

# Review of Parking Requirements for New Development

February 10, 2021



# Current State of Parking Regulation

Division/Agency	Responsibility
City Planning	Sets requirements for parking in developments through Official Plan policies and the Zoning By-law
Transportation Services	Develops regulations for on-street, boulevard and front yard parking
Toronto Parking Authority	Manages the City-owned parking supply, including adjusting the supply and prices
Municipal Licencing and Standards	Licenses private commercial parking lots
Toronto Police Services	Enforces regulations on use of parking

# Zoning By-law 569-2013

- The harmonized City-wide Zoning By-law (ZBL 569-2013) identifies the automobile and bicycle parking requirements for new or expanded buildings.
- The parking requirements in the ZBL adopted by Council in 2013, based on review that started at least as early as 2005. That review followed guiding principle that:
  - **Parking zoning standards should require the minimum responsible amount of parking for a given land use.**

# Changing Attitudes Towards Parking

Public opinion on parking has shifted since 2013:

- Greater awareness of the costs of parking
- Greater awareness of parking supply as travel demand management tool
- Increasing need for affordable housing
- Shifting travel behaviours

Several jurisdictions have also recently lowered or eliminated parking requirements.

- Edmonton, San Francisco, Minneapolis, London

# Proposed Review

In January 2021 report to PHC, City Planning addressed key questions:

- a) The current zoning requirements for parking that apply across the City, including information broken out by type and scale of residential use, and area of the City.
- b) The factors considered in determining parking requirements in the review of new development applications, and how requests to reduce parking requirements are assessed and what measures are considered to address travel demand resulting from the development.
- c) Approaches taken to parking requirements for new developments by other large Canadian cities and comparable cities worldwide.
- d) Options for the City to review its parking requirements for new developments in different contexts, including in areas around higher order transit stations

PHC approved the launch of a review of the Zoning By-law requirements.

# Proposed Review - Objective

Proposed new guiding principle for establishing Zoning By-law parking rates as:

**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

# Review Streams (Phase 1)

- Develop groupings of land use categories with similar parking needs to reduce the number of different parking requirements
  - Significantly reduce categories from approximately 90
- Develop new parking policy area boundaries to better reflect areas with good alternatives to automobile travel, such as high-quality transit service
  - Enlarge boundaries of policy areas 3 and 4 to better reflect area of influence of transit
- Develop an approach to adjust parking requirements without a zoning by-law amendment as new transit infrastructure enters service
  - Consider defining boundary as a distance from higher-order transit station

# Review Streams (Phase 1) (cont'd)

- Develop new parking requirements for the new land use categories in each policy area
  - Reduce or eliminate minimums in policy areas, increase use of maximums
  - Reduce minimums outside of policy areas, no maximums
  - Explore whether visitor parking requirements need to be increased
  - Adjust calculation for required accessible parking to maintain the current levels



# Review Streams (Phase 2)

- Develop language for a requirement for parking spaces to be EV ready
  - Current TGS requirement is not sufficient for space to be easily equipped with charging equipment by the space owner
- Consider development of parking supply guidelines for City developments
  - City should be a good example and act how we want other developers to act
- Identify other mobility infrastructure required if automobile parking requirements are reduced or removed and mechanisms to pay for it
  - In the development approval process, parking frequently traded for other infrastructure the City wants

# Review Streams (Phase 3)

- Identify other parking policies or regulations which require revisions given proposed changes to Zoning By-law
  - Payment in Lieu of Parking, On-Street Parking Permit, TGS, etc
- Develop a monitoring program
  - Establish numerical measures of parking policy objectives
  - Determine data requirements, and means of collection

# Timeline (Tentative)

- **April/May** – Public and Stakeholder Consultation on Phases 1&2
- **September** – Public and Stakeholder Consultation on Draft Conclusions
- **November** – Committee/Council with Final Report and Zoning By-law Amendment (if required)

# Related Work

Other parking related work is underway or planned. All of these initiatives will need to be aligned.

1. Residential Parking Strategy Review (Transportation Services)
2. Parking Portfolio Review (CreateTO)
3. Toronto Green Standard review (City Planning)
4. Expanding Housing Options in Neighbourhoods (City Planning)
5. Curbside Management Strategy (Transportation Services)
6. Better align Toronto Parking Authority's mandate with broader City objectives
7. Review of approach to Payment in Lieu of Parking\*

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# Discussion