IE16.2.1

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Infrastructure and Environment Committee
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

October 2nd, 2020

Dear Chair Pasternak and Members of Committee,

Re: IE16.2 Front Yard Parking Regulations and Electric Vehicle Charging on Residential Streets

On behalf of the Interlocking Concrete Pavement Institute (ICPI), I noted with interest, the report dated September 22, 2020 from the General Manager of Transportation Services regarding Front Yard Parking [FYP] and Electric Vehicles.

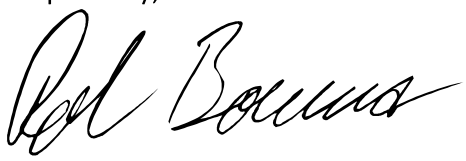
I would like to comment on a few sections of the report and offer ICPI's technical support if City Staff have questions in future concerning permeable or interlocking concrete pavement systems.

- Electric Vehicle (EV) Initiatives: Interlocking concrete systems allow for the installation and maintenance of electrical utility and other infrastructure services under the parking surface. With appropriate specifications and training, Toronto Hydro or City Staff can simply remove and replace pavers during the addition of charging facilities. ICPI provides specific guidance on the removal an reinstatement of interlocking concrete pavement in Tech Spec 6.
- Tree Canopy: The report states "Adding FYP has the potential to negatively impact the preservation of plantable space at the site level and also affect the City's ability to meet climate mitigation objectives including achieving 40% tree canopy cover." With a suitable design for permeable pavers and specifications, healthy landscaping and trees can be maintained. Permeable Interlocking Concrete Pavement has been demonstrated to support tree growth by allowing water, air and nutrients to reach the root system, encouraging them to grow well below the surface and not lift the pavement.
- Stormwater Management: We appreciate that Staff recognized "….parking pads constructed with permeable materials can come close to exhibiting similar infiltration characteristics of the underlying native soils." In fact. a properly designed permeable interlocking concrete pavement system detain, filter and infiltrate more stormwater than a lawn can and at the same time provide a durable paved surface for parking. With FYP responsible for 0.7% of stormwater runoff, maybe the 17% of runoff from driveways and other parking areas could be addressed with future policy changes to require permeable surfaces.

For the information of Committee, I recently in participated one of the recent Transportation Innovation Zone (TIZ) workshops and please contact me if there is anything I can do to assist the City of Toronto. If you or Staff are interested, this link will provide you with information on our current technical specifications. icpi.org/gov

ICPI, founded in 1993, is the trade association representing the segmental concrete pavement industry in the United States and Canada. ICPI is considered by peer associations around the world as the leader in development and dissemination of technical information for design professionals and contractors. ICPI engages in a broad range of technical, marketing, educational, government relations and communications activities.

Respectfully,



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