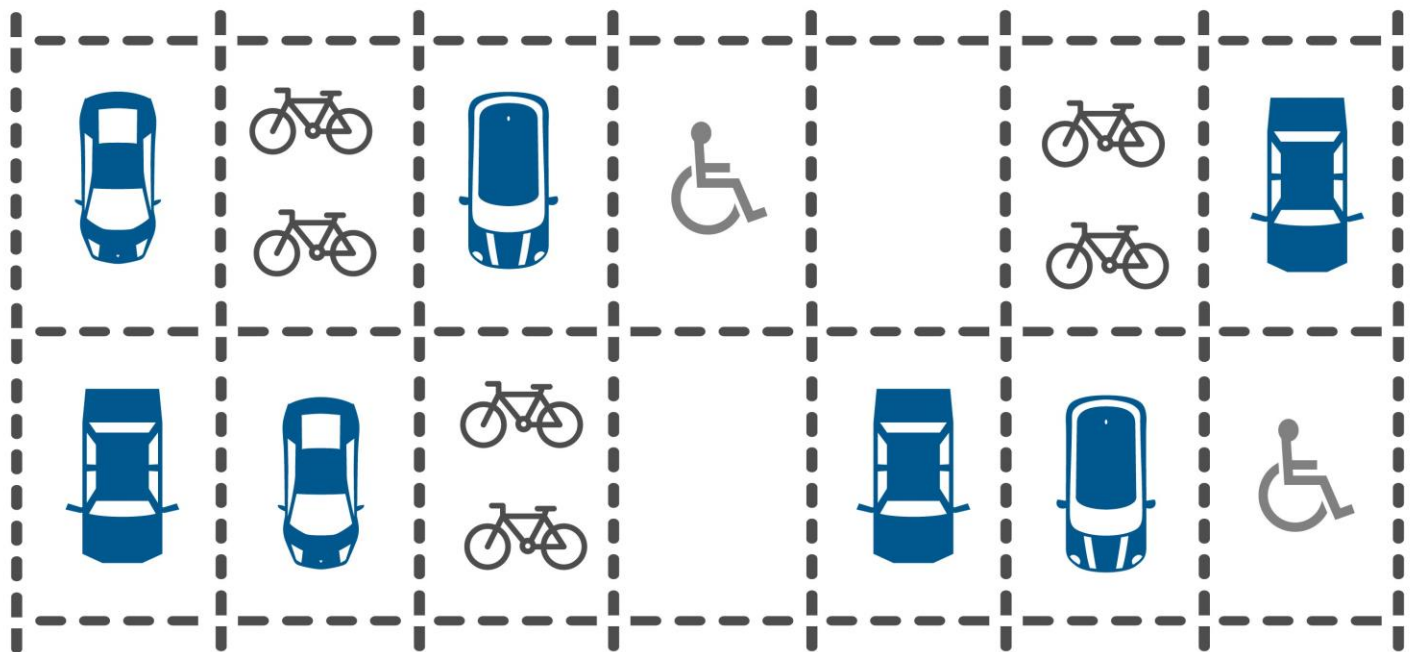




Review of Accessible Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

November 20 – 6:00 to 8:00 PM

November 21 – 3:00 to 5:00 PM



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Background

Requirements for accessible parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On December 15, 2021, [Planning and Housing Committee \(PH29.3\)](#) asked staff to review accessible parking requirements. The Review is guided by the principle that there should be sufficient, safe accessible parking within the city for those who require accessible parking permits.

The Review is expected to conclude by Q2 2024 and will include public consultation meetings in November 2023 and Q1 2024, through which City staff will seek the public's feedback on proposed amendments to bicycle parking requirements in the Zoning By-law and other related work.

Meeting Overview

On Monday November 20, 2023, and Tuesday November 21, 2023, the City of Toronto hosted public consultation meetings to present emerging directions for the City-wide Accessible Parking Review, answer questions, and receive feedback from the public. The meeting was promoted through the City's social media channels (Twitter and Instagram), mailing lists, and on the City of Toronto website. Across both meetings over 30 participants joined.

Michael Hain, the Program Manager of the Transportation Planning, Policy, and Analysis unit within the City Planning division led the opening remarks and housekeeping sections of the meetings. Following his remarks, Megan Drupals, Toronto Urban Fellow, delivered a presentation on the findings and emerging directions of the review. 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 29 questions and comments were received on the following topics.

Questions & Answers

The Q & A portion of the event gave rise to several main themes from stakeholders:

- Data
- Accessible Parking Requirements
- On-street & overnight parking, Permits, and Parking Pads
- Transition Policies

A full list of the questions received is below, accompanied by answers.



Data

Can you clarify if 4.5% of accessible parking spots mentioned in the presentation is based on the population of Toronto? Or is it based on the senior's population?

The 4.5% is based on the population of Toronto and the number of permits that were issued.

Do you have data on the number of people over 65? What is the distribution of those above 65?

We have generally looked at data based on age, however there is no direct correlation between age and issued accessibility permits.

Accessible Parking Requirements

Is this review only looking at looking at accessibility? Or is there consideration for families with strollers as well as carshare?

This review is only focusing on accessible parking requirements in new and large buildings. We may review other aspects of the Zoning By-law in follow up work. All comments are welcome.

Is there any consideration in bringing back minimum parking requirements? Specifically, to serve families?

We are currently monitoring the changes after removing parking minimums in most uses. We will report to Council in Q2 of 2024 on the trends that we've observed. Most applicants have proposed parking at rates similar to what was proposed before the changes to parking requirements. However, some applicants are proposing much less.

Are there any rules around whether a building needs to provide an accessible parking spot if an existing resident becomes disabled?

There are no requirements in the Zoning By-law that require buildings to provide an accessible parking spot if an existing resident becomes disabled. However, the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Human Rights Code requires buildings to accommodate up to the point of undue hardship.

Can you clarify the requirement for parking in new developments? We've seen new applications with only 2-3 visitor parking spaces.

Most minimum parking requirements were eliminated. The exceptions are visitor parking in multi-unit residential buildings and accessible parking in all uses. The visitor parking requirement is calculated based on a ratio multiplied by the number of units in that development. The accessible parking requirement is calculated based on the number of "effective parking spaces" applied to that site. We are currently looking into ways to simplify the way accessible parking requirements are calculated.

How can we ensure newly built multiplexes provide parking for people who require an accessible parking space?

Small developments are not subject to any parking requirements, and we expect this to allow for additional flexibility for small developments like multiplexes to be built. We recognize this creates a potential gap for people who require accessible parking while finding a place to live. We will take this back and explore it further.



Is there any requirement for developers to provide accessible parking spaces that are equipped with electric charging?

All residential parking in newly built developments is required to be equipped with Level 2 charging capabilities. In buildings with parking dedicated to non-resident uses (including visitor parking in residential buildings), 25% of spaces must be EV ready. However, we recognize that the lack of direction about how to distribute these EV spaces between accessible and other non-resident parking is a gap. We are looking into clarifying this.

Can you clarify how accessible parking spaces are distributed for visitor parking spaces? Would you see instances where more accessible parking is assigned to visitor parking?

In cases where there is a mix of parking uses on site, there is no requirement that accessible parking must be distributed equitably across all uses. An applicant can put all accessible parking in residential or visitor parking. We are looking into a requirement to ensure parking is distributed equitably.

Will this review impact existing parking?

This review is only looking at newly erected and enlarged developments under Zoning By-law 569-2013.

Is there a requirement to ensure that when a medical office leases a unit/space a few years after a development is built that there is enough general and accessible parking available for clients?

We will need to look at this requirement in a more comprehensive way. We will need to take this back.

If an applicant provides less than 4% of accessible parking spaces, it will not be approved? Is this the case?

Applicants can still submit a Zoning By-Law Amendment (ZBLA) to provide less parking than what is required. However, staff would not be supportive of the ZBLA, but Council can still approve the amendment and the applicant can also go through the appeal process.

Are there definitions on where accessible parking spaces should be placed in a parking lot/garage?

There aren't in-force requirements in the Zoning By-law. By-law 579-2017 which introduced such requirements is under appeal. The Toronto Accessibility Design Guidelines include direction as to where accessible parking spaces should be located.

If the Ontario Building Code requires 15% of residential units comply with the AODA, does that percentage apply to the number of parking spots as well?

The requirements for accessible parking spaces are different. As shown in the presentation, about 4% of parking spaces need to be accessible. The method to calculate accessible parking spaces are based on the number of effective parking spaces.

Can you clarify whether this review is meant for guidelines or requirements? And are these best practices and are not required?

Our focus are the requirements in Zoning By-law 569-2013, but they only apply to newly built and enlarged development. If the building already exists, they do not need to comply with the updated requirements unless there is a major renovation where the building gets larger or torn down and re-built.



On-street & Overnight Parking, Permits, and Parking Pads

Will you be ending the restriction on no overnight parking (2am to 6am) in parts of Scarborough? This discriminatory practice causes hardship and is unfair to residents.

This question is related to on-street parking. In many parts of Scarborough overnight parking is not permitted. There is a process in place for residents who want to engage with Transportation Services on ending restrictions to overnight parking.

If someone is handicapped, can they get accessible overnight parking in those parts of Scarborough that restrict it? What if you just have trouble walking?

You can start the process by calling or e-mailing permit parking in Transportation Services. There is some consultation that is required with neighbours. Please refer to [Residential On-Street Parking](#) for additional details on the process.

What is going to be done with on street parking permits?

The city is developing a city-wide parking strategy that will review on-street parking. More information can be found through this [staff report](#).

Why isn't long-term parking available on street across the city? Will we see a parking permit system expanded to other areas of the city, like the one in East York?

There is a process to change on-street parking regulations. More information can be found at [Residential On-Street Parking](#).

If a person has an accessible permit/pass, do they have a right to have a specific spot assigned to them in a residential building?

In a residential building, there is no City requirement to have a dedicated parking space assigned to anyone who has an accessible permit/pass. Building owners/condo boards can set their own rules in terms of dedicated accessible parking. In the case of on-street parking, the City will provide an accessible space, but it will not be dedicated to an individual.

Transition Policies

Do you have transition policies in place?

We have not developed and policy amendments yet, including transition policies. It amendments are ultimately recommended, recommended transition policies will likely be similar to those for the removal of minimum parking requirements. In that case, any applications that were received before Council adopted the changes in the Zoning By-law were subject to the old requirements. Anything that came in after Council's adoption date will be subject to the new requirements.

Comments & Feedback

The comments received from members of the public focused on a few main themes: data and accessible parking requirements and location.



Data

- I would prefer to see more statistics based on the trajectory of the aging population of Toronto to support your review. Our aging population will require more accommodation in the future, specifically those who are currently 65-70.
- I think we should also factor an expected increase to the City's population when considering accessible parking requirements.
- The need for accessible parking spaces is proportional to age, typically those over 65.

Accessible Parking Requirements and Location

- In the guidelines for accessible parking spaces that are located outside, you should consider the slope of the driveway where the accessible vehicles will be parking. The slope can lead to a user tipping backwards or sideways off a ramp or lift. Especially with vans and mobility devices.
- Additional consideration for the location of accessible parking spaces should be given when located near or on storm drains. There is a high risk of the wheel from a mobility device to get caught while a user is entering or exiting a vehicle. If it doesn't create undue hardship, it would really be helpful to make those considerations.
- With respect to accessible parking spaces outside, typically they are located close to the entrance of a building.
- I noticed in a few developments in Scarborough along Kingston Road, the applicant is not proposing resident parking which seems to limit the amount of accessible parking available on site. This seems to be a growing trend in Scarborough.
- I am surprised that the city did not raise its AODA requirement.

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. Our next steps include online engagement leading to a second round of consultation in Q1 2024.

Please visit [the project website](#) for more information, materials, and meeting notices. 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:



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