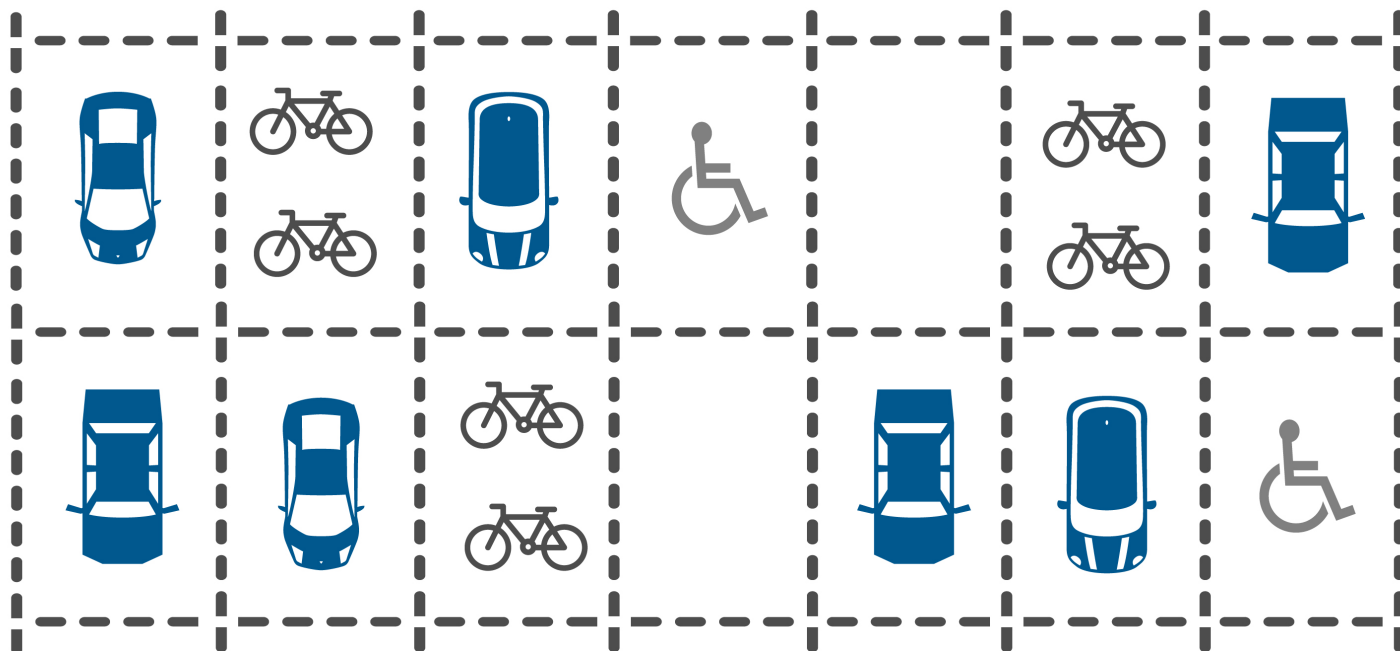




Review of Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

September 28, 2021
7:00-9:00 PM

*Prepared by Gladki Planning Associates
for the City of Toronto,
October 2021.*



Background

Requirements for automobile and bike 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 \(PH20.4\)](#) asked staff to review these requirements to better align them with the objectives of the City’s Official Plan. The Review is guided by the principle that parking standards should allow only the maximum amount of automobile parking reasonably required for a given use and minimums should be avoided except where necessary to ensure equitable access, such as for accessible parking or in areas which would be difficult to serve with transit.

Meeting Overview

On Tuesday, September 28, 2021, the City of Toronto hosted a public consultation meeting to summarize initial findings from the City’s Parking Review, present draft proposed changes to the parking standards in the Zoning By-law and gather feedback that will inform revisions to the proposed changes. Based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events.

The meeting was the second in a series of meetings for the public in September 2021, promoted on the City of Toronto website and through the City’s social media channels (Twitter, Facebook, Instagram).

Over 26 participants joined this second meeting. Attendees included residents, employees, business owners, developers, landowners, and advocacy groups (see Figure 1) whose primary modes of transportation were public transit, walking, driving and cycling (see Figure 2). Some participants had already engaged in the project during previous public meetings in the spring, an online survey over the summer, and through email to the project team (see Figure 3).

Following opening remarks and housekeeping by Gladki Planning Associates, Michael Hain spoke on behalf of the Transportation Planning, Policy and Analysis unit within the City Planning division. His presentation spanned current and shifting conceptions of parking rates, research findings, public and stakeholder feedback and details on the City’s proposal. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over eight questions and comments were received.

If you missed our first virtual public meeting, come learn and share your thoughts tonight (Sept 28, 7-9 pm) or tomorrow afternoon (Sept 29, 1-3 pm)! Details at toronto.ca/parkingreview



10:39 AM · Sep 28, 2021 · Twitter Web App
Sample social media post from the communications campaign promoting the meetings



Figure 1 What brings you to this public meeting? Select all that apply.

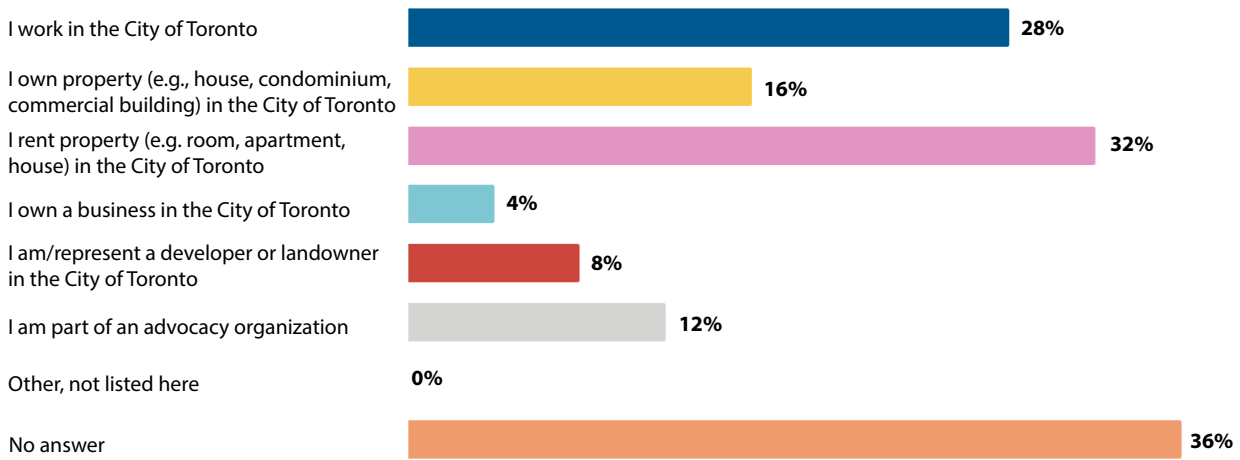


Figure 2 What modes of transportation do you most often use to move around the city? Please respond based on your activity prior to the COVID-19 pandemic and/or how you plan to travel post-pandemic. Select all that apply.

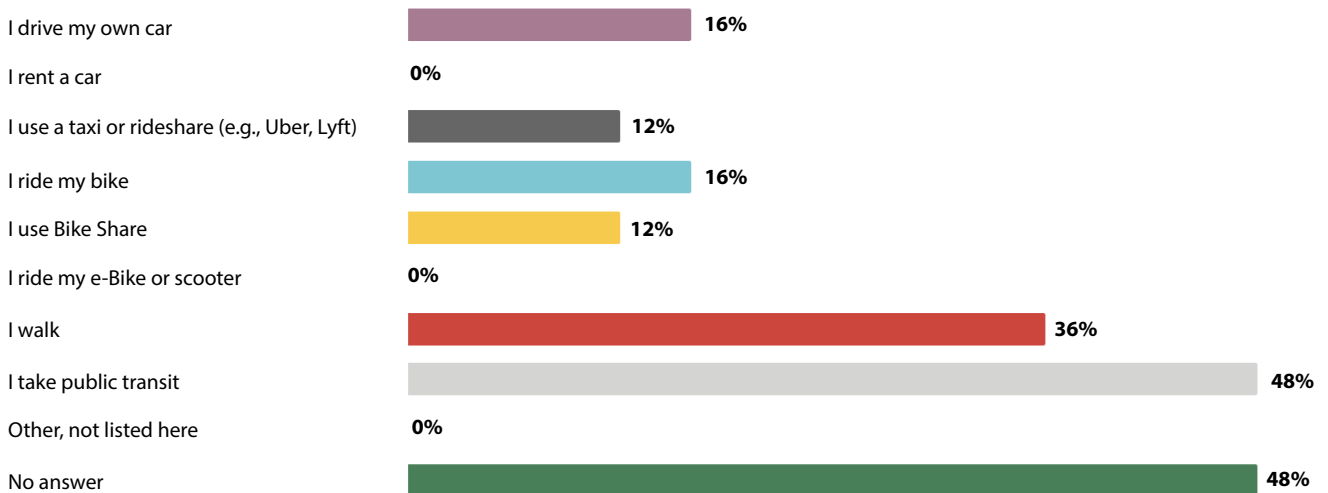
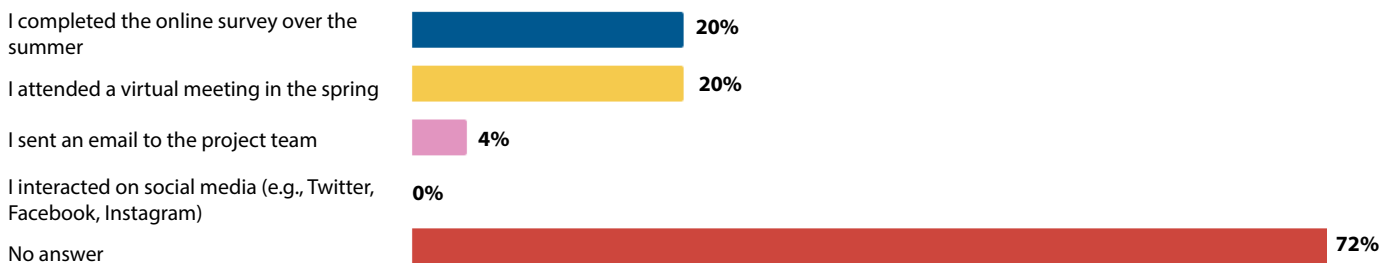


Figure 3 Have you engaged with this project before today's meeting? Select all that apply.





Questions & Answers

The Q & A portion of the event gave rise to two main question themes from the public: parking location and proposed payment-in-lieu. A full list of the questions received is below, accompanied by answers.

Parking location

- ***Are there rules that specify whether car parking and bike parking needs to be indoors (sheltered) or outdoors? Is there a difference or is it up to whomever is developing the property?***

The location of parking is not being reviewed as part of this project, which focuses exclusively on parking rates. However, there are regulations in Zoning By-laws that specify where parking needs to be located. In many cases, different development types have to include about half of car parking underground, or in the structure itself. In residential and commercial zones, long-term residential bike parking is to be located on the first and second storeys of a building or the levels of the underground parking garage. Generally speaking, the intent of this regulation is to make parking easily accessible for taking the bike outside.

- ***Will this encourage developers to construct parking spots rather than encouraging residents to park on the street?***

Many policies in the City's Official Plan encourage new development to accommodate parking on site. However, there are currently few mechanisms to ensure developers do that. Staff often hear that developments do not provide sufficient parking and the occupants of the building are applying for residential on-street parking permits. This is not desirable: the residential parking permit system is for people without access to a parking spaces to store their vehicle. New developments have the opportunity to build sufficient parking and should not rely on street parking.

- ***I am renting right now at a place with underground parking available, but the cost is pretty prohibitive relative to street parking: the amount I pay for six months of parking through the City is the same as about half a month's worth of parking at my building. It sounds like this is trying to incentivize the other way – will parking not be as accessible to those who need it?***

There are a number of areas with residential parking permit systems in place that have key challenges. For example, parking prices have been maintained quite low and do not disincentivize people from occupying as much parking as they wish. To manage parking supply and allocation, the City uses waiting lists as opposed to a pricing mechanism. This issue is outside of the scope of this project but will be considered through a separate study being undertaken to explore residential parking, including the parking permit system.



Proposed payment-in-lieu

- ***Could you elaborate on the payment-in-lieu of bike parking?***

This policy would allow developers to reduce the bike parking requirement (for “short term” bike parking for residential uses in Bicycle Zone 1) by 50% in exchange for payment that would be used to fund BikeShare developments. The fee is \$500 per short-term bike parking space reduced.

- ***Under what conditions would developers be allowed to reduce short-term bike parking and provide payment-in-lieu? Would a bike parking study be required?***

The overall proposal includes doubling bike parking requirements, with no need for special approvals. However, the proposed payment-in-lieu method would include automatic approval of a 50% reduction in the short-term bike parking requirement in residential uses in Zone 1. This reduces the bike parking to the level that is currently required.

- ***Given the proposed rates for payment-in-lieu, would you expect that most developers would provide the full amount of short-term parking or choose the payment-in-lieu?***

At minimum, a developer would still have to provide 50% of the required “short term” bike parking requirement. City staff are [seeking feedback](#) from developers on the proposed rate: if the \$500 fee per reduction in short-term bike parking space is substantially higher than what it costs to construct parking, staff will consider lowering the rate. However, the objective is to secure enough funding to pay for a reasonable amount of BikeShare infrastructure.

Next Steps

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. The next steps include refining the proposal during October 2021 and presenting to the Planning and Housing Committee on November 25 and City Council on December 15-16.

Please visit [the project website](#) for more information, materials and meeting notices, and to take part in an [online survey](#). You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

You can continue to contact City staff to provide your comments or ask questions directly:

Michael Hain, Program Manager
City Planning Division
Transportation Planning, Policy and Analysis
416-392-8698 michael.hain@toronto.ca