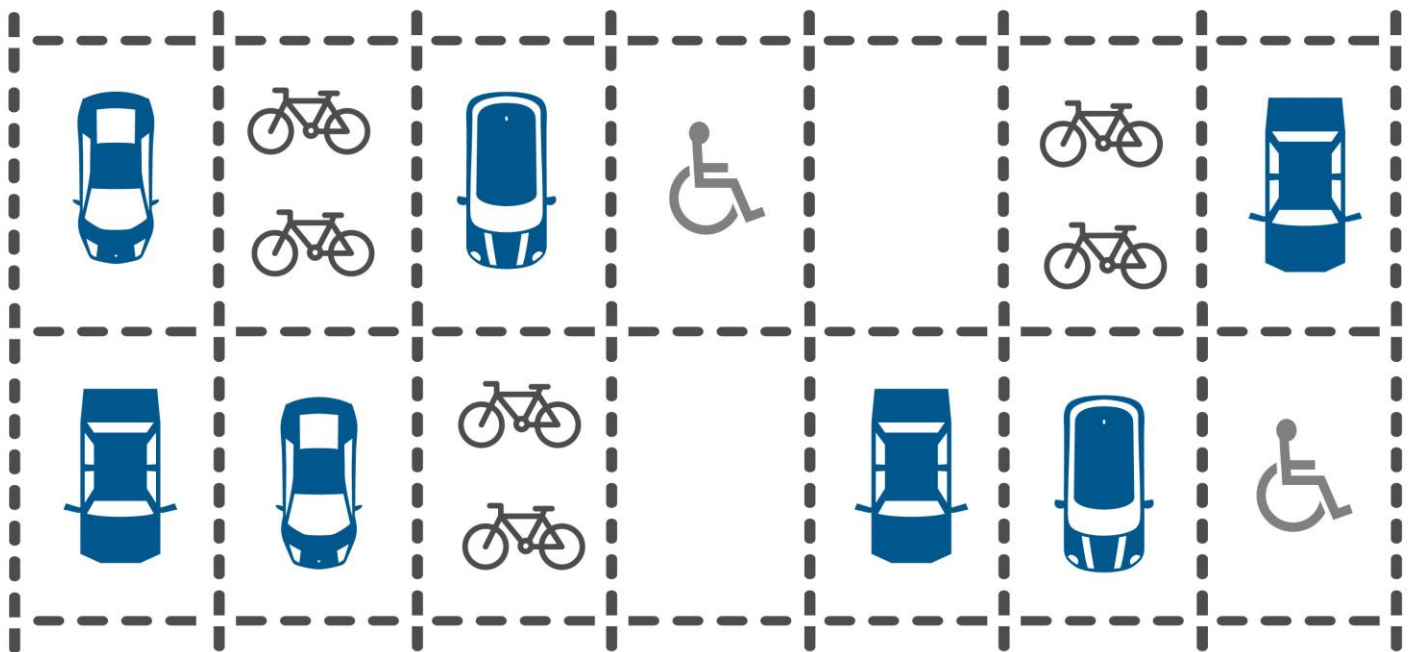




Review of Accessible Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

November 20 – 6:00 to 8:00 PM

November 21 – 3:00 to 5:00 PM



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Background

Requirements for accessible parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On December 15, 2021, [Planning and Housing Committee \(PH29.3\)](#) asked staff to review accessible parking requirements. The Review is guided by the principle that there should be sufficient, safe accessible parking within the city for those who require accessible parking permits.

The Review is expected to conclude by Q2 2024 and will include public consultation meetings in November 2023 and Q1 2024, through which City staff will seek the public's feedback on proposed amendments to bicycle parking requirements in the Zoning By-law and other related work.

Meeting Overview

On Monday November 20, 2023, and Tuesday November 21, 2023, the City of Toronto hosted public consultation meetings to present emerging directions for the City-wide Accessible Parking Review, answer questions, and receive feedback from the public. The meeting was promoted through the City's social media channels (Twitter and Instagram), mailing lists, and on the City of Toronto website. Across both meetings over 30 participants joined.

Michael Hain, the Program Manager of the Transportation Planning, Policy, and Analysis unit within the City Planning division led the opening remarks and housekeeping sections of the meetings. Following his remarks, Megan Drupals, Toronto Urban Fellow, delivered a presentation on the findings and emerging directions of the review. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 29 questions and comments were received on the following topics.

Questions & Answers

The Q & A portion of the event gave rise to several main themes from stakeholders:

- Data
- Accessible Parking Requirements
- On-street & overnight parking, Permits, and Parking Pads
- Transition Policies

A full list of the questions received is below, accompanied by answers.



Data

Can you clarify if 4.5% of accessible parking spots mentioned in the presentation is based on the population of Toronto? Or is it based on the senior's population?

The 4.5% is based on the population of Toronto and the number of permits that were issued.

Do you have data on the number of people over 65? What is the distribution of those above 65?

We have generally looked at data based on age, however there is no direct correlation between age and issued accessibility permits.

Accessible Parking Requirements

Is this review only looking at looking at accessibility? Or is there consideration for families with strollers as well as carshare?

This review is only focusing on accessible parking requirements in new and large buildings. We may review other aspects of the Zoning By-law in follow up work. All comments are welcome.

Is there any consideration in bringing back minimum parking requirements? Specifically, to serve families?

We are currently monitoring the changes after removing parking minimums in most uses. We will report to Council in Q2 of 2024 on the trends that we've observed. Most applicants have proposed parking at rates similar to what was proposed before the changes to parking requirements. However, some applicants are proposing much less.

Are there any rules around whether a building needs to provide an accessible parking spot if an existing resident becomes disabled?

There are no requirements in the Zoning By-law that require buildings to provide an accessible parking spot if an existing resident becomes disabled. However, the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Human Rights Code requires buildings to accommodate up to the point of undue hardship.

Can you clarify the requirement for parking in new developments? We've seen new applications with only 2-3 visitor parking spaces.

Most minimum parking requirements were eliminated. The exceptions are visitor parking in multi-unit residential buildings and accessible parking in all uses. The visitor parking requirement is calculated based on a ratio multiplied by the number of units in that development. The accessible parking requirement is calculated based on the number of "effective parking spaces" applied to that site. We are currently looking into ways to simplify the way accessible parking requirements are calculated.

How can we ensure newly built multiplexes provide parking for people who require an accessible parking space?

Small developments are not subject to any parking requirements, and we expect this to allow for additional flexibility for small developments like multiplexes to be built. We recognize this creates a potential gap for people who require accessible parking while finding a place to live. We will take this back and explore it further.



Is there any requirement for developers to provide accessible parking spaces that are equipped with electric charging?

All residential parking in newly built developments is required to be equipped with Level 2 charging capabilities. In buildings with parking dedicated to non-resident uses (including visitor parking in residential buildings), 25% of spaces must be EV ready. However, we recognize that the lack of direction about how to distribute these EV spaces between accessible and other non-resident parking is a gap. We are looking into clarifying this.

Can you clarify how accessible parking spaces are distributed for visitor parking spaces? Would you see instances where more accessible parking is assigned to visitor parking?

In cases where there is a mix of parking uses on site, there is no requirement that accessible parking must be distributed equitably across all uses. An applicant can put all accessible parking in residential or visitor parking. We are looking into a requirement to ensure parking is distributed equitably.

Will this review impact existing parking?

This review is only looking at newly erected and enlarged developments under Zoning By-law 569-2013.

Is there a requirement to ensure that when a medical office leases a unit/space a few years after a development is built that there is enough general and accessible parking available for clients?

We will need to look at this requirement in a more comprehensive way. We will need to take this back.

If an applicant provides less than 4% of accessible parking spaces, it will not be approved? Is this the case?

Applicants can still submit a Zoning By-Law Amendment (ZBLA) to provide less parking than what is required. However, staff would not be supportive of the ZBLA, but Council can still approve the amendment and the applicant can also go through the appeal process.

Are there definitions on where accessible parking spaces should be placed in a parking lot/garage?

There aren't in-force requirements in the Zoning By-law. By-law 579-2017 which introduced such requirements is under appeal. The Toronto Accessibility Design Guidelines include direction as to where accessible parking spaces should be located.

If the Ontario Building Code requires 15% of residential units comply with the AODA, does that percentage apply to the number of parking spots as well?

The requirements for accessible parking spaces are different. As shown in the presentation, about 4% of parking spaces need to be accessible. The method to calculate accessible parking spaces are based on the number of effective parking spaces.

Can you clarify whether this review is meant for guidelines or requirements? And are these best practices and are not required?

Our focus are the requirements in Zoning By-law 569-2013, but they only apply to newly built and enlarged development. If the building already exists, they do not need to comply with the updated requirements unless there is a major renovation where the building gets larger or torn down and re-built.



On-street & Overnight Parking, Permits, and Parking Pads

Will you be ending the restriction on no overnight parking (2am to 6am) in parts of Scarborough? This discriminatory practice causes hardship and is unfair to residents.

This question is related to on-street parking. In many parts of Scarborough overnight parking is not permitted. There is a process in place for residents who want to engage with Transportation Services on ending restrictions to overnight parking.

If someone is handicapped, can they get accessible overnight parking in those parts of Scarborough that restrict it? What if you just have trouble walking?

You can start the process by calling or e-mailing permit parking in Transportation Services. There is some consultation that is required with neighbours. Please refer to [Residential On-Street Parking](#) for additional details on the process.

What is going to be done with on street parking permits?

The city is developing a city-wide parking strategy that will review on-street parking. More information can be found through this [staff report](#).

Why isn't long-term parking available on street across the city? Will we see a parking permit system expanded to other areas of the city, like the one in East York?

There is a process to change on-street parking regulations. More information can be found at [Residential On-Street Parking](#).

If a person has an accessible permit/pass, do they have a right to have a specific spot assigned to them in a residential building?

In a residential building, there is no City requirement to have a dedicated parking space assigned to anyone who has an accessible permit/pass. Building owners/condo boards can set their own rules in terms of dedicated accessible parking. In the case of on-street parking, the City will provide an accessible space, but it will not be dedicated to an individual.

Transition Policies

Do you have transition policies in place?

We have not developed and policy amendments yet, including transition policies. It amendments are ultimately recommended, recommended transition policies will likely be similar to those for the removal of minimum parking requirements. In that case, any applications that were received before Council adopted the changes in the Zoning By-law were subject to the old requirements. Anything that came in after Council's adoption date will be subject to the new requirements.

Comments & Feedback

The comments received from members of the public focused on a few main themes: data and accessible parking requirements and location.



Data

- I would prefer to see more statistics based on the trajectory of the aging population of Toronto to support your review. Our aging population will require more accommodation in the future, specifically those who are currently 65-70.
- I think we should also factor an expected increase to the City's population when considering accessible parking requirements.
- The need for accessible parking spaces is proportional to age, typically those over 65.

Accessible Parking Requirements and Location

- In the guidelines for accessible parking spaces that are located outside, you should consider the slope of the driveway where the accessible vehicles will be parking. The slope can lead to a user tipping backwards or sideways off a ramp or lift. Especially with vans and mobility devices.
- Additional consideration for the location of accessible parking spaces should be given when located near or on storm drains. There is a high risk of the wheel from a mobility device to get caught while a user is entering or exiting a vehicle. If it doesn't create undue hardship, it would really be helpful to make those considerations.
- With respect to accessible parking spaces outside, typically they are located close to the entrance of a building.
- I noticed in a few developments in Scarborough along Kingston Road, the applicant is not proposing resident parking which seems to limit the amount of accessible parking available on site. This seems to be a growing trend in Scarborough.
- I am surprised that the city did not raise its AODA requirement.

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants. Our next steps include online engagement leading to a second round of consultation in Q1 2024.

Please visit [the project website](#) for more information, materials, and meeting notices. You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

You can continue to contact City staff to provide your comments or ask questions directly:

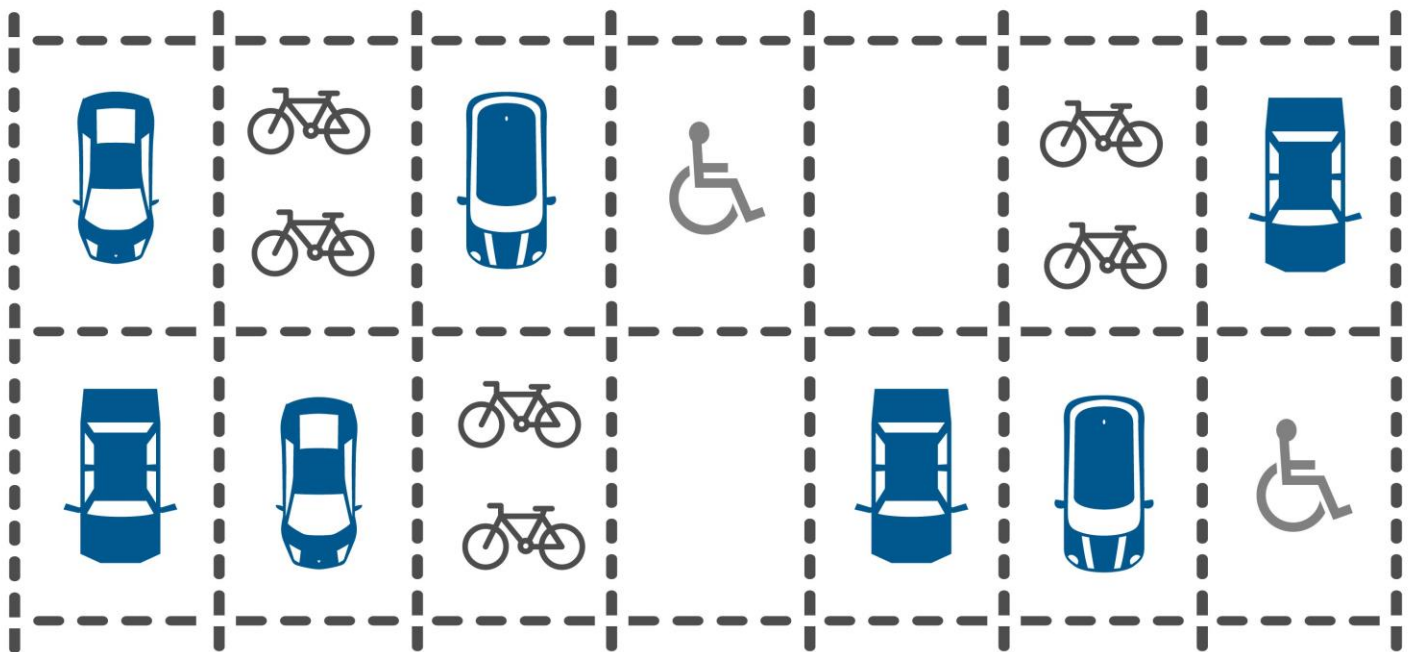


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Review of Bicycle Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

November 20 – 1:00 to 3:00 PM

November 21 – 7:00 to 9:00 PM



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Background

Meeting Overview

On Monday November 20, 2023, and Tuesday November 21, 2023, the City of Toronto hosted a public consultation meeting to present emerging directions for the City-wide Bicycle Parking Review, answer questions, and receive feedback from the public. The meeting was promoted through the City's social media channels (Twitter and Instagram), mailing lists, and on the City of Toronto website. Across both meetings approximately 30 participants joined.

Michael Hain, the Program Manager of the Transportation Planning, Policy, and Analysis unit within the City Planning division led the opening remarks and housekeeping sections of the meetings. Following his remarks, Luna Xi, Transportation Planner, delivered a presentation on the findings and emerging directions of the review. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 35 questions and comments were received on the following topics.

Questions & Answers

The Q & A portion of the event gave rise to several main themes from stakeholders:

- Data
- Demand for parking spaces and utilization
- Payment In-Lieu of Bicycle Parking (PILOB) Program and Bike Share
- Equity
- Transition Policies
- Bike Lanes
- Miscellaneous

A full list of the questions received is below, accompanied by answers.

Data

Has your work involved looking at data on the demand/occupancy of bike parking spaces in the city?

Our team has heard both that bike parking is underutilized in some developments and that there is not enough bike parking being provided. We are in the process of reviewing data that is available to better inform bicycle parking rates in new developments. This includes reviewing rates that other cities in North America and Europe are providing.



Are you able to provide any data on the composition of current or future unit households with respect to automobile and bicycle use?

The [Transportation Tomorrow Survey](#) (TTS) is available to the public to view. It is a region-wide household-based travel survey conducted every 5 years since 1986. The TTS collects information about households, people, trips, and transit trips and can be used to explore historical trends in travel behaviour. Data on development applications that gives a sense of future development trends is summarized in the City's [Development Pipeline bulletin](#).

Demand for parking spaces and utilization

Will the demand for short-term and long-term bicycle parking within a residential development be reduced if there is a public bikeshare already located on or adjacent to the site?

We view bicycle parking in a development and bike share as complimentary. We recognize there is some overlap between the two, but they are still distinct components of our cycling network. However, an applicant can reduce the short-term bicycle parking requirement in residential buildings in Bicycle Zone 1 by up to 50% by contributing \$500.00 (2022 \$) per space by participating in the Payment In-Lieu of Bicycle Parking Program. The contributions collected through this program can only be used to expand the City's Bike Share network.

Have you considered nearby bikeshare capacity as a part of the process for establishing new bicycle parking requirements?

We will not be considering nearby bike parking facilities as a requirement in new developments. However, applicants can identify the proximity of a bike share facility in their Transportation Impact Study (TIS).

Are the bicycle parking requirements based on location or demand?

The requirements are based on location that are defined for two zone boundaries. Zone 1 includes areas of the city bounded by Humber River, Lawrence Avenue, Victoria Park Avenue and Lake Ontario. Zone 2 includes all other areas of the city that are not Zone 1. These zone boundaries were established by considering the popularity of cycling for work purposes. We are not planning on making extensive changes to the boundaries. However, we are considering adding the Centres to Bicycle Zone 1. This would include North York Centre, Etobicoke Centre, and Scarborough Centre. The other Centre, Yonge-Eglinton, is already in Bicycle Zone 1.

Have you considered bicycle usage rates in newer buildings when writing the by-law?

The current by-law for bicycle parking regulations was written in 2008. Our current update for bicycle parking requirements will consider utilization. We haven't proposed new bicycle parking rates yet, but we will consider utilization when developing new rates.

Payment In-Lieu of Bicycle Parking (PILOBP) Program & Bike Share

The presentation mentioned the PILOBP program, can you clarify what that is?

The Payment-in-lieu of bicycle parking program allows a reduction in short-term bicycle parking requirements for residential uses within Bicycle Zone 1, by up to 50% of their total requirement and for a contribution of \$500 per space reduced (indexed to inflation).



With respect to the PILOBP, will developers have to provide bike share in lieu of bicycle parking? As a result, will people who purchase a unit at a participating development get compensation at that property?

If a development participates in the PILOBP, there is no compensation that would go towards someone purchasing a unit in that development. The money collected through the PILOBP program can only be used to expand Toronto's Bike Share network.

Have many developments applied to use the PILOBP program? If so, how many?

We have not had any developments use the PILOBP program. We are trying to figure out why there has not been any uptake. There were a few applicants interested in the program, but their developments were not located in Zone 1. The uptake of the program will be a key point as we continue to consult with the development industry. We are also considering extending this program to more parts of the city, to other uses and to long-term bicycle spaces.

How does the current and proposed bicycle parking requirements fit in with the Bike Share program?

We view bicycle parking in a development and bike share as complimentary. We have not found a strong link between the two. There is no requirement in the Zoning By-law for new developments to provide Bike Share facilities. Generally, the city tries to secure bike share through Transportation Demand Management (TDM) plans. When the bicycle parking requirements were updated, we introduced the PILOBP program which allows developments in Bicycle Zone 1 to reduce their short-term bicycle parking by up to 50% of their total requirement and for a payment of \$500 per space reduced (indexed to inflation).

If there is a Bike Share facility adjacent to a development site, can it be considered as a replacement for short term parking (for the equivalent number of parking spaces)?

If a developer chooses, they can participate in the City's PILOBP program which would reduce the amount of short-term bicycle parking on site in lieu or providing money that will support the expansion of the Bike Share program. More details about the PILOBP are found above.

Can we add a requirement to add at least a space for bike share parking at subway stations?

Toronto Parking Authority is working with the TTC to build out bike share connections to existing transit stations. We will look at how we can support this work by considering a requirement in the Zoning By-law.

Bike Parking, Space, and Design Requirements

Have you thought about how to ensure bicycle parking spaces are user friendly and easy to use?

We are currently looking into this. The focus of our review is to figure out the quality of bicycle parking necessary to ensure it is desirable for people to use. We expect detailed aspects to remain in the City's Bike Parking Design Guidelines instead of the Zoning By-Law. The Guidelines will also be updated as part of this review.

What is considered an oversized bicycle parking space? And how big does it need to be?

An oversized bicycle space is intended to accommodate cargo bikes, adaptive bikes, and trailers. The typical dimension of an oversized space is at least 2.4m long and 1m wide. These dimensions are currently being used in the Waterfront Design Guidelines. We recognize there might be a need to re-visit dimensions as we start to see different oversized bikes become available.



Are there any requirements for long-term and short-term bicycle spaces in shelters? If there aren't any requirements, are you looking to implementing any kind of standards?

Long-term bicycle parking must be located inside a building while short-term bicycle parking is encouraged to be located indoors but doesn't have to be. The Zoning By-law doesn't include any bike parking requirements for shelters. This isn't considered as part of the review currently.

Can you include a requirement in apartment buildings to ensure bicycle parking facilities have electrical outlets to allow electric bike charging?

Currently, this is requirement in the Toronto Green Standard. We are not looking to extend this requirement to the Zoning By-Law. This is primarily due to safety concerns about lithium-ion batteries.

Equity

Will there be a cost for people accessing bike parking? If so, will there be guidelines or regulations on how much can be charged to keep it equitable?

The Zoning By-law does not speak to the cost and how much can be charged per bicycle parking space. However, we can investigate some form of regulation and the appropriate guideline that could mention cost and potentially how spaces are managed.

Transition Policies

For sites that already have site specific Zoning By-law amendments in place, are the new bicycle parking requirements applicable to these sites? Do you have transition policies in place?

We have not gotten to this level of detail yet. However, we are considering what was implemented when we made changes to the automobile requirements in the Zoning By-law. Any applications that were received before Council adopted the changes in the Zoning By-law were subject to the old requirements. Anything that came in after Council's adoption date will be subject to the new requirements. We are likely to following something similar but are open in considering other transition policies for bicycle parking.

Bike Lanes

How do you consider bicycle parking in new developments that are located at the base of long or steep hills where there are no bike lanes or paths?

During development review, there isn't extra consideration given based on a proximity to hills or the absence of bike lanes or paths. Bicycle parking requirements are set based on the site's location in the bicycle parking zones. In the long term, the City plans to bring bike facilities in easy access to everyone in the city.



Are there plans to put bike lanes on Yonge St or York Mills or Wilson, from Yonge and York Mills?

The City's [Cycling Network Plan](#) has a long term policy to ensure that everyone will be within 1 KM of a cycling facility. There is no specific timeline one when it will be implemented. Currently, the city is collecting feedback on its short to medium capital plan on implementing new cycling facilities in the next three years.

What comes first, bicycle parking or bicycle lanes?

Bicycle parking in developments and bicycle lanes work in tandem and must come together. Both are needed to create a bicycle friendly city. The City is working hard to extend our cycling network. Presently, there is work being done on the capital plan. The public can share their feedback on which bikeways to build, upgrade and study in 2025 to 2027. More information can be found at the project website: [Cycling Network 2025-2027 Public Input](#).

Miscellaneous

When developments are adjacent to high order infrastructure, can we mandate connection opportunities for those? I've seen new developments that block off access to bike paths.

There are no requirements to prevent a development from blocking off connection to a bicycle path or infrastructure. However, staff would work with the applicant to ensure it doesn't happen. We can take it back to formalize it. When new infrastructure is built, want to make sure there aren't barriers in place.

Is this review for bicycle parking requirements being linked to the city-wide parking strategy? And if so, how will it be communicated to the public?

We are working closely with the Parking Strategy team. Although the components are different – we are focusing on requirements in large new developments, while the parking strategy team is looking at existing parking in the public realm (e.g. on-street, in Green P lots).

Comments & Feedback

The comments received from members of the public focused on a few main themes: Bicycle Parking facilities in terms of access, design, security, and storage. As well as bicycle parking requirements, utilization, and bike share.

Bicycle Parking Facilities: Access, Design, Security and Storage

- When reviewing access for bicycle parking, it should include automatic doors, wider doors, wider aisles between parking, barrier free access, stramps or channels if stairs.
- Diversity of storage should be considered, including space for cargo bikes, gear lockers, etc.
- Support facilities should be provided and have bike wash facilities with drains and water spray, repair stations.



- Currently only 4% of streets/roads have some form of bike infrastructure and there is a significant shortage of accessible and secure bike parking.
- In some developments in Toronto, I have seen a lot of stacked bicycle racks where the upper rack does not come down. This makes it very difficult to use and typically you see only the bottom rack filled with bicycles. In Los Angeles they have stacked racks that come down to the lower level to make it easier to store and retrieve your bicycle.
- Accessible bikes or tricycles for seniors need security looked at.
- We have people taking their bikes up to their unit instead of using bike parking because their bikes are expensive and concerns of security of bicycle parking.
- Often, many people have their bicycles stolen from their parking space.

Bicycle Parking Requirements, Utilization, and Bike Share

- Visitor parking requirements (must be visible from outside the building, must be at grade, must have an intercom to security or Enterphone to residents, etc.)
- Transit station requirements, this is a huge one, City has ability to shift this, it is so bad right now at some stations.
- Bike café as permitted use (falls between current definitions, runs afoul of service shop and eating establishment conditions and regulations)
- The City should consider policies that allow condo boards to repurpose internal bicycle parking areas if utilization rates are demonstrated to be low after a period of time following occupancy.
- In large residential buildings with high unit counts, bicycle parking facilities have substantial space requirements. Completed stabilized projects under the current bylaw show that these facilities tend to be underutilized, with low occupancy rates.
- In Scarborough there really is not any bike share services anywhere. Reduces options available for people, especially those who choose to use a bicycle due to the high cost of car ownership.
- It would be worthwhile to raise bike parking minimums for zone 2, as they are quite low. Ideally, I would like to see both Short-term and Long-term bicycle parking rates raised.

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high level summary and answers to consolidated questions from participants. Our next steps include online engagement leading to a second round of consultation in Q1 2024.



Please visit [the project website](#) for more information, materials, and meeting notices. You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

You can continue to contact City staff to provide your comments or ask questions directly:

Michael Hain, Program Manager

City Planning Division

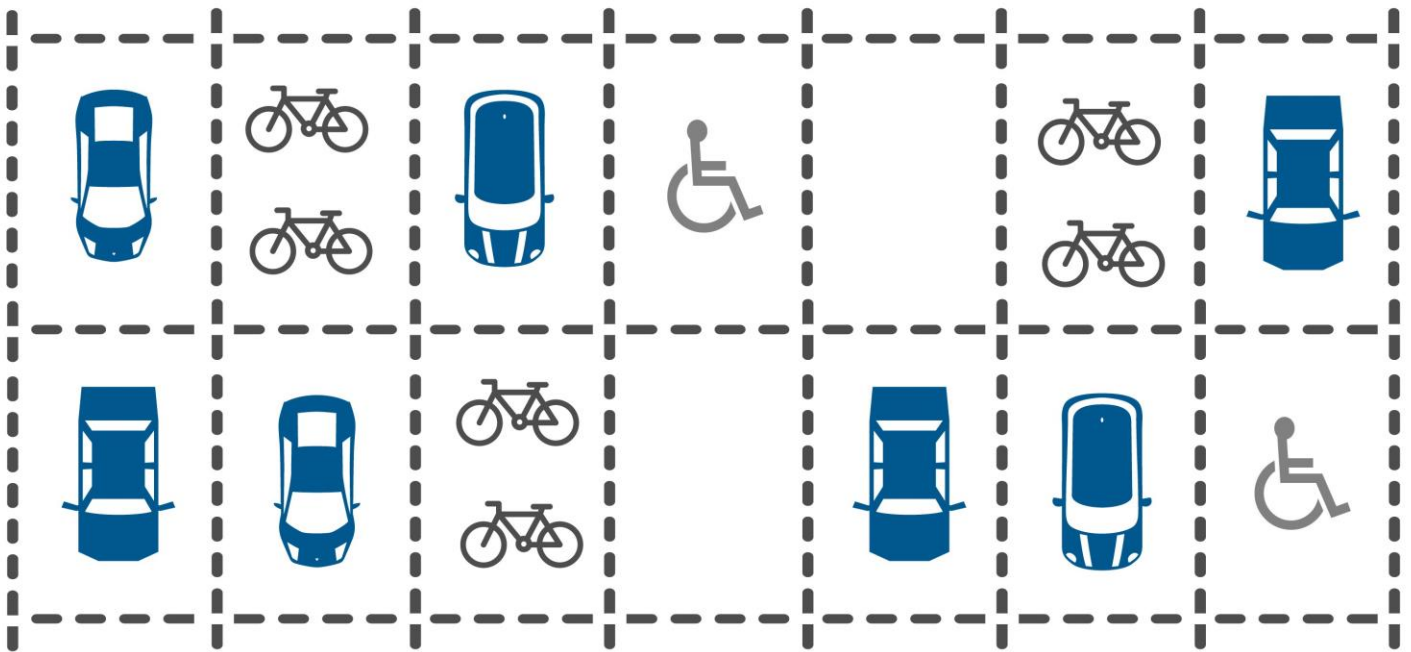
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Review of Accessible Parking Requirements for New Developments & the Parking Monitoring Program

Public and Stakeholder Consultation



Public Meeting Summary

September 17th, 2024 – 3:00 to 5:00 PM

September 18th, 2024 – 6:00 to 8:00 PM



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Background

Requirements for accessible parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On December 15, 2021, [Planning and Housing Committee \(PH29.3\)](#) asked staff to review accessible parking requirements. The Review is guided by the principle that there should be sufficient, safe accessible parking within the city for those who require accessible parking permits.

In November 2023, the City hosted a series of public meetings and launched a survey to collect feedback on initial directions. Based on the feedback collected from the meetings and surveys, a draft proposal was developed for amending the city-wide zoning by-law standards of accessible parking and bicycle parking.

Meeting Overview

On Tuesday September 17, 2024, and Wednesday September 18, 2024, the City of Toronto hosted public consultation meetings to present the proposed Zoning By-law Amendments for the City-wide Accessible Parking Review, answer questions, and receive feedback from the public. This meeting also included information on the Parking Monitoring Program. The meeting was promoted through the City's social media channels (Twitter and Instagram), mailing lists, and on the City of Toronto website. Across both meetings over 40 participants joined.

Michael Hain, the Program Manager of the Transportation Planning, Policy, and Analysis unit within the City Planning division led the opening remarks and housekeeping sections of the meetings. Following his remarks, Mathulan Manikkarajan, Transportation Planner, delivered a presentation on the findings and emerging directions of the review. The presentation is available on the [project website](#).

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 25 questions and comments were received on the following topics.

Questions & Answers

The Q & A portion of the event gave rise to several main themes from stakeholders:

- Accessible Parking Requirements
- Bill 185, MTSAs, and AODA
- Parking Monitoring Program
- Transition Policies
- Next Steps

A full list of the questions received is below, accompanied by answers.



Accessible Parking Requirements

Why is the % of provided parking requirement higher for Parking Zone A vs. Zone B / Rest of City?

Areas located in Parking Zone A will likely have a smaller parking supply in comparison to Parking Zone B and all other areas of the city for the same size development. Since people who require accessible parking are not as able to switch to other modes, the demand for accessible parking as a proportion of the total parking is expected to be higher.

The proposed Zone A accessible parking requirement of 0.02 spaces per unit is more than the visitor parking requirement of 2 spaces + 0.01 spaces per unit. Is it the intention of City staff that developments that seek to provide zero resident parking should solely provide accessible parking as that is the greater requirement?

It is up to individual developers to decide how much parking to provide for different users of their developments. The City has requirements for accessible parking and visitor parking in multi-unit residential buildings. It is possible for a developer to choose to provide only as much parking in a residential development as they are required to provide as accessible parking (i.e. not provide parking which is not accessible). This degree of flexibility for developers to make choices about the amount of parking they provide is intentional.

What are the requirements to provide accessible parking in residential developments?

The current requirement applies when there are five or more resident-related parking spaces provided on site or when one or more non-residential parking space is provided on site. We intend to maintain this requirement.

Does this requirement in any way distinguish between resident and visitor parking spaces? Will there be any requirement in terms of how the number of spaces are provided between the two? Does a certain number of spaces have to be allocated to one or both parking space types?

A resident space is separate from a visitor space, so there are individual requirements for each use on a site. If the development was providing the visitor parking and the resident parking in the same facility, which is uncommon in recent residential developments, then there wouldn't be separate requirements for the two uses. However, if they are separate, there would have to have accessible parking in both the resident and visitor portions.

What is the resident requirement?

Currently, there is no flat rate requirement for resident parking with respect to general parking. There are requirements for visitor and accessible parking. In the case of accessible parking for residents, it's based on a percentage. If you have a relatively small parking facility, that has at least 5 resident parking spaces, then you must provide 4% of the parking as accessible parking. As your parking facility gets larger, that percentage decreases. We are proposing to make the new requirement for accessible parking in residential buildings in Parking Zone A the greater of 0.02 parking spaces per dwelling unit or 7% of the provided parking. In residential buildings found in Parking Zone B and All Other Areas of the City the requirement for accessible parking is the greater of 0.025 parking spaces per dwelling unit or 5% of the provided parking.



Can you clarify the requirement for parking in new developments? We've seen new applications with only 2-3 visitor parking spaces.

Most minimum parking requirements were eliminated. The exceptions are visitor parking in multi-unit residential buildings and accessible parking in all uses. The visitor parking requirement is calculated based on a ratio multiplied by the number of units in that development. The accessible parking requirement is calculated based on the number of "effective parking spaces" applied to that site. We are currently looking into ways to simplify the way accessible parking requirements are calculated.

Can you confirm if the 5% would be applied individually to the resident, like 5% of the resident spaces must be accessible and 5% of the visitor spaces must be accessible?

That is correct.

Is there an update for institutional use?

The change to a minimum of 5% of provided parking having to be accessible is proposed for most uses. Some uses will also have a requirement per GFA introduced, but this varies depending on the specific type of institutional use.

For residential use, I'm assuming is that an umbrella for all types of residents, including student housing?

Student housing will be grouped separately in terms of the absolute requirements. The 0.02 and 0.025 wouldn't apply to student housing, but they would still have the requirement for 5% (or 7%) of parking provided being accessible depending on where in the city the developed is located.

So just to clarify the rates of 0.02 or 0.025 is not applicable to student housing, but the 5% rate would still be applied.

Correct, the 0.02 in Parking Zone A or 0.025 in Parking Zone B and All Other Areas of the City are intended to apply to mixed use or apartment buildings.

If a mixed-use development with residential and institutional, or residential + retail + commercial is being proposed, which one will be calculated first?

The requirement would apply to each use individually. Therefore, if the resident and institutional parking was provided separately, they would each have that 5% requirement. If you are providing them as a single parking facility, then you may have a requirement that was slightly smaller due to rounding (e.g., a space).

Just want to make sure I'm understanding the rates correctly for student housing and residential. When you say that 5% rate is applicable, that is 5% of parking that's already provided to be accessible right? So, if the student housing development is proposing zero parking, does that mean the 5% there will be no parking needed?

Correct, the 5% only applies to newly proposed parking and it doesn't apply to existing parking. So, if it is proposing no parking at all, then there's no accessible parking required.

Will there be a specific line item speaking to different uses that are grouped separately? For example, student housing and institutional falling under miscellaneous residential use?



The idea that any other uses still have a requirement of 5% accessible would show up in the proposed Zoning By-law Amendment.

Can you clarify the retrofit clause?

We are planning to introduce a regulation that would enable people to retrofit parking by converting two existing parking spaces that aren't accessible to one accessible parking space.

Will you require accessible parking spaces to be clearly marked to prevent misuse by larger vehicles and service vehicles where they are in visitor areas?

Yes, the accessible parking spaces are required to be clearly marked, regardless of whether they are in resident areas, visitor areas, or any sort of non-residential areas.

Bill 185, MTSAs, AODA

I'm wondering, with this kind of Bill 185 grey area, do you know kind of when we will have a resolution on that in terms of whether it applies, whether AODA trumps it?

The AODA requirements are purely based on a percentage of the parking that must be accessible, so I don't think there's any way that has been impacted by Bill 185. It's really talking about the dimensions of the spaces that are provided, as opposed to introducing a requirement for spaces. The question is whether there can be a requirement for an absolute number of spaces. Our intent is to maintain a requirement for an absolute number of spaces for accessible parking until we are told explicitly that we cannot. At least in the short-term, it's not a particularly relevant question to us as the change only applies within Major Transit Station Areas and Protected Major Transit Station Areas and none of those exist in the City yet. We are still exploring what the implications of the boundaries being approved would be.

Wouldn't many sites in Parking Zone A be exempt from parking minimums as per Bill 185?

We are still exploring whether Bill 185 eliminates the ability to require accessible parking. Other legislation may impose requirements to provide accessible parking (e.g. Ontario Human Rights Code or the Canadian Charter of Rights and Freedoms).

Are MTSAs with the Ministry for approval right now? Are there any updates?

They have been with the Minister for quite a while now. Council adopted boundaries for most areas in 2022.

Can you provide more clarification on the AODA update on slide 9 that ended in August 2024?

It was to review any of the built environment standards related to the access for Ontarians with Disabilities Act. The committee reviewing the standards submitted their recommendations in late 2023 which were open to the public for comment from June to August for comment. They are still available on the [website](#). We haven't heard how the Province intends to respond to the recommendations.

Do all existing buildings/proposals need to retrofit their parking to have accessible parking?

The AODA does require retrofits over time. The standard that triggers a required retrofit allows quite a bit of work to happen before retrofitting accessible parking is required. When retrofits are required was one of the areas that the Committee commented on their recommendations to the province.



Wouldn't many sites in Parking Zone A be exempt from parking minimums as per Bill 185?

We are still exploring whether Bill 185 eliminates the ability to require accessible parking. Other legislation may impose requirements to provide accessible parking (e.g. Ontario Human Rights Code or the Canadian Charter of Rights and Freedoms).

Parking Monitoring Program

Could you please elaborate on the parking monitor program again?

The intent of this program was for us to do three things: collect data specific to parking, aggregate that and gather insights, and most importantly, assess whether our policy changes had an impact on the parking supply across Toronto. Since we removed parking minimums, we are interested in understanding how this may impact the parking supply proposed in development applications.

Is the parking monitoring program meant to happen over the next couple of years, or is it set to end on a certain date?

We don't have a specific direction, but we are planning to maintain it as long as we can. It has been much more effort-intensive than we expected.

A quick clarification on the parking monitoring program, the rates that are shown on the slide – is that parking supply approvals? Or is it observed parking demand?

It represents the total parking, that has either been approved, built, or is currently proposed as part of a newer development application, depending on the status of the application. It does not represent parking demand.

Transition Policies

Do you have transition policies in place?

We have not developed transition policies yet. If amendments are ultimately recommended, we envision that the transition policies will be similar to those for the removal of minimum parking requirements. In that case, any applications that were received before Council enacted the changes in the Zoning By-law were subject to the old requirements. Anything that came in after Council's adoption date was subject to the new requirements.

Next Steps

For the report going to the Planning and Housing Committee, is that going to be made public for comments prior to?

The material we are reporting to Committee will be very similar to what will be posted on the website in the next day or two. If you want to comment on the proposal, you will have plenty of time to do that. If you want to comment on the text of the report, it will be posted on the City Clerk's website a week before the meeting (Nov 28). You would have that week to provide comments, and you can make public deputations at the meeting.



Comments & Feedback

Please visit [the project website](#) for more information, materials, and meeting notices. You can also subscribe to receive periodic e-updates about opportunities to participate throughout the duration of the City-wide Parking Review.

You can continue to contact City staff to provide your comments or ask questions directly:

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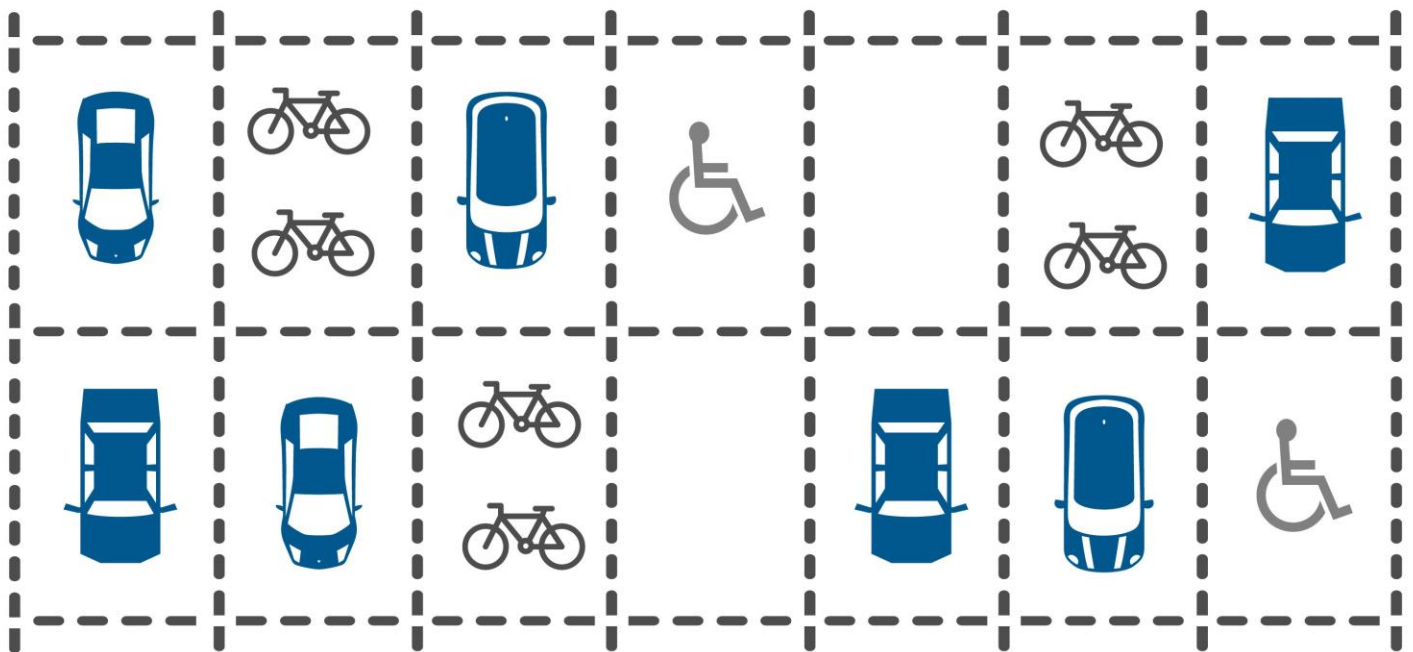
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Review of Bicycle Parking Requirements for New Developments

Public and Stakeholder Consultation



Public Meeting Summary

September 17 – 6:00 to 8:00 PM

September 18 – 1:00 to 3:00 PM



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Background

Requirements for bicycle parking in newly erected or enlarged buildings are identified in the city-wide [Zoning By-law 569-2013](#). On December 15, 2021, [Planning and Housing Committee \(PH29.3\)](#) asked staff to review bicycle parking requirements and the City's Guidelines for the Design and Management of Bicycle Parking Facilities. The Review is guided by the principle that bicycle parking zoning standards should require sufficient parking to encourage people of all ages, abilities and means to bicycle for everyday transportation, recreation, and commercial activity.

In November 2023, the City hosted a series of public meetings and launched a survey to collect feedback on initial directions. Based on the feedback collected from the meetings and surveys, a draft proposal was developed for amending the city-wide zoning by-law standards of accessible parking and bicycle parking.

Meeting Overview

On Tuesday September 17, 2024, and Wednesday September 18, 2023, the City of Toronto hosted public consultation meetings to present a draft proposal to amend the zoning by-law standards of bicycle parking, answer questions, and receive feedback from the public. The meeting was promoted through the City's social media channels, mailing lists, and on the City of Toronto website. Across both meetings approximately 40 participants joined.

Michael Hain, the Program Manager of the Transportation Planning, Policy, and Analysis unit within the City Planning division led the opening remarks and housekeeping sections of the meetings. Following his remarks, Luna Xi, Transportation Planner, delivered a presentation on the findings and emerging directions of the review. The presentation is available on the project website: <https://www.toronto.ca/parkingreview>.

Participants then had an opportunity to ask questions and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 25 questions and comments were received on the following topics.

Questions & Answers

The Q & A portion of the event gave rise to several main themes from stakeholders:

- Proposed Draft Changes to Zoning By-law 569-2013
- Payment-in-Lieu of Bicycle Parking (BILOBP) Program
- Bicycle Parking Utilization Data Collection and Residents Survey
- E-bike Parking and Charging
- Guidelines for the Design and Management of Bicycle Parking Facilities (Design Guidelines)
- Transition Policies
- Miscellaneous



A full list of the questions received is below, accompanied by answers.

Proposed Draft Changes to Zoning By-law 569-2013

Regarding the proposal of restricting stacked and vertical racks, what does the “floor level” refer to?

The floor level in this case refers to the surface of any floor in the building that people would walk on and bicycles would be rolling on. The upper-tier of a stacker or vertical spaces cannot be counted towards floor-level spaces.

Regarding the proposal of having minimum bicycle parking spaces in relation to vehicle parking, how will it be impacted if we are trying to reduce vehicle parking? Will this squeeze down the number of bicycle parking? Would this requirement be in addition to the Zoning By-law bicycle parking rates that are based on dwelling units and GFA?

This is another way to set the minimum for how much bicycle parking must be provided, and an applicant is always free to provide more bicycle parking, if they want. This requirement is intended primarily for land uses that do not have a rate based on dwelling units or GFA (i.e., the greater of this requirement or the rates based on unit/GFA will be applied). The absolute number of bicycle parking spaces per dwelling unit would usually be the governing factor for how much bicycle parking needs to be provided in a residential development.

For the proposal of bicycle parking at transit stations, will it cover light rail stations (e.g., Eglinton Crosstown)?

We are still working on the language of this proposal, but we want the requirements to cover any sort of stations. We did not intend for the requirement to cover an outside stop that you might see on the surface portion of the Eglinton Crosstown. However, we do want bicycle parking available at any enclosed stations.

Regarding the requirements of access and path of travel, can you clarify the maximum slope of 7%? This seems to be quite strict as typical ramps are 15%, which may have challenges in certain buildings.

The maximum 7% slope requirement came from Waterfront Toronto’s Green Building Requirements. This requirement prioritizes the safety and ease of access to bicycle parking areas. One situation we would like to discourage is having bicycles share a ramp with vehicles, but we recognize this is not always possible. There are also methods other than bicycle ramps to provide access, such as placing bicycle parking spaces on the ground level or installing a bicycle elevator. Proposals for other innovative and bicycle-friendly mechanisms are welcomed.

Have you considered adding requirements on the distance between the sets of doors? It is common for buildings to have vestibules that can make it difficult for bikes to get through.

We haven’t thought about it, but this is a helpful point and we will consider it.

Is there a technical definition of staggered bicycle parking space in the Zoning By-law? There may be potential challenges with how it is interpreted or applied.

There will be a specific definition added to the Zoning By-law including whether the stagger is for one or both wheels and the range of allowable staggers. The requirements in the Zoning By-law needs to be clearly interpreted with no judgment.



Payment-in-Lieu of Bicycle Parking (PILOBP) Program

Where can we access more information of the Payment-in-lieu of Bicycle Parking Program that developers are eligible for?

It is available online via the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/payment-in-lieu-of-bicycle-parking/>

Back in the day the city allowed 4:1 ratio when providing car share to consider reduction in vehicle parking. Have you thought about doing something like that? It could align with payment-in-lieu where developments sometimes provide Bike Share stations?

The Payment-in-Lieu of Bicycle Parking Program is similar to that in that it allows the short-term residential bicycle parking in Bicycle Zone 1 to be reduced in exchange for financial contributions. The funds are used solely to expand Bike Share stations. In 2024, the contribution required per short-term bike parking space reduced is \$538. We are proposing to extend the program to all uses, types of bicycle parking and areas of the city.

What was thought process behind the decision to not reduce mandated rates, despite studies showing significant overprovision of bike parking under the current bylaw? Recognizing that Bike Share should be well-funded, it seems strange for developers to have to choose between providing a provenly unused asset, reducing space available for popular private and public uses near grade, versus paying into the program through cash in lieu.

The intent is to encourage people to adopt bicycle use not just for recreation but for utilitarian use as well. The City expects bike usage to continue to grow over time. Looking at the existing bike parking utilization wouldn't reflect what we expect to see in the future. The provision of bike parking could be done in other ways, such as through the Payment-in-Lieu of Bicycle Parking program for expanding the Bike Share system. This doesn't substitute for all types of bicycles uses, which is why we aren't proposing 100% reduction.

Does the minimum required rate change or does it remain the same and then the amount provided can be adjusted down with cash-in-lieu?

The required amount stays the same and is adjusted based on how many spaces are being contributed to the Payment In-Lieu of Bicycle Parking (PILOBP) Program. For example, if you are required to provide 100 long-term bicycle parking spaces and 5 are being contributed to PILOBP, 95 spaces are required to be provided on site and we would expect to see financial contribution to PILOBP equal to 5 long-term spaces.

Bicycle Parking Utilization Data Collection and Residents Survey

Regarding the survey and the different locations on the map, what is the differentiator between short and long-term parking?

The red and blue dots on the map represent 20 locations in total. We collected usage for both long-term and short-term bicycle parking. Long-term bicycle parking is intended for use by residents or occupants, while short-term bicycle parking is intended for visitors to the building.



Are the buildings all new condos?

The intent was to test rates in the current Zoning By-law, so the data collection focused on the recently built buildings. We tried to capture different buildings, condos and rental apartments, to understand utilization of bike parking up to the current standards. However, there are still several buildings that were developed before the current Zoning By-law came into effect.

I am trying to understand the rationale behind the great number of proposed bicycle parking spaces to the relatively low number of vehicular parking spaces for new developments across the city. If current long-term bicycle spaces at existing residential buildings are underutilized according to your stats, why is the trend to allow new developments to continue to bring hundreds more bicycle parking spaces to the city?

The intent is to encourage people to adopt bicycle use not just for recreation but for utilitarian use as well. We would like to encourage bike usage, so it continues to grow over time. Looking at the existing bike parking utilization wouldn't reflect what we expect to see in the future. The provision of bike parking could be done in other ways, such as through the Payment-in-Lieu of Bicycle Parking program for expanding the Bike Share system. This doesn't substitute for all types of bicycles uses, which is why we aren't proposing 100% reduction.

E-bike Parking and Charging

How will the Zoning By-law factor in the growing market of e-bikes and cargo e-bikes, not in terms of size and weight, but issues and concerns over battery safety?

We consulted with Toronto Fire Services. They advised us not to introduce new requirements related for e-bikes, primarily due to fire safety concerns with the battery. We are not planning to include a requirement. However, the Toronto Green Standard (TGS) V4 has a requirement that at least 15% of long-term bicycle parking spaces should include an energized outlet.

Does that mean the By-law won't prohibit an e-bike to be parked?

Correct. Asides from dimensions of spaces, we are not introducing new regulations in the Zoning By-law. However, we are not prohibiting it.

Guidelines for the Design and Management of Bicycle Parking Facilities (Design Guidelines)

Why some elements of the Design Guidelines wouldn't be incorporated in the Zoning By-law to ensure that security and stacked bike racks are more usable, easier to lift, instead of hoping on the good will of developers to build high-quality infrastructure, why not put it in the by-law?

We are trying to include as much as we can in the Zoning By-law, but the By-law language needs to be easy to interpret and understand without judgement. Therefore, in some case, it would need to be put in the Design Guidelines.

Since the Design Guidelines have not been updated since 2008, will it be updated as a part of this parking review or separated?

Yes, the updates of the Design Guidelines will be reported to the Planning and Housing Committee (PHC) at the same meeting with the proposed Zoning By-law Amendments.



Will the updated Design Guidelines be available online as well?

Yes, it will be posted on the project website shortly.

Transition Policies

What kind of transition provisions are being considered?

We are still working on the transition clauses, but we envision something like when we removed parking minimums that Council endorsed in December 2021. The transition clause would allow the new requirements to come into effect after Council endorses the proposals.

Miscellaneous

Have you consulted with other municipalities for their experience?

To some extent, we have, for example by reviewing standards that other municipalities have put in their own Zoning By-laws to judge whether our proposals are appropriate. We conducted a jurisdictional scan on bicycle parking requirements for over 20 North American cities.

Regarding Bicycle Zone 1 and 2, what is the boundary and what is the basis for this?

Bicycle Zone 1 is the area of the City bounded by the Humber River on the west, Lawrence Ave on the north, Victoria Park Ave on the east and Lake Ontario on the south. Bicycle Zone 2 includes all areas of the City not included in Bicycle Zone 1. The Bicycle Zones were established to reflect the parts of the city with more bike use, based on data from Census and Transportation Tomorrow Survey. Over time, the City expects bike use to become more popular and will consider changes to the boundary then.

What is meant as a handlebar conflict?

Conflicts can occur when contact between handlebars of bikes in an adjacent bike parking space prevent a bike space from being used correctly, or when someone tries to load or unload their bike from bike parking, and they must navigate their handlebars around the handlebars of an adjacent bike.

Some apartment buildings in the city are quite old and provide almost zero bicycle parking, have those types of buildings been considered for this parking review?

The Zoning By-law only applies to new and expanded developments. We cannot force retrofits in existing buildings, but we can try to find ways to encourage it. If you are finding it difficult to retrofit buildings with more bicycle parking, we can try to look at ways to improve that and make it easier.

Will you send the presentation to those who registered?

The recordings will be available on the website next week, as well as the presentation slides and other materials that goes into more details.

What are the next steps in terms of your process? How it makes it way through Committee and council?

We are planning to report to Planning and Housing Committee (PHC) in December with our proposed Zoning By-law Amendments. If it gets endorsed by the Committee, it will go onto the Council meeting on December 17-19, 2024. The reports will be made public one week before it goes to PHC. The draft material that we have developed should



be posted on the project website shortly, which will be quite close to what we recommend unless we hear comments that are significantly different from what we heard before.

Comments & Feedback

The comments received from members of the public:

- The low utilization of bicycle parking may be a result of bicycling parking being low quality and not secure (e.g., people bring their bikes into their dwelling unit instead).
- Regarding the bicycle ramp at a slope of 7%, it can be more challenging on smaller sites where it could be harder to fit a bike elevator as an alternative. Certain slopes in the Ontario Building Code are about 10%.
- The width requirement of staggered bicycle parking should be a bit lower.
- I have experienced handlebar conflicts all the time.
- I agree on the emphasis towards quality over quantity and cash-in-lieu as it allows a builder to reduce the amount provided.

This report is not intended to be a verbatim transcript of the virtual meeting, but instead provides a high-level summary and answers to consolidated questions from participants.

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You can continue to contact City staff to provide your comments or ask questions directly:

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