



January 21, 2025

Planning and Housing Committee  
Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2  
Attention: Nancy Martins

by email: [tphc@toronto.ca](mailto:tphc@toronto.ca)

**RE: PH18.3 – Recommended Parking Requirements for New Development – Accessibility, Bicycle and Visitor parking.**

The Bloor Street East Neighbourhood Association (BENA) is an incorporated non-profit organization whose footprint includes residential and business condominium corporations; purpose-built residential rental buildings; single family dwellings; office towers; small businesses; and churches.

We welcome this report and its conclusions with respect to accessibility and bicycle parking. We are also pleased to see the acknowledgement of the work still to be completed with respect to visitor parking. The report on page 2 does not recommend changes to the visitor parking but rather reports:

*“the decline in visitor parking is worth exploring further as it plays a role in basic building maintenance functions, can support social inclusion for people and other important functions. Staff will enhance the monitoring program to more fully consider the supply of and demand for visitor parking, and to work across divisions to identify ways to increase the availability of parking for visitors throughout the city, where appropriate.”*

Our request is the Planning and Housing Committee direct further work on this complex issue to include a reporting back to this Committee. We request, included in this motion, one or more working or focus groups to explore more in depth the needs of buildings and their residents. The list below are issues we have identified for discussion as a starting point.

- Adequately address the needs to service the building and upkeep of major repairs and maintenance. For example,

- To what extent are the needs provided within the envelope of the development?
- When is it acceptable to rely on the public realm? (we see the current new build requirements being replaced with major repair and replacements thus continual contribution to congestion)
- Cost of building parking and required infrastructure vs ongoing costs of paying for commercial parking for ongoing service providers?
- Needs of those aging in place or disabled permanently or short term. Consider,
  - Caregivers
  - Medical personnel (doctors, nurses, occupational therapists)
- Social isolation. Consider,
  - affordable parking for visitors and relatives coming from longer distances that are not serviced by public transit
- The long-term impact of reduction in the availability of the public parking supply repurposed to housing adding servicing needs (the Official plan forecasting should be used as a guide).
- The impact of Bill 212 (Reducing Gridlock, Saving You Time Act, 2024) and possible reduced ability to rely on active transportation.

We believe that those of us who have familiarity with these issues should be consulted. This may include those that are familiar with,

- the physical needs of buildings
- the needs of residents who live in them
- challenges of reduced public parking.

Our buildings range from those who now have an oversupply of visitor parking to those who have been negotiated down to an inadequate supply.

The consultation process should look at a cross section of downtown and suburban areas. (We may find more similarities than differences.) We believe that the City has enough developments to undertake the study instead of monitoring. We are requesting a forward-looking approach and reporting to match the population and growth patterns that are in the Official Plan that have informed other rollouts such as the Bike Plan.

We draw your attention to our previous submission with respect to some of the issues at

<https://www.toronto.ca/legdocs/mmis/2024/ph/comm/communicationfile-180582.pdf>

Respectfully submitted,

Linda Brett, President, BENA

On behalf of BENA

Bcc: BENA Operations Committee

cc. Councillors Saxe, Moise, Carrol, Chang

FoNTRA

Bcc. BENA Operations Committee