” and affordable housing

- ***Developers have said that reduced parking rates gives them more space and money to build housing, which includes affordable housing. How will the City ensure that the reduced parking rates will translate into more affordable housing?***

This is determined by the market mechanism. Right now, it costs up to \$160,000 to construct one parking space. This is a significant amount that translates to the sale of new units. If that unit/parking space cannot be sold, it will discourage development of that unit type/price.

- ***If a builder is addressing the “missing middle” and building a 6-unit building, it appears they must include a visitor and disability parking spot. Two spots would be hard to do, given no underground parking, so could those be parking pads?***

In a ground-related housing, there is no parking requirement, so there is no accessible parking requirement either.

- ***Will there be parking rates for people in new affordable housing developments who need a car to support jobs in a gig economy?***

Staff recognize there is a need for parking in affordable housing, and encourage the City to consider this need as it undertakes its own development of affordable housing.

Transition

- ***What transition is being contemplated?***

There are a number of regulations in the Zoning By-law which require that existing lawful parking not be reduced. This is inconsistent with the guiding principle of the Parking Review but reduces the risk of sudden reductions in parking supply. Requirements will be maintained in the short term to monitor ongoing need.

- ***What about rezoning applications or site plan applications currently submitted?***

These applications are still subject to the existing requirements until the new requirements come into force. In the draft Zoning By-law that will be submitted to the Planning and Housing Committee in November, there will be transition clauses for applications already submitted and in process, such as site plans, rezoning, minor variances and potentially building permits.



Miscellaneous

- ***How will you stop residents in new developments from applying for on-street parking?***

The City is undertaking a separate review about residential parking, including the on-street parking system. Current Official Plan policies speak to accommodating parking on-site. Staff do not support new developments trying to undersupply parking and force parking onto streets. Teams are working together to prohibit new developments from participating in the on-street parking system and ensure new developments provide the amount of parking that is actually required.

- ***UCLA Professor Donald Shoup wrote a book called “The High Cost of Free Parking.” Have you looked at payment for parking?***

One of the expected outcomes of removing parking minimums is that there would be no forced subsidies for oversupply of parking. Any parking being supplied would be sold at cost or for a profit; this is a departure from current circumstances where developers have revealed they are often left with excess parking they are unable to sell. With respect to on-street parking, the City is reviewing how its pricing structure can be adjusted to better manage supply and demand.

- ***There will be shared parking spaces for bikes and probably for cars as well. How will that allocated time be properly and equitably distributed by property owners?***

The City’s Zoning By-law can govern that the required spaces be available for a particular use; however, it does not govern the allocation of parking spaces across different users of a building in terms of time or availability. This would more likely be governed by the building’s by-laws.

- ***There is a surplus of seniors living in large homes as empty nesters. As seniors age and choose to downsize, they will need parking. Will there be provisions for seniors as they downsize to apartments, or for people working in the gig economy who require a vehicle for work?***

No recommendations are being made to remove parking from any existing development. There is already a lot of housing available that has parking. This proposal pertains to parking requirements for new and expanded development. Removing the minimum requirement does not remove the ability to build new parking. There will continue to be parking constructed with new housing, but it is expected to be at a rate the market can support relative to costs of construction.

- ***With this proposal, could the parking requirements be zero?***

The parking requirement could indeed be zero in some cases. However, it is expected that buildings will still provide parking, as there remains quite a strong demand. Rather, there is more likely to be a slight decrease in the parking provided.



- ***Will the new city-wide regulations for multi-tenant housing impact parking rates for new and existing multi-tenant applications (since many multi-tenant housings are currently illegal)?***

The parking requirements will apply to legal multi-tenant housing.

- ***Once a new development is approved, can the parking rates for accessible parking be adjusted upward if need applies?***

There is no limit to how much accessible parking can be provided, up to the limit of total parking. This is not expected to be a constraint.

- ***How will these changes be applied to properties that remain under former municipal Zoning By-laws (e.g., Etobicoke, Scarborough) or site-specific by-laws, instead of the current comprehensive Zoning By-law?***

The current phase of this project focuses on the city-wide Zoning By-law 569-2013. The review has indicated that the By-law applies to the majority of properties across the City of Toronto. About 5% of properties are subject to former municipal by-laws; consideration is being given to amending the formulas for those by-laws in a later phase.

Comments & Feedback

The following comments were submitted during the meeting:

- *We don't need payment in lieu of bike parking. We need more bike parking.*
- *With respect to transition, there is no reason to delay implementation.*



Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. The next steps include refining the proposal during October 2021 and presenting to the Planning and Housing Committee on November 25 and City Council on December 15-16.

Please visit [the project website](#) for more information, materials, and meeting notices, and to take part in an [online survey](#). You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

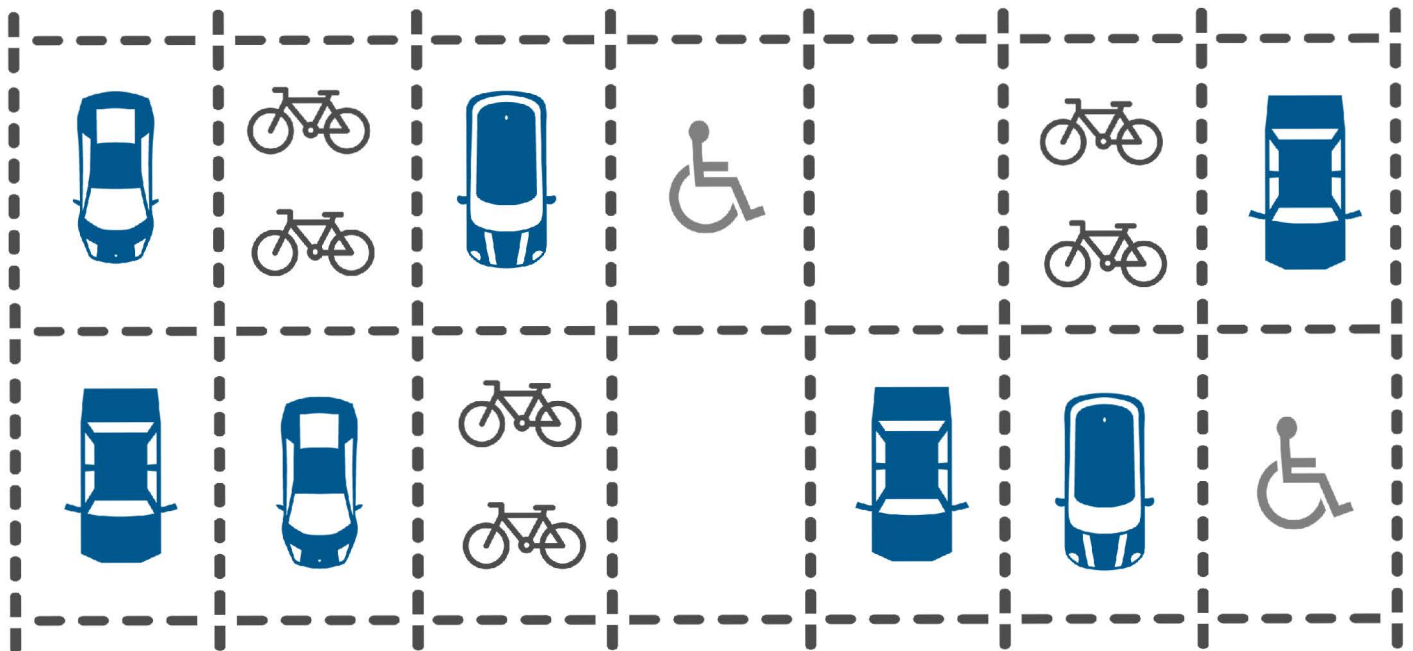
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Michael Hain, Program Manager
City Planning Division
Transportation Planning, Policy and Analysis
416-392-8698 michael.hain@toronto.ca



Review of Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

September 28, 2021
7:00-9:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
October 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City's Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

Meeting Overview

On Tuesday, September 28, 2021, the City of Toronto hosted a public consultation meeting to summarize initial findings from the City's Parking Review, present draft proposed changes to the parking standards in the Zoning By-law and gather feedback that will inform revisions to the proposed changes. Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the second in a series of meetings for the public in September 2021, promoted on the City of Toronto website and through the City's social media channels (Twitter, Facebook, Instagram).

Over 26 participants joined this second meeting. Attendees included residents, employees, business owners, developers, landowners, and advocacy groups (see Figure 1) whose primary modes of transportation were public transit, walking, driving and cycling (see Figure 2). Some participants had already engaged in the project during previous public meetings in the spring, an online survey over the summer, and through email to the project team (see Figure 3).

Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, research findings, public and stakeholder feedback and details on the City's proposal. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over eight questions and comments were received.

If you missed our first virtual public meeting, come learn and share your thoughts tonight (Sept 28, 7-9 pm) or tomorrow afternoon (Sept 29, 1-3 pm)! Details at toronto.ca/parkingreview



10:39 AM · Sep 28, 2021 · Twitter Web App
Sample social media post from the communications campaign promoting the meetings



Figure 1 What brings you to this public meeting? Select all that apply.

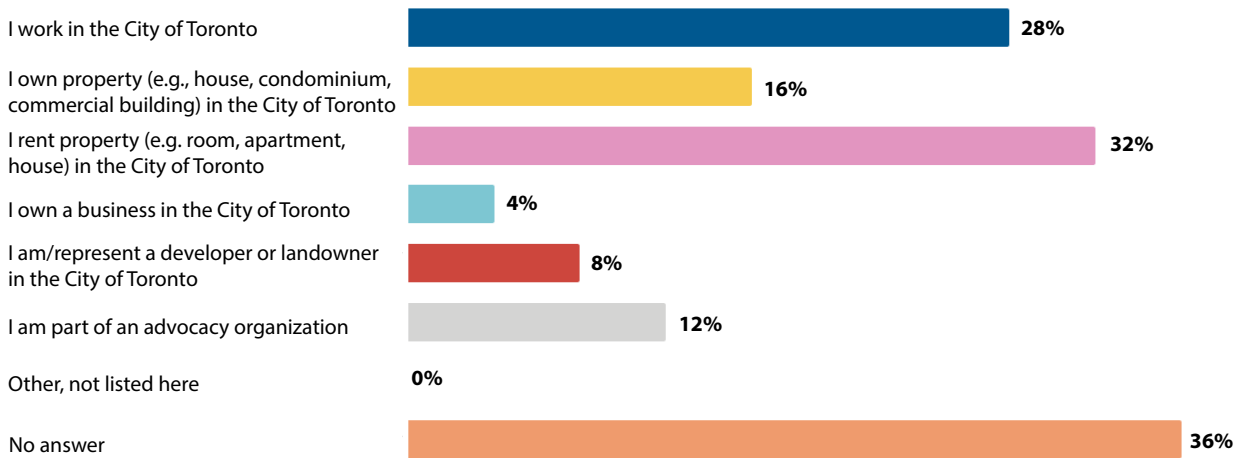


Figure 2 What modes of transportation do you most often use to move around the city? Please respond based on your activity prior to the COVID-19 pandemic and/or how you plan to travel post-pandemic. Select all that apply.

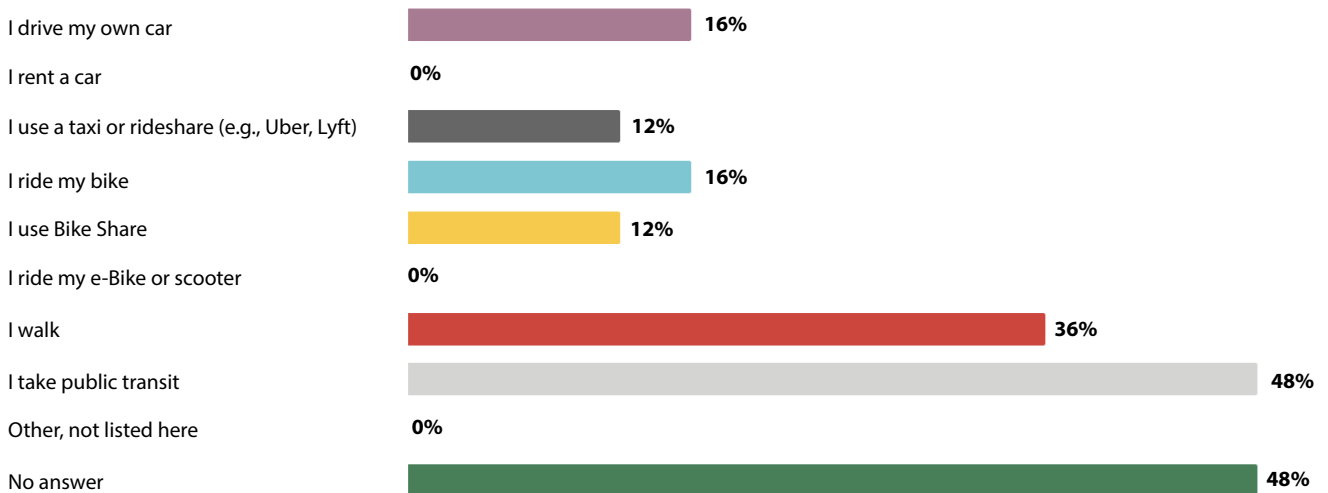
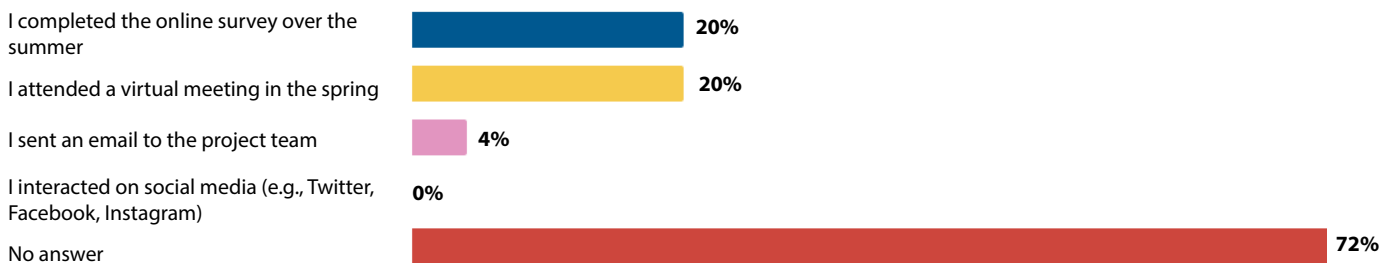


Figure 3 Have you engaged with this project before today's meeting? Select all that apply.





Questions & Answers

The Q & A portion of the event gave rise to two main question themes from the public: parking location and proposed payment-in-lieu. A full list of the questions received is below, accompanied by answers.

Parking location

- ***Are there rules that specify whether car parking and bike parking needs to be indoors (sheltered) or outdoors? Is there a difference or is it up to whomever is developing the property?***

The location of parking is not being reviewed as part of this project, which focuses exclusively on parking rates. However, there are regulations in Zoning By-laws that specify where parking needs to be located. In many cases, different development types have to include about half of car parking underground, or in the structure itself. In residential and commercial zones, long-term residential bike parking is to be located on the first and second storeys of a building or the levels of the underground parking garage. Generally speaking, the intent of this regulation is to make parking easily accessible for taking the bike outside.

- ***Will this encourage developers to construct parking spots rather than encouraging residents to park on the street?***

Many policies in the City's Official Plan encourage new development to accommodate parking on site. However, there are currently few mechanisms to ensure developers do that. Staff often hear that developments do not provide sufficient parking and the occupants of the building are applying for residential on-street parking permits. This is not desirable: the residential parking permit system is for people without access to a parking spaces to store their vehicle. New developments have the opportunity to build sufficient parking and should not rely on street parking.

- ***I am renting right now at a place with underground parking available, but the cost is pretty prohibitive relative to street parking: the amount I pay for six months of parking through the City is the same as about half a month's worth of parking at my building. It sounds like this is trying to incentivize the other way – will parking not be as accessible to those who need it?***

There are a number of areas with residential parking permit systems in place that have key challenges. For example, parking prices have been maintained quite low and do not disincentivize people from occupying as much parking as they wish. To manage parking supply and allocation, the City uses waiting lists as opposed to a pricing mechanism. This issue is outside of the scope of this project but will be considered through a separate study being undertaken to explore residential parking, including the parking permit system.



Proposed payment-in-lieu

- ***Could you elaborate on the payment-in-lieu of bike parking?***

This policy would allow developers to reduce the bike parking requirement (for “short term” bike parking for residential uses in Bicycle Zone 1) by 50% in exchange for payment that would be used to fund BikeShare developments. The fee is \$500 per short-term bike parking space reduced.

- ***Under what conditions would developers be allowed to reduce short-term bike parking and provide payment-in-lieu? Would a bike parking study be required?***

The overall proposal includes doubling bike parking requirements, with no need for special approvals. However, the proposed payment-in-lieu method would include automatic approval of a 50% reduction in the short-term bike parking requirement in residential uses in Zone 1. This reduces the bike parking to the level that is currently required.

- ***Given the proposed rates for payment-in-lieu, would you expect that most developers would provide the full amount of short-term parking or choose the payment-in-lieu?***

At minimum, a developer would still have to provide 50% of the required “short term” bike parking requirement. City staff are [seeking feedback](#) from developers on the proposed rate: if the \$500 fee per reduction in short-term bike parking space is substantially higher than what it costs to construct parking, staff will consider lowering the rate. However, the objective is to secure enough funding to pay for a reasonable amount of BikeShare infrastructure.

Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. The next steps include refining the proposal during October 2021 and presenting to the Planning and Housing Committee on November 25 and City Council on December 15-16.

Please visit [the project website](#) for more information, materials and meeting notices, and to take part in an [online survey](#). You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

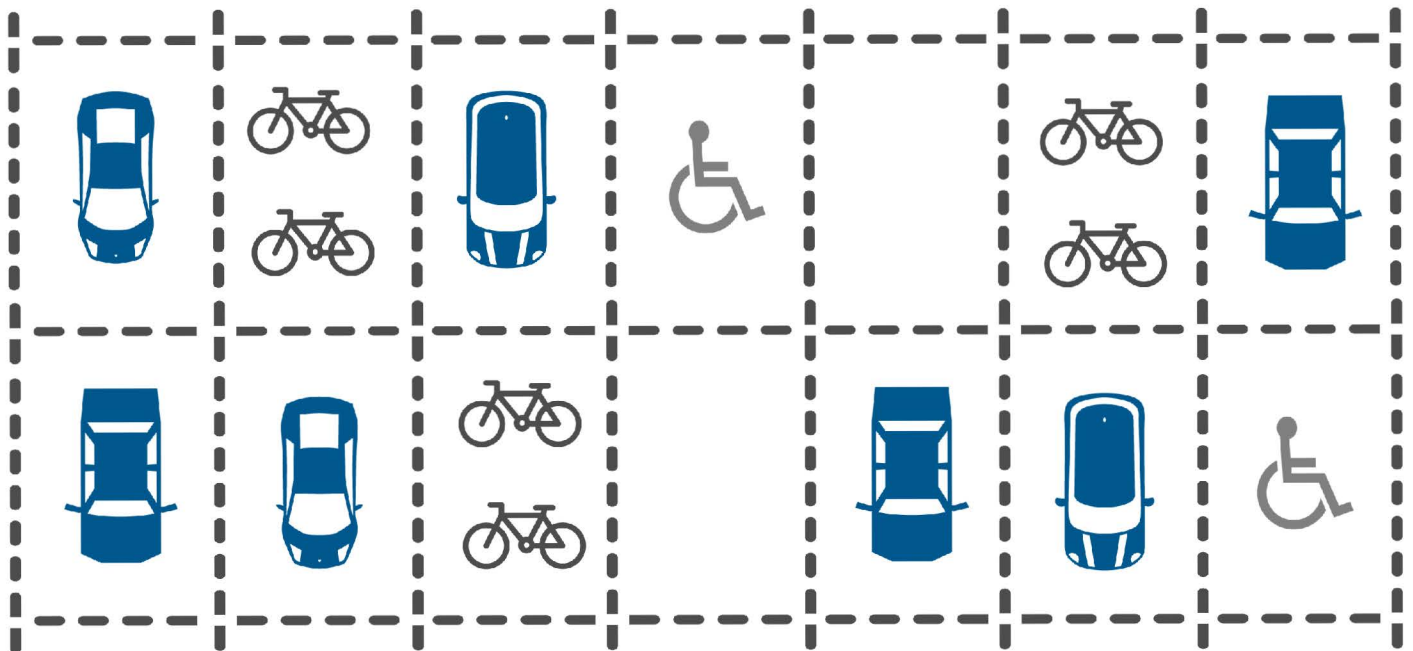
You can continue to contact City staff to provide your comments or ask questions directly:

Michael Hain, Program Manager
City Planning Division
Transportation Planning, Policy and Analysis
416-392-8698 michael.hain@toronto.ca



Review of Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

September 29, 2021
1:00-3:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
October 2021.*



Background

Requirements for automobile and bike parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On January 19, 2021, [Planning and Housing Committee \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City's Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

Meeting Overview

On Wednesday, September 29, 2021, the City of Toronto hosted a public consultation meeting to summarize initial findings from the City's Parking Review, present draft proposed changes to the parking standards in the Zoning By-law and gather feedback that will inform revisions to the proposed changes. Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the third in a series of meetings for the public in September 2021, promoted on the City of Toronto website and through the City's social media channels (Twitter, Facebook, Instagram).

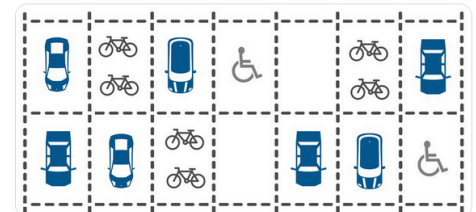
Over 27 participants joined the meeting. Attendees included residents, employees, business owners, developers, landowners and advocacy groups (see Figure 1) whose primary modes of transportation were public transit, driving, walking and cycling (see Figure 2). Some participants had already engaged in the project during previous public meetings in the spring, an online survey over the summer and through social media and email (see Figure 3).

Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, research findings, public and stakeholder feedback and details on the City's proposal. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 36 questions and comments were received.



Removing parking minimum standards will give flexibility to new developments. Interested in how this will impact you? Join us at virtual public meetings this week (Sept. 27-29) and share what you think! Details here: toronto.ca/parkingreview



11:40 AM · Sep 27, 2021 · Twitter Web App

4 Retweets 8 Quote Tweets 25 Likes

Sample social media post from the communications campaign promoting the meetings



Figure 1 What brings you to this public meeting? Select all that apply.

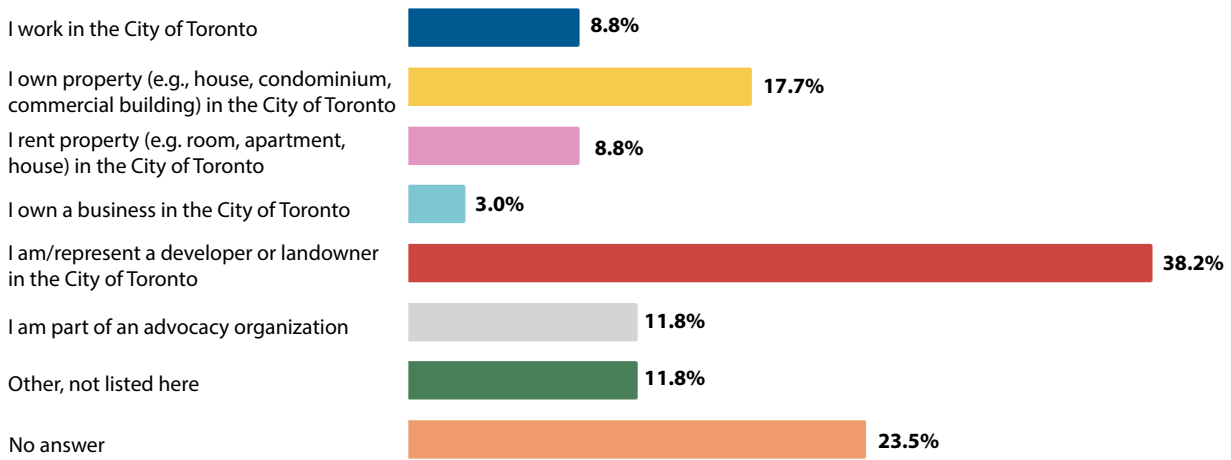


Figure 2 What modes of transportation do you most often use to move around the city? Please respond based on your activity prior to the COVID-19 pandemic and/or how you plan to travel post-pandemic. Select all that apply.

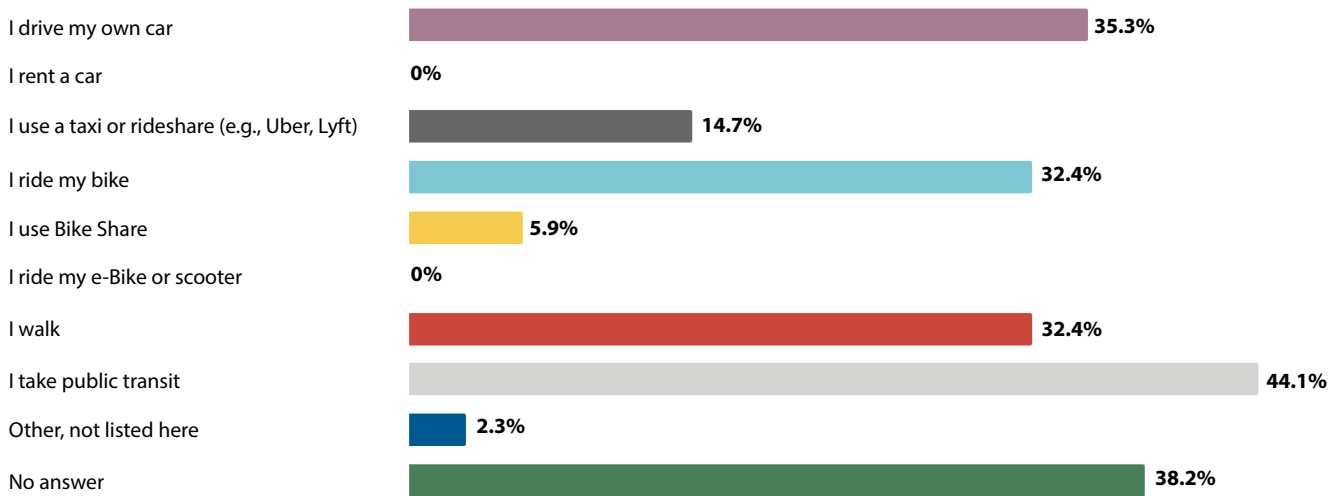
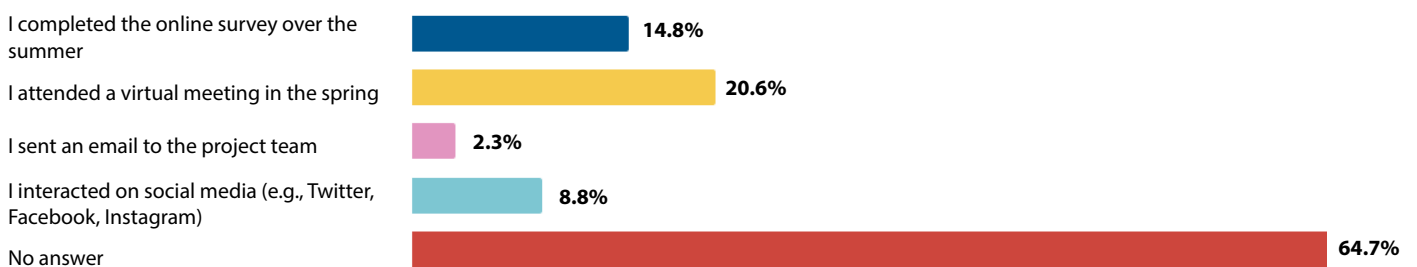


Figure 3 Have you engaged with this project before today's meeting? Select all that apply.





Questions & Answers

The Q & A portion of the event gave rise to a number of main question themes from the public:

- Bicycle parking
- On-street parking
- Accessible parking
- Transit
- Implementation
- Transition
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Bicycle parking

- ***Are there any proposed requirements as to the style of bicycle parking? A locked room is very different than a bike rack.***

The Zoning By-law currently has two different types of bicycle parking: short-term and long-term. Each type has different requirements about how it has to look. In 2008, the City adopted a set of [guidelines for bicycle parking](#); these are outdated (e.g., e-bikes and cargo bikes have since become popular in Toronto). Upcoming work includes reviewing those guidelines to determine the level of security needed to ensure people feel confident locking their bikes.

- ***What does a bike parking spot require? Can it be a bike ring on the street or does it have to be indoor parking?***

This depends on whether the location is a short-term bike parking space or a long-term bike parking space. Requirements are laid out in [Chapter 230 of the Zoning By-law](#). In general, long-term spaces are intended for residents to store their own bikes and must be located on the first and second floor of the building or floors of the underground garage that are closest to the surface. Short-term bicycle parking spaces are meant for visitors and can be located either inside the building or on the exterior.

- ***With regard to the proposed payment-in-lieu of bike parking alternative: if we are building a 250-unit development, our preference is to integrate BikeShare so that the station is adjacent to the particular building, with easement on the site itself. Will this review get into that level of granularity of where BikeShare stations would be placed?***

Staff are still considering these details, including how to make on-site easements part of the building requirement of new development and the amount of money that could be expected from an individual development. This amount is typically not enough for a new BikeShare station by



itself so it is unlikely that the station would be located on site. It is possible that there could be cases where money is collected but a suitable location for a new station cannot be identified.

- ***How much does a BikeShare station cost?***

A standard BikeShare station costs about \$50,000.

- ***Has there been any exploration of whether the payment-in-lieu fund could be directed to making municipal bike parking available instead of relying upon BikeShare to make up the differences?***

The [online survey on the project website](#) includes a question about how/where the funding from this policy should be directed (e.g., bikes, BikeShare stations). Staff are open to considering other suggestions, particularly if the program is eventually extended to cover more uses and areas of the city, resulting in a larger pool of money.

On-street parking

- ***I have a parking permit and often can't use it during the day because my street is overflowing with cars. The one-hour limit is never enforced and this is already a huge problem without decreasing parking. I am concerned that multi-unit buildings are being approved without lay-bys, which results in visitors, rideshare, delivery and service vehicles parking on the street and sometimes even blocking the movement of vehicles. What will the City do to require lay-bys in new developments?***

Staff have heard this concern quite a bit and recognize the lack of lay-bys was a growing problem before the COVID-19 pandemic and has been exacerbated since the onset of the pandemic. Lay-bys are short-term parking spaces outside of travel lanes used for pick-up and drop-offs. There are policies in the Official Plan that require some types of development to accommodate those pick-up and drop-off activities on site. Although this issue is not being addressed in the particular phase of work for this project, it has been recommended for review and examination in future phases.

- ***An important demographic change needs to be considered: the population is getting older; older people have trouble accessing transit. They will need cars to obtain groceries, etc. If no parking is available, they will need designated street parking. Won't this further squeeze City street parking?***

The City is aware of changing demographics and aims to make communities walkable for people of all ages and abilities while planning for the future. As well, planning for a carbon-reduced future in a much denser city includes discouraging car use and making it possible to live without a car.

Accessible parking

- ***Will accessible parking for people with disabilities be affected?***

The proposal will maintain the existing accessible parking requirements and may actually result in more accessible parking being provided.



- ***Corridors such as Bloor Street have little to no accessible parking. How is this going to be addressed?***

This is outside the scope of the current project but is being reviewed by Transportation Services under the residential parking strategy, which focus on the on-street parking permit system, boulevard parking and front yard parking.

Transit

- ***I'm very happy about the elimination of minimum parking requirements. I think it's time. What replacement regulations for transit will be put in place to ensure transit development occurs where coverage is needed?***

The City has a long-term commitment to transit expansion: [Map 4 of the Official Plan](#) shows the long-term, higher-order transit network. The City is also working towards general surface transit improvements and adjusted schedules approximately every six weeks to account for general transit demand. As transit continues to grow over time, additional commitments to transit improvement will require Council approval.

On a development by development basis, the proposed parking policy introduces explicit requirements for more bike parking as well as an option to trade off bike parking requirements in exchange for contributions to BikeShare.

- ***For areas around future protected Major Transit Station Areas (MTSAs), do we have to wait for Council approval of those MTSAs before applying these proposed rates to those Parking Areas?***

The timing is still being determined but the new parking rates would come into place before most MTSAs are approved. Staff have settled on 400-metre walking distances from transit stations and 100-metres distances from transit stops as the area of influence for transit on a City-wide basis. The proposal that will be brought forth to Council will show the individual property boundaries. The team working on MTSAs may expand those boundaries to be more appropriate in individual contexts.

- ***With respect to the Policy Areas, why are GO Transit stations (especially along the frequent Lakeshore lines) not treated in a similar fashion to TTC subway stations?***

This proposal uses a 10-minute all-day service standard. Right now, no GO stations meet that standard.

- ***How about proximity to LRT stations, a huge infrastructure investment?***

Transit projects have been cancelled or changed in the City in the past. This study maintains a cautious approach and only looks at existing transit. Additional transit infrastructure may be added during future exercises.



- ***I work on the [Housing Now initiative](#) for affordable housing on City-owned sites. Currently the sites are immediately adjacent or within very close proximity to higher-order transit. Is the intent for affordable housing projects to have parking? Is it possible that some of these sites will have zero parking requirements if they are adjacent to transit?***

It is possible. There are some locations in the City that are so well-served by transit, there is no need for parking. However, not all affordable housing should provide no parking: some people who need affordable housing also need a vehicle to get to jobs, school or other critical activities.

Implementation

- ***What is the maximum parking rate the City is thinking of implementing for downtown developments?***

These details can be found on slides 13 and 15 in the [presentation](#) on the project website. Please have a look and complete the online survey to offer comments.

- ***Will these by-law changes impact only residential properties or will they impact commercial/office buildings as well?***

The proposal includes changes to all uses within the City that have parking.

- ***Does the same policy apply city-wide? How are we taking into consideration the different demands of different neighborhoods?***

The proposal includes a basic structure applied city-wide, distributed in three different areas (two Parking Policy Areas and the rest of the City) with slightly different rates. Removing parking minimums is opening up the provision of parking so that individuals can provide the amount of parking that is appropriate to their needs. The review of parking requirements indicated quite significant variation in the amount of parking that individual uses will provide in different parts of the city. Big differences can even be seen block by block through individual developments. The proposal is intended to ensure careful thought is given toward the appropriate parking for an area and how travel demand measures can offset the impacts of higher parking provisions.

- ***Will there be a maximum for visitor parking? Will zero visitor parking spaces for a building be allowed?***

A maximum visitor parking is being proposed. Some building types would be allowed to have zero visitor parking, whereas communal structures like apartment buildings or mixed-use buildings would have a minimum visitor parking requirement set at a low level and intended to cover the building servicing needs.

- ***I have a proposal in my area for two fourplexes, two laneway suites and two garden houses. How much parking would be required for this?***

This discussion pertaining to a specific site is best taken offline. Please email carla.tsang@toronto.ca to be directed to the appropriate staff.



- ***Will the amount of parking required for new development be determined between the City and the developer, or will other stakeholders be able to provide inputs?***

Large development applications such as Official Plan Amendments or Zoning By-law Amendments are required by law to have a public meeting. Small developments may go directly to site plan approval or a building permit; there is not a public process for those.

- ***I am hoping to build a fourplex on a corner lot that is zoned R on a residential street, which could possibly also have a garden suite and result in five units. What would be required in terms of parking (including accessible, visitor, and bike parking)?***

This study proposes no parking requirements for most ground-related housing, including for secondary suites. However, the bike parking requirements would still depend on the location in the city. Under the proposed parking changes, you would be required to provide accessible parking if you are providing parking. Visitor parking would only apply to apartments, mixed use buildings and multiple dwelling unit buildings.

Secondary suites and garden suites have different categorizations within the zoning by-laws. Garden suites are part of the [Expanding Housing Options in Neighbourhoods](#) study, which is currently ongoing and developing its zoning standards. It is likely that there will not be residential parking requirements.

Transition

- ***When will these changes be implemented city-wide and become applicable to new development applications?***

Recommendations will be given to Planning and Housing Committee on November 25 and, if approved, to City Council on December 15 and 16 for their approval. Staff are working through the details of transition.

- ***How will transitioning work for projects that are not yet zoning approved before the Council date in December?***

Staff are developing transition clauses for the draft Zoning By-law that will implement these new parking rates. There will be separate clauses for different application types such as rezoning, minor variance and building permits. The draft By-law will be posted publicly before the Planning and Housing Committee meeting is held on November 25.

- ***For new development applications that are going in prior to this parking reform, would it be reasonable to present some of the material discussed in this presentation as justification? Will Transportation Services and Planning staff be supportive of this approach?***

Prior to the enactment of the Zoning By-law and before it goes to Council, the existing zoning standards would still be enforced. Any new application would still require a parking justification



when requesting a reduction to the parking requirement if it does not meet those current standards. The directions of this study could be mentioned for consideration.

- ***These recommendations will be presented to Council on December 15 and 16. Can the Council decision be appealed? If so, would the policy not be in force?***

It is possible.

Miscellaneous

- ***In the figure on [slide 16](#), what are the white spots (holes) within the purple area designated as a Parking Policy Area?***

The white holes are areas covered by by-laws other than the City's comprehensive Zoning By-law 569-2013. The general intent is that all of downtown would be designated as a Parking Policy Area; however, there are some areas that are not included in that zoning by-law and remain covered by separate former municipal zoning by-laws.

- ***In the slide deck you showed an ArcGIS map of the proposed parking areas. Will those source files be made available on the City's Open Data site so we can incorporate them in our affordable housing planning maps?***

The map layers are currently provisional; the rough buffers around transit stations and stops will eventually identify individual properties. All City practices for sharing property-based individual zoning by-law maps will be followed.

- ***Will the City increase parking reductions through carshare?***

With the elimination of parking requirements, there is no need to further reduce them with carshare. The City already considers carshare for offsetting some parking requirements and staff encourage developments to continue to provide that kind of share in the future if it is something that could be useful for a particular project.

- ***Given the desire to minimize the City's parking footprint in general, will a provision be made for stacked or tandem parking spaces in the future?***

Tandem spaces are already permitted in the Zoning By-law, but they do not count towards satisfying the minimum requirements for most uses. This study proposes removing those requirements. Stacked spaces are sometimes permitted but have challenges associated with their operation. They are generally not suitable or appropriate for visitor or accessible parking. As different technologies become available, and as regulations related to those pieces of equipment change, it may eventually become satisfactory for those uses.



- ***Are there any policy limitations for car elevators?***

This is outside the scope of the current project. The Zoning By-law contains minimum size requirements for parking space sizes, and depending on how parking stacks are configured, relief may be needed from the By-law in terms of a vertical clearance of a parking space.

There are currently no provisions in the Zoning By-law for stacked automated garages, specifically, but a number of applications with them have been approved in the past. They require site-specific Zoning By-law Amendments.

- ***I live in a neighbourhood with a lot of multi-unit houses, including laneway suites. Most of them have parking and most of them have cars. If I understand correctly, would no parking have to be provided in the future? I am concerned as there seems to be an issue with what is being proposed here and what is actually happening in the neighbourhood. Not everyone has the ability to get around through alternatives like cycling.***

The details of this specific location would need to be reviewed but, in general, it sounds like there would be no parking required in that case under the proposed changes. However, removing the minimum does not mean removing parking entirely, or removing people's ability to provide parking. If there is desire for parking, it should be provided. Individuals have personal responsibility to find housing, work and other destinations that meet their needs, including appropriate parking availability.

Staff in Transportation Planning are working closely with staff in Transportation Services to exclude new development from participating in the residential parking permit system. Removing the ability to offload parking demand to the street should push the need for parking back to individual sites.

- ***Where there is required parking, could this be provided in the form of a parking pad? There should be some discussion regarding the discrepancy between garages and driveways vs. parking pads.***

These issues are more appropriate under the residential parking strategy, a study being conducted by Transportation Services. Although the Zoning By-law speaks to where parking is allowed to be located, the scope of the current project is on parking rates and the amount of parking required (as opposed to its locations).

Driveways are not allowed to count for the parking requirement, but the Zoning By-law also says that driveways can be used for parking in some contexts. This introduces some challenges with respect to regulation and calculation of parking provision. The current proposal includes neither parking maximums nor minimums for housing that would typically have driveways, such as ground-related detached and attached homes.



- ***Decarbonizing the economy has nothing to do with future car numbers. If we get electric power, won't we get even more cars?***

Although electric vehicles would be powered by electricity, not all electricity in Ontario is produced by green sources. There are still emissions associated with constructing electric vehicles, so from an environmental perspective, the objective remains to reduce the overall number of vehicles on the road. Separate from the environmental impacts, there is also a mobility benefit to having smaller vehicles or more people in vehicles, which generally reduces the number of vehicles on the road.

- ***I'm in a neighbourhood group trying to build relationships between neighbours. Parking issues are extremely divisive. Removing all restrictions puts a burden on the community to enforce this problem. With this proposal, is the City backing out of its responsibility?***

Staff recognize that there are neighbourhood disputes associated with enforcement and are working through ideas such as prohibiting new developments from participating in the street parking permit system. Part of the direction towards removing parking minimums is recognizing that there are a significant number of households that do not already have cars, and the cost of constructing and maintaining parking is quite high. Forcing households that do not need a vehicle to pay for parking is not fair.

Comments & Feedback

The following comments were submitted during the meeting:

- *I'm really happy to see the scope of this project expanded to be city-wide rather than just in areas around transit.*
- *Discouraging car use and completely eliminating the ability of someone with mobility issues are two completely different things. It has been proven that if you make parking an option, a developer will go toward the cheapest option.*



Next Steps

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