

Review of Parking Requirements for New Development

June 2021



Land Acknowledgement

We acknowledge that Toronto is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Current State of Parking Regulation



City Planning:

sets requirements for parking in developments through Official Plan policies and the Zoning By-law

Transportation Services:

develops regulations for on-street, boulevard and front yard parking

Municipal Licensing and Standards:

licenses private commercial parking lots



Toronto Parking Authority:

manages City-owned parking supply, including adjusting the supply and prices



Toronto Police Services:

enforces regulations on use of parking

Official Plan - Parking

Among other things, Official Plan policies:


- Aim to reduce auto-dependence
- Encourage walking, cycling and transit use
- Limit where parking can be located to limit parking's impacts on its surroundings
- Require many types of development to provide adequate on-site or off-street parking

Zoning By-law 569-2013


- The harmonized City-wide Zoning By-law (ZBL 569-2013) identifies the automobile and bicycle parking requirements for new or expanded buildings.
- The parking requirements in the ZBL were adopted by Council in 2013, based on a review that started by 2005. That review followed the guiding principle that:

Parking zoning standards should require the minimum responsible amount of parking for a given land use.

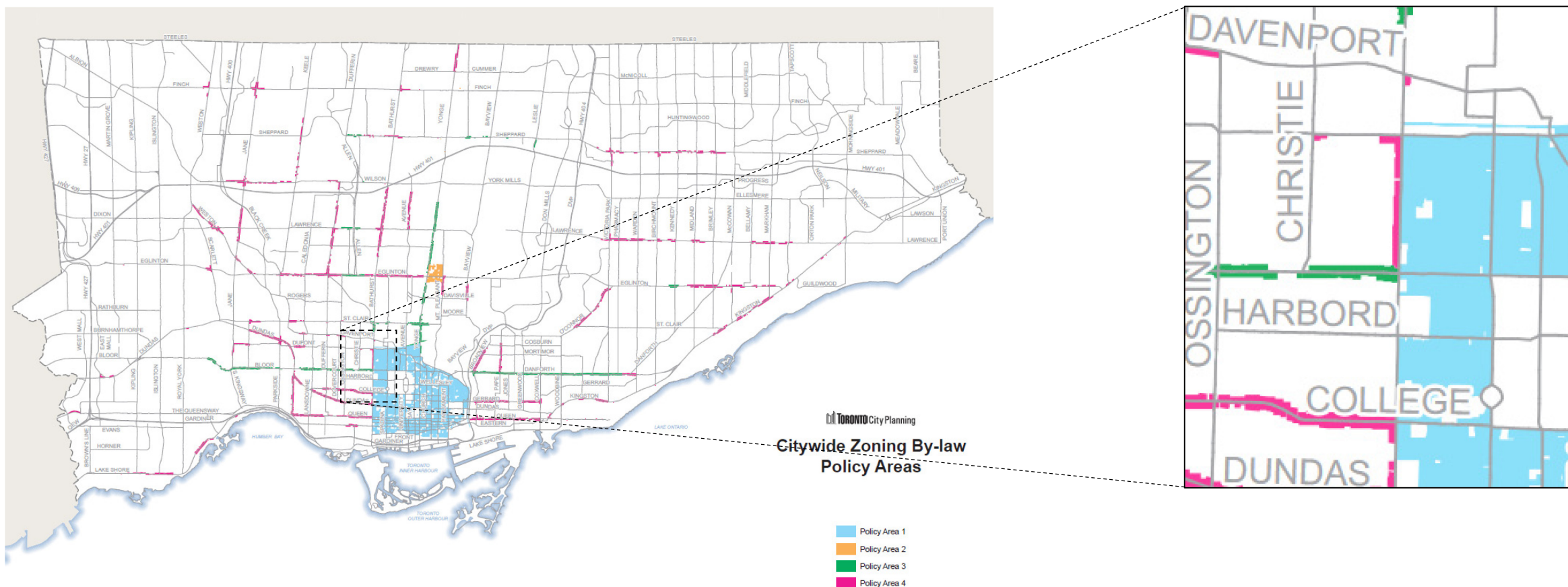
Zoning By-law 569-2013: Example

Land Use	Parking Rate
<div>Eating Establishment</div> <div></div>	<p>Parking spaces must be provided:</p> <p>(A) in Policy Area 1 (PA1):</p> <ul style="list-style-type: none">(i) at a minimum of 0; and(ii) at a maximum rate of 3.5 for each 100 square metres of gross floor area; and <p>(B) in Policy Area 2 (PA2):</p> <ul style="list-style-type: none">(i) at a minimum of 0; and(ii) at a maximum rate of 4.0 for each 100 square metres of gross floor area; and <p>(C) in Policy Areas and 3 (PA3) and 4 (PA4) :</p> <ul style="list-style-type: none">(i) at a minimum of 0; and(ii) at a maximum rate of 5.0 for each 100 square metres of gross floor area; and <p>(D) in all other areas of the City:</p> <ul style="list-style-type: none">(i) where the gross floor area used for eating establishments in a building is less than 200 square metres no parking space is required;(ii) where the gross floor area used for eating establishments in a building is 200 square metres or more but less than 500 square metres, parking spaces must be provided at a minimum rate of 3.0 for each 100 square metres of gross floor area; and(iii) where the gross floor area used for eating establishments in a building is 500 square metres or more, parking spaces must be provided at a minimum rate of 5.0 for each 100 square metres of gross floor area.

Zoning By-law 569-2013: Example

Land Use	Parking Rate
Dwelling unit in an Apartment Building (Resident requirement) 	<p>For a dwelling unit in an apartment building, parking spaces must be provided:</p> <p>(A) in Policy Area 1 (PA1):</p> <ul style="list-style-type: none">(i) at a minimum rate of:<ul style="list-style-type: none">(a) 0.3 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres;(b) 0.5 for each one bedroom dwelling unit;(c) 0.8 for each two bedroom dwelling unit; and(d) 1.0 for each three or more bedroom dwelling unit; and(ii) at a maximum rate of:<ul style="list-style-type: none">(a) 0.4 for each bachelor dwelling unit up to 45 square metres and 1.2 for each bachelor dwelling unit greater than 45 square metres;(b) 0.7 for each one bedroom dwelling unit;(c) 1.2 for each two bedroom dwelling unit; and(d) 1.5 for each three or more bedroom dwelling unit; and <p>...</p> <p>(D) in all other areas of the City:</p> <ul style="list-style-type: none">(i) at a minimum rate of:<ul style="list-style-type: none">(a) 0.8 for each bachelor dwelling unit up to 45 square metres and 1.0 for each bachelor dwelling unit greater than 45 square metres;(b) 0.9 for each one bedroom dwelling unit;(c) 1.0 for each two bedroom dwelling unit; and(d) 1.2 for each three or more bedroom dwelling unit.

Zoning By-law 569-2013: Policy Areas



Changing Attitudes Towards Parking

Public opinion on parking has shifted since 2013:

- Greater awareness of the cost of parking
- Greater awareness of climate impact of automobiles
- Greater awareness of parking supply as travel demand management tool
- Increasing need for affordable housing

Several jurisdictions (e.g., Edmonton, San Francisco, Minneapolis, London) have also recently lowered or eliminated parking requirements.

Proposed Review

Proposed new guiding principle for establishing Zoning By-law parking rates:

Parking zoning standards should allow only the maximum amount of parking reasonably required for a given land use. Minimums should be avoided except where necessary to ensure equitable access.

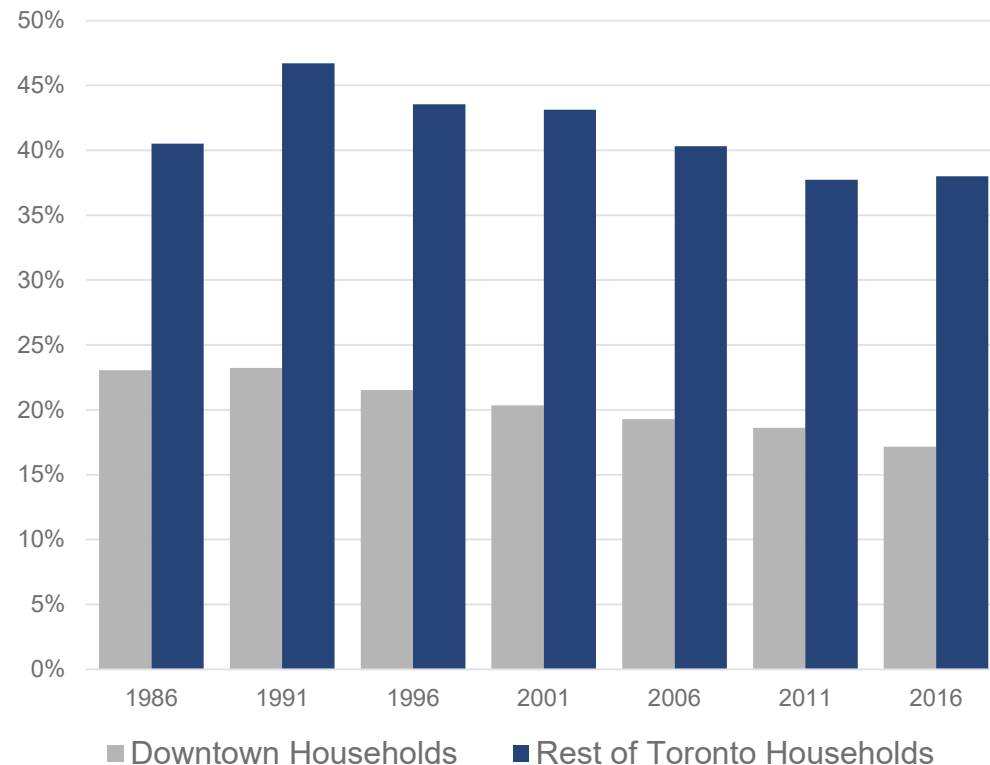
Objectives:

- Support land- and cost-efficient forms of development
- Encourage transportation alternatives to the automobile
- Allow for quick understanding and easy application
- Ensure sufficient parking to meet equity needs

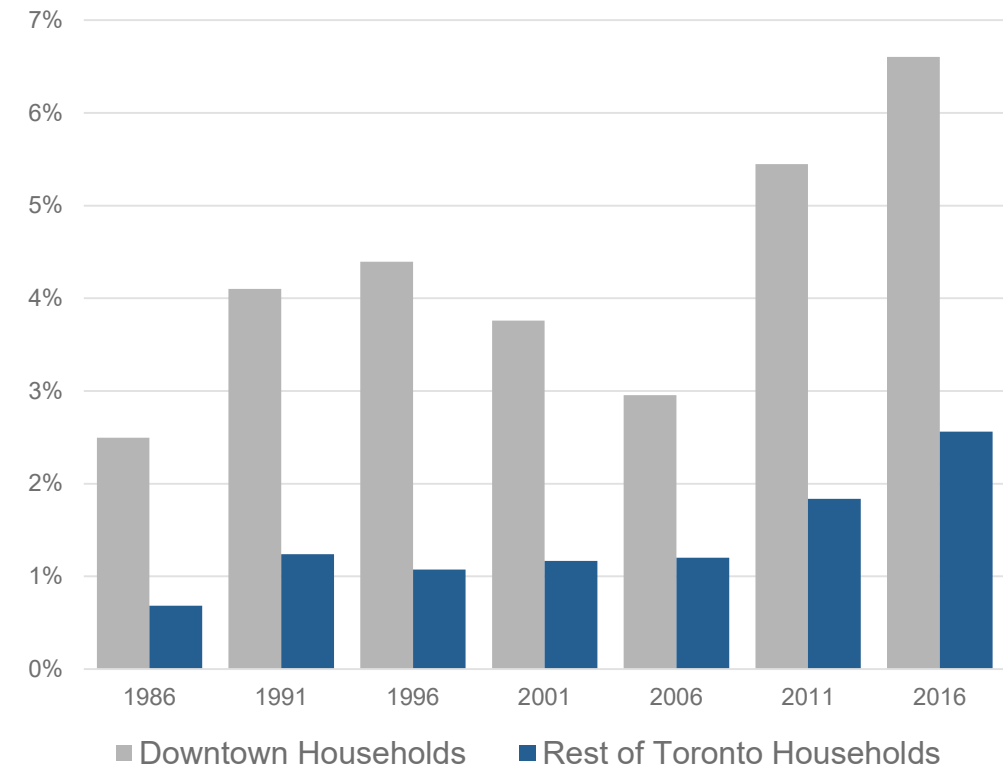
Initial Findings: Travel Patterns



Auto Mode Share for Work and School Trips



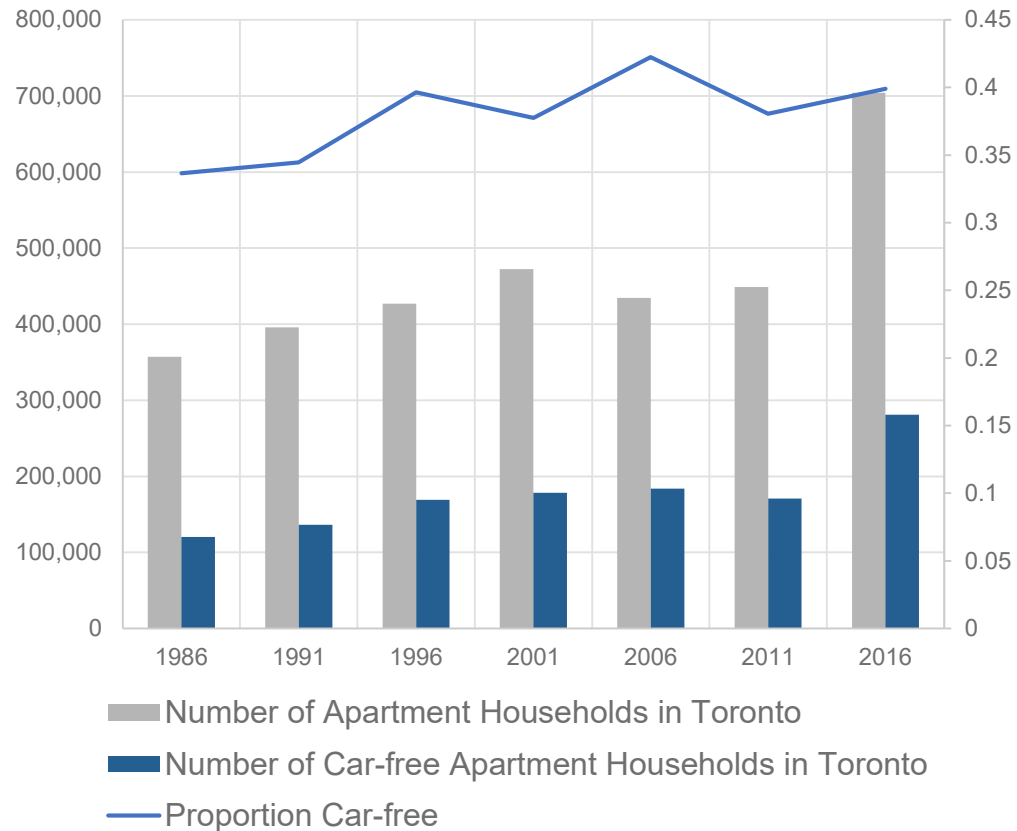
Bike Mode Share for Work and School Trips



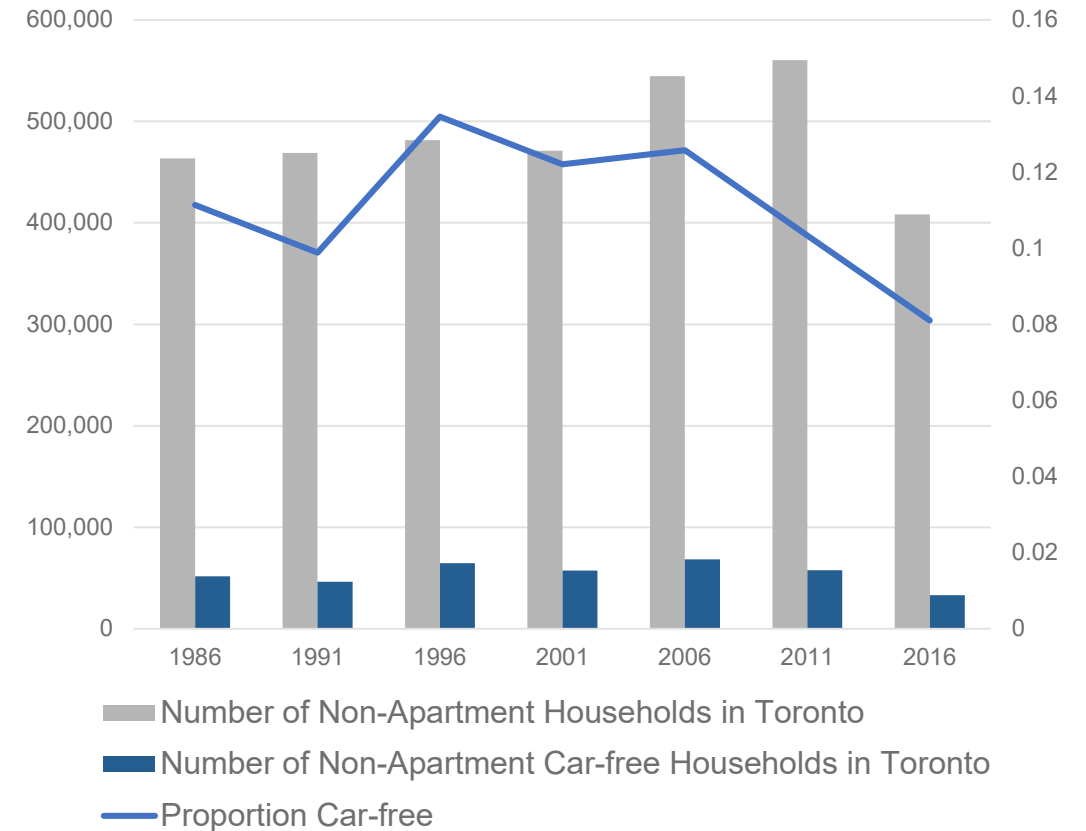
Initial Findings: Auto Ownership



Apartment Households in Toronto



Non-Apartment Households in Toronto



Initial Findings: Construction Cost

\$160 - \$200/ft²

Typical underground parking costs in the GTA
Complex conditions can add up to \$200/ft² more

300 - 400/ft²

Space required for a typical parking
space (including drive aisles)

Source: AltusGroup - 2021 Canadian Cost Guide

\$48,000 - \$160,000

Cost range of an underground
parking space

Initial Findings: Development Activity

Of recently approved projects:

- **46%** were approved with parking levels below the parking minimums
- **81%** were approved with less parking than the minimums
(mixed use projects)
- **76%** were approved with more parking than the minimums
(residential singles and townhouses projects)

Initial Findings: Results from Other Cities

Before

London, UK

- Developers built **1.12 spaces** per residential unit

Buffalo, NY

- **44%** of developments provided fewer off-street parking spaces than required

After

London, UK

- Developers built **0.63 spaces** per residential unit

Buffalo, NY

- **47%** of developments provided fewer off-street parking spaces than former requirements

Emerging Directions

Simplify the Zoning By-law

- Significantly reduce land use categories by combining similar land uses
- Reduce the number of Parking Policy Areas
- Better align bike parking land use categories with those used for auto

Clarify expectations for all involved

- Establish requirements for infrastructure to support non-auto travel
- Establish process for expanding Parking Policy Area boundaries when new transit infrastructure begins operation

Emerging Directions

Implement Official Plan policies to discourage auto dependence

- Enlarge parking policy areas
- Eliminate most minimum parking requirements in policy areas, reduce minimums outside of policy areas
- Increase use of maximum parking limits across the City
- Maintain visitor parking requirements
- Adjust calculation for required accessible parking to maintain or increase the required supply

Implement Official Plan policies to encourage walking, cycling and transit

- Increase bike parking requirements
- Explore payment-in-lieu of bike parking policy to fund bike share infrastructure

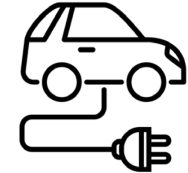
Emerging Directions

Further work will be needed

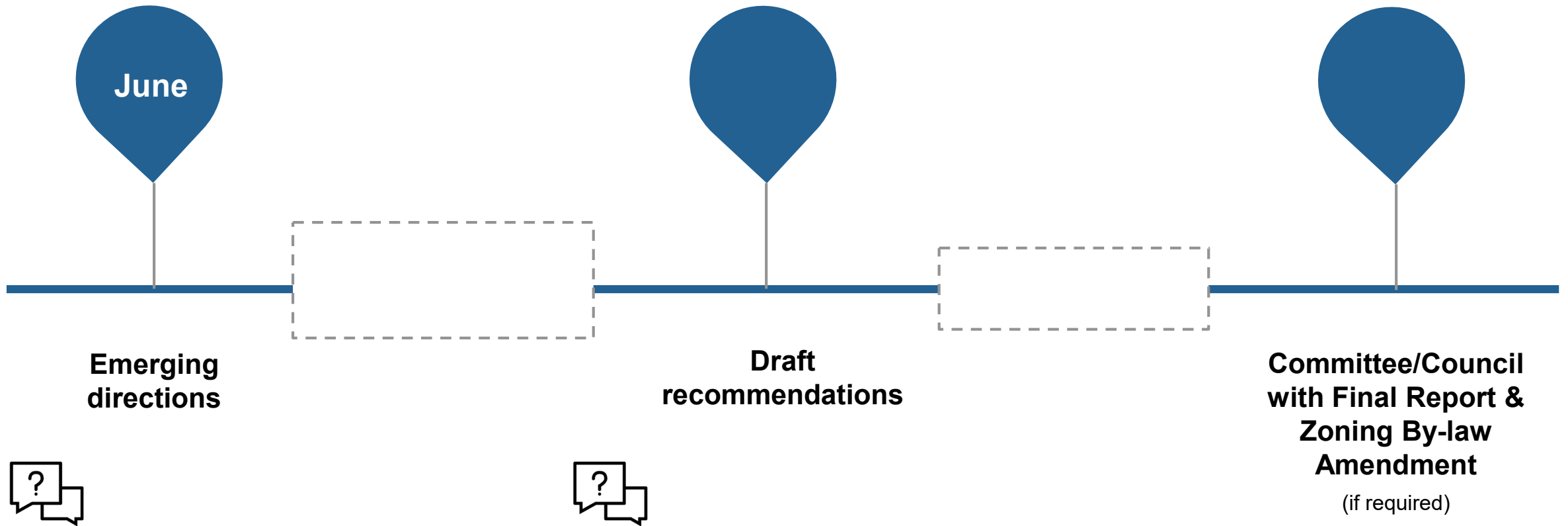
- Consider discouraging or excluding new development from participating in the on-street parking permit program
- Review requirements for loading spaces and pick-up/drop-off areas
- Review Bicycle Parking Guidelines

Ongoing Work

- Considering a requirement for all parking spaces to be “EV ready”
- Considering extent of guidance to provide to City developments on parking
- Developing a monitoring program to guide future changes to parking requirements



Timeline



Related Work



Questions and Comments?

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