

# Recommended Parking Requirements for New Development

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Planning and Housing Committee, November 25, 2021



# Recommendations Overview

- Existing parking standards in the city-wide Zoning By-law 569-2013 adopted by Council in 2013 based on studies conducted between 2005 and 2007.
- The recommended amendments will update vehicle and bicycle parking standards and include:
  - Removal of most minimum parking standards city-wide;
  - Introduction of maximum parking standards where they do not already exist, for most uses;
  - Maintenance of accessible parking requirements;
  - Introduction of requirements for electric vehicle infrastructure; and
  - Introduction of a new mechanism to fund bike share expansion.

# Multi-Factor Approach



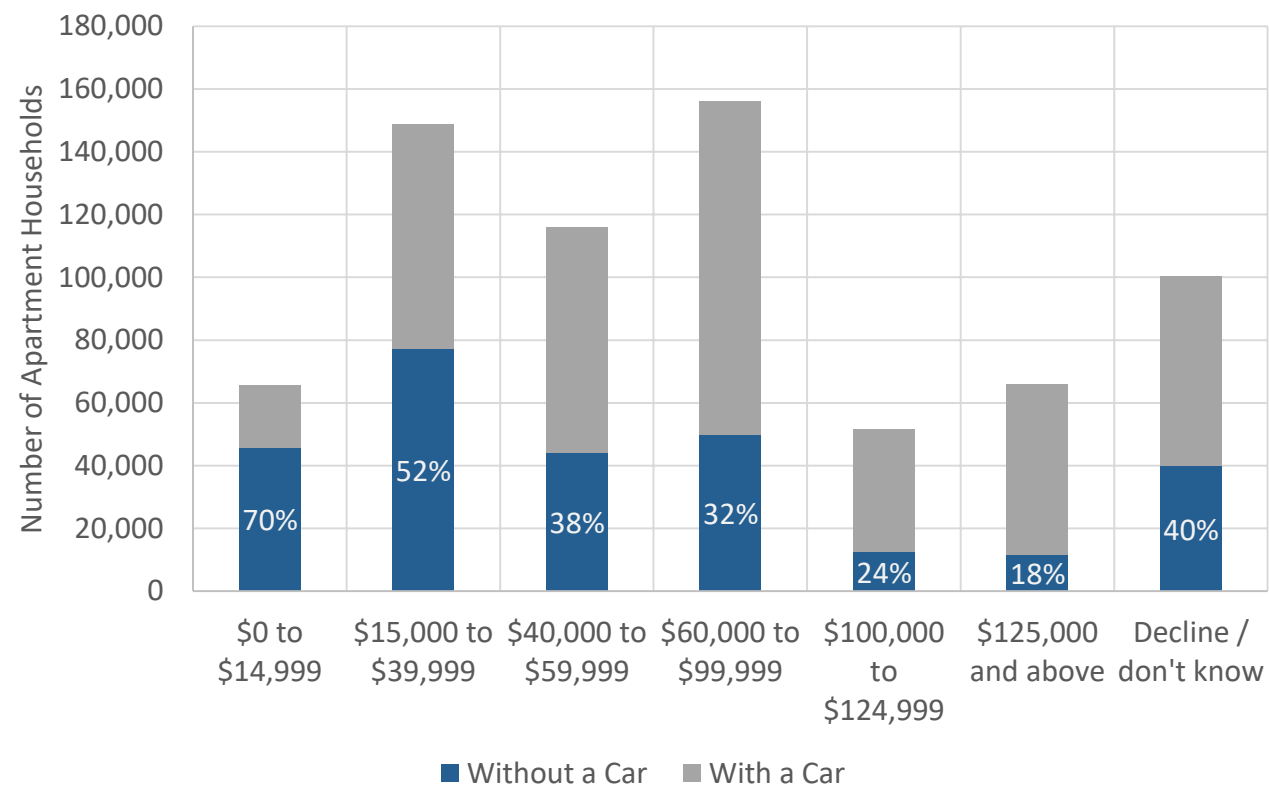
# Market-Based

- The elimination of minimum parking standards brings a market mechanism to parking supply and pricing.
- Eliminating or significantly limiting minimum parking requirements is a growing trend globally.
- Using a market mechanism will achieve a better balance between building too much or too little parking.

# Housing Affordability

- Removing parking minimums supports cost-efficient forms of development.
- Amendments will streamline the development process.
- Minimum parking requirements are inequitable.

Apartment Households in Toronto by Income and Proportion without a Car (TTS, 2016)



# Climate Emergency

- Easily available parking encourages people to drive more often.
- Requirements for EV infrastructure will support transition to low-carbon energy.
- Parking itself contributes to GHG emissions.

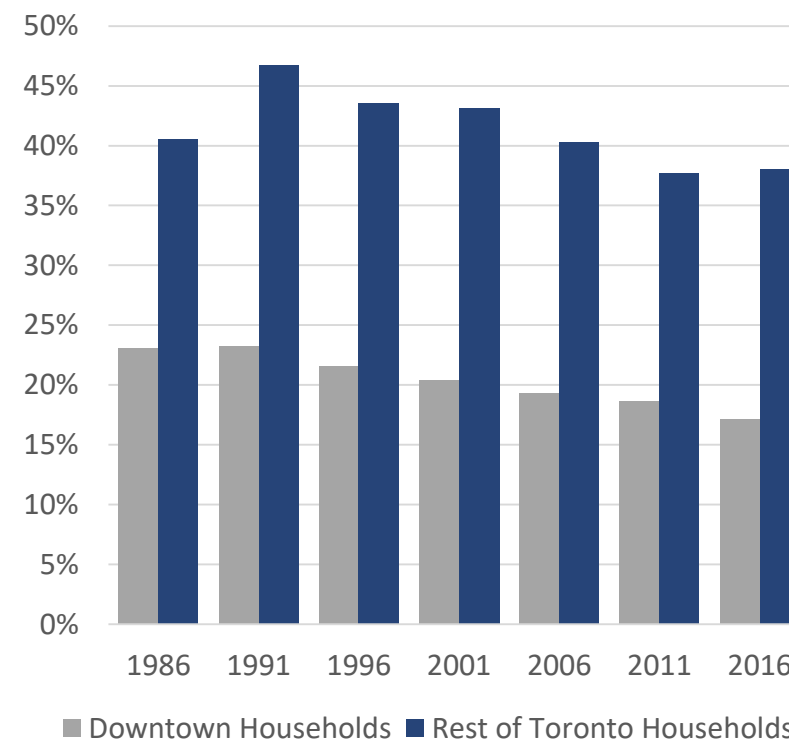
Toronto's Greenhouse Gas Emissions (2018)



# Traffic Congestion & Mobility

- Limiting the growth of parking will better manage car dependency and encourage walking, cycling and transit use
- Accommodating growing mobility needs in Toronto will require travel choices to evolve
- New Payment-in-Lieu of Bicycle Parking provision
- Maintaining Requirements for Accessible Parking and Visitor Parking

Auto Mode Share for Work and School Trips



Transportation Tomorrow Survey, 1986-2016

# On-Street Parking Demand

- The Official Plan directs development to provide adequate parking on-site.
- Recommend normalizing practice of excluding users of new development from participating in on-street permit parking programs.
- Incorporating this as normal practice in development review process reduces uncertainty





# Ongoing Work

- The effectiveness of the amendments will be monitored.
- Further work to review other components of Zoning By-law related to bicycle parking, loading and accessible parking.
- Working with other divisions and agencies on City-Wide Parking Strategy