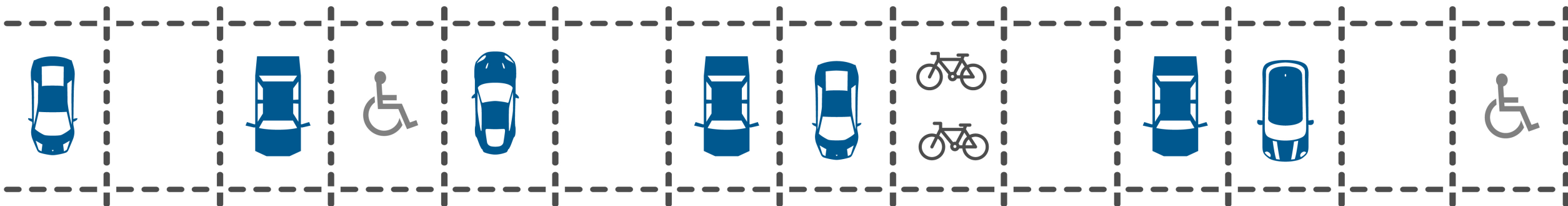


# Welcome!

## Review of Parking Requirements for New Development: Accessible Parking and Parking Monitoring Program

Phase 2 Public and Stakeholder Consultation



# Having Issues with the audio?

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When prompted for a meeting number,  
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# We want to hear from you!

There are several ways you can provide your feedback in the coming weeks:

- Visit [www.toronto.ca/parkingreview](http://www.toronto.ca/parkingreview) to access our page with a video recording of the presentation and information about this project.
- Contact City staff directly to provide your comments or ask questions. Contact information is listed on our website and also at the end of the City's presentation.



# Land Acknowledgement

*We acknowledge the land we are meeting on 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.*



# Agenda

## Presentation



Michael Hain

*Program Manager, Policy and Analysis Unit  
Transportation Planning, City Planning*

Mathulan Manikkarajan

*Planner, Policy and Analysis Unit  
Transportation Planning, City Planning*



**Facilitated Discussion/Q&A**

# Amendments to Zoning By-law 569-2013

## Accessible Parking

September 17<sup>th</sup>, 2024



# Context for updating accessible parking bylaws

- City Council approved amendments to ZBL 569-2013 regarding parking requirements on December 15, 2021.
- Auto-related changes to ZBL 569-2013 were enacted on February 3, 2022.
  - A series of corrective amendments changed effective date to July 22, 2022.
- Currently in Phase 2 of the ZBL 569-2013 parking update
  - Focus on accessible parking and bike parking requirements
  - Expect to report back to Planning and Housing Committee and City Council in December 2024.



# Bill 185 Cutting Red Tape to Build More Homes Act

- On June 6, 2024, Bill 185: Cutting Red Tape to Build More Homes Act received Royal Assent.
- One of the many changes through Bill 185:
  - The Bill prohibits municipalities from having Official Plan and Zoning Bylaws containing minimum parking requirements (except for bicycle parking) in Major Transit Station Areas or Protected Major Transit Station Areas.
    - MTSA or PMTSA: approximately 500 to 800 metre radius surrounding an existing or planned higher-order transit stop or station
- Developments in these areas would not be required to provide any parking, including accessible parking.

# Accessible built environment standards in the AODA

- The provincial Design of Public Spaces Standards Development Committee released its recommendations to improve accessible built environment standards through:
  - the accessible built environment standards in the Accessibility for Ontarians with Disabilities Act and
  - the barrier-free accessibility requirements under the Ontario Building Code.
- The recommendations were open for feedback from the public from June 5 to August 29, 2024.

# AODA's Accessible built environment standards update

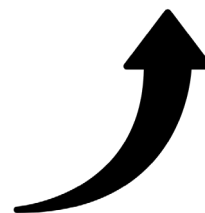
Type A only Spaces



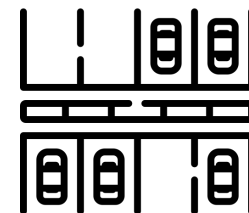
Clarification of off-street accessible parking



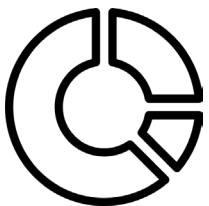
Increased Parking Requirements



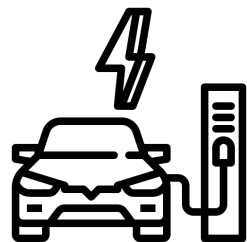
Enhanced Parking Requirements for specific sectors



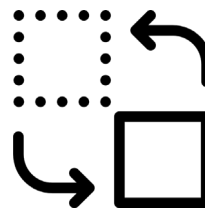
Parking Ratios Across multiple Sites



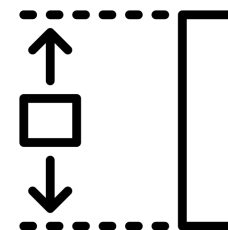
Electric Vehicle Charging Stations



Retrofits for specific sectors



**3.0m Overhead clearance for Accessible parking**



# Progress to Date

- Internal Consultation:
  - Reported to the Technical Advisory Committee on Feb 16<sup>th</sup>, 2024, and September 4<sup>th</sup>, 2024 to seek feedback from staff.
- Stakeholder Consultation:
  - Reported to the Toronto Accessibility Advisory Committee in November 2023 and June 2024
  - Met with Organizations supporting people with disabilities to provide updates and gather feedback.
  - Conducted surveys with the development community and building managers to seek their feedback.
- Public Consultation:
  - First round of public consultation held on November 20-21, 2023
  - Conducted a public survey to gather feedback around accessible parking in Toronto.

# Accessible Parking Survey Update

- Between November 8, 2023 and December 22, 2023, a public survey was launched to gather feedback around accessible parking in Toronto.
- The survey was widely advertised through City Planning's social media platforms, as well as distributed through the Accessible Parking Coalition's channels.
- In total, there were 87 participants, and 69 of these completed the entire survey.

# Survey: Recommendations

- Increase the supply of accessible parking spaces:
  - Very few respondents had a parking space on the street.
  - Similarly, few respondents had a parking space in an underground garage or parking lot. For those who had to wait to gain access to a parking space, the wait was between 1-6 months.
- Reduce misuse of accessible parking permits and spaces:
  - A common issue faced by respondents was a lack of accessible parking spaces used by people without a parking permit.
- Ensure accessibility of provided spaces:
  - The top cited barrier identified by respondents when accessing accessible-designated parking spaces (including both on- and off-street in all locations) was curbs cuts – either lack of, or not well positioned or designed.

# List of Proposed Updates to ZBL 569-2013

- Updates to the Accessible Parking rates in New developments:
  - Simplifying the method to calculate the requirements.
  - Updating the requirements for residential and non-residential parking rates in new developments.
  - Requiring a percentage of visitor parking spaces dedicated for accessible parking.
- EVSE requirement for all accessible parking spaces.
- Updating ZBL 569-2013 language to:
  - Clarify 200.15.10.10 – Accessible Parking Rates – General
  - New Clause: 200.15.10.2 – Multiple Uses on a Lot
  - New Clause: 200.15.10.4 – Interpretation of Minimum Parking Space Requirement
  - New Clause: Retrofitting Spaces

# Residential Accessible Parking Rates Methodology

- Proposed requirements would link the minimum number of accessible spaces to the number of dwelling units or GFA.
- Two methods to calculate the requirement:
  - 1) Multiplying a rate per dwelling unit or
  - 2) Multiplying a percentage based on total residential parking provided.
  - 3) The greater minimum number from the two calculations listed above will be used to determine the requirement.
- Rates used will vary based on the Parking Zone the development application is located in.
  - This recognizes that dependence on a vehicle may vary depending on an individual's needs/abilities.
  - In addition, access to alternative modes of transit may not be sufficient across all areas of the City.



# Proposed Rate for Residential Buildings

- Residential buildings located in Parking Zone A be required to provide 0.02 accessible parking spaces per dwelling unit or 7% of provided parking should be accessible.
- Residential buildings located in Parking Zone B and Rest of the City be required to provide 0.025 accessible parking spaces per dwelling unit or 5% of provided parking should be accessible.
- Whichever calculation results in the higher amount of accessible parking will be used as the minimum required.
- Regulation applies if the number of parking spaces associated with dwelling units is 5 or more

# Proposed Rate Application: Scenario 1

- An application in Parking Zone A is proposing 115 Residential Units and 40 Residential Parking Spaces.
  - The Current rate provided by development applications is 0.014 accessible parking spaces per dwelling unit.
  - Using this rate, and applying it to scenario 1, the developer would provide 1.61 accessible parking spaces.
  - Using the City's proposed methods of calculation of either a rate of 0.02 or 7% of provided parking, the proposed requirement would be:
    - 2.3 accessible parking spaces based on the number of dwelling units or
    - 2.8 parking spaces based on the provided parking.
  - In this scenario, 2.8 accessible parking spaces would be the minimum requirement.

# Jurisdictional Comparisons

City	Use	Total Number of Parking Spaces or Units Provided	Minimum Number of Accessible parking Spaces	Applicable Area
Hamilton	Residential.	5 to 100 spaces.	4% of the total number of parking spaces provided.	City-wide.
Hamilton	Residential.	101 to 200 spaces.	1 space plus 3% of the total number of parking spaces provided.	City-wide.
Hamilton	Residential.	201 to 1000 spaces.	2 spaces plus 2% of the total number of parking spaces provided.	City-wide.
Hamilton	Residential.	1000 or more spaces.	11 spaces plus 1% of the total number of parking spaces provided.	City-wide.
Hamilton	Residential – Dwelling Unit, Mixed Use Multiple Dwelling.	12 or more dwelling units.	0.02 per unit.	Downtown Zone.
Edmonton	General	2 to 10 parking spaces.	1 accessible space.	City-wide.
Edmonton	General	11-25 parking spaces.	2 accessible spaces .	City-wide.
Edmonton	General	26-50 parking spaces.	3 accessible spaces.	City-wide.
Edmonton	General	51-100 parking spaces.	4 accessible spaces.	City-wide.
Edmonton	General	For each additional increment of 100 or part thereof.	One additional sta..	City-wide.
Ottawa	All Uses.	Not Applicable.	4% of the total number of parking spaces provided.	City-Wide.
Vancouver	Residential – multiple dwelling or live work use.	7 or more residential units.	1 space plus 0.034 space for each additional dwelling unit.	City-Wide.
Vancouver	Residential uses including Live-Work	Not applicable.	No Requirement.	Downtown and Broadway Plan Area.

# Residential Visitor Parking

- Introduction of a new requirement to ensure that 5% of provided residential visitor parking is accessible.

# Proposed Rate for most other non-residential uses

- For most non-residential uses city-wide with a Gross Floor Area less than 500 sq m, they are required to provide 1 accessible space or 5% of provided parking should be accessible.
- For most non-residential uses city-wide with a Gross Floor Area greater than 500 sq m, they are required to provide 1 accessible space plus 0.05 spaces for every additional 100 sq m of Gross Floor Area or 5% of provided parking should be accessible.
- Whichever calculation results in the higher amount of accessible parking will be used as the minimum required.
- The requirement begins when one parking space is provided.

# Warehouses / Industrial

- 5% of provided parking
- GFA may not be representative of how many people will be in the space, better to let parking provision be the main guide

# Medical Offices & Clinics

- The accessible parking requirement for medical offices and clinics will be maintained at 10% based on the total provided parking on site.

# Electrification of spaces

- Introducing a requirement that will ensure that all accessible parking spaces in buildings should be equipped with energized outlets capable of level 2 charging or higher.



# Update clause: 200.15.10.10 Parking Rate - Accessible Parking Spaces

- **Current Requirement:** (1) Accessible Parking Rates – General
  - In accordance with Table 200.15.10.5, if the number of parking spaces associated with dwelling units is 5 or more, or if the number of parking spaces associated with uses in Tiers 1, 2, 3, or 4, excluding medical offices and clinics, is 1 or more, clearly identified off street accessible parking spaces must be provided on the same lot as every building or structure erected or enlarged, as follows:
- **Proposed Requirement:** (1) Accessible Parking Rates – General
  - If the number of parking spaces associated with dwelling units is 5 or more, or if the number of parking spaces associated with other uses, excluding medical offices and clinics, is 1 or more, clearly identified off street accessible parking spaces must be provided on the same lot as every building or structure erected or enlarged, as follows:

# New clause: 200.15.10.2

- Multiple Uses on a Lot
  - If there are multiple uses on a **lot**, the respective minimum **accessible parking space** rates for each use on the **lot** apply, and the total number of required **accessible parking spaces** is the cumulative minimum total for all uses.
- Justification: This new clause will ensure that spaces are available for diverse use-cases.

# New clause: 200.15.10.4

- Interpretation of Minimum Parking Space Requirement
  - If Table 200.15.10.5 has a minimum number of **accessible parking spaces** for a use, the number of **accessible parking spaces** available for that use listed on the Table may not be less than the required minimum.
- Justification: This new clause would allow for sharing of spaces to cover multiple uses.

# New Clause Comparison: 200.15.10.2 and 200.15.10.4

- Scenario: A development is proposing a mixed-use space, providing use A and use B. The hypothetical rate they are required to provide is 0.3 accessible parking spaces for use A and 0.7 accessible parking spaces for use B.
- **200.15.10.2 Application:**
  - Requirement: The total number of required accessible parking spaces is the cumulative minimum total for all uses.
  - Therefore, 0.3 (use A) and 0.7 (use B) are added together and the total required for the site is 1 accessible parking space.
- **200.15.10.4 Application:**
  - Requirement: the number of accessible parking spaces available for that use listed on the Table 200.15.10.5 may not be less than the required minimum.
  - Therefore, the parking spaces need to be allocated at least 0.3 to use A and 0.7 to use B, so it could be shared
- If use A and use B share a parking facility, then 1 accessible space is required but if they have separate parking facilities that each one would require an accessible space.

# New clause: 200.15.10.15 Retrofitting Spaces

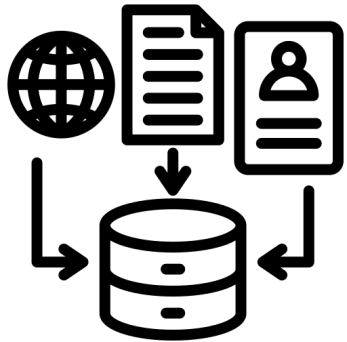
- Retrofitting existing parking spaces
  - Non-accessible parking spaces located off-street may be converted to accessible parking spaces using a 2:1 ratio.
- Justification: This new clause would allow existing buildings to retrofit their existing parking spaces as-of-right to accessible parking spaces.
- Note: Should an applicant seek reductions in parking explicitly for building ramps for access, they will need to seek a minor variance.

# Parking Monitoring Program



# Parking Monitoring Program: Intent

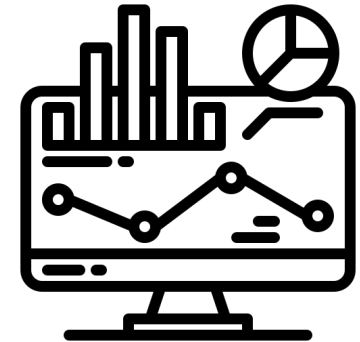
Collect Data



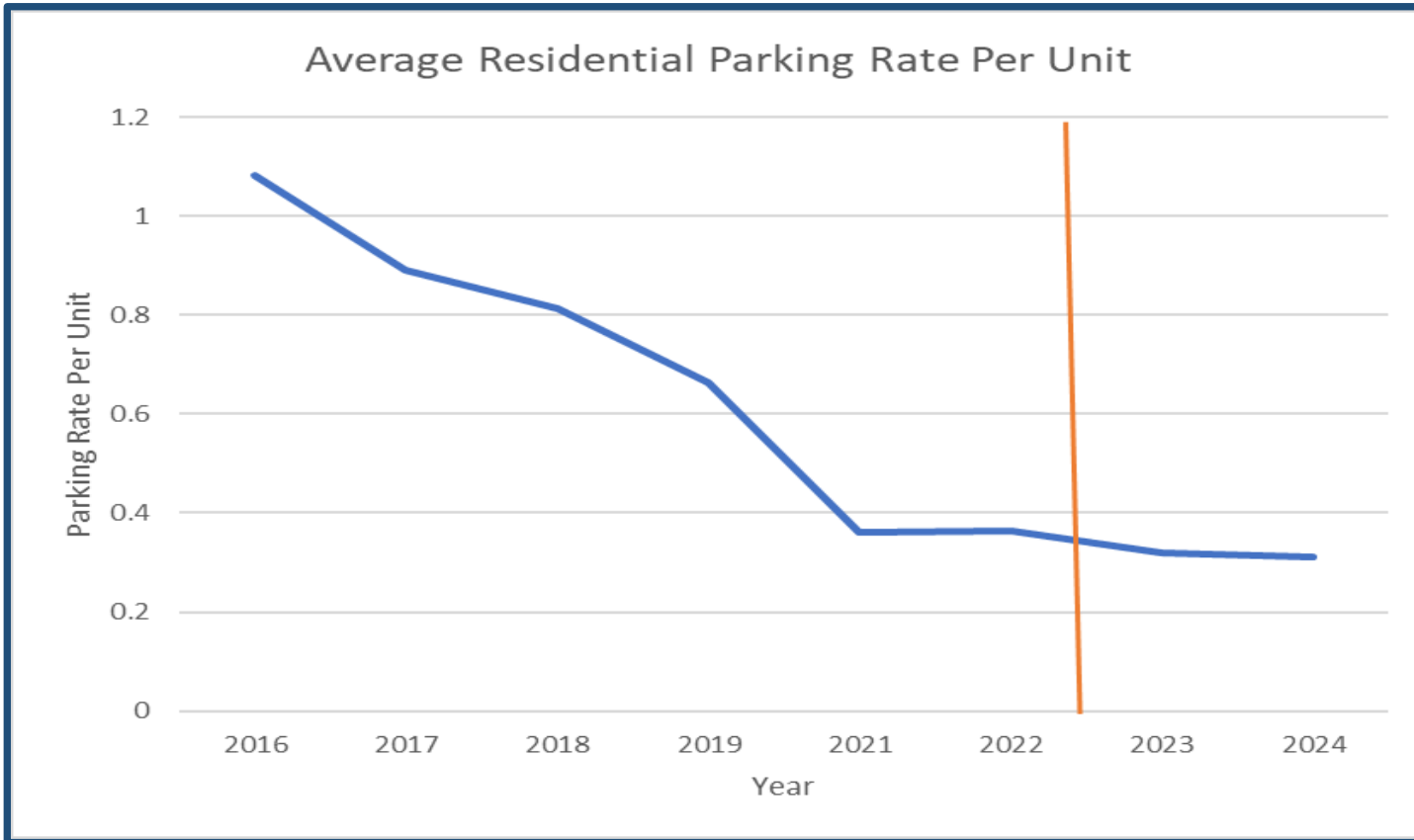
Gather Insights



Assess Impacts of Policy Changes



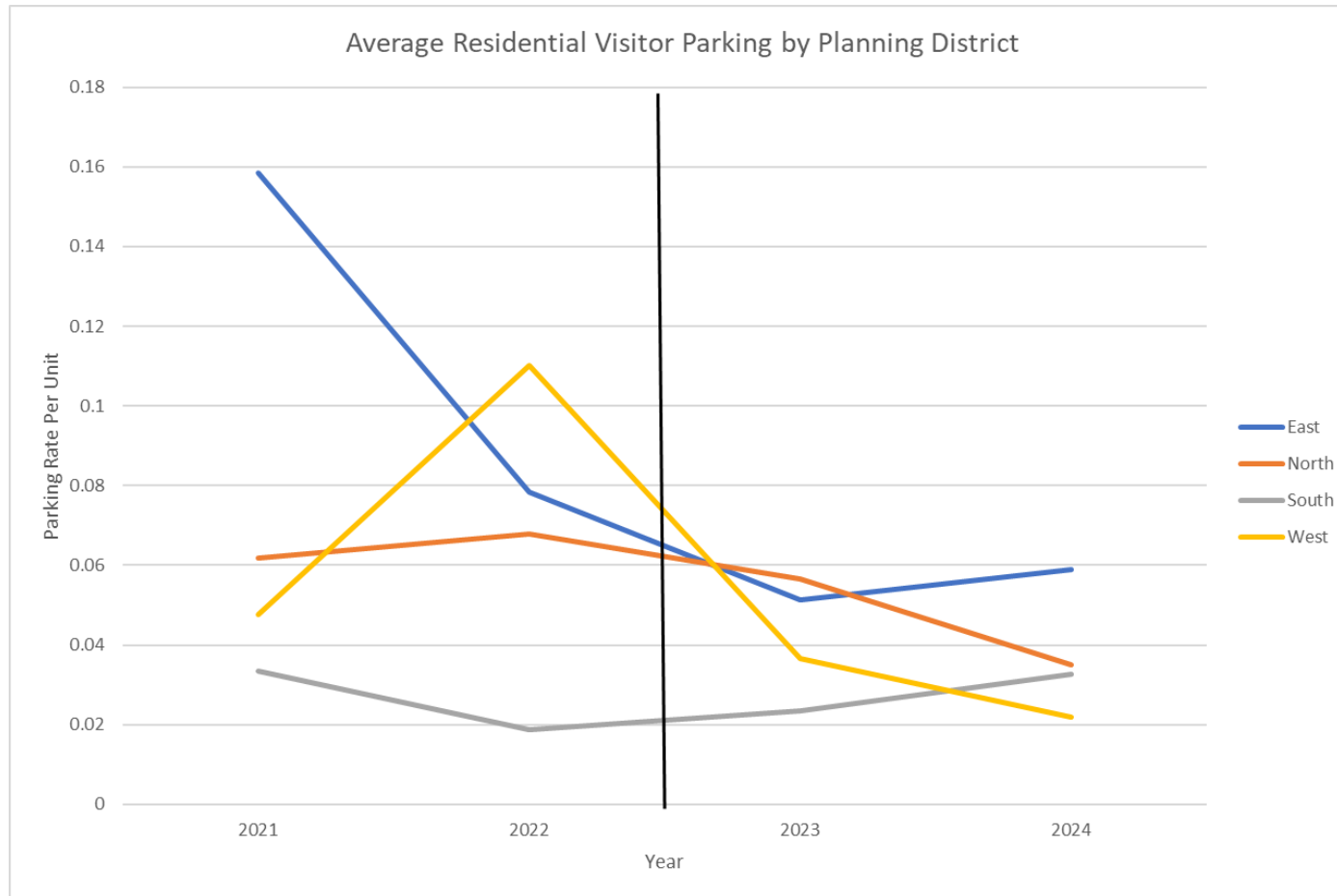
# Average Residential Parking Per Unit



Year	Average Residential Rate
2016	1.08
2017	0.89
2018	0.81
2019	0.66
2021	0.36
2022	0.36
2023	0.32
2024	0.31



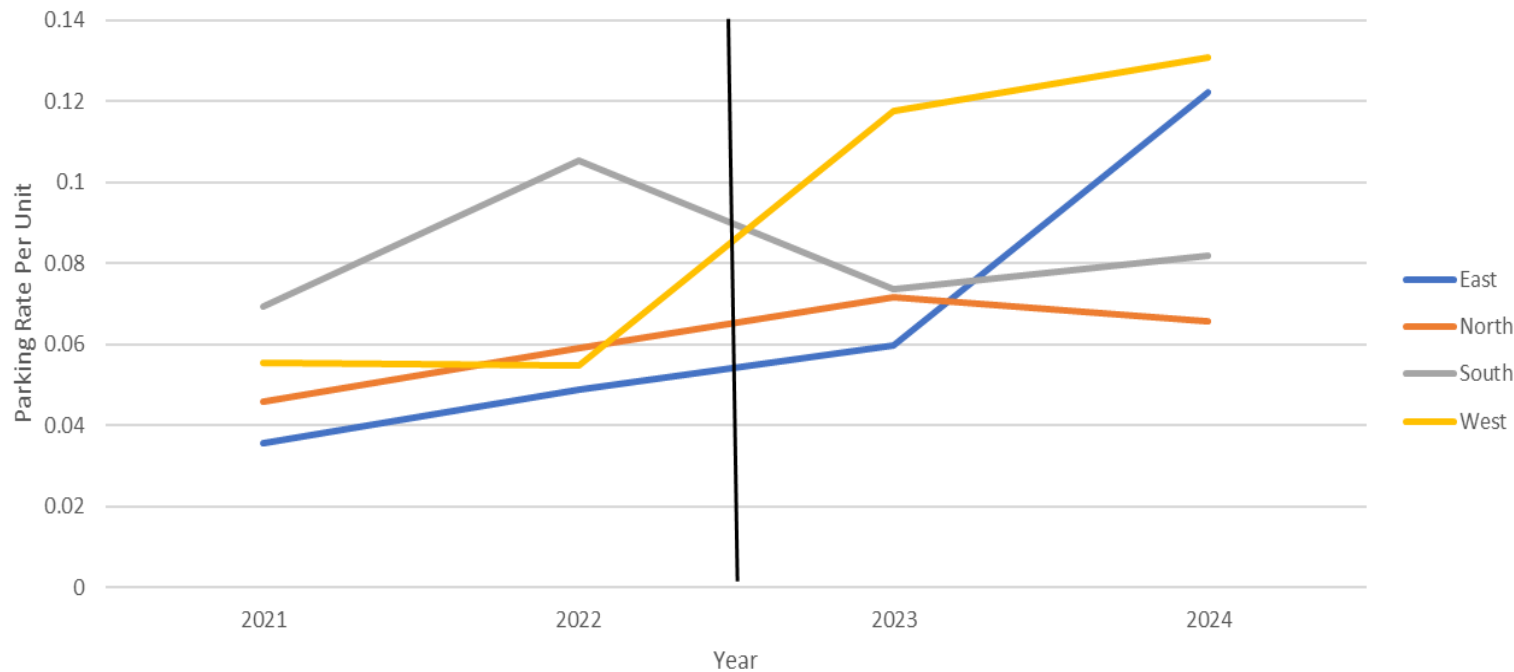
# Residential Visitor Parking



Year	East District	North District	South District	West District
2016	0.08	0.14	0.06	0.25
2017	0.22	0.09	0.05	0.09
2018	0.19	0.14	0.05	0.08
2019	0.09	0.10	0.05	0.10
2021	0.16	0.06	0.03	0.05
2022	0.08	0.07	0.02	0.11
2023	0.05	0.06	0.02	0.04
2024	0.06	0.03	0.03	0.02

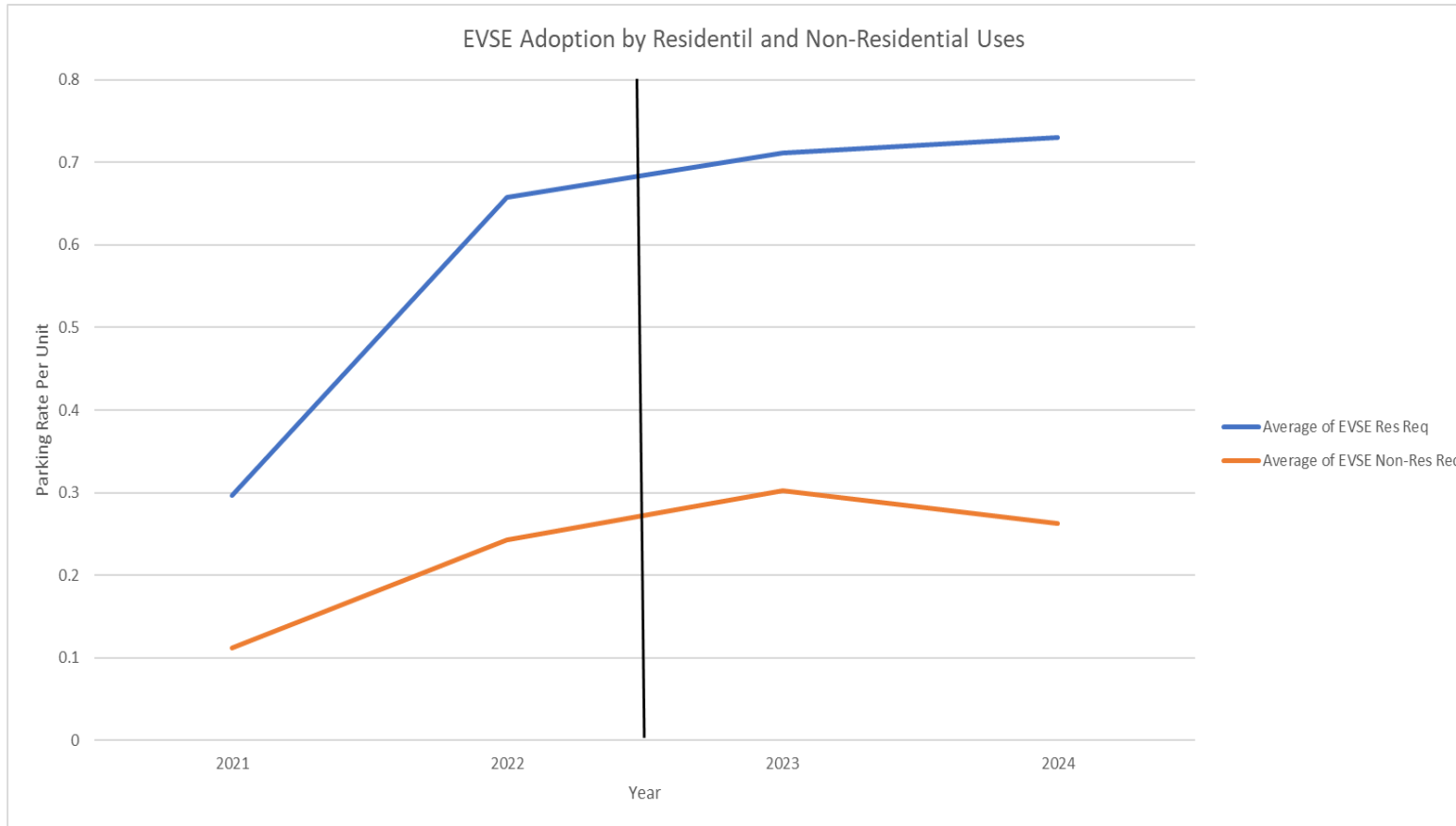
# Accessible Parking

Proportion of Accessible Parking per unit by Planning District



Year	East District	North District	South District	West District
2021	0.035	0.045	0.069	0.055
2022	0.048	0.058	0.1	0.054
2023	0.159	0.071	0.073	0.117
2024	0.122	0.065	0.081	0.13

# EVSE Requirements



Year	Average Residential EV Adoption Rate	Average Non-Residential EV Adoption Rate
2021	0.3	0.11
2022	0.66	0.24
2023	0.71	0.3
2024	0.73	0.26

# Other Findings

- Observing applications provide zero vehicle parking, but above the minimum bicycle parking requirement to off-set vehicle parking.
  - These applications are typically in areas well served by transit.
- Proportionally fewer vehicle parking is being proposed in terms of total units.

# Next Steps

- Revise the draft Zoning By-law amendments based on feedback from today's presentation.
- Report to Planning and Housing Committee on December 5, 2024
- Report to City Council on December 17-19, 2024

# Facilitated Q&A



# Facilitated Discussion

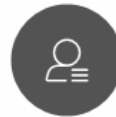


You can ask a question of the panelists verbally or in writing:



## Raised Hand:

1. Open “**Participants**” pop-up screen.
2. Click the **Raised Hand icon** in the bottom right hand corner.
3. When it is your turn, the facilitator will call your name, un-mute you and invite you to ask your question. Afterward, click again to **lower your hand**.



*Note: If calling in, dial **\*3 to raise/lower your hand**.*



## Q&A:

1. Click on the **circle with the dots** and select the **Q&A** pop-up screen.
2. Type in your question. Be sure to address it to “**All Panelists**” by clicking the drop-down menu on the top.
3. When it is time for your question, the facilitator will read it out loud.



# Q&A Guidelines



- We will call on one voice/question at a time.
- Please be brief and limit yourself to one question or comment at once so others can speak, too. There will be other opportunities to engage.
- After we answer each question, it will be made visible to all attendees in the Q&A box. We will group similar questions to avoid duplication.
- Be respectful. The City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.



# Thank you!

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