

Proposed Draft Changes to Zoning By-law 569-2013

September 12th, 2024

■ Existing Regulation ■ Addition ■ ~~Deletion~~ ■ ~~Moved Text~~

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:

Oversized Bicycle Parking Space means a horizontal **bicycle parking space** that is used for an extra-large bicycle or a bicycle with attachments.

A **bicycle parking space** must comply with the following:

(A) the minimum dimension of a **bicycle parking space** is:

- (i) minimum length of 1.8 metres;
- (ii) minimum width of 0.6 metres; and
- (iii) minimum vertical clearance from the ground of 1.9 metres; and

(B) the minimum dimension of an **oversized bicycle parking space** is:

- (i) minimum length of 2.4 metres;
- (ii) minimum width of 1.0 metres; and
- (iii) minimum vertical clearance from the ground of 1.9 metres; and

(C) the minimum dimension of a **bicycle parking space** if placed in a vertical position on a wall, **structure** or mechanical device is:

- (i) minimum length or vertical clearance of 1.9 metres;
- (ii) minimum width of 0.6 metres; and
- (iii) minimum horizontal clearance from the wall of 1.2 metres; and

(D) if a **stacked bicycle parking space** is provided, the minimum vertical clearance for each **bicycle parking space** is 1.2 metres.

A minimum of 5% of the required “long-term” bicycle parking spaces must be located in **oversized bicycle parking spaces** and comply with the following:

(A) the number of **oversized bicycle parking spaces** must be rounded up to the next whole number; and

(B) the **oversized bicycle parking space** must not be a **stacked bicycle parking space**, and

(C) the **oversized bicycle parking space** must not be placed in a vertical position on a wall, structure or mechanical device.

2. Aisle Width

Intent:

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

Proposed Draft Changes:

There must be unrestricted access to each **bicycle parking space** with a minimum horizontal clearance from the rear or front of the **bicycle parking space** of:

- (A) 2.5 metres if it is a **stacked bicycle parking space** or an **oversized bicycle parking space**; and
- (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:

If a **building** has uses, other than **dwelling units** or **transit stations**, for which a "long-term" **bicycle parking space** is required, **universal** shower and change facilities must be provided ~~for each gender on the same lot~~ at the following rate: ...

~~(A) none if less than 5 required "long-term" bicycle parking spaces;~~

~~(B) 1 for 5 to 60 required "long-term" bicycle parking spaces;~~

~~(C) 2 for 61 to 120 required "long-term" bicycle parking spaces;~~

~~(D) 3 for 121 to 180 required "long-term" bicycle parking spaces; and~~

~~(E) 4 for more than 180 required "long-term" bicycle parking spaces.~~

(A) for **Education Use, Post-Secondary School, Private School, Public School, or Hospital**:

- (i) 1 for 1 to 60 required "long-term" **bicycle parking spaces**;
- (ii) 2 for 61 to 120 required "long-term" **bicycle parking spaces**;
- (iii) 3 for 121 to 180 required "long-term" **bicycle parking spaces**; and
- (iv) 4 for more than 180 required "long-term" **bicycle parking spaces**.

(B) for all other uses:

- (i) none if less than 5 required "long-term" **bicycle parking spaces**;
- (ii) 1 for 5 to 60 required "long-term" **bicycle parking spaces**;
- (iii) 2 for 61 to 120 required "long-term" **bicycle parking spaces**;
- (iv) 3 for 121 to 180 required "long-term" **bicycle parking spaces**; and
- (v) 4 for more than 180 required "long-term" **bicycle parking spaces**.

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:

Staggered Bicycle Parking Space means a **bicycle parking space** that has difference in vertical clearance from the ground of one wheel than its adjacent **bicycle parking space**.

A **bicycle parking space** must comply with the following:

(A) the minimum dimension of a **bicycle parking space** is:

- (i) minimum length of 1.8 metres;
- (ii) minimum width of 0.6 metres; and
- (iii) minimum vertical clearance from the ground of 1.9 metres; and

(B) the minimum dimension of a **bicycle parking space** if placed in a vertical position on a wall, **structure** or mechanical device is:

- (i) minimum length or vertical clearance of 1.9 metres;
- (ii) minimum width of 0.6 metres; and
- (iii) minimum horizontal clearance from the wall of 1.2 metres; and

(C) if a **stacked bicycle parking space** is provided, the minimum vertical clearance for each **bicycle parking space** is 1.2 metres; and

(D) if **staggered bicycle parking spaces** are provided, the minimum width for each **staggered bicycle parking space** may be reduced to 0.4 metres.

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 uses for which 8 or more “long-term” **bicycle parking spaces** are required, a minimum of 40% of the required “long-term” **bicycle parking spaces** must be provided, rounded up to the nearest whole number, in compliance with the following**:

(A) the minimum dimensions are:

- (i) length of 1.8 metres;
- (ii) width of 0.6 metres;
- (iii) vertical clearance from the ground of 1.9 metres; and

(B) the **bicycle parking space** must be placed directly on the floor level without using any mechanical device or structure.

**Note: the lower-tier of a stacker or oversized bicycle parking space may be counted towards this requirement if it satisfies the minimum dimensions. However, 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:

All **bicycle parking spaces** located in a **building** must have a passageway providing bicycle access between a **street** or **lane** and the areas used for **bicycle parking spaces**, in compliance with the following:

(A) the passageway providing bicycle access to a **street** or **lane** 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 providing bicycle access to a **street** or **lane** 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:

The terms "long-term" **bicycle parking space** and "short-term" **bicycle parking space** have the following meaning:

- (A) "long-term" **bicycle parking spaces** are **bicycle parking spaces typically** for use by the occupants or tenants of a **building**; and
- (B) "short-term" **bicycle parking spaces** are **bicycle parking spaces typically** for use by visitors to a **building**.

Bicycle parking spaces must be provided on a **lot** with a **transportation use** for the operation of a heavy rail transit station, in compliance with the following:

- (A) the minimum number of "short-term" **bicycle parking spaces** to be provided is:
 - (i) 48 if the heavy rail transit station is an interchange or terminal station;
 - (ii) 24 in all other cases; and
- (B) the minimum number of "long-term" **bicycle parking spaces** to be provided is:
 - (i) 64 if the heavy rail transit station is an interchange or terminal station;
 - (ii) none in all other cases; and
- (C) **bicycle maintenance facilities** must be provided on the same **lot** with the following minimum dimensions:
 - (i) minimum length of 1.8 metres;
 - (ii) minimum width of 2.6 metres; and
 - (iii) minimum vertical clearance from the ground of 1.9 metres.

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 number of "~~short term~~" **bicycle parking spaces** required by Regulation 230.5.10.1(5)(~~A~~) may be reduced, subject to the following:

- (A) the number of "short-term" **bicycle parking spaces** reduced is not more than half the amount required by ~~Regulation~~ regulations 230.5.10.1(5)(A) or 230.5.10.1(5)(B), rounded down to the nearest whole number; and
- (B) the number of "long-term" **bicycle parking spaces** reduced is not more than half the amount required by regulations 230.5.10.1(5)(A) or 230.5.10.1(5)(B), rounded down to the nearest whole number;
- (C) for each ~~"short-term"~~ **bicycle parking space** required by Regulation 230.5.10.1(5)(~~A~~) to be reduced, the owner or occupant must provide a payment in-lieu to the City^{**}; and
- (D) the owner or occupant must enter into an agreement with the City pursuant to Section 40 of the Planning Act. [By-law: 839-2022]

^{**}Note: in 2024 dollars, \$538 per short-term bicycle parking space remains unchanged (which was \$500 in 2021 dollars). \$1076 per long-term bicycle parking space is proposed. These rates will be applied to all bicycle zones.

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:

Despite regulations 230.5.10.1(1), (5) and (X^{**}), if 5 or more **parking spaces** are provided for uses on a **lot**, the minimum number of **bicycle parking spaces** to be provided:

- (A) in Bicycle Zone 1 is 15% of the permitted **parking spaces**, rounded up to the nearest whole number; and
- (B) in Bicycle Zone 2 is 10% of the permitted **parking spaces**, rounded up to the nearest whole number.

^{**}Note: X will be the clause number of the transit stations requirements (see #7 above).

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:

Use: **Education Use, Private School, Public School**

Short-term Bicycle Parking Space Rates: the minimum number of short-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is ~~3-plus-0.1~~ 0.8 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for an **education use, private school or public school**; and

(B) in Bicycle Zone 2 is ~~3-plus-0.06~~ 0.5 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for an **education use, private school or public school**.

Long-term Bicycle Parking Space Rates: the minimum number of long-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is 0.1 for each 100 square metres of **interior floor area** used for an **education use, private school or public school**; and

(B) in Bicycle Zone 2 is 0.06 for each 100 square metres of **interior floor area** used for an **education use, private school or public school**.

Use: Medical Office

Short-term Bicycle Parking Space Rates: the minimum number of short-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is ~~3-plus~~ 0.15 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a medical office; and

(B) in Bicycle Zone 2 is ~~3-plus~~ 0.1 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for a medical office.

Long-term Bicycle Parking Space Rates: the minimum number of long-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is ~~0.15~~ 0.3 for each 100 square metres of **interior floor area** used for a medical office; and

(B) in Bicycle Zone 2 is ~~0.1~~ 0.15 for each 100 square metres of **interior floor area** used for a medical office.

Use: Office

Short-term Bicycle Parking Space Rates: the minimum number of short-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is ~~3-plus~~ 0.2 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for an office, other than a medical office; and

(B) in Bicycle Zone 2 is ~~3-plus~~ 0.15 **bicycle parking spaces** for each 100 square metres of **interior floor area** used for an office, other than a medical office.

Long-term Bicycle Parking Space Rates: the minimum number of long-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is ~~0.2~~ 0.4 for each 100 square metres of **interior floor area** used for an office, other than a medical office; and

(B) in Bicycle Zone 2 is ~~0.13~~ 0.2 for each 100 square metres of **interior floor area** used for an office, other than a medical office.

Use: **Residential Care Home, Retirement Home, Nursing Home** (more than 10 persons living, exclusive of staff)

Short-term Bicycle Parking Space Rates: the minimum number of short-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is 0.1 **bicycle parking spaces** per **bed-sitting room** or **dwelling unit**; and

(B) in Bicycle Zone 2 is 0.05 **bicycle parking spaces** per **bed-sitting room** or **dwelling unit**.

Long-term Bicycle Parking Space Rates: the minimum number of long-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is 0.2 **bicycle parking spaces** per **bed-sitting room** or **dwelling unit**; and

(B) in Bicycle Zone 2 is 0.1 **bicycle parking spaces** per **bed-sitting room** or **dwelling unit**.

Use: **Student Residence**

Short-term Bicycle Parking Space Rates: the minimum number of short-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is 0.05 **bicycle parking spaces** per **dwelling unit** or **bed-sitting room**; and

(B) in Bicycle Zone 2 is 0.02 **bicycle parking spaces** per **dwelling unit** or **bed-sitting room**.

Long-term Bicycle Parking Space Rates: the minimum number of long-term **bicycle parking spaces** to be provided:

(A) in Bicycle Zone 1 is 0.5 **bicycle parking spaces** per **dwelling unit** or **bed-sitting room**; and

(B) in Bicycle Zone 2 is 0.25 **bicycle parking spaces** per **dwelling unit** or **bed-sitting room**.