RESIDENTIAL VISITOR PARKING STUDY
CITY OF TORONTO

Final Report

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EXECUTIVE SUMMARY

Following Council direction to undertake review of the residential visitor parking requirements of Zoning By-law 569-2013, BA Group conducted a study of residential visitor parking in the City of Toronto in collaboration with City staff. The study is multi-faceted including empirical study of residential visitor parking utilization studies conducted by BA Group, a collection of research detailing the multitude of factors that influence residential visitor parking behaviour, and a journey mapping exercise intended to understand the decision-making process of the people who visit the residential buildings.

Residential Visitor Parking Utilization Studies

A collection of results from historical residential visitor parking utilization studies conducted by BA Group are included in this report to augment the consideration and analyses of residential visitor parking requirements in the Zoning By-law. A total of 57 individual historical data collection studies were identified through this process and; among the individual historical data collection studies, the historical survey selection represents 50 distinct residential (including mixed-use) developments.

New on-site data collection studies were undertaken by BA Group at various sites in Spring and Fall 2025. A total of 12 buildings were surveyed with the objective of including residential buildings across the City of Toronto with varied characteristics. Each site was visited over the course of two days, a Friday evening (6pm-12am) and a Saturday daytime (12pm-10pm) period, to capture typical peak residential visitor vehicular parking demand. Observations included counts of total residential visitor parking supply and counts of total residential visitor parking utilization. A combined total of 69 historical and new residential visitor parking utilization studies conducted by BA Group are considered as part of this study.

Analyzed collectively, the resulting peak visitor parking demand rates (per dwelling unit in a residential building) were found to be highly variable, with many observed peaks that were higher than the minimum residential visitor parking requirements and indeed, some that exceed the maximum residential visitor parking permission of Zoning By-law 569-2013. The findings of the study are placed in context of the minimum residential visitor parking requirements of Zoning By-law 569-2013 below.

Zoning By-law 569-2013 Visitor Parking Rates & Parking Utilization Study Summary

Zone	Zoning By-law 569-2013 Minimum Parking Rate	Zoning By-law 569-2013 Maximum Parking Rate	Observed Peak Parking Demand Rates
Parking Zone A (PZA)	2.0 plus 0.01 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.	0.02 – 0.14 sps / unit
Parking Zone B (PZB)	2.0 plus 0.05 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.	0.01 – 0.12 sps / unit
in all other areas of the City	2.0 plus 0.05 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.	0.03 – 0.26 sps / unit

The findings of the studies are to be considered in context of the inherent biases of residential visitor parking utilization counting. Sites without any residential visitor parking cannot be counted and therefore their residential visitor parking demand (i.e. none on-site) is not included in the study results; there is minimal potential for an undertaken study to yield minimal or no residential visitor parking demand, which is a result known to occur in the City of Toronto. Buildings whereby residential visitor parking can occur within a multi-use commercial parking garage, but no dedicated residential visitor parking is provided, are not included in the study because single-purpose residential visitor parking cannot be deduced in these contexts.

Residential Visitor Parking Research Considerations

This report includes a collection of research detailing the multitude of factors that influence residential visitor parking behaviour to contextualize the parking utilization study results provided as part of this study. Included as part of this research is the impact of parking itself and the impact it can have (e.g. social, economic, and environmental). Sources of research provided are academic, empirical, and are based on BA Group's decades of experience advising on the planning of residential development in the City of Toronto.

Journey Mapping – Residential Visitors

This report includes a journey mapping exercise to explore decision making processes that people undertake when deciding what transportation mode to use when visiting a mid-rise or high-rise residential building in Toronto. This exercise is intended to place emphasis not only on the transportation and parking characteristics of the residential building to be visited but also considerations of the people who visit the residential buildings, as they are the source of residential visitor parking demand.

Residential Visitor Parking Recommendations for City of Toronto Zoning By-law 569-2013

In reflection and consideration of the parking utilization studies for which results are detailed herein and further consideration of the factors that influence residential visitors and their transportation choices, BA Group recommends the following as outcomes of this study:

Recommendation #1: Do not increase the minimum residential visitor parking requirements in Zoning By-law 569-2013.

Recommendation #2: Eliminate minimum residential visitor parking requirements in areas of the City with rapid transit and/or cycling infrastructure, a high density of nearby residential buildings that generate visitors in walking distance, and plentiful local public parking opportunity.

Recommendation #3: Separate Parking Zone A in Regulation 995.50 Parking Zone Overlay Map into two categories whereby minimum residential visitor parking requirements are eliminated in the new sub-category representing areas of the City meeting the criteria associated with Recommendation #2, while not amending minimum residential visitor parking requirements in areas of the City that do not meet each of these criteria. Amend Table 200.5.10.1 reflecting the recommended change.

Recommendation #4: Make temporary parking permits available city-wide on all streets where on-street parking is currently permitted as an effective ancillary parking supply available to residential visitors to residential buildings.

1.0 INTRODUCTION

BA Group is retained by the City of Toronto City Planning Division to undertake a study of residential visitor parking utilization for residential buildings across the city. The residential visitor parking utilization study and report is intended to be considered by City of Toronto staff in their effort to review and update residential visitor parking standards in the city-wide Zoning By-law 569-2013.

1.1 Background

Requirements for automobile and bicycle parking in newly erected or enlarged buildings are identified in the city-wide Zoning By-law 569-2013. On January 19, 2021, Planning and Housing Committee requested that staff review these requirements to better align them with the objectives of the City's Official Plan.

The initial phase of the review focused on automobile and bicycle parking has since concluded and new regulations related to automobile parking came into force on February 3, 2022, while new regulations related to bicycle parking came into force on July 22, 2022. The former included the elimination of minimum vehicle parking requirement rates for most uses with the exception of maintaining minimum requirements for residential visitor parking (and accessible parking).

Following the conclusion of the initial phase, Planning and Housing Committee directed staff to continue work on the review of parking requirements in the Zoning By-law as part of the City-Wide Parking Strategy, which includes a review of residential visitor parking requirements.

In February 2025, City Council approved changes to accessible parking requirements and bicycle parking requirements in Zoning By-law 569-2013 and as part of their review, Council passed the following motion:

> *"City Council request the Chief Planner and Executive Director, City Planning, in consultation with the Executive Director, Development Review, to:*
>
> *a. identify areas in the City where the amount of visitor parking provided in new development is inadequate;*
>
> *b. draft 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;*
>
> *c. consult the public on the draft new minimum visitor parking standards; and*
>
> *d. report back to Council by fourth quarter of 2025 with a Zoning By-law Amendment if necessary to update the minimum visitor parking standards for new development."*

City of Toronto staff are presently undertaking the review of residential visitor parking requirements. The residential visitor parking utilization data collection study that is presented in this report is part of the City of Toronto's review of the city-wide Zoning By-law 569-2013 residential visitor parking requirements.

Passed in June 2024, Ontario Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* prohibits municipal Official Plans and Zoning By-laws from containing minimum parking requirements, except for bicycle parking, in Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA). On August 15, 2025, the Ontario Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area and Protected Major Transit Station Area boundaries and policies, bringing the policies of Bill 185 into effect for these areas. There are additional potential PMTSAs and MTSAs that remain to be approved in Toronto, by the provincial government.

This report assesses the adequacy of minimum residential visitor parking requirements in Zoning By-law 569-2013 in the context of Ontario Bill 185.

1.2 Current Zoning By-law 569-2013 Residential Visitor Parking Rates

The current requirements for residential visitor parking visitor parking in new developments are listed in **Table 1**. A map of the City's parking zones is provided in **Figure 1**. Generally, Parking Zone A consists of downtown Toronto and lands located along rapid transit corridors (i.e. TTC subway lines and under-construction light rail transit lines) and Parking Zone B lands are located on surface transit priority corridors. Areas that are not either of the two Parking Zones are categorized as "all other areas of the City."

Table 1 Zoning By-law 569-2013 Visitor Parking Rates

Zone	Minimum Parking Rate	Maximum Parking Rate
Parking Zone A (PZA)	2.0 plus 0.01 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.
Parking Zone B (PZB) and in all other areas of the City	2.0 plus 0.05 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.

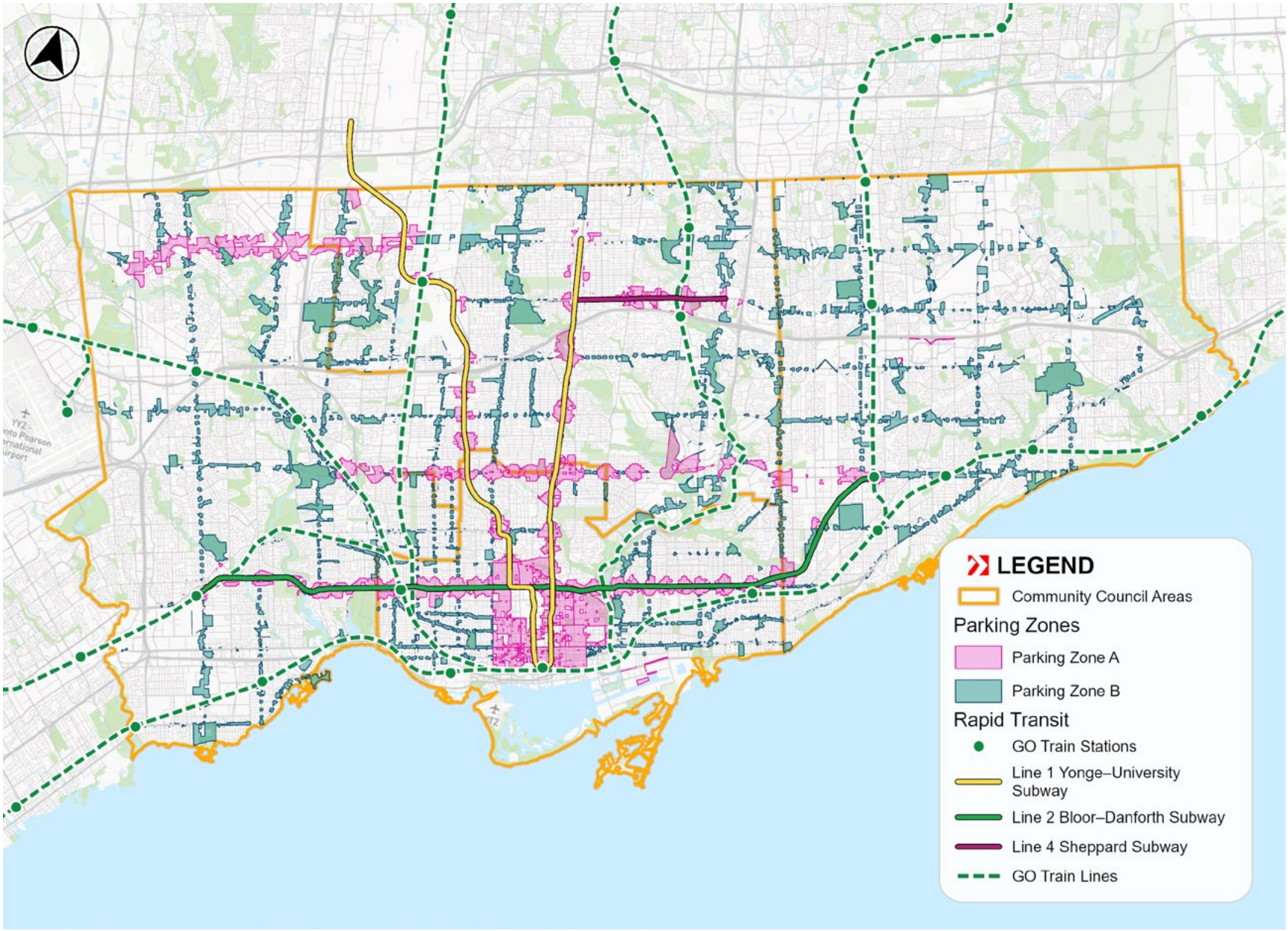

FIGURE 1 CITY OF TORONTO ZONING BY-LAW 569-2013 PARKING ZONE AREAS

1.3 Residential Visitor Parking Utilization Data Collection Study

1.3.1 Parking Utilization Studies Previously Undertaken by BA Group

BA Group, as part of day-to-day work in assessment of development applications, has been studying parking utilization of residential and mixed-use buildings for many years. Through this work we maintain a database of residential visitor parking counts. Our collective understanding of residential visitor parking behaviour as it relates to analyzing visitor parking demand and determining appropriate residential visitor parking supply has been developed over several decades.

To augment the current assessment of residential visitor parking requirements in the Zoning By-law, BA Group has undertaken assessment of our historical database of residential visitor parking utilization studies. A subset of studies from the database have been included in this report are a part of the consideration and analyses contained herein.

1.3.2 2025 Residential Visitor Parking Utilization Study – Process

The study period for the residential visitor parking utilization data collection study commenced in April 2025, in collaboration with City of Toronto staff. Initial coordination with City staff included the establishment and confirmation of the objectives of the study, alongside details of the new data collection studies to be conducted (outlined in detail in **Section 2.0**).

Following this initial coordination, as noted above, BA Group reviewed and identified historical data collection studies that fit the criteria for the project. A total of 57 individual data collection studies were identified through this initial review process.

In addition to this exercise, BA Group also initiated an outreach campaign with the local development industry and property management contacts, all with the objective of obtaining permission to access the residential visitor parking facilities located within residential buildings across the City of Toronto. Through this process, BA Group confirmed the potential to access 29 buildings located within the City.

BA Group and City staff, in collaboration, analyzed the list of potential sites to study and selected 10 buildings based upon criteria outlined in **Section 2.0**.

BA Group submitted formal access requests to property management contacts at each of the sites informing of dates and times when studies were targeted.

The next stage of the study was the on-site data collection studies, which occurred in May and June 2025. Of the originally selected 10 buildings, there were several which were removed after counting as the residential visitor parking configuration had changed and were no longer separate from commercial parking on the site, making it difficult to discern residential visitors from commercial visitors. For this reason, a number of sites were subsequently added to the study to ensure that 10 new studies would be conducted, matching one of the objectives of the study.

Following the completion of the study of 10 new sites, BA Group shared the results of all 67 studies (including both historical and new) with City of Toronto staff.

In September 2025, an additional 2 studies were conducted to improve spatial completeness in the data (specifically to focus on the North York Centre area, i.e. along or near the Yonge Street corridor, north of Highway 401), bringing the total number of studies conducted to 69.

1.4 Discussion, Journey Mapping, & Recommendations

To contextualize the parking utilization study results provided as part of this study, a collection of research detailing the multitude of factors that influence parking behaviour, including residential visitor parking demand, is provided. Included as part of this research is the impact of parking itself and the impact it can have (e.g. social, economic, and environmental). Sources of research provided are academic, empirical, and are based on BA Group's decades of experience advising on the planning of residential development in the City of Toronto.

To view residential visitor parking from a different perspective, this report includes a journey mapping exercise depicting fictional characters and their decision-making processes when deciding what transportation mode to use when visiting a mid-rise or high-rise residential building in Toronto. This exercise is intended to place emphasis not only on the transportation and parking characteristics of the residential building to be visited but also considerations of the people who visit the residential buildings, as they are the source of residential visitor parking demand.

Based upon the key findings and analyses provided above, in consideration of how residential visitors travel to and from residential buildings in Toronto, and based on BA Group's collective experience in planning and designing residential parking facilities, recommendations are provided herein for the City of Toronto's consideration with respect to minimum visitor parking standards for new development, as included in Zoning By-law 569-2013.

2.0 DATA COLLECTION METHODOLOGY

The data collection process consisted of four phases:

1. Historical study selection;
2. New study site selection;
3. Access request for new studies; and
4. On-site residential visitor parking utilization data collection undertaken by BA Group field staff.

The processes for each phase of data collection are discussed in detail below.

2.1 Historical Study Sites Selection

As noted in the previous section, BA Group reviewed and identified historical data collection studies that fit the criteria for the project. The objective, established in collaboration with City of Toronto staff, was to identify at least 40 studies that matched the criteria outline below:

- At least 15 apartment buildings and 15 mixed-use buildings to be included;
- Mix of neighbourhood types, Community Council Districts and City's Parking Zones; and
- At least 20 studies within 400m of higher order transit stations.
- Historical parking utilization studies were limited to those conducted within the last 10 years; no studies conducted in 2014 or earlier were to be included in the study.

BA Group, as a firm and over the course of our history, has conducted more than 40 residential visitor parking utilization studies that meet the listed criteria. However, to further reduce the sites to only include those that could best inform the study, additional criteria were considered to select historical parking utilization counts to include in this study.

- Historical parking utilization studies conducted for residential buildings whereby residential visitor parking demand was counted but not during a typical peak period for residential visitor parking demand were not included. An example would be a study conducted as an overnight "spot" count (i.e. at 3:00am) which is suitable to ascertain peak resident parking demand but not peak residential visitor parking demand. Only sites whereby parking utilization studies were counted at repeated intervals (most of which every 30-60 minutes) during periods where peak residential visitor parking demand could be ascertained (i.e. weekday evenings and weekend daytime periods) were included in this study.
- Historical parking utilization studies conducted for residential buildings whereby residential visitor parking demand could not be isolated were not included in this study. At many mixed-use developments in Toronto, residential visitor parking is provided on a shared basis with parking for commercial uses; this arrangement was permitted city-wide by the City of Toronto Zoning By-law since 2010 and was permitted in former City of Toronto Zoning By-law 438-86, and thus is a prominent condition. Only sites whereby dedicated residential visitor parking was provided were selected for this study.

A total of 57 individual historical data collection studies were identified through this process. We note that if a site was counted on separate occasions in separate years (e.g. once in 2019 and again in 2022), we have categorized these as separate studies. Among the 57 individual historical data collection studies, the historical survey selection represents 50 distinct residential (including mixed-use) developments.

2.2 New Study Sites Selection

2.2.1 Long List

BA Group initiated an outreach campaign with local development industry and property management contacts, all with the objective of obtaining permission to access the residential visitor parking facilities located within residential buildings across the City of Toronto. Strategically, outreach was conducted with the knowledge of potential study sites located across the City of Toronto (i.e. not only concentrated downtown Toronto) and varied between condominium developers and property managers who may provide condominium building sites and rental apartment developers and property managers who could provide rental apartment building sites.

The specific criteria and goals of the candidate survey sites of the outreach campaign mirror the criteria of the historical study sites listed in the previous section:

- At least 10 residential buildings to be included;
- Mix of apartments buildings and mixed-use buildings to be included; and
- Mix of neighbourhood types, Community Council Districts, and City's Parking Zones.

Similar to consideration of historical parking utilization studies, new survey sites were only selected if residential visitor parking demand could be isolated. Only sites whereby dedicated residential visitor parking is provided were selected for this study.

A total of 29 buildings were ultimately identified and formed the 'long list' of candidate new survey sites, which are identified with relevant details in **Appendix A**. **Figure 2** illustrates the locations of the buildings on the long list. It is important to note that some sites were added to the long list after the site selection process was complete to account for study sites dropping out in the data collection phase, as outlined in **Section 1.3.2**.

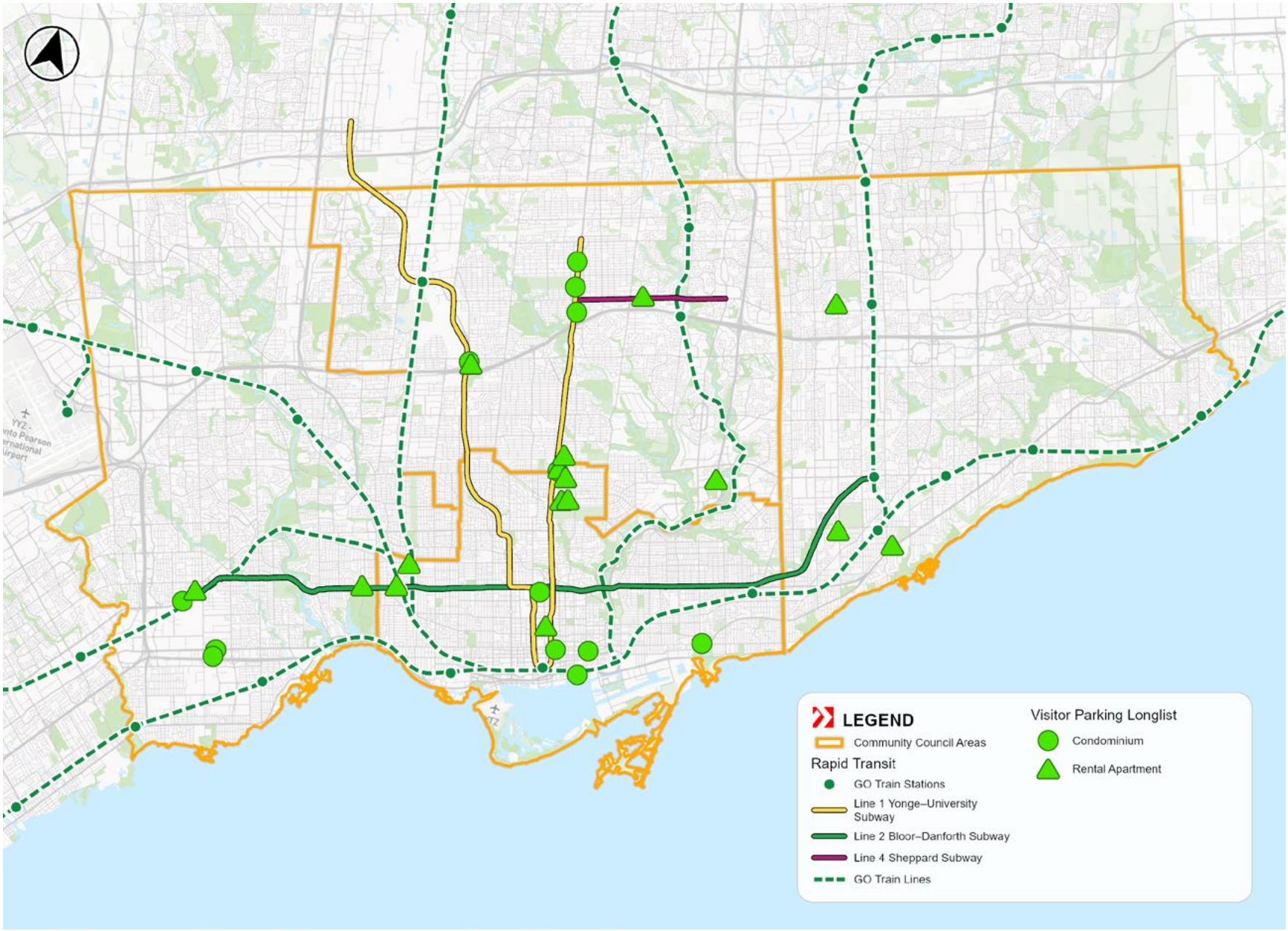

FIGURE 2 CANDIDATE RESIDENTIAL BUILDINGS TO UNDERTAKE NEW DATA COLLECTION (LONG LIST)

2.2.2 Short List

BA Group and City staff, in collaboration, analyzed the long list of 29 potential sites to study and selected 12 buildings with the objective of including residential buildings across the City of Toronto with varied characteristics, similar to those identified in **Section 2.1** and **2.2**.

Specific criteria that were considered in order to include the variety of buildings are outlined below:

- At least 10 residential buildings to be included;
- Mix of apartments buildings and mixed-use buildings to be included; and
- Mix of neighbourhood types, Community Council Districts, and City's Parking Zones, with priority for areas with less representation in the historical studies.
- Mix of transit proximity, both within 400m of higher order transit stations and outside;
- Availability of site plans; and
- Separation of residential visitor parking from other uses (i.e commercial) or clear signage for spaces intended for residential visitor use.

The 12 buildings selected to be studied are identified with relevant details in **Appendix B**. **Figure 3** illustrates the locations of the selected buildings that were studied, also known as the 'short list'. It is important to note that sites were added to the short list after the site selection process was complete to account for study sites dropping out in the data collection phase, as outlined in **Section 1.3.2**.

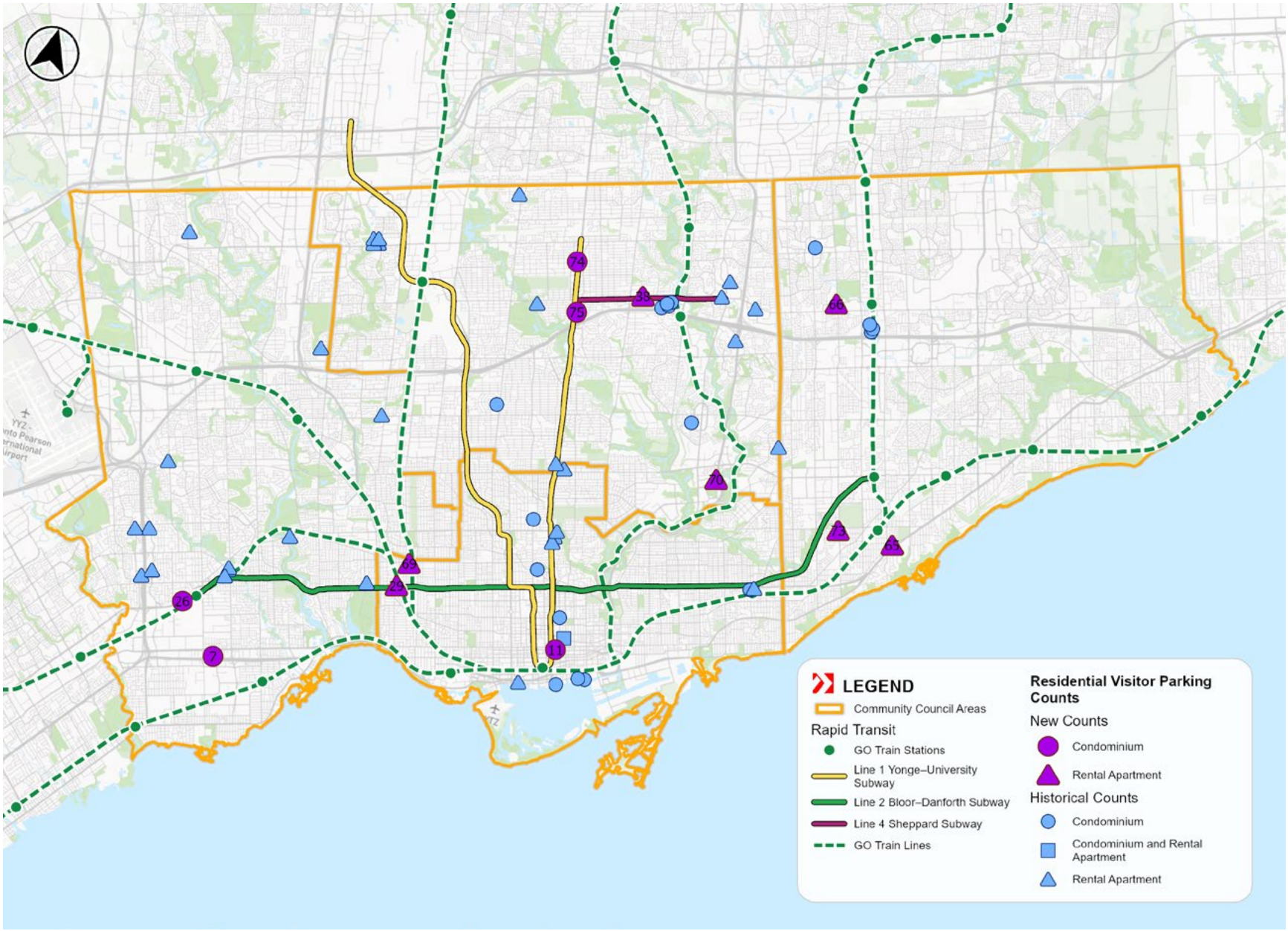

FIGURE 3 RESIDENTIAL BUILDINGS SELECTED FOR UNDERTAKE NEW DATA COLLECTION (SHORT LIST)

2.3 Residential Building Visitor Parking Facilities Access

Following the selection of residential buildings to conduct residential visitor parking utilization studies, BA Group submitted formal access requests to property management contacts at each of the 12 sites informing of dates and times when studies were targeted; a sample access request letter is included in **Appendix C**. As part of the access request, BA Group confirmed to site property managers the purpose of the studies including confirmation that no personal information would be documented.

2.4 New On-Site Data Collection

The new residential visitor parking utilization surveys were undertaken by BA Group at the various sites in May, June, and September of 2025. Each site was visited over the course of two days, a Friday evening (6pm-12am) and a Saturday daytime (12pm-10pm) period, to capture typical peak residential visitor vehicular parking demand. Within each study period, counts were recorded every 30 minutes. The study dates are listed below:

- Friday May 30th, 2025
- Saturday May 31st, 2025
- Friday June 6th, 2025
- Saturday June 7th, 2025
- Friday June 13th, 2025
- Saturday June 14th, 2025
- Friday June 27th, 2025
- Saturday June 28th, 2025
- Friday September 12th, 2025
- Saturday September 13th, 2025

Observations included counts of total residential visitor parking supply and counts of total residential visitor parking utilization. Data collection was undertaken in accordance with a data collection template (**Appendix D**).

3.0 FIELD STUDY OBSERVATIONS & ANALYSIS

Based upon the 69 on-site residential parking utilization data collection studies at residential buildings in the City of Toronto, this section outlines the results gleaned from the site visits. Further analysis is provided in this section to parse out trends in the data emanating from the variety of sites selected for the study and the results at each site.

The subsequent sections break down the results into the following categories:

- Study Site Characteristics;
- Residential Visitor Vehicle Parking Trends;
- Condominium and Rental Apartment Comparisons; and
- Parking Zone Comparisons.

The complete study results are included in **Appendix E**. Summaries and detailed analyses are provided in this section.

3.1 Study Sites Characteristics

3.1.1 Assumptions and Potential Biases in the Data

We note the following caveats about the study and assumptions which are present in the data:

- Each study is a snapshot into parking habits of residential visitors in the City of Toronto. The small sample size means that one event occurring at a building can greatly spike residential visitor parking demand.
- A building without any parking supply or parking supply available to a particular use cannot be counted. As it relates to this study, many residential buildings in Toronto do not provide any form of on-site residential visitor parking, and have historically been approved to do so through Zoning By-law Amendments. Residential buildings without on-site residential visitor parking supply were not counted.
- Some residential buildings do not provide dedicated residential visitor parking, instead opting to provide a combined commercial parking supply that residential visitors can use. In cases like this, it is not possible to identify residential visitors from commercial visitors without asking the individuals directly. This was not in the scope of the study methodology, and as such, residential buildings which accomodate residential visitor parking in a commercial parking area or do not differentiate residential visitor spaces from other parking spaces were not surveyed.
- Somes sites were unable to be counted due to construction occurring on the property, or other temporary conditions that reduced the residential visitor parking supply. For example, construction occurring in residential parking areas which cause displaced residents to use residential visitor parking instead.
- The data collection methodology for the historical studies varies in count frequency, day of week, and/or time of day. The data collection methodology for new studies was standardized as per the study characteristics listed in **Section 2.4**.

3.1.2 Overall Site Characteristics

As is detailed in **Section 2.0**, among the 69 studies included in this study, the sites can be categorized based on residential tenure, Toronto Community Council Area, distance from higher order transit, type of parking cost, and the Parking Zone as currently located in Zoning By-law 569-2013. In **Table 2**, the number of studies in each category is summarized to illustrate the breadth of study sites and locations included in the study.

Table 2 Study Characteristics

Category	Variable	Number of Studies	Percentage of Studies
Tenure	Rental Apartment	44	64%
Tenure	Condominiums	24	35%
Tenure	Rental Apartment and Condominium	1	1%
Community Council Area	Etobicoke York	18	26%
Community Council Area	North York	23	33%
Community Council Area	Toronto & East York	20	29%
Community Council Area	Scarborough	8	12%
Within 400m of Higher Order Transit (Radial Distance, +- 50 metres)	Yes	31	45%
Within 400m of Higher Order Transit (Radial Distance, +- 50 metres)	No	38	55%
Parking Cost	Free Parking	61	89%
Parking Cost	Commercial Lot Paid Parking	3	4%
Parking Cost	Commercial Lot Paid Parking (with Designated Residential Visitor Spaces)	4	6%
Parking Cost	Paid Visitor Parking	1	1%
Parking Zone (per Zoning By-law 569-2013)	Parking Zone A	32	46%
Parking Zone (per Zoning By-law 569-2013)	Parking Zone B	6	9%
Parking Zone (per Zoning By-law 569-2013)	All Other Areas	29	45%

3.2 Residential Visitor Parking Trends

3.2.1 Overall Study Results

Overall residential visitor peak demand results are summarized in **Table 3** and **Table 4** and illustrated over a map of the City of Toronto in **Figure 4**.

Key findings for the historical studies are outlined below:

- Overall residential visitor parking demand rates ranged from 0.02 spaces / unit on the low end and 0.26 sps / unit on the high end.
- Average residential visitor parking demand was observed to be 0.08 spaces / unit.
- Median residential visitor parking demand observed to be 0.08 spaces / unit.
- 85th percentile residential visitor parking demand was observed to be 0.12 spaces / unit.
- 95th percentile residential visitor parking demand was observed to be 0.15 spaces / unit.
- The highest observed residential visitor parking utilization in comparison to supply was 115% (77 parking spaces) for a rental apartment building that had a residential visitor parking supply of 67 spaces serving 1121 units located near Main St / Danforth Ave.
- The lowest observed residential visitor parking utilization in comparison to supply was 30% (15 parking spaces) for a condominium building that had a residential visitor parking supply of 50 spaces serving 363 units located near Kennedy Rd / Sheppard Ave.

Table 3 Historical Study Summary Results

Summary Statistic	Units	Total Vis Parking Supply	Total Vis Parking Supply (rate)	Peak demand (#)	Peak demand (rate)	Parking Utilization
Minimum	37	3	0.03	2	0.02	30%
Average	409	46	0.11	33	0.08	75%
Median	368	34	0.11	24	0.08	73%
85th Percentile	696	79	0.16	55	0.12	100%
95th Percentile	1123	112	0.21	88	0.15	100%
Maximum	1214	176	0.26	145	0.26	115%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

Key findings for the new studies are outlined below:

- Overall residential visitor parking demand rates ranged from 0.01 spaces / unit on the low end and 0.10 sps / unit on the high end.
- Average residential visitor parking demand was observed to be 0.06 spaces / unit.
- Median residential visitor parking demand observed to be 0.05 spaces / unit.
- 85th percentile residential visitor parking demand was observed to be 0.08 spaces / unit.
- 95th percentile residential visitor parking demand was observed to be 0.09 spaces / unit.
- The highest observed residential visitor parking utilization in comparison to supply was 117% (21 parking spaces) for a rental apartment building that had a residential visitor parking supply of 18 spaces serving 382 units located near Bayview Avenue / Sheppard Avenue East.
- The lowest observed residential visitor parking utilization in comparison to supply was 20% (5 parking spaces) for a rental apartment building that had a residential visitor parking supply of 25 spaces serving 186 units located near Birchmount Road / Sheppard Avenue East.
- The newer studies conducted this year yielded lower visitor parking demand rates in comparison to the historical studies, on average and measured by median.

Table 4 New Study Summary Results

Summary Statistic	Units	Total Vis Parking Supply	Total Vis Parking Supply (rate)	Peak demand (#)	Peak demand (rate)	Parking Utilization
Minimum	112	8	0.01	5	0.01	20%
Average	375	37	0.10	20	0.06	67%
Median	384	31	0.10	20	0.05	70%
85th Percentile	622	65	0.13	31	0.08	100%
95th Percentile	660	69	0.19	38	0.09	108%
Maximum	681	72	0.24	47	0.10	117%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

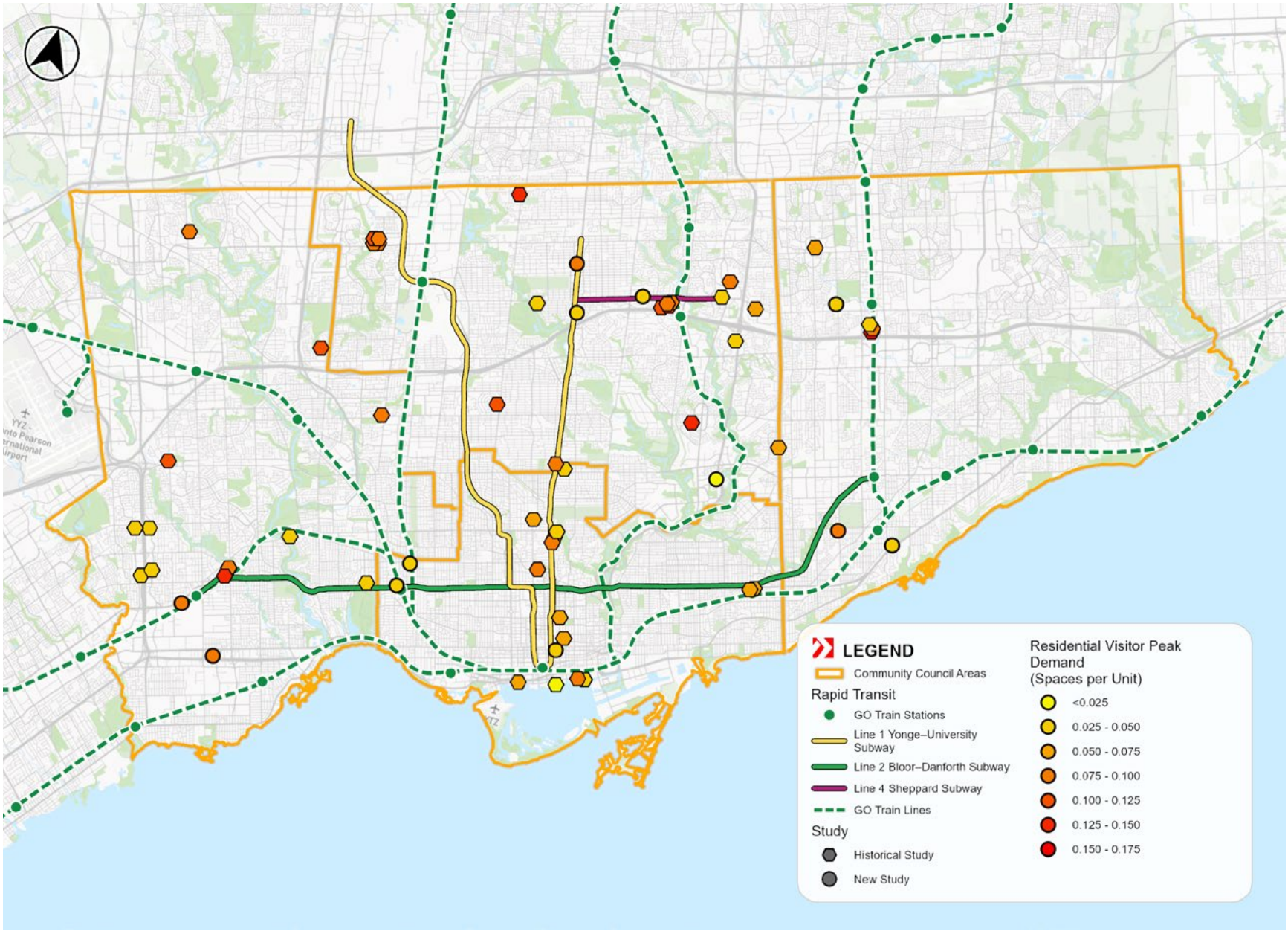

FIGURE 4 RESIDENTIAL VISITOR PEAK PARKING DEMAND

3.2.2 Spatial Relationships

3.2.2.1 Community Council Areas

Residential visitor parking demand rates in comparison to community council areas is summarized in **Table 5**. On average, residential visitor demand varies across the different community council areas in the city, with Toronto & East York having the lowest demand and percent occupancy averages, and Etobicoke York having the highest demand and percent occupancy averages. Notably, parking supply average was highest in Scarborough.

Table 5 Community Council Areas

Community Council Area	Number of Studies	Supply Average	Peak Demand Average	Percent Occupancy Average
Etobicoke York	18	0.12 sps/unit	0.096 sps/unit	82%
North York	23	0.11 sps/unit	0.079 sps/unit	79%
Toronto & East York	20	0.10 sps/unit	0.056 sps/unit	61%
Scarborough	8	0.13 sps/unit	0.076 sps/unit	62%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

3.2.2.2 Parking Zones

Residential visitor parking demand rates in comparison to parking zones (as defined by Zoning By-law 569-2013) is summarized in **Table 6**. There does not appear to be a distinct trend between the three parking zones; peak demand rate averages in Parking Zone A and Parking Zone B were comparable, while slightly higher in all other areas of the City.

Table 6 Parking Zones

Parking Zone	Number of Studies	Supply Average	Peak Demand Average	Percent Occupancy Average
Parking Zone A	32	0.11 sps/unit	0.072 sps/unit	67%
Parking Zone B	6	0.12 sps/unit	0.068 sps/unit	76%
All Other Areas	31	0.11 sps/unit	0.084 sps/unit	76%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

3.2.2.3 Proximity to Higher-order Transit Stations

Residential visitor parking demand rates in comparison to proximity to higher-order transit stations (TTC subway and GO train stations) is summarized in **Table 7**. On average, proximity to higher-order transit stations appears to have a minor effect on residential visitor parking demand, with buildings located within 400m providing more parking (among the entire survey dataset) but having lower peak demand ratio and percent occupancy than buildings not located within 400m of higher order transit stations.

Table 7 Within 400m of Higher Order Transit

Within 400m of Higher Order Transit	Number of Studies	Supply Average	Peak Demand Average	Percent Occupancy Average
Yes	31	0.12 sps/unit	0.069 sps/unit	64%
No	38	0.11 sps/unit	0.083 sps/unit	81%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

3.2.3 Condominium and Rental Apartment Comparison

A comparison of condominium and rental apartment study results are summarized in **Table 8**. The average residential visitor parking supply and demand rates for rental apartments are lower than condominium demand, although the percentage of supply that was occupied was lower at condominium buildings.

Table 8 Tenure

Tenure	Number of Studies	Supply Average	Peak Demand Average	Percent Occupancy Average
Rental Apartment	44	0.10 sps/unit	0.074 sps/unit	78%
Condominium	24	0.13 sps/unit	0.083 sps/unit	64%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.
2. One site was both condominium and rental apartment and thus demand for the individual unit types could not be determined. This site has been excluded from this table.

3.2.4 Monetary Cost of Parking

Residential visitor parking demand rates in comparison to residential visitor parking cost is summarized in **Table 9**. On average, cost of parking has effect on residential parking demand, with buildings that provide free parking having a much higher parking demand over buildings who provide paid residential visitor parking or residential visitor parking in a paid commercial lot. We note, however, that the sample sizes of sites with paid parking are limited within this study.

Table 9 Visitor Parking Cost

Cost of Parking	Number of Studies	Supply Average	Peak Demand Average	Percent Occupancy Average
Free	61	0.11 sps/unit	0.079 sps/unit	76%
Commercial Lot Paid Parking	3	0.10 sps/unit	0.068 sps/unit	69%
Commercial Lot Paid Parking (with Designated Residential Visitor Spaces)	4	0.16 sps/unit	0.068 sps/unit	47%
Paid Visitor Parking	1	0.13 sps/unit	0.027 sps/unit	20%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

This study includes 69 parking utilization surveys across the City of Toronto and included in the dataset are a number of 'clusters' of sites that have been surveyed that can be compared based on their different characteristics. One example of this is residential buildings with a form of paid visitor parking or free visitor parking; by isolating these buildings together in clusters with similar transportation context due to close proximity, a case study analysis can be undertaken to determine whether parking cost has localized impact.

In **Table 10**, localized comparison of buildings which provide paid and free parking are listed, to facilitate direct comparison.

In three of the four localized case studies, requiring payment for parking appears to disincentivize the usage of residential visitor parking to some extent; i.e. the sites with free parking have higher parking demand rates. This is discussed further in **Section 4.2.1**.

Table 10 Case Study: Localized Parking Cost Comparisons

Cluster Area	Major Intersection	Parking Cost	Supply Ratio	Peak Demand Ratio	Peak Occupancy
1	Main St / Danforth Ave	Commercial Lot Paid Parking	0.06	0.06	100%
1	Main St / Danforth Ave	Free	0.06	0.07	115%
2	Consumers Rd / Sheppard Ave E	Free	0.09	0.07	81%
2	Birchmount Rd / Sheppard Ave E	Paid	0.13	0.03	20%
3	Jarvis St / Dundas St E	Commercial Lot Paid Parking	0.1	0.04	39%
3	Jarvis St / Dundas St E	Free	0.15	0.05	32%
4	Kipling Ave / Dundas St W	Commercial Lot Paid Parking (with Designated Residential Visitor Spaces)	0.24	0.08	33%
4	Islington Ave / Bloor St W	Free	0.19	0.14	72%
4	Islington Ave / Bloor St W	Free	0.10	0.09	90%
4	Islington Ave / Bloor St W	Free	0.14	0.08	62%

Notes:
1. Occupied Units were used to calculate peak demand instead of total units when information was available.

3.2.5 Relationship between Parking Supply and Parking Demand

One straightforward fact that underpins all measurement of parking demand is that for a parking facility to be measured with parking utilization (and therefore, parking demand), there must be parking supply. Further, the amount of parking supply available dictates, to some extent, the potential for quantity of parking demand; parking must first be available to generate parking demand.

Given that this study includes 69 parking utilization surveys across the City of Toronto, there is a considerable sample size for which the statistical relationship between parking supply and parking demand can be measured.

Figure 5 illustrates the direct statistical relationship between residential visitor parking supply and demand. The relationship is statistically significant, with an R^2 value of 0.43. Notably, there is a clear result that as residential visitor parking supply increases, residential visitor parking demand increases.

Another way to measure this relationship – at a finer grain level – is to analyze the statistical relationship between residential visitor parking supply and residential visitor parking occupancy percentage (i.e. parking demand divided by parking supply).

Figure 6 illustrates the direct statistical relationship between residential visitor parking supply rates and occupancy percentage. The relationship is statistically significant, with an R^2 value of 0.1997; this is notably lower than the R^2 value investigating the relationship between residential visitor parking supply and demand (i.e. 0.43). Notably, sites with lower parking supply rates are more likely to have instances where demand equals supply (i.e. 100% occupancy; or the parking facility is “full”). Conversely, sites with higher parking supply rates are more likely to have instances with proportionally lower parking occupancy percentages. However, the results with this relationship are more varied; there are several sites – not singular outliers – whereby sites with low parking supply had low parking occupancy and site with high parking supply were full.

Considered altogether, analyzing the relationship between residential visitor parking supply and demand indicates that the provision of residential parking supply is a clear influence on residential visitor parking demand. While this relationship is not absolute (i.e. the highest visitor parking supplies tends to yield proportionally lower parking occupancy percentages), the relationship is sufficiently present to conclude the provision of residential visitor parking supply can induce residential visitor parking demand.

The concept of induced demand is discussed further in **Section 4.2.4.4**.

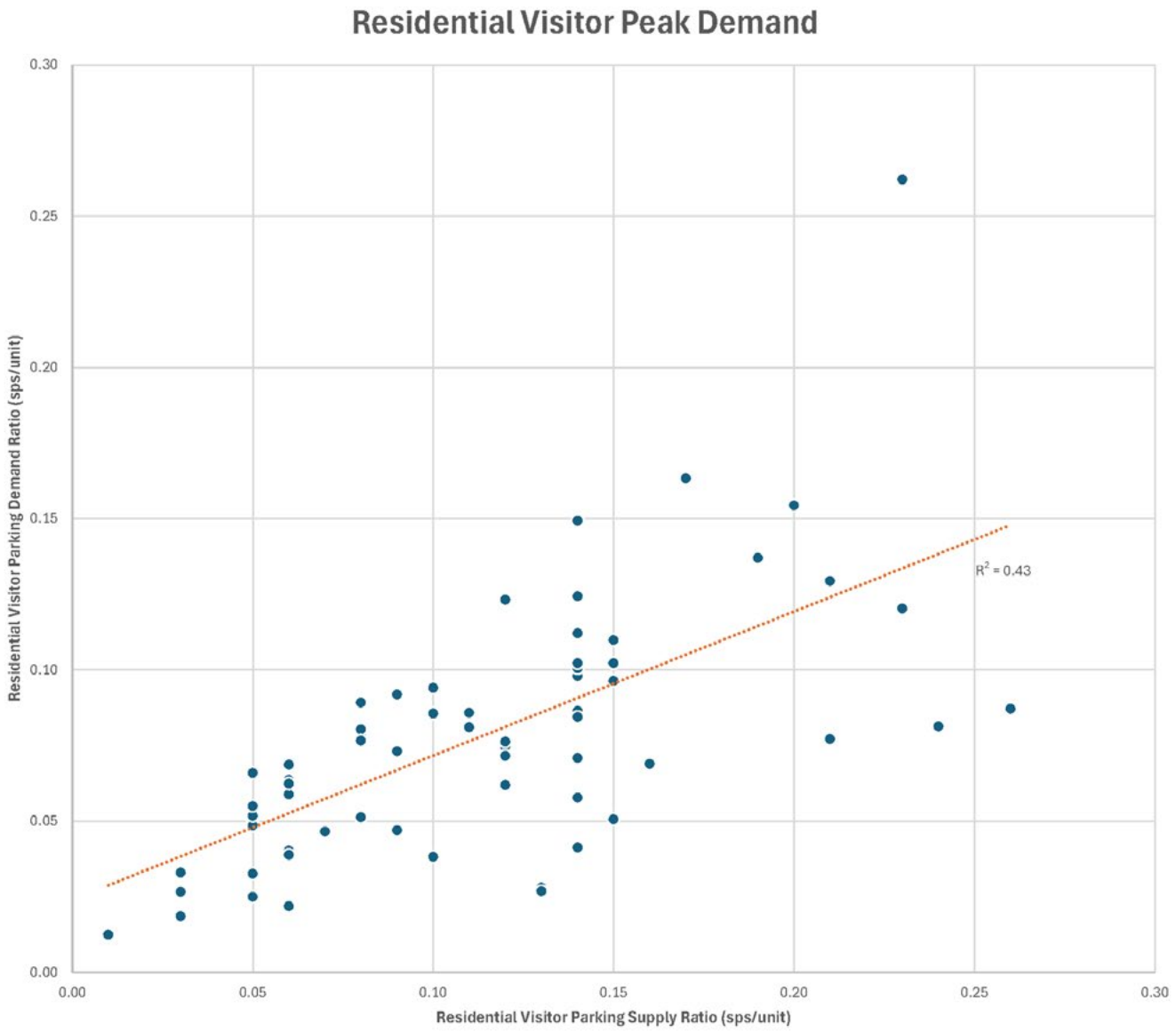

FIGURE 5 PARKING SUPPLY VS. PARKING DEMAND GRAPH

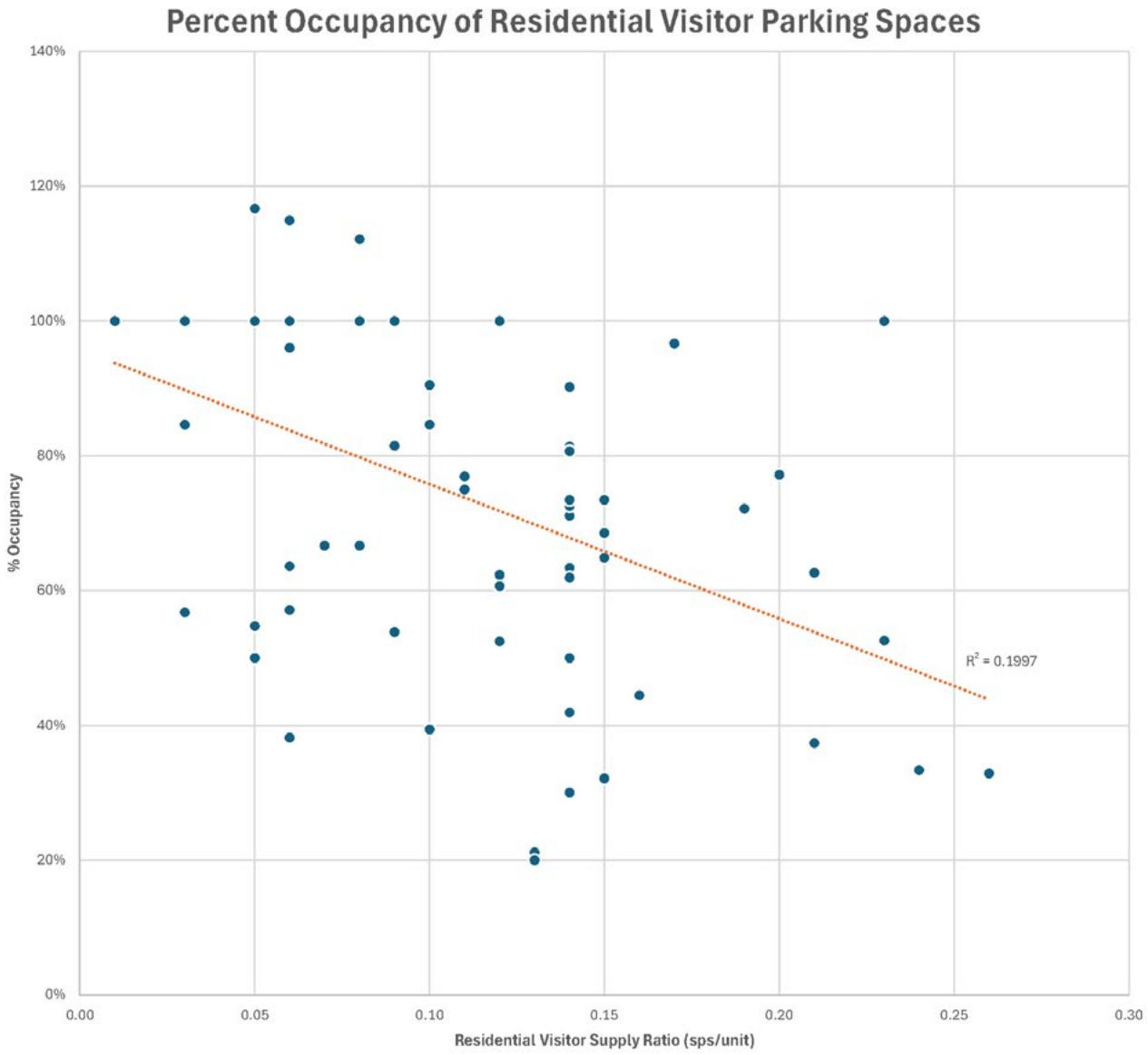

FIGURE 6 RESIDENTIAL VISITOR SUPPLY VS % OCCUPANCY

4.0 RESIDENTIAL VISITOR PARKING RESEARCH CONSIDERATIONS

4.1 Overview

It is important to recognize that there are a multitude of factors influencing parking behaviour and, therefore, parking demand. Additionally, the provision of parking itself and the amount of parking being provided on-site have direct and indirect social, economic, and environmental impacts. Understanding these factors and outcomes is necessary to provide informed decisions regarding residential visitor parking requirements in the City of Toronto. This information also forms the basis of variety of tools and strategies that can be used to appropriately determine and manage residential visitor parking needs.

This section of the report explores factors that influence parking demand and does not take into account, at this stage, the impact of Ontario Bill 185, *Cutting Red Tape to Build More Homes Act, 2024*. This provincial Act prohibits municipal Official Plans and Zoning By-laws from containing minimum parking requirements, except for bicycle parking, in Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA). On August 15, 2025, the Ontario Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area and Protected Major Transit Station Area boundaries and policies, bringing the policies of Bill 185 into effect for these areas.

All works cited are included in **Appendix F**.

4.2 Parking Factors & Outcomes

This section outlines a variety of factors that may influence a visitor's choice to drive and park at a multi-unit residential building or take alternative travel modes. It also highlights how the provision of residential visitor parking and the amount of residential visitor parking provided at a residential building can have impacts on parking behaviour and other outcomes.

- **Impacts of Parking Price:** The price of parking (e.g., whether parking is paid or free, the cost, etc.) may influence a residential visitor's decision to drive to and park at their destination. At the same time, it is important to recognize that the provision of parking in new residential developments has significant construction and operational costs, discussed as part of the "Impacts of Providing Parking" section.
- **Impacts of Alternative Transportation Options:** The availability of alternative transportation options (e.g., transit, cycling, walking, and ridesharing), and the perceived level of comfort and convenience when using these options, may influence how a residential visitor chooses to travel to their destination. Factors that influence the use of these alternative modes include the time of day, the availability, frequency, and/or quality of the alternative service, and the availability of supportive on-site infrastructure such as visitor bicycle parking.
- **Impacts of Area Parking Opportunities:** The availability of area public parking, whether it be on-street or within a designated parking lot / garage, may influence a residential visitor's decision to drive to their destination. Public parking near residential buildings can provide additional parking capacity during peak events or may even be the sole, intended parking location (e.g., in a downtown context) for residential visitors choosing to drive to their destination.

- **Impacts of Providing Parking:** The amount of parking provided in a residential building or on any site has impacts on environmental health and sustainability, housing affordability, and public health. Notably, an important phenomenon to understand when providing parking is induced demand. The concept of induced demand suggests that additional capacity or supply of a good or service will stimulate corresponding increases in demand. In the context of parking, induced demand suggests that the provision of parking, particularly the provision of abundant parking, will simply increase demand and may not create additional parking availability. The provision of more parking also tends to directly reduce the usage of other modes of transportation such as transit and ridesharing.

4.2.1 Impacts of Parking Price

The requirement to pay to park, irrespective of ancillary land use(s), continues to become increasingly common as a result of greater urbanization and land costs, increased concerns about vehicle traffic costs such as congestion, pollution, and sprawl, and the desire to reflect the true "cost" of building and maintaining parking (Litman, 2024b). Many residential buildings in the City of Toronto enforce paid residential visitor parking. These paid visitor parking spaces have been observed in buildings with dedicated residential visitor parking spaces and in buildings where residential visitors park within shared, commercial parking spaces.

The Victoria Transport Policy Institute (VTPI), a transportation research organization based in Canada and led by Todd Litman, suggests that auto travel behaviour tends to be particularly sensitive to parking price as it is a direct charge (Litman, 2025f). Studies conducted throughout North America have found clear evidence that increased parking prices impact motorist travel behaviour to varying degrees. While these studies do not specifically observe the travel behaviour of residential visitors, the findings of these studies reflect general travel behaviours which can be applied to residential visitors.

As part of a 2001 study based out of Portland's (Oregon) Central Business District (CBD), Hess assesses the effect of free parking on commuter mode choice and parking demand. When parking is free, Hess found that 62% of commuters drove alone, 16% carpooled, and 22% rode transit (Hess, 2001). With the introduction of a $6.00 daily parking charge, 46% drove alone, 4% carpooled, and 50% rode transit. The $6.00 parking fee resulted in an approximate 16% reduction in commuters that drove alone and more than a two-time increase in commuters that took transit. Ultimately, Hess' research shows the strong correlation between increased parking costs and decreased single occupancy vehicle (SOV) trips, per dollar, as illustrated in **Exhibit 1**. The decreased SOV trips were largely attributed to a shift towards transit travel, reflecting the study's location in the CBD (i.e., an urban area with existing transit connectivity).

While it is evident that parking price impacts vehicle travel behaviour, Litman notes that the relationship between the two can be variable, dependent on demographic, geographic, travel choice, and trip characteristics. Generally, Litman suggests that the price elasticity of vehicle trips with respect to parking price is typically –0.1 to –0.3 (Litman, 2024b). This range in price elasticity indicates that a 10% increase in parking fees may reduce vehicle trips by 1 to 3% depending on conditions (Khordagui, 2019; Litman 2025f; Spears et al., 2014; Vaca and Kuzmyak, 2005). These "conditions" may include the availability of other transportation alternatives and other area parking opportunities. For example, when introducing paid parking or increasing the cost of paid parking at a specific location, it is important to note that parking demand (i.e., vehicle trips) may simply shift to another location with cheaper or free parking.

Table 10 Effects of Daily Parking Costs on Mode Choice Probability			
	Mode Share		
Daily Parking Cost	Solo Driver	Carpool	Transit
$0	62 %	16 %	22 %
$1	61 %	12 %	27 %
$2	59 %	10 %	31 %
$3	57 %	8 %	35 %
$4	54 %	6 %	40 %
$5	50 %	4 %	45 %
$6 or more	46 %	4 %	50 %

Exhibit 1. Table 10 from "The Effects of Free Parking on Commuter Mode Choice: Evidence from Travel Diary Data" (Hess, 2001)

Overall, as it relates to residential visitors, parking pricing can have a direct impact on mode choice (shifting from driving to transit), parking location (shifting to cheaper or free parking facilities), and parking duration (Litman, 2024b). The impacts of paid parking are particularly effective in areas where there are abundant alternative transportation mode and parking options.

4.2.2 Impacts of Alternative Transportation Options

Visitor parking demand depends on the demographic and geographic characteristics of the residential areas of both the host and the visitor (Tiesinga, 2021). One of these characteristics is the availability and quality of transportation alternatives to the private vehicle. The following section provides an overview of various alternative transportation options and the factors that influence their perceived quality. To understand how a residential visitor may choose between these options, in practice, a journey mapping exercise is provided in **Section 5.0**.

4.2.2.1 Transit

Public transit can be a strong transportation alternative to the private vehicle, having the potential to reduce residential visitor parking demand. The likelihood of users choosing to travel by public transit depends on the perceived transit quality or transit "level of service" (Litman, 2025a). Level-of-service factors for public transit include the following:

- **Service coverage:** Are there transit services available that connect the origin and destination?
- **Frequency:** How frequent are the transit services? Are these services offered all day, every day or only during peak commuter periods?
- **Speed:** How long is the total travel time compared to other options? Does this journey require multiple transfers?
- **Reliability:** Are they often delays on this transit journey?
- **Vehicle and waiting area comfort:** What type of transit vehicle will the visitor be taking? Will the visitor have a seat and adequate space on this vehicle? Is the waiting area clean, comfortable (e.g., comfortable seats), and have services such as washrooms?

- **User information:** How easily can the visitor find information regarding route options, schedules, and estimated time of arrival?
- **Affordability:** What is the cost of taking transit compared to other travel options (e.g., driving and paying for parking)?
- **Safety and security:** Will there be other people (e.g., other transit riders or staff) around to provide a sense of safety and security? If the transit journey requires transfers, will there be a designated, sheltered, and well-lit waiting area?
- **First-Mile / Last-Mile:** How convenient is the visitor's first-mile trip (i.e., origin to transit service) and the visitor's last-mile trips (i.e., transit service to destination).

When considering the above levels of service, it is important to note that other demographic characteristics (e.g., gender, age, income, number of people travelling) can influence how transit travel is perceived. For example, what is considered a safe journey by one person may not be considered that by another person. Additionally, while a transit journey may be considered comfortable to one person, a family with multiple young children may find it more comfortable to travel by private vehicle where there is guaranteed to be adequate seating and space.

Considerable research has been conducted to understand the relationship between transit travel and automobile travel, particularly when transit travel is improved (e.g., reduced travel time, increased service, etc.). In a 2005 TRB (Transportation Research Board) report, Dowling Associates describes a Portland, Oregon model in which a 10% reduction in transit travel time increased transit ridership by 0.4% to 1.3% and reduced automobile travel by 0.5% to 1% (Dowling Associates, 2005). Another study found that a 10% increase in transit service increased transit ridership by 7% to 11% and reduced automobile trips by 1.5% to 3% (Litman, 2004; McCollom & Pratt, 2004). It is noted that upgrades from conventional bus service to BRT and LRT systems have resulted in even greater increases in transit ridership than predicted by existing models due to the improved convenience and comfort of these vehicles.

In this way, it is evident that the provision of transit, and improvements to transit, have the potential to lower or reduce visitor parking demand. In fact, Litman suggests that public transit travel as well as cycling and walking tend to increase significantly when their service quality is improved. Transit service quality improvements such as more comfortable vehicles, nicer stations, and reduced crowding can increase ridership by 10% to 30%, and about half of this increase comes from automobile travel (Litman, 2025a). Larger shifts can be achieved by implementing other incentives such as increased transit speeds and complementary measures including parking pricing. For example, it is common for municipalities to consider the price of a monthly transit pass in comparison to monthly expenditures associated with owning and operating a private vehicle including insurance, purchasing fuel, and parking costs.

4.2.2.2 Cycling

Cycling as a mode of transportation for various trip purposes is increasing across Canada, also having the potential to reduce residential visitor parking demand. Similar to transit, the likelihood of users choosing to travel by bike depends on the perceived cycling quality or "level of service" (Litman, 2025a). Level-of-service factors for cycling include the following:

- **Infrastructure Availability:** Are there designated bike paths or only on-street, shared riding conditions?

- **Infrastructure Quality:** Are the bike paths well-maintained? Are the bike paths protected and separated from vehicle traffic?
- **Topography:** Does the route consist of many inclines?
- **Bike Parking:** Does the destination provide short-term bicycle parking? Is this bicycle parking secure?
- **Safety and security:** Are the bike paths located along high-traffic corridors or along trails that are not frequently used? What are the adjacent motor vehicle traffic volumes and speeds, if any?

Similar to transit, other demographic characteristics and contextual factors can influence the likelihood of visitors travelling by bike. For example, some visitors may choose not to travel by bike if their journey requires them to cycle in the late evenings or night. Additionally, some visitors may not be able to travel by bike at all due to physical limitations.

Research suggests that non-work trips (e.g., trips taken by residential visitors) in congested areas are most likely to see shifts from auto-related modes to cycling. Frank, et al. (2007) found that increasing auto travel time by 10% for non-work trips was associated with a 2.3% increase in transit ridership, a 2.8% increase in cycling, and a 0.7% increase in walking. As such, expanding and improving the quality of cycling infrastructure proves particularly impactful and important along high-congestion urban corridors and areas where trips by car are not the most efficient due to congestion.

Walking

Walking as a mode of transportation also has the potential to reduce residential visitor parking demand, namely for shorter distance trips. Similar to transit and cycling, the likelihood of users choosing to travel on foot depends on the perceived quality or “level of service” (Litman, 2025a). Level-of-service factors for walking include the following:

- **Infrastructure Availability:** Are there sidewalks / paths and crossing opportunities?
- **Infrastructure Quality:** Are the pathways wide enough to accommodate the expected foot traffic? Are pedestrian crossings signalized and signed with pavement markings?
- **Topography:** Does the route consist of many inclines?
- **Safety and security:** Are there secluded, poorly lit pathways that visitors will be required to take? What are the adjacent motor vehicle traffic volumes and speeds?

Similar to cycling, the likelihood of visitors walking to their destination is also dependent on other factors, such as the time of day and physical mobility. Overall, consistent with transit and cycling, improvements to the service quality of walking can significantly increase the numbers of trips taken on foot (Litman, 2025a). Examples of service quality improvements for walking trips include the following: more and better sidewalks and paths, pedestrian shortcuts, more crosswalks, traffic calming, streetscaping, and comfort features such as shade trees (Litman, 2025a).

4.2.2.3 Ridehailing / Ridesharing

Although ridehailing and ridesharing are auto-related modes of travel, they can impact residential visitor parking demand. Ridehailing and taxi services offer chauffeured automobile travel, dropping off and picking up passengers without needing to park on-site (Litman, 2025c). As such, dedicated parking spaces are not required

for visitors that access the site by ridehailing and taxi services. Factors that influence the use of ridehailing services include service availability, travel time compared to other options, price, perceived levels of safety, and time of day. Furthermore, ridesharing or carpooling allow for multiple vehicle trips to be condensed into one, thereby reducing parking demand as well. Overall, residential visitors can still access their destination by car without driving themselves and without needing a dedicated parking space on-site.

4.2.2.4 Accessibility / Equity

Overall, public transit, cycling, walking, and ridehailing / ridesharing are key transportation alternatives to driving alone. In fact, surveys indicate that many people would prefer to drive less and rely more on alternative modes if these alternative modes had adequate service quality (Litman, 2025a). Furthermore, it is important to note that these alternative modes may be the only travel options for certain people or for certain types of trips. In a typical community, Litman (2014) estimates that approximately 20 to 40% of residents cannot or should not drive due to age, disability, income, or during specific events (e.g., subsequent to drinking alcohol, etc.).

4.2.3 Impacts of Area Parking Opportunities

In addition to alternative transportation options, visitor parking demand can also be influenced by the availability of public parking opportunities in the area. Residential buildings within proximity of an abundance of available commercial parking supply found within public parking lots, public parking garages, or on-street layby parking effectively have additional parking capacity, often in reasonable walking distance, that may reduce on-site visitor parking demand at a residential building. For example, visitors travelling by car may opt to park off-site during peak events (e.g., party room event) or if visitor parking, generally, is limited or not provided within a residential site.

Publicly available commercial parking demand can also be influenced by parking demand generated by daytime office activity if there are offices located nearby, whereas residential visitor parking demand typically peaks during weekday evenings and weekends, when offices are not occupied. In this manner, parking demand generated by residential visitors of local residential buildings is complementary to parking demand generated by office workers associated with offices, because each user group can be expected to use the same public parking at different times of the day and week.

In areas with plentiful area public parking opportunities, such as downtown Toronto, numerous existing and approved residential buildings have completely eliminated on-site parking, including visitor parking, in light of these factors. It is important to note that the residential buildings without visitor parking do not preclude visitors that prefer to or need to drive to the site, but simply require these visitors to park off-site, typically in close walking proximity (and in many cases, across the street).

Local to Toronto, there are several areas of the City where public parking is collectively provided (i.e. as part of public parking lots and garages) at a notably high supply level such that parking supply is perpetually available (i.e. facilities are not “full”).

As part of a recent downtown Toronto development application located near Bay Street and Dundas Street West for a proposed mixed-use development with predominantly residential uses, an investigation of area parking supply was undertaken by BA Group. Within a 500-metre radius (a 5–7-minute walk) of the development site, there were (in March 2025) a total of 14 off-street, publicly available parking facilities that included a total supply

of approximately 3,800 parking spaces, combined. This total does not include and did not attempt to quantify on-street parking. In a geographic location like this with abundant local commercial parking supply – and, importantly, a variety of attractive transportation options including rapid public transit, on-street cycling infrastructure, etc. – visitors of the residential land use could travel to the site without their own private vehicle or they could use the private vehicle and park nearby to the site. It is not essential in this type of condition for visitor parking to be provided within the boundaries of a residential site.

In a similarly densified area – the Yonge and Eglinton urban centre – BA Group conducted parking utilization studies of off-site on-street and off-street public parking in April 2024. The findings of the study were that while public on-street parking was typically at capacity or over capacity in this area, off-street public parking facilities always had parking availability in the aggregate. Among the off-street facilities, of which eight (located in a 250-metre radius) were surveyed with an aggregate total of 1,751 parking spaces, absolute simultaneous peak parking demand was 1,348 parking spaces, or 77% of the available supply. This reflected the peak condition and therefore, at most times of the day, there was substantially more parking available. Further, the peak occurred at 12:00pm on a Thursday which is not the time of day and week when residential visitor parking is expected to peak. During evening and weekend periods, overall parking demand among these eight facilities was approximately 30-50% of available supply, often with 1,000 parking spaces collectively available.

The above two examples are indicative of highly developed urban areas with abundant public parking supply which, at Yonge and Eglinton, was measured to always have parking availability, especially during the times of day and week when residential visitor parking could be expected to peak in demand. In these environments, if a residential building does not provide on-site visitor parking, visitors who elect to drive will have parking opportunities within walking distance.

The journey mapping exercise provided in **Section 5.0** highlights how the availability of area public parking may influence a visitor's mode choice.

4.2.4 Impacts of Providing Parking

The provision of parking, particularly off-street parking in new developments, can have widespread impacts on the physical environment, on public health, and on social economics such as housing affordability. As part of this discussion, it is important to understand that the provision of parking itself can encourage driving. As such, providing additional parking capacity or building an abundance of parking does not necessarily mean that there will always be an available parking space. This concept is known as induced demand.

4.2.4.1 Impact of Parking on the Environment

The environmental impacts of parking are extensive, from both the physical provision of parking and the construction of parking infrastructure. The environmental impacts of surface / above-grade parking are well-documented. Many municipalities have explicitly discouraged the provision of surface parking for many years, including the City of Toronto. As summarized in a CMHC report prepared by the Urban Analytics Institute (2024), the provision of surface parking is associated with exacerbating the urban heat island effect, an increased risk of flooding, surface water pollution, reduction or loss of wildlife habitat, and urban sprawl. While underground parking has been seen as an alternative to mitigate some of these issues (Litman, 2011), underground parking also has several environmental costs (Urban Analytics Institute, 2024).

For example, underground parking construction releases greenhouse gas (GHG) emissions as a result of the soil excavation, transportation, and disposal processes (Urban Analytics Institute, 2024). The soil excavation process releases a considerable amount of carbon into the atmosphere while also releasing additional carbon dioxide from the operation of fuel-burning, heavy machinery. As it relates to the soil transportation, a study of 24 construction projects across Ontario reported that more than 75% of the projects require at least 100 one-way trips (an average travel distance of 65 km) to transport the excess soil they excavate (OSPE, 2016). Furthermore, the transportation of soil can also lead to the spreading of microbiological and chemical contaminants, as well as invasive species (Urban Analytics Institute, 2024). Overall, while underground parking structures may reduce the amount sprawling, paved surfaces in our environments, there are still environmental costs to both. Moreover, the availability of parking (whether it be surface or below-grade) encourages greater auto reliance and vehicle trips, further contributing to GHG emissions.

4.2.4.2 Impact of Parking on Costs / Housing Affordability

Parking is never actually free; the cost of building and maintaining parking is well-documented. As early as the 1990's, Donald Shoup, a renowned urban planner and parking reform pioneer, began publishing research on the costs of parking, including the costs of complying with minimum parking requirements. Shoup argues that minimum parking requirements increase development costs, thereby increasing the cost of the goods and services sold at these locations (Shoup, 1999). This phenomenon still exists in today's economic context. Contemporary research continues to showcase the high costs of providing parking and the potential for these costs to be transferred to potential buyers and renters.

As part of the 2025 Regional Parking Study prepared by Bunt & Associates (Bunt) for Metro Vancouver, financial models were developed to understand how parking supply impacts housing affordability. For buyers and renters of residential buildings, Bunt found that the true cost of a parking stall typically ends up being 1.5 to 1.6 times the initial hard construction cost. With all associated costs factored, Bunt found that the price of a single parking stall modelled in their report ranged from approximately $117,400 to $137,000. Ultimately, these parking costs are reflected in housing costs, reducing housing affordability and putting homeownership out of reach for many. Bunt's economic analysis of a mixed-use development in Vancouver found that the addition of one parking stall per unit could require a household to earn an additional $31,000 to $36,000 annually to qualify for a mortgage.

These costs become an even greater concern when there is an oversupply or surplus of parking (oftentimes the result of historic minimum parking requirements that do not reflect contemporary travel behaviour). Rowe (2013) reports that a multi-family residential building in King County, Seattle experienced an oversupply of parking by 0.4 parking spaces per dwelling. This surplus parking, representing approximately $400,000 of the total development cost, would likely be transferred into the sale price or rent unless the developer absorbed this cost. As parking-related costs are oftentimes embedded generally in price or rent, residents without cars / parking spaces may also be indirectly subsidizing those with cars. In this way, when parking infrastructure is oversupplied, all occupants are subject to higher costs or rents (Urban Analytics Institute, 2024).

The high cost of parking also comes from other factors such as design, insurance, marketing, and administrative overhead (Bunt & Associates, 2025). Bunt found that these cost "multipliers" can raise parking construction costs by 52% to 63%. For example, the design of a parking garage can have significant impacts on construction costs. Mixed-use parking garages often have greater spatial inefficiencies and design challenges compared to parking

garages with one use (e.g., a garage with only resident parking). Parking garages that accommodate both resident and residential visitor parking require physical separation of the two types of parking, commonly through methods such as gate arms, overhead doors, and level separation. All three methods of separation reduce parking capacity and the efficiency of a parking layout as they take up space that would otherwise be used for additional parking.

A parking garage with visitor parking must also provide turnaround spaces (i.e., areas that allow vehicles to turn around at a dead-end), further reducing parking capacity. **Exhibit 2** illustrates the parking layout efficiencies that can be achieved when providing parking for only one use. In this sample parking layout, a total of 20 parking spaces can be created in the shared garage configuration. If this same garage is only intended for one use and does not require a physical separation, an additional four parking spaces (i.e., 20% of the original capacity) can be created. This 20% increase in spatial efficiency can have significant impacts on building costs as it may allow developers to reduce the amount of parking levels they require to achieve their targeted parking supply.

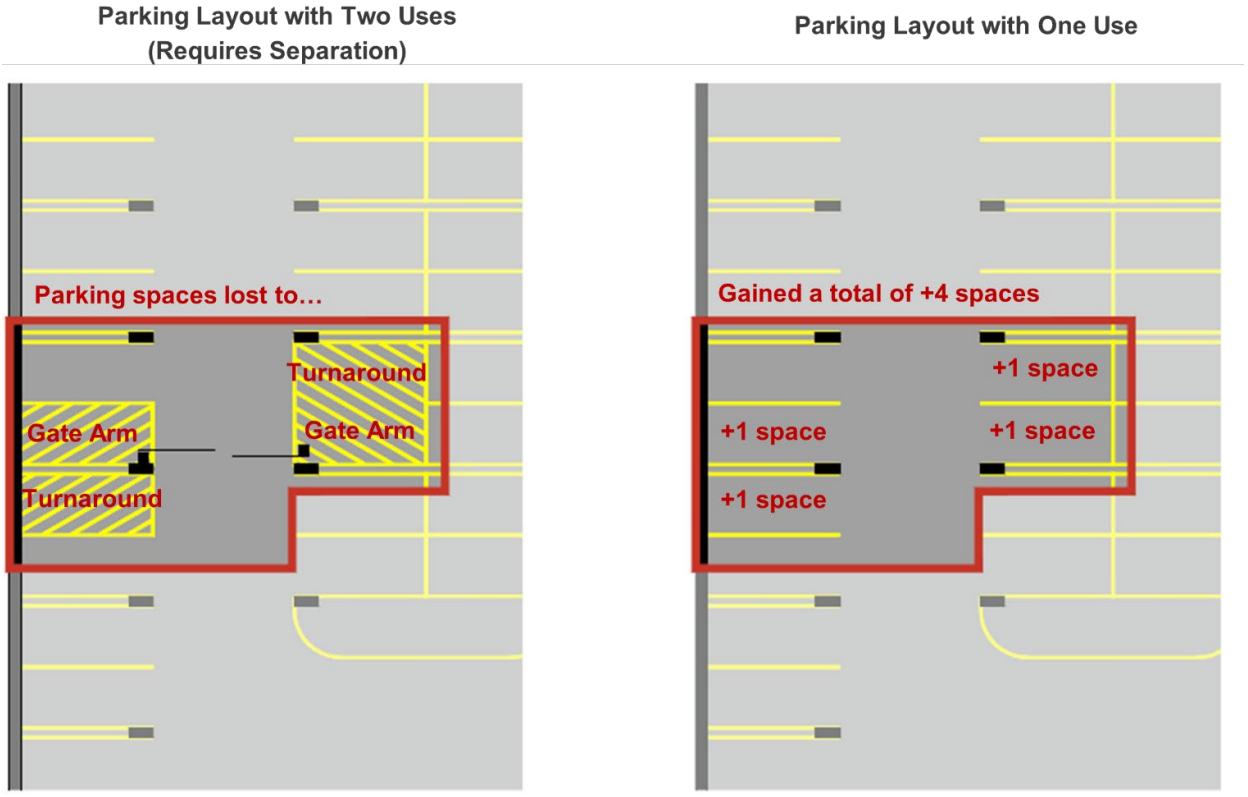

Exhibit 2. Parking Layout Efficiencies

In addition to the costs associated with parking construction, there is also the ongoing, continual cost of operation. Operation costs may include cleaning, maintenance and repairs, lighting, security, access control, enforcement, insurance, labor ,and administration (Litman, 2025b). A 2024 CMHC report prepared by the Urban Analytics Institute (2024) estimates that the annual maintenance cost for one parking space is approximately $575, another cost likely to be passed onto owners and tenants. Considering the high cost of constructing and providing parking, a growing body of research argues that housing affordability can be improved by reducing or even abolishing minimum parking requirements. Construction costs can be cut significantly by reducing or eliminating parking spaces as just one parking space alone can contribute to upwards of $100,000 to a project's construction costs (Bunt & Associates, 2025).

4.2.4.3 Impact of Parking on Individual and Community Health

Parking (particularly an oversupply of parking) can have negative impacts on public health through a variety of "pathways", as suggested by Garber et al. (2024). As illustrated in **Exhibit 3**, car parking may encourage driving and car dependency, increase impervious surfaces, reduce housing affordability, and increase construction-related emissions. While these pathways have already been discussed within this section, Garber et al. highlights how these pathways influence public health outcomes through three public health determinants: environment-related determinants (e.g., greenhouse gases), behavioural determinants (e.g., sedentary lifestyles), and socioeconomic determinants (e.g., homelessness).

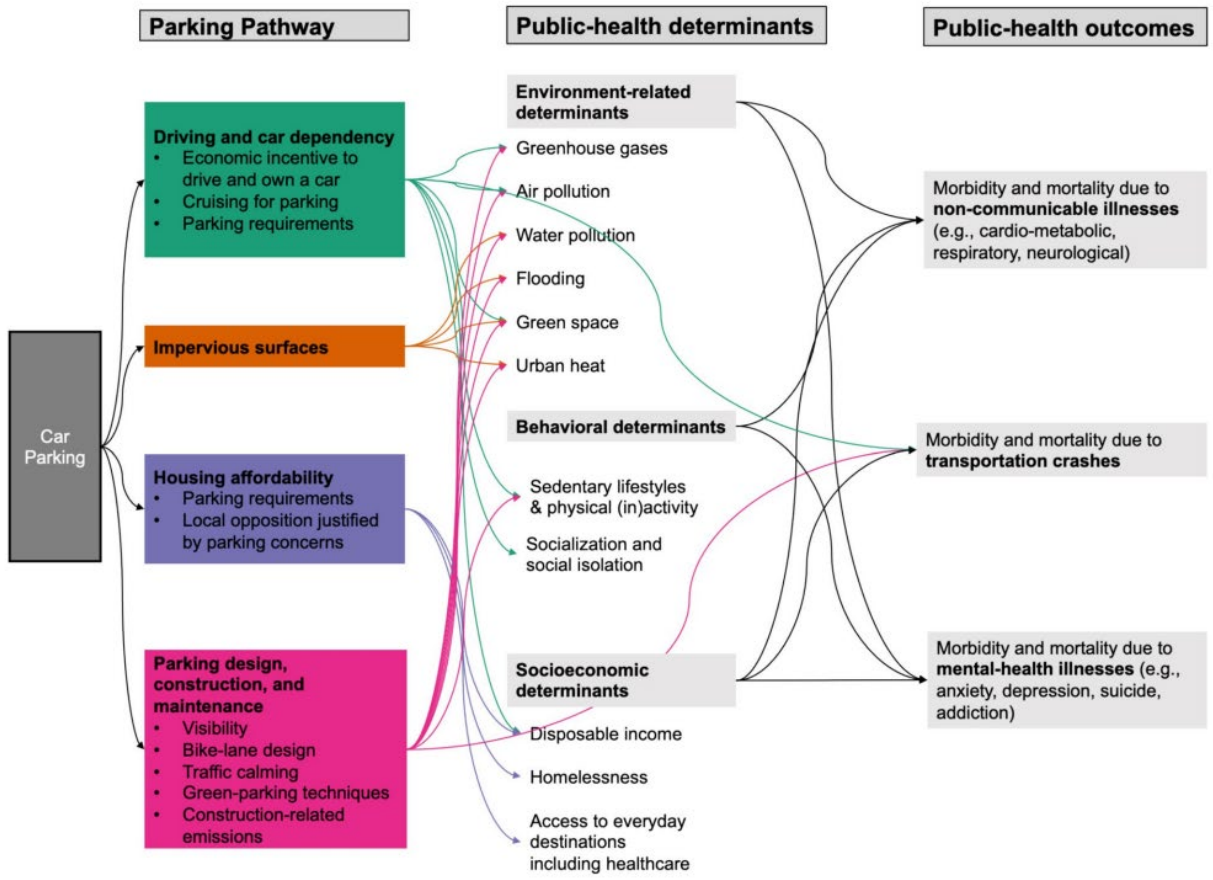

Fig. 1 Four pathways through which parking may affect public health

Exhibit 3. Figure 1 from "Parking and Public Health" (Garber et al., 2024)

Environment-Related Determinants

As previously discussed, the provision of vehicle parking can result in increased greenhouse gases and pollution. Although the most abundant greenhouse gases (i.e., carbon dioxide and methane) do not directly harm human health, the accumulation of these gases exacerbate climate change which has a multitude of negative impacts on human health. Climate change increases the risk of extreme heat (leading to heat strokes, heart attacks, etc.), extreme weather events, climate-sensitive infectious diseases, and food insecurity, all of which can result in illness and mortality (Garber et al., 2024). Air pollution emissions contributed to an estimated 385,000 deaths in 2015, globally (Garber et al., 2024).

Behavioural Determinants

Evidence suggests that the provision of off-street parking encourages more driving, as introduced in **Section 4.2.4.1** and further explored in **Section 4.3.1**. Driving is a sedentary (i.e., non-physically active) behaviour which increases the risk of many non-communicable diseases such as diabetes, cardiovascular disease, and cancer (Garber et al., 2024). The provision of abundant parking and priority of automobile infrastructure may also make active modes of transportation, such as cycling or walking, unappealing or practically impossible for many individuals. These forms of active transportation would otherwise help individuals reach their recommended level of physical activity to significantly reduce morbidity and mortality related to non-communicable disease and mental-health related illnesses.

Socioeconomic Determinants

Lastly, Garber et al. highlights how the provision of abundant parking can reduce housing affordability, an important social determinant of health. The construction of parking is costly and is oftentimes a cost that is passed down to future renters and buyers. Higher housing costs, in extreme cases may result in homelessness, but can also result in individuals compromising on their housing or on other needs / services in ways that impact their health. Due to cost, individuals may be forced to compromise on their dwelling's dimensions, indoor air quality, and neighborhood characteristics, all of which can negatively impact health. Higher housing costs may also result in less income being available for other health-related needs and services.

4.2.4.4 Induced Demand

As introduced in the previous section (3.2.5), an important concept to understand when providing parking is induced demand. Induced demand is "the phenomenon whereby an increase in supply results in a decline in cost and an increase in consumption" (Tate Economic Research Inc., 2023). While this concept has typically been applied to understand how increased roadway capacity contributes to traffic congestion, it can also be applied to the provision of parking. With respect to parking, induced demand suggests that an increase in parking can provide an incentive for use, leading to a self-perpetuating cycle in which increased parking supply leads to increased demand (Tate Economic Research Inc., 2023).

A study of nine mid-size U.S. cities, each surveyed three times between the 1960s and the early 2000s, found that an increase in parking supply from 0.1 to 0.5 parking spaces per person was associated with an approximate 30% increase in automobile mode share (McCahill et al., 2016). Overall, the results of this study showcase how parking supply is one of the most important factors impacting vehicle trips and auto dependency.

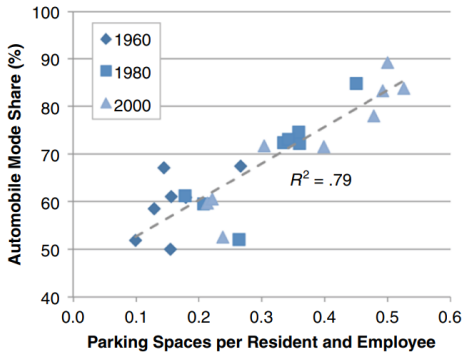

FIGURE 1 Parking provision versus automobile use for those who live or work in a city, 1960–2000 (data not available for Lowell in 1960 or Silver Spring in 1960 and 1980).

Exhibit 4. Figure 1 from "Effects of parking provision on automobile use in cities: inferring causality" (McCahill et al., 2016)

Moreover, evidence suggests that the relationship between parking access and increased driving may hold true regardless of population density. In New York City, the most population-dense city in the United States, Weinberger (2012) found that guaranteed access to off-street parking was associated with more driving, even when population density, transit access, and socioeconomic measures were held constant (Garber et al., 2024). Similarly, based on a review of eight Canadian downtowns, Kuzmyak et al. (2003) found that each 1% increase in downtown parking supply reduced transit ridership by 0.77%. As such, in areas with excellent transit connectivity, parking must be provided strategically to ensure that vehicle trips do not replace transit trips and to ensure that these major transit investments are being utilized to their full efficiencies. Overall, parking must be provided strategically to prevent the distortion of transportation choices, damage to the economy, and degradation to the environment (Shoup, 1997).

4.3 Parking Strategies & Tools

Parking planning is undergoing a paradigm shift in recent years. The old paradigm suggests that parking lots should never fill and that every destination should satisfy its own parking needs (Litman, 2024a). On the other hand, the new paradigm encourages the use of tools and strategies that will result in parking facilities being used most efficiently. This means that parking facilities can fill up, provided that additional parking is available nearby and that any spillover problems can be addressed (Litman, 2024a). Furthermore, under this new paradigm, "too much supply is considered to be as harmful as too little, and prices that are too low as harmful as those that are too high" (Litman, 2024a).

The following section highlights a variety of approaches and tools that should be considered when supplying parking for new developments, including residential visitor parking.

- **No Oversupply of Parking:** Parking requirements in many municipalities overestimate the amount of parking needed on a site and, ultimately, may work against stated municipal goals such as housing affordability, emission reductions, and transit-supportive development. As such, emerging research and

practice suggests that an appropriate parking supply is one that considers a site's context and does not oversupply parking. Instead, there is the notion that any reasonable reduction in parking can be supported (even a provision of zero parking), provided that there are strategies that indicate how parking demand will be managed, if capacity issues arise.

- **On-Site Transportation Demand Management (TDM) Measures:** TDM measures are effective tools that can be used to influence travel behaviour, including vehicle trips and parking. While reduced (or the provision of no on-site) residential visitor parking is, in and of itself, a strong TDM measure, it is best paired with additional TDM measures to ensure other modes of transportation are also supported.
- **Pricing:** Paid residential visitor parking can be used as a tool to strategically control parking demand and reduce parking misuse. Pricing as a tool is especially effective for discretionary trips (which would include residential visitor trips) and in areas where transportation alternatives are plentiful. If properly implemented, paid parking can be used to reduce vehicle trips, improve user parking experience, and provide new revenue.

4.3.1 No Oversupply of Parking

As discussed in **Section 4.2.4**, the provision of parking (whether it be zero parking or an abundance of parking) can have significant impacts on housing affordability, public health, and alternative modes of travel such as transit and cycling. As such, parking strategies and policies should, at their core, make deliberate efforts to prevent an oversupply of parking. Strategies that can help municipalities and developers avoid oversupplying off-street parking in new developments include the use of parking maximums over parking minimums and applying a contingency-based planning approach.

Parking Maximums

It is well-established that minimum parking standards frequently lead to an oversupply of parking. As a response, many municipalities in Canada have eliminated minimum parking standards, replacing them with parking maximums. In the City of Toronto, minimum parking standards were replaced with maximum parking permissions across the City, with the exception of residential visitor parking and accessible parking. The City of Edmonton, through their Open Option Parking policy, completely removed minimum parking requirements for all uses across the City with the exception of accessible parking.

The removal of minimum parking requirements has also been enforced at the Provincial level. In April 2024, the Provincial government introduced the "Cutting Red Tape to Build More Homes Act, 2024" – known as Bill 185 – as new legislation to increase housing and infrastructure development in Ontario. One key change brought on by Bill 185 is that Official Plans and Zoning By-laws are prohibited from requiring minimum vehicle parking supplies in Protected Major Transit Station Areas (PMTSAs) and areas around most major transit stations.

As highlighted by the City of Edmonton, the removal of parking minimums does not necessarily mean that no parking will be provided for new developments. Instead, it recognizes that developers know their parking needs best and have an interest in ensuring these needs are met, an approach which is more likely to avoid an oversupply of parking. In other words, eliminating minimum parking standards allows for greater flexibility in matching supply with demand, something that is particularly important in areas with good access to transportation alternatives (Bunt & Associates, 2025). Furthermore, the removal of parking minimums supports the concept of

"consumer sovereignty", such that households can choose cheaper, parking-free housing rather than paying directly or indirectly for parking spaces they do not need (Litman, 2025d).

Current parking minimums tend to be applied with little consideration for contextual factors that may impact parking demand and reflect the assumption that parking should be abundant and free (Litman, 2025e). This report argues that there is no "optimal" parking supply. Instead, an appropriate parking supply is one that can be supported through travel alternatives and is reflective of various factors such as the type of development being planned and the site's area context, including the availability of transportation alternatives and residential density (MAPC, 2017b; Litman, 2024).

The amount of parking provided on a site can also be a strategic measure to achieve certain social or environment goals. For example, visitor parking at a residential building may be limited to encourage alternative travel choices that reduce congestion and encourage use of area transit and cycling investments. Overall, visitor parking supplies should be reflective of area context and /or mode share goals rather than applying a uniform, blanket value per dwelling (Tiesinga, 2021).

The removal of parking minimums oftentimes elicits concerns regarding accessibility and equity. It is our opinion that limiting visitor parking, and even providing zero visitor parking on a site, does not mean that the site will be inaccessible to those arriving by private vehicle (e.g., people with limited mobility, contractors, etc.). Residential buildings with zero visitor parking spaces will be located in areas where there are an abundance of alternative transportation options and area public parking opportunities. As such, the provision of visitor parking on-site certainly increases convenience, but is not necessarily needed to ensure sites are accessible to all. It is also important to understand that abundant and free parking does not necessarily equate to improved accessibility. Garber highlights how, abundant and free parking can create accessibility for individuals with access to a private car, however, this access is unequally distributed in society (2024). Those with more income and wealth are more likely to own a car and, therefore, can drive as an option of travel. Overall, while parking may confer access, "it is access of the most superficial sort, one that often papers over deeper inequities" (Garber et al., 2023, p. 284).

Contingency-Based Planning

In addition to the removal of parking minimums, City officials can further reduce the oversupply of parking by applying a contingency-based planning approach. Contingency-based planning recognizes that the future is impossible to predict and conditions may change; therefore, it is often best to apply flexible and responsive solutions (Litman, 2020). While current parking practices place a high burden of proof on the developer to justify parking reductions, a contingency-based planning approach would allow for any reasonable reduction to permitted, provided that there is a clear plan demonstrating how to manage expected parking demands and potential on-site parking shortages (e.g., during special events and peak periods).

Oftentimes, parking demands for residential buildings with minimal to no residential visitor parking are met through area public parking opportunities, whether they be off-street or on-street. As discussed in **Section 4.2.3**, commercial uses peak at different times than residential visitors. As such, commercial parking lots / garages are a good option for residential visitors, given that these lots / garages are near the site and can be accessed via non-auto modes of travel (e.g., walking distance). Overall, regardless of the parking management approach taken, the key to their success is ensuring that motorists have clear information about the available, alternative parking options.

Further to off-street parking infrastructure, there is also the opportunity to explore the use of on-street permit parking for residential visitors, where appropriate. Currently, residents and residential visitors of new multi-unit developments in the City of Toronto are banned from the on-street permit system. On the other hand, municipalities across North America have begun to broaden the use of their on-street parking and their on-street residential permit programs. For example, the regional planning agency of Metropolitan Boston ("MAPC") encourages municipalities to explore flexible parking requirements, including allowing on-street parking spaces to count towards off-street parking requirements in certain situations.

In addition, many municipalities in the United States use Parking Benefit Districts (PBDs) as a way to reduce opposition to permit parking and the expansion of permit parking systems. PBDs are well-established programs in the United States in which revenue collected from parking fees in a specific area are reinvested back into the community (Access, 2024). These funds may be used for transportation-related improvement projects such as walking and biking infrastructure, transit services, or improvements to the public realm, such as street trees, benches, and lighting (MAPC, 2017a). While PBDs are typically established in commercial areas, they have also been implemented in residential neighbourhoods (Access, 2024). The introduction of PBDs in residential neighbourhoods would allow non-residents (such as residential visitors) to park in unused resident parking spaces while reducing resident resistance to on-street visitor parking. On the topic of resident resistance, it is important to note that current zoning traditions privilege lower density housing while excluding residents of new multi-unit housing from accessing on-street parking (Taylor, 2020). Instead, this report suggests that all streets should be used as a resource for parking of all types.

4.3.2 On-Site Transportation Demand Management (TDM) Measures

Transportation Demand Management (TDM) is a toolkit of strategies used to influence travel behaviour, ultimately with the goal of creating a more efficient transportation network. TDM strategies, in the context of residential visitor travel behaviour, may strive to do the following:

- Encourage the use of alternate travel modes (transit, cycling, walking) over the private, single-occupant vehicle;
- Increase vehicle occupancy; and
- Reduce vehicle kilometres travelled.

While a reduction to or a complete elimination of residential visitor parking is already, in and of itself, a TDM measure, it is best paired with additional TDM measures to ensure alternative modes of travel are viable and attractive. In practice, TDM strategies typically target resident travel behaviour, however, there are also strategies that may be used to influence residential visitor travel behaviour. These strategies include the provision of bicycle parking, Bike Share stations (in the context of Toronto), and carpool / priority parking.

Travelling by bicycle is a common alternative to the private vehicle. As such, a key TDM measure to encourage travel by bike is the provision of on-site, short-term bicycle parking and amenities such as showers and bicycle repair stations. To be most effective in shifting mode choice, these short-term spaces should be high-quality, convenient to access, and, ideally, weather-protected and secure. In some cases, bicycle parking facilities have substituted for a portion of vehicle parking, particularly when they are implemented as part of a comprehensive bicycle improvement program such as the provision of new cycling facilities in the area (Litman, 2024a).

Furthermore, the provision of on-site or adjacent-to-site Bike Share stations are common for new developments in areas of Toronto with proximity to existing and proposed cycling infrastructure. The provision of a new Bike Share station further expands the ever-growing Bike Share network in Toronto, creating a convenient and cost-effective method of travel for residential visitors that would prefer to cycle. Overall, the provision of on-site bicycle parking and an on-site Bike Share station are two TDM measures that can be provided in conjunction with a reduced residential visitor parking supply to encourage travel by both shared and private bike.

Further to encouraging other travel modes, TDM measures may also strive to reduce vehicle occupancies and, therefore, reduce vehicle trips and parking demand. For example, the provision of priority or preferential parking for carpool vehicles may encourage more residential visitors to travel in groups for greater parking convenience.

4.3.3 Pricing

In addition to on-site TDM measures, another key tool that can be used to influence parking behaviour (e.g., reduce parking demand) is through pricing. Paid residential visitor parking is particularly useful or appropriate to implement in the following scenarios (Litman, 2024):

- Where parking facilities are especially costly or impactful to build within a residential development;
- In areas with excellent alternative transportation options or in areas that want to encourage greater use of transportation alternatives; and
- For discretionary trips (i.e., non-home-based or work-based trips).

For example, paid visitor parking at a subway-adjacent residential building would be an especially effective strategy to encourage more visitors to travel by transit and reduce parking demand. Litman (2024) also highlights that the implementation of paid parking is best done as part of an integrated parking management program that includes clear user information on parking and transportation options, improvements to alternative modes, and adequate, predictable, and courteous enforcement.

Overall, paid parking is an effective tool that can reduce vehicle trips by encouraging shifts towards other modes of travel and by encouraging higher vehicle occupancies (i.e., carpooling). In this way, paid parking can, not only, broadly reduce vehicle reliance and area congestion, but it can also improve user experience and reduce cruising for parking at individual sites. Furthermore, paid parking, including paid residential visitor parking, is one of the most cost-effective tools to influence parking behaviour as it can be introduced with minimal infrastructure.

5.0 JOURNEY MAPPING – RESIDENTIAL VISITORS

To understand how the parking behaviour of residential visitors may be influenced by the considerations discussed in **Section 4.0**, a journey mapping exercise is provided below. The daily considerations of fictional characters are provided along with their personal life context and transportation options; each of these influential factors are considered as part of their decision regarding what transportation mode to use, to be a residential visitor to a mid-rise or high-rise residential building located in Toronto. Further, in some cases, if they are to drive, their decision-making regarding where to park their vehicle is outlined; in some cases the availability of parking influences the choice of transportation mode.

The key takeaway to the theoretical journey mapping exercise provided in this section is that transportation behaviour involves decision making; for many people visiting a residential building in the City of Toronto, their choice of transportation mode is not necessarily "automatic." People make choices based on their personal circumstances, the nature of their visit, and their own personal preferences. These factors are often not considered with as much importance as the transportation and parking characteristics of the residential building to be visited but they are equally as important.

However, as this exercise highlights, residential visitor journeys are not predictable. As a result, there is value to making sure a residential building – and/or the local area that surrounds it – can accommodate different transportation behaviour for its visitors; often different transportation behaviour from the same visitors. In some areas of the City of Toronto, much of this infrastructure and parking availability does not need to be provided within a residential property because the local area in close walking distance already facilitates these options. In other parts of the City, some transportation options may be well facilitated outside of the residential property and some may not be.

The journey mapping exercise highlights the origin and destination characteristics than can influence residential visitor parking demand and its natural variations that may occur from day to day, and hour to hour.

5.1 Journey Profile: Visiting Tyson who lives in Parking Zone A (Downtown)

Tyson is a 20-year-old university student that lives within a 3-minute walk of College Station. He lives in a condominium building that has no visitor parking, however, there are numerous public commercial parking lots and garages available within walking distance of his building.

Tyson's parents are planning to visit him on a Sunday around noon to bring him some home-cooked meals and then to take him out to lunch to celebrate him finishing his exams. Tyson's parents are in their early 50's and live within a 15-minute walk of Eglinton West Station. Tyson's grandmother is currently staying with Tyson's parents while she visits from out of the country. She uses a mobility aid and will also be joining for Sunday's celebratory lunch.

The following section provides an overview of the travel options available to Tyson's parents and how their travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): Tyson's parents do not live within comfortable walking distance of Tyson's building although they are avid cyclists. When weather permits, Tyson's parents occasionally cycle to Tyson's building as it is approximately a 30-minute cycle journey. This door-to-door travel time is usually faster than taking transit and they enjoy making their commute more physically active. Tyson's building also has a nice visitor bicycle parking area that is easy to access and weather-protected.
- Transit: When Tyson's parents are not able to cycle down to Tyson's building (e.g., weather, time of day, etc.), their next mode of choice is public transit. When taking transit, they will either catch the local bus or walk 15 minutes to reach their closest subway station (Eglinton West Station) and then take the subway to College Station using a combination of Line 1 and Line 2, or sometimes using only Line 1 and then walking from Queen's Park Station. This journey takes approximately 40 to 45 minutes, door-to-door.
- Drive: Tyson's parents do not prefer driving to visit Tyson's building as parking downtown is expensive and they prefer to be physically active. Additionally, driving is not necessarily the fastest travel time and depends heavily on time of day and traffic. The journey by car can range anywhere between 20 and 45 minutes. For this trip, they must also consider the mobility needs of Tyson's grandmother.

For this specific trip on Sunday, Tyson's parents have chosen to drive downtown and will park at a nearby commercial parking garage and walk a short distance to Tyson's building. Driving is the most comfortable travel method for Tyson's grandmother and also provides more convenience when transporting items (e.g., home-cooked meals).

A journey map is provided in **Figure 7** that illustrates Tyson's parents' travel behaviour, as described above.

MOM, DAD & GRANDMOTHER

VISITING TYSON Downtown

Tyson's parents and his grandmother are visiting him, Sunday at noon, to bring him home-cooked meals and to have a celebratory lunch after his exams.

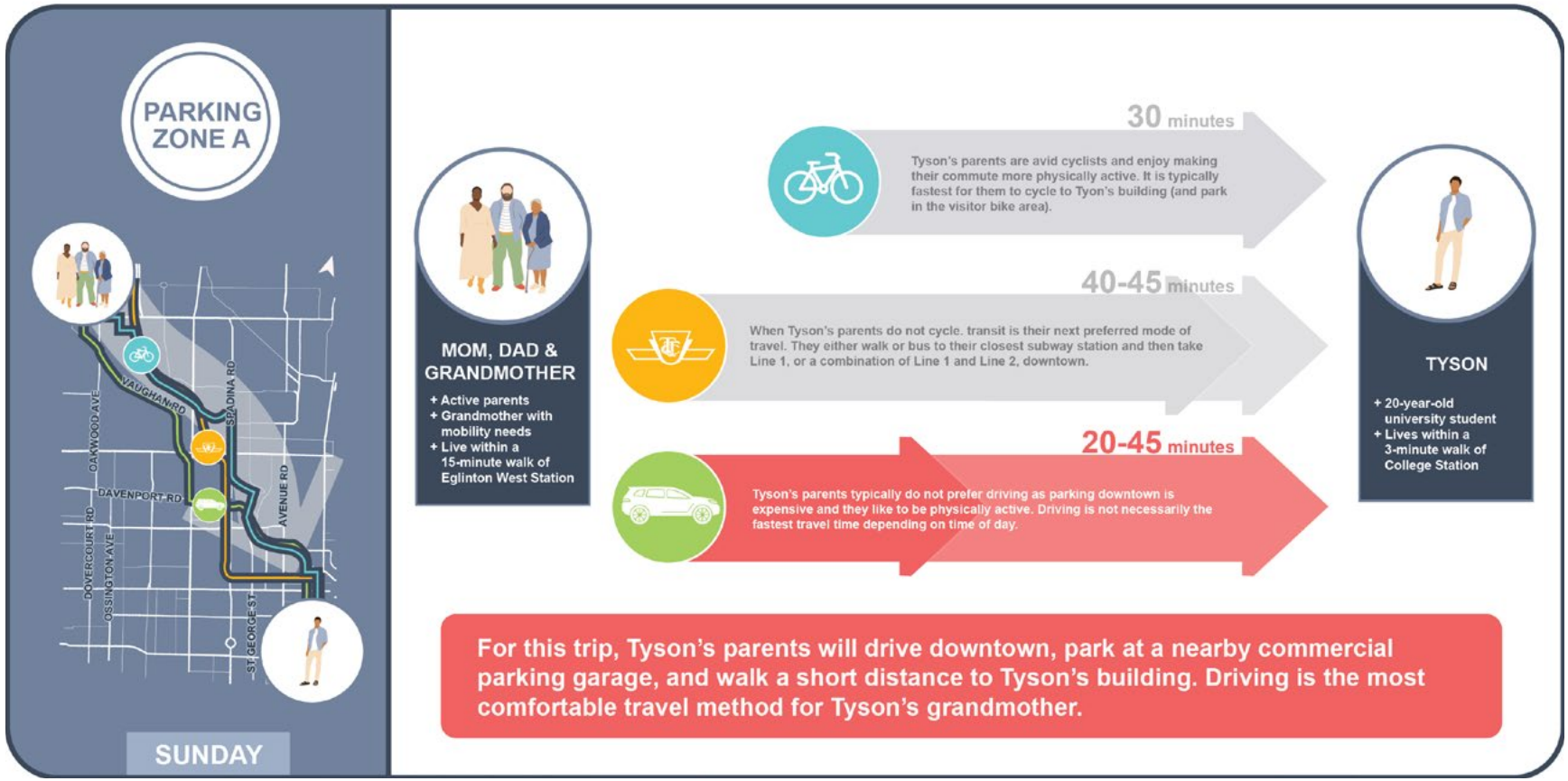

FIGURE 7 VISITING TYSON: PARKING ZONE A (DOWNTOWN)
Mom, dad, & grandmother

5.2 Journey Profile: Visiting the Singh Family who live in Parking Zone A (Subway Adjacent, Outside of Downtown)

The Singh's are a young family with a four-year-old child that live adjacent to Sheppard-Yonge subway station at the interchange of TTC Line 1 and TTC Line 4. Their condominium building provides free visitor parking.

The Singh's have invited the Chen family and the Molisana family over for a playdate on Saturday afternoon. The Chen's are another young family in their 30s with a five-year-old child. The Chen family lives within a 5-minute walk of Royal York Station and were previous neighbours with the Singh family before the Chen's moved to Etobicoke. The Molisana family are in their 30s and do not have children. The Molisana's were also previous neighbours with the Singh family but have since moved to a condominium building located near Don Mills Road and Finch Avenue West.

The Chen Family

The following section provides an overview of the travel options available to the Chen family and how their travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): The Chen family does not live within comfortable walking or cycling distance of the Singh's building. Additionally, the Chen family typically only cycles recreationally and does not view cycling as a viable mode of transportation for any purpose other than exercise.
- Transit: When travelling to destinations directly along the subway line (which would include the Singh family's home), the Chen family tries their best to take public transit as they are located within close walking distance of a subway station (Royal York Station) and prefer to take this mode of travel when they can. The journey from the Chen family's home to the Singh family's condominium building by transit is approximately 55 to 60 minutes, door-to-door.
- Drive: In the past, the Chen family has also driven to the Singh's condominium building for playdates on the weekend. This journey may take anywhere between 30 to 55 minutes, depending on traffic, and is sometimes the most convenient method to travel with their young child. Parking is available on-site, within the Singh family's condominium building, and there are also many area commercial parking lots and garages in walking distance of the Singh's condominium building.

For this specific trip on Saturday afternoon, the Chen family has chosen to drive to and park at the condominium building as there are closures on Line 2 (the Bloor-Danforth subway line) and service will be replaced by shuttle buses. They would like to avoid busy shuttle buses when travelling with their young child and would prefer to keep their travel time to no longer than 1 hour.

A journey map is provided in **Figure 8a** that illustrates the Chen family's travel behaviour, as described above.

CHEN FAMILY

VISITING THE SINGH FAMILY Yonge & Sheppard

The Singh's have invited the Chen family and the Molisana family over for a playdate on Saturday afternoon.

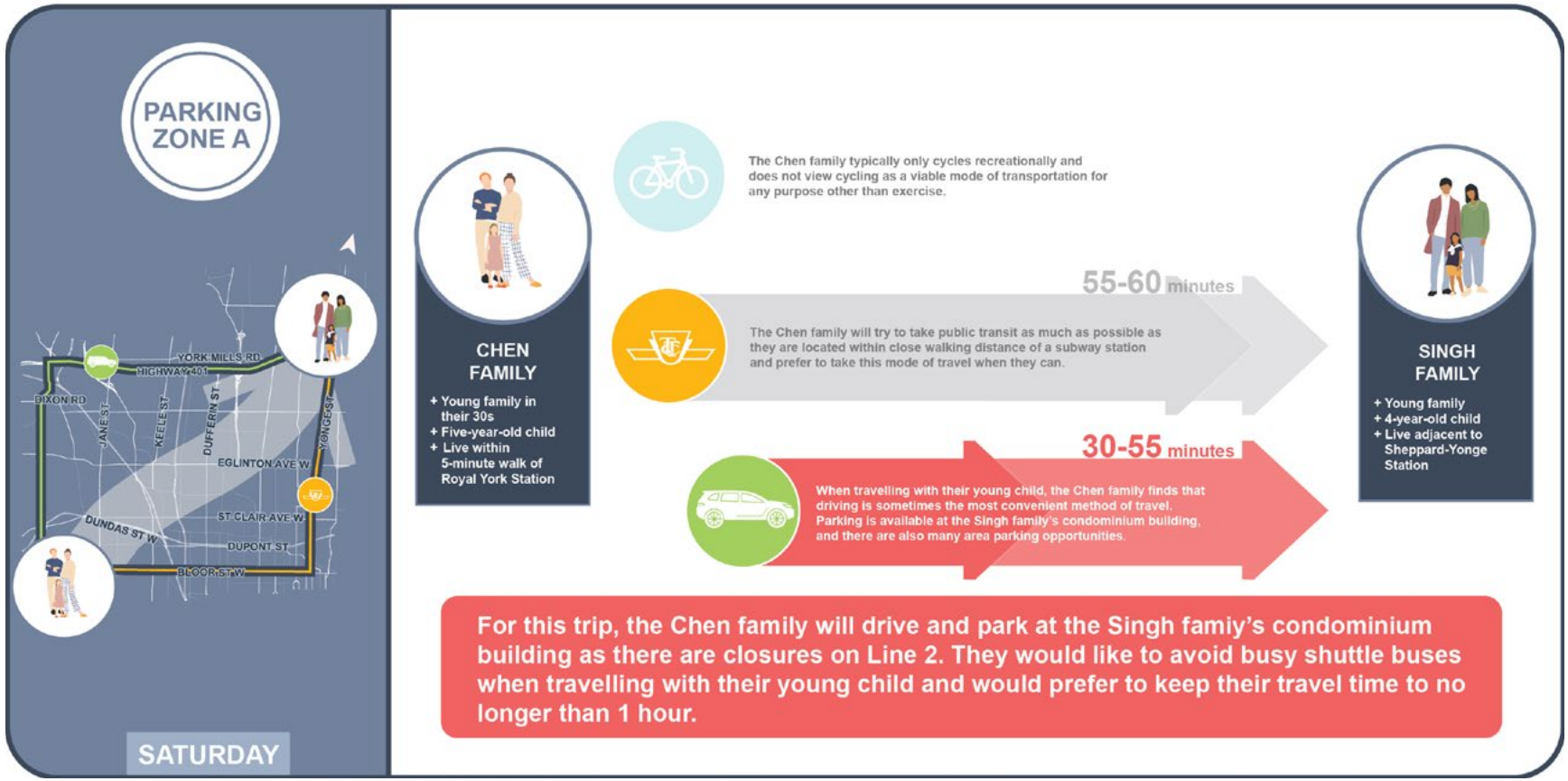

FIGURE 8A VISITING THE SINGH FAMILY: PARKING ZONE A (SUBWAY ADJACENT, OUTSIDE OF DOWNTOWN)

Chen family

The Molisana's

The following section provides an overview of the travel options available to the Molisana family and how their travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): The Molisana's do not live within comfortable walking distance of the Singh's building. However, cycling is a viable option due to several maintained on-street and off-street cycling facilities including the Finch Corridor Trail and the Willowdale Avenue cycle tracks. The Molisana's are active cyclists who occasionally cycle as a commute mode to their respective office jobs. Their cycling journey to visit the Singh's typically takes approximately 30 minutes.
- Transit: The Molisana's primary alternative mode of transportation to cycling is public transit. Local TTC routes are provided along Finch Avenue and Don Mills Road, including express services, which are part of the TTC's "10 Minutes or Better" network with relatively frequent service, and both of these routes provide direct connections to the TTC subway system (i.e. TTC Line 1 and TTC Line 4). The Molisana's are frequent transit users, especially as part of their work commuting activity. Their public transit journey to visit the Singh's would typically take 30 to 40 minutes.
- Drive: The Molisana's share one vehicle but are not keen drivers as they value a healthy and active lifestyle. They try to limit their vehicle driving activity to trips where they will be carrying heavy items; both of the Molisana's play ice hockey recreationally and drive for this activity due to the need to bring their equipment. The driving journey to the Singh's may take 15-25 minutes, depending on traffic. Parking is available on-site, within the Singh family's condominium building, and there are also many area commercial parking lots and garages in walking distance of the Singh's condominium building.

For this specific trip on Saturday afternoon, the Molisana family have chosen to cycle as this is their preferred mode of travel especially on a weekend for a social activity where they do not feel rushed (unlike, at times, the morning commute). While cycling, in this instance, would be a longer journey than driving, the Molisana's view the cycling portion of the day as part of their lifestyle and necessary exercise, and do not mind the added travel time.

A journey map is provided in **Figure 8b** that illustrates the Molisana family's travel behaviour, as described above.

MOLISANA FAMILY

VISITING THE SINGH FAMILY Yonge & Sheppard

The Singh's have invited the Chen family and the Molisana family over for a playdate on Saturday afternoon.

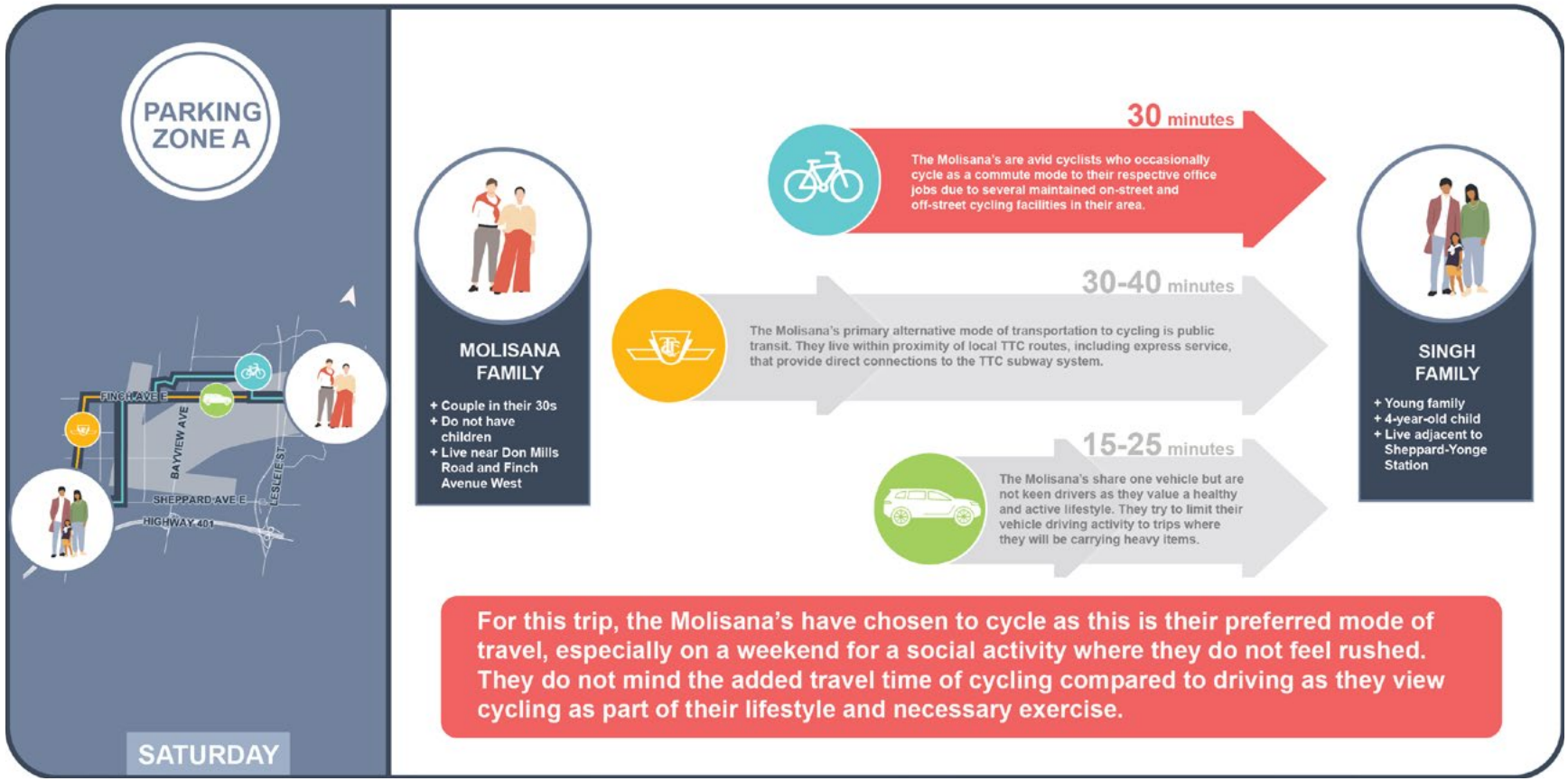

FIGURE 8B VISITING THE SINGH FAMILY: PARKING ZONE A (SUBWAY ADJACENT, OUTSIDE OF DOWNTOWN)

Molisana family

5.3 Journey Profile: Visiting Megan who lives in Parking Zone B

Megan is a 27-year-old woman that lives in Liberty Village in a condominium building. On Friday evening, her brother, her parents, and her partner will be visiting her to celebrate her birthday. They will be going to an early dinner in the neighbourhood and then will be attending a Toronto Argonauts game at BMO field.

Megan's brother, John, is 29 years old and is visiting from his residential building, located within a 10-minute walk from St. Clair Station. Megan's parents are in their 60's and are visiting from their family home in Oakville. Megan's partner, Dani, is a 26-year-old woman that lives with her parents in East York near Danforth Avenue. On most weekends, Dani will visit and stay over at Megan's building for at least one night.

Megan's Brother (John)

The following section provides an overview of the travel options available to Megan's brother, John, and how his travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): John does not live within comfortable walking distance of Megan's condominium building. John typically commutes to work by bike and, therefore, is comfortable biking in the city. When weather permits, he will usually try to visit Megan by bike as her building has a dedicated visitor bicycle parking area. The door-to-door journey by bike is approximately 35 minutes.
- Transit: When John cannot cycle to Megan's building (e.g., weather, carrying bigger items, etc.), he will take public transit. This is not his preferred method of transportation as the journey may take up to 1 hour and the on-street transit routes (e.g., streetcar) are typically delayed, according to John.
- Drive: Megan's brother does not own a car. The journey by car could be anywhere between 25 and 50 minutes. John holds a driver's license and occasionally uses car-share services, but tries to limit this activity as he prefers to use other, more economic and environmentally-friendly travel options.

For this specific trip, early on Friday evening, Megan's brother has chosen to take transit to Megan's condominium building as they will be out late and plan to be drinking. He will likely not get home until late at night. A journey map is provided in **Figure 9a** that illustrates Megan's brother's travel behaviour, as described above.

BROTHER

VISITING MEGAN Liberty Village

To celebrate her birthday, Megan's brother (John), her parents, and her partner (Dani) will be visiting her on Friday evening to grab an early dinner in the neighbourhood and attend a Toronto Argonauts game.

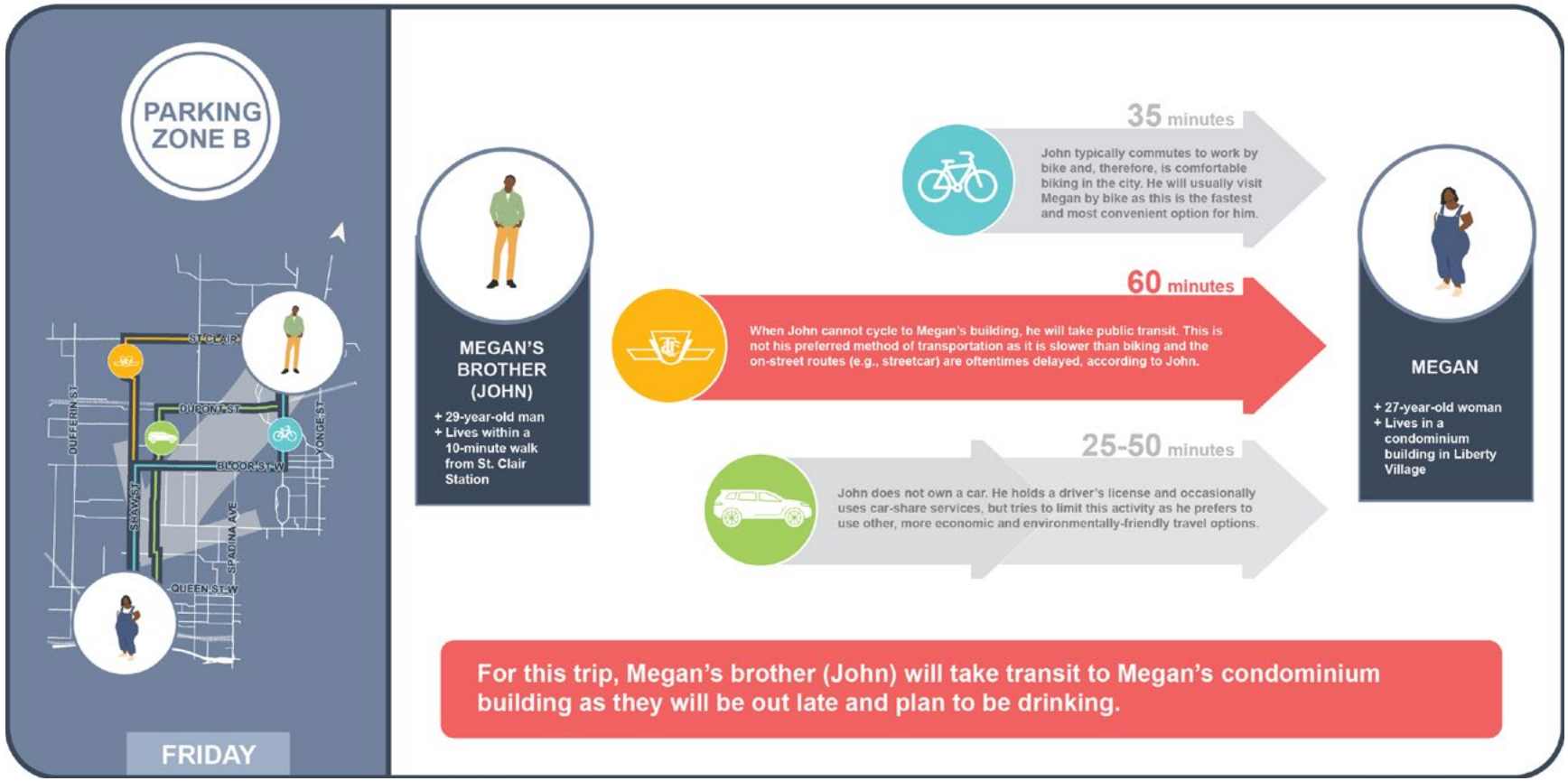

FIGURE 9A VISITING MEGAN: PARKING ZONE B
Brother

Megan's Parents

The following section provides an overview of the travel options available to Megan's parents and how their travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): Megan's parents do not live within walking or comfortable cycling distance of Megan's condominium building. Generally, they are not cyclists.
- Transit: Public transit is not the first-choice mode of travel for Megan's parents. They are used to driving most places and prefer the comfort and schedule of taking their own car. If they were to take transit, they would drive and park their car at Oakville GO station (or take a rideshare service), take the Lakeshore West line to Exhibition GO, and then walk to Megan's building. This journey would take approximately 1 hour. Due to previous frustrations with traffic, they have visited Megan by public transit on a handful of occasions. When Megan's mom visits Megan on her own, she will not take transit as she does not like to take the GO train on her own, especially at night.
- Drive: When they can, Megan's parents will try to travel to Megan's building by car and will park in the free visitor parking at her condominium building. They are used to driving most places, and, therefore, are okay with paying any price for parking. The door-to-door travel time by car can range anywhere between 50 minutes and 1 hour and 40 minutes, depending on traffic. This travel time has led to frustration in the past.

For this specific trip, early on Friday evening, Megan's parents have chosen to take transit to Megan's condominium building as they will be out late and plan to be drinking. A journey map is provided in **Figure 9b** that illustrates Megan's parent's travel behaviour, as described above.

PARENTS

VISITING MEGAN Liberty Village

To celebrate her birthday, Megan's brother (John), her parents, and her partner (Dani) will be visiting her on Friday evening to grab an early dinner in the neighbourhood and attend a Toronto Argonauts game.

FIGURE 9B VISITING MEGAN: PARKING ZONE B
Parents

Megan's Partner (Dani)

The following section provides an overview of the travel options available to Megan's partner, Dani, and how her travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): Megan's partner, Dani, does not live within walking distance of Megan's condominium building. Dani does not cycle often and, therefore, would not consider cycling to Megan's building.
- Transit: Dani will typically travel by transit when visiting Megan at her condominium building. The journey is approximately 1 hour and 10 minutes, travelling usually by a combination of routes including local buses and the Line 2 (Bloor-Danforth) subway. Dani does not mind taking transit to visit Megan as she shares the family car and is used to taking transit for most journeys, including work. As well, for extended visits to Megan (i.e., she stays over for at least one night), she is okay with taking a longer journey.
- Drive: The travel time from Dani's home to Megan's condominium building is approximately 25 to 50 minutes by car. While travelling by car may be twice as fast as taking public transit (when there is no traffic), Dani does not have her own car and shares the car with her family. As such, when she is staying for an extended period of time (i.e., more than one day) at Megan's building, she does not take the car. She will sometimes take the car if she knows she will be returning home late and does not want to take transit home, alone, late at night.

For this specific trip, early on Friday evening, Dani has chosen to take a rideshare service (e.g., Uber, Lyft, etc.) to Megan's condominium building as it will only be a 40-minute journey (i.e., faster than taking transit). Dani is in a rush after work and does not want to be late for the birthday celebration. She will also be staying for the weekend and does not want to keep the car for multiple days. A journey map is provided in **Figure 9c** that illustrates Dani's travel behaviour, as described above.

PARTNER

VISITING MEGAN Liberty Village

To celebrate her birthday, Megan's brother (John), her parents, and her partner (Dani) will be visiting her on Friday evening to grab an early dinner in the neighbourhood and attend a Toronto Argonauts game.

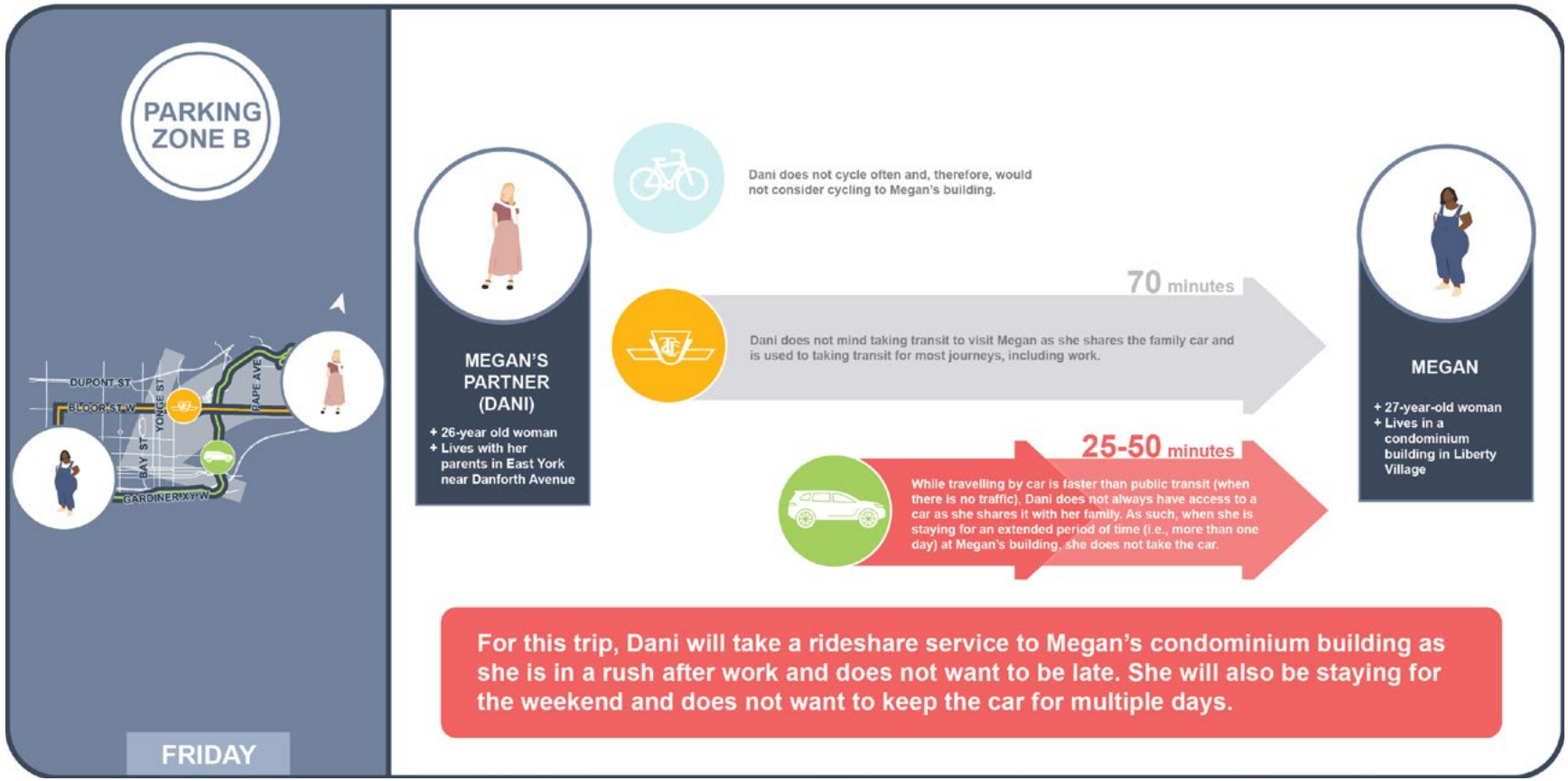

FIGURE 9C VISITING MEGAN: PARKING ZONE B
Partner

5.4 Journey Profile: Visiting Juan and Angie who live in "All Other Areas of the City"

Juan and Angie are a retired couple in their late 60s that live in Scarborough, in the Cliffside neighbourhood. They live in a rental apartment building with paid residential visitor parking. Their friends, Lily and George, another retired couple in their late 60s, are coming to visit from Thornhill on a Tuesday afternoon.

The following section provides an overview of the travel options available to Lily and George and how their travel behaviour is influenced:

- Active Transportation (i.e., Walk and Cycle): Lily and George do not live within walking or comfortable cycling distance to Juan and Angie.
- Transit: Lily and George have never taken or considered taking transit to visit Juan and Angie. Transit options are poor and involve taking multiple transit routes (e.g., combination of local buses, regional buses, and the subway) operated by different transit agencies. Lily and George also have physical mobility challenges that would make this long transit journey (approximately 1 hour and 45 minutes) uncomfortable for them.
- Drive: Lily and George always drive to visit Juan and Angie as driving is the fastest and most comfortable travel option for them. The driving time from Lily and George's home to Juan and Angie's apartment building may range anywhere between 30 minutes to 1 hour and 10 minutes. Additionally, there is usually abundant visitor parking at the building, especially during off-peak, weekday times. If the building's visitor parking does become full, Lily and George know they can park in the neighbourhood, on-street, as they are only staying for a few hours.

On this Tuesday afternoon, as with any day, Lily and George drive and park at Juan and Angie's building as there are no convenient transit options for them and they are not very mobile. A journey map is provided in **Figure 10** that illustrates Lily and George's travel behaviour, as described above.

FRIENDS

VISITING JUAN & ANGIE Scarborough

Juan and Angie invite their friends, Lily and George, for lunch on a Tuesday afternoon at their home in Scarborough.

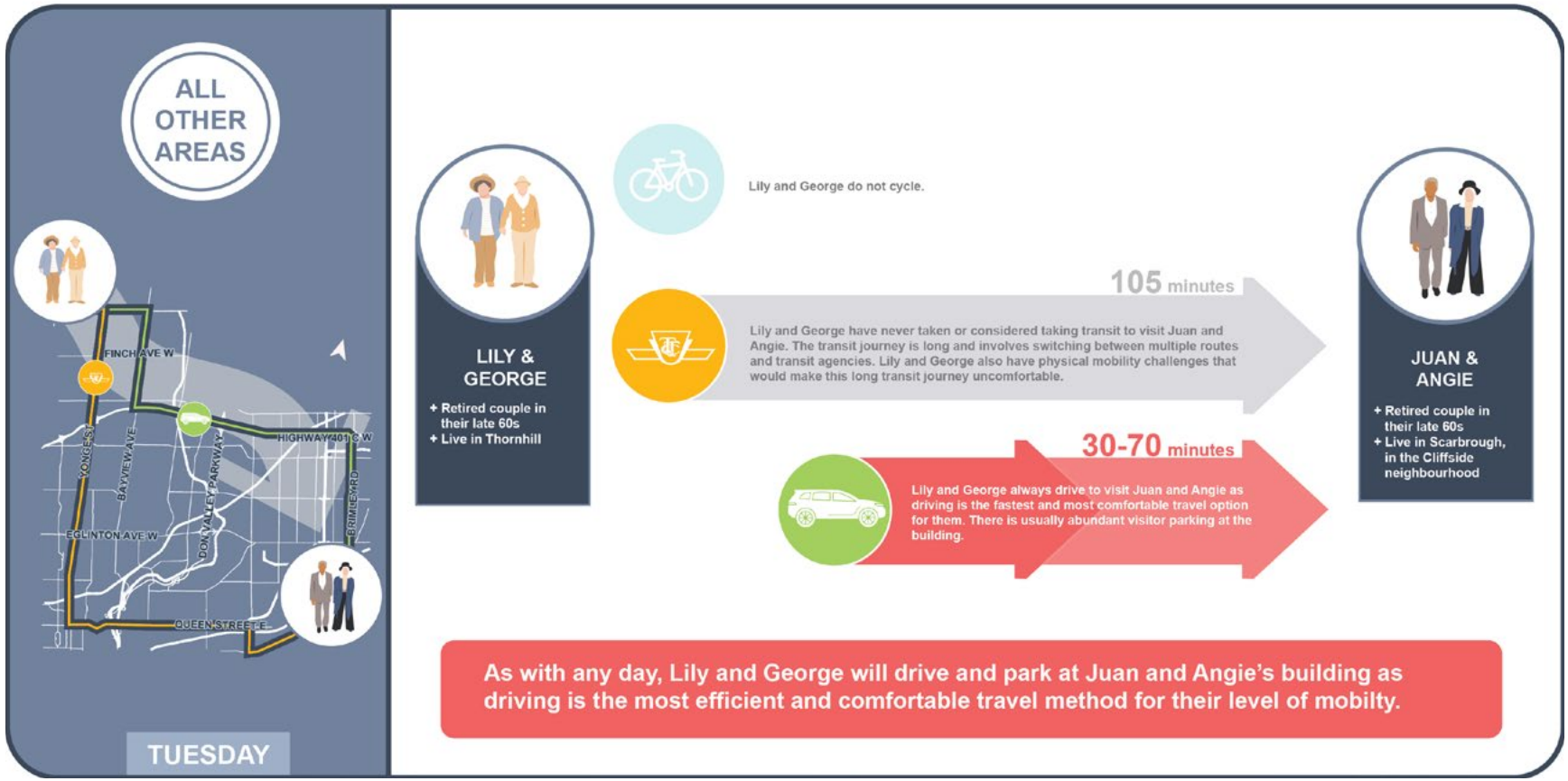

FIGURE 10 VISITING JUAN AND ANGIE: ALL OTHER AREAS

friends

6.0 RECOMMENDATIONS

Based upon the key findings and analyses provided above, in consideration of how residential visitors travel to and from residential buildings in Toronto, and based on BA Group's collective experience in planning and designing residential parking facilities, recommendations are provided herein for the City of Toronto's consideration with respect to minimum visitor parking standards for new development, as included in Zoning By-law 569-2013.

A recommendations list is provided below **(Section 6.5)**, each of which are provided for the City of Toronto to consider as part of consideration of minimum residential visitor parking requirements in Zoning By-law 569-2013.

6.1 Adequacy of Existing Minimum Residential Visitor Parking Requirements

This report provides an extensive list of results for historical and recent residential visitor parking utilization surveys, all of which were conducted by BA Group. Analyzed collectively, the resulting peak visitor parking demand rates (per dwelling unit in a residential building) were found to be highly variable, with many observed peaks that were higher than the minimum residential visitor parking requirements and indeed, some that exceed the maximum residential visitor parking permission of Zoning By-law 569-2013. The findings of the study are placed in context of the minimum residential visitor parking requirements below in **Table 11**.

Table 11 Zoning By-law 569-2013 Visitor Parking Rates & Peak Parking Utilization Summary

Zone	Zoning By-law 569-2013 Minimum Parking Rate	Zoning By-law 569-2013 Maximum Parking Rate	Observed Peak Parking Demand Rates
Parking Zone A (PZA)	2.0 plus 0.01 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth	0.02 – 0.14 sps / unit
Parking Zone B (PZB)	2.0 plus 0.05 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth	0.01 – 0.12 sps / unit
in all other areas of the City	2.0 plus 0.05 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth	0.03 – 0.26 sps / unit

Despite the observations of peak parking utilization exceeding the current minimum parking requirements of the Zoning By-law at some surveyed residential buildings, it is not prudent to interpret this finding as indicative of the need to a) declare that residential visitor parking rate requirements in Zoning By-law 569-2013 are inadequate and b) utilize this finding, alone, to increase the minimum residential visitor parking requirements in Zoning By-law as a result. To increase the minimum residential visitor parking requirements in Zoning By-law 569-2013 based on findings of peak parking utilization exceeding the minimum rates would be a 'reactive' interpretation of this finding.

This report provides research of factors that influence parking demand including parking pricing (or lack thereof), availability of alternative transportation options, impacts of area public parking opportunities, the impact of providing parking at the outset of a development, and induced demand. In fulsome consideration of these factors, the provision of residential visitor parking in a new development should be considered as a 'proactive' transportation planning decision that can have various outcomes that ought to be understood. It follows that increasing minimum residential visitor parking requirements in Zoning By-law 569-2013 would have impacts on transportation behaviour and would have impact on outcomes associated with transportation behaviour.

Therefore, it is our opinion that there are no areas in the City where the minimum residential visitor parking supply required by Zoning By-law 569-2013 is inadequate. There are no areas of the City where increases are recommended to minimum residential visitor parking requirements in Zoning By-law.

Recommendation #1: Do not increase the minimum residential visitor parking requirements in Zoning By-law 569-2013.

Further Rationale for Recommendation #1

Study Bias

An underlying bias to any parking utilization study is that the study would not be conducted if the site did not have any parking supply; there would be no parking utilization to count and no parking demand to measure. Overflow parking impacts (i.e. parking demand of a use on a site overflowing off-site to a different parking facility, like on-street parking) are difficult to assess without person tracing and interviews, which are often not possible or desirable due to privacy concerns.

In the City of Toronto, there are many mid-rise and high-rise residential buildings that do not have residential visitor parking, or do not have dedicated residential visitor parking but have commercial parking supply that can be used for any use, including residential visitor parking. Residential buildings of these types are not included in this study (i.e. because they would never be counted or residential visitor parking demand cannot be isolated) and therefore, there are no measured sites in our database shared in this report that were without *any* residential visitor parking demand.

As a somewhat opposite consideration, there were no surveyed residential buildings that were subject to Zoning By-law 569-2013 after it was amended in 2022 to eliminate minimum parking requirements for most uses and to reduce minimum residential visitor parking requirements (i.e. due to the timing of the initial application), given typical development application and construction timelines, as these types of buildings are not yet constructed. This means that no subject survey sites had a visitor parking supply that matched the present minimum residential visitor parking requirement in Parking Zone A, which is 2 parking spaces plus 0.01 parking spaces per unit, as an example. All surveyed sites had higher visitor parking supply than Parking Zone A and many had higher than Parking Zone B (2 parking spaces plus 0.05 parking spaces per unit).

For further reference, from 2013 to 2022, the minimum residential visitor parking requirements of Zoning By-law 569-2013 were 0.10 to 0.20 parking spaces per unit for apartment buildings (irrespective of tenure), dependent on 'Policy Area' (conceptually similar to the current Parking Zones). In some areas of the City of Toronto, minimum

residential visitor parking requirements were higher, dating back to the Zoning By-laws of the former lower-tier municipalities within Metropolitan Toronto.

The result is that most existing mid-rise and high-rise residential development in Toronto was constructed in accordance with significantly higher minimum residential visitor parking supply than what is required today for new development. While many sites were constructed in accordance with approved reductions, the majority of these reductions were nonetheless still significantly higher than the current requirements.

There are therefore two 'poles' of residential visitor parking supply in Toronto, that physically exist, and that are notably different than the present minimum requirements. The first are buildings that don't have any dedicated residential visitor parking supply which were not included as part of this study because they practically cannot be included in this type of study. The second are buildings with plentiful residential visitor parking supply in comparison to the present requirements of 2 parking spaces plus 0.01 parking spaces per unit and 2 parking spaces plus 0.05 parking spaces per unit; in other words, their parking supplies are much higher than the current requirements. Only one of these two poles are included in this study: the latter. Similarly, there are not a large amount of buildings in the City with residential visitor parking supply in the middle of these two poles, or that match the current minimum requirements.

The result is that most buildings included in the study have significantly higher parking supply than what is required today by Zoning By-law 569-2013. The concept of induced demand typically ensures that if parking is provided, it will be used, which was observed and is detailed as part of this study. Therefore, a fundamental bias in the provided data is that, in consideration of the influence of parking supply on parking demand, a high proportion of the parking supply among surveyed sites in this study was much higher than present day minimum residential visitor parking requirements. It is therefore an expected finding that at many of these sites, parking demand exceeded the present day minimum residential visitor parking requirements.

The recognition of these biases have informed Recommendation #1.

Factors that Influence Parking Demand

A collection of research detailing the multitude of factors that influence parking behaviour, including residential visitor parking demand, is provided in this report.

- **Impacts of Parking Price:** The price of parking (e.g., whether parking is paid or free, the cost, etc.) may influence a residential visitor's decision to drive to and park at their destination. Parking pricing can have a direct impact on mode choice (shifting from driving to transit), parking location (shifting to cheaper or free parking facilities), and parking duration. The impacts of paid parking are particularly effective in areas where there are abundant alternative transportation mode options; if parking is deemed to be prohibitively expensive and another transportation option is deemed to be viable, then a person may use the latter.
- **Impacts of Alternative Transportation Options:** Independent of whether parking is a cost or not, the availability of alternative transportation options (e.g., transit, cycling, walking, and ridesharing), and the perceived level of comfort and convenience when using these options, may influence how a residential visitor chooses to travel to their destination. Factors that influence the use of these alternative modes include the time of day, the availability, frequency, and/or quality of the alternative service, and the

availability of supportive on-site infrastructure such as visitor bicycle parking. It is noted that alternative modes may be the only travel options for certain people or for certain types of trips; upwards of 20 to 40% of residents cannot or should not drive due to age, disability, income, or during specific events (e.g., subsequent to drinking alcohol, etc.).

- **Impacts of Area Parking Opportunities:** The availability of area public parking, whether it be on-street or within a designated parking lot / garage, may influence a residential visitor's decision to drive to their destination. Public parking near residential buildings can provide additional parking capacity during peak events or may even be the sole, intended parking location (e.g., in a downtown context) for residential visitors choosing to drive to their destination. It is also noted that public parking facilities that are clustered in office nodes (e.g. like a Central Business District, like Downtown Toronto) generally peak in parking demand during weekday daytime periods and have lower demand during weekday evenings and weekends which are when residential visitor parking activity can be expected to peak. Therefore, public parking facilities in these types of areas typically have large amounts of parking availability when residential visitors can be expected to use them.
- **Impacts of Providing Parking:** The amount of parking provided in a residential building or on any site has impacts on environmental health and sustainability, housing affordability, and public health. Notably, an important phenomenon to understand when providing parking is induced demand. The concept of induced demand suggests that additional capacity or supply of a good or service will stimulate corresponding increases in demand. In the context of parking, induced demand suggests that the provision of parking, particularly the provision of abundant parking, will simply increase demand and may not create additional parking availability. The provision of more parking also tends to directly reduce the usage of other modes of transportation such as transit and ridesharing. This latter finding was observed in BA Group's historical and more recent parking utilization surveys, as a statistical relationship was found to exist between residential visitor parking supply and demand.

All considered, a parking demand rate cannot be isolated and considered alone (i.e. or "in a vacuum") as there are too many factors to consider that have influence on what a parking utilization rate can be measured at. Two buildings with essentially identical transportation context can be observed with very different parking demand rates based on some of the factors described herein. It follows, then, that any increase to minimum residential visitor parking rate requirements in Zoning By-law 569-2013 may in fact have undesired impact to future parking demand. Rather, if there is desire at a specific site (or city-wide) to reduce parking demand, there are actions to consider that can have this desired outcome, which are described below.

Parking Tools & Strategies

Informed by the factors that influence parking demand, a number of parking tools and strategies are outlined herein that can reduce parking demand in reflection of findings of highly variable residential visitor parking demand observed in this study.

- **No Oversupply of Parking:** Parking requirements in many municipalities overestimate the amount of parking needed on a site and, ultimately, may work against stated municipal goals such as housing affordability, emission reductions, and transit-supportive development. This was recognized in the City of Toronto in December 2021, as approved by City Council, when minimum parking requirements applicable

to most uses were eliminated and residential visitor parking rate requirements were reduced. Emerging research and practice suggests that an appropriate parking supply is one that considers a site's context and does not oversupply parking. Instead, there is the notion that any reasonable reduction in parking can be supported (even a provision of zero parking), provided that there are strategies that indicate how parking demand will be managed, if capacity issues arise. Maximum parking permissions are included in City of Toronto Zoning By-law 569-2013, also in reflection of this goal.

- **On-Site Transportation Demand Management (TDM) Measures:** TDM measures are effective tools that can be used to influence travel behaviour, including vehicle trips and parking. While reduced (or the provision of no on-site) residential visitor parking is, in and of itself, a strong TDM measure, it is best paired with additional TDM measures to ensure other modes of transportation are also supported. It is noted that for residential development, there is typically a focus on resident transportation activity when assessing residential buildings although TDM measures can be directed to residential visitors, to have influence on their travel behaviour and potential demand for parking. TDM measures that can impact residential visitor activity include the supply of parking itself, carpool parking, short-term bicycle parking, bicycle repair stations, bicycle infrastructure funding, and contribution to Bike Share expansion (on-site or off-site).
- **Pricing:** Paid residential visitor parking can be used as a tool to strategically control/influence parking demand and reduce parking misuse and overuse (i.e. duration of stay). Pricing as a tool is especially effective for discretionary trips (which would include residential visitor trips) and in areas where transportation alternatives are plentiful. If properly implemented, paid parking can be used to reduce vehicle trips, improve user parking experience, and provide new revenue. Another benefit of parking pricing is that it is a tool that can influence existing parking activity at a built site; if a site has free parking and overuse, parking pricing can be introduced with minimal infrastructure change as a method to reduce parking demand.

Planning for parking demand at new residential development is best served by consideration of these tools and strategies which can be used to ensure that residential visitor parking demand is effectively controlled to match the residential visitor parking supply that is provided. In this manner, the observed residential visitor parking demand rates in this study can be viewed in context of being "adjustable" with greater effort devoted to parking management, with implementation of these tools.

Recommendation #1 is influenced by consideration of the tools and strategies listed herein; when relatively high parking demand is observed, there is perpetual potential to lower parking demand with implementation of the suite of tools and strategies. Simply increasing minimum residential visitor parking demand rate requirements in Zoning By-law 569-2013 would simply reinforce and/or replicate existing behaviours which, in many cases, is not desirable.

6.2 Need for Minimum Residential Visitor Parking Requirements

There are select areas of the City where, in our opinion, there is not a 'need' for minimum residential visitor parking requirements for new residential development. In effect, the minimum residential visitor parking requirement in these areas should be 'none' or 'zero'. Areas of the City where this would be applicable must simultaneously meet each of the following criteria:

1. The residential development site is located in close proximity to a variety of multi-modal transportation infrastructure options – including rapid transit (i.e. TTC subway, separated ROW light rail transit, GO Stations) and/or on-street cycling infrastructure – that will mean that a significant percentage of visitors to a residential building in the area will travel to the site without a private vehicle and will not need a parking space;
2. The residential development site is located in close proximity to other medium- to high-density residential development, functionally meaning that many visitors to a residential building in the area will be residents of nearby buildings who will walk and not require visitor parking; and
3. The local area has plentiful public (i.e. commercial) parking opportunity for potential visitors to a residential building that will choose to drive, given that they will be able to park near the site and do not require the visitor parking to be within the same building.

Where each of these conditions are present, Zoning By-law 569-2013 should not have any requirement for minimum residential visitor parking. Areas of the City of Toronto that currently meet each of the above criteria include much of Downtown Toronto and the Yonge and Eglinton urban centre.

Recommendation #2: Eliminate minimum residential visitor parking requirements in areas of the City with rapid transit and/or cycling infrastructure, a high density of nearby residential buildings that generate visitors in walking distance, and plentiful local public parking opportunity.

Changes are not recommended to the minimum residential visitor parking requirements of Zoning By-law 569-2013 for lands whereby all three of the above criteria are not simultaneously met.

It's also noted that as other areas of the city evolve, they may ultimately meet each of the three criteria simultaneously and therefore, the elimination of minimum residential visitor parking requirements may be considered for these areas in addition to the initial areas where the criteria are met today.

Further Rationale for Recommendation #2

Availability of Transportation Alternatives that do not Require Parking

Simply put, there are areas in the City of Toronto where, for many potential residential visitors, it may be more convenient, cost-effective, and desirable to not drive to a residential building, and rather to use a ride-share service, take public transit, or cycle. There is a significant amount of traffic in Toronto which is not limited to weekday peak hours and depending on the origin and destination of the journey, another mode of transportation may be deemed to better serve the trip.

In the City of Toronto, there are areas of the City that are well-served by higher order transit options including the TTC subway network and GO Transit. Similarly, well-connected cycling networks (including on-street and off-street routes) are an option to many potential trips. When one or both of these factors is applicable to a trip, residential visitor parking demand can be expected to be lower than what otherwise could be expected.

Residential Development Clustering Producing Visitors in Walking Distance

In highly developed areas of the City of Toronto, there are often many residential buildings that are located in walking distance to other residential buildings. The proximity, in such cases, is likely to produce visitors that can simply walk to their destination, rather than generating residential visitor parking demand. People may make friends with their neighbours or people may self-select to live in a particular neighbourhood because of the proximity to their family and/or friends that may also live there.

In areas of the City of Toronto that have large clusterings of residential development (like downtown Toronto and the Yonge and Eglinton urban centre), this effect will reduce residential visitor parking demand.

Availability of Public Parking in the Area

For residential visitors that choose to drive (which will remain a permanent possibility, as depicted in the Journey Mapping Exercise in **Section 5.0**), the availability of public (i.e. commercial) parking opportunities in walking distance to a residential building can influence residential visitor parking demand at (within) the boundaries of a residential property.

Publicly available commercial parking demand can also be influenced by parking demand generated by daytime office activity if there are offices located nearby, whereas residential visitor parking demand typically peaks during weekday evenings and weekends, when offices are not occupied. In this manner, parking demand generated by residential visitors of local residential buildings is complementary to parking demand generated by office workers associated with offices, because each user group can be expected to use the same public parking at different times of the day and week.

In the downtown Toronto area and the Yonge and Eglinton urban centre, each are highly developed urban areas with abundant public parking supply which, at Yonge and Eglinton, was measured to always have parking availability, especially during the times of day and week when residential visitor parking could be expected to peak in demand. In these environments, if a residential building does not provide on-site visitor parking, visitors who elect to drive will have parking opportunities within walking distance.

Commonality of Elimination of Minimum Residential Visitor Parking Requirement in Toronto

A final reason to eliminate minimum residential visitor parking requirements in particular areas of the City where it is appropriate (i.e. meets each of the three stated criteria above) is that many new residential development projects have been securing approval to provide no residential visitor parking on-site in recent years. This includes examples that predate the City of Toronto policy change approved by Council in December 2021 to eliminate minimum parking requirements (for most uses, with the exception of residential visitor requirements) and predates the applicability of the policies of Ontario Bill 185. The continued maintenance of a minimum residential visitor parking requirement will only result in more approvals, on a site-by-site basis, to eliminate the requirement.

In **Figure 11**, 27 examples of built and/or approved residential (condominium and apartment) development projects where zero residential visitor parking supply was accepted by City staff and/or approved by City Council, the Committee of Adjustment, or the Ontario Land Tribunal (OLT) are shown.

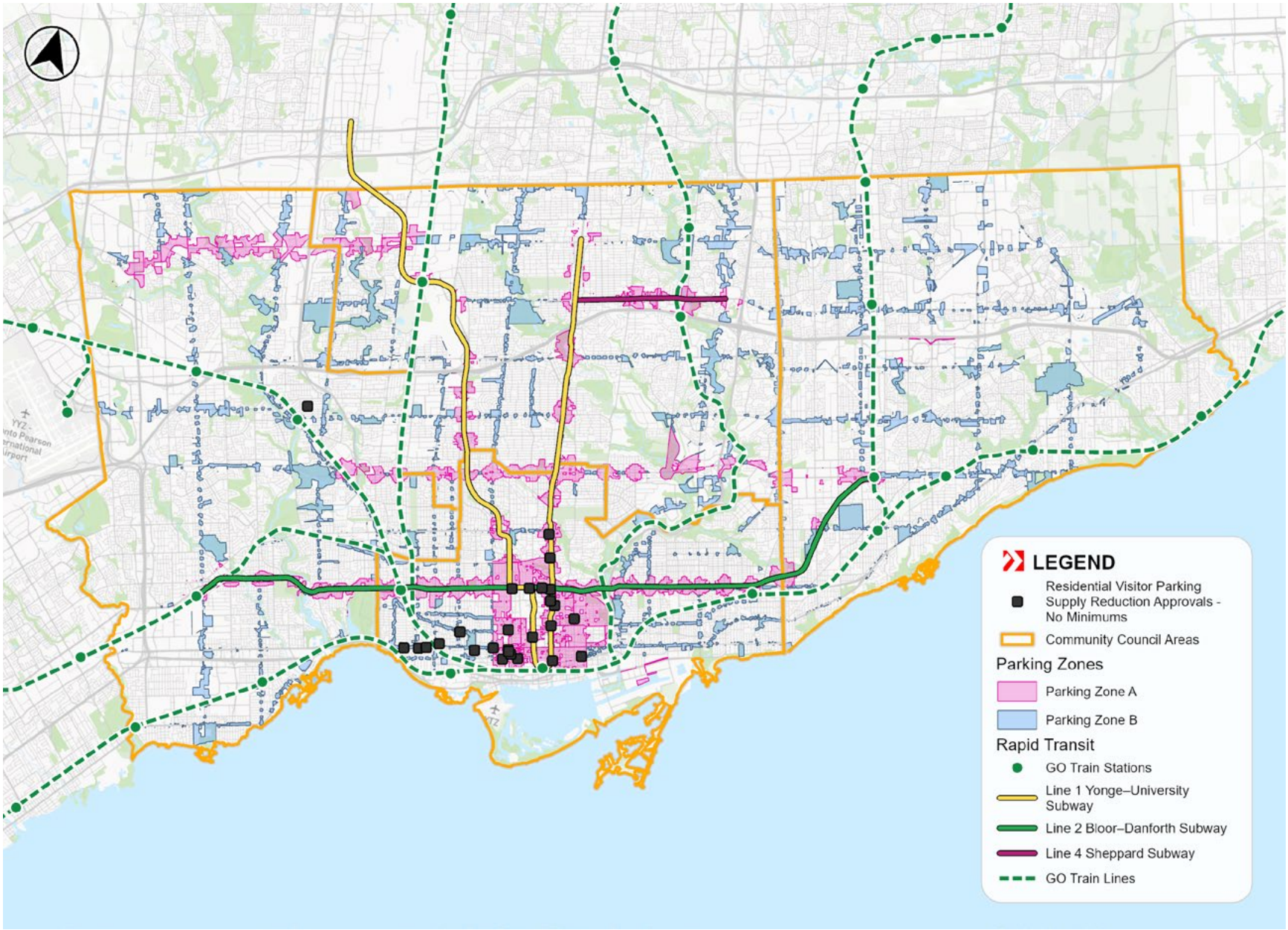

FIGURE 11 RECENT RESIDENTIAL VISITOR PARKING REDUCTION APPROVALS – NO MINIMUMS

6.3 Functional Updates to Zoning By-law 569-2013

This report does not take the additional step of delineating boundaries for areas that meet each of the three criteria associated with Recommendation #2. However, should the City of Toronto elect to pursue this strategy, an amendment to the Parking Zones as part of the Regulation 995.50 Parking Zone Overlay Map would be required. The simplest way to enact the policy change would be to separate Parking Zone A into two distinct Parking Zones. Parking Zone A currently consists of downtown Toronto and lands located along rapid transit corridors; it may become:

- Parking Zone A1: Downtown Toronto and Yonge and Eglinton urban centre (and any area of the City of Toronto which is deemed to meet each of the three criteria associated with Recommendation #2); and
- Parking Zone A2: Lands located along rapid transit corridors (areas within the current Parking Zone A that do not meet all of the three criteria associated with Recommendation #2).

In this scenario, minimum residential visitor parking requirements in Parking Zone A2 would not be amended while minimum residential visitor parking requirements in Parking Zone A1 would be eliminated.

Further to the creation of the new Parking Zone, Table 200.5.10.1 (in Chapter 200) of Zoning By-law 569-2013 would require update to the "Visitor Requirement: For a dwelling unit in an Apartment Building, a Mixed Use Building, and/or a Multiple Dwelling Unit Building" row, as detailed in **Table 12**.

Table 12 Recommended Changes to Table 200.5.10.1 for Residential Visitor Parking Use

Zone	Minimum Parking Rate	Maximum Parking Rate
Parking Zone A1 (PZA1)	*None*	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.
Parking Zone A2 (PZA2)	2.0 plus 0.01 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.
Parking Zone B (PZB) and in all other areas of the City	2.0 plus 0.05 per dwelling unit	1.0 per dwelling unit for the first five (5) dwelling units; and 0.1 per dwelling unit for the sixth and subsequent dwelling units.

<u>Recommendation #3</u>: Separate Parking Zone A in Regulation 995.50 Parking Zone Overlay Map into two categories whereby minimum residential visitor parking requirements are eliminated in the new sub-category representing areas of the City meeting the criteria associated with Recommendation #2, while not amending minimum residential visitor parking requirements in areas of the City that do not meet each of these criteria. Amend Table 200.5.10.1 reflecting the recommended change.

As it noted above, as other areas of the city evolve, they may ultimately meet each of the three criteria simultaneously of Recommendation #2 and therefore, the elimination of minimum residential visitor parking requirements may be considered for these areas. For these areas, Regulation 995.50 Parking Zone Overlay Map

can be amended in the future to move these areas into the Parking Zone whereby there are no minimum residential visitor parking requirements (i.e. what this report has titled “Parking Zone A1”).

Further Rationale for Recommendation #3

Continuation of Minimum Residential Visitor Parking Requirements

Recommendations #2 and #3 in this report will have limited geographic applicability in the City of Toronto and the existing minimum residential visitor parking requirements of Zoning By-law 569-2013 are recommended to otherwise remain as they are today, unaltered, outside of these select areas. The remainder of the City is, effectively, recommended to continue to have minimum residential visitor parking requirements for new development, as they exist today in Zoning By-law 569-2013.

Ultimately, the provision of parking within a site’s boundary is often a functional necessity particularly at sites where there are not nearby streets to park on (e.g. a site with access to an arterial road whereby street parking is not permitted) or nearby commercial parking facilities (e.g. outside of noted clusters in the City of Toronto, public parking facilities are more sparsely located).

While many sites will be able to be accessed by alternative modes of transportation, including sites in proximity to rapid transit stations, on-street cycle infrastructure, or ridesharing options, many people will choose to drive irrespective of the alternative options. In assessment of residential visitor parking, transportation options that are available within the vicinity of mid-rise or high-rise residential building are not the only relevant factors; it is equally important where the visitor is coming from, as that location will form the origin of their ‘to’ trip and the destination of their ‘from’ trip.

As an example, if a visitor to a building located by a TTC subway station lives in a different City in the Greater Toronto Area, taking public transit may not be a viable option or may not be an attractive option, and a ridesharing trip may be prohibitively expensive. This report details multiple “Journey Mapping” exercises, in this vein, to illustrate how people in different transportation and locational circumstances make decisions that impact their transportation behaviour and ultimately, their need to park a vehicle when visiting a residential building. The Journey Mapping scenarios illustrate what a person with a particular circumstances may do, and the range of possible actions often includes multiple transportation options as choices. In some of the Journey Mapping scenarios, there are people who will make the choice to drive to visit a residential building, often in spite of the availability of other options.

The possibility of people driving to visit a residential building in spite of available alternatives is accounted for as part of Recommendation #2 as there are select areas of the City where public parking is consistently available and there is therefore no need to provide residential visitor parking within a new development site. However, this abundance of public parking is not common throughout the City of Toronto outside of areas like Downtown Toronto and the Yonge and Eglinton urban centre.

All considered, it is recommended to maintain the existing minimum residential visitor parking requirements of Zoning By-law 569-2013 throughout much of the City (with the exception of the areas defined by the criteria of Recommendation #2) given that it is always a possibility that residential visitors will drive and therefore need a place to park their vehicle.

6.4 Temporary On-Street Parking Permits Across the City of Toronto

In the City of Toronto, restrictions are placed on on-street parking, dependent on geographic location and street signage. Below is an outline of policies that could affect residential visitor parking for apartment buildings:

- Across the City, an unsigned maximum three-hour parking limit exists on all public roads unless there is signage posted indicating otherwise, or unique restrictions/permissions.
- Temporary parking permits may be purchased to allow a vehicle 24-hour, 48-hour, and weekly on-street parking within the limits of a permit parking street or area, if space is determined to be available.
- The City of Toronto permit parking areas do not extend across the City and, generally, are geographically limited to the former City of Toronto (although the boundaries are not identical). Given that permit parking areas are generally not located across the City (including much of the former municipalities of Etobicoke, North York, and Scarborough), temporary parking permits are unavailable in these areas.
- Therefore, on-street parking for visitors is generally limited to three hours across much of the City of Toronto when an area or street is not included in a permit parking area.

Effectively, residential visitor parking in proximity to apartment buildings is restricted – by street signage or the city-wide three-hour limit – in large sections of the City. It is noted that permit parking for residents is not addressed herein.

Recommendation #4: Make temporary parking permits available city-wide on all streets where on-street parking is currently permitted as an effective ancillary parking supply available to residential visitors to residential buildings.

The purpose of this change is to ensure that residential visitor parking is available on public streets, at cost (i.e. as is currently applicable on permit parking streets and areas, with the temporary parking permit), across the City of Toronto.

The expanded (i.e. city-wide) applicability of the temporary parking permits should be available on all street segments where on-street parking is currently permitted. There is often on-street signage limiting on-street parking within particular segments and this expanded applicability should respect existing signage. For example, if street parking is permitted on one side of a street but not the other, the temporary parking permit should only be available on the side of the street where the parking is currently permitted.

Further Rationale for Recommendation #4

Comprehensive City-Wide Accommodation of Residential Visitor Parking Demand

As is detailed above and throughout this report, many people visiting residential buildings in Toronto will continue to drive. Further, as the residential visitor parking utilization studies have illustrated, residential visitor parking demand has, in the past, exceeded the current minimum residential visitor parking supply rate requirements as stipulated in the Zoning By-law.

In situations like this, at many residential buildings in Toronto, “overflow” parking that cannot be accommodated within a site boundary can be accommodated at local commercial parking facilities or on-street, where a temporary parking permit can be purchased from the City to permit 24-hour, 48-hour, and weekly on-street parking.

However, off-street commercial parking facilities are often not located in close proximity to a residential building. Similarly, in many areas of the City, as detailed above, temporary parking permits are not available to be purchased, due to location and current rules. Both of these situational factors are often simultaneously applicable in the outer parts of the City including the former municipalities of Etobicoke, North York, and Scarborough.

As a result, there is a geographic inequity whereby residential buildings located in the former City of Toronto do not necessarily need to accommodate all residential visitor parking demand on-site because there are local options in close walking distance, whether they are commercial parking facilities or on-street parking. Meanwhile, there is greater pressure and need for buildings in Etobicoke, North York, and Scarborough to accommodate all residential visitor parking demand within the site boundary because it is limited on local streets (i.e. three-hour time limit) or not available (i.e. no local commercial parking).

To mitigate this geographic inequity, it is recommended to expand the temporary parking permit availability to be applicable city-wide, irrespective of current permit parking streets and areas. This policy change will reduce the burden of many residential developments to accommodate all residential visitor parking demand on-site, a condition that is already afforded to many residential developments whereby local streets can be used by residential visitors for longer than three hours (i.e. the former City of Toronto).

6.5 Summary of Recommendations

BA Group is retained by the City of Toronto City Planning Division to undertake a study of residential visitor parking utilization for residential buildings across the city. The residential visitor parking utilization study and report is intended to be considered by City of Toronto staff in their effort to review and update residential visitor parking standards in the city-wide Zoning By-law 569-2013.

As part of the City of Toronto's ongoing work to review requirements for automobile parking in newly erected or enlarged buildings are identified in the city-wide Zoning By-law 569-2013, City Council requested that staff:

- *"Identify areas in the City where the amount of visitor parking provided in new development is inadequate;*
- *Draft 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;*
- *Consult the public on the draft new minimum visitor parking standards; and*
- *Report back to Council with a zoning by-law amendment if necessary to update the minimum visitor parking standards for new development."*

In summary, in reflection and consideration of the parking utilization studies for which results are detailed herein and further consideration of the factors that influence residential visitors and their transportation choices, BA Group recommends the following as outcomes of this study:

Recommendation #1: Do not increase the minimum residential visitor parking requirements in Zoning By-law 569-2013.

Recommendation #2: Eliminate minimum residential visitor parking requirements in areas of the City with rapid transit and/or cycling infrastructure, a high density of nearby residential buildings that generate visitors in walking distance, and plentiful local public parking opportunity.

Recommendation #3: Separate Parking Zone A in Regulation 995.50 Parking Zone Overlay Map into two categories whereby minimum residential visitor parking requirements are eliminated in the new sub-category representing areas of the City meeting the criteria associated with Recommendation #2, while not amending minimum residential visitor parking requirements in areas of the City that do not meet each of these criteria. Amend Table 200.5.10.1 reflecting the recommended change.

Recommendation #4: Make temporary parking permits available city-wide on all streets where on-street parking is currently permitted as an effective ancillary parking supply available to residential visitors to residential buildings.

Appendices

Appendix A:
New Site Data Collection Long List

Toronto Residential Visitor Parking Study – Longlist (29 Sites)

Site Address	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area
1197 The Queensway	Queensway / Kipling	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York
1630 Queen Street East	Queen / Coxwell	Condominium	2021	Beaches-East York	Toronto & East York
36 Zorra Street	Kipling Ave / The Queensway	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York
48 Power Street	Richmond / Parliament	Condominium	2022	Toronto Centre	Toronto & East York
25 Richmond Street East	Yonge St / Richmond St E	Condominium	2021	Toronto Centre	Toronto & East York
12 Bonnycastle Street	Bonnycastle / Queens Quay	Condominium	2019	Spadina-Fort York	Toronto & East York
8 Eglinton Avenue East	Yonge / Eglinton	Condominium	2019	Toronto-St. Paul's	Toronto & East York
15 Roehampton Avenue	Yonge / Roehampton	Rental Apartment	2019	Toronto-St. Paul's	Toronto & East York
50 Thomas Riley Road	Kipling Ave / Dundas St W	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York
2376 Dundas Street West	Dundas St W / Bloor St W	Rental Apartment	2022	Parkdale-High Park	Toronto & East York
5249 Dundas Street West	Kipling / Dundas	Rental Apartment	2021	Etobicoke-Lakeshore	Etobicoke York
55 Quebec Avenue	High Park / Bloor	Rental Apartment	2021	Parkdale-High Park	Etobicoke York
640 - 642 - 644 Sheppard Ave East	Bayview Ave / Sheppard Ave E	Rental Apartment	1970	Don Valley North	North York
44 Lillian Street	Eglinton / Mt. Pleasant	Rental Apartment	2019	Toronto-St. Paul's	Toronto & East York
118 Balliol Street	Yonge / Davisville	Rental Apartment	2016	Toronto-St. Paul's	Toronto & East York
18 Tretti Way	Wilson / Allen	Rental Apartment	2022	York Centre	North York
30 Tretti Way	Wilson / Allen	Condominium	2024	York Centre	North York
200 Balliol Street	Davisville / Mt. Pleasant	Rental Apartment	1960	Toronto-St. Paul's	Toronto & East York
77 Keewatin Avenue	Yonge / Eglinton	Rental Apartment	2016	Don Valley West	North York
2 St. Thomas Street	Bay / Bloor	Condominium	2018	University-Rosedale	Toronto & East York

Site Address	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area
2570 Kingston Road	Midland Ave / Kingston St	Rental Apartment	1960	Scarborough Southwest	Scarborough
2360 Birchmount Road	Birchmount Rd / Sheppard Ave E	Rental Apartment	1971	Scarborough-Agincourt	Scarborough
55 Gerrard Street West	Gerrard St W / Bay St	Rental Apartment	2018	University-Rosedale	Toronto & East York
299 Campbell Avenue	Symington Ave / Dupont St	Rental Apartment	2023	Davenport	Toronto & East York
31-35 St Dennis Drive	Don Mills Rd / Eglinton Ave	Rental Apartment	1966	Don Valley East	North York
570 Birchmount Road	Birchmount Rd / St. Clair Ave E	Rental Apartment	1973	Scarborough Southwest	Scarborough
75 Canterbury Place	Yonge St / Finch Ave	Condominium	2022	Willowdale	North York
16 & 18 Harrison Garden Boulevard	Yonge St / Sheppard Ave	Condominium	2004	Willowdale	North York
4968 Yonge Street	Yonge St / Sheppard Ave	Condominium	2006	Willowdale	North York

Appendix B:
New Site Data Collection Short List

Toronto Residential Visitor Parking Study – Shortlist (12 Sites)

Site Address	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area	Parking Zone (per Zoning By law 569 2013)	Within 400m of Higher Order Transit (Radial Distance, + 50 metres)
36 Zorra Street	Kipling Ave / The Queensway	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York	All Other Areas	No
25 Richmond Street East	Yonge St / Richmond St E	Condominium	2021	Toronto Centre	Toronto & East York	A	Yes
50 Thomas Riley Road	Kipling Ave / Dundas St W	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York	A	Yes
2376 Dundas Street West	Dundas St W / Bloor St W	Rental Apartment	2022	Parkdale-High Park	Toronto & East York	A	Yes
2570 Kingston Road	Midland Ave / Kingston St	Rental Apartment	1960	Scarborough Southwest	Scarborough	All Other Areas	No
2360 Birchmount Road	Birchmount Rd / Sheppard Ave E	Rental Apartment	1971	Scarborough-Agincourt	Scarborough	All Other Areas	No
570 Birchmount Road	Birchmount Rd / St. Clair Ave E	Rental Apartment	1973	Scarborough Southwest	Scarborough	All Other Areas	No
640 - 642 - 644 Sheppard Ave East	Bayview Ave / Sheppard Ave E	Rental Apartment	1970	Don Valley North	North York	A	Yes
299 Campbell Avenue	Symington Ave / Dupont St	Rental Apartment	2023	Davenport	Toronto & East York	All Other Areas	No
31-35 St Dennis Drive	Don Mills Rd / Eglinton Ave	Rental Apartment	1966	Don Valley East	North York	B	No
75 Canterbury Place	Yonge St / Finch Ave	Condominium	2022	Willowdale	North York	All Other Areas	Yes
16 & 18 Harrison Garden Boulevard	Yonge St / Sheppard Ave	Condominium	2004	Willowdale	North York	All Other Areas	Yes

Appendix C:
Sample Request Letter

Jason Thorne, MCIP, RPP
Chief Planner & Executive Director
City Planning

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

James Perttula
Director, Transportation Planning
Tel: (416) 392-4744
E-mail: James.Perttula@toronto.ca
www.toronto.ca/planning

May XX, 2025

"Enter Client Contact" (edit to include property manager contact)

RE: CITY OF TORONTO RESIDENTIAL VISITOR PARKING UTILIZATION DATA COLLECTION STUDY

To whom it may concern:

The City of Toronto, City Planning division (Transportation Planning, Policy and Analysis Unit) has retained BA Consulting Group Ltd. to undertake a Residential Visitor Parking Utilization Data Collection study. A key component of the study involves residential visitor parking surveys to capture typical existing residential visitor vehicular parking demand, over the course of a Friday evening and a Saturday daytime period.

_____(address)___ has been selected as a residential building for this study. We would like to confirm the following dates and times to conduct the survey:

- Friday, May __, 2025 (6pm-12am, every 30 mins) (edit with date and times)
- Saturday, May __, 2025 (12pm-10pm, every 30 mins) (edit with date and times)

Please ensure that on-site property management and/or security staff are aware that field staff representing BA Consulting Group Ltd. will be present during the above noted dates and times. Should assistance with access (e.g. to a residential visitor parking area) be required, please facilitate this access. Please note personal information, such as license plate information, will not be collected; only vehicular parking stall occupancy (i.e. occupied or not) is recorded.

If you have any questions or concerns about the work being undertaken, please contact any of the following project team members:

Andrew Pasco
BA Consulting Group Ltd.
Manager, Data Collection
Office: 416-961-7110, ext. 168

Michael Giallonardo
BA Consulting Group Ltd.
Associate
Office: 416-961-7110, ext. 230

Yours truly,

James Perttula
Director, Transportation Planning

Appendix D:
New Study Data Collection Template

BA Group

PARKING ACCUMULATION

Job #: _____ **Project:** _____

Location: _____

Name: _____ **Date:** _____

Area												
Supply												
Time												

Appendix E:
Complete Study Results

All Surveys – Site Information

Site #	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area	Parking Zone (per Zoning By law 569 2013)	Within 400m of Higher Order Transit (Radial Distance, + 50 metres)	Transit Station(s) / Streetcar Route(s) (if applicable)	Total Unit Count	Total Parking Supply	Resident Parking Supply	Non Resident Parking Supply (If Distinct from Residential Visitor Parking)	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Commercial GFA (in square metres)	Shared Commercial / Visitor Parking	Visitor Parking Paid / Free
1	Sentinel Rd / Finch Ave W	Rental Apartment	1970	Humber River-Black Creek	Etobicoke York	A	No		370	465	431	0	34	0.09	None	No	Free
2	Warden Ave / Finch Ave E	Condominium	1976	Scarborough-Agincourt	Scarborough	All Other Areas	No		268	441	403	0	38	0.14	None	No	Free
3	Mt. Pleasant Rd / Eglinton Ave	Rental Apartment	Unknown	Toronto-St. Paul's	North York	A	Yes	Eglinton Station	129	45	36	0	9	0.07	None	No	Free
4	Leslie St / Sheppard Ave	Condominium	2019	Don Valley North	North York	A	Yes	Leslie Station	740	876	775	0	101	0.14	None	No	Free
5	Bonnycastle St / Queens Quay E	Condominium	2022	Spadina-Fort York	Toronto & East York	A	No		174	198	184	3	11	0.06	340	No	Free
6	Provost Dr / Sheppard Ave	Condominium	2015	Don Valley North	North York	All Other Areas	Yes	Bessarion Station, Leslie Station	428			15	64	0.15	759	No	Free
7	Kennedy Rd / Sheppard Ave	Condominium	2011	Scarborough-Agincourt	Scarborough	All Other Areas	No		888			22	150	0.17	None	No	Free
8	Islington Ave / Bloor St W	Rental Apartment	1971	Etobicoke-Lakeshore	Etobicoke York	A	Yes	Islington Station	202	232	211	0	21	0.10	None	No	Free
9	Islington Ave / Bloor St W	Rental Apartment	1971	Etobicoke-Lakeshore	Etobicoke York	A	Yes	Islington Station	154	289	151	117	21	0.14	None	No	Free
10	Avenue Rd / Davenport Rd	Condominium	2015	University-Rosedale	Toronto & East York	A	Yes	Rosedale Station	37	62	58	0	4	0.11	None	No	Free
11	Don Mills Rd / York Mills Rd	Rental Apartment	1966	Don Valley East	North York	All Other Areas	No		218	245	228	6	11	0.05	None	No	Free
12	Keele St / Lawrence Ave W	Rental Apartment	1960	York South-Weston	North York	B	No		420	471	438	0	33	0.08	None	No	Free
13	Bonnycastle St / Queens Quay E	Condominium	2018	Spadina-Fort York	Toronto & East York	A	No		362	309	255	0	54	0.15	2787	Yes	Commercial Lot Paid Parking
14	The West Mall / Bloor St W	Rental Apartment	1974	Etobicoke Centre	Etobicoke York	All Other Areas	No		195	266	260	0	6	0.03	None	No	Free
15	Bay St / Harbour St	Condominium	2020	Spadina-Fort York	Toronto & East York	A	Yes	510	1134	1438	1063	338	37	0.03	1046	No	Free
16	Kennedy Rd / Sheppard Ave	Condominium	2012	Scarborough-Agincourt	Scarborough	All Other Areas	No		602			0	83	0.14	None	No	Free
17	Leslie St / Sheppard Ave	Condominium	2012	Don Valley North	North York	A	Yes	Leslie Station	1131			60	168	0.15	2389	No	Free
18	Yonge St / Sheppard Ave	Condominium	2004	Willowdale	North York	All Other Areas	Yes	Sheppard-Yonge Station	611				61	0.1	None	No	Free
19	Jane St / Wilson Ave	Rental Apartment	1967	Humber River-Black Creek	Etobicoke York	All Other Areas	No		1214	1209	1033	0	176	0.14	None	No	Free
20	Don Mills Rd / Sheppard Ave	Rental Apartment	1971	Don Valley North	North York	A	Yes	Don Mills Station	149	170	157	0	13	0.09	None	No	Free

Site #	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area	Parking Zone (per Zoning By law 569 2013)	Within 400m of Higher Order Transit (Radial Distance, + 50 metres)	Transit Station(s) / Streetcar Route(s) (if applicable)	Total Unit Count	Total Parking Supply	Resident Parking Supply	Non Resident Parking Supply (If Distinct from Residential Visitor Parking)	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Commercial GFA (in square metres)	Shared Commercial / Visitor Parking	Visitor Parking Paid / Free
21	Victoria Park Ave / Lawrence Ave E	Rental Apartment	1961	Don Valley East	North York	All Other Areas	No		52	50	47	0	3	0.06	None	No	Free
22	Don Mills Rd / Sheppard Ave	Rental Apartment	1969	Don Valley North	North York	All Other Areas	No		174	206	192	0	14	0.08	None	No	Free
23	Birchmount Rd / Sheppard Ave E	Rental Apartment	1971	Scarborough-Agincourt	Scarborough	All Other Areas	No		186				25	0.13	None	No	Paid Visitor Parking
24	Dundas St W / Bloor St W	Rental Apartment	2022	Parkdale-High Park	Toronto & East York	A	Yes	Dundas West Station, Bloor GO	393				52	0.13	566	No	Free
25	Yonge St / Eglinton Ave	Rental Apartment	Unknown	Eglinton-Lawrence	North York	A	Yes	Eglinton Station	233	137	111	0	26	0.11	1735	No	Free
26	Islington Ave / Bloor St W	Rental Apartment	1973	Etobicoke-Lakeshore	Etobicoke York	A	Yes	Islington Station	416	521	442	0	79	0.19	None	No	Free
27	Yonge St / Richmond St E	Condominium	2021	Toronto Centre	Toronto & East York	A	Yes	Queen Station, King Station, 501, 504	681				66	0.1	1034	Yes	Commercial Lot Paid Parking
28	Kennedy Rd / Sheppard Ave	Condominium	2016	Scarborough-Agincourt	Scarborough	All Other Areas	No		363				50	0.14	None	No	Free
29	Midland Ave / Kingston St	Rental Apartment	1960	Scarborough Southwest	Scarborough	All Other Areas	No		117				9	0.08	None	No	Free
30	Main St / Danforth Ave	Rental Apartment	1972	Beaches-East York	Toronto & East York	A	Yes	Main Street Station	1121				67	0.06	>1000	No	Free
31	Kipling Ave / Finch Ave W	Rental Apartment	1978	Etobicoke North	Etobicoke York	B	No		456	562	526	0	36	0.08	None	No	Free
32	Main St / Danforth Ave	Condominium	2024	Beaches-East York	Toronto & East York	A	Yes	Main Street Station	371				22	0.06	1049	Yes	Commercial Lot Paid Parking
33	Symington Ave / Dupont St	Rental Apartment	2023	Davenport	Toronto & East York	All Other Areas	No		235				18	0.08	298	No	Free
34	Don Mills Rd / Eglinton Ave	Rental Apartment	1966	Don Valley East	North York	B	No		642				8	0.01	0-200	No	Free
35	Bathurst St / Sheppard Ave	Rental Apartment	1969	Willowdale	North York	B	No		416	463	450	0	13	0.03	None	No	Free
36	Yonge St / St. Clair Ave	Rental Apartment	1962	Toronto-St. Paul's	Toronto & East York	A	Yes	St. Clair Station, 512	629	633	556	0	77	0.12	None	No	Free
37	Sentinel Rd / Finch Ave W	Rental Apartment	1979	Eglinton-Lawrence	Etobicoke York	A	No		370	466	432	0	34	0.09	None	No	Free
38	Bathurst St / Lawrence Ave	Condominium	2014	Eglinton-Lawrence	North York	B	No		341	289	206	5	78	0.23	None	No	Free
39	High Park Ave / Bloor St W	Rental Apartment	1969	Parkdale-High Park	Toronto & East York	A	Yes	High Park Station, Keele Station	988	966	913	0	53	0.05	None	No	Free

Site #	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area	Parking Zone (per Zoning By law 569 2013)	Within 400m of Higher Order Transit (Radial Distance, + 50 metres)	Transit Station(s) / Streetcar Route(s) (if applicable)	Total Unit Count	Total Parking Supply	Resident Parking Supply	Non Resident Parking Supply (If Distinct from Residential Visitor Parking)	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Commercial GFA (in square metres)	Shared Commercial / Visitor Parking	Visitor Parking Paid / Free
40	Spadina Ave / Queens Quay W	Rental Apartment	1987	Spadina-Fort York	Toronto & East York	A	Yes	510	517	433	183	189	61	0.12	8152	No	Commercial Lot Paid Parking (with Designated Residential Visitor Spaces)
41	The East Mall / Bloor St W	Rental Apartment	1972	Etobicoke Centre	Etobicoke York	All Other Areas	No		80	110	106	0	4	0.05	None	No	Free
42	Kipling Ave / The Queensway	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York	All Other Areas	No		460				64	0.14	None	No	Free
43	Sentinel Rd / Finch Ave W	Rental Apartment	1974	Humber River-Black Creek	Etobicoke York	A	No		370	472	421	0	51	0.14	None	No	Free
44	Church St / Carlton St	Condominium	2020	Toronto Centre	Toronto & East York	A	Yes	College Station, 506	537	199	125	0	74	0.14	712	No	Commercial Lot Paid Parking (with Designated Residential Visitor Spaces)
45	Scarlett Rd / Dundas St W	Rental Apartment	1988	Parkdale-High Park	Toronto & East York	All Other Areas	No		208	161	151	0	10	0.05	None	No	Free
46	Sentinel Rd / Finch Ave W	Rental Apartment	1973	Humber River-Black Creek	Etobicoke York	A	No		368	475	424	0	51	0.14	None	No	Free
47	Kipling Ave / Dundas St W	Condominium	2023	Etobicoke-Lakeshore	Etobicoke York	A	Yes	Kipling Station	295				72	0.24	>1000	No	Commercial Lot Paid Parking (with Designated Residential Visitor Spaces)
48	Consumers Rd / Sheppard Ave E	Rental Apartment	2020	Don Valley North	North York	All Other Areas	No		301				27	0.09	None	No	Free
49	The West Mall / Rathburn Rd	Rental Apartment	1969	Etobicoke Centre	Etobicoke York	All Other Areas	No		119	167	140	0	27	0.23	None	No	Free
50	Birchmount Rd / St. Clair Ave E	Rental Apartment	1973	Scarborough Southwest	Scarborough	All Other Areas	No		112				9	0.08	None	No	Free
51	The East Mall / Rathburn Rd	Rental Apartment	1972	Davenport	Etobicoke York	All Other Areas	No		122	162	156	0	6	0.05	None	No	Free
52	Bathurst St / Steeles Ave W	Rental Apartment	1971	York Centre	North York	All Other Areas	No		404	450	367	0	83	0.21	None	No	Free
53	Avenue Rd / St. Clair Ave W	Condominium	2003	Toronto-St. Paul's	Toronto & East York	All Other Areas	Yes	512	116	179	161	0	18	0.16	None	No	Free
54	Bayview Ave / Sheppard Ave E	Rental Apartment	1970	Don Valley North	North York	A	Yes	Bayview Station	382				18	0.05	None	No	Free
55	Martin Grove Rd / Eglinton Ave W	Rental Apartment	2003	Etobicoke North	Etobicoke York	All Other Areas	No		495	529	468	0	61	0.12	None	No	Free
56	Yonge St / St. Clair Ave	Rental Apartment	2003	University-Rosedale	Toronto & East York	A	Yes	St. Clair Station	267	270	200	0	70	0.26	None	No	Free

Site #	Major Intersection	Tenure	Occupancy Year / Building Completion (Approximate)	Ward	Community Council Area	Parking Zone (per Zoning By law 569 2013)	Within 400m of Higher Order Transit (Radial Distance, + 50 metres)	Transit Station(s) / Streetcar Route(s) (if applicable)	Total Unit Count	Total Parking Supply	Resident Parking Supply	Non Resident Parking Supply (If Distinct from Residential Visitor Parking)	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Commercial GFA (in square metres)	Shared Commercial / Visitor Parking	Visitor Parking Paid / Free
57	Leslie St / Sheppard Ave	Condominium	2015	Don Valley North	North York	All Other Areas	Yes	Bessarion Station, Leslie Station	257	249	223	0	26	0.10	805	No	Free
58	Yonge St / Finch Ave	Condominium	2022	Willowdale	North York	All Other Areas	Yes	Finch Station, North York Centre	385				37	0.1	None	No	Free
59	Jarvis St / Dundas St E	Condominium and Rental Apartment	2021	Toronto Centre	Toronto & East York	A	Yes	Dundas Station, 505, 501	385	113	88	0	25	0.06	794	No	Free
60	Yonge St / St. Clair Ave	Rental Apartment	1968	Toronto-St. Paul's	Toronto & East York	A	Yes	St. Clair Station	185	251	112	111	28	0.15	>1000	No	Free
61	Don Mills Rd / Sheppard Ave	Condominium	2017	Don Valley East	North York	All Other Areas	No		285	357	300	0	57	0.20	None	No	Free

Notes:

1. Paid visitor parking on-site may be confirmed through site visits.
2. Shared commercial / visitor parking are sites wherein commercial and visitor parking are not separated and operate with a shared parking supply.

All Surveys - Studies

Site #	Major Intersection	Multi Year Count	Survey Year	Survey Month(s)	Day of Month	Survey Date	Survey Day of Week	Survey Time Period	Number of Survey Days	Survey Count Intervals (minutes)	Total Unit Count	Occupied Unit Count	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Residential Visitor Peak Demand (# of Spaces)	Residential Visitor Peak Demand (% Occupancy)	Residential Visitor Peak Demand (Spaces per Unit)	Residential Visitor Peak Demand (Spaces per Occupied Unit)	Peak Demand Hour	Survey Days Include...	Survey Notes
1	Sentinel Rd / Finch Ave W	No	2020	January	24	January 24, 2020	Friday	16:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		22:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	January	25	January 25, 2020	Saturday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		15:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	January	26	January 26, 2020	Sunday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		21:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	January	31	January 31, 2020	Friday	16:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		19:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	February	1	February 1, 2020	Saturday	16:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		20:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	February	7	February 7, 2020	Friday	16:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		22:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	February	8	February 8, 2020	Saturday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		16:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	February	9	February 9, 2020	Sunday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		17:00	Weekday and Weekend	
1	Sentinel Rd / Finch Ave W	No	2020	February	23	February 23, 2020	Sunday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		17:00	Weekday and Weekend	
2	Warden Ave / Finch Ave E	Yes	2018	March	3	March 3, 2018	Saturday	17:00-23:00	3	60	268	Unknown	38	0.14	19	50%	0.07		17:00	Weekday and Weekend	Visitor spaces (supply) decreased in 2022 (spaces permanently removed and replaced by a waste storage area)
2	Warden Ave / Finch Ave E	Yes	2018	March	6	March 6, 2018	Tuesday	17:00-23:00	3	60	268	Unknown	38	0.14	19	50%	0.07		18:00	Weekday and Weekend	Visitor spaces (supply) decreased in 2022 (spaces permanently removed and replaced by a waste storage area)

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2	Warden Ave / Finch Ave E	Yes	2018	March	8	March 8, 2018	Thursday	17:00-23:00	3	60	268	Unknown	38	0.14	19	50%	0.07		18:00	Weekday and Weekend	Visitor spaces (supply) decreased in 2022 (spaces permanently removed and replaced by a waste storage area)
2	Warden Ave / Finch Ave E	Yes	2022	August	18	August 18, 2022	Thursday	17:00-23:00	1	60	268	Unknown	33	0.12	20	61%	0.07		23:00	Weekday only	Visitor spaces (supply) decreased in 2022 (spaces permanently removed and replaced by a waste storage area)
3	Mt. Pleasant Rd / Eglinton Ave	No	2016	January	14	January 14, 2016	Thursday	16:00-22:00	1	60	129	Unknown	9	0.07	6	67%	0.05		18:00	Weekday only	
4	Leslie St / Sheppard Ave	Yes	2023	April	20	April 20, 2023	Thursday	7:30-9:30, 16:00-18:00	3	60	740	Unknown	101	0.14	64	63%	0.09		7:30, 18:00	Weekday and Weekend	
4	Leslie St / Sheppard Ave	Yes	2023	April	21	April 21, 2023	Friday	3:00, 15:00-1:00	3	60	740	Unknown	101	0.14	64	63%	0.09		23:00	Weekday and Weekend	
4	Leslie St / Sheppard Ave	Yes	2023	April	22	April 22, 2023	Saturday	3:00, 15:00-1:00	3	60	740	Unknown	101	0.14	64	63%	0.09		22:00	Weekday and Weekend	
4	Leslie St / Sheppard Ave	Yes	2024	August	16	August 16, 2024	Friday	16:00-22:00	2	60	740	Unknown	102	0.14	83	81%	0.11		22:00	Weekday and Weekend	
4	Leslie St / Sheppard Ave	Yes	2024	August	17	August 17, 2024	Saturday	14:00-22:00	2	60	740	Unknown	102	0.14	83	81%	0.11		20:00	Weekday and Weekend	
5	Bonnycastle St / Queens Quay E	No	2023	May	25	May 25, 2023	Thursday	7:30-9:30, 16:00-18:00	2	120 - 180	174	Unknown	11	0.06	7	64%	0.04		9:30	Weekday and Weekend	
5	Bonnycastle St / Queens Quay E	No	2023	May	27	May 27, 2023	Saturday	12:00, 15:00	2	120 - 180	174	Unknown	11	0.06	7	64%	0.04		15:00	Weekday and Weekend	
6	Provost Dr / Sheppard Ave	No	2024	August	16	August 16, 2024	Friday	16:00-22:00	2	60	428	Unknown	64	0.15	47	73%	0.11		16:00	Weekday and Weekend	
6	Provost Dr / Sheppard Ave	No	2024	August	17	August 17, 2024	Saturday	14:00-22:00	2	60	428	Unknown	64	0.15	47	73%	0.11		21:00	Weekday and Weekend	
7	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		4	30	888	Unknown	150	0.17	145	97%	0.16			Weekday and Weekend	

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7	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		4	30	888	Unknown	150	0.17	145	97%	0.16			Weekday and Weekend	
7	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		4	30	888	Unknown	150	0.17	145	97%	0.16			Weekday and Weekend	
7	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		4	30	888	Unknown	150	0.17	145	97%	0.16			Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2019	December	13	December 13, 2019	Friday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		21:00	Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2019	December	14	December 14, 2019	Saturday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		23:00	Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2020	January	10	January 10, 2020	Friday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		23:00	Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2020	January	11	January 11, 2020	Saturday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		19:00	Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2020	January	17	January 17, 2020	Friday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		20:00	Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2020	January	24	January 24, 2020	Friday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		21:00	Weekday and Weekend	
8	Islington Ave / Bloor St W	No	2020	January	25	January 25, 2020	Saturday	17:00-23:00	7	60	202	Unknown	21	0.10	19	90%	0.09		20:00	Weekday and Weekend	
9	Islington Ave / Bloor St W	No	2018	June	22	June 22, 2018	Friday	10:00-22:00	2	60	154	Unknown	21	0.14	13	62%	0.08		12:00	Weekday and Weekend	
9	Islington Ave / Bloor St W	No	2018	June	23	June 23, 2018	Saturday	10:00-22:00	2	60	154	Unknown	21	0.14	13	62%	0.08		19:00	Weekday and Weekend	
10	Avenue Rd / Davenport Rd	No	2015	November	10	November 10, 2015	Tuesday	4:00-22:00	1	30	37	37	4	0.11	3	75%	0.08	0.08	14:00	Weekday only	
11	Don Mills Rd / York Mills Rd	No	2018	March	23	March 23, 2018	Friday	18:00-22:00	3	30	218	218	11	0.05	11	100%	0.05	0.05	21:30	Weekday and Weekend	
11	Don Mills Rd / York Mills Rd	No	2018	March	24	March 24, 2018	Saturday	18:00-22:00	3	30	218	218	11	0.05	11	100%	0.05	0.05	19:00	Weekday and Weekend	
11	Don Mills Rd / York Mills Rd	No	2018	March	25	March 25, 2018	Sunday	12:00-17:00	3	30	218	218	11	0.05	11	100%	0.05	0.05	15:30	Weekday and Weekend	

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12	Keele St / Lawrence Ave W	Yes	2019	September	14	September 14, 2019	Saturday	16:00-21:00	3	30 - 60	420	415	33	0.08	37	112%	0.09	0.09	20:00	Weekday and Weekend	Visitor spaces (supply) increased in 2025. Demand exceeds supply due to illegal parking.
12	Keele St / Lawrence Ave W	Yes	2019	September	20	September 20, 2019	Friday	16:00-21:00	3	30 - 60	420	415	33	0.08	37	112%	0.09	0.09	19:30	Weekday and Weekend	Visitor spaces (supply) increased in 2025. Demand exceeds supply due to illegal parking.
12	Keele St / Lawrence Ave W	Yes	2019	September	21	September 21, 2019	Saturday	17:00-22:00	3	30 - 60	420	415	33	0.08	37	112%	0.09	0.09	18:30	Weekday and Weekend	Visitor spaces (supply) increased in 2025. Demand exceeds supply due to illegal parking.
12	Keele St / Lawrence Ave W	Yes	2025	June	10	June 10, 2025	Tuesday	18:00-2:00	3	60	420	Unknown	33	0.08	33	100%	0.08		20:00	Weekday only	Visitor spaces (supply) increased in 2025. Demand exceeds supply due to illegal parking.
12	Keele St / Lawrence Ave W	Yes	2025	June	11	June 11, 2025	Wednesday	18:00-2:00	3	60	420	Unknown	33	0.08	33	100%	0.08		0:00	Weekday only	Visitor spaces (supply) increased in 2025. Demand exceeds supply due to illegal parking.
12	Keele St / Lawrence Ave W	Yes	2025	June	12	June 12, 2025	Thursday	18:00-2:00	3	60	420	Unknown	33	0.08	33	100%	0.08		2:00	Weekday only	Visitor spaces (supply) increased in 2025. Demand exceeds supply due to illegal parking.
13	Bonnycastle St / Queens Quay E	No	2023	May	25	May 25, 2023	Thursday	7:30-9:30, 16:00-18:00	2	120 - 180	362	Unknown	54	0.15	37	69%	0.10		9:30	Weekday and Weekend	
13	Bonnycastle St / Queens Quay E	No	2023	May	27	May 27, 2023	Saturday	12:00, 15:00	2	120 - 180	362	Unknown	54	0.15	37	69%	0.10		15:00	Weekday and Weekend	
14	The West Mall / Bloor St W	No	2021	November	30	November 30, 2021	Tuesday	7:00-19:00	1	60	195	182	6	0.03	6	100%	0.03	0.03	17:00	Weekday only	
15	Bay St / Harbour St	No	2023	June	6	June 6, 2023	Tuesday	3:00, 9:30, 16:00-18:00	2	120 - 300	1134	Unknown	37	0.03	21	57%	0.02		3:00	Weekday and Weekend	
15	Bay St / Harbour St	No	2023	June	10	June 10, 2023	Saturday	10:00, 15:00	2	120 - 300	1134	Unknown	37	0.03	21	57%	0.02		15:00	Weekday and Weekend	

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16	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		6	60	602	Unknown	83	0.14	59	71%	0.10			Weekday and Weekend	
16	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		6	60	602	Unknown	83	0.14	59	71%	0.10			Weekday and Weekend	
16	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		6	60	602	Unknown	83	0.14	59	71%	0.10			Weekday and Weekend	
16	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		6	60	602	Unknown	83	0.14	59	71%	0.10			Weekday and Weekend	
16	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		6	60	602	Unknown	83	0.14	59	71%	0.10			Weekday and Weekend	
16	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		6	60	602	Unknown	83	0.14	59	71%	0.10			Weekday and Weekend	
17	Leslie St / Sheppard Ave	No	2024	August	16	August 16, 2024	Friday	16:00-22:00	2	60	1131	Unknown	168	0.15	109	65%	0.10	0.10	17:00	Weekday and Weekend	
17	Leslie St / Sheppard Ave	No	2024	August	17	August 17, 2024	Saturday	14:00-22:00	2	60	1131	Unknown	168	0.15	109	65%	0.10	0.10	20:00	Weekday and Weekend	
18	Jane St / Wilson Ave	No	2016	November	5	November 5, 2016	Saturday	17:00-22:00	4	60	1214	951	176	0.14	142	81%	0.12	0.15	21:00	Weekday and Weekend	
18	Jane St / Wilson Ave	No	2016	November	6	November 6, 2016	Sunday	13:00-20:00	4	60	1214	951	176	0.14	142	81%	0.12	0.15	16:00	Weekday and Weekend	
18	Jane St / Wilson Ave	No	2016	November	11	November 11, 2016	Friday	17:00-23:00	4	60	1214	951	176	0.14	142	81%	0.12	0.15	23:00	Weekday and Weekend	
18	Jane St / Wilson Ave	No	2016	November	12	November 12, 2016	Saturday	16:00-22:00	4	60	1214	951	176	0.14	142	81%	0.12	0.15	16:00	Weekday and Weekend	
19	Don Mills Rd / Sheppard Ave	No	2016	July	12	July 12, 2016	Tuesday	6:00-9:00, 2:00, 18:00-21:00	1	30	149	Unknown	13	0.09	7	54%	0.05		19:00	Weekday only	
20	Victoria Park Ave / Lawrence Ave E	No	2024	April	26	April 26, 2024	Friday	18:00-24:00	2	60	52	51	3	0.06	3	100%	0.06	0.06	16:00	Weekday and Weekend	
20	Victoria Park Ave / Lawrence Ave E	No	2024	April	27	April 27, 2024	Saturday	16:00-24:00	2	60	52	51	3	0.06	3	100%	0.06	0.06	18:00	Weekday and Weekend	
21	Don Mills Rd / Sheppard Ave	No	2018	October	18	October 18, 2018	Thursday	6:00-9:00, 14:00, 16:00-21:00	4	60	174	Unknown	14	0.08	14	100%	0.08		6:00	Weekday only	

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21	Don Mills Rd / Sheppard Ave	No	2018	October	23	October 23, 2018	Tuesday	6:00-9:00, 14:00, 16:00-21:00	4	60	174	Unknown	14	0.08	14	100%	0.08		6:00, 20:00	Weekday only	
21	Don Mills Rd / Sheppard Ave	No	2018	November	7	November 7, 2018	Wednesday	6:00-9:00, 14:00, 16:00-21:00	4	60	174	Unknown	14	0.08	14	100%	0.08		6:00, 20:00	Weekday only	
21	Don Mills Rd / Sheppard Ave	No	2018	November	8	November 8, 2018	Thursday	6:00-9:00, 14:00, 16:00-21:00	4	60	174	Unknown	14	0.08	14	100%	0.08		6:00, 21:00	Weekday only	
22	Yonge St / Eglinton Ave	No	2019	November	5	November 5, 2019	Tuesday	3:00, 6:00-24:00	5	60	233	Unknown	26	0.11	20	77%	0.09		14:00	Weekday and Weekend	
22	Yonge St / Eglinton Ave	No	2019	November	7	November 7, 2019	Thursday	3:00, 6:00-24:00	5	60	233	Unknown	26	0.11	20	77%	0.09		23:00	Weekday and Weekend	
22	Yonge St / Eglinton Ave	No	2019	November	9	November 9, 2019	Saturday	3:00, 6:00-24:00	5	60	233	Unknown	26	0.11	20	77%	0.09		23:00	Weekday and Weekend	
22	Yonge St / Eglinton Ave	No	2019	November	12	November 12, 2019	Tuesday	3:00, 6:00-24:00	5	60	233	Unknown	26	0.11	20	77%	0.09		13:00	Weekday and Weekend	
22	Yonge St / Eglinton Ave	No	2019	November	16	November 16, 2019	Saturday	3:00, 6:00-24:00	5	60	233	Unknown	26	0.11	20	77%	0.09		19:00	Weekday and Weekend	
23	Islington Ave / Bloor St W	No	2018	April	27	April 27, 2018	Friday	17:00-23:00	3	60	416	Unknown	79	0.19	57	72%	0.14		19:00	Weekday and Weekend	
23	Islington Ave / Bloor St W	No	2018	April	28	April 28, 2018	Saturday	17:00-23:00	3	60	416	Unknown	79	0.19	57	72%	0.14		22:00	Weekday and Weekend	
23	Islington Ave / Bloor St W	No	2018	April	29	April 29, 2018	Sunday	14:00-21:00	3	60	416	Unknown	79	0.19	57	72%	0.14		17:00	Weekday and Weekend	
24	Kennedy Rd / Sheppard Ave	No	2016	August			Saturday		1	60	363	Unknown	50	0.14	15	30%	0.04			Weekday only	
25	Main St / Danforth Ave	No	2017	May	4	May 4, 2017	Thursday	10:00-15:00	4	60	1121	Unknown	67	0.06	77	115%	0.07		12:00	Weekday and Weekend	Visitor/resident parking supply unmarked and 67 visitor parking spaces represents applicable Zoning By-law minimum; available supply was higher.

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25	Main St / Danforth Ave	No	2017	May	7	May 7, 2017	Sunday	16:00-21:00	4	60	1121	Unknown	67	0.06	77	115%	0.07		16:00	Weekday and Weekend	Visitor/resident parking supply unmarked and 67 visitor parking spaces represents applicable Zoning By-law minimum; available supply was higher.
25	Main St / Danforth Ave	No	2017	May	12	May 12, 2017	Friday	17:00-21:00	4	60	1121	Unknown	67	0.06	77	115%	0.07		20:00	Weekday and Weekend	Visitor/resident parking supply unmarked and 67 visitor parking spaces represents applicable Zoning By-law minimum; available supply was higher.
25	Main St / Danforth Ave	No	2017	May	13	May 13, 2017	Saturday	12:00-22:00	4	60	1121	Unknown	67	0.06	77	115%	0.07		22:00	Weekday and Weekend	Visitor/resident parking supply unmarked and 67 visitor parking spaces represents applicable Zoning By-law minimum; available supply was higher.
26	Kipling Ave / Finch Ave W	No	2018	October	26	October 26, 2018	Friday	19:00-22:00	2	60	456	Unknown	36	0.08	36	100%	0.08		20:00	Weekday and Weekend (Evening only)	
26	Kipling Ave / Finch Ave W	No	2018	October	27	October 27, 2018	Saturday	19:00-22:00	2	60	456	Unknown	36	0.08	36	100%	0.08		20:00	Weekday and Weekend (Evening only)	
27	Main St / Danforth Ave	No	2025	February	28	February 28, 2025	Friday	17:00-22:00	6	30	371	346	22	0.06	22	100%	0.06	0.06	20:30	Weekday and Weekend	Visitor supply includes retail use. New build when surveyed, unsure if retail is occupied.
27	Main St / Danforth Ave	No	2025	March	1	March 1, 2025	Saturday	10:00-22:00	6	30	371	346	22	0.06	22	100%	0.06	0.06	18:00	Weekday and Weekend	Visitor supply includes retail use. New build when surveyed, unsure if retail is occupied.

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27	Main St / Danforth Ave	No	2025	March	2	March 2, 2025	Sunday	10:00-22:00	6	30	371	346	22	0.06	22	100%	0.06	0.06	18:30	Weekday and Weekend	Visitor supply includes retail use. New build when surveyed, unsure if retail is occupied.
27	Main St / Danforth Ave	No	2025	March	5	March 5, 2025	Wednesday	17:00-22:00	6	30	371	346	22	0.06	22	100%	0.06	0.06	19:00	Weekday and Weekend	Visitor supply includes retail use. New build when surveyed, unsure if retail is occupied.
27	Main St / Danforth Ave	No	2025	March	8	March 8, 2025	Saturday	10:00-22:00	6	30	371	346	22	0.06	22	100%	0.06	0.06	18:00	Weekday and Weekend	Visitor supply includes retail use. New build when surveyed, unsure if retail is occupied.
27	Main St / Danforth Ave	No	2025	March	9	March 9, 2025	Sunday	10:00-22:00	6	30	371	346	22	0.06	22	100%	0.06	0.06	16:00	Weekday and Weekend	Visitor supply includes retail use. New build when surveyed, unsure if retail is occupied.
28	Bathurst St / Sheppard Ave	No	2016	August	12	August 12, 2016	Friday	18:00-23:00	3	60	416	414	13	0.03	11	85%	0.03	0.03	23:00	Weekday and Weekend	
28	Bathurst St / Sheppard Ave	No	2016	September	17	September 17, 2016	Saturday	16:00-23:00	3	60	416	414	13	0.03	11	85%	0.03	0.03	23:00	Weekday and Weekend	
28	Bathurst St / Sheppard Ave	No	2016	September	18	September 18, 2016	Sunday	14:00-22:00	3	60	416	414	13	0.03	11	85%	0.03	0.03	22:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	6	May 6, 2016	Friday	18:00-23:00	9	60	629	Unknown	77	0.12	48	62%	0.08		23:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	7	May 7, 2016	Saturday	16:00-22:00	9	60	629	Unknown	77	0.12	48	62%	0.08		21:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	8	May 8, 2016	Sunday	16:00-22:00	9	60	629	Unknown	77	0.12	48	62%	0.08		18:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	13	May 13, 2016	Friday	18:00-23:00	9	60	629	Unknown	77	0.12	48	62%	0.08		22:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	14	May 14, 2016	Saturday	16:00-22:00	9	60	629	Unknown	77	0.12	48	62%	0.08		21:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	15	May 15, 2016	Sunday	16:00-22:00	9	60	629	Unknown	77	0.12	48	62%	0.08		23:00	Weekday and Weekend	

Site #	Major Intersection	Multi Year Count	Survey Year	Survey Month(s)	Day of Month	Survey Date	Survey Day of Week	Survey Time Period	Number of Survey Days	Survey Count Intervals (minutes)	Total Unit Count	Occupied Unit Count	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Residential Visitor Peak Demand (# of Spaces)	Residential Visitor Peak Demand (% Occupancy)	Residential Visitor Peak Demand (Spaces per Unit)	Residential Visitor Peak Demand (Spaces per Occupied Unit)	Peak Demand Hour	Survey Days Include...	Survey Notes
29	Yonge St / St. Clair Ave	No	2016	May	27	May 27, 2016	Friday	18:00-23:00	9	60	629	Unknown	77	0.12	48	62%	0.08		21:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	28	May 28, 2016	Saturday	16:00-22:00	9	60	629	Unknown	77	0.12	48	62%	0.08		21:00	Weekday and Weekend	
29	Yonge St / St. Clair Ave	No	2016	May	29	May 29, 2016	Sunday	16:00-22:00	9	60	629	Unknown	77	0.12	48	62%	0.08		20:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	January	24	January 24, 2020	Friday	16:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		22:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	January	25	January 25, 2020	Saturday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		17:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	January	26	January 26, 2020	Sunday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		14:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	January	31	January 31, 2020	Friday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		14:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	February	1	February 1, 2020	Saturday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		14:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	February	7	February 7, 2020	Friday	16:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		19:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	February	8	February 8, 2020	Saturday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		15:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	February	9	February 9, 2020	Sunday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		18:00	Weekday and Weekend	
30	Sentinel Rd / Finch Ave W	No	2020	February	23	February 23, 2020	Sunday	14:00-22:00	9	60	370	Unknown	34	0.09	34	100%	0.09		16:00	Weekday and Weekend	
31	Bathurst St / Lawrence Ave	No	2016	June	17	June 17, 2016	Friday	19:00-22:00	3	30	341	Unknown	78	0.23	41	53%	0.12		19:00	Weekday and Weekend (Evening Only)	
31	Bathurst St / Lawrence Ave	No	2016	June	18	June 18, 2016	Saturday	19:00-22:00	3	30	341	Unknown	78	0.23	41	53%	0.12		19:00	Weekday and Weekend (Evening Only)	
31	Bathurst St / Lawrence Ave	No	2016	June	19	June 19, 2016	Sunday	17:00-22:00	3	30	341	Unknown	78	0.23	41	53%	0.12		17:30	Weekday and Weekend (Evening Only)	

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32	High Park Ave / Bloor St W	Yes	2016	April	16	April 16, 2016	Saturday	14:00-16:00, 18:00-21:00	2	60	988	890	53	0.05	29	55%	0.03	0.03	20:00	Weekend only	
32	High Park Ave / Bloor St W	Yes	2016	April	23	April 23, 2016	Saturday	14:00-16:00, 18:00-21:00	2	60	988	890	53	0.05	29	55%	0.03	0.03	21:00	Weekend only	
32	High Park Ave / Bloor St W	Yes	2020	February	1	February 1, 2020	Saturday	14:00-21:00	2	60	988	959	55	0.06	21	38%	0.02	0.02	19:00	Weekend only	
32	High Park Ave / Bloor St W	Yes	2020	February	8	February 8, 2020	Saturday	14:00-21:00	2	60	988	959	55	0.06	21	38%	0.02	0.02	19:00	Weekend only	
33	Spadina Ave / Queens Quay W	Yes	2019	October	4	October 4, 2019	Friday	17:00-22:00	4	60	517	Unknown	61	0.12	32	52%	0.06		17:00	Weekday and Weekend	Commercial GFA consists of 4,956 sq. m. of retail GFA and 3,196 sq. m. of office GFA
33	Spadina Ave / Queens Quay W	Yes	2019	October	5	October 5, 2019	Saturday	12:00-22:00	4	60	517	Unknown	61	0.12	32	52%	0.06		12:00	Weekday and Weekend	Commercial GFA consists of 4,956 sq. m. of retail GFA and 3,196 sq. m. of office GFA
33	Spadina Ave / Queens Quay W	Yes	2019	October	18	October 18, 2019	Friday	17:00-22:00	4	60	517	Unknown	61	0.12	32	52%	0.06		19:00	Weekday and Weekend	Commercial GFA consists of 4,956 sq. m. of retail GFA and 3,196 sq. m. of office GFA
33	Spadina Ave / Queens Quay W	Yes	2019	October	19	October 19, 2019	Saturday	12:00-22:00	4	60	517	Unknown	61	0.12	32	52%	0.06		19:00	Weekday and Weekend	Commercial GFA consists of 4,956 sq. m. of retail GFA and 3,196 sq. m. of office GFA
33	Spadina Ave / Queens Quay W	Yes	2020	October	22	October 22, 2020	Thursday	10:00-22:00	2	60	517	Unknown	61	0.12	37	61%	0.07		17:00	Weekday and Weekend	
33	Spadina Ave / Queens Quay W	Yes	2020	October	24	October 24, 2020	Saturday	10:00-22:00	2	60	517	Unknown	61	0.12	37	61%	0.07		15:00	Weekday and Weekend	
34	The East Mall / Bloor St W	No	2021	December	2	December 2, 2021	Thursday	7:00-19:00	1	60	80	Unknown	4	0.05	2	50%	0.03		12:00	Weekday only	
35	Sentinel Rd / Finch Ave W	No	2020	January	24	January 24, 2020	Friday	16:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		22:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	January	25	January 25, 2020	Saturday	14:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		21:00	Weekday and Weekend	

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35	Sentinel Rd / Finch Ave W	No	2020	January	26	January 26, 2020	Sunday	14:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		14:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	January	31	January 31, 2020	Friday	16:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		18:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	February	1	February 1, 2020	Saturday	14:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		22:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	February	7	February 7, 2020	Friday	16:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		22:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	February	8	February 8, 2020	Saturday	14:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		22:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	February	9	February 9, 2020	Sunday	14:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		16:00	Weekday and Weekend	
35	Sentinel Rd / Finch Ave W	No	2020	February	23	February 23, 2020	Sunday	14:00-22:00	9	60	370	Unknown	51	0.14	46	90%	0.12		17:00	Weekday and Weekend	
36	Church St / Carlton St	No	2023	August	2	August 2, 2023	Wednesday	7:00-18:00	2	60	537	Unknown	74	0.14	31	42%	0.06		13:00	Weekday and Weekend	
36	Church St / Carlton St	No	2023	August	19	August 19, 2023	Saturday	9:00-18:00	2	60	537	Unknown	74	0.14	31	42%	0.06		13:00	Weekday and Weekend	
37	Scarlett Rd / Dundas St W	No	2019	January	25	January 25, 2019	Friday	18:00-22:00	4	60	208	206	10	0.05	10	100%	0.05	0.05	20:00	Weekday and Weekend (Evening only)	
37	Scarlett Rd / Dundas St W	No	2019	January	26	January 26, 2019	Saturday	18:00-22:00	4	60	208	206	10	0.05	10	100%	0.05	0.05	18:00	Weekday and Weekend (Evening only)	
37	Scarlett Rd / Dundas St W	No	2019	February	1	February 1, 2019	Friday	18:00-22:00	4	60	208	206	10	0.05	10	100%	0.05	0.05	19:00	Weekday and Weekend (Evening only)	
37	Scarlett Rd / Dundas St W	No	2019	February	2	February 2, 2019	Saturday	18:00-22:00	4	60	208	206	10	0.05	10	100%	0.05	0.05	18:00	Weekday and Weekend (Evening only)	
38	Sentinel Rd / Finch Ave W	No	2020	January	24	January 24, 2020	Friday	16:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		21:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	January	25	January 25, 2020	Saturday	14:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		19:00	Weekday and Weekend	

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38	Sentinel Rd / Finch Ave W	No	2020	January	26	January 26, 2020	Sunday	14:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		15:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	January	31	January 31, 2020	Friday	16:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		20:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	February	1	February 1, 2020	Saturday	14:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		18:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	February	7	February 7, 2020	Friday	16:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		21:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	February	8	February 8, 2020	Saturday	14:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		21:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	February	9	February 9, 2020	Sunday	14:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		14:00	Weekday and Weekend	
38	Sentinel Rd / Finch Ave W	No	2020	February	23	February 23, 2020	Sunday	14:00-22:00	9	60	368	Unknown	51	0.14	37	73%	0.10		14:00	Weekday and Weekend	
39	Consumers Rd / Sheppard Ave E	No	2024	September	11	September 11, 2024	Wednesday	17:00-22:00	3	30	301	Unknown	27	0.09	22	81%	0.07		18:30	Weekday and Weekend	
39	Consumers Rd / Sheppard Ave E	No	2024	September	12	September 12, 2024	Thursday	17:00-22:00	3	30	301	Unknown	27	0.09	22	81%	0.07		18:30	Weekday and Weekend	
39	Consumers Rd / Sheppard Ave E	No	2024	September	14	September 14, 2024	Saturday	10:00-23:00	3	30	301	Unknown	27	0.09	22	81%	0.07		13:00	Weekday and Weekend	
40	The West Mall / Rathburn Rd	Yes	2016	September	23	September 23, 2016	Friday	16:00-23:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	21:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	September	24	September 24, 2016	Saturday	14:00-22:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	22:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	September	30	September 30, 2016	Friday	16:00-23:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	22:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.

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40	The West Mall / Rathburn Rd	Yes	2016	October	1	October 1, 2016	Saturday	14:00-22:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	22:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	October	2	October 2, 2016	Sunday	14:00-22:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	19:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	October	7	October 7, 2016	Friday	16:00-23:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	22:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	October	8	October 8, 2016	Saturday	14:00-22:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	20:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	October	9	October 9, 2016	Sunday	14:00-22:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	19:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2021	November	30	November 30, 2021	Tuesday	7:00-19:00	1	60	119	103	10	0.08	4	40%	0.03	0.04	14:00	Weekday only	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
40	The West Mall / Rathburn Rd	Yes	2016	September	23	September 23, 2016	Friday	16:00-23:00	8	60	119	103	27	0.23	27	100%	0.23	0.26	21:00	Weekday and Weekend	Supply of 27 visitor spaces in 2016 that was reduced to 7 visitor spaces in 2021.
41	The East Mall / Rathburn Rd	Yes	2020	March	6	March 6, 2020	Friday	11:00-22:00	1	60	122	116	6	0.05	6	100%	0.05	0.05	22:00	Weekday only	
41	The East Mall / Rathburn Rd	Yes	2021	December	2	December 2, 2021	Thursday	7:00-19:00	1	60	122	91	6	0.05	6	100%	0.05	0.07	17:00	Weekday only	
42	Bathurst St / Steeles Ave W	Yes	2015	October	15	October 15, 2015	Thursday	16:00-22:00	2	60	404	402	83	0.21	31	37%	0.08	0.08	16:00	Weekday and Weekend	

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42	Bathurst St / Steeles Ave W	Yes	2015	October	16	October 16, 2015	Friday	16:00-22:00	2	60	404	402	83	0.21	31	37%	0.08	0.08	16:00	Weekday and Weekend	
42	Bathurst St / Steeles Ave W	Yes	2016	May	13	May 13, 2016	Friday	12:00-22:00	2	60	404	402	83	0.21	52	63%	0.13	0.13	19:00	Weekday and Weekend	
42	Bathurst St / Steeles Ave W	Yes	2016	May	14	May 14, 2016	Saturday	10:00-22:00	2	60	404	402	83	0.21	52	63%	0.13	0.13	18:00	Weekday and Weekend	
43	Avenue Rd / St. Clair Ave W	No	2015	November	21	November 21, 2015	Saturday	18:00-22:00	1	60	116	Unknown	18	0.16	8	44%	0.07		22:00	Weekday only	
44	Martin Grove Rd / Eglinton Ave W	No	2017	May	26	May 26, 2017	Friday	17:00-23:00	9	60	495	Unknown	61	0.12	61	100%	0.12		19:00	Weekday and Weekend	
44	Martin Grove Rd / Eglinton Ave W	No	2017	May	27	May 27, 2017	Saturday	17:00-23:00	9	60	495	Unknown	61	0.12	61	100%	0.12		17:00	Weekday and Weekend	
44	Martin Grove Rd / Eglinton Ave W	No	2017	May	28	May 28, 2017	Sunday	14:00-21:00	9	60	495	Unknown	61	0.12	61	100%	0.12		21:00	Weekday and Weekend	
44	Martin Grove Rd / Eglinton Ave W	No	2017	June	2	June 2, 2017	Friday	17:00-23:00	9	60	495	Unknown	61	0.12	61	100%	0.12		20:00	Weekday and Weekend	
44	Martin Grove Rd / Eglinton Ave W	No	2017	June	3	June 3, 2017	Saturday	17:00-23:00	9	60	495	Unknown	61	0.12	61	100%	0.12		17:00	Weekday and Weekend	
44	Martin Grove Rd / Eglinton Ave W	No	2017	June	4	June 4, 2017	Sunday	14:00-21:00	9	60	495	Unknown	61	0.12	61	100%	0.12		14:00	Weekday and Weekend	
45	Yonge St / St. Clair Ave	No	2024	September	27	September 27, 2024	Friday	17:00-23:00	2	60	267	264	70	0.26	23	33%	0.09	0.09	22:00	Weekday and Weekend	
45	Yonge St / St. Clair Ave	No	2024	September	28	September 28, 2024	Saturday	17:00-23:00	2	60	267	264	70	0.26	23	33%	0.09	0.09	22:00	Weekday and Weekend	
46	Leslie St / Sheppard Ave	No	2023	April	20	April 20, 2023	Thursday	7:30-9:30, 16:00-18:00	3	60	257	Unknown	26	0.10	22	85%	0.09		17:00	Weekday and Weekend	
46	Leslie St / Sheppard Ave	No	2023	April	21	April 21, 2023	Friday	15:00-1:00	3	60	257	Unknown	26	0.10	22	85%	0.09		21:00	Weekday and Weekend	
46	Leslie St / Sheppard Ave	No	2023	April	22	April 22, 2023	Saturday	15:00-1:00	3	60	257	Unknown	26	0.10	22	85%	0.09		20:00	Weekday and Weekend	

Site #	Major Intersection	Multi Year Count	Survey Year	Survey Month(s)	Day of Month	Survey Date	Survey Day of Week	Survey Time Period	Number of Survey Days	Survey Count Intervals (minutes)	Total Unit Count	Occupied Unit Count	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Residential Visitor Peak Demand (# of Spaces)	Residential Visitor Peak Demand (% Occupancy)	Residential Visitor Peak Demand (Spaces per Unit)	Residential Visitor Peak Demand (Spaces per Occupied Unit)	Peak Demand Hour	Survey Days Include...	Survey Notes
47	Jarvis St / Dundas St E	No	2023	August	2	August 2, 2023	Wednesday	7:00-18:00	2	60	385	Unknown	25	0.06	24	96%	0.06		7:00	Weekday and Weekend	Total of 385 units consists of 363 condo units and 22 rental units. Commercial GFA consists of 509 sq. m. of office GFA and 285 sq. m. of retail GFA.
47	Jarvis St / Dundas St E	No	2023	August	19	August 19, 2023	Saturday	9:00-18:00	2	60	385	Unknown	25	0.06	24	96%	0.06		9:00	Weekday and Weekend	Total of 385 units consists of 363 condo units and 22 rental units. Commercial GFA consists of 509 sq. m. of office GFA and 285 sq. m. of retail GFA.
48	Yonge St / St. Clair Ave	No	2017	August	26	August 26, 2017	Saturday	8:00-23:00	1	60	185	178	28	0.15	9	32%	0.05	0.05	8:00	Weekday only	
49	Don Mills Rd / Sheppard Ave	No	2023	March	4	March 4, 2023	Saturday	11:00-22:00	1	60	285	Unknown	57	0.20	44	77%	0.15		20:00	Weekday only	
50	Kipling Ave / The Queensway	No	2025	May	30	May 30, 2025	Friday	18:00-0:00	2	30	460	Unknown	64	0.14	47	73%	0.10		19:00	Weekday and Weekend	
50	Kipling Ave / The Queensway	No	2025	May	31	May 31, 2025	Saturday	14:00-22:00	2	30	460	Unknown	64	0.14	47	73%	0.10		19:00	Weekday and Weekend	
51	Yonge St / Richmond St E	No	2025	June	6	June 6, 2025	Friday	18:00-0:00	2	30	681	Unknown	66	0.1	26	39%	0.04		21:30	Weekday and Weekend	
51	Yonge St / Richmond St E	No	2025	June	7	June 7, 2025	Saturday	12:00-22:00	2	30	681	Unknown	66	0.1	26	39%	0.04		16:00	Weekday and Weekend	
52	Kipling Ave / Dundas St W	No	2025	June	6	June 6, 2025	Friday	18:00-0:00	2	30	295	Unknown	72	0.24	24	33%	0.08		20:30	Weekday and Weekend	Commercial GFA includes office and retail uses.
52	Kipling Ave / Dundas St W	No	2025	June	7	June 7, 2025	Saturday	12:00-22:00	2	30	295	Unknown	72	0.24	24	33%	0.08		19:30	Weekday and Weekend	Commercial GFA includes office and retail uses.
53	Dundas St W / Bloor St W	No	2025	June	27	June 27, 2025	Friday	18:00-0:00	2	30	393	Unknown	52	0.13	11	21%	0.03		21:30	Weekday and Weekend	
53	Dundas St W / Bloor St W	No	2025	June	28	June 28, 2025	Saturday	12:00-22:00	2	30	393	Unknown	52	0.13	11	21%	0.03		21:00	Weekday and Weekend	
54	Midland Ave / Kingston St	No	2025	May	30	May 30, 2025	Friday	18:00-0:00	2	30	117	Unknown	9	0.08	6	67%	0.05		19:00	Weekday and Weekend	

Site #	Major Intersection	Multi Year Count	Survey Year	Survey Month(s)	Day of Month	Survey Date	Survey Day of Week	Survey Time Period	Number of Survey Days	Survey Count Intervals (minutes)	Total Unit Count	Occupied Unit Count	Residential Visitor Parking Supply (# of Spaces)	Residential Visitor Parking Supply (Spaces per Unit)	Residential Visitor Peak Demand (# of Spaces)	Residential Visitor Peak Demand (% Occupancy)	Residential Visitor Peak Demand (Spaces per Unit)	Residential Visitor Peak Demand (Spaces per Occupied Unit)	Peak Demand Hour	Survey Days Include...	Survey Notes
54	Midland Ave / Kingston St	No	2025	May	31	May 31, 2025	Saturday	12:00-22:00	2	30	117	Unknown	9	0.08	6	67%	0.05		21:30	Weekday and Weekend	
55	Birchmount Rd / Sheppard Ave E	No	2025	May	30	May 30, 2025	Friday	18:00-0:00	2	30	186	Unknown	25	0.13	5	20%	0.03		20:00	Weekday and Weekend	
55	Birchmount Rd / Sheppard Ave E	No	2025	May	31	May 31, 2025	Saturday	12:00-22:00	2	30	186	Unknown	25	0.13	5	20%	0.03		18:00	Weekday and Weekend	
56	Birchmount Rd / St. Clair Ave E	No	2025	June	6	June 6, 2025	Friday	18:00-0:00	2	30	112	Unknown	9	0.08	9	100%	0.08		19:00	Weekday and Weekend	
56	Birchmount Rd / St. Clair Ave E	No	2025	June	7	June 7, 2025	Saturday	12:00-22:00	2	30	112	Unknown	9	0.08	9	100%	0.08		16:00	Weekday and Weekend	
57	Bayview Ave / Sheppard Ave E	No	2025	June	13	June 13, 2025	Friday	18:00-0:00	2	30	382	Unknown	18	0.05	21	117%	0.05		21:00	Weekday and Weekend	
57	Bayview Ave / Sheppard Ave E	No	2025	June	14	June 14, 2025	Saturday	12:00-22:00	2	30	382	Unknown	18	0.05	21	117%	0.05		17:30	Weekday and Weekend	
58	Symington Ave / Dupont St	No	2025	June	13	June 13, 2025	Friday	18:00-0:00	2	30	235	Unknown	18	0.08	18	100%	0.08		0:00	Weekday and Weekend	
58	Symington Ave / Dupont St	No	2025	June	14	June 14, 2025	Saturday	12:00-22:00	2	30	235	Unknown	18	0.08	18	100%	0.08		13:30	Weekday and Weekend	
59	Don Mills Rd / Eglinton Ave	No	2025	June	13	June 13, 2025	Friday	18:00-0:00	2	30	642	Unknown	8	0.01	8	100%	0.01		20:30	Weekday and Weekend	
59	Don Mills Rd / Eglinton Ave	No	2025	June	14	June 14, 2025	Saturday	12:00-22:00	2	30	642	Unknown	8	0.01	8	100%	0.01		17:30	Weekday and Weekend	
60	Yonge St / Finch Ave	No	2025	September	12	September 12, 2025	Friday	18:00-0:00	2	30	385	Unknown	37	0.1	31	84%	0.08		23:00	Weekday and Weekend	
60	Yonge St / Finch Ave	No	2025	September	13	September 13, 2025	Saturday	12:00-22:00	2	30	385	Unknown	37	0.1	31	84%	0.08		18:30	Weekday and Weekend	
61	Yonge St / Sheppard Ave	No	2025	September	12	September 12, 2025	Friday	18:00-0:00	2	30	611	Unknown	61	0.1	31	51%	0.05		19:30	Weekday and Weekend	
61	Yonge St / Sheppard Ave	No	2025	September	13	September 13, 2025	Saturday	12:00-22:00	2	30	611	Unknown	61	0.1	31	51%	0.05		15:30	Weekday and Weekend	

Notes:

1. "Occupied Unit Count" at the time of visitor parking utilization surveys were not known for all survey sites. Where included, parking demand rates are calculated using "Occupied Unit Count" as the denominator rather than "Unit Count".
2. Where the same site # is listed twice or more (i.e. separate rows), a visitor parking utilization study was conducted at the site on different occasions (i.e. different years), and each survey is considered to be a separate visitor parking utilization study.

Appendix F:
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