



Deputy Mayor

# PAUL AINSLIE

CITY OF TORONTO - COUNCILLOR  
WARD 24 SCARBOROUGH-GUILDWOOD

100 QUEEN STREET WEST, SUITE C52  
COUNCILLOR\_AINSLIE@TORONTO.CA  
416-392-4008

150 BOROUGH DRIVE, 2ND FLOOR  
COUNCILLOR\_AINSLIE\_CO@TORONTO.CA  
416-396-7222

CHAIR, GENERAL GOVERNMENT COMMITTEE  
CHAIR, SCARBOROUGH COMMUNITY COUNCIL  
CHAIR, BOARD OF MANAGEMENT OF THE TORONTO ZOO  
PRESIDENT, GOOD ROADS BOARD OF DIRECTORS  
NIGHT ECONOMY CHAMPION, CITY OF TORONTO

Date: April 30, 2026

To: Scarborough Community Council Members

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

## Recommendation:

1. City Council request the Chief Planner and Executive Director, City Planning, to review the removal of minimum parking requirements as it applies to Scarborough and to report back on the feasibility of pausing the elimination of minimum parking requirements for new developments in Scarborough until enhanced and reliable transit infrastructure is in place; and
2. City Council request the General Manager, Transportation Services, in consultation with City Planning, to review and report back on the opportunity to create a bylaw or policy framework which would prohibit new condominium, townhome, and multiplex developments from petitioning for on-street residential parking permits, in Scarborough, in order to protect existing neighbourhood parking capacity; and
3. City Council request the General Manager, Transportation Services, and the Chief Executive Officer, Toronto Transit Commission (TTC), to review options to restore and expand access to public parking at Scarborough TTC Stations, and to report back on how improved transit parking can reduce local road congestion and increase transit ridership in Scarborough.

## Background

Scarborough continues to experience some significant transit service gaps when compared to other parts of the city. Many neighbourhoods remain highly car-dependent due to limited access to rapid transit, infrequent service, and overall travel times. In this context, the elimination of minimum parking requirements for new developments in areas that are not well served by transit may result in increased on-street parking demand, heightened traffic congestion, and spillover parking impacts on established residential neighbourhoods.

In addition, new condominium, townhome, and multiplex developments that later petition for access to on-street residential parking permits place further pressure on local streets and undermine parking availability for existing residents.

These impacts can negatively affect neighbourhood livability and contribute to conflicts over limited curbside space. At the same time, parking at TTC Stations play a critical role as first- and last-mile infrastructure by enabling residents to access public transit where walking, cycling, or feeder bus options are limited.

Maintaining and restoring access to transit parking can help reduce congestion on local roads, support increased transit ridership, and provide practical transportation options for Scarborough residents during the transition to improved transit service.

Sincerely,

Paul W. Ainslie

Deputy Mayor, City of Toronto, Councillor

Ward 24 Scarborough-Guildwood