

ATTACHMENT "C": Draft Parking Zone Criteria and Guidelines

Criteria	Guideline			
1. Transit Service	Zone 1	Zone 2	Zone 3	Zone 4
<p>Frequent Rapid Transit (15-min all-day two-way service, operational, in delivery, development, or planned) Examples: BRT, LRT, GO, TTC subway</p>	<p>Lands in Zone One are required to be located within approximately 800 metres (10- or 15-minute walk) of Frequent Rapid Transit service, provided the frequent rapid transit plans are definitive and approvals/funding are secured.</p>	<p>Lands in Zone Two could be located within approximately 800 metres (10- or 15-minute walk) of frequent rapid transit service. However, this is not required where frequent bus transit service is planned or available.</p>	<p>Lands in Zone Three could be located within approximately 800 metres (10- or 15-minute walk) of frequent rapid transit service. However, this is not required where frequent bus transit service is planned or available.</p>	<p>Lands in Zone Four do not have access to a rapid transit station, or a rapid transit station/corridor may be planned in the long term, and its status is subject to funding or approvals.</p>
<p>Regional Transit (operational, in delivery, development, or planned) Examples: GO, Highway 407 Transitway, Highway 404 Express Bus</p>	<p>Zone One's lands should have access to Regional Transit within 15 minutes of non-auto travel.</p>	<p>Zone Two's lands could have access to Regional Transit within 15 minutes of non-auto travel. However, this is not required.</p>	<p>Zone Three's lands could have access to Regional Transit within 15 minutes of non-auto travel. However, this is not required.</p>	<p>In Zone Four, access to Regional Transit is not typically available.</p>
<p>Frequent bus transit service (15-min all-day two-way service, operational, in delivery, development, or planned)</p>	<p>In Zone One, there is typically frequent bus service within 800 metres (10- or 15-minute walk) that connects to rapid transit stations and other bus routes.</p>	<p>In Zone Two, where rapid transit is unavailable, frequent bus service should be available within 800 metres (10- or 15-minute walk). There is typically an opportunity for bus transfers via interconnecting bus routes within walking distance.</p>	<p>In Zone Three, where rapid transit is unavailable, frequent bus service should be available within 800 metres (10- or 15-minute walk). There is typically an opportunity for bus transfers via interconnecting bus routes within walking distance.</p>	<p>In Zone Four, frequent bus service is typically unavailable, and bus service may be limited.</p>
2. Public Parking Supply	Zone One	Zone Two	Zone Three	Zone Four
<p>Public Parking (existing, planned or proposed)</p>	<p>In Zone One, public parking facilities should be provided within approximately 800 metres (10- or 15-minute walk) of the lands. This could include structured or surface public</p>	<p>Zone Two has public parking facilities, but they are limited compared to Zone One. Lands in Zone Two could be near municipal on-street parking (e.g., within</p>	<p>Zone Three has public parking facilities, but they are limited compared to Zone One. Lands in Zone Three could be near municipal on-street parking (e.g., within</p>	<p>In Zone Four, public parking availability is limited. Most parking is provided in the form of private surface lots, and there may or may not be municipal on-</p>

Criteria	Guideline			
	parking lots operated by Metrolinx (GO parking), other public agencies, or privately operated public parking facilities. These facilities are available for commuter and localized public and visitor parking and are not strictly used for commuter parking in conjunction with a rapid transit station. Lands in Zone One are also characterized by access to municipal on-street parking.	approximately 300 metres) or within walking distance (800 metres) of publicly operated public parking facilities. These facilities may be geared toward providing commuter parking for an associated rapid transit line rather than providing generally available parking for the local area and businesses.	approximately 300 metres) or within walking distance (800 metres) of publicly operated public parking facilities. These facilities may be geared toward providing commuter parking for an associated rapid transit line rather than providing generally available parking for the local area and businesses.	street municipal parking available.
3. Planning Area	Zone One	Zone Two	Zone Three	Zone Four
Urban Growth Centre, Major Transit Station Area (MTSA), or Mobility Hub	Lands in Zone One are primarily located in a defined Urban Growth Centre, MTSA or Mobility Hub.	Lands in Zone Two are primarily located in an Urban Growth Centre, MTSA, or Mobility Hub.	Lands in Zone Three are not required to be located in an Urban Growth Centre, MTSA, or Mobility Hub. Zone Three may encompass areas located within an undelineated MTSA, where rapid transit service is considered long-term and subject to approvals/funding.	Lands in Zone Four are not required to be located in an Urban Growth Centre, MTSA, or Mobility Hub. Zone Four may encompass areas located within an undelineated MTSA, where rapid transit service is considered long-term and subject to approvals/funding.
Official Plan Intensification Area, Mainstreet Commercial Area	Lands in Zone One are primarily located within an intensification area.	Lands in Zone Two are primarily located within an intensification.	Lands in Zone Three may be located in a Mainstreet Commercial Area with a range of shops and services facing the street with a pedestrian-oriented feel but is not required.	Lands in Zone Four are not required to be located in an Intensification Area or Mainstreet Commercial Area.

Criteria	Guideline			
4. Land Use and Density	Zone One	Zone Two	Zone Three	Zone Four
Mix of Uses	In Zone One, there should be a wide range of uses, including residential, commercial and employment, within an approximately 800-metre radius (10- to 15-minute walk) of the subject lands.	Zone Two has an existing or planned mix of land uses within approximately 800 metres (10-15 minute walk), including residential, commercial and employment uses.	Zone Three has an existing or planned mix of land uses within approximately 800 metres (10-15 minute walk), including residential, commercial and employment uses.	Zone Four typically has residential uses with fewer non-residential uses within reasonable walking distance.
High-Density Uses	Zone One has existing or planned high-density uses, such as multi-storey office buildings or multi-unit residential building typologies.	Zone Two has existing or planned high-density uses, such as multi-storey office buildings or multi-unit residential building typologies.	Zone Three has existing or planned high-density uses, such as multi-storey office buildings or multi-unit residential building typologies.	Zone Four lands will typically consist of low-rise buildings, and there are limited multi-unit residential building typologies or low-rise employment and commercial uses. There may be existing or planned medium-density uses, but this is not required.
5. Active Transportation Infrastructure	Zone One	Zone Two	Zone Three	Zone Four
Walkability	In Zone One, there is a fine-grain network of pedestrian routes, and there are good pedestrian amenities.	Zone Two has good pedestrian accessibility, but pedestrian amenities and direct walking routes to adjacent neighbourhoods may be limited compared to Zone One.	Zone Three has good pedestrian accessibility, but pedestrian amenities and direct walking routes to adjacent neighbourhoods may be limited compared to Zone One or Two.	In Zone Four, limited pedestrian facilities and amenities exist. There are limited facilities and long walks between destinations due to the limited permeability of routes and the nature of the road network and urban form.
Cycling Facility	Zone One includes a mix of on- and off-road cycling facilities and separated and shared bicycle facilities connecting cyclists to major and minor destinations.	Zone Two has, or is planned to have, some on- and off-road cycling facilities to facilitate connectivity with cyclists, but facilities may be limited.	Zone Three has, or is planned to have, some on- and off-road cycling facilities to facilitate connectivity with cyclists, but facilities may be limited.	Zone Four has limited or no dedicated cycling facilities.

Criteria	Guideline			
Shared Mobility Services	In Zone One, there are opportunities in the near term to locate and operate shared mobility services (car share, bike share, and other micromobility modes such as e-bikes, e-scooters, and electric skateboards).	In Zone Two, there are opportunities in the near or medium term to locate and operate shared mobility services (car share, bike share, and other micromobility modes such as e-bikes, e-scooters, and electric skateboards).	In Zone Three, there are opportunities in the near or medium term to locate and operate shared mobility services (car share, bike share, and other micromobility modes such as e-bikes, e-scooters, and electric skateboards).	In Zone Four, there are limited opportunities in the near term to locate and operate shared mobility services (car share, bike share, and other micromobility modes such as e-bikes, e-scooters, and electric skateboards) given the built form of Zone Four.
Bicycle Parking Facilities	Zone One should have public bicycle parking in public buildings, parks, schools, and transit stations and the highest bicycle parking supply requirement for developments compared to Zones Two through Four.	Zone Two should have public bicycle parking in public buildings, parks, schools, and transit stations and the second highest bicycle parking supply requirement for developments compared to Zone One.	Zone Three should have public bicycle parking in public buildings, parks, schools, and transit stations and moderate bicycle parking supply requirements for developments compared to Zone One or Two.	Zone Four typically has limited public bicycle parking in public buildings, parks, schools, and transit stops and the lowest bicycle parking requirement for developments compared to Zones One through Three.
6. Parking Management Measures	Zone One	Zone Two	Zone Three	Zone Four
Unbundle Parking, Paid Parking, and Pick-Up and Drop-Off Zones	Zone One should include policies and measures that require unbundling of parking spaces from the unit and designated pick-up/drop-off spaces for ridesharing. Zone One policies should encourage and support paid parking.	Zone Two should include policies and measures requiring unbundling parking spaces from the unit and designated pick-up/drop-off spaces for ridesharing. Zone Two policies should encourage paid parking.	Zone Three should include policies and measures requiring unbundling parking spaces from the unit and designated pick-up/drop-off spaces for ridesharing. Zone Three policies should encourage paid parking.	Zone Four has limited opportunities for paid parking and unbundling of parking spaces from the unit. Designated pick-up/drop-off spaces for ridesharing should be encouraged.

Exhibit Error! No text of specified style in document.-1: Summary of Criteria for Determining Parking Zone

Criteria	Zone One	Zone Two	Zone Three	Zone Four
1. Transit				
Transit (15-min all-day two-way service, operational, in delivery, development, or planned) Examples: BRT, LRT, GO, TTC subway	Yes (required)	Yes (not required with frequent bus transit)	Yes (not required with frequent bus transit)	Not required
Regional Transit (operational, in delivery, development, or planned) Examples: GO, Highway 407 Transitway, Highway 404 Express Bus	Yes	Not required	Not required	Not required
Frequent bus transit service (15-min all-day two-way service, operational, in delivery, development, or planned)	Yes	Yes (not required with frequent rapid transit)	Yes (not required with frequent rapid transit)	Not required
2. Public Parking Supply				
Public Parking (existing, planned or proposed)	Yes	Yes	Yes	Not required
3. Planning Area				
Urban Growth Centre, Major Transit Station Area (MTSA), or Mobility Hub	Yes	Yes	Not required	Not required
Official Plan Intensification Area, Mainstreet Commercial Area	Yes (Intensification Area)	Yes (Intensification Area)	Not required (may be Mainstreet Commercial Area)	Not required
4. Land Use and Density				
Mix of Uses	Yes	Yes	Yes	Not required
High-Density Uses	Yes	Yes	Yes	Not required
5. Active Transportation				
Walkability	Highly walkable (Walk score is 90+)	Some walkability (Walk Score is 25+)	Some walkability (Walk Score is 25+)	Limited walkability
Cycling Facility	High accessibility to cycling facilities	Limited accessibility to cycling facilities	Limited accessibility to cycling facilities	Limited or no accessibility to cycling facilities
Shared Mobility Services	Yes	Yes	Yes	Limited
Bicycle Parking Facilities	Yes	Yes	Yes	Limited
6. Parking Management Measures				
Unbundle Parking	Yes	Yes	Yes	Encourage where appropriate
Pick-Up and Drop-Off Zones	Yes	Yes	Yes	Encourage
Paid Parking	Encourage	Encourage	Encourage	Encourage where appropriate