

Amendments to Zoning By-law 569-2013 relating to Accessible and Bicycle Parking Requirements for New Development

Date: September 9, 2025

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

This report proposes minor amendments to City-wide Zoning By-law 569-2013 to correct and clarify regulations relating to accessible parking and bicycle parking standards, including:

- Clarifying accessible parking requirements for changes of use or enlargements of lawfully existing buildings;
- Clarifying minimum accessible parking space rates in Table 200.15.10.5 for uses without requirements, based on number of dwelling units or gross floor area;
- Clarifying that "short-term" bicycle parking spaces can be stacked bicycle parking spaces;
- Clarifying the number of bicycle parking spaces to use when determining other requirements under the Zoning By-law when the Payment-in-lieu of Bicycle Parking program is used; and
- Incorporating corrections to transition clauses relating to accessible parking and bicycle parking.

All proposed amendments are in keeping with the adopted recommendations regarding parking requirements for new development for accessible, bicycle and visitor parking in By-law 223-2025 and do not affect the intent of the By-law 223-2025.

These minor amendments do not reflect or impact ongoing work to assess the impact of bicycle parking requirements on the economic viability of midrise development, nor do they reflect the ongoing work to review visitor parking requirements. That work is ongoing, and any future Zoning By-law Amendments to implement that work will be reported on separately.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council amend Zoning By-law 569-2013 substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 1 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

City Planning confirms there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact section.

DECISION HISTORY

On May 9, 2013, City Council adopted Item PG21.1, regarding the enactment of City-wide Zoning By-law 569-2013. The City-wide Zoning By-law, among other things, established new parking standards for newly erected or enlarged buildings (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG21.1>). The majority of the regulations for parking spaces, including bicycle parking spaces, were approved without modifications by an Order issued by the Local Planning Appeal Tribunal (LPAT) dated October 3, 2019.

On February 5, 2025, City Council adopted Item PH18.3, including By-law 223-2025, with amendments, to update the accessible parking, visitor parking, and bicycle parking standards in City-wide Zoning By-law 569-2013 (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2025.PH18.3>).

On March 26 and 27, 2025, City Council adopted Item MM28.50, which amended Item 2025.PH18.3 above, correcting references that regulate the Payment-in-Lieu of Bicycle Parking program (URL: <https://secure.toronto.ca/council/agenda-item.do?item=2025.MM28.50>).

COMMENTS

The City of Toronto rectifies minor and technical errors to the text of Zoning By-law 569-2013 on an ongoing basis. Through the process of implementing the parking requirements for accessible, bicycle and visitor parking under By-law 223-2025, several points which require correction or clarification have been identified by staff. The amendments recommended in this report correct an error in the transition clauses related to the bicycle parking requirements under By-law 223-2025 which replaced previous transition clauses associated with the establishment of the Payment-in-Lieu of Bicycle Parking program, unintentionally delaying the effective date of the original program. The proposed amendments also include clarifications to the accessible parking rate requirements for changes of use or enlargements, the minimum rates for accessible parking spaces in Table 200.15.10.5, the ability for "short-term" bicycle parking spaces to be stacked bicycle parking spaces, and the number of bicycle parking spaces to use when determining other requirements under the Zoning By-law when applicants opt in to the Payment-in-lieu of Bicycle Parking program. The recommended amendments are minor in nature and do not affect the intent of the By-law 223-2025.

The amendments to Zoning By-law 569-2013 recommended in this report are incorporated into Attachment 1. Recommended clarifications and corrections include:

- Clarifying accessible parking requirements for changes of use or enlargements of lawfully existing buildings.
- Clarifying current language in Table 200.15.10.5 Parking Spaces Rates for Accessible Parking Spaces to be clear that the requirements for minimum percentages of parking being accessible apply in cases where there are no per dwelling unit- or per gross floor area-based requirements for accessible parking.
- Clarifying that a "short-term" bicycle parking space is permitted to be a stacked bicycle parking space. Regulation 230.5.1.10(10) under the Zoning Bylaw currently states that a "long-term" bicycle parking space may be a stacked bicycle parking space, but does not address whether a "short-term" bicycle parking may be similarly provided.
- Clarifying that when a reduction in the required amount of bicycle parking is permitted through the Payment-in-Lieu of Bicycle Parking program, other zoning regulations that rely on the number of bicycle parking spaces utilize the reduced bicycle parking number. This clarification applies to regulations 230.5.1.10(7), (12), (13), and (15).
- Incorporating corrections to the transition clauses associated with the establishment of the Payment-in-Lieu of Bicycle Parking program in 2022 which were unintentionally removed through the adoption of By-law 223-2025.

These minor amendments do not reflect or impact ongoing work to assess the impact of bicycle parking requirements on the economic viability of midrise development, nor do they reflect the ongoing work to review visitor parking requirements. That work is ongoing, and any future Zoning By-law Amendments to implement that work will be reported on separately.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Draft Zoning By-law Amendment