



**MORE NEIGHBOURS
TORONTO**

Dear Members of Toronto City Council,

Re: SC31.19 - Review of Parking and Transit Related Requests for Scarborough

About More Neighbours Toronto

[More Neighbours Toronto](#) is a volunteer-led organization of housing advocates that believe in building more multi-family homes of all kinds for those who dream of building their lives in Toronto. We advocate for reforms to increase our city's ability to build more homes in every neighbourhood. We are a big-tent organization with members across the political spectrum who are committed to counterbalancing the anti-housing agenda that has dominated Toronto's politics, created an affordability crisis, and cost burdened a new generation of aspiring residents. We are firmly committed to the principle that housing is a human right and believe Toronto should be inclusive and welcoming to all.

Position

More Neighbours Toronto strongly opposes this item. Parking minimums are a self-defeating tool that increases the price of housing. City Council was correct to remove parking minimums from new development in 2021. This was a key part of the work council has done over the last 2 terms trying to reduce the cost of housing and increase housing supply. These actions have only just begun to have an impact and it would be a mistake to study rolling them back.

This item is confused. Parking minimums are not a substitute or stop gap for good transit. Parking minimums create car-first development which increases the price of housing, decreases density, hurts walkability, and undermines the conditions that would make good transit possible. No parts of the City of Toronto, or any other city, which have good transit got that transit by first requiring parking minimums. Scarborough has had high parking minimums for decades prior to 2021. All it produced was high housing costs and lots of traffic. To try parking minimums again and expect a different outcome would be the definition of insanity.

The newest developments planned for Scarborough are being planned to be transit oriented and walkable. The thousands of units planned for the Scarborough Town Centre will be built around a new subway line. To require these buildings to have thousands of parking spaces will lock in car ownership for the people living there, and lock in the traffic and parking demand on other neighbourhoods that comes along with it. This would not just be bad planning, it would undermine the intent of this item.

Finally, we object in strong terms to recommendation 2 of this item. Overnight street parking is generally denied throughout Scarborough as a rule and enforcement is complaints based. Are

we now asking that bylaw officers selectively enforce based on the residency of its owners? There is a neighbourhood polling process to request allowance of permit parking under Subsection 925-4B of the Toronto Municipal Code that includes participation by “Any owner, resident or tenant of a property in the polling area”. To deny that participation only to residents of new residential builds seems shockingly undemocratic. At what point in length of tenancy would residents of new residential builds be given access to this franchise? This recommendation is ill-considered and entrenches an exclusionary view of who qualifies to be a resident in Scarborough.

We urge in the strongest terms that City Council not proceed with this item.

Regards,
Damien Moule &
Brian Cheung (Scarborough Centre resident)
More Neighbours Toronto