



March 7, 2024

Planning Department  
City of Toronto  
100 Queen St West  
Toronto M5H 2N2

Attention: Kerri Voumvakis, Interim Chief Planner

Dear Ms. Voumvakis:

Re: Parking Requirements for new developments in the City of Toronto

We are the association representing residents in the Etobicoke area known as South Eatonville, the community spanning from Hwy 427 to Kipling Avenue and Bloor to Dundas Street West. We have concerns that the recently approved development applications in our area are residential buildings averaging 50 storeys that are being proposed without any parking.

Since the City adopted the minimum parking zoning by-law amendment in December 2021, developers have been proposing residences without any parking spaces for construction cost savings.

We fully understand and appreciate that the amendment is in alignment with the City's climate action strategy, Transform TO and the Provincial Policy Statement and Growth plan (2019). We strongly support alternate forms of transportation to the vehicle and do not advocate for car-centric development. However, recently completed developments in our area that do not provide parking have led to several issues that we anticipate will only worsen with the pending increase in developments.

Developments without parking foster a delivery culture as evidenced by the recent new buildings that have a constant stream of vehicles delivering food, online orders and picking up residents to go out. Instead of new residents coming down to the street from their unit to shop locally, they have goods delivered by cars. This lifestyle, while convenient, does not contribute to a healthy community fabric.

South Eatonville area has a transit hub connecting residents to other areas by TTC, Mississauga Transit, and Go Transit. This highly valued amenity does not negate the necessity for vehicle transportation in many circumstances. For example, residents assisting elderly parents or whose children's activities involve equipment and locations not accessible by transit still require a car.

Whilst encouraging alternate forms of transportation to the car is a worthy goal, we believe developments with no parking do not support long-term living, as the lack of parking does not support changing lifestyles. When the need arises for a vehicle due to family obligations or employment, they will be compelled to move to find housing with parking.

The proximity to the transit hub is mostly useful for those working downtown, where offices are increasingly vacant. A significant amount of employment has moved to work from home and many major companies have relocated their main operations to Mississauga and Markham, both of which are difficult to access by transit. Therefore, the proximity to transit has limited benefit as residents may still depend on cars and deliveries for shopping for bulky items, assisting parents, or accessing recreation out of town.

We have parking and speeding problems in the area for which we have not been able to acquire enforcement through the City or Police due to limited resources. As illegal parking proliferates in our area, we expect the same level of enforcement availed to other Toronto areas.

We recommend the City require developers to offer a parking space as an option if requested through the sales process without adherence to a parking minimum for the development. We would be glad to discuss this matter with you further.

Thank you for your consideration.

Yours truly,

Peter Morris  
Vice-Chair

Irene Jones  
Vice-Chair

cc. Stephen Holyday, Councillor Ward 2,  
Amber Morley, Councillor Ward 3