



Toronto's Strategic Parking Framework

Toronto Parking Authority - July 17, 2025

Policy, Data & Strategic Initiatives Section, Transportation Services

BACKGROUND

Purpose

Create a citywide parking strategy to serve as a foundation that so that parking:

- is managed and priced as a vital tool to build a strong city;
- supports neighborhoods businesses, residents and visitors through effective management of curb space;
- creates governance for cross-divisional and agency decision making.



Opportunities with better Parking Management

- People and goods move faster and more efficiently
- Some travel shifts to greener, more sustainable modes
- Drivers can find parking more quickly and easily
- Curb space is freed for those who need it
- Buses and streetcars run more reliably all day
- Underutilized parking becomes housing and public spaces
- Parking users pay fair rates for services provided
- Toronto residents better understand parking policies



Parking Strategy Development

The Parking Advisory Committee created set of key principles to help guide the development of the Strategic Parking Framework.

From there, Big Moves, policies, actions and implementation approaches were developed, in alignment with these principles.



Parking Strategy Development Principles



1. System Wide Thinking

Consider parking supply holistically (private, public, on-street and off-street) and manage using a range of levers at City's disposal



2. Policy and Program Alignment

Align to Official Plan and other Council approved policies, plans and initiatives, including Corporate Strategic Plan



3. Focused Outcomes

Focus on most impactful opportunities to achieve goals



4. Inclusive and Equitable

Plan parking that allows for choice, ease, and speed among users

Continued...

Parking Strategy Development Principles



5. Resilient and Adaptable

Maintain a flexible approach which anticipates emerging opportunities and future scenarios



6. Fiscal Forethought

Account for lifecycle costs and benefits of parking interventions, including operating, revenue, capital and land value



7. Integration and Efficiency

Bring together initiatives and decisions of multiple City departments and agencies

‘BIG MOVES’ OVERVIEW

'Big Moves' to Support Parking Management Goals

GOALS

For parking management to support city-building objectives

Mobility

Supporting the efficient movement of people and goods throughout the City

Access

Supporting Torontonians to access businesses, services, and other opportunities across the City

Economic Sustainability

Supporting the City's economic well-being and the unique function of Toronto's diverse neighbourhoods

BIG MOVES

System wide, high impact, timely opportunity areas

A

Plan and Manage Parking on an Area Basis

B

Track parking data and leverage it as a resource for all users

C

Price and Reinvest in Sustainable Mobility

D

Make Carshare Parking Readily Available

E

Modernize Technology for Efficient Parking Management

F

Unify Leadership and Decision Making

Big Moves



PEOPLE & PROCESS OVERVIEW

People at the Table

Parking Advisory Committee

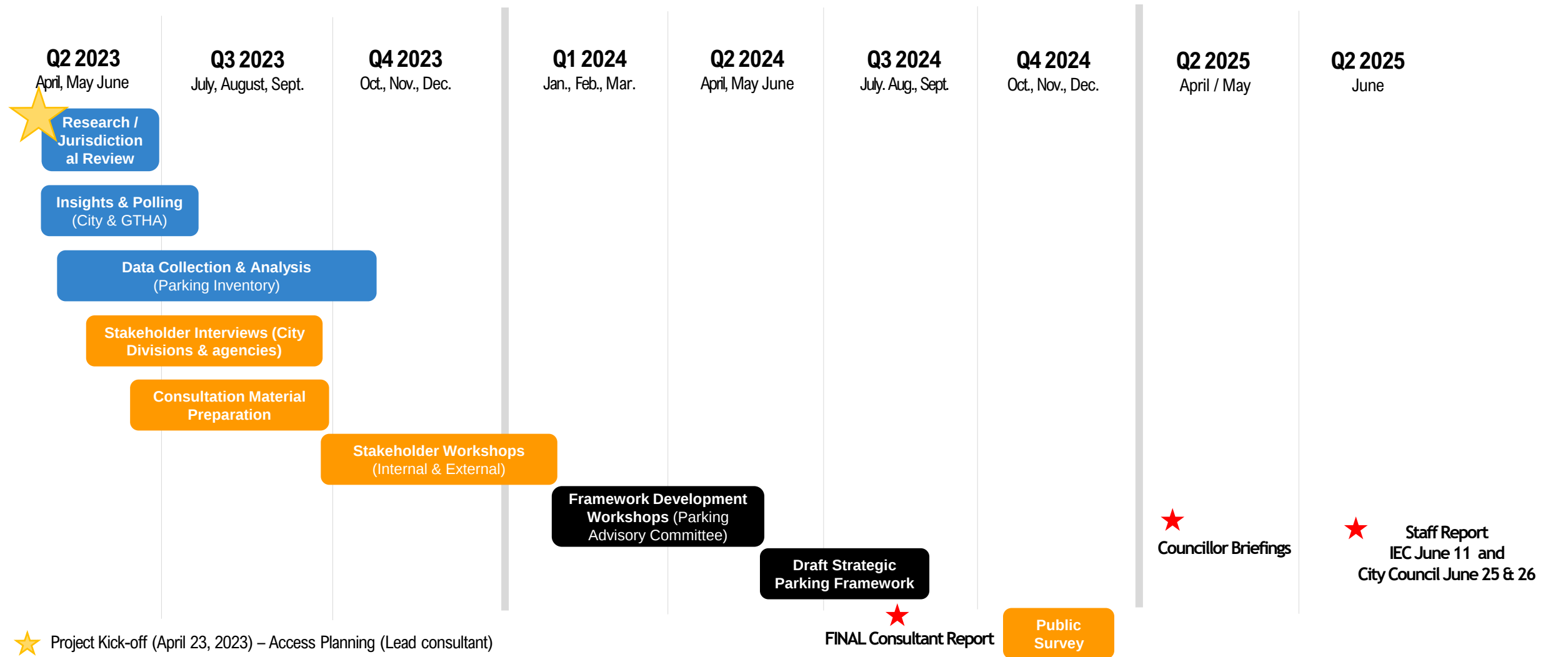
- Toronto Parking Authority
- Transportation Services (Lead)
- City Planning
- Corporate Real Estate Management
- CreateTO
- Economic Development & Culture
- Parks & Recreation
- Toronto Police Service

Other City Divisions and Groups Consulted

- Corporate Real Estate, MLS, Exhibition Place, TTC, Toronto Housing
- Academia, Universities, Colleges, Health Network, Car Share, Taxi Industry, PTC
- Infrastructure Ontario, Metrolinx, BILD, Board of Trade, CAA, Ontario Trucking Association, Pembina, TAF, CycleTO
- TABIA, numerous BIAs,
- Private parking providers



Framework Process



- ★ Project Kick-off (April 23, 2023) – Access Planning (Lead consultant)
- Engagement/consultation
- Data collection/research
- Strategy development

CITY COUNCIL DIRECTION RELEVANT TO THE TPA

Additional Key Actions Relevant to the TPA

At the June 26 & 27 meeting, City Council approved the following actions:

1. Transportation Services to work with the TPS and the TPA to develop options for temporary digital/print-free visitor parking permits in areas that already allow permit parking (report by Q4 of 2025).
2. The Parking Advisory Committee to work with BIAs , Councillors and the TPA on local parking solutions.
3. Transportation Services, in consultation with the TPA, relevant BIAs and other local stakeholders, to develop a pilot project on improved parking signage and report back to the IEC by Q4 of 2025 with design options and recommendations to implement the pilot project.
4. The TPA, in consultation with Equity & Human Rights, to report on the feasibility of extending free parking at other times of religious significance in addition to Sunday mornings (report Q1 2026).
5. Transportation Services, in collaboration with the City Planning, Economic Development & Culture, to work with TPA to determine how to create city parking capacity in new areas of density to support economic development and visitors.

QUESTIONS?

Full list of 'Big Moves' with Policies and Actions, for approval by Council

Big Move 'A'

Plan and manage parking on an area basis

Policy		Actions	
A1	The City will manage parking supply on an area-basis - The City will consider both the off- and on-street public parking supply and how to re-distribute parking demand in a defined area.	A1.1	Develop and implement a strategic framework for managing parking supply at an area level. The City will create a framework for defining geographical areas of the City in which to manage supply. The framework will guide where there is a need to preserve parking, where there are shortages and where to invest and divest. Each defined area or zone may have different pricing, enforcement or other operational strategy to ensure a target parking utilization level is met.
		A1.2	Build and maintain a comprehensive data set (public and private) on existing and planned supply (public and private) to support area level decision making for e.g.: • Approving off-street parking in new developments • Identifying surplus off-street parking and conversion opportunities (e.g., housing)
		A1.3	Support main street BIAs to better understand their customers travel behaviours and develop travel plans in conjunction with area parking management strategies.
		A1.4	Require traffic management plans for construction projects or events to identify parking loss and nearby alternative parking locations.
		A1.5	Create a city-wide framework for managing residential parking supply (current and future) on an area-wide basis.

Big Move 'A'

.....continued

Plan and manage parking on an area basis

Policy		Actions	
A2	The City will pursue partnerships to track and optimize utilization of existing parking supply - The City will be guided by the total supply of public and private parking in a given area to make decisions about publicly provided parking supply, how to optimize the use of City lots for the broad array of mobility services, and parking considerations for planning applications.	A2.1	Collaborate with internal City departments to track and optimize utilization of existing parking supply.
		A2.2	Pursue partnerships with private parking operators to integrate supply side information.
		A2.3	Develop a framework to support the eventual implementation of dynamic pricing and any interim performance based pricing methods that could support optimizing parking utilization on an area-wide basis.
A3	The City will encourage appropriate use of parking facilities (e.g., short-term curbside use, long-term off-street lot use) that reduce congestion and cruising.	A3.1	Develop an enforcement strategy that prioritizes transit and cycling corridors, and main streets with time limited parking.
		A3.2	Explore opportunities to convert one on-street parking space per block to parking for bicycles and cargo bikes on cycling and higher order transit corridors.
A4	The City will support parking at major transit stations to achieve network ridership benefits that improve access to higher order transit for people from areas with poor transit accessibility	A4.1	Review parking at TTC stations to focus on supporting access to higher order transit for people from areas with poor transit accessibility.
		A4.2	Advance TPA partnerships with Metrolinx for GO stations to incentivize mode shift to transit.
A5	The City will support EV uptake through its parking policies	A5.1	Consider opportunities to incentivize parking for EV and low emission vehicles at off-street City properties to encourage their uptake for those who need to drive but do not have access to residential EV charging.

Big Move 'B'

Track parking data and leverage as a resource for all users

Policy		Actions	
B1	The City will bring together and use information on supply and utilization to comprehensively manage on and off-street parking.	B1.1	Develop and manage a regularly updated parking inventory database that includes data on capacity and utilization across the City.
		B1.2	Undertake an economic impact assessment of parking lots in BIAs to understand impact on local business communities.
		B1.3	Use one common platform (app, website) to share information about temporary reconfigurations.
		B1.4	Integrate information on area parking supply into the development review process for parking approvals in new developments.
		B1.5	Share data via the Open Data Toronto portal to facilitate research and third-party applications that support improved parking services.
B2	Parking information systems will support consistent and comprehensive customer experience of parking wayfinding and information.	B2.1	Develop a consistent wayfinding and information system for parking users that can be applied to both private and public parking. This could include, but is not limited to, digital signage.
		B2.2	In the short term, make information on all City parking locations, price and hours of operation publicly available for transparency and better customer experience (e.g. via the Green P Mobility website and app).
		B2.3	Communicate temporary parking loss and parking alternatives via City website and Green P app.
		B2.4	Review signage and online information about parking regulations to increase legibility and predictability for users.

Big Move 'C'

Price and reinvest in sustainable mobility

Policy		Actions	
C1	Use dynamic pricing to manage parking utilization.	C1.1	Use pricing to manage parking utilization to ensure some spaces are always available.
		C1.2	Use pricing to re-direct on-street long-term parking to off-street lots - higher parking rates for on-street parking can encourage more people to use off-street parking for longer-term parking.
		C1.3	Use pricing to ensure a certain share of on-street parking spaces will be available for business operations (e.g., deliveries, loading, etc.).
		C1.4	Introduce special increased parking rates and discounted transit fares for special events to discourage driving, manage congestion, and free up space for transit.
C2	Generate revenue streams from City parking consistent with shifts to sustainable mobility - the City can leverage revenues from existing and new parking revenues to reinvest in mobility services like cycling, EV charging, and mobility hubs to create a stronger link between parking and the City's multimodal transportation system.	C2.1	Introduce rates to all City-owned off-street parking lots that currently provide free parking, including parks, community centres, libraries, and arenas. DELETED
		C2.2	Establish paid delivery and loading zones (as recommended in the Curbside Management Strategy).
		C2.3	Re-invest parking revenue from paid parking and fines/penalties to improve sustainable transportation access, whether it is public transit, cycling, or pedestrian infrastructure.

Big Move 'D'

Make car-share parking readily available

Policy		Actions	
D1	The City will encourage car-share uptake over private vehicle ownership - the City will use parking policies to facilitate the expansion of car-share availability in Toronto.	D1.1	Expand on-street free-floating car-share parking outside of permit parking areas through a phased approach based on neighbourhood conditions and demand.
		D1.2	In collaboration with car-share providers, identify initial list of residential areas that should allow permit parking to support the expansion of free-floating car-share.
		D1.3	Provide publicly accessible off-street EV charging infrastructure for car-share to encourage car-share uptake.
		D1.4	Dedicate a share of on-street parking spaces for car-share vehicles, where there is demonstrated demand.
		D1.5	Work with car-share providers to provide more dedicated car-share parking in off-street lots, especially in areas where residential permit parking is at 100% capacity.

Big Move ‘E’

Modernize
technology for
efficient parking
management

Policy		Actions	
E1	The City will advance a centralized and modern parking management technology system	E1.1	Conduct a needs assessment for each City entity to understand how improved parking related technologies and data could support their work programs.
		E1.2	Develop a performance specification for a modern city-wide parking management system, considering needs related to monitoring supply and utilization, enforcement, price setting, permitting, and customer information (e.g., lowering cost of enforcement, increasing coverage, increasing revenue generation, improving customer experiences, etc.).

Big Move ‘F’

Unify leadership and decision making

Policy		Actions	
F1	The City will steer parking management with a system-wide lens	F1.1	Reform the role of PAC from advisory to steering - Require PAC input and sign off of parking policies and major initiatives with broad citywide parking implications.
		F1.2	Consider delegation of certain decision-making authorities to PAC. DELETED
		F1.3	Develop approaches to include perspectives of private parking providers into policy making - i.e., policy level engagement (in addition to current practice which focuses on initiative related feedback).
		F1.4	Manage all City-owned off-street parking consistently through a single operator (e.g., TPA).
		F1.5	Manage parking enforcement (on-street and off-street) centrally through a single point of contact (e.g., Montreal model).
		F1.6	Initiate a forum for discussion (and/or new innovation challenge) with third party app providers to investigate opportunities for a centralized parking information system for the entire city.
		F1.7	Create a framework (City objectives, cost sharing models, etc.) for partnering with academic institutions focused on strategic parking research.
		F1.8	Initiate public education on opportunities to reform parking management, focusing heavily on how parking management can help the City advance its city building goals.