



Accessible Parking Review

Presentation to the Toronto Accessibility Advisory Committee (TAAC)

Transportation Planning

Context for updating accessible parking bylaws

- City Council approved amendments to ZBL 569-2013 regarding parking requirements on December 15, 2021.
- Changes to the Auto related rates in ZBL 569-2013 came into force in February 2022.
- Currently in Phase 2 of the ZBL 569-2013 parking update
 - Focus on accessible parking and bike parking requirements

ZBL 569-2013 removed minimum number of parking spaces for new developments

- To ensure a consistent supply of accessible parking spaces, the formula for calculating the minimum number of accessible spaces was modified to be based on effective parking spaces (formerly, the minimum number of spaces)

Objectives

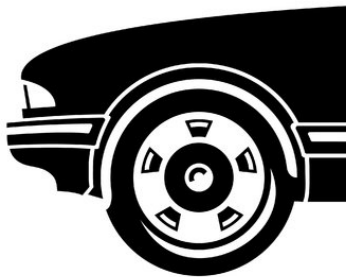
- Identify changes to be made to the Zoning By-Law 569-2013 to better meet the needs of accessible parking permit holders now and in the future
- In consultation with community members, provide recommendations to other divisions, agencies, and the Province as they undertake their own reviews

Goals for consultation with Toronto Accessibility Advisory Committee

- Receiving feedback on the focus of the work
- Receive feedback on current data collection strategy, identify any potential gaps
- Receive input on early stages of proposed Zoning By-law updates

Pathway to accessing a parking space

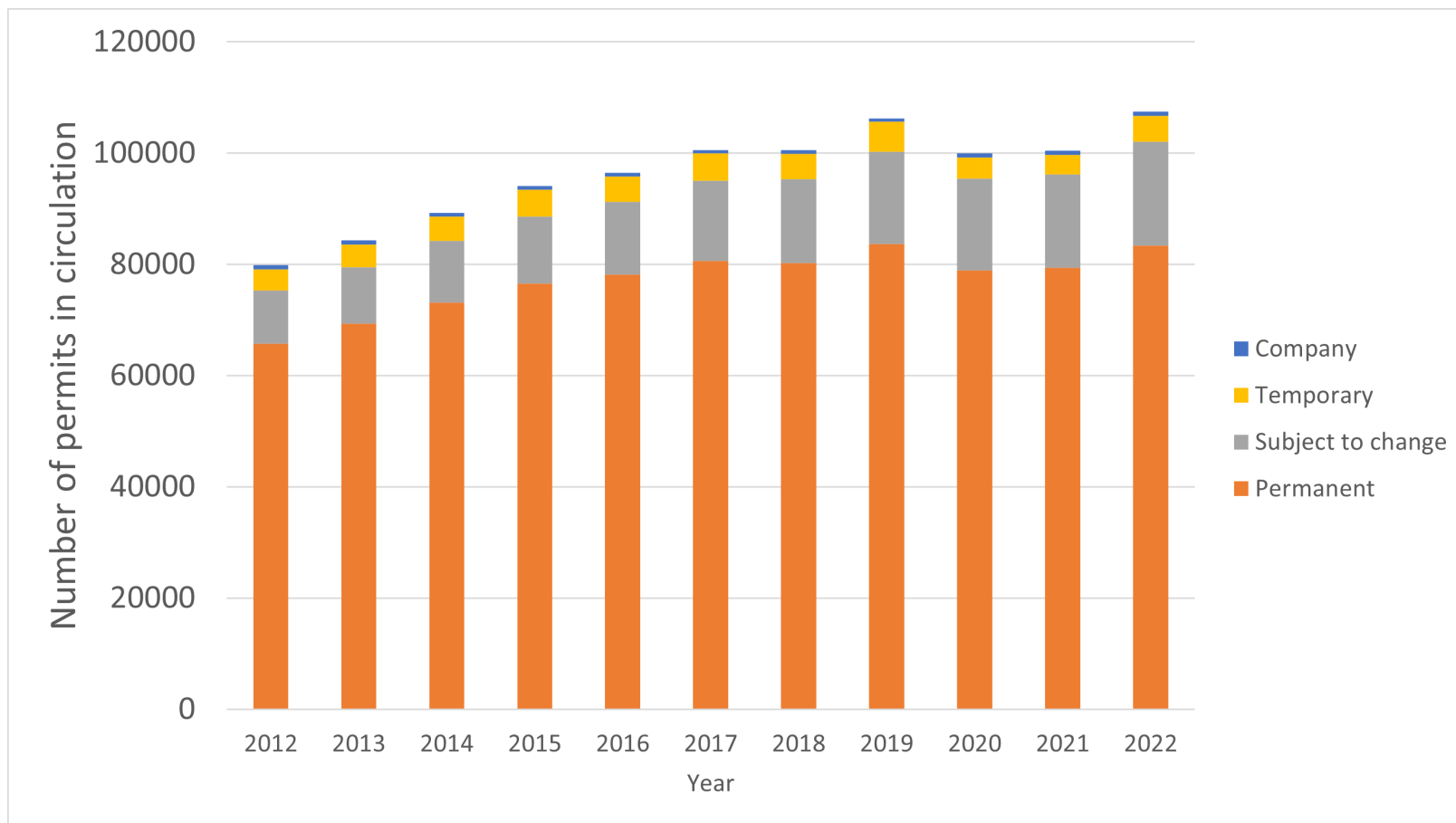
1. Obtain Accessible Parking Permit (APP)
2. Locate parking space
3. Use parking space



1. Obtain accessible parking permit

- Accessible parking permits managed provincially
- City to provide letter of support/recommendation to the Province in collaboration with the Accessible Parking Coalition
 - Focus on renewal process and attrition of permits no longer in use
 - Focus on modernization of permits – paper-based system should be updated
- Fraudulent permits / misuse of permits a concern
 - City's responsibility to manage enforcement

Permits in circulation



2. Locate parking space

On-street

- Installed/removed by individual request

Off-street

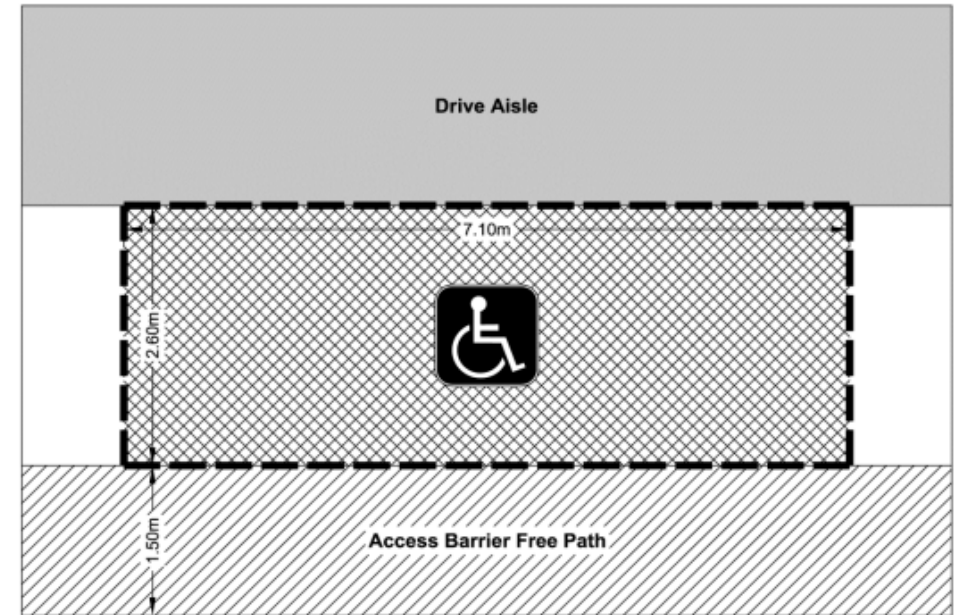
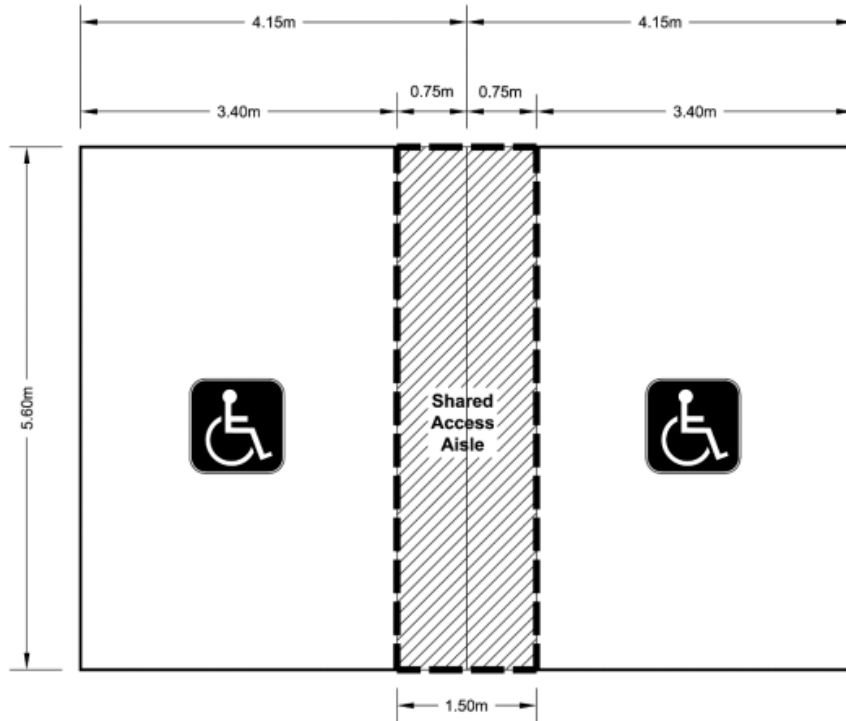
- Organizations must comply with Accessibility for Ontarians with Disabilities Act (AODA) parking regulations
- New developments subject to **ZBL 569-2013** (accessible parking requirements currently under review)

ZBL 569-2013 accessible parking space requirements

# of Effective Parking Spaces	Minimum Accessible Parking Required
Less than 13	1
13 to 100	1 for every 25 effective parking spaces
More than 100	5 + 1 for every 50 effective parking spaces or part thereof in excess of 100 parking spaces

- General rates above apply to all uses with the **exception** of Medical Offices and Clinics (which have a rate of 10%).
- Requirement for using the above calculation:
 - For resident parking, calculation is used when the number of parking spaces associated with dwelling units is 5 or more
 - For non-resident parking, requirement starts at 1 space tied to non-resident uses.
- If the number of spaces requested in the development application supersedes the number of effective spaces, the accessible space requirement is based on the requested spaces

ZBL 569-2013 accessible space dimensions



Dimensions: 3.4m wide, 5.6m long, 2.1m height clearance. 1.5m wide access aisle

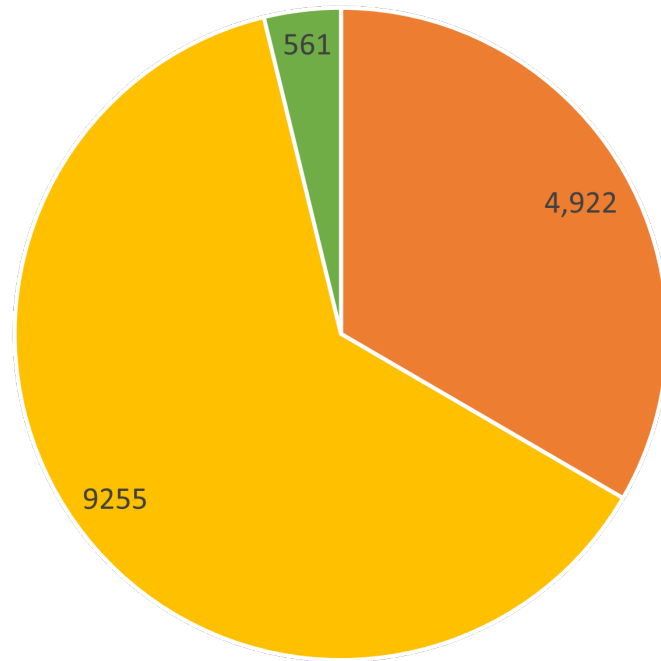
Must be positioned closest to the nearest barrier-free entrance

3. Use parking space

- Is the accessible parking space available?
 - If no – who is occupying it?
 - If yes – is it free of barriers?

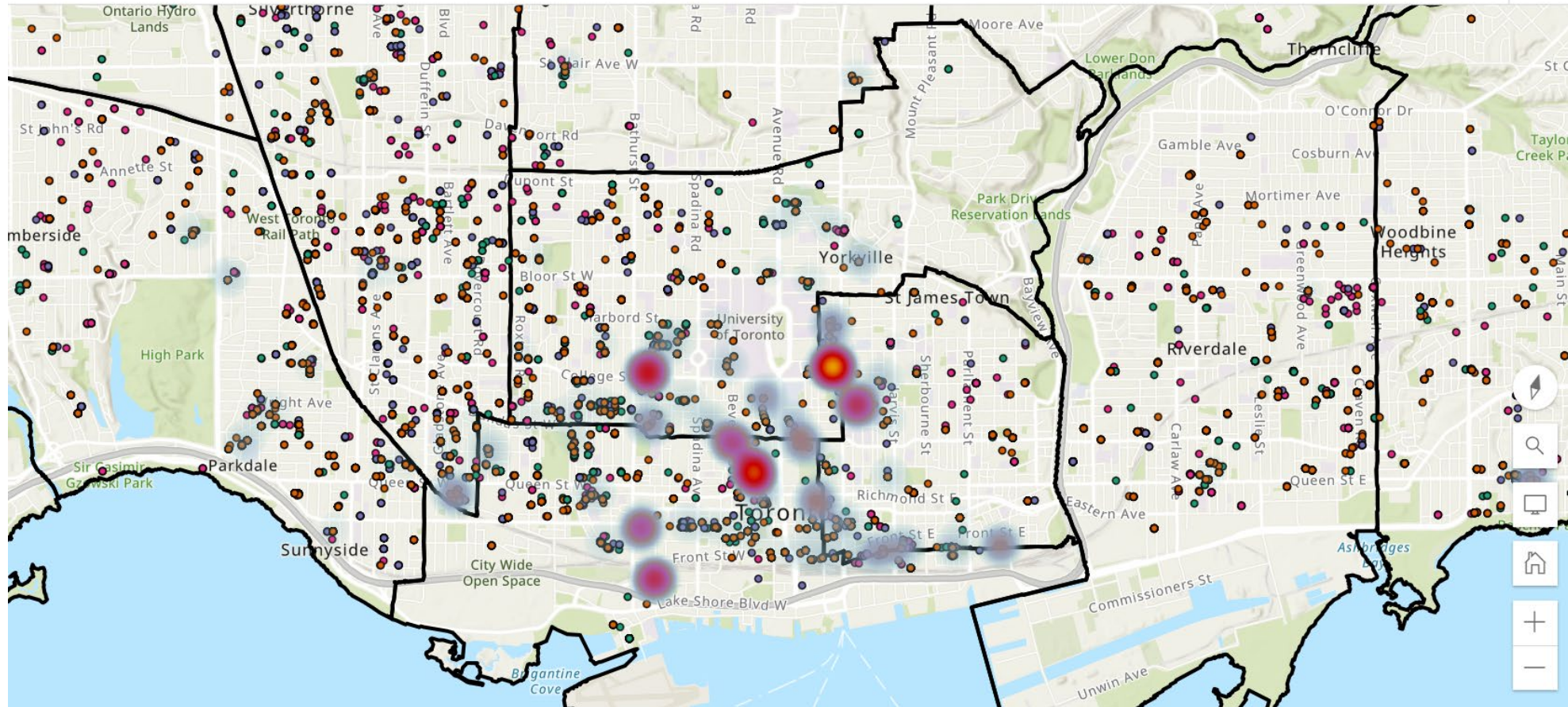
Parking infractions related to incorrect use of permit or occupying space without permit (2022)

Infraction Issuances by parking location type



Off-street On-street Loading zone

Map of accessible parking infractions



AODA distinguishes between Type A and Type B spaces

- Type A spaces are van-accessible. Their dimensions are the same as our dimensions in the ZBL 569-2013 (3.4m wide)
- Type B spaces are 2.6m wide – the width of a standard car parking space
- Creates a diversity in space sizes, but also a “not every rectangle is a square” issue with vans being able to access limited spaces
- The Design of Public Spaces Standards Development Committee (DOPS SDC) will likely put forth a recommendation to change AODA mandate to Type A space dimensions, in line with our ZBL

Barriers exist which may make a space inaccessible

- City should work collaboratively to ensure accessible parking spaces are accessible for users
 - Obstacles
 - Curb cuts
 - Snow removal
 - Parking meters
 - Construction accommodations

Potential ZBL changes

- Increase rate of accessible spaces / how rate is calculated
 - Create a rate that reflects population-based data
 - Planning for the future – including a potential increase in APP holders as population ages
 - Apply rate for accessible parking spaces for each type of land-use type rather than sum of parking spaces (i.e., for mixed use buildings)
- Add requirement for visitor parking to provide a certain number of accessible spaces
- Increase vertical clearance requirement from 2.1m to 2.3m – in line with other cities



Potential issues identified outside scope of ZBL

- Enforcement recommendations based on infraction locations
- Lack of clear signage or indication around accessible parking locations
- Lack of public education/awareness around accessible parking
- Accessible parking temporarily removed as a result of construction or filming activity

Electric vehicle charging stations

- Need for electric vehicle (EV) charging stations to be universally accessible
- [BC Hydro guidelines](#)
- Advocate to be incorporated into Building Code

For reference BC Hydro guidelines

Focus on barrier-free and accessible station design elements

1. Bollards: a distance of about 1.2m to 1.7m between bollards should protect the charger from damage and allow for access to station. Also ensure there is enough space around the charger to be able to manoeuvre a wheelchair, for example.
2. Surface: the parking stall surface and the area around the charger should have a firm, slip-resistant and level surface using concrete or asphalt. Do not use gravel.
3. Concrete pad: when using a precast concrete pad for a fast charger, the pad should be elevated flush with grade so as not to make it difficult to reach the screen or charging cables. If the concrete pad cannot be flush with the grade, consider an access ramp.
4. Signage: all signage and instructions for using the charger should use a clear and easy-to-read font
5. Accessible stall dimensions: if you have the space, ensure the stall is at least 3.7m wide which includes at least 1.5m for entering and leaving a vehicle. This will provide adequate space for parking and an access aisle for reaching the charger. Even if your stall is an accessible one, it is not necessary to paint an “accessibility parking space marking” in the stall. This way, the charging stall will remain open to all drivers wanting to charge.
6. Charger: purchase a charger that meets US ADA requirements of placing the screen, holster, and cables at a more accessible height.

Next Steps

- Additional interested parties consultations planned for November as part of broader parking review
 - Including on-street parking discussions
- Survey distribution to understand issues around accessible parking permit use and type/frequency of parking spaces accessed
- Internal city data collection ongoing
- Touchpoint with the DOPS SDC to ensure alignment of regulations



Related work

City-wide parking strategy

- The City is concurrently developing a city-wide parking strategy with the assistance of consulting firm Access Planning Ltd. There are a number of strategy goals, including the need to create parking conditions that are equitable for diverse users.
- Engagement activities will be occurring over the next few months, including specific touchpoints for the accessibility community to ensure opinions about the parking landscape in Toronto are incorporated into the draft strategy, expected in early 2024.

Bicycle Parking

1. Oversized Spaces

- At least 5% of the required long-term bicycle parking spaces must be oversized spaces
- To accommodate different bike styles (e.g., adaptive bikes)

2. Restriction of Stacked/Vertical Parking

- At least 50% of the required long-term bicycle parking spaces must not be stacked or vertical
- To avoid heavy lifting in using top-tier racks

3. Bicycle-friendly Path of Travel & Access

- Set minimum hallway width (1.5m) and door width (0.9m); Limit to 2 doorways at most; Require elevators or ramps
- To ensure bicycle parking areas are convenient and accessible for everyone

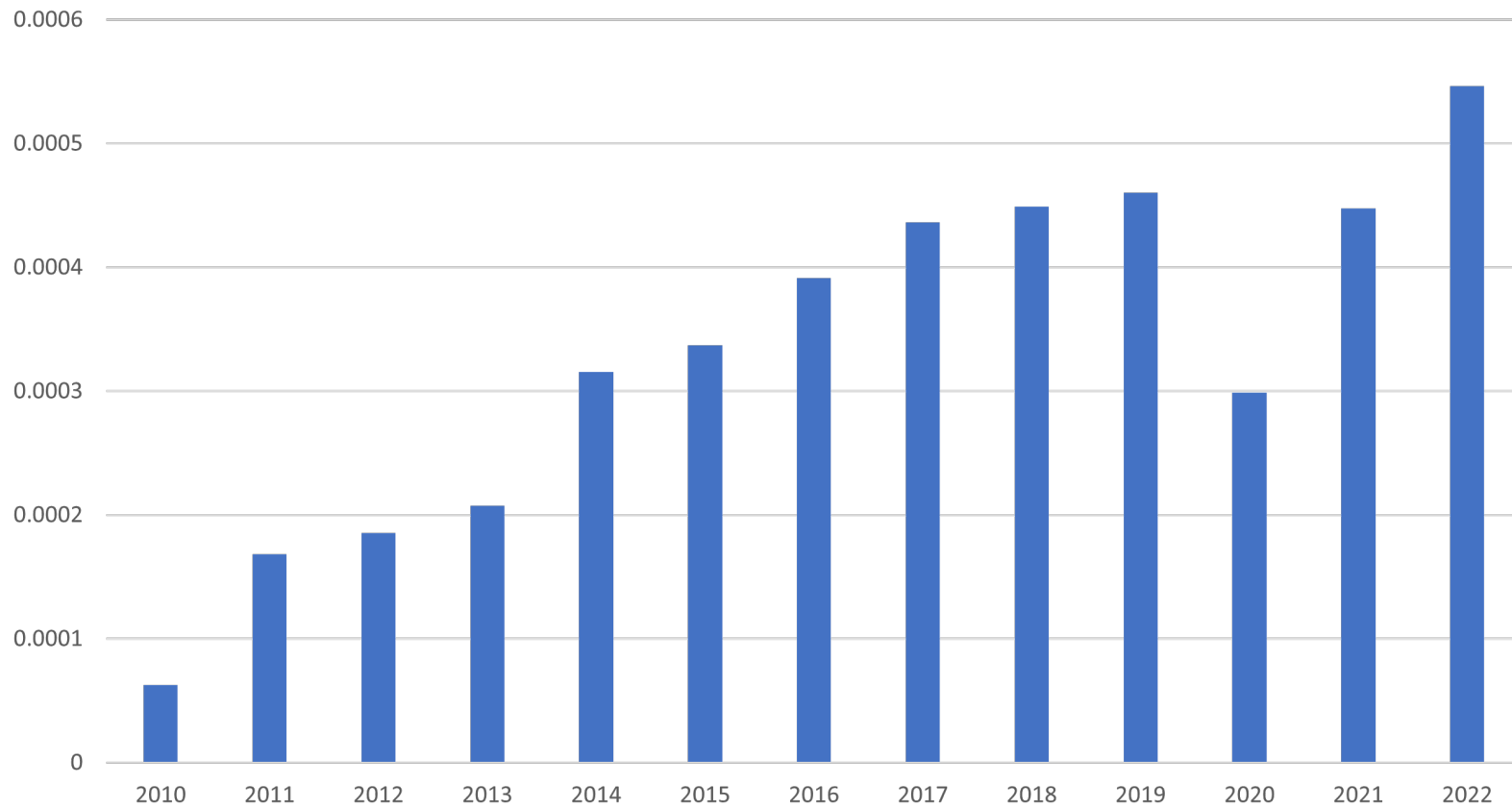
Feedback and recommendations

Thank you for your attention

Extra data

311 service requests

Proportion of 311 calls related to accessible parking



ZBL 569-2013 compared with AODA requirements

