



**MORE NEIGHBOURS
TORONTO**

Dear City Councillors,

RE: PH29.3 - Recommended Parking Requirements for New Development

About More Neighbours Toronto

[More Neighbours Toronto](#) is a new volunteer-led organization of housing advocates that believe in building more multi-family homes of all kinds for those who dream of building their lives in Toronto. We advocate for reforms to increase our city's ability to build more homes in every neighbourhood. We are a big-tent organization with members across the political spectrum who are nevertheless committed to counterbalancing the anti-housing agenda that dominates Toronto's politics, created an affordability crisis, and has cost burdened a new generation of aspiring residents. We are firmly committed to the principle that housing is a human right and believe Toronto should be inclusive and welcoming to all.

Summary Of Position

More Neighbours Toronto supports eliminating parking minimums city-wide. Updating the City's parking standards in line with the staff recommendations is a necessary step towards addressing the major challenges that the City faces today: a housing crisis, a climate emergency and increasing demand for non-automobile based mobility. Eliminating parking minimums, enacting parking maximums and introducing new requirements for electric vehicles (EVs) and bicycle parking will:

- Make building new affordable housing more feasible
- Decrease the cost of new market rate housing for buyers and renters
- Encourage modal shift away from cars, towards active transportation and public transit, in line with the City's TransformTO targets
- Incentivize building sustainable and healthy communities in the long-term, by giving Torontonians more choice in how they move around the city

Position

Eliminating parking minimums promotes affordable housing

On the issue of the housing crisis, eliminating parking minimums in line with the staff recommendations will increase the feasibility of building new affordable housing as well as decrease the price and rent of new market-rate housing. Parking is a substantial cost of new developments, even more so if an underground garage has to be constructed. It can cost between \$50,000 to \$100,000 to [build a single parking spot](#). In the case of affordable housing, the cost of parking minimums can hurt the economics of a prospective project, especially for non-profit builders, that many projects become unviable. For new market-rate housing, the high cost of parking minimums is [passed on to renters or new home buyers](#). This can be the difference between being able to make rent or afford a first home and not. Moreover, the cost of parking minimums are passed on to residents inequitably as residents who do not own cars and are likely to have lower incomes subsidize the cost of parking for residents who own cars and have higher incomes.

In many neighbourhoods, minimum parking requirements are a barrier to building missing middle housing forms. Furthermore, parking spaces take up a significant space leaving less land area for housing. Eliminating parking requirements has the potential to facilitate a wider variety of housing types to expand housing options in neighbourhoods. This gives Torontonians more choice in how they live and can increase the abundance of housing types in neighbourhoods across the city, reducing price pressures.

Eliminating parking minimums and enacting maximums fights the climate emergency

Decreasing carbon emissions cannot happen without decreasing usage of cars. The City's own [TransformTO goal for shifting modal share away from cars](#) is 75% of trips under 5 km walked or cycled by 2050. The City's current parking minimums act against the TransformTO goal by mandating an increased supply of parking, which has been shown to [increase car use](#). Eliminating parking minimums and enacting parking maximums will align City by-laws with its stated TransformTO goal of reducing car use in the City and contribute to the fight against climate change. Combined with the proposed new standards for EV infrastructure, bicycle parking, bicycle maintenance facilities, and new rapid transit lines, the staff proposals will give Torontonians more choice in how they move around the city and incentivize creating healthy and sustainable communities in the long-term.

In sum, the staff recommendations in PH29.3 are one of many necessary actions needed to address the housing crisis, the climate emergency, and increasing demand for non-automobile based mobility. The advocates of More Neighbours Toronto urge you to **adopt the staff recommendations in PH29.3**.

Sincerely,

Jacob Dawang
More Neighbours Toronto