

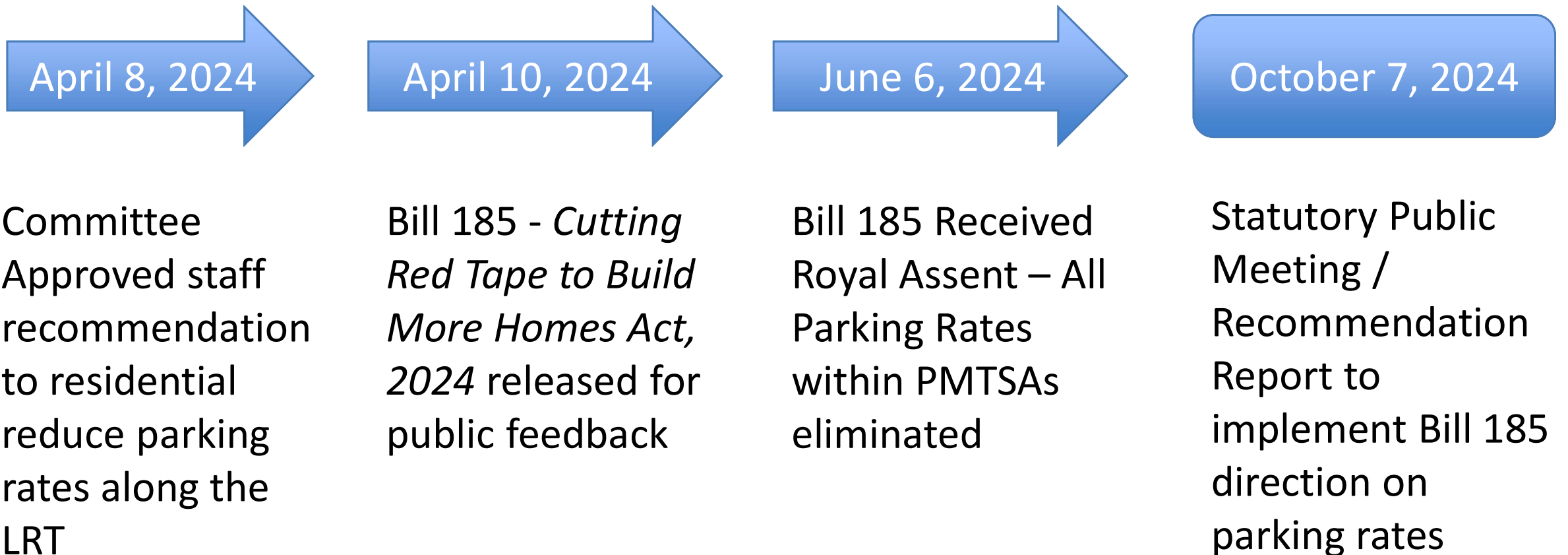
# Parking Requirement Elimination within Protected Major Transit Station Areas (PMTAS) due to Bill 185

October 7, 2024

Planning and Development Committee

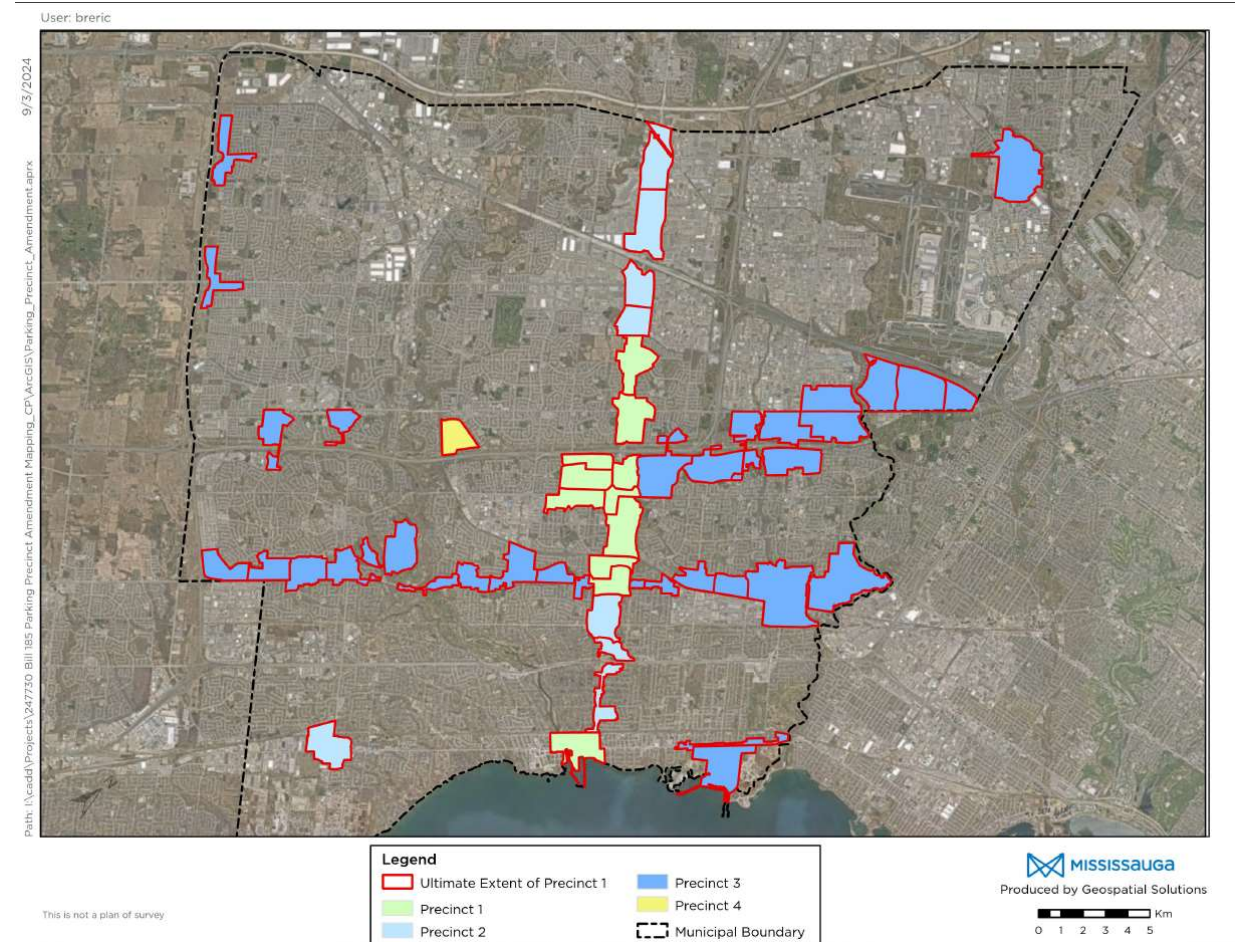


# Background



# Key staff recommendations

- Expand Precinct 1 to include all identified PMTSAs along:
  - Hazel McCallion Line
  - Dundas BRT (end-to-end)
  - Lakeshore BRT
  - Transitway (Hwy 403 and Hwy 407)
  - GO Stations (Malton and Clarkson GO)
- Eliminate all parking requirements (Residential, Non-Residential) as required by Bill 185



# What are the consequences of Bill 185?

- Reduced parking rates already proposed in planning applications, but not 0 parking spaces
- Number of accessibility parking spaces in new development will be fewer due to reduced parking provided on a lot
- Impacts felt in 4-5 years once development is built and occupied
- Lack of onsite parking spaces may result in parking spillover

# Proactive approach to future impacts of Bill 185

- Refresh of Cycling Master Plan
- Parking Matters 2.0, including on-street permit parking
- Advocacy on behalf of individuals needing accessible parking through the Accessibility Advisory Committee
- Continued negotiations with developers to provide adequate parking and other community benefits

# What are the next steps?

- Implementing Zoning By-law at a future Council meeting
- Further study in parking rate reductions
  - Certain business improvement areas (such as Streetsville and Clarkson where appropriate)
  - Non-profit housing provider parking rates
- Further address accessibility parking regulations
  - Inform impacts of Bill 185 has on accessible parking requirements at the Accessibility Advisory Committee
  - Amendments to accessible parking regulations

Thank you

