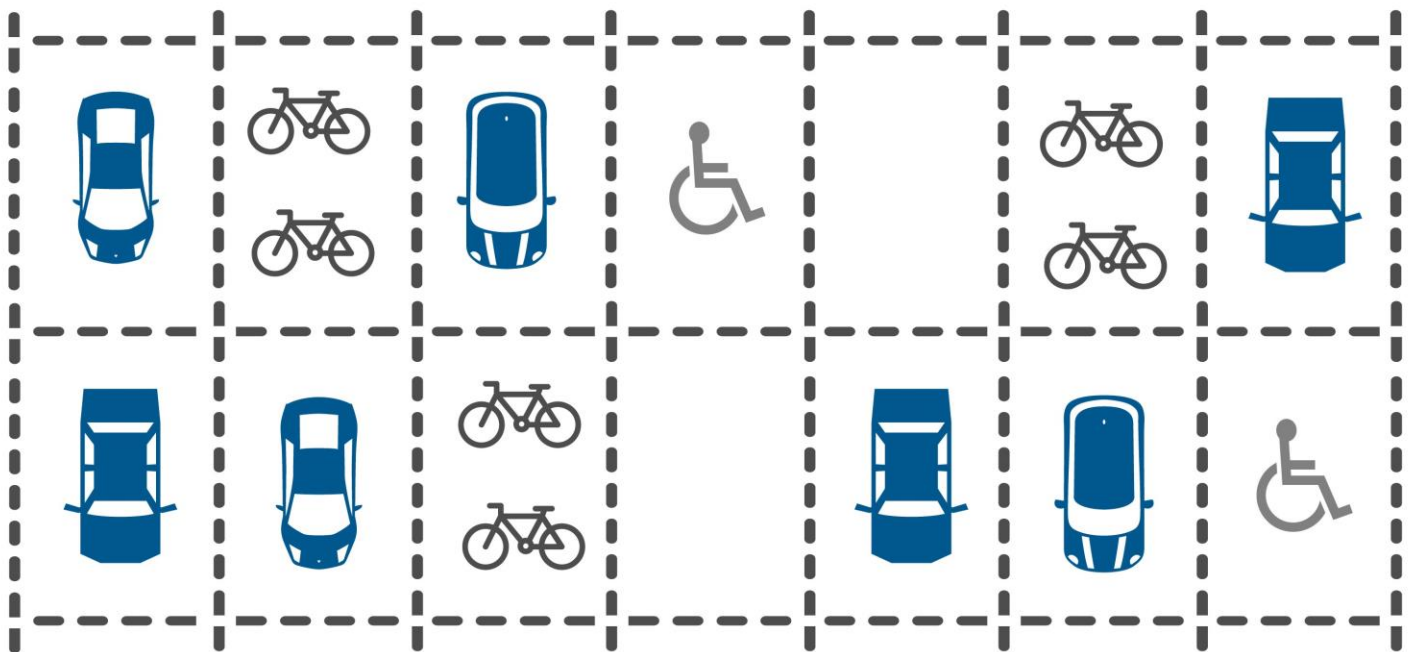




Review of Bicycle Parking Requirements for New Developments

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:

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