

Proposed Draft Changes to Zoning By-law 569-2013

September 12th, 2024

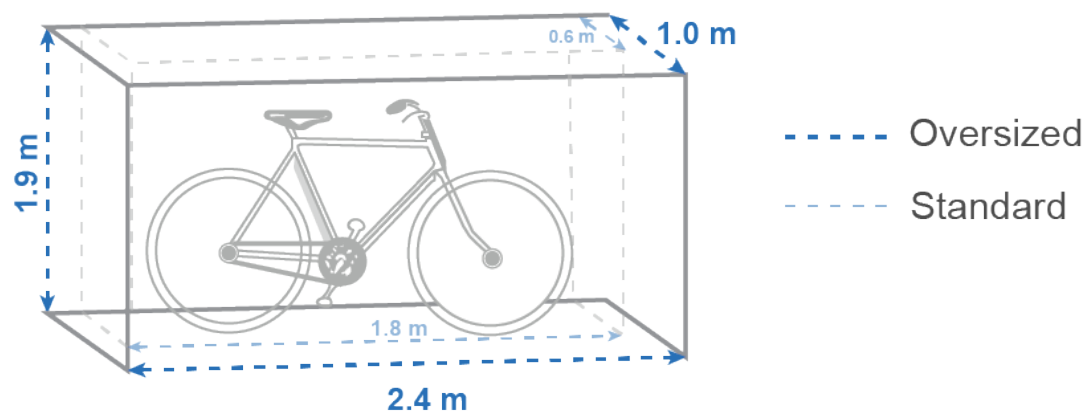
1. Oversized Parking Space

Intent:

Provide extra-large bicycle parking spaces to accommodate different bike styles or attachments to encourage cycling for various activities.

Proposed Draft Changes:

At least 5% of the “long-term” (e.g., residents, tenants) bicycle parking spaces should be provided in oversized dimensions, as illustrated below. Oversized bicycle parking spaces cannot be stacked or vertical.



2. Aisle Width

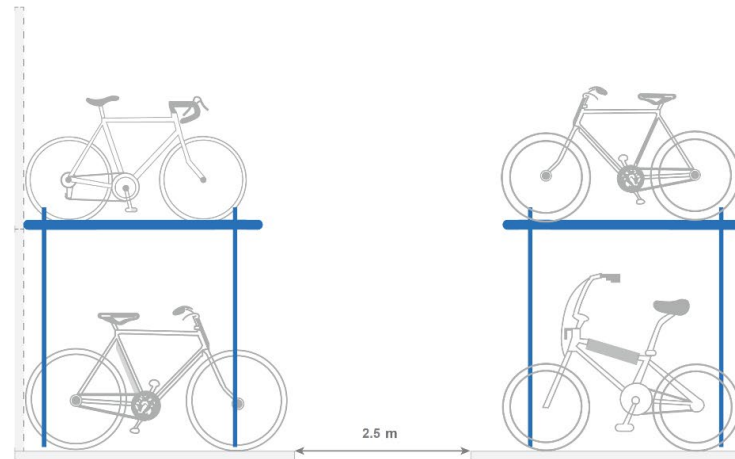
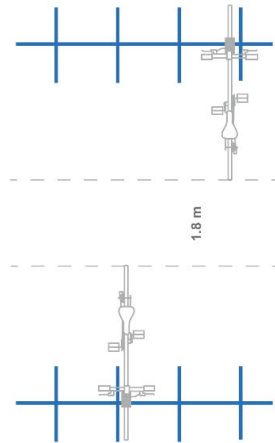
Intent:

Ensure that the aisle spacing provides adequate space for users to manoeuvre bicycles and operate racks.

Proposed Draft Changes:

A minimum horizontal clearance from the rear or front of the bicycle parking space should be:

- (A) 2.5 metres if it is a stacked or oversized bicycle parking space;
- (B) 1.8 metres in all other cases.



3. Shower and Change Facility

Intent:

Specify the location of shower and change facilities for better clarity, remove the gender requirement for inclusivity, and reduce the total quantity required for a lower rate. Additionally, provide at least one shower and change facility at the end of trip for certain uses to promote cycling for everyday transportation.

Proposed Draft Changes:

Universal shower and change facilities must be provided at the following rate:

Number of “long-term” bicycle parking spaces	Number of shower and change facilities	
	Education, Schools, Hospital	Other uses, except dwelling units or transit stations
1-4	1	0
5-60		1
61-120	2	2
121-180	3	3
181 or more	4	4

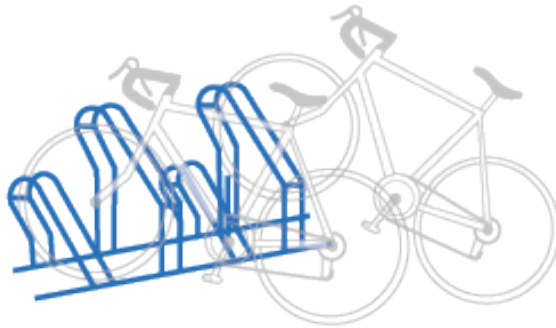
4. Staggered Bicycle Parking

Intent:

Fill the gap in the current requirements and set minimums for an efficient staggered bicycle parking space to avoid conflicts with adjacent bicycles.

Proposed Draft Changes:

If staggered bicycle parking spaces are used, the width requirement may be reduced to 0.4 metres (as compared to the 0.6-metre requirement of horizontal/regular bicycle parking spaces).



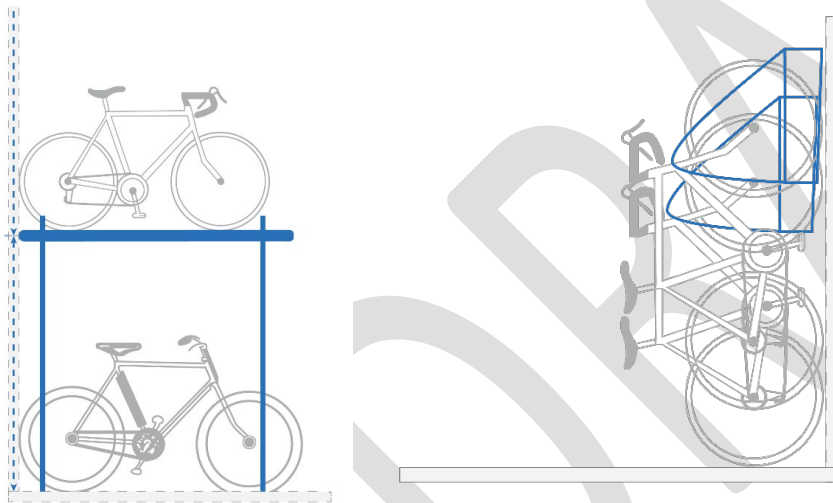
5. Stacked and Vertical Restriction

Intent:

Ensure a proportion of the “long-term” bicycle parking spaces are not provided as stacked or vertical racks and encourage more spaces to be provided as horizontal to make bicycle parking convenient for people of all ages, abilities, and means to bicycle.

Proposed Draft Changes:

If a building has 8 or more “long-term” bicycle parking spaces, at least 40% of them must be provided on the floor level and comply with the minimum dimensions of a horizontal/regular bicycle parking space (i.e., 1.8m Length x 0.6m Width x 1.9m Height). This means the lower-tier of a stacker or oversized bicycle parking space may be counted towards this requirement if it satisfies the minimum dimensions, but the upper-tier of a stacker or vertical bicycle parking space cannot be used.



6. Access & Path of Travel

Intent:

Ensure indoor bicycle parking areas are easily accessible from streets and the access path is convenient for all bike users.

Proposed Draft Changes:

A building with indoor bicycle parking spaces should have a passageway providing bicycle access between streets and indoor bicycle parking areas, in compliance with the following:

(A) the passageway is:

- (i) direct and unobstructed, excluding gates, moveable barriers or similar security features; and
- (ii) clearly identified and marked if located in a driveway; and
- (iii) not located in soft landscaping; and
- (iv) permitted to include ramps, bicycle elevators or other platform equipped bicycle elevating devices to overcome a difference in level;

(B) the passageway must have:

- (i) a minimum width of 1.8 metres along its entire length; and
- (ii) a maximum slope of 7% at any point.

7. Transit Stations

Intent:

Provide bicycle parking requirements at transit stations to support multi-modal trips and promote cycling to transit.

Proposed Draft Changes:

Bicycle parking spaces must be provided at a heavy rail transit station, in compliance with the following:

(A) If it is an interchange or terminal station:

- (i) at least 48 “short-term” (e.g., day use only) bicycle parking spaces
- (ii) at least 64 “long-term” (e.g., reserved, overnight) bicycle parking spaces

(B) In all other cases:

- (i) at least 24 “short-term” bicycle parking spaces.

Bicycle maintenance facilities must be provided on the same lot with the minimum dimensions required in the current Zoning By-law (i.e., 1.8m Length x 2.6m Width x 1.9m Height).

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

Intent:

Expand to the entire city and both types of bicycle parking (long-term and short-term) to provide developments with the flexibility to meet its residential bicycle parking requirements by contributing to the expansion of Toronto Bike Share system.

Proposed Draft Changes:

The Payment-in-Lieu of Bicycle Parking Program (website link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/payment-in-lieu-of-bicycle-parking/>) is expanded so that any bicycle parking space requirements for dwelling units will be eligible for this program (i.e., developments subjected to Zoning By-law 569-2013 Reg. 230.5.10.1(5) will be eligible to apply).

A payment-in-lieu can be provided to the City to reduce up to 50% of the required “short-term” and/or “long-term” bicycle parking spaces at the following rates (in 2024 dollars):

- (A) \$538 per “short-term” bicycle parking space
- (B) \$1076 per “long-term” bicycle parking space

The rates apply to both Bicycle Zone 1 and Bicycle Zone 2 (i.e., city-wide).

9. Set Minimum Bicycle Parking Rates

Intent:

Set minimum bicycle parking rates for the uses with vehicle parking to promote alternatives to the automobile.

Proposed Draft Changes:

If 5 or more vehicle parking spaces are provided for a lot, there must also be bicycle parking spaces provided at the minimum rates below (rounded up to the nearest whole number):

(A) Bicycle Zone 1: 15% of the permitted vehicle parking spaces

(B) Bicycle Zone 2: 10% of the permitted vehicle parking spaces

10. Update Table 230.5.10.1(1) Bicycle Parking Space Rates

Intent:

Update the bicycle parking rates to create a bicycle-friendly environment and align the City's standards with those of comparable municipalities.

Proposed Draft Changes:

Some bicycle parking rates in the Zoning By-law 569-2013 Table 230.5.10.1(1) will be updated or added* as following (number of bicycle parking spaces for each 100 square metres of interior floor area):

Use	Short-term Bicycle Parking Spaces		Long-term Bicycle Parking Spaces	
	Bicycle Zone 1	Bicycle Zone 2	Bicycle Zone 1	Bicycle Zone 2
Education Use, Private School, Public School	0.8	0.5	No Change	No Change
Office	0.2	0.15	0.4	0.2
Medical Office	0.15	0.1	0.3	0.15
Residential Care Home, Retirement Home, Nursing Home (more than 10 persons living, exclusive of staff)*	0.1	0.05	0.2	0.1
Student Residence*	0.05	0.02	0.5	0.25