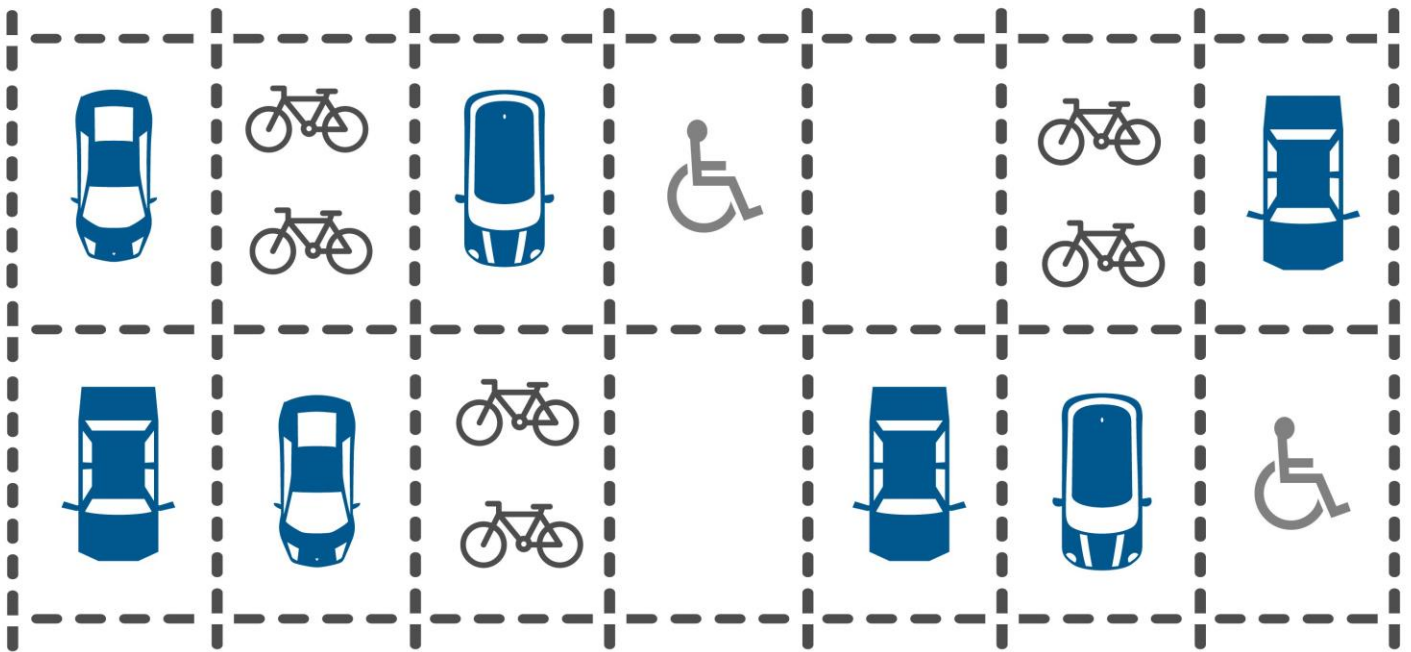




Review of Accessible Parking Requirements for New Developments & the Parking Monitoring Program

Public and Stakeholder Consultation



Public Meeting Summary

September 17th, 2024 – 3:00 to 5:00 PM

September 18th, 2024 – 6:00 to 8:00 PM



Table of Contents

Public and Stakeholder Consultation	1
Background	3
Meeting Overview	3
Questions & Answers	3
Accessible Parking Requirements	4
Bill 185, MTSAs, AODA	6
Parking Monitoring Program.....	7
Transition Policies	7
Next Steps	7
Comments & Feedback	8



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.

In November 2023, the City hosted a series of public meetings and launched a survey to collect feedback on initial directions. Based on the feedback collected from the meetings and surveys, a draft proposal was developed for amending the city-wide zoning by-law standards of accessible parking and bicycle parking.

Meeting Overview

On Tuesday September 17, 2024, and Wednesday September 18, 2024, the City of Toronto hosted public consultation meetings to present the proposed Zoning By-law Amendments for the City-wide Accessible Parking Review, answer questions, and receive feedback from the public. This meeting also included information on the Parking Monitoring Program. 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 40 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, Mathulan Manikkarajan, Transportation Planner, 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 25 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:

- Accessible Parking Requirements
- Bill 185, MTSAs, and AODA
- Parking Monitoring Program
- Transition Policies
- Next Steps

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



Accessible Parking Requirements

Why is the % of provided parking requirement higher for Parking Zone A vs. Zone B / Rest of City?

Areas located in Parking Zone A will likely have a smaller parking supply in comparison to Parking Zone B and all other areas of the city for the same size development. Since people who require accessible parking are not as able to switch to other modes, the demand for accessible parking as a proportion of the total parking is expected to be higher.

The proposed Zone A accessible parking requirement of 0.02 spaces per unit is more than the visitor parking requirement of 2 spaces + 0.01 spaces per unit. Is it the intention of City staff that developments that seek to provide zero resident parking should solely provide accessible parking as that is the greater requirement?

It is up to individual developers to decide how much parking to provide for different users of their developments. The City has requirements for accessible parking and visitor parking in multi-unit residential buildings. It is possible for a developer to choose to provide only as much parking in a residential development as they are required to provide as accessible parking (i.e. not provide parking which is not accessible). This degree of flexibility for developers to make choices about the amount of parking they provide is intentional.

What are the requirements to provide accessible parking in residential developments?

The current requirement applies when there are five or more resident-related parking spaces provided on site or when one or more non-residential parking space is provided on site. We intend to maintain this requirement.

Does this requirement in any way distinguish between resident and visitor parking spaces? Will there be any requirement in terms of how the number of spaces are provided between the two? Does a certain number of spaces have to be allocated to one or both parking space types?

A resident space is separate from a visitor space, so there are individual requirements for each use on a site. If the development was providing the visitor parking and the resident parking in the same facility, which is uncommon in recent residential developments, then there wouldn't be separate requirements for the two uses. However, if they are separate, there would have to have accessible parking in both the resident and visitor portions.

What is the resident requirement?

Currently, there is no flat rate requirement for resident parking with respect to general parking. There are requirements for visitor and accessible parking. In the case of accessible parking for residents, it's based on a percentage. If you have a relatively small parking facility, that has at least 5 resident parking spaces, then you must provide 4% of the parking as accessible parking. As your parking facility gets larger, that percentage decreases. We are proposing to make the new requirement for accessible parking in residential buildings in Parking Zone A the greater of 0.02 parking spaces per dwelling unit or 7% of the provided parking. In residential buildings found in Parking Zone B and All Other Areas of the City the requirement for accessible parking is the greater of 0.025 parking spaces per dwelling unit or 5% of the provided parking.



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.

Can you confirm if the 5% would be applied individually to the resident, like 5% of the resident spaces must be accessible and 5% of the visitor spaces must be accessible?

That is correct.

Is there an update for institutional use?

The change to a minimum of 5% of provided parking having to be accessible is proposed for most uses. Some uses will also have a requirement per GFA introduced, but this varies depending on the specific type of institutional use.

For residential use, I'm assuming is that an umbrella for all types of residents, including student housing?

Student housing will be grouped separately in terms of the absolute requirements. The 0.02 and 0.025 wouldn't apply to student housing, but they would still have the requirement for 5% (or 7%) of parking provided being accessible depending on where in the city the developed is located.

So just to clarify the rates of 0.02 or 0.025 is not applicable to student housing, but the 5% rate would still be applied.

Correct, the 0.02 in Parking Zone A or 0.025 in Parking Zone B and All Other Areas of the City are intended to apply to mixed use or apartment buildings.

If a mixed-use development with residential and institutional, or residential + retail + commercial is being proposed, which one will be calculated first?

The requirement would apply to each use individually. Therefore, if the resident and institutional parking was provided separately, they would each have that 5% requirement. If you are providing them as a single parking facility, then you may have a requirement that was slightly smaller due to rounding (e.g., a space).

Just want to make sure I'm understanding the rates correctly for student housing and residential. When you say that 5% rate is applicable, that is 5% of parking that's already provided to be accessible right? So, if the student housing development is proposing zero parking, does that mean the 5% there will be no parking needed?

Correct, the 5% only applies to newly proposed parking and it doesn't apply to existing parking. So, if it is proposing no parking at all, then there's no accessible parking required.

Will there be a specific line item speaking to different uses that are grouped separately? For example, student housing and institutional falling under miscellaneous residential use?



The idea that any other uses still have a requirement of 5% accessible would show up in the proposed Zoning By-law Amendment.

Can you clarify the retrofit clause?

We are planning to introduce a regulation that would enable people to retrofit parking by converting two existing parking spaces that aren't accessible to one accessible parking space.

Will you require accessible parking spaces to be clearly marked to prevent misuse by larger vehicles and service vehicles where they are in visitor areas?

Yes, the accessible parking spaces are required to be clearly marked, regardless of whether they are in resident areas, visitor areas, or any sort of non-residential areas.

Bill 185, MTSAs, AODA

I'm wondering, with this kind of Bill 185 grey area, do you know kind of when we will have a resolution on that in terms of whether it applies, whether AODA trumps it?

The AODA requirements are purely based on a percentage of the parking that must be accessible, so I don't think there's any way that has been impacted by Bill 185. It's really talking about the dimensions of the spaces that are provided, as opposed to introducing a requirement for spaces. The question is whether there can be a requirement for an absolute number of spaces. Our intent is to maintain a requirement for an absolute number of spaces for accessible parking until we are told explicitly that we cannot. At least in the short-term, it's not a particularly relevant question to us as the change only applies within Major Transit Station Areas and Protected Major Transit Station Areas and none of those exist in the City yet. We are still exploring what the implications of the boundaries being approved would be.

Wouldn't many sites in Parking Zone A be exempt from parking minimums as per Bill 185?

We are still exploring whether Bill 185 eliminates the ability to require accessible parking. Other legislation may impose requirements to provide accessible parking (e.g. Ontario Human Rights Code or the Canadian Charter of Rights and Freedoms).

Are MTSAs with the Ministry for approval right now? Are there any updates?

They have been with the Minister for quite a while now. Council adopted boundaries for most areas in 2022.

Can you provide more clarification on the AODA update on slide 9 that ended in August 2024?

It was to review any of the built environment standards related to the access for Ontarians with Disabilities Act. The committee reviewing the standards submitted their recommendations in late 2023 which were open to the public for comment from June to August for comment. They are still available on the [website](#). We haven't heard how the Province intends to respond to the recommendations.

Do all existing buildings/proposals need to retrofit their parking to have accessible parking?

The AODA does require retrofits over time. The standard that triggers a required retrofit allows quite a bit of work to happen before retrofitting accessible parking is required. When retrofits are required was one of the areas that the Committee commented on their recommendations to the province.



Wouldn't many sites in Parking Zone A be exempt from parking minimums as per Bill 185?

We are still exploring whether Bill 185 eliminates the ability to require accessible parking. Other legislation may impose requirements to provide accessible parking (e.g. Ontario Human Rights Code or the Canadian Charter of Rights and Freedoms).

Parking Monitoring Program

Could you please elaborate on the parking monitor program again?

The intent of this program was for us to do three things: collect data specific to parking, aggregate that and gather insights, and most importantly, assess whether our policy changes had an impact on the parking supply across Toronto. Since we removed parking minimums, we are interested in understanding how this may impact the parking supply proposed in development applications.

Is the parking monitoring program meant to happen over the next couple of years, or is it set to end on a certain date?

We don't have a specific direction, but we are planning to maintain it as long as we can. It has been much more effort-intensive than we expected.

A quick clarification on the parking monitoring program, the rates that are shown on the slide – is that parking supply approvals? Or is it observed parking demand?

It represents the total parking, that has either been approved, built, or is currently proposed as part of a newer development application, depending on the status of the application. It does not represent parking demand.

Transition Policies

Do you have transition policies in place?

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

Next Steps

For the report going to the Planning and Housing Committee, is that going to be made public for comments prior to?

The material we are reporting to Committee will be very similar to what will be posted on the website in the next day or two. If you want to comment on the proposal, you will have plenty of time to do that. If you want to comment on the text of the report, it will be posted on the City Clerk's website a week before the meeting (Nov 28). You would have that week to provide comments, and you can make public deputations at the meeting.



Comments & Feedback

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:

Michael Hain, Program Manager

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

Mathulan Manikkarajan, Transportation Planner

City Planning Division
Transportation Planning, Policy and Analysis
416-338-5324 mathulan.manikkarajan@toronto.ca

Luna Xi, Transportation Planner

City Planning Division
Transportation Planning, Policy and Analysis
416-392-8346 luna.xi@toronto.ca