

# Zoning By-law Amendment to Reduce Residential Parking Requirements along the Hazel McCallion Line

April 8, 2024

Planning and Development Committee



# Project Chronology

## Stage 1

June 28, 2023

Item 15.2 of the Council agenda approved to initiate feasibility of parking rate reductions

## Stage 2

October 23, 2023

Information Report looking at the feasibility of parking reductions along the LRT Corridor

## Stage 3

April 8, 2024

Statutory Public Meeting and Recommendation Report to reduce parking rates along the LRT Corridor

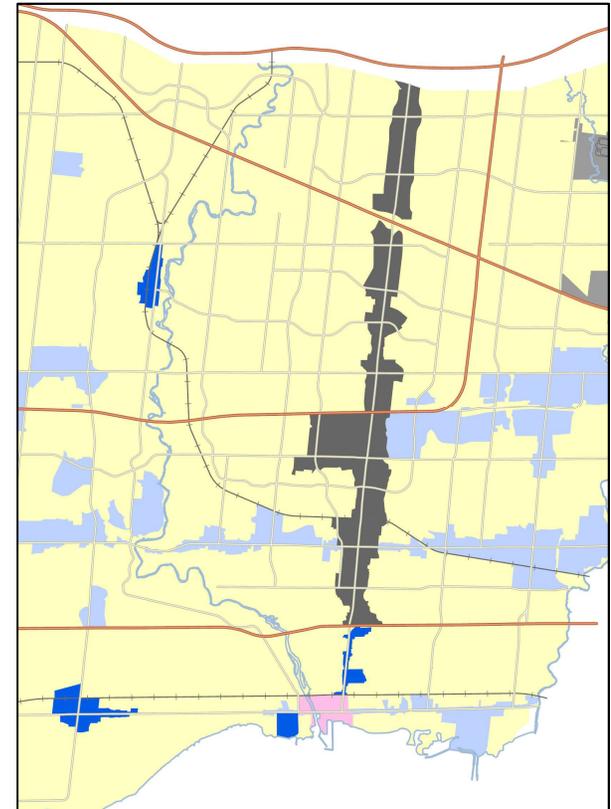


# Proposed Amendment – Parking Rates

- Resident Parking Rate:
  - Apartment (Rental and Condo): 0.5 spaces / unit
  - Dwelling Units provided by a Non-Profit Housing Provider: 0.25 spaces / unit
- Visitor Parking Rate:
  - Visitor Parking Apartments: 0.15 spaces / unit
  - Harmonizing visitor parking rates to be consistent with the DT Core
- These parking rates impact new residential development

## Proposed Amendment – Parking Precinct 1A

- Precinct 1A extends along the Hazel McCallion Line north of the QEW
- Based on the existing Precincts 1 and 2 borders, and does not “bleed” into the Precincts 3 and 4



## Key Takeaways

- Parking will likely always be provided to meet resident demands – even where minimum parking has been eliminated
- Parking Reform is an evolutionary process - incremental changes are made as transit service and active transportation infrastructure expands
- Developers can continue to request reductions to the parking rates subject to:
  - Providing transportation alternatives to residents; and,
  - Mix of land uses encouraging walking or cycling to meet daily / weekly needs

# Parking Study Criteria

- Developers' requests for further reductions will be evaluated using a criteria tailored to Precinct 1a
- Amongst others, the Criteria Checklist ensures future residents:
  - Have access to a mix of uses, including retail, restaurants, banks, medical service, parks and schools within walking distance
  - Are aware on-street overflow parking is not permitted, notified in lease agreements or when purchasing a unit
  - Have access to cycling infrastructure
- A “living document” where refinements will be made over time

## Conclusion – Modernizing Parking Regulations

- Reducing parking minimum requirements along the LRT corridor:
  - Support housing affordability goals by reducing costs and expediting construction
  - Leverage LRT investments and accelerate shift to active transportation modes consistent with council approved plans
  - Help reduce carbon emissions
  - Improve site design and walkability
  - Reduce vehicular traffic from new development

## Next Steps

- Bring implementing Zoning By-law amendment to a forthcoming Council meeting
- Monitor parking utilization and requests for further reductions – revise Parking Study Criteria as needed
- Monitor policy changes from the Provincial & Federal Governments
  - E.g. on April 2 the Federal Government announced that its forthcoming funding may be tied to elimination of parking standards
  - Eliminating minimum resident rates within Major Transit Station Areas and/or lowering rates in other areas may be considered as buildings with lower parking rates are occupied and effectiveness can be measured

**Thank you**

