

Developing a Parking Strategy for Toronto

Date: March 15, 2022

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

This report proposes a framework to develop a city-wide Parking Strategy for Toronto. At its core, the Parking Strategy will seek to continue the work of positioning Toronto as a world class city, with an integrated transportation network that can sustain the significant growth our city will experience over the next few decades, while concurrently striving to meet our greenhouse gas emission reduction targets as established by TransformTO.

The advancement of this Parking Strategy is a collective effort between several City partners that have mandates requiring innovation related to Toronto's parking systems and infrastructure. Managing parking effectively is an essential element to succeed in executing major city building objectives including achieving our climate change, housing affordability and traffic congestion management goals. Parking also has a critical role to play in supporting the City's vibrancy and commitment to the growth and commercial viability of key industries and businesses.

The COVID-19 pandemic and the resulting period of disruption has presented the City with an exciting opportunity to determine the optimal size, programming and governance of our parking network. The advent of widespread curbside cafés through the CaféTO program, the sudden and sustained growth of deliveries and curbside pick-ups of online orders and new requirements for the safe and efficient pick-up and drop-off of people and goods have all increased the pressure on available curbside space. This has also revealed a refreshed public enthusiasm for a balance of uses in the curbside area and changing perspectives on how our streets and public spaces should function.

This unique opportunity will build on a number of existing Council-approved policies and will include a significant focus on data related to Toronto's parking supply and infrastructure, along with an innovative stakeholder engagement experience including support for local business needs. A number of activities are outlined in this report that will occur through 2022 towards the creation of a Parking Strategy that will be presented to City Council in Q4 of 2023.

RECOMMENDATIONS

The General Manager, Transportation Services, recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

Funding of \$550,000.00 required for the consultant assignment to develop the city-wide Parking Strategy has been included in the approved 2022 Operating Budget for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of February 2 and 3, 2022, approved an extension of the Downtown and Residential Electric Vehicle Charging Station Pilot, including an additional 17 or more on-street charging stations in 2022.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE27.7>

City Council, at its meeting of December 15 and 16, 2021 adopted Zoning By-law Amendments to the city-wide Zoning By-law 569-2013 to modify the current standards for automobile and bicycle parking in new developments.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.3>

City Council, at its meeting of October 27, 28 and 30, 2020, requested a review of residential front yard and commercial boulevard parking with consideration of electric vehicle initiatives.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE16.2>

City Council, at its meeting of October 27, 28 and 30, 2020, adopted a Freight and Goods Movement Strategy for the City of Toronto.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE16.1>

City Council, at its meeting of December 5, 6, 7, 8, 2017 adopted a Curbside Management Strategy for the City of Toronto.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW25.12>

EQUITY STATEMENT

The development of the Parking Strategy will be predicated on an overall goal of ensuring there is equitable access to and application of City parking policies and programs. This includes both having sufficient parking inventories and strategy outcomes that positively impact equity deserving groups, vulnerable residents and

others that have equity needs pertaining to appropriate parking policies and opportunities.

A key component of the development of the Parking Strategy is a robust and inclusive public consultation and feedback program. Care will be taken to ensure that the consultation plan specifically targets input from City residents and neighbourhoods that have been historically underrepresented in citywide initiatives. This is particularly critical in relation to parking, given geographical differences across the parking landscape in Toronto and diverse parking needs and levels of car ownership city-wide.

COMMENTS

Toronto has been through an extraordinary amount of change in a short period of time. Even prior to the pandemic, the significant growth our city has been experiencing has produced numerous innovative city building policies designed to continue to position Toronto as an incredible place to live, work, learn and visit. Pandemic restrictions then caused Toronto residents and businesses to pause, reflect and reconsider our collective priorities, especially concerning the use of the curbside and the eagerness for enhanced utilization of public space - seen with the advent of widespread curbside cafés, new active transportation routes and curbside support mechanisms for businesses.

Momentum continues to build in many world-class cities as they take advantage of these transformative times. Cities like New York, Paris, Vancouver and many other major urban centres around the world are fundamentally and rapidly changing how they allocate parking and other space on their streets in order to enhance livability, protect local businesses and curb greenhouse gas emissions.

Parking for passenger, delivery and courier vehicles, bicycles and e-cargo bikes, car and bike share, and electric vehicles intersect with a number of ambitious visions for Toronto's near and distant future, including sustainable growth and development, housing affordability, public transit prioritization and our overall mobility and traffic congestion mitigation strategies. Most importantly, effectively managing our parking system is a key driver to achieving City Council's TransformTO targets, in consideration of the significant contribution of vehicular traffic to greenhouse gas emissions: on-road vehicle emissions from cars, trucks, vans and buses account for approximately 35 per cent of Toronto's greenhouse gas emissions.

It is now time for the development of a comprehensive city-wide Parking Strategy that finds ways to bring together City entities with mandates related to the effective supply and management of our vehicular parking system. Innovative solutions will be proposed and long-standing ways of managing the parking system will be challenged. The Parking Strategy will include a review of the governance structures responsible for parking programs and infrastructure as well as dynamic and necessary adjustments to the use of curbside space, the City's off-street parking facilities and supporting policies which determine when and how this space is used. This work will increase the value of these important public spaces beyond their long-standing operating and revenue generating capabilities and toward a better city overall.

This report outlines a number of activities that will occur through 2022, towards the creation of a Parking Strategy document that will be presented to City Council in Q4 of 2023. This forthcoming strategy will contain implementable action items focused on ensuring future economic vitality for the city and its businesses, supporting improvements to mobility and our transportation network, and other critical pieces of work that support neighborhoods and residents.

Parking Objectives and Policies in Toronto's Official Plan and other Council Approved Plans

The Official Plan (OP) 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 the expansion and improvement of the City's transportation network, among other directions. The OP stresses the importance of mutually supportive transportation and land use policies in order to reduce auto-dependence and limit the amount of land occupied by automobile parking. One means of doing this is by prioritizing walking, cycling, and transit over other passenger modes.

The City's Official Plan contains several objectives and policies that will guide the development of a City-wide Parking Strategy. Relevant policies are summarized in Attachment 1.

In addition to the City's Official Plan, there are a number of Council approved plans, guidelines and strategies which will influence the development of the city-wide Parking Strategy, including but not limited to:

- TransformTO
- MoveTO Congestion Management Plan
- Curbside Management Strategy
- Freight and Goods Management Strategy
- Cycling Network Plan
- Complete Streets
- Residential Permit Parking Programs
- Toronto Green Standard
- Electric Vehicle Strategy
- RapidTO Surface Transit Network Plan
- Collaborating for Competitiveness: A Strategic Plan to Accelerate Economic Growth and Job Creation in Toronto
- Spotlight on Toronto: A Strategic Action Plan for the Film, Television and Digital Media Industry

Partner Organizations

There are several simultaneous and ongoing initiatives related to parking programs and infrastructure in the City of Toronto managed by several partner organizations and City divisions. The following list indicates the project partners with direct mandates related to parking.

- *City Planning* - Sets requirements for parking in developments through Official Plan policies and the Zoning By-law.
- *Toronto Parking Authority* - Manages City-owned commercial parking assets in garages, lots and on the street, including adjusting supply and prices where appropriate.
- *CreateTO* - Provides oversight and direction for the City's real estate portfolio, including City-owned parking lots and garages, to ensure the best use of assets while meeting city program needs and objectives.
- *Economic Development and Culture* - supports Toronto businesses and maximizes economic opportunities through a range of programs and services, including support for Business Improvement Areas, film and television production and other key sectors with a vital interest in parking and related uses of the right of way
- *Transportation Services* - Manages the public right of way, including developing and implementing regulations for residential parking and general curbside management policies and programs.

Each of the above entities have a specific set of individual potential activities for the Parking Strategy in the near and longer term and which are detailed in this report. It is also acknowledged that this is a notable opportunity to synchronize the goals of the partners into a city building objective that begins to rationalize the use of space on city streets and City-owned parking lots.

In order to ensure effective alignment, a Working Group has been convened between the program partners. In addition to meeting regularly, the Working Group has developed a number of tactical inputs to ensure a successful and collaborative inter-agency working environment, including a set of key principles, the initial stages of a governance structure and cooperation on the development of a set of criteria that will aid mutual decision making. Transportation Services has taken a lead role in supporting the project partners in the collaborative work necessary to understand the parking systems as a whole, but each entity has a clear set of responsibilities within Toronto's parking system and interface with Council with respect to their individual mandates.

There are also several additional City entities with policies or roles related to managing parking, which are described below:

- *Parks, Forestry and Recreation* – provides parking at City parks and recreation facilities
- *Corporate Real Estate Management* – provides parking at City facilities
- *Environment and Energy Division* – leads the execution of TransformTO, Toronto's climate action strategy and the City's Electric Vehicle Strategy
- *Municipal Licensing and Standards* – licences commercial parking lots and mobile businesses such as food trucks or vehicle-for-hire
- *Toronto Building* - ensures zoning compliance with parking standards in the City's Zoning By-law for development and building permit applications
- *Toronto Police Service* – responsible for enforcement of on-street parking and the management of the Municipal Law Enforcement Officer off-street parking program

- *Toronto Transit Commission (TTC)* – has a Commuter Parking Strategy that should be considered when making decisions about surface parking lots in the vicinity of TTC subway stations

There are other parties that may have operational concerns related to curbside access including but not limited to Solid Waste Management Services, Fire and Paramedic Services, and those seeking street event and construction permits.

Key Principles

A set of key principles has been developed for the Parking Strategy by the partner organizations. Assessing operational policies and implementation approaches against these principles will ensure greater balance, equity and effectiveness in supporting higher order city building objectives. The Key Principles are:

- **Comprehensive and Clear** - Provide a fulsome accounting of parking programs and infrastructure and use in Toronto to ensure that residents and business operators and sector and neighbourhood associations see their experiences and needs reflected.
- **Inclusive and Equitable** - Ensure that parking throughout the City remains functional and practical for the wide range of users that require it, including a strong commitment to public engagement to ensure community involvement and support.
- **Policy-Driven** - Align with and support the Official Plan and other existing Council-approved policies, plans and initiatives, including Toronto's Corporate Strategic Plan and COVID-19 Recovery Plans.
- **Data-Informed** - Validate strategic and operational plans through the effective use of data to guide decision making.
- **Resilient and Adaptable** - Maintain a flexible approach which anticipates emerging opportunities and adapts to changes in operational demands and environmental considerations.
- **Fiscal Prudence and Transparency** - Identify full cost and revenue opportunities of existing and future parking investments, including operating, capital and land value.
- **Support for Economic Activity and Neighbourhood Vibrancy** - Consider the use of parking to support targeted economic, commercial, sectoral and/or institutional activity, and ensure parking investment and management decisions support livable communities.
- **Alignment with Broader Mobility Strategies** - Explore ways to use parking to encourage a desirable balance of mobility types and consumer behaviour, including modal shifts to public transit and active transportation and a transition to electric mobility.

Creation of a Parking Advisory Committee

To support effective coordination and decision-making for the partner entities and other City divisions and agencies with parking assets and requirements, a senior-level advisory committee is being created to act as an executive steering body to ensure consensus on parking related matters, bring consistency to decision-making standards and information sharing, and maintain alignment with City-wide goals, objectives and Council-approved policies. This committee will provide senior-level oversight on critical

parking issues and will result in recommendations and proposals to Council advancing key City projects in a timely and coordinated manner. Expected membership includes representatives from the four partner entities along with the TTC and other City divisions, agencies and external partners as required based on the current committee focus (e.g. Environment and Energy, Toronto Police Service, Metrolinx, etc.).

Issues to be Addressed

The predominant work to be addressed through the development of the city-wide Parking Strategy focuses on understanding and advancing the value that parking and parking infrastructure brings to a city, including its contribution to city building objectives and initiatives. Additional considerations emerge from this initial question - including identifying which data inputs are required to ensure decision making related to parking is appropriately supported, the level of parking fees and associated pricing models necessary to achieve strategy and mobility goals, and determining effective and meaningful public stakeholder engagement on the parking system as a whole, with a particular emphasis on the diverse geographical realities of Toronto's transportation network.

Major city building objectives related to mobility, housing affordability, sustainable urban design and use of public space can be advanced through the practical application of parking policies, including feasible and implementable actions that can be deployed in succession. Conceivably, the biggest impact an effective parking management system can have in Toronto is related to our emissions reduction targets. Transportation is the source of over one-third of Toronto's greenhouse gas emissions, 73 per cent of which come from personal vehicles. New parking strategies worldwide have already established the direct link between underpriced and abundant parking and the impact of such on the decisions people make about the transportation mode, timing and frequency of personal trips. Additionally, access to public electric vehicle charging, including on-street charging opportunities, is critical for the transition to electric vehicles that is required to meet Toronto's goal of reaching net zero emissions by 2040. Toronto is at a critical moment where new approaches must be found to balance and advance mobility shifting, business support, goods movement and quality of life goals.

At the same time, a review of the parking programs administered by the project partners is needed to ensure that the governance of these programs is efficient, aligned and strategic with a focus on city-wide and customer-focused outcomes.

Expert Panel Workshops

In order to inform the development of this framework as well as support the activities of partner organizations, a series of expert panel workshops have been conducted. The panel has provided staff with best practices and innovations in parking management from other jurisdictions as well as feedback on how to capture the most essential components for the Parking Strategy. International and Canadian experts attended two workshops in July and September 2021 focused on parking decision making criteria, effective governance structures, stakeholder engagement and other key topics of interest. Two additional workshops are planned in 2022 to seek assistance on the

development of the strategy and augment staff knowledge and understanding of the most vital issues related to this work.

Policy Framework for a City-Wide Parking Strategy

Transportation Services and the project partners propose to use the framework and strategy elements outlining in this report to inform the development of the forthcoming city-wide Parking Strategy. This framework will also serve as the foundation for work that will be undertaken via a consultant assignment through 2022.

Similar to other successful Council-approved strategies, the Parking Strategy will consist of an interconnected set of policy directions and a program of actions to ensure that the City can effectively manage the complexity of the parking system now and into the future as Toronto grows, develops and evolves. The strategy will identify a series of specific implementation initiatives required over the short, medium and long term to better align the value of the public right of way and city property with other critical city building goals. It will also ensure that residents are effectively engaged, educated and consulted on the value of this important asset. The Parking Strategy must ready the city for a future that balances curbside uses with both purpose and flexibility as seen in other world class cities and which has already started in Toronto with the arrival of CaféTO and other Council-approved activities under the Freight and Goods Movement and Curbside Management Strategies and the RapidTO Surface Transit Network Plan.

The Parking Strategy will identify an overarching vision and achievable goals and objectives, incorporating a number of elements related to specific policy areas including support for businesses, data and analytics, parking inventory development, parking revenue evaluation and other key inputs.

Economic Vitality

Identifying parking management improvements is a key driver for supporting businesses with an increase in consistent and available parking access. Factors like cycling infrastructure, streetscape modifications, clientele categories and types of businesses in an area can affect the quantity of both on and off street parking. Another important factor is the availability, or turnover rate, of the parking inventory in an area, which can be advantageous in terms of increasing the number of customers and clients visiting a specific area and the positive effects additional foot traffic can have for local businesses. The Parking Strategy will explore innovative parking principles, technologies and pricing models that can effectively manage parking turnover and availability in local parking inventories. Short-stay/high-turnover parking will be beneficial to those planning to visit areas for short periods to access retail, restaurants and commercial services and helps to serve the most number of customers.

Data Collection, Management and Analysis

Successes in other jurisdictions indicate that ongoing collection and analysis of parking utilization data is key to the ongoing success of any parking strategy particularly as parking behaviour trends shift. Nimble policies that support the ability to fine-tune appropriate fees, permit availability rates, occupancy and utilization targets and other

vital adjustments are best proposed when reinforced with strong data inputs. Staff intend on ensuring that effective and robust data collection, management and analysis efforts maintain paramount importance throughout the development and implementation of the city-wide Parking Strategy.

Given the complexity of the parking landscape in Toronto, an understanding of existing conditions must be attained. Agreements must also be formalized to ensure information and data is flowing freely between all partners. Over the course of 2022, available data for city-provided parking will be consolidated and work will begin to track utilization statistics for both on and off street parking facilities. Examples of data that will be collected include, but are not limited to:

Parking Inventory:

- Residential permit parking
- On-street parking including curbside regulations, rates and accessible spaces
- Off-street parking for both municipal and private operators including rates and accessible spaces

Parking Utilization:

- Residential permit parking utilization
- On-street parking utilization, including both utilization surveys and parking transaction data
- Off-street parking usage and rates

Impacts and Compliance:

- Associated greenhouse gas emission impacts
- Impacts of parking on congestion
- Interactions with vehicle-for-hire drop offs and pickups and commercial deliveries
- Parking violations and enforcement
- Customer satisfaction levels

Potential outcomes of this work include the development of a database of information that can provide near-real-time information about parking supply, usage rates and overall trends in parking demands. Accurate data management and analysis will help set targets for parking occupancy and desired turnover and pricing rates, including an approach to more dynamic or progressive pricing models that meet the overall objectives of the strategy, and in particular assist with the determination of where on and off-street parking facilities are over- or under-utilized.

Program Specific Reviews

In addition to the general policy objectives listed above, there are a number of program specific reviews that will be conducted as part of this strategy. Items related to these items may be presented to Council individually or as part of the overall Parking Strategy presentation.

City Planning

City Planning will continue to review items related to parking requirements in the Zoning By-law as part of their ongoing contributions to the City-wide Parking Strategy. In December 2021, City Council approved a number of activities including:

- Exploration of options to ensure access to Type A accessible spaces for users of accessible vans;
- Review of required minimum rates for accessible parking spaces;
- Review of the City's Guidelines for the Design and Management of Bicycle Parking Facilities;
- Review of the required minimum rates for bicycle parking in Zoning By-law 569-2013;
- Development of guidelines for travel demand management guide for the City to apply when considering development applications, when evaluating whether developments have met the Toronto Green Standard requirements related to single-occupant vehicle trip reductions, and in assessing the adequacy of mobility provisions in the City-initiated development;
- Review of Chapter 220 - Loading Space Regulations of Zoning By-law 569-2013;
- Assess the feasibility of utilizing underground parking structures with excess parking stalls for other purposes;
- Explore options to increase the supply of car-share vehicles in the City;
- Review the approach to minimum requirements for visitor parking in new developments in different contexts and areas within the City; and
- Review the requirements related to Electric Vehicles.

Toronto Parking Authority

Toronto Parking Authority operates over 300 off-street parking facilities across the city and a further 20,000 on-street paid parking spaces. Toronto Parking Authority's Bike Share program (Bike Share Toronto) provides short-term bicycle rentals that provide both recreational use and last mile mobility solutions for residents travelling in and through the city.

Branded as Green P Parking, Toronto Parking Authority has nearly 70 years of commercial parking experience and in 2019, generated revenues of \$152.7 million, with over 34 million client transactions processed. Since 2000, TPA has returned \$1.36 Billion to the city through its net revenue share agreement to fund important municipal initiatives, including affordable housing, public transit and parks programs.

Changes in parking patterns over the last two years has presented a number of exciting opportunities for the Toronto Parking Authority and work continues within the agency as it envisions a period of transformation into a mobility provider. This includes a contemporary focus on advancing city mobility objectives through further investments in the Bike Share Toronto Program, new investments in electric vehicle charging infrastructure as well as renewed attention to customer experience, pricing and the monetization of assets.

As part of the Parking Strategy development phase, the Toronto Parking Authority proposes to include a review of supply and demand modeling of parking across the city, identify opportunities to optimize parking supply and pricing with a focus on congestion and curbside management as well as look for opportunities to integrate and reshape parking-related governance opportunities across the city.

CreateTO

In the interest of managing public resources effectively, CreateTO is conducting a review of the City-owned, off-street parking portfolio as per directions outlined in the City-Wide Real Estate Strategy approved by City Council in 2019. The purpose of the review is to ensure the best use of real estate, align the parking portfolio to City policies and objectives, and to ensure the allocation of land resources to municipal parking is supported by a clear articulation of program needs.

The off-street parking portfolio is estimated to include approximately 300 commercial parking assets, typically operated by the Toronto Parking Authority for their own parking services, or on behalf of other City agencies and divisions (such as the TTC and Parks, Forestry & Recreation). The portfolio review will include a site-by-site assessment, considering criteria such as financial performance, neighborhood function, support for local businesses, best use of land, alignment to mobility objectives, and environmental impacts. Assets required to serve municipal parking needs will be identified for investments and others can potentially be redeveloped, disposed or otherwise repurposed for alternative City uses, such as affordable housing, community infrastructure and parkland expansion.

Economic Development & Culture

The Economic Development & Culture Division (EDC) is a key Parking Strategy partner given the importance of an efficient and effective parking system, including adequate and predictable curbside access and inventory, to Toronto's 85 Business Improvement Areas, the film and television industry, and thousands of retail, commercial, industrial, and manufacturing businesses in neighbourhoods across the city. EDC's expertise and relationships with business associations will be leveraged to provide valued perspectives, data and inputs during each phase of the Parking Strategy's development.

Transportation Services

Residential Permit Parking System

Toronto has an extended history of organizing residential parking in many locations in the city with a goal of establishing a convenient option for residents to park their vehicle overnight on the street near their home. Over time and in consideration of changes in electoral boundaries and evolving neighbourhood demand, residential parking bylaws have become difficult to interpret and apply impartially across the city.

Staff propose including a review and evaluation of current permit administration practices as part of the consultant's scope of work, including the process to initiate the establishment of permit parking in an area, available parking inventories and permit subscription rates along with a review of the existing fee structure and its alignment with broader city building objectives and the City's User Fee Policy. While this work will be included in the initial development of the Parking Strategy, given the complexities and need for concentrated consultation activities, it is expected that a roll-out of broad adjustments to the Residential Permit Parking System may require a lengthier time horizon for further study and implementation.

Front Yard Parking Pads

Front yard parking in the City of Toronto is a complex and contentious issue. Several amendments have been made to the City's Municipal Code Chapter 918, Parking on Residential Front Yards and Boulevards, that over time has resulted in a geographical fracturing of the ability to apply for, obtain or appeal decisions related to front yard parking pads.

Attempts have been made in recent history to improve the bylaw that governs this type of residential permit parking, but none have reduced the challenging levels of confusion and complexity that result in a difficult to administer regulatory environment. A further assessment of whether an additional review of Chapter 918 is required to ensure alignment with overall Parking Strategy goals will be explored as part of the initial work.

Accessible Parking Permits

Accessible parking permits are issued by the Province of Ontario based on a set of eligibility criteria and physician certification and are intended to accommodate the needs of people who have a medical condition that severely limits their mobility. In Toronto, a series of parking exemptions apply to an accessible permit holder or their driver, including parking in many locations at no cost.

Over the years, the liberal nature of accessible parking permit policies has led to an increase in misuse of parking exemption privileges, including the proliferation of long term on-street parking that directly aligns with regular employment hours. Abuse of the system leads to hardship for people legitimately requiring parking in close proximity to their destinations, a decrease in the parking inventory for motorists complying with routine parking regulations as well as significant revenue loss for the City.

Staff propose an examination of options for refining permissions associated with this practice, including improving current regulations, reviewing exemptions and determining potential supports for enforcement. This review will include a detailed and comprehensive consultation with the accessibility community to ensure any potential program updates meet with contemporary parking needs and discussions with the Province regarding future plans for the delivery of the accessible permit parking system.

Preparing for Electric Vehicles

Preparing for the increase in demand for electric vehicle ownership is a key component of the Electric Vehicle Strategy adopted by City Council in January 2020 and the Net Zero Strategy adopted by City Council in December 2021. The Electric Vehicle Strategy identifies key barriers limiting electric vehicle (EV) uptake including a lack of access to home charging infrastructure for residents who do not have a private overnight parking space. This includes residences without a designated private parking space on their property and those who live in Multi-Unit Residential Buildings who are experiencing difficulty in accessing or installing charging infrastructure.

Transportation Services and Toronto Hydro are currently piloting the installation of 17 on-street EV charging stations activated for public use at several locations around the city. At its meeting of February 2 and 3, 2022, City Council extended the existing pilot locations and requested that staff install an additional 17 on-street EV charging stations before the end of 2022. Transportation Services, Toronto Hydro and the Toronto Parking Authority are now determining new locations for the expanded pilot.

There is a growing desire for additional publically-accessible EV charging infrastructure, therefore, staff will ensure the Parking Strategy incorporates several touch-points related to EV charging in the consultant assignment, with a view to include plans to increase EV charging infrastructure in all parking inventory types.

The Toronto Parking Authority is also developing an EV charging program that will leverage its portfolio of 300 + off-street parking facilities and 20,000 on-street parking spaces to create a public network of charging infrastructure that both meets local charging needs while also accelerating the adoption of EV technology across the City. Toronto Parking Authority has commenced planning work for the large-scale provision of public EV charging in TPA garages, surface parking lots, and at paid on-street parking locations. The first phase of this work will see up to 500 EV charging stations installed in 25 TPA garages by 2024, including 32 EV chargers that are being piloted in partnership with Toronto Hydro beginning in 2022. Future phases are expected to deliver up to 1,000 EV chargers by 2025/26 and opportunities to install as many as 1,500 EV chargers in later years.

Front Yard Parking Pads for Electric Vehicles

Staff also recognize that there is a strong desire from many prospective electric vehicle owners in certain areas of the city without access to private charging opportunities to amend current regulations to allow front yard parking access where it is not already permitted. There is a current request to use ownership of an EV and related charging infrastructure as the overriding factor to permit the installation of a front yard parking pad where one may not have been warranted based on current application criteria or in locations where a moratorium exists on new front yard parking pad infrastructure. Given the environmental and streetscape impacts of adjustments to the moratorium policy, more work on the impact of this request will transpire through the development of the Parking Strategy.

Stakeholder Engagement and Public Consultation

Parking has always been, and will continue to be, a principal concern for many residents and business owner/operators in Toronto. Parking can be viewed as an essential requirement for quality of life in the city, but it can also be the source of significant friction between neighbours, communities, businesses and others with opinions on the value parking brings to our transportation network as a whole.

In order to ensure that the overall Parking Strategy proposes an inclusive and innovative engagement plan, a consultant assignment will be issued to design and execute a series of consultation activities intended to capture the current parking experience and future expectations for members of the public and business community stakeholders. Subsequently, the consultant will be asked to formulate a multi-phased stakeholder engagement plan that will be executed throughout the progression of the strategy implementation process.

It is expected that the consultant will recommend a series of opportunities and a fulsome engagement and communications strategy designed to inform and collaborate with the project team. This plan could include workshops, interviews, surveys, focus groups and other approaches aimed at capturing the opinions of a diverse set of representatives from public, private, business and residential sectors. Staff will work with individual councillor offices to help shape ward-specific consultation plans, including identifying key stakeholders such as local resident, community and business groups that should be included in outreach efforts. It is anticipated that there will be opportunities for ward-based meetings organized with councillors in their wards, in consideration of the unique geographic factors that can influence parking behaviours and perspectives across the city.

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ATTACHMENTS

Attachment 1: Selected Official Plan Policies Related to Parking

Attachment 1 - Selected Official Plan Policies Related to Parking

Policy 2.2(8)(a)(v) and (vi):

"The City will work with its partners to maintain and enhance bus and streetcar services to deliver safe, accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable transit service to all parts of the city through such measures as:

a) reducing delays and traffic interference on transit routes across the city, including those shown on Map 5, through the introduction of transit priority guidelines and transit priority measures such as:

v) consolidating, restricting or limiting driveways;

vi) limiting or removing on-street parking during part or all of the day"

Policy 2.2.1(8):

"Priority will be given to improving walking, cycling and transit (TTC and GO) access to the Downtown while the expansion of automobile commuting and all-day parking will be discouraged."

Policy 2.3.1(3)(e) and (f):

"Developments in Mixed Use Areas, Regeneration Areas and Apartment Neighbourhoods that are adjacent or close to Neighbourhoods will:

e) locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those Neighbourhoods, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those Neighbourhoods; and

f) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those Neighbourhoods."

Policy 2.3.1(5)(d):

"The functioning of the local network of streets in Neighbourhoods and Apartment Neighbourhoods will be improved by:

d) discouraging parking on local streets for non-residential purposes."

Policy 2.4(7):

"An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes."

Policy 2.4(8):

"For sites in areas well serviced by transit, such as locations around higher-order transit stations and along major transit routes, consideration will be given to the establishment of:

a) minimum density requirements as well as maximum density limits;

b) minimum and maximum parking requirements;

c) redevelopment of surface commuter parking lots on City owned land;

d) limiting surface parking as a non-ancillary use; and

e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at higher-order transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users."

Policy 2.4(9)(a):

"Better use will be made of off-street parking by:

a) encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics."

Policy 2.4(10):

"In support of the TDM and environmental policies of this Plan, the City may:

- a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
- b) encourage new developments to include publicly accessible bike share facilities;
- c) encourage parking providers to designate preferred parking spaces for the exclusive use of carpool and low-emissions vehicles;
- d) require new developments to include charging facilities for electric vehicles;
- e) encourage parking providers to install charging stations for electric vehicles; and
- f) provide on-street parking spaces for car sharing vehicles in selected locations."

Policy 2.4(11):

"Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones."

Policy 2.4(21):

"Large commercial and office buildings and hotels will make provision for vehicles-for-hire taxi stands on private property."

Policy 2.4(22):

"Development will be encouraged to make off-street provisions for pick-ups and drop-offs, loading and parking activity."

Policy 3.1.2(4)(d), (e) and (f):

"Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by:

- d) providing underground parking, where appropriate;
- e) limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk; and
- f) limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces."

Policy 4.1(9)(f):

"In established Neighbourhoods, infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation will:

f) locate, screen and wherever possible enclose service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and on residences."

Policy 4.2(2)(d):

"Development in Apartment Neighbourhoods will contribute to the quality of life by:

d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors."

Policy 4.2(3)(f):

"Although significant growth is not intended within developed Apartment Neighbourhoods on a city-wide basis, compatible infill development may be permitted on a site within a developed Apartment Neighbourhood with one or more existing apartment buildings which improves the existing site conditions by means such as:

f) providing adequate on-site structured shared vehicular parking for both new and existing development."

Policy 4.5(2)(i):

"In Mixed Use Areas development will:

i) provide good site access and circulation and an adequate supply of parking for residents and visitors."

Policy 4.6(6)(f), (g) and (h):

"Development will contribute to the creation of competitive, attractive, highly functional Employment Areas by:

f) providing adequate parking and loading on-site;

g) sharing driveways and parking areas wherever possible;

h) avoiding parking between the public sidewalk and retail uses."

Policy 4.8(5)(g):

"Universities, colleges and hospitals will be encouraged to create campus plans in consultation with nearby communities that will:

g) provide bicycle parking for employees, students and visitors and sufficient off-street automobile parking."