

# Review of Parking Requirements for New Development

September 2021



# Agenda

- Initial Findings
- Feedback
- Proposal
- Next Steps
- Discussion

# Review's Guiding Principle

The 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.**

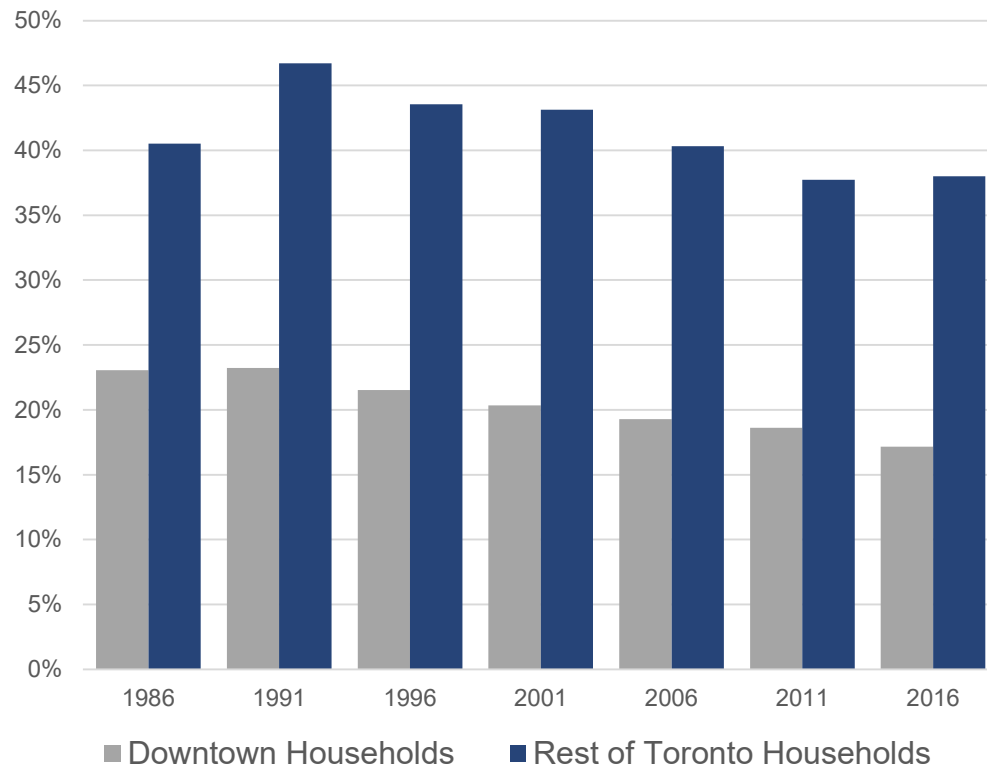
## Objectives:

- 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

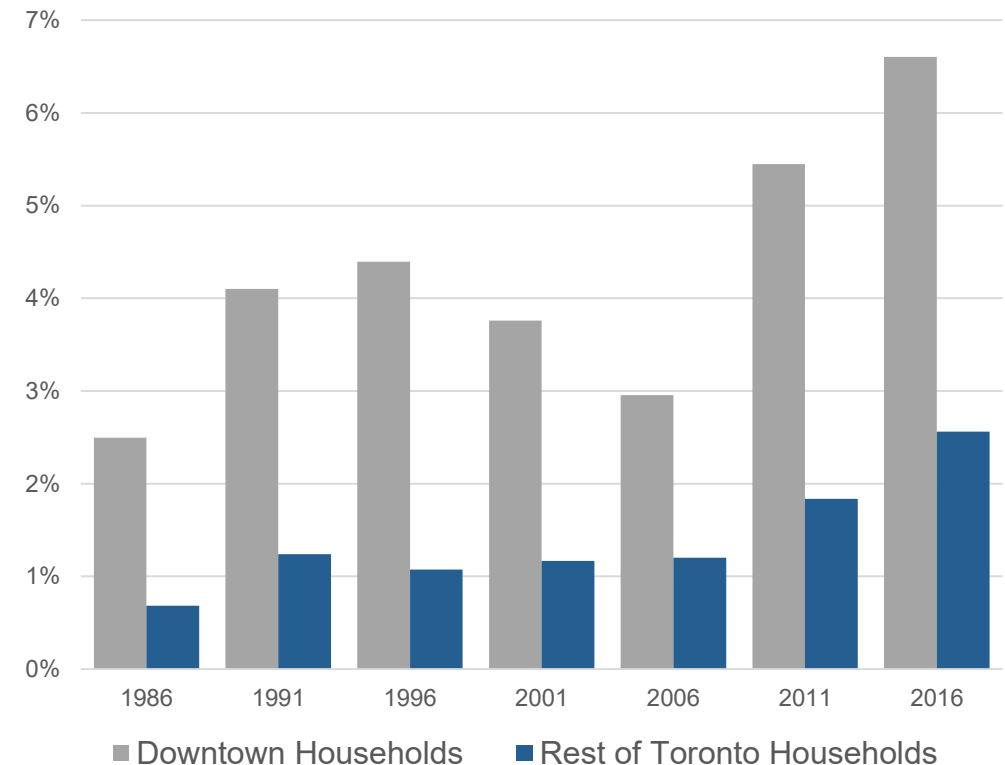
# Initial Findings: Travel Patterns



Auto Mode Share for Work and School Trips



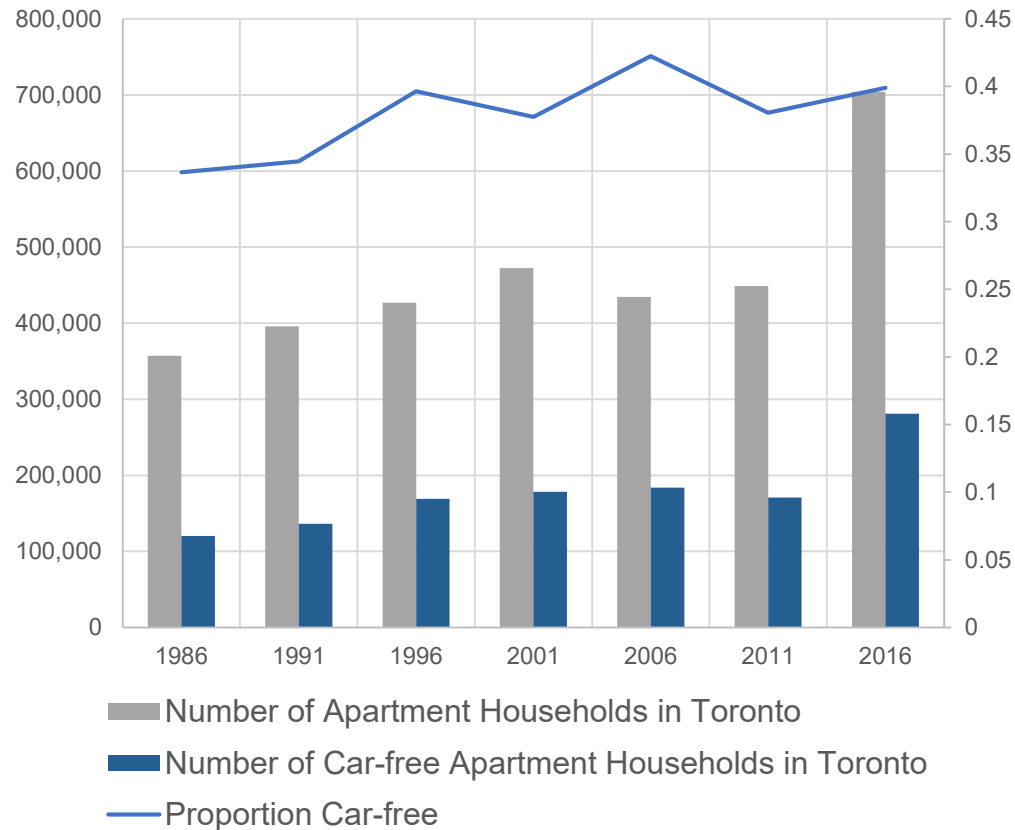
Bike Mode Share for Work and School Trips



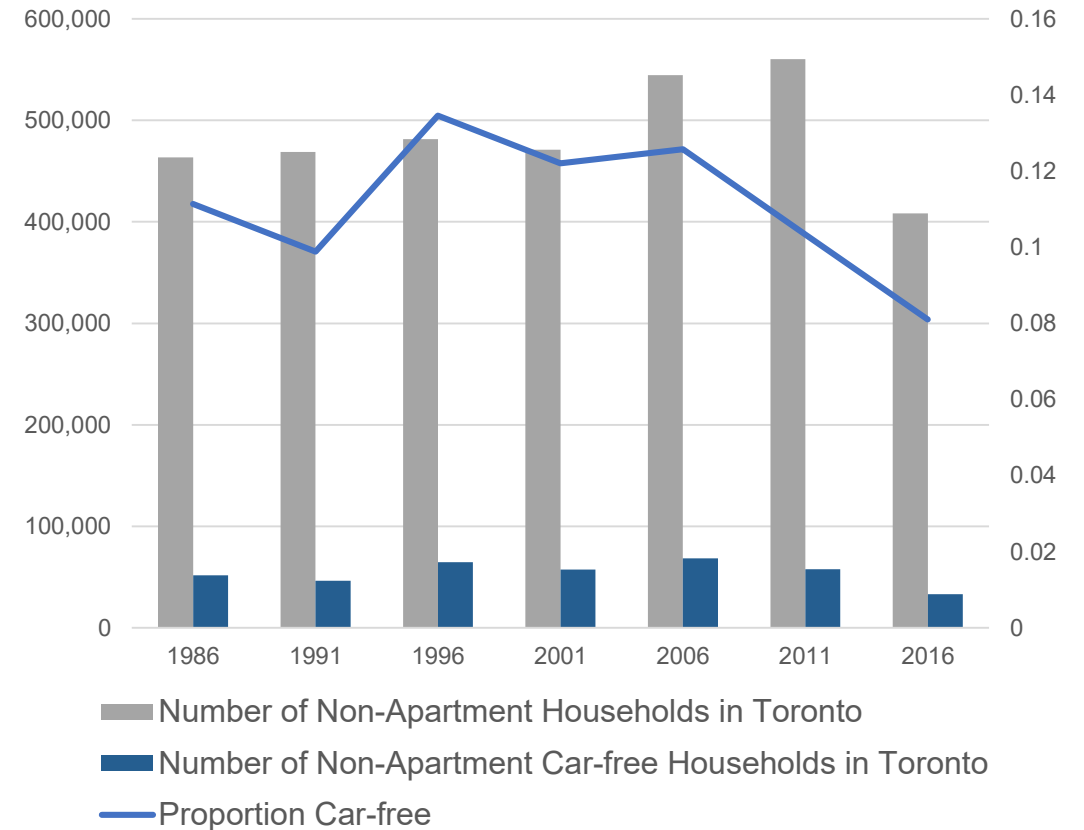
# Initial Findings: Auto Ownership



## Apartment Households in Toronto



## Non-Apartment Households in Toronto



# Initial Findings: Construction Cost

**\$160 - \$200/ft<sup>2</sup>**

Typical underground parking costs in the GTA  
Complex conditions can add up to \$200/ft<sup>2</sup> more

**300 - 400/ft<sup>2</sup>**

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:

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

# 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



# Feedback

## Technical Advisory Committee

- Five meetings with staff from City Planning, Transportation Services, Toronto Parking Authority, CreateTO

## Stakeholders

- March 11 meeting attended by approximately 55 people
- May 27 meeting attended by over 70 people
- Other meetings for specific organizations that requested them

## June Public Meetings / July Public Survey

- Over 85 participants across three meetings
- About 950 survey responses, nearly 900 complete

## Toronto Accessibility Advisory Committee

# Feedback

- General support for reducing car parking requirements, imposing maximums, increasing bike parking requirements
  - Consistent with City environment and mobility goals
  - Allows people to choose how much parking they pay for, mitigate housing costs
  - Want us to go further and eliminate car parking city-wide as minimums anywhere are inconsistent with City objectives
- Key questions and concerns:
  - Sufficient space for service vehicles and loading
  - Concern about managing street space / Spillover of parking into neighbourhoods
  - Equity impacts (accessible parking and people not well-served by car alternatives)
  - Lack of trust that proposed formula maintains accessible parking
  - Uncertain cost of providing electric vehicle infrastructure

# Proposal Overview

## Simplify the Zoning By-law

- Significantly reduce land use categories by combining similar land uses
- Reduce the number of Parking Policy Areas

## 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
- Establish requirements for electric vehicle infrastructure
- Establish monitoring program to determine effectiveness of parking regulations

# Proposal Overview

## Implement Official Plan policies to discourage auto dependence

- Enlarge parking policy areas
- Eliminate most minimum parking requirements city-wide
  - Maintain a requirement for visitor parking
  - Adjust calculation for required accessible parking to maintain the required supply
- Increase use of maximum parking limits across the city

## Implement Official Plan policies to encourage walking, cycling and transit

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

# Proposal: Parking Rates

- Eliminate parking minimums city-wide
  - Maintain requirement for minimal level of service and maintenance parking
  - Maintain requirement for accessible parking with new formula
- Introduce parking maximums city-wide
  - Set at level of former minimum parking requirement
  - Where uses are combined, adjust maximums as necessary to ensure none are increased

# Proposal: Maximum Parking Rates (Non-Residential)

Land Use Category	Parking Policy Area 1	Parking Policy Area 2	Rest of the City
Education	0.3 per 100 sq.m	0.8 per 100 sq.m	5.0 per 100 sq.m
Entertainment	2.5 per 100 sq.m	3.5 per 100 sq.m	10.0 per 100 sq.m
Health Care	0.3 per 100 sq.m	0.4 per 100 sq.m	3.5 per 100 sq.m
Institutional	0.4 per 100 sq.m	0.4 per 100 sq.m	1.0 per 100 sq.m
Manufacturing & Storage	0.5 per 100 sq.m	0.5 per 100 sq.m	1.0 per 100 sq.m
Office	0.35 per 100 sq.m	1.0 per 100 sq.m	1.5 per 100 sq.m
Place of Worship and Visitation	1.0 per 100 sq.m	2.0 per 100 sq.m	6.0 per 100 sq.m
Recreation	0.5 per 100 sq.m	0.5 per 100 sq.m	3.5 per 100 sq.m
Retail	1.0 per 100 sq.m	1.0 per 100 sq.m	6.0 per 100 sq.m
Service	0.2 per 100 sq.m	0.2 per 100 sq.m	6.0 per 100 sq.m
Supportive Services and Accommodation	0.22 per 100 sq.m	0.22 per 100 sq.m	1.5 per 100 sq.m
Transportation	0.1 per 100 sq.m	0.1 per 100 sq.m	0.2 per 100 sq.m

# Draft Proposal: Land Use Categories

New Land Use Category	Applicable Uses from Existing ZBL
Education	Adult Education School, Day Nursery, Education Use, Industrial Skills Training, Performing Arts Studio, Post Secondary School, Private School, Public School, Religious Educational Use
Entertainment	Adult Entertainment, Billiard Hall, Bowling Alley, Club, Entertainment Place of Assembly, Gaming Establishment, Nightclub, Place of Assembly, Pool Hall
Health Care	Clinic (medical), Hospital, Medical Office
Institutional	Ambulance Depot, Animal Shelter, Court of Law, Fire Hall, Police Station
Manufacturing & Storage	Contractor's Establishment, Manufacturing Uses, Self Storage Warehouse, Warehouse
Office	Artist Studio, Laboratory, Office (Excluding Medical Office), Production Studio, Software Development and Processing
Place of Worship and Visitation	Cemetery, Funeral Home, Place of Worship, Visitation Centre
Recreation	Art Gallery, Community Centre, Golf, Museum, Park, Recreation Use
Retail	Cabaret, Eating Establishment, Grocery Store, Industrial Sales and Service, Retail Store, Vehicle Dealership, Vehicle Fuel Station, Wholesaling Use
Service	Financial Institution, Hotel, Kennel, Motel, Personal Service Shop, Pet Services, Retail Services, Service Shop, Vehicle Repair Shop, Vehicle Service Shop, Veterinary Hospital
Supportive Services and Accomodation	Crisis Care Shelter, Municipal Shelter, Residential Care Home
Transportation	Bus Station, Railway Service and Repair Yard, Railway Station, Vehicle Depot

# Proposal: Parking Rates (Residential)

Land Use Category	Minimum City Wide	Maximum Parking Policy Area 1	Maximum Parking Policy Area 2	Maximum Rest of the City
Resident Requirement for a Dwelling unit in an: Apartment Building or a Mixed Use Building	None	a) 0.3 for each bachelor dwelling unit up to 45 sq.m and 1.0 for each bachelor dwelling unit greater than 45 sq.m (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	a) 0.6 for each bachelor dwelling unit up to 45 sq.m and 1.0 for each bachelor dwelling unit greater than 45 sq.m (b) 0.7 for each one bedroom dwelling unit (c) 0.9 for each two bedroom dwelling unit; and (d) 1.0 for each three or more bedroom dwelling unit	a) 0.8 for each bachelor dwelling unit up to 45 sq.m and 1.0 for each bachelor dwelling unit greater than 45 sq.m (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
Resident Requirement for a Dwelling Unit in a: Multiple Dwelling Unit Buildings	None	1.0 per dwelling unit	1.0 per dwelling unit	1.0 per dwelling unit
Resident Requirement for a Dwelling Unit in a: Detached House, Semi-detached House, Townhouse, Duplex, Triplex or Fourplex	None	None	None	None
Visitor Requirement: For a Dwelling unit in an Apartment Building, a Mixed Use Building, and/or a Multiple Dwelling Unit Building	2.0 plus 0.01 per dwelling unit	1.0 per dwelling unit up to five (5) dwelling units, 0.1 per dwelling unit thereafter	1.0 per dwelling unit up to five (5) dwelling units, 0.1 per dwelling unit thereafter	1.0 per dwelling unit up to five (5) dwelling units, 0.1 per dwelling unit thereafter
Secondary Suite	None	None	None	None
Communal Housing (Assisted Housing, Alternative Housing, Group Home, Religious Residence, or Seniors Community House)	None	0.2 for each bed-sitting room or dwelling unit	0.2 for each bed-sitting room or dwelling unit	0.2 for each bed-sitting room or dwelling unit
Housing with Care (Hospice Care Home, Nursing Home, Retirement Home, or Respite Care Facility)	None	0.3 for each dwelling unit and bed-sitting room	0.3 for each dwelling unit and bed-sitting room	0.3 for each dwelling unit and bed-sitting room



# Draft Proposal: Parking Policy Areas



- Separate the parking requirements from the existing Policy Areas
- Only relevant to maximum parking standard
- Two Parking Policy Areas plus rest of the city linked to availability of auto alternatives
- Approximately 400m walking distance from transit stations/stops

# Proposal: Accessible Parking

## 200.15.10 Parking Rate

### (1) Parking Rates - Accessible Parking Spaces

If permitted **parking spaces** are provided, clearly identified off-street accessible **parking spaces** must be provided on the same **lot** as every **building** or **structure** erected or enlarged, as follows:

- (A) if the permitted maximum number of **parking spaces** is less than 13, a minimum of 1 **parking space** is required which must comply with all regulations for an accessible **parking space** in Section 200.15;
- (B) if the permitted maximum number of **parking spaces** is 13 to 100, a minimum of 1 **parking space** is required for every 25 **parking spaces** or part thereof which must comply with all regulations for an accessible **parking space** in Section 200.15; and
- (C) if the permitted maximum number of **parking spaces** is more than 100, a minimum of 5 **parking spaces** is required plus 1 **parking space** for every 50 **parking spaces** or part thereof in excess of 100 **parking spaces**, which must comply with all regulations for an accessible **parking space** in Section 200.15.

# Proposal: Accessible Parking (continued)

## (2) Accessible Parking Space Requirement for Medical Offices and Clinics

For a medical office or clinic, if the permitted maximum number of **parking spaces** is 5 or more, a minimum of 1 **parking space** for every 10 **parking spaces** or part thereof permitted must comply with all regulations for an accessible **parking space** in Section 200.15. These **parking spaces** must be clearly identified off-**street** accessible **parking spaces** on the same **lot** as every **building** or **structure** erected or enlarged. Any accessible **parking spaces lawfully existing** on the lot must be retained.

# Proposal: Transition

- There are a number of regulations in the Zoning By-law which require that existing lawful parking not be reduced
  - Inconsistent with guiding principle of the review
  - Reduces risk of sudden reductions in parking supply
- Maintain in short-term; monitor ongoing need for them

# Proposal: EV Ready Requirement

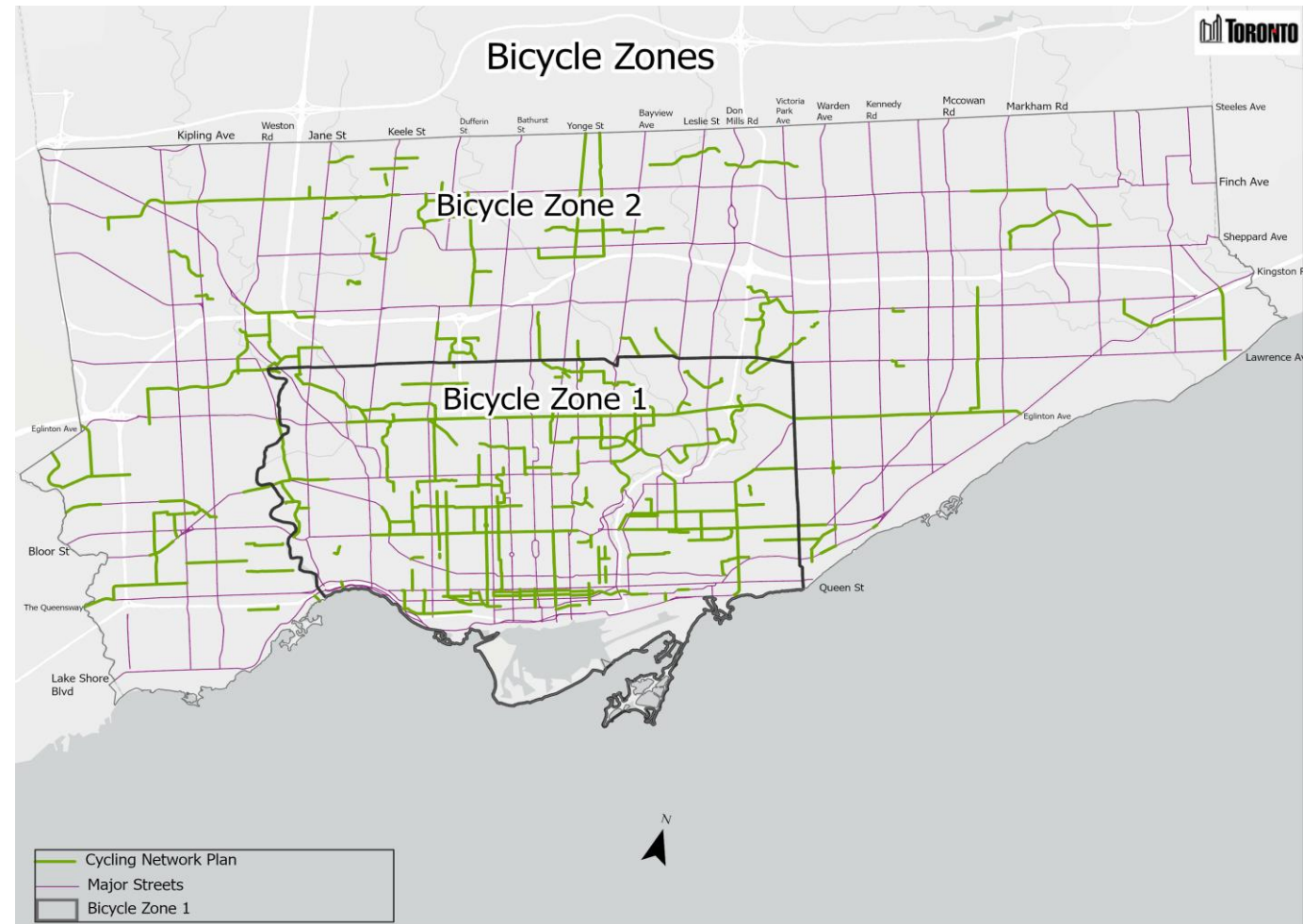
- Introduce requirement for all parking spaces to be “EV Ready”
- Preliminary findings of study to identify the costs associated with different approaches to prepare for electric vehicles indicates relatively low cost for new builds relative to retrofits
- Work with Province and Toronto Hydro to find ways to limit the burden on developers installing Electric Vehicle Supply Equipment





# Proposal: Bike Parking Requirements

- No boundary adjustment
- Increase short-term bike parking requirements for residential uses in Bicycle Zone 1
- Not aligning land use categories between bike and auto parking



# Proposal: Infrastructure to Support Low Parking Rates

- Introduce payment-in-lieu of bike parking policy to allow reduction of short-term bike parking requirement for residential uses within Bicycle Zone 1 by 50% (to former requirement). The payment-in-lieu of bike parking policy will not apply to long-term bike parking or non-residential uses at this time.
- Propose fee of \$500 per short-term space reduced
  - A 250 unit development would potentially contribute \$12,500
- Fee would go to reserve fund for Toronto Parking Authority to expand Bike Share
  - Cost of Bike Share station is approximately \$50,000

# Proposal: Infrastructure to Support Low Parking Rates (continued)

- Add requirement for a bike maintenance station in developments with more than five long-term bike parking spaces
- Toronto Green Standard has requirement for reduction in single-occupant vehicle trips which could be used to secure additional infrastructure
- Growth-related Funding Tools work still underway
  - Work will prepare City for revised Planning Act Section 37 framework
  - New tools need infrastructure requirements to be more clearly identified



# Proposal: Monitoring Program

- Annual compilation, internal focus
- Data:
  - Applications – by use, existing versus new, accessible, bicycle, amount being removed
  - Built – by use, existing versus new, accessible, bicycle
  - Transportation Demand Management infrastructure secured through development process
  - On-street parking supply (permit and non-permit); waiting lists for on-street parking permits
  - Toronto Parking Authority utilization
  - Location and frequency of parking tickets
  - Real estate transactions for parking
  - Work with development industry to identify unsold parking spaces

# Proposal: Recommended Future Work

- Undertake review of Zoning By-law loading space requirements
  - Include consideration of passenger pick-up/drop-off areas
- Undertake review of Bicycle Parking Guidelines
- Undertake comprehensive review of bike parking requirements
- Develop Transportation Demand Management Guidelines to support review of Toronto Green Standard Single-Occupant Vehicles reduction target, and review of applications to exceed new parking maximums
- Recommend as part of Transportation Services Parking Strategy that new developments be automatically excluded from participating in the on-street parking permit program

# Proposal: Parking Supply Guideline for City Developments

- Not pursuing this
- Final report will address:
  - City's responsibility to set example
  - Need for parking for affordable housing

# Next Steps

- Public Meetings (Round 2): September 27, 28, 29
- Refine proposal based on feedback: October
- Planning and Housing Committee November 25
- City Council: December 15, 16

# Discussion