



Proposed Review of Parking Requirements for New Development

Date: January 5, 2021

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

This report responds to a request from Planning and Housing Committee for information related to parking requirements for new developments. The City establishes its parking requirements for new development in zoning by-laws. A review of these requirements is timely. The last review of these standards concluded in 2013.

The City's Official Plan vision is about creating an attractive and safe city that evokes pride, passion and a sense of belonging - a city where people of all ages and abilities can enjoy a good quality of life. The Plan emphasizes the importance of getting the basics right, including embracing sustainability and creating compact complete communities served by streets made for walking and by an attractive transit system. This vision is supported by policies aimed at reducing auto-dependence and limiting the amount of land occupied by automobile parking. Among other things, these policies direct parking underground and support the use of parking maximums in some areas.

The City-wide Zoning By-law 569-2013 parking requirements are complex. There are requirements identified for nearly 90 different uses which may also vary in different parts of the City. The City's current requirements for automobile parking in new development are variable across the City and may be too high in some areas; of recent applications, a significant proportion have been approved with parking levels below the zoning by-law minimums.

The demand for parking is shifting as a result of societal changes and other factors. Decreases in automobile ownership and increases in the popularity of automobile alternatives have influenced parking demand in many new developments. Ongoing significant investments in transit infrastructure are intended to provide travel choices to more people and reduce demand for automobile-based travel. Removing minimum automobile parking requirements from and increasing the use of maximum automobile parking requirements in zoning by-laws would also reduce the risk of a future oversupply of automobile parking.

Increasing the supply of affordable housing is a Council priority. A common comment from affordable housing advocates and the development industry has been that parking minimums increase the cost of housing, by adding to construction costs which may in turn be passed on to residents. The ability to avoid the cost of parking by choosing housing without parking is limited by the existence of minimum parking requirements. Some of Council's recent decisions recognize that the current automobile parking standards represent a barrier to the City achieving its housing vision.

This report expands on the justification for a review of the City's parking requirements and proposes an approach for reviewing them.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning conduct a review of the parking requirements in the Zoning By-law 569-2013 consistent with the approach described in this report, in consultation with the General Manager, Transportation Services, the Acting President, Toronto Parking Authority and other staff as appropriate.
2. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning undertake public and stakeholder consultations on the City's parking requirements and report back to Planning and Housing Committee with the results of the consultations and emerging recommendations on changes to the Zoning By-law 569-2013 in Q4 2021.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

The City-wide Zoning By-law 569-2013 was enacted on May 9, 2013. Among other things, this by-law established new parking standards for newly erected or enlarged buildings (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG21.1>). The majority of the regulations for parking spaces, and bicycle parking spaces were approved without modifications as per a Local Planning Appeal Tribunal (LPAT) Order dated October 3, 2019.

In adopting the 2019 Rate Supported Budget for the Toronto Parking Authority on March 7, 2019, Council directed that the parking standards for new multi-unit residential and commercial developments be reviewed and consideration given to expansion of public bike sharing programs at net zero costs to the City (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX2.4>).

On January 29, 2020, Council approved the Electric Vehicle Strategy. Action 2, Activity #1 supports mandating that all new parking spaces feature a complete electrical circuit terminating in an electrical outlet for the purpose of EV charging to make them EV ready (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE11.17>).

At its meeting on September 22, 2020, Planning and Housing Committee requested the Chief Planner and Executive Director, City Planning to develop options for a review of the City's parking requirements for new developments in different contexts (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH16.12>).

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans in accordance with Section 3 of the *Planning Act*. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies which encourage land use patterns that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019 and replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City of Toronto forms an integral part.

The Growth Plan (2019) contains policies related to reducing dependence on the automobile and promoting and supporting active transportation and transit. Parking standards are specifically references in a policy which directs that development in major transit station areas be supported, where appropriate, by providing alternative development standards, such as reduced parking standards.

Toronto Official Plan

The Official Plan is the City's primary land use planning document. The Official Plan contains policies which guide where and how the City grows its housing, commercial and employment areas, ensures the stewardship of the City's green spaces, and directs expansion and improvement of the City's transportation network, among other directions.

The City's Official Plan vision is about creating an attractive and safe city that evokes pride, passion and a sense of belonging - a city where people of all ages and abilities can enjoy a good quality of life. The Plan emphasizes the importance of getting the basics right, including embracing sustainability and creating lays out a vision for compact complete communities served by streets made for walking and by an attractive transit system. This vision is supported by policies aimed at reducing auto-dependence and limiting the amount of land occupied by automobile parking. Among other things, these policies direct parking underground and support the use of parking maximums in some areas. The transportation policies are deliberately interspersed with the land use policies to emphasize the importance of considering both areas in order to achieve the overall vision of compact complete communities.

Zoning Considerations

Zoning by-laws put the Official Plan into effect and contain specific requirements for construction and new development. Zoning by-laws are the primary method of regulating the provision of automobile and bicycle parking in newly erected or enlarged buildings. The city-wide Zoning By-law 569-2013, applies to most of the City of Toronto. As some lands are not covered by Zoning By-law 569-2013, other comprehensive zoning by-laws from former municipalities remain in force and effect on some lands in the City.

COMMENTS

The City's parking supply is large and diverse and serves a variety of vehicle types including automobiles, motor coaches, trucks, motorcycles, and bicycles. It includes a mix of public and private parking which may be open to everyone or be restricted

access. Parking in some spaces is only permitted at particular times. The price of parking varies by time, day and location. The policy environment the City has established to regulate parking is complex. Multiple divisions and agencies are involved in different aspects of parking provision, regulation and enforcement, with several separate but interdependent policies and regulatory frameworks. The major policies and regulatory frameworks related to parking and the relationships between them are presented in Attachment 1. This report focusses on parking for automobiles and bicycles.

A review of any element of the City's parking policies should also consider the effect of changes on the other elements to ensure they do not conflict. Several of the elements are currently being reviewed or will soon be reviewed. The Toronto Parking Authority is in the process of updating its policies to better align with the City's overall objectives as articulated in the Corporate Strategic Plan, Official Plan and other policy documents. City Planning is currently reviewing the Toronto Green Standard, including its requirements for electric vehicle supply equipment given Council's recent adoption of the Electric Vehicle Strategy. Transportation Services will soon be launching a Residential Parking Strategy to better align the Residential Off-Street Front Yard & Boulevard Parking and the Residential On-Street Parking Permit systems and establish foundational policy on which to base parking fee rates going forward.

The Official Plan indicates that the City will pursue measures to reduce demand for vehicular travel but does not strive to eliminate automobile use. It recognizes that automobiles will continue to be used and requires that an adequate supply of off-street parking be maintained to support short-term parking demands. It also requires many types of development to provide adequate or sufficient parking. The Official Plan directs that the numerical parking standards be contained within zoning by-laws.

Discouraging auto-dependence requires that there are reasonable alternatives to cars available. All levels of government are making large investments to improve the transit system in Toronto and the broader region. The City is working with the Province to ensure that areas near new stations develop in a transit-supportive way. Widely available automobile parking, mandated by parking minimums, supports continued widespread automobile use and puts the financial viability of the transit investments at risk. This is also addressed by the Growth Plan (2019) Policy 2.2.4.9 which says that "within all *major transit station areas*, development will be supported, where appropriate, by: c) providing alternative development standards, such as reduced parking standards."

Recent societal changes have made it easier to live without owning a car. Vehicles-for-hire and bicycles have both increased in popularity. Online shopping has reduced the need for a vehicle to bring large purchases home. The future arrival of automated vehicles may further support a reduction in personal automobile ownership and use. Data from the Transportation Tomorrow Survey, a region-wide survey of household travel behaviour conducted every five years, show a slight decline in household automobile ownership over the last 30 years. It is expected that these societal changes will result in a decreased need for automobile parking.

A sudden, dramatic shift in travel patterns occurred early in 2020 as society adjusted to the emergence of COVID-19, its declaration as a pandemic and subsequent public health measures to stop its spread. The transportation system plays a critical role in the response by ensuring people are still able to undertake their essential activities, such as shopping for groceries and attending medical appointments. Many of the recent shifts in travel patterns are expected to be temporary. Others may represent changes in individuals' underlying preferences and result in permanent changes to their travel patterns. The uncertainty of the final outcome underscores the importance of maintaining a transportation system which is resilient to sudden shocks and adaptable to long-term societal changes.

To reduce the risk of a future oversupply of parking, Official Plan Amendment 456, adopted by Council in February 2020, includes a policy which encourages transportation infrastructure, like parking facilities, to incorporate features which would make them easier to retrofit to other uses. Removing minimum automobile parking requirements from and increasing the use of maximum automobile parking requirements in zoning by-laws would also reduce the risk of a future oversupply of automobile parking.

Increasing the supply of affordable housing is a Council priority. A common comment from affordable housing advocates and the development industry has been that parking minimums increase the cost of housing, by adding to construction costs which may in turn be passed on to residents. The ability to avoid the cost of parking by choosing housing without parking is limited by the existence of minimum parking requirements. Some of Council's recent decisions recognize that the current automobile parking standards represent a barrier to the City achieving its housing vision. Examples include:

- In relation to the Queen Street West Planning Study - Bathurst Street to Roncesvalles Avenue, Council removed automobile parking requirements for various forms of development within the study area in order to facilitate the conservation of heritage buildings, and to support Public Realm, Built Form and Transportation objectives. (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.5>)
- As part of PH15.6 Expanding Housing Options in Neighbourhoods, Council directed staff to review and, where appropriate, reduce or eliminate minimum parking requirements for various building forms to facilitate the creation of these housing types. (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH15.6>)
- Council also reduced automobile parking requirements when it allowed laneway suites in 2018 and amended the requirements for secondary suites in 2019 to encourage these housing types. (Laneway suites URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE33.3>) (Secondary suites URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH3.1>)
- In 2018, City Council requested City Planning to report on exempting low rise apartment buildings from parking requirements in some cases, and other potential incentives to promote purpose-built rentals in Neighbourhoods-designated areas (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.5>).

Existing Zoning By-law (569-2013)

Zoning by-laws are the primary method of regulating the provision of automobile and bicycle parking in newly erected or enlarged buildings. The most current city-wide zoning standards for parking in Toronto are those contained in the harmonized, city-wide zoning by-law, 569-2013 (ZBL 569-2013). The process for developing the parking rates contained in it began at least as early as 2005 as part of the work to develop a harmonized zoning by-law for the recently amalgamated City of Toronto. The work included a comprehensive review of the former municipalities' zoning by-laws, a review of other jurisdictions and several use-specific studies. The development of specific rates was guided by the principle that the zoning standards should require the minimum responsible amount of parking for a given land use.

Although ZBL 569-2013 sought to harmonize zoning requirements across the city, the zoning requirements in some areas are still established by the zoning by-laws of the former municipalities. Individual properties may also be subject to site-specific requirements.

ZBL 569-2013 regulates automobile parking in Chapter 200, which sets out minimum requirements for the dimensions of parking spaces, drive aisles and access points, as well as the amount of parking required. The amount of parking required is usually stated as a minimum amount of parking but maximums are also used for some uses in some areas. The amount required varies by land use with the total required parking on a site generally being the sum of the parking required for the individual land uses on the site. There are also requirements for the number of these spaces which must comply with the regulations for accessible parking spaces. The widespread use of parking minimums and limited use of parking maximums works against the Official Plan policies aimed at reducing auto-dependence.

The ZBL 569-2013 specifies automobile parking rates for nearly 90 different uses. The requirements are typically specified as rates per dwelling unit for residential uses, or rates per 100 square metres of gross floor area for non-residential uses. For non-residential uses, these requirements may also vary by time of day (allowing uses with different peak parking demands to share parking). Additional requirements for visitor parking apply to some types of residential buildings. Example standards from ZBL 569-2013 are provided in Attachment 2.

Different parking rates are specified by Policy Area for many of the uses in ZBL 569-2013. A map of these areas is included in Attachment 3. Using the geography of the Official Plan's Map 2, the Policy Areas generally consists of the following areas:

- Policy Area 1 - the Downtown and Central;
- Policy Area 2 - Yonge-Eglinton Centre;
- Policy Area 3 - Avenues on a subway line; and
- Policy Area 4 - Avenues on a bus or streetcar line.

These areas are very narrowly defined, often extending only one property deep from the transit services and are much smaller than transit services' areas of influence.

ZBL 569-2013 specifies requirements for bicycle parking in newly constructed buildings in Chapter 230. The chapter sets out minimum requirements for the dimensions of

spaces, the number of spaces, their location and number of supporting shower and change facilities. The requirements vary by area of the city and by land use and are typically specified as rates per dwelling unit for residential uses, or rates per 100 square metres of interior floor area for non-residential uses. These requirements do not apply to as many uses as the automobile parking requirements. In some cases, the standards for bicycle parking are lower than for automobile parking. This is not consistent with new Official Plan policies recently adopted by Council to prioritize walking, cycling and transit over other passenger transportation modes.

The automobile parking requirements established by ZBL 569-2013 are also used as the basis for other City policies related to parking. For example, the Toronto Green Standard (v3) for Mid to High-Rise Residential and all Non-Residential Development sets requirements for dedicated priority parking spaces for low-emitting vehicles and other sustainable mobility spaces based on the number of spaces provided in excess of the minimums required under the zoning by-law. Similarly, the City's policy on payment-in-lieu of parking sets required payments based on the shortfall in the number of spaces provided relative to the number of non-residential parking spaces required by the relevant zoning by-laws. The funds from cash payment-in-lieu applications are placed in a parking reserve account, which is administered by the Toronto Parking Authority and used to develop and maintain municipal parking facilities throughout the City. The impacts on these and other City policies should be considered as part of any review of the zoning by-law parking requirements.

Applying Zoning By-laws

All aspects of a proposed development are assessed by staff when determining if it represents good planning. Whether the amount of proposed parking meets the zoning requirement and/or anticipated parking demand is only one consideration. Parking requirements must be balanced with other objectives - for example, heritage conservation can be complicated by the need to excavate to provide parking below grade or the provision of parking might result in paving of otherwise permeable surfaces or loss of tree canopy.

The justification for an alternate parking rate will be included in a Parking Study or a Transportation Impact Study, for developments which require them. These studies may also identify other infrastructure or programs to be provided by the applicant as part of the development which would mitigate the impacts of a lower parking rate. Factors which mitigate the impacts of a lower amount of automobile parking being provided include the availability and quality of other transportation options, the length of likely trips to or from the site, the feasibility of providing sufficient parking on-site, the availability of other parking nearby and any travel demand management measures being proposed to limit the need for automobile trips. Of the projects with at least one planning approval in the 2019 Q4 development pipeline for which automobile parking requirements could be easily determined, 46% (473 of 1033) were approved with parking levels below the minimum parking standards in ZBL 569-2013. This proportion varies widely by use. Over 81% (326 of 398) of the mixed use projects received a planning approval with less parking than the ZBL 569-2013 minimums, whereas 76% (190 of 250) of residential singles and townhouses projects received a planning

approval with more parking than the ZBL 569-2013 minimums. (Mixed use projects may include both residential and non-residential uses.)

In public meetings associated with development applications, the amount of parking provided often receives comments. These comments will usually take one of two forms: the development will increase traffic in the area, facilitated by the amount of parking provided; or, the amount of parking provided is insufficient and vehicles associated with the development will occupy spaces currently used by the surrounding community. Individual development applications may receive both of these comments. One approach Council has taken to addressing the second comment is to indicate in Chapter 925 in the Municipal Code that the General Manager of Transportation Services is prohibited from accepting applications for on-street parking permits from residents of, visitors to or tradespeople at the building(s) included in the development application.

Approaches to Regulating Parking in New Developments

Staff undertook a preliminary review of approaches followed by major cities in North America to regulating parking in new developments. The cities reviewed included Calgary, Edmonton, Ottawa, Vancouver and Chicago. Many cities have recognized the value of increasing the proportion of trips made using transit, walking, and cycling, as opposed to automobiles. These cities adopted policies intended to reduce or limit parking as part of their strategic plans, official plans, or transportation master plans.

Reducing or limiting automobile parking in areas well served by transit such as the downtown, city centres, and areas near major transit stations or along transit corridors is common in other cities. Areas located within 300 – 800 metres of transit either have lower parking requirements or do not require parking to be provided. Some cities also set parking maximums in areas well served by transit for commercial, retail and multi-residential developments.

A small number of cities have completely eliminated automobile parking minimums. Edmonton became the first major city in Canada to eliminate requirements for parking, other than accessible parking, early in 2020. Under their Open Option Parking By-law, developers must determine for themselves what the appropriate amount of parking is for their development. This does not remove or prohibit parking in new developments but recognizes that parking minimums embedded in zoning by-laws may not be nuanced enough or be updated frequently enough to be applicable in all situations. Edmonton, like Toronto, also has parking maximums established for some areas which do impose limits on how much parking can be provided.

Another method used by major cities to inform parking by-law updates and parking rates for new developments was to conduct parking studies through supply and demand surveys. These surveys could be broken into three categories:

- **Parking Facilities:** examines parking supply and utilization rates at peak times;
- **Street Parking:** examines parking supply and utilization on streets within a defined walking distance of a land use; and
- **Households:** collecting information including but not limited to demographic, vehicle ownership, household ownership.

In Toronto, in addition to these types of surveys, condominium sales data may also be used to assess demand for parking.

Parking supply and demand studies can be conducted at different scales for a variety of land uses. For example, Metro Vancouver conducted a region wide study in 2018, focusing on multi-residential apartments. The results from the study showed that current parking supply for rental apartment buildings exceeded demand across the region.

Overall, Toronto's current approach to regulating parking in new developments is generally consistent with approaches followed by most other major cities in North America in terms of the way parking requirements are specified and the amount of parking required. However, moving towards reducing or, like Edmonton, eliminating minimum automobile parking requirements would better support the Official Plan's vision to create compact complete communities and be consistent with policies aimed at reducing auto-dependence.

Proposed Review of ZBL Parking Requirements

The current ZBL 569-213 parking standards do not advance the Official Plan vision to create compact complete communities in that they do not encourage the use of non-auto modes or reductions in auto-dependence. The recent experience with applying the standards is that the minimum automobile parking requirements are frequently amended on a site-specific basis with the support of staff, which suggests the standards are too high. Consideration should be given to lowering the requirements. Experience in other cities suggests that automobile parking minimums could even be eliminated and still achieve Official Plan policies which require adequate or sufficient parking off-street or on-site. The overall approach would also benefit from simplification.

Given these considerations, a review of the requirements is justified. The review should be 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. Following this guiding principle will achieve several objectives:

- A shift in focus from minimums to maximums will further support and encourage land- and cost-efficient forms of development which do not include extensive automobile parking.
- Limiting the supply of automobile parking and increasing the supply of bicycle parking will encourage transportation alternatives to automobiles and support the City's policies related to reducing automobile dependence.
- Removing automobile parking minimums or reducing the number of land uses for which parking rates are specified may simplify the zoning requirements, allowing for easier understanding and application.
- Maintaining automobile parking minimums in some areas or for some uses will ensure sufficient parking to meet equity needs.

The review will be led by City Planning, in consultation with other City Divisions and Agencies involved in the regulation of parking, including Transportation Services and the Toronto Parking Authority. This work will be coordinated with other ongoing work related to the City's parking policies and regulations, including the work on Expanding Housing Options in Neighbourhoods. Results from the analysis and consultation may inform these reviews or inform recommendations for other work. Major components of the review will include examining options related to:

- Consideration of replacing minimum automobile parking requirements with parking supply guidelines;
- Identification of other mobility infrastructure required if automobile parking requirements are reduced or removed and mechanisms to pay for it;
- Identification of approaches to reduce the number of different parking rates, currently specified by land use, to simplify the parking requirements;
- Development of new parking policy area boundaries to better reflect areas with good alternatives to automobile travel, such as high-quality transit service;
- Development of an approach to adjust parking requirements without a zoning by-law amendment as new transit infrastructure enters service;
- Identification of land uses and areas where the existing ZBL parking standards should be adjusted to meet the intent of the Official Plan by:
 - Reducing or eliminating automobile parking minimums;
 - Reducing or introducing automobile parking maximums; or
 - Increasing bicycle parking minimums;
- Consideration of a requirement for parking spaces to be EV ready;
- Identification of other parking policies or regulations which require revisions, including policies related to the amount of public parking the City supplies and policies to minimize the parking-related impacts of development on existing uses; and
- Development of a monitoring program to measure the effectiveness of the zoning by-law parking requirements and identify areas where additional parking enforcement is required.

Other aspects of ZBL 569-2013 parking requirements, such as dimensions of spaces and drive aisles, will not be reviewed as part of this work.

The review will take a predominantly policy-driven approach to determining the appropriateness of parking minimums and maximums. The specific rates proposed will be informed by rates proposed in recent development applications, first-principles approaches to parking supply, and rates applied in comparable contexts in other jurisdictions. The current COVID-19 emergency has significantly impacted travel patterns and site surveys of parking utilization or other new data collection efforts would not produce data consistent with expected future conditions. The use of consultants or external experts will be considered in order to undertake more in-depth analysis of particular issues, such as understanding the impact of reduced parking levels on development pro forma and the impacts on surrounding areas of recent reductions in parking requirements for specific uses such as Secondary Suites and Laneway Suites.

The impacts of the parking requirements of ZBL 569-2013 are wide-ranging. Comprehensive consultation will be undertaken as part of the project to gain a greater understanding of attitudes towards parking generally and its provision within new development specifically. The feedback received may influence which major components become the focus of the review and will inform changes to zoning by-laws that staff recommend to Planning and Housing Committee. The consultation will engage with people from across the City, using a variety of methods including innovative virtual consultation tools and traditional consultation to the extent it is permitted. Particular consideration will be given to how best to engage with members of equity seeking populations. In addition to engaging with the general public, staff will seek feedback from representatives of the development industry, Business Improvement Areas, and other stakeholders.

CONTACT

James Perttula, Director, Transit and Transportation Planning, City Planning Division, Tel. No: (416) 392-4744, E-mail: James.Perttula@toronto.ca.

Michael Mizzi, Director and Secretary-Treasurer Committee of Adjustment, Committee of Adjustment and Zoning, City Planning Division, Tel. No: (416) 392-0888, E-mail: Michael.Mizzi@toronto.ca.

Michael Hain, Manager (A), Transit and Transportation Planning, City Planning Division, Tel. No: (416) 392-8698, E-mail: Michael.Hain@toronto.ca.

Kyle Knoeck, Manager, Committee of Adjustment and Zoning, City Planning Division, Tel. No: (416) 392-0871, E-mail: Kyle.Knoeck@toronto.ca.

SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: City of Toronto Parking Policy Environment Map
Attachment 2: Example Parking Standards from Zoning By-law 569-2013
Attachment 3: Citywide Zoning By-law Policy Areas

Attachment 1: City of Toronto Parking Policy Environment Map

Policy	Purpose	Explicit Links to Other Policies
Car-Share Vehicle Parking Areas Permit	CVPAs are highly visible parking areas on the city's right-of-way for a specific car-share company to use.	The residential permit parking area must not be wait-listed for on-street parking permits
Commercial Off-Street Boulevard Parking	An off-street parking permit is required if commercial property owners wish to rent part of the City boulevard to supplement space on private property for parking	Indirect
Commercial Parking Lot Permits	Commercial parking lots where people are charged to park a vehicle require a licence. Licences will be denied for specific Criminal Code or Municipal Code convictions.	Indirect
Curbside Management Strategy	Provides the strategies and tools necessary to effectively manage curbside space in a way that supports mobility and access for people and goods, including curbside parking.	Indirect
Free-Floating Car-Share Parking Permit	Free-floating car-share permits allow car-share vehicles to park in any legal space on designated City streets.	Excluding streets/areas that are at or above 100% capacity or more for residential permit parking.
Official Plan	Identifies vision and objectives for the evolution of the City's physical form, including the City's approach to parking.	Directs that the numerical parking standards be contained within zoning by-laws
Payment-in-lieu of Parking	Allow non-residential developers to offset the costs to the City of their inability to provide the minimum parking required by the Zoning By-law	The amount of payment is based on the minimum rates in the Zoning By-law
Residential Off-Street Front Yard & Boulevard Parking	Regulate parking on front yards and boulevards for residential purposes and identify conditions under which it may be permitted	Indirect

Policy	Purpose	Explicit Links to Other Policies
Residential On-Street Parking Permit	A residential on-street permit entitles permit holding residents to park their automobile on the street within a specified area exclusively during permit parking hours. This program generally services those residential areas where driveways and/or garages are not common.	Indirect
Street Occupation Permit	Temporary occupancy of any portion of the public right-of-way, including parking spaces, during a demolition, renovation and/or construction project requires a Street Occupation Permit.	Indirect
Temporary On-Street Parking Permit	Temporary parking permits may be obtained to provide 24-hour, 48-hour and weekly on-street parking within the limits of a permit parking street or area, provided space is available.	Indirect
Toronto Green Standard	Consists of performance measures with supporting guidelines that promote sustainable site and building design.	Includes requirements for priority parking spaces tied to the amount of parking provided in excess of the minimum required by the Zoning By-law
Toronto Parking Authority Mandate	Identify purpose of the Toronto Parking Authority, namely to provide competitively priced short-term, high turnover parking to serve Toronto's neighbourhood retail and commercial sector areas and support the City's transportation strategy and network by discouraging long-term parking, especially in downtown and mid-town commercial areas and other commercial areas well served by transit.	Indirect

Policy	Purpose	Explicit Links to Other Policies
Toronto Parking Authority Pricing Strategy	The overarching goal of the TPA pricing strategy is to ensure an availability of short-stay, high turnover public parking supply by ensuring facilities are kept busy, but not full.	Responds to Toronto Parking Authority Mandate
Zoning By-law	Establish minimum and maximum standards for parking in newly erected or enlarged buildings	Responds to Official Plan vision, objectives and policies

Attachment 2: Example Parking Standards from Zoning By-law 569-2013

(Excerpt from Table 200.5.10.1)

Land Use	Parking Rate
<p>Eating Establishment</p>	<p>Parking spaces must be provided:</p> <p>(A) in Policy Area 1 (PA1): (i) at a minimum of 0; and (ii) at a maximum rate of 3.5 for each 100 square metres of gross floor area; and</p> <p>(B) in Policy Area 2 (PA2): (i) at a minimum of 0; and (ii) at a maximum rate of 4.0 for each 100 square metres of gross floor area; and</p> <p>(C) in Policy Areas and 3 (PA3) and 4 (PA4) : (i) at a minimum of 0; and (ii) at a maximum rate of 5.0 for each 100 square metres of gross floor area; and</p> <p>(D) in all other areas of the City: (i) where the gross floor area used for eating establishments in a building is less than 200 square metres no parking space is required; (ii) where the gross floor area used for eating establishments in a building is 200 square metres or more but less than 500 square metres, parking spaces must be provided at a minimum rate of 3.0 for each 100 square metres of gross floor area; and (iii) where the gross floor area used for eating establishments in a building is 500 square metres or more, parking spaces must be provided at a minimum rate of 5.0 for each 100 square metres of gross floor area.</p>

<p>Dwelling unit in an Apartment Building (Resident requirement)</p>	<p>For a dwelling unit in an apartment building, parking spaces must be provided:</p> <p>(A) in Policy Area 1 (PA1): (i) at a minimum rate of : (a) 0.3 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres; (b) 0.5 for each one bedroom dwelling unit; (c) 0.8 for each two bedroom dwelling unit; and (d) 1.0 for each three or more bedroom dwelling unit; and (ii) at a maximum rate of: (a) 0.4 for each bachelor dwelling unit up to 45 square metres and 1.2 for each bachelor dwelling unit greater than 45 square metres; (b) 0.7 for each one bedroom dwelling unit; (c) 1.2 for each two bedroom dwelling unit; and (d) 1.5 for each three or more bedroom dwelling unit; and</p> <p>(B) in Policy Area 2 (PA2) and Policy Area 3 (PA3): (i) at a minimum rate of : (a) 0.6 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres; (b) 0.7 for each one bedroom dwelling unit; (c) 0.9 for each two bedroom dwelling unit; and (d) 1.0 for each three or more bedroom dwelling unit; and (ii) at a maximum rate of: (a) 0.9 for each bachelor dwelling unit up to 45 square metres and 1.3 for each bachelor dwelling unit greater than 45 square metres; (b) 1.0 for each one bedroom dwelling unit; (c) 1.3 for each two bedroom dwelling unit; and (d) 1.5 for each three or more bedroom dwelling unit; and</p> <p>(C) in Policy Area 4 (PA4): (i) at a minimum rate of : (a) 0.7 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres; (b) 0.8 for each one bedroom dwelling unit; (c) 0.9 for each two bedroom dwelling unit; and (d) 1.1 for each three or more bedroom dwelling unit; and (ii) at a maximum rate of: (a) 1.0 for each bachelor dwelling unit up to 45 square metres and 1.3 for each bachelor dwelling unit greater than 45 square metres; (b) 1.2 for each one bedroom dwelling unit; (c) 1.3 for each two bedroom dwelling unit; and (d) 1.6 for each three or more bedroom dwelling unit; and</p> <p>(D) in all other areas of the City: (i) at a minimum rate of :</p>
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Land Use	Parking Rate
	<p>(a) 0.8 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres;</p> <p>(b) 0.9 for each one bedroom dwelling unit;</p> <p>(c) 1.0 for each two bedroom dwelling unit; and</p> <p>(d) 1.2 for each three or more bedroom dwelling unit.</p>

Attachment 3: Citywide Zoning By-law Policy Areas

