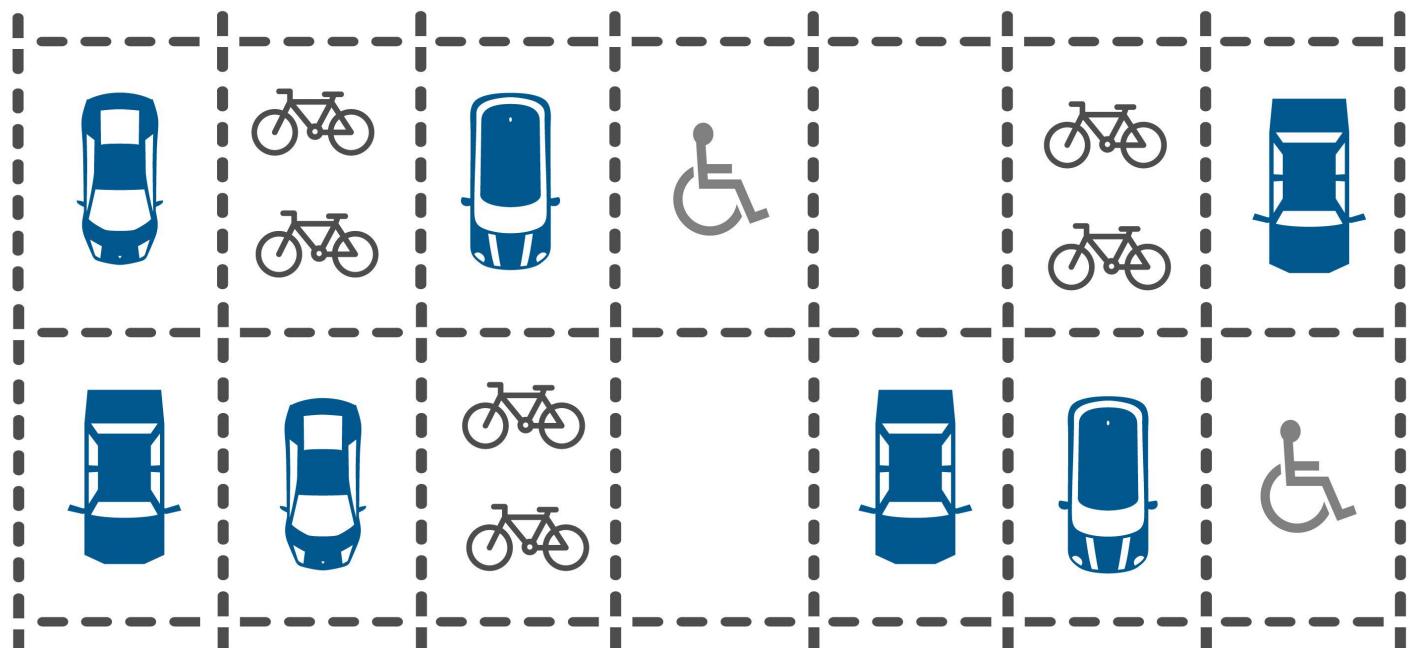




# Review of Parking Requirements for New Developments

## Parking Monitoring Program





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## Background

In 2022, City Council approved the removal of most minimum parking requirements from Zoning By-law 569-2013, except for visitor parking and accessible parking. At the same time, the city introduced maximum parking permissions, where they did not already exist. In addition, Council directed staff to establish a monitoring program. The intent of the program was to aggregate data from different sources, routinely look for insights across related datasets to better assess the City's parking needs and impacts of various parking related policy changes. The Monitoring Program collected data between 2016 and 2025 to capture the evolution of parking in new developments.

## The Evolution of Residential Parking in New Developments

Parking in new developments has changed drastically since the city had parking minimums as a requirement in the Zoning By-law. The former requirements were adopted by Council in 2013 and were based on a series of studies conducted between 2005 and 2007. In certain parts of the city, the former requirements in the Zoning By-law were too high. For example. In some cases, parking rates for residential uses were set so that at least one parking space was required for a two-bedroom unit or higher.

Prior to the removal of parking minimums, the amount of proposed/built parking in projects with a residential component steadily decreased as seen in Table 1 below. This decline can be attributed to a change in development patterns where applicants were receiving approvals to build less parking than required, confirming that the former parking standards were too restrictive.

Table 1: City-wide Average Residential Parking broken into Application Status (2016-2025)

Year	Under Review	Approved	Built
2016	-	1.11	1.17
2017	-	0.80	1.01
2018	-	0.76	0.85
2019	0.42	0.67	0.69
2020	0.46	0.39	0.35
2021	0.37	0.24	-
Jan 2022 - July 2022	0.42	0.48	-
July 2022 - Dec 2022	0.35	0.61	-



Year	Under Review	Approved	Built
2023	0.38	0.32	-
2024	0.35	0.10	-
2025	0.29	0.20	-

A further breakdown of the average parking rates by building type in Table 2 below, shows that low-rise housing (detached and semi-detached homes) typically provide at least one parking space per unit. Despite the removal of parking minimums, this trend has continued. Development applications that are identified as townhouses (includes both freehold and stacked townhomes) also provide at least one parking space per dwelling unit.

Applications that are either apartment buildings or mixed use (that have a residential and non-residential component) have contributed to the decrease in the proposed/built residential parking ratios in Toronto. Table 2 below highlights the decrease in residential parking starting in 2016. The provided ratios have leveled out around 2021 and have been stable since the new parking requirements came into effect on July 23, 2022. The average residential parking since July 23, 2022, in residential apartments and mixed-use buildings is 0.3 parking spaces per unit. Staff have also observed a growing number of applications that are not proposing any residential parking spaces or in some cases any parking at all. These applications tend to be in areas well served by transit, with good alternatives to the automobile available, or with private and public parking lots available nearby.

Table 2: Average Residential Parking Rates in Proposed/Built Residential Applications (2016-2025)

Year	Mixed Use - Residential & Non-Residential	Apartments	Low-rise	Townhouses
2016	0.66	0.63	1.82	N/A
2017	0.62	0.66	1.48	N/A
2018	0.57	0.61	1.34	1.12
2019	0.51	0.64	1.17	N/A
2020	0.45	0.35	N/A	N/A
2021	0.32	0.33	0.27	0.61
Jan 2022 - July 2022	0.33	0.44	1.20	N/A



Year	Mixed Use - Residential & Non-Residential	Apartments	Low-rise	Townhouses
July 2022 - Dec 2022	0.31	0.38	1.09	1.01
2023	0.32	0.26	1.10	1.28
2024	0.32	0.19	0.80	2.00
2025	0.25	0.29	N/A	1.08

## Visitor Parking

Although most minimum parking requirements were removed in July 2022, the requirement to provide residential visitor parking was maintained, although at a lower level. As with resident parking, the amount of visitor parking proposed in new development was declining prior to the removal of most minimum parking requirements, as seen in Table 3 below.

Table 3: Average Visitor Parking Rates in Proposed/Built Residential Applications (2016-2025)

Year	Average Visitor Parking
2016	0.08
2017	0.10
2018	0.09
2019	0.09
2020	0.07
2021	0.06
2022a	0.06
2022	0.05
2023	0.05
2024	0.04



Year	Average Visitor Parking
2025	0.04

The reduction in visitor parking is most pronounced in areas well served by transit, while the amount of visitor parking proposed for developments in inner suburban-type areas of the city has not declined as much. This can be observed in Table 4 below. Parking Zone A represents areas in the city served by frequent higher order transit within approximately 400m radius. Between 2022 and 2024 the average residential visitor parking per unit in PZ A is approximately 0.03, while PZ B and Rest of the City are averaging 0.04 and 0.08 respectively.

Table 4: Average Residential Visitor Parking Per Unit by Parking Zone

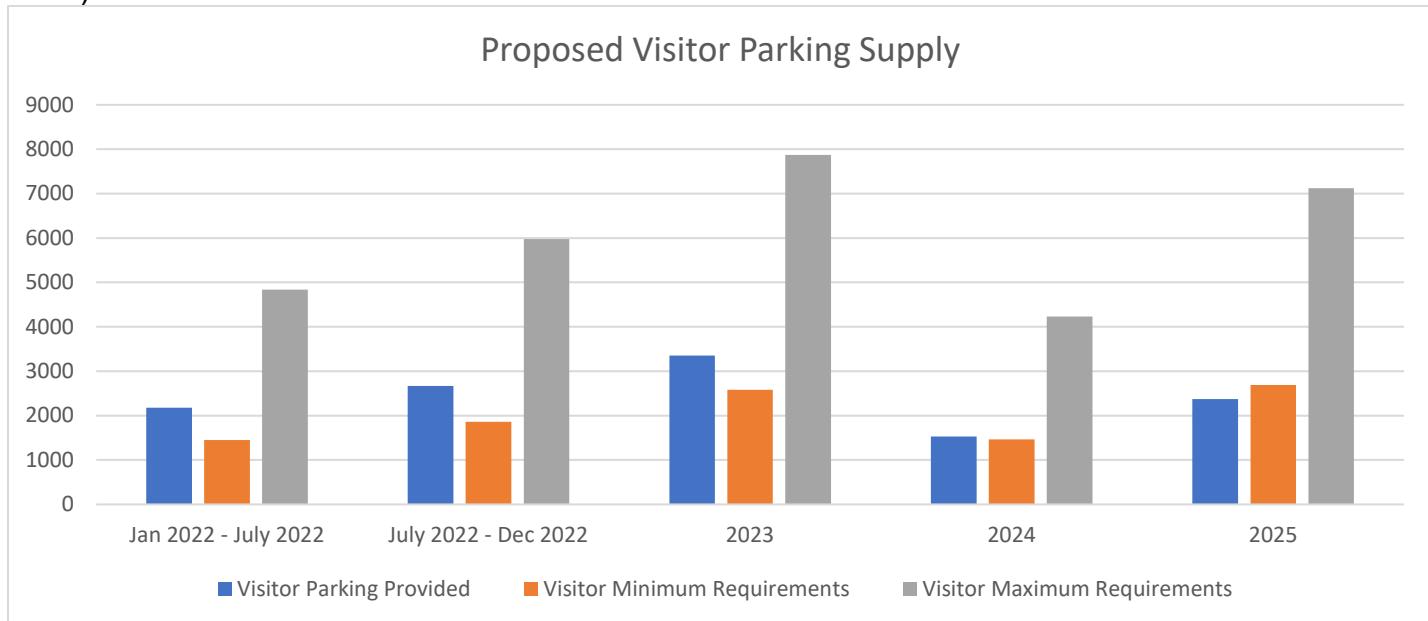
Year	Parking Zone A	Parking Zone B	All Other Areas of the City
2016	0.06	0.10	0.08
2017	0.08	0.10	0.12
2018	0.05	0.11	0.11
2019	0.06	0.09	0.13
2020	0.02	0.09	0.05
2021	0.04	0.07	0.06
Jan 2022 - July 2022	0.03	0.07	0.07
July 2022 - Dec 2022	0.03	0.06	0.07
2023	0.03	0.04	0.05
2024	0.02	0.04	0.04
2025	0.01	0.07	0.04

As mentioned above, visitor parking was maintained as a requirement in the Zoning By-law when City Council removed most minimum parking requirements. Staff observe that most applications provide the minimum visitor parking requirements when parking is provided on site. In a few cases,



some applications exceed the visitor parking requirements. Figure 1 below shows the overall supply of visitor parking that was proposed since 2022.

Figure 1: The Proposed Visitor Parking Supply against the Requirements in ZBL 569-2013 (2022-2025)



In addition, a general trend observed with visitor parking is that applications for mixed-use development are increasingly proposing that parking spaces for residential visitor parking and non-residential parking be shared. In scenarios where residential and office uses co-exist, Staff do not believe this would negatively impact the availability of visitor parking when it is most in demand, as occupancy times for the two uses typically do not overlap. In situations where retail and residential uses co-exist, there may be a challenge in ensuring sufficient parking is available to those who are accessing the different uses as the occupancy times have a greater degree of overlap.

## Bill 185

Bill 185, *Cutting Red Tape to Build More Homes Act*, 2024 received Royal Assent on June 6, 2024. Among other things, the Bill prohibits municipalities from enacting Official Plans and Zoning By-laws that contain set out minimum parking requirements, except for bicycle parking, in Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA). In addition, an owner or occupant of a building or structure does not have to maintain parking facilities. On August 15, 2025, MTSAs and PMTSAs were approved.

As a result, approximately 55.6% of the residential apartment and mixed-use applications that were submitted after July 2025 will be impacted by Bill 185. These applications are no longer required to provide any parking on site. The long-term impacts of Bill 185 are still unclear, however since the implementation of MTSAs, twelve development applications were submitted and are in a



MTSA/PMTSA boundary. These applications will propose to build parking (a combination of residential, visitor, or both), despite not being required to. Staff will continue to track the impact of Bill 185 to see how the future supply of parking in these areas is affected.