

October 11, 2012

PG18.7 – Recommended Changes to Draft City-wide Zoning By-law resulting from Public Consultation

Dear Chair Milczyn and Members of the Planning and Growth Management Committee:

I am writing to you on behalf of Cycle Toronto (formerly the Toronto Cyclists Union). Founded in 2008, Cycle Toronto promotes the safety, legitimacy and accessibility of cycling in Toronto, and currently has over 2,350 paying members.

Cycle Toronto has had an opportunity to review the draft comprehensive zoning by-law and offers its comments to the Committee for its consideration.

A. 200.5.10 Parking Rates

Policy Area 1 (PA1) Parking Space Reduction for Bicycle (10) Parking Spaces.

In Policy Area 1 (PA1) the total minimum number of vehicle parking spaces required on a lot may be reduced at a rate of 1 vehicle parking space for each 5 bicycle parking spaces provided in excess of the minimum number of bicycle parking spaces required by Chapter 230 if the reduction of vehicle parking space is not greater than 30% of the total minimum vehicle parking spaces required.

Proposal

The current draft of the zoning by-law provides for a reduction in vehicle parking spaces when an excess bicycle parking is provided but only in the Policy Area 1.

Cycle Toronto is of the opinion that this reduction in vehicle parking for additional bicycle parking should be city wide and not limited to Policy Area 1.

Secondly it is Cycle Toronto's view that the incentive to reduce residential car parking is insufficient and should provide a greater economic incentive than the current proposal. Accordingly we recommend that the reduction in minimum car parking provided should be increased to 30% of the total minimum vehicle parking spaces required.

B. All of the zones with bicycle parking standards require the short term bicycle parking to be located a maximum of 30 metres from a pedestrian entrance to the principal building on the lot.

Proposal

Cycle Toronto's review of equivalent provisions in several US cities is a maximum of 50 feet for short term bicycle parking from a pedestrian entrance which equates to 15 metres.

Cycle Toronto respectfully requests an amendment to the zoning by-law to reduce the distance



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from 30 metres to 15 metres.

In addition some US cities require that short term bicycle parking not be located further from a pedestrian entrance than the nearest vehicle parking space in the building.

Cycle Toronto would request that this provision be provided in the zoning by-law as well.

An example of each provision is attached for your review from the City of Los Angeles Ordinance and the City of Portland Ordinance in Appendix A.

Finally is there a possibility in the zoning by-law to define pedestrian entrance to include the concept of main entrance.

C. New Provision - Reduction in Vehicle or Bicycle Parking Requirements if a Development Provides a BIXI or Public Bicycle sharing station on site or nearby in a public road allowance

Proposal

Given the tremendous success in the BIXI system in Toronto Cycle Toronto would suggest a reduction of 3 vehicle parking space for the provision on the lot, or within the public road allowance within 100 metres of the lot, for every 20 bicycle stands and bicycles in a publicly accessible public bike sharing or BIXI station to a maximum reduction in the required vehicle parking spaces of no more than 6 vehicle parking spaces.

Cycle Toronto would suggest a reduction in the bicycle parking standards for large buildings, requiring in excess of 100 bicycle parking spaces under the zoning by-law, of up to 25 bicycle parking spaces for a BIXI public bicycle parking station having a minimum of 10 bicycle stands and bicycles located on the lot or within 100 metres of the lot within the public road allowance.

Cycle Toronto would suggest a reduction in the bicycle parking standards for large buildings, requiring in excess of 200 bicycle parking spaces under the zoning by-law, of up to 50 bicycle parking spaces for a BIXI public bicycle parking station having a minimum of 20 bicycle stands and bicycles located on the lot or within 100 metres of the lot within the public road allowance.

Cycle Toronto would suggest this provision apply to lands within the BIXI Service area as amended and a distance 500 metres outside the existing service area.

D. New Provisions – Protecting Roadways with Separated Bicycle Lanes

The creation of the new separated bikeway/cycle track network in Toronto calls for a policy response in the City's comprehensive zoning by-law.



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Two Frontage Lots

On a lot with frontages on two public roads, vehicular access shall be on the road without a separated bicycle lane and the main pedestrian access for any such buildings must be from the road without a separated bicycle lane.

Sincerely,



Jared Kolb
Director of Campaigns and Membership
Cycle Toronto



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LOS ANGELES, CALIFORNIA

City of Los Angeles Municipal Code

16.(c) Bicycle parking spaces shall be located no farther than the distance from a main entrance of the building to the nearest off-street automobile parking space.

PORTLAND, OREGAN

Portland City Code, CHAPTER 33.266

33.266.220 Bicycle Parking Standards

A. Short-term bicycle parking.

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2. Standards. Required short-term bicycle parking must meet the following standards:

a. Short-term bicycle parking must be provided in lockers or racks that meet the standards of Subsection 33.266.220.C.

b. Location. Short-term bicycle parking must be:

(1) Outside a building;

(2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and

(3) Within the following distances of the main entrance:

- Building with one main entrance. For a building with one main entrance, the bicycle parking must be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. See Figure 266-8;
- Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route. See Figure 266-9;
- Sites with more than one primary building. For sites that have more than one primary building, but are not an institutional campus, the bicycle parking must be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and must be distributed to serve all primary buildings. See Figure 266-10;
- Institutional Campus. On an institutional campus with more than one building or main entrance, the bicycle parking must be either:
 - Within 50 feet of a main entrance as measured along the most direct pedestrian access route; or
 - If the short-term bicycle parking is more than 50 feet from a main entrance, it must be in a common bicycle parking location along a pedestrian access route.

