



## REPORT FOR ACTION

# Visitor Parking Requirements for New Development

**Date:** January 7, 2026

**To:** Planning and Housing Committee

**From:** Chief Planner and Executive Director, City Planning; Executive Director, Development Review

**Wards:** All

### **SUMMARY**

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The recommendations in this report build on work started in 2021 to review the parking standards in the City-wide Zoning By-law 569-2013. These standards were originally adopted by City Council in 2013, based on a series of studies conducted between 2005 and 2007. The first phase of this review resulted in amendments to the standards for automobile and bicycle parking in 2022. The second phase resulted in amendments to accessible parking, bicycle parking, and minor amendments to visitor parking in 2025. City Council directed staff to continue the work to review visitor parking standards.

This report does not recommend any changes to the visitor parking standards in Zoning By-law 569-2013. As a result of changes to the Planning Act in April 2024 through the *Cutting Red Tape to Build More Homes Act, 2024* (Bill 185), municipalities are no longer able to require the provision or maintenance of parking (other than bicycle parking) in Major Transit Station Areas, which includes much of Parking Zone A. Additional analysis of visitor parking utilization through the parking monitoring program suggests the current visitor parking standards in Zoning By-law 569-2013 for Parking Zone B and All Other Areas of the City are adequate.

To address concerns related to pick-up and drop-off, this report recommends a further review of the loading space definition and requirements in Zoning By-law 569-2013 to reflect changes in demand and use for loading spaces.

Work being done as part of the City's Strategic Parking Framework will develop and implement a framework for managing parking on an area-basis to further address challenges associated with varying demand for parking. Staff will also continue the parking monitoring program to monitor parking in new developments and report back to council on the impact of Bill 185.

This report also provides an update on Council requests to explore the feasibility of requirements for information about area parking supply in agreements of purchase and sale and including visitor parking information in the Application Information Centre.

## **RECOMMENDATIONS**

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The Chief Planner and Executive Director, City Planning and Executive Director, Development Review recommends that:

1. City Council direct the Chief Planner and Executive Director, City Planning, in consultation with the Executive Director, Development Review, to review potential amendments to the definition of and requirements for loading spaces in Zoning By-law 569-2013.

## **EQUITY STATEMENT**

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The recommendations of this report were reviewed for potential impacts on equity-deserving groups and vulnerable residents of Toronto. The intended outcomes of the recommendations will positively impact equity-seeking groups and vulnerable residents.

Recommended expansion of the parking monitoring program will produce data which will be used to assess the impacts of Bill 185 on visitor parking supply in Protected Major Transit Station Areas and Major Transit Station Areas and associated impacts on equity-deserving groups. Visitor parking serves valuable purposes, particularly in areas without good access to automobile alternatives. It allows people to receive guests, particularly ones with mobility impairments which do not meet the eligibility criteria for an accessible parking placard. Contractors and other people providing services to buildings or their occupants (e.g. personal support workers) are more easily able to transport necessary supplies and equipment. The results of the monitoring will also inform staff recommendations for mitigating measures.

## **FINANCIAL IMPACT**

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There are no financial impacts associated with this initiative in current and future years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact section.

## **DECISION HISTORY**

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The City-wide Zoning By-law 569-2013 was enacted on May 9, 2013. Among other things, this by-law established new parking standards for newly erected or enlarged buildings (URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG21.1>). The majority of the regulations for parking spaces were approved without modifications by an Order issued by the Local Planning Appeal Tribunal (LPAT) dated October 3, 2019

On October 2, 2019 Council declared a climate emergency and endorsed a target for net zero greenhouse gas emissions by 2050 (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM10.3>).

On September 22, 2020, Planning and Housing Committee requested the Chief Planner and Executive Director, City Planning to develop options for a review of the City's parking requirements for new developments in different contexts (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH16.12>).

On January 19, 2021, Planning and Housing Committee requested the Chief Planner and Executive Director, City Planning to conduct a review of the parking requirements in the City-wide Zoning By-law 569-2013 (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH20.4>).

On December 15, 2021, Council adopted Item PH29.3 with amendments, to update automobile parking standards in City-wide Zoning By-law 569-2013 (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.3>). Council also directed the Chief Planner and Executive Director, City Planning to report back to City Council on the approach to minimum requirements for visitor parking in new developments in different contexts within the city.

On July 5, 2022, Planning and Housing Committee requested the Chief Planner and Executive Director, City Planning to report to City Council with an analysis of the impacts of the new parking standards on the amount of visitor parking proposed in new development (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.24>).

On May 22, 2024, Council authorized staff to provide comments on Proposed Bill 185 - Cutting Red Tape to Build More Homes Act, 2024, which included the request that the Province require accessible and visitor parking spaces for lands within Protected Major Transit Station Areas (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2024.PH12.7>).

On June 13, 2024, Planning and Housing Committee requested the Chief Planner and Executive Director, City Planning in consultation with the President, Toronto Parking Authority, to consider the greater need for visitor parking in suburban contexts compared to downtown (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2024.PH13.14>).

On February 5, 2025, Council adopted Item PH18.3 with amendments, to update accessible, bicycle, and visitor parking standards in City-wide Zoning By-law 569-2013 (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH18.3> . Council also directed the Chief Planner and Executive Director, City Planning to report back to City Council on identifying areas in the city where the amount of visitor parking provided in new development is inadequate and to draft new minimum visitor parking standards for new development in those areas.

On June 26, 2025, City Council Adopted Item IE22.2 with amendments to approve the Strategic Parking Framework (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2025.IE22.2>).

## **POLICY CONSIDERATIONS**

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### **Accessibility for Ontarians with Disabilities Act, 2005**

The Accessibility for Ontarians with Disabilities Act (AODA), 2005 strives to benefit all Ontarians by developing, implementing and enforcing accessibility standards in order to achieve accessibility for Ontarians with disabilities. Although the AODA does not directly address parking, the associated Integrated Accessibility Standards Regulation (IASR) does. The IASR sets minimum standards for the number and dimensions of accessible parking spaces and associated features in off-street parking facilities maintained by obligated organizations.

### **City of Toronto Official Plan**

The City of Toronto Official Plan is the City's primary land use planning document. The Official Plan contains policies which guide where and how Toronto grows its housing, commercial and employment areas, ensures the stewardship of the city's green spaces, and directs expansion and improvement of the city's transportation network.

The City's Official Plan vision is about creating a livable and caring city that meets the needs of every resident. The Official Plan sets out actionable goals to guide decisions on growth and development to 2051, including complete communities, sustainability, resilience, inclusivity, and reconciliation. It emphasizes the importance of reducing disparities, prioritizing well-being and dignity of all residents, and supporting transit and cycling networks. This vision is supported by policies aimed at reducing auto-dependence and limiting the amount of land occupied by automobile parking. The transportation policies are deliberately integrated with the land use policies to emphasize the importance of considering both areas to achieve the overall vision of compact complete communities.

Official Plan Amendment 456, adopted by Council in February 2020 and approved by the Minister of Municipal Affairs and Housing in June 2021, strengthened the Official Plan's existing transportation policies and clarified the City's transportation goals and related climate goals. Among other things, the amendment introduced a policy which explicitly prioritizes walking, cycling and transit over other forms of passenger transportation, such as automobiles.

Although the Official Plan includes policies to reduce auto-dependence, not everyone is able to make use of all automobile alternatives. To ensure everyone is able to enjoy a good quality of life, the Official Plan also calls for on- and off-street accessible parking spaces to be provided.

## **City-wide Zoning By-law 569-2013**

Zoning by-laws implement the Official Plan's policies by providing specific requirements for the use of land, buildings and structures, including construction and new development. They are not applicable to streets, lanes, etc. Zoning by-laws are the primary method of regulating the provision of automobile and bicycle parking in newly erected or enlarged buildings. City-wide Zoning By-law 569-2013 applies to approximately 95% of properties within the City of Toronto. As some lands are not subject to City-wide Zoning By-law 569-2013, zoning by-laws from former municipalities remain in force and effect on some lands in the city.

The regulations related to automobile parking are primarily located in Chapters 200 in Zoning By-law 569-2013. The regulations specific to accessible parking are located in Section 200.15. In addition to parking rates for land uses, these chapters include regulations related to the size and dimensions of parking spaces, their location, and requirements for drive aisles which provide access to parking. Each zone category within City-wide Zoning By-law 569-2013 also contains regulations regarding the use and location of parking spaces.

## **COMMENTS**

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The City has conducted a multi-phase review of parking standards dating back to 2021. Each phase has considered the challenges facing the City, including decreasing housing affordability and a climate emergency. The first phase was guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access.

The resulting amendments to City-wide Zoning By-law 569-2013 included removing most minimum parking standards, except for visitor parking in apartment buildings, assisted housing and mixed-use buildings and accessible parking. The requirements for accessible parking and visitor parking were maintained at that time to meet equity needs.

This report provides an update on ongoing work directed by City Council, namely:

- To identify areas where the amount of visitor parking provided in new development may be inadequate and to propose new minimum visitor parking standards for new development in those areas, potentially including a minimum proportion of proposed parking which must be designated for visitors.
- To review the feasibility of including information related to availability of parking and visitor parking within agreements of purchase and sale and lease agreements.
- To add the number of visitor parking spaces proposed in developments in a prominent location on the Application Information Centre accessible by QR code from Development Application Notice signs.

The review is being led by the City Planning Division, in consultation with the Development Review Division and with other City Divisions and Agencies involved in

the regulation of parking, including Transportation Services and the Toronto Parking Authority. This work was coordinated with other ongoing initiatives related to the City's parking policies and regulations, including the development of a city-wide parking strategy.

As a result of the review, Staff recommend future direction to explore the feasibility of amending the definition of and requirements for loading spaces in Zoning By-law 569-2013.

Staff will also continue to monitor parking in new developments and report back to City Council on the impact of Bill 185 and to advance the City's Strategic Parking Framework, including by developing and implementing an approach to manage parking on an area basis.

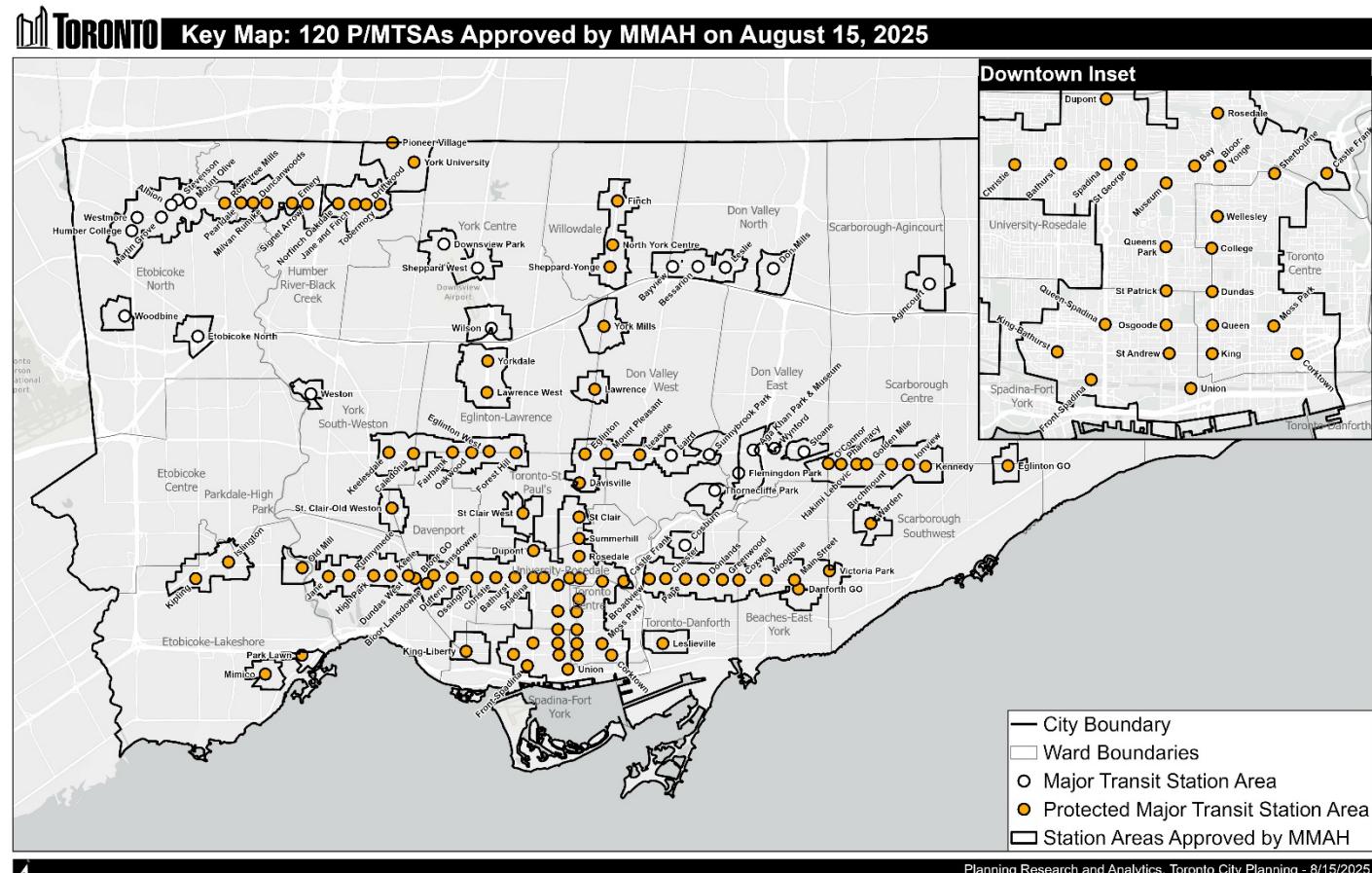
## **1.0 Bill 185 and Implementation of Protected/Major Transit Station Areas**

Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* received Royal Assent on June 6, 2024. Among other things, the Bill prohibits municipalities from enacting Official Plans and Zoning By-laws that set out minimum parking requirements, except for bicycle parking, in Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA). In addition, an owner or occupant of a building or structure does not have to maintain parking facilities.

MTSAs and PMTSAs cover approximately 500 to 800 metre radii surrounding existing or planned higher-order transit stops and stations. On August 15, 2025, The Minister of Municipal Affairs and Housing approved six Official Plan Amendments (OPAs: 524, 537, 540, 544, 570 and 575) to bring 25 MTSAs and 95 PMTSAs into force and effect. Figure 1 below shows the locations of the approved MTSAs and PMTSAs across the city and identifies those that are not in effect.

Following the adoption of MTSAs and PMTSAs in Toronto, coupled with the Regulations in Bill 185, the City is no longer able to require vehicle parking, including visitor and accessible parking in these areas. Any development that voluntarily provides or maintains parking within a PMTSA or MTSA would be subjected to parking spaces dimensions prescribed in Zoning By-law 569-2013, Chapter 200. Data collected from City Planning's Parking Monitoring Program suggests that since 2022, approximately 56% of all development applications with a residential component are located within a Major MTSA or PMTSA boundary.

Figure 1: Key Map of Major Transit Station Areas and Protected Major Transit Station Areas



Planning Research and Analytics, Toronto City Planning - 8/15/2025

As a result of Bill 185, accessible parking requirements in MTSAs and PMTSAs are now governed through the AODA. In comparison to accessible parking regulations currently found in Zoning By-law 569-2013, Staff expect less accessible parking will be provided as a result. However, if parking spaces are provided voluntarily, Staff expect to secure a minimum number of accessible spaces and for them to meet standards such as minimum width and access aisles.

The changes from Bill 185 also allow existing parking to be removed. In many cases, such removals would not need to be reported to the City.

The effects of the removal of all vehicle parking requirements in MTSAs and PMTSAs will need to be tracked over the next several years to understand potential impacts to the City's off-street parking supply.

## 2.0 Visitor Parking

Visitor parking serves an important function to enable residents to receive guests at their building. It provides opportunities for social interactions, especially for those with limited mobility. In addition, visitor parking spaces can support health care workers, such as nurses and personal support workers, as they serve residents in their units, and

workers who support the repair and maintenance of a building or unit who may need to travel to multiple locations and travel with equipment or supplies.

There are also downsides to the oversupply and underutilization of visitor parking. Parking is costly to construct, and adds to the cost of housing, especially when spaces are provided underground. As a common element, the construction and ongoing maintenance costs are shared by everyone in the building, and are recouped through higher sale prices and building maintenance fees or through rents. Additionally, visitor spaces may not be utilized by all building occupants, introducing a risk that residents with lower incomes may subsidize individuals with higher incomes.

Staff conducted a review of visitor parking during the second phase of the Parking Review (PH 18.3) and found that there was not sufficient information to recommend extensive changes to the visitor parking standards. As a part of Council's Decision on PH 18.3, City Council directed Staff to identify areas in the City where the amount of visitor parking provided in new development is inadequate and consider drafting new visitor parking standards in those areas.

## **2.1 Consultation Summary**

An online public consultation process was undertaken in support of this review. The intent of the feedback was to hear from the public on areas in the city where visitor parking may be inadequate. Members of the public were able to indicate where in the city visitor parking is or is not sufficient by placing points on an interactive map. This online engagement was advertised on a city-wide basis using the City's social media accounts, project website, and through City Councillors' offices.

The online engagement was conducted between July and October 2025. The MTSAs and PMTSAs boundaries were approved in the late stages of the survey being open and may have shifted sentiments expressed in the responses. Despite this, the online interactive map identified approximately 90 locations where parking was deemed by respondents to be either sufficient or insufficient in Toronto. Members of the public also left 45 contributions in the feedback section. The online engagement had approximately 700 page views.

The feedback received varied, either calling for more visitor parking or to let the market decide how much parking is needed in a development. Enforcement of existing visitor parking was a key theme that was raised during the online engagement. Members of the public felt visitor parking pressures could be alleviated if parking enforcement in condominium buildings could prevent residents from parking their second or third cars in a visitor parking spot. Conversely, the trade-off between either increasing the visitor parking requirements or allowing on-street and overnight parking in areas of the city where it is not permitted was also raised.

## **2.2 Proposed Visitor Parking Supply in New Developments**

Minimum parking standards were removed for most uses except for visitor and accessible parking on July 15, 2022. Instead, parking maximums were introduced. Although there have been over 400 applications for mid- and high-rise developments

submitted on or after July 15, 2022, as of October 1, 2025, none have yet reached completion and occupancy. Through the Parking Monitoring Program, staff analyzed the proposed parking supply in developments and conducted a parking utilization study to assess visitor parking in developments. The analysis showed that the amount of visitor parking proposed in developments citywide, after July 15, 2022, was within the minimum and maximum ranges set in Zoning By-law 569-2013. However, the Monitoring Program highlights a continuing trend of the overall supply of visitor parking declining, especially in areas well served by higher order transit. Development applications in Parking Zone A, which are located within 400 meters of higher order transit have seen a significant decline in visitor parking provided since 2016. While Parking Zone B and All Other Areas of the City also experienced declines, relative to Parking Zone A, these areas have proposed slightly more parking.

Staff also looked at the visitor parking ratio to understand how much parking is being provided relative to the number of units being proposed/built. Using a 100-unit scenario as an example, Table 1 below highlights the changes. A comparison of the two time periods shows an overall decrease in visitor parking proposed/provided. However, after the changes to the parking standards, PZ A showed much less visitor parking in comparison to PZ B and All Other Areas of the City. Following Bill 185, Staff expect this trend to continue as MTSA and PMTSA boundaries are larger than the City's Parking Zones, which may result in more areas around higher order transit providing little to no parking.

Table 1: Visitor parking ratios in a 100-unit scenario showing changes in the amount of visitor parking before and after July 22, 2022

Parking Zone	On or Before July 22, 2022		After July 22, 2022	
	Former Requirement	Provided/Proposed Ratio	Current Requirement	Provided/Proposed Ratio
Parking Zone A	Ten (10) Visitor Spaces	Five (5) Visitor Spaces	Three (3) Visitor Spaces	Two (2) Visitor Spaces
Parking Zone B	Fifteen (15) Visitor Spaces	Nine (9) Visitor Spaces	Seven (7) Visitor Spaces	Five (5) Visitor Spaces
All Other Areas of the City	Twenty (20) Visitor Spaces	Nine (9) Visitor Spaces	Seven (7) Visitor Spaces	Five (5) Visitor Spaces

### 2.3 Visitor Parking Utilization Study

Staff retained a consultant to conduct a visitor parking utilization study to support the potential development of new visitor parking regulations.

The study resulted in a dataset that contains 55 historical counts and 14 mid-to high-rise residential (apartment or mixed use) buildings counted in June and September 2025. Each building was visited twice on Friday and Saturday during peak demand periods for visitor parking, which typically include once during Friday evening (6 p.m. to 12 a.m.) and Saturday daytime (12 p.m. to 10 p.m.). Buildings were selected to provide geographic representation (e.g. a mix of Community Council Districts and Parking Zones), and different proximity to higher-order transit stations. A detailed report is included as Attachment 1.

The following patterns were observed in the parking utilization data:

- As residential visitor parking supply increases, residential visitor parking demand increases
- Sites with lower parking supply rates are more likely to have instances where demand equals supply (i.e. 100 percent occupancy; or the parking facility is “full”) and
- Sites with higher parking supply rates are more likely to have instances with proportionally lower parking occupancy percentages.

However, results from the data collection showed that parking does not always behave in the way that one would expect. Several sites that had low parking supplies also had low parking utilization and conversely, several sites with a high parking supply were at full capacity. A key takeaway is that visitor parking is difficult to predict and demand for it varies. This is further supported through a comparison of sites that had multiple surveys conducted over a few years. Approximately half of the sites surveyed saw an increase in utilization from the original to the most recent survey. The other half decreased, while only one site maintained its utilization. This suggests that visitor parking behaviour varies over time from site to site.

The visitor parking utilization study also looked at peak demand as it relates to occupancy of the total supply of parking provided. The acceptable threshold for parking utilization is often set at 85 percent to ensure a reasonable amount of parking is always available and ensure drivers can find parking. Sites where the utilization rate was above this threshold may benefit from managing parking demand through pricing or directing users to other lots nearby. Less than half of the observed sites had a utilization rate at or above 85 percent. There were some sites in the dataset that had a utilization rate above 100 percent, suggesting that illegal parking (e.g. double parking) may be occurring at these sites. Several of the sites in the utilization study were built with more visitor parking than is typical for development projects being approved now. Despite having a greater supply of parking spaces, the demand for spaces variety greatly. Approximately 60 percent of sites had a utilization rate below 85 percent. This may be influenced by factors such as changing travel patterns and cost of auto ownership. Some of these trends are discussed below.

## **2.4 Evolving Trends**

Travel behaviours in the Greater Toronto Area are monitored using the Transportation Tomorrow Survey, which has collected household characteristics and a single day travel diary for five percent of households in the region every five years since 1986.

The data show that the proportion of households in Toronto without a car has been increasing over the last several decades (Table 2). Also, a significant number of households across all income categories do not have a car and the proportion of households within each income category without a car is increasing (Table 3). Housing affordability is a significant challenge in Toronto. Some households may choose to manage their combined housing and transportation costs by living closer to their usual destinations and forgoing automobile ownership. Others may not be able to live close to all of their destinations but cannot afford the significant cost of automobile ownership.

Given the high costs of car ownership, this continuing trend is not surprising. From Altus Group's 2025 Canadian Construction Cost Guide, an estimate for the typical area required for an underground parking space, including all access ramps, the estimated cost of constructing a single parking space is \$52,500-\$202,000. In special circumstances, deep excavations, small sites, challenging soil conditions and high water tables can contribute to even higher parking construction costs.

Table 2: Apartment Households in Toronto and Proportion without a Car (TTS, 1986-2022)

Year	Number of Apartment Households in Toronto without a Car	Number of Apartment Households in Toronto with a Car	Proportion of Apartment Households in Toronto that are without a Car
1986	120,198	236,924	34%
1991	136,324	259,332	34%
1996	169,269	257,723	40%
2001	178,316	293,880	38%
2006	183,663	250,993	42%
2011	170,783	278,073	38%
2016	281,120	423,177	40%
2022	299,121	457,886	39%

Table 3: Apartment Households in Toronto by Income and Proportion without a Car (TTS, 2016-2022)

Household Income	Proportion of Apartment Households in Toronto without a Car (2016)	Proportion of Apartment Households in Toronto without a Car (2022)
\$0 to \$14,999	70%	74%
\$15,000 to \$39,999	52%	58%
\$40,000 to \$59,999	38%	41%
\$60,000 to \$99,999	32%	37%
\$100,000 to \$124,999	24%	30%
\$125,000 and above	18%	26%
Decline / don't know	40%	39%

### 3.0 Updates on PH18.3 Items 13 and 14 - Parking Information

Council directed staff to consider, as part of the development approvals process, a requirement to include information related to availability of parking and visitor parking within agreements of purchase and sale and lease agreements and report back on the feasibility of including this information in the agreements by the fourth quarter of 2025. (PH18.3, Item 13).

Staff have reviewed the feasibility of including this information and have identified that it would not be appropriate to include parking information in these agreements. Including this type of information is viewed more as an advisory focused on consumer protection and would not fit within the scope of the Site Plan process that focuses on application approval.

In addition, Council directed staff to add the number of visitor parking spaces proposed in developments in a prominent location on the Application Information Centre (AIC) accessible by QR code from Development Application Notice signs, and to begin implementation in the third quarter of 2025 (PH18.3, Item 14).

Updates have been made to the Development Notice Signs, which includes a QR code linking to the AIC to provide real-time access to current application information. On the AIC, each application has a preliminary summary that contains information on parking, which is also pinned to the milestone status timeline on AIC. Any additional information related to parking can be found in the Supporting Documentation section in AIC, under the Project Data Sheet, Architectural Plans, and or Transportation Impact Study.

## 4.0 Strategic Parking Framework

The prohibition on municipal parking requirements within MTSAs and PMTSAs introduced in Bill 185 is expected to increase demand for on-street parking, particularly for visitors. Staff believe the effects of this can be mitigated as part of the City's Strategic Parking Framework.

The Strategic Parking Framework aims to establish a common understanding of the role of parking in Toronto, and to guide city divisions and agencies responsible for aspects of parking management through a common lens.

The Framework is built around six 'Big Moves' to advance approaches to parking policy development, management and decision making. Three of the six 'Big Moves' are relevant to the City's approach to visitor parking and are identified below.

"Big Move A", identifies planning and managing parking on an area basis. This approach would enable visitor parking to be managed by geographic areas (e.g. Business Improvement Areas) to ensure that parking is adjusted to support neighbourhood patterns and characteristics. For example, in areas with significant visitor parking demand, additional parking could be made available.

'Big Move B" focuses on tracking parking data for both on-street and off-street parking. This would enhance the Parking Monitoring Program and provide additional insights on how visitor parking is utilized to support decision making around increasing or decreasing visitor parking to match demand.

'Big Move C' considers pricing to distribute demand between on street and off-street locations. Pricing visitor parking can be an effective strategy to manage demand for parking. Increasing pricing can support with the reduction of demand for parking. Inversely, decreasing pricing can encourage demand where parking utilization is low.

## 5.0 Monitoring Program

The Parking Monitoring Program was established to better assess the City's parking needs and impacts of various parking related policy changes. The monitoring program focuses on understanding the impact of the recent removal of most minimum requirements for off-street parking provision in new developments. Since no large apartment or mixed-use developments have been completed under the new parking standards, the focus of the monitoring has been on the amount of parking proposed in development applications.

The monitoring program identified that parking (both residential and visitor) has been decreasing city-wide since 2016. However, following the removal of parking minimums in the Zoning By-law, the amount of proposed parking has stabilised. Parking is still being proposed as part of development applications, however at a much lower ratio. In some cases, no parking is being proposed on site, but this is typically in areas where there is good access to transit and alternatives to the automobile are readily available. Additional findings of the monitoring program are discussed in Attachment 2.

## **5.1 Monitoring Next Steps**

The parking monitoring program has primarily focused on the supply and more recently the utilization of visitor parking in development applications in Toronto. This data has been useful to understand how much parking is being built and more broadly how visitor parking is utilized in completed developments.

Next steps of the monitoring program will include evaluating the impact of Bill 185 on the parking supply in MTSAs and PMTSAs by applying an area study lens instead of considering individual sites. In addition, expanding parking utilization monitoring to all parking types (residential, accessible, and visitor), will help the City identify where there are likely to be additional pressures on-street because of a lack of parking being provided off-street in developments.

## **6.0 Recommended Changes**

Demand for visitor parking varies widely between buildings. The observed median visitor parking demand matches the current requirement in Parking Zone B and All Other Areas of the City of 0.05 spaces per dwelling unit. Where there are more visitor spaces, more people use visitor parking. Where there are a lot of visitor spaces available, as a percentage, less of it is used. Given this, it may not be possible to set parking requirements which would ensure a reasonable amount of visitor parking is always available for all sites without many sites having much more parking than the reasonable amount. Further, changes to the Planning Act introduced in Bill 185 prevent the City from having any parking requirements in MTSAs and PMTSAs. Since these areas include much of Parking Zone A, the City has few options to change visitor parking requirements. Nonetheless, Staff recommend the following steps to mitigate challenges associated with visitor parking supply.

### **6.1 Explore approaches to manage parking on an Area-basis through the City's Strategic Parking Framework.**

Through the Strategic parking Framework, specifically Action A.1.1:

- Explore approaches to manage parking on an area-basis, which should include identifying areas with either shortages or surpluses of parking.
- Consider investments or divestments of parking to adjust the parking supply, as appropriate.
- Consider adjustments to the on-street parking permit program, including reviewing the cost of visitors parking permits, expanding permitted parking areas, and allowing permitted parking for trades and health card workers.

### **6.2 Evaluate Adjustments to Loading Space Requirements**

Staff received several comments suggesting a greater demand for passenger pick-up and drop-off space where the visitor parking supply is low. Currently, loading spaces are restricted to the loading and unloading of goods and commodities. Staff recommend exploring the feasibility of amending or introducing a new definition of a Loading Space in Zoning By-law 569-2013. In addition, evaluating demand for loading spaces based on development trends and observed visitor parking demand to assess whether the current loading standards are sufficient to accommodate pick-up/drop-off. Any

recommendations to change the requirements for loading spaces will also need to consider impacts to construction costs, housing costs, site circulation and built form.

### **6.3 Continue Parking Monitoring Program**

Staff recommend continuing the parking monitoring program to capture the supply and utilization of parking at an area level. In addition, tracking the impact of Bill 185 on developments located in MTSAs and PMTSAs will help the City understand the supply of parking in completed and proposed developments.

## **CONTACT**

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## **SIGNATURE**

Jason Thorne  
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Valesa Faria  
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## **ATTACHMENTS**

Attachment 1: Visitor Parking Utilization Data Collection Report  
Attachment 2: Monitoring Program Report