



PROPOSED ZONING BY-LAW AMENDMENT OVERVIEW

In the interest of increasing utilization of public transit and encouraging cycling, providing a more transit-supportive parking regime and reducing the use of automobiles in the Secondary Plan area, parking requirements for university uses and bicycle parking requirements for all uses have been reviewed as part of the York University Secondary Plan Update. Parking standards for non-university development are proposed to be determined when more detailed sub-area planning occurs.

Parking Requirements for University Uses

Maximum parking standards were investigated to limit the number of spaces that can be provided for a particular development. This in turn provides for more efficient use of land, enhances urban form, encourages the use of alternative modes of travel and provides for a better pedestrian environment.

The proposed Zoning By-law recommends that the parking requirement for university uses consist of a minimum parking requirement of 8,915 parking spaces and a maximum of 9,915 parking spaces for all existing and proposed buildings.

Once the Toronto-York Spadina Subway Extension has been completed and opened, a further amendment to the parking requirements for university uses is proposed to be undertaken. This amendment would establish lower minimum and maximum parking requirements, 6,000 and 8,000 spaces respectively, for university uses to take into account the operation of the subway.

Bicycle Parking Requirements

Bicycle parking is a very common requirement of development in major urban areas, and with the introduction of a subway in this area as well as the University itself, it is appropriate to introduce bicycle parking requirements for the Secondary Plan area.

University campuses often have a greater demand for bicycle parking since they have a higher bicycle mode share and a higher potential for bicycle ridership due to a younger population. Moreover, a key objective of the Secondary Plan is to provide transit-supportive development and reduce the use of the personal automobile.

The proposed By-law has different bicycle parking requirements depending on a proposed use and requires that a certain amount of occupant/visitor spaces be provided. The By-law outlines the dimensions of bicycle parking spaces and the minimum number of required shower facilities for non-residential uses with gross floor areas exceeding 20,000 m².

PROPOSED ZONING BY-LAW AMENDMENT

To amend the former City of North York Zoning By-law No. 7625, as amended, with respect to the York University Secondary Plan area

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Section 6A(12) of By-law 7625 is amended as follows:

Parking and Bicycle Regulations for York Downsview Mixed-Use Zones

- a) Parking of vehicles in the York Downsview Mixed-Use Zones shall comply with the following:

Minimum Required Parking Spaces

A minimum of 8,915 parking spaces shall be provided for all buildings and structures that have been lawfully erected or for which a building permit application has been submitted prior to May 14, 2009 and for any new buildings and structures for **university uses** lawfully erected or for which a building permit application has been submitted after May 14, 2009 on all lands zoned YDMU-1, YDMU-2, YDMU-3 and YDMU-4.

Maximum Allowed Parking Spaces

A maximum of 9,915 parking spaces shall be permitted for all buildings and structures that have been lawfully erected or for which a building permit application has been submitted prior to May 14, 2009 and for any new buildings and structures for **university uses** lawfully erected or for which a building permit application has been submitted after May 14, 2009 on all lands zoned YDMU-1, YDMU-2, YDMU-3 and YDMU-4.

- b) Parking of vehicles for new buildings and structures for uses other than **university uses** lawfully erected or for which a building permit application has been submitted after May 14, 2009 in the York Downsview Mixed-Use Zones shall comply with the following:

The parking requirement shall be as set out in Section 6A(2).

- c) General Parking Requirements:

- (i) Parking spaces may be provided in parking structures.
- (ii) No parking space shall be located closer than 3 metres to any street line.

d) Bicycle parking shall comply with the following:

Minimum Number of Required Off-Street Bicycle Spaces

Use	Long-term Bicycle Parking	Short-term Bicycle Parking
University uses	0.2 spaces/100 m ² of gross floor area	Greater of 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA > 1000m ²
Restaurant	0.2 spaces/100 m ² of gross floor area	Greater of 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA > 1000m ²
Commercial uses with a gross floor area greater than 1,500 m ²	0.2 spaces/100 m ² of gross floor area	Greater of 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA > 1,500m ²
Residential (buildings with 10 or more units)	1.0 spaces/unit	Equal to 10 per cent of the required long-term bicycle
Senior citizen's housing with 10 or more dwelling units	0.25 spaces/unit	Equal to 10 per cent of the required long-term bicycle
Office	0.2 spaces/100 m ² of gross floor area	Greater of 0.2 spaces/100 m ² or 6 spaces for sites with non-residential GFA > 1000m ²

- (i) The dimensions of bicycle parking spaces are to be a minimum of 1.9 metres high by 0.6 metres wide and either 1.2 metres deep (vertical parking) or 1.8 metres deep (horizontal parking).
- (ii) Not more than 50 per cent of bicycle parking spaces will be provided as vertical parking.
- (iii) Long-term Bicycle Parking for occupants shall be located in a weather protected and secure area with controlled access (such as a bicycle cage, bicycle room or bicycle station equipped with bicycle racks) or secure individual enclosures such as bicycle lockers.
- (iv) Short-term Bicycle Parking for visitors shall be provided in highly visible and easily accessible locations at-grade and may include bike racks, covered racks, bike corrals and/or bike oasis located outdoors or indoors.

Minimum Number of Required Shower Facilities for Non-Residential Uses with Gross Floor Areas exceeding 20,000 m²

Required Number of Long-term Bicycle Parking Spaces	Number of Required Shower Stalls Per Gender
0-4	0
0-29	1
30-59	2
60-89	3
90-119	4
120-149	5

Required Number of Long-term Bicycle Parking Spaces	Number of Required Shower Stalls Per Gender
150-179	6
Over 179	7 plus 1 for each additional 30 bicycle spaces

2. Section 2 of By-law 7625 is amended by adding the following definitions:

Bicycle parking space means an area designed and equipped exclusively for the purpose of parking and securing a bicycle. The space will not be provided within a dwelling unit, balcony or commercial suite.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)