



May 11, 2021

Michael Hain
Toronto City Hall
100 Queen Street West
Toronto, ON
M5H 2N2

Sent via Email to: Michael.Hain@Toronto.ca

Dear Mr. Hain,

RE: Zoning By-Law Parking Requirements Review

As you know, BILD, RESCON and RCCAO and its members have been very interested and engaged in the City's parking consultation process. Our groups took part in the initial stakeholder consultation meeting in March and additional discussions with RESCON and RCCAO took place in April. This letter is a follow-up to those discussions.

We acknowledge that the City's staff report states that the demand for parking is shifting as a result of societal changes and other factors. Further stating that decreases in automobile ownership and increases in the popularity of automobile alternatives have influenced parking demand in many new developments. Removing minimum automobile parking requirements and increasing the use of maximum automobile parking requirements in zoning by-laws was said to reduce the risk of a future oversupply of automobile parking.

We firmly support the sentiments above and to support the City's efforts to remove the minimum standard in the by-law, we asked our members for examples to help further justify why parking minimum do not reflect market demand. Attachment 1 of this letter includes the consolidated results of a random sample of 15 development projects across the City.

Our random sample of projects looked at the total number of units, the total parking allocation, total sold, total Electric Vehicle (EV) parking spaces, total EV parking spaces sold, total unsold parking spaces, total unsold inventory of units, total parking sold as a percentage.

Our data collection led to a few key findings:

- On average, development projects were sitting on or left with 33% of the parking available for sale. It is also important to note that this figure includes projects that have already negotiated a lower parking standard for their respective project than the applicable by-law requirements.
- In the extreme case, one building had 90% of the available parking still for sale.
- While extremely limited data was available on EV, the data that was available showed a very low demand and does not justify increasing EV ready parking stalls.

We hope that you will find this information helpful, and we look forward to upcoming consultations with you, through a second stakeholder consultation, which was originally targeted for September, followed by a Final Report and Zoning By-law Amendment (if required) at Committee/Council in November. If the timeline for this review changes in any way, we request notification of these changes.

Thank you for your time and attention to this important matter.



Danielle Chin, RPP MCIP
Director, BILD



Paul De Berardis, M.Eng., P.Eng.
Director, RESCON



Nadia Todorova
Executive Director, RCCAO

CC: *James Perttula, Director, Transit and Transportation Planning, City Planning Division*
Michael Mizzi, Director and Secretary-Treasurer Committee of Adjustment, Committee of Adjustment and Zoning, City Planning Division
Kyle Knoeck, Manager, Committee of Adjustment and Zoning, City Planning Division

Attachment 1: Consolidated Parking Data (April - May 2021)

Address	# of Units	Total Parking Allocation (sold and unsold)	Total Parking Sold	Total EVSE Parking	Total EVSE Parking Sold (Incl. in Total Parking Sold)	Total Unsold Parking	Total Unsold Inventory	Total Parking Sold %
1808 St Clair Ave.	153	72	67	10	2	5	5	93%
543 Richmond	475	175	131	0	0	44	N/A	75%
177-197 Front Street East	1531	715	619	1 (Charging Station)	N/A	96	N/A	87%
400 King Street	612	93	9	N/A	N/A	86	265	10%
11 Yorkville	665	196	181	N/A	N/A	15	8	92%
41 Roehampton	445	89	79	N/A	N/A	10	6	89%
219 Dundas Street East	222	61	33	0	0	28	13	54%
Midtown Mid-Rise	117	68	49	N/A	N/A	19	N/A	72%
North York Mid-Rise	239	126	51	N/A	N/A	75	N/A	40%
25 Richmond Street East	694	218	179	0	0	39	31	82%
46-48 Power Street	505	172	118	0	0	54	38	69%
286 Main Street	371	111	84	N/A	N/A	27	N/A	76%
2161 Yonge St	304	105	36	N/A	N/A	69	N/A	34%
70 Carlton St	537	125	102	N/A	N/A	23	N/A	82%
500 Sherbourne	363	251	133	N/A	N/A	118	30	53%