

Date: October 05, 2007

To: City of Winnipeg  
From: Bike to the Future

**Subject:** Draft Zoning By-law Bicycle Parking Requirements

On behalf of the Bike to the Future I would like to thank the City of Winnipeg for undertaking such a comprehensive review and rewrite of the city's Zoning Bylaw. We are encouraged by city council and staff inclusion of limited bicycle parking requirements in the current draft Zoning Bylaw. However, a brief review of other winter city Zoning Bylaws indicates the City of Winnipeg is falling behind other progressive cities in terms of bicycle parking requirements in Zoning Bylaws.

Many jurisdictions who are leaders in active transportation and healthy lifestyle infrastructure now have requirements for two types of bicycle parking: short term and long term. Short term (visitor) bicycle parking is generally partially covered, has room to maneuver, well lit and is visible from the entrance of the destination. Long term bicycle parking is a convenient secure place which is weather protected; it is generally designed for employees and/or residents. It often includes shower and change facilities. Please visit <http://www.vtpi.org/tdm/tdm85.htm> for more detailed information.

A number of jurisdictions including the Cities of London Ontario and Calgary Alberta also have provisions in their Zoning Bylaw for varying the amount of required automobile parking required if certain Transportation Demand Management (TDM) measures are implemented including additional bicycle parking in addition to the minimum required. Cash-in lieu of required parking stalls is also practiced in Oliver BC, Vancouver BC and Toronto Ontario. Cash is redirected into TDM initiatives or municipal capital parking funds, for example, cash in lieu is paid when pay parking lots are within 200 meters.

Cities who have implemented bicycle parking requirements in their Zoning Bylaws generally have bicycle parking as a percentage of automobile parking, such as 10% of required automobile parking. Generally, most Zoning Bylaws do not have an automobile parking requirement threshold which must be obtained prior to the establishment of bicycle parking. A number of jurisdictions also have comprehensive bicycle rack design guidelines in addition to or a part of the minimum bicycle parking requirements in their Zoning Bylaw.

Section 169 of the City of Winnipeg draft Zoning Bylaw only provides for one bicycle rack per 50 required automobile parking spaces if the minimum number of automobile parking spaces required is 100 or more. The required bicycle parking must be located with convenient access to major building entrances. Parking categories 1, 2, 6, 7, 10, 13, 14, 15, 23 of the draft Zoning Bylaw have no provisions for bicycle parking. These land uses which have no provisions for bicycle parking include elementary and high schools and single room occupancy. The current version of the draft Zoning Bylaw has no provisions for long term bicycle parking. There are no provisions for covered bicycle parking nor visibility, clearance or light. The current draft Zoning Bylaw has a threshold of vehicle parking before bicycle parking is required unlike most Zoning

Bylaws with bicycle parking requirements which have no threshold provisions. There are limited provisions for variances in vehicle parking requirements when TDM measures are implemented such as exceeding the bicycle parking requirements. Opportunities exist to be creative with these measures. (cash in lieu of, enhanced parking, an Active Transportation fund etc)

The City of Winnipeg & the Province are spending millions of dollars to create Active Transportation Pathways throughout the city, this has already increased use by citizens and will continue to grow in the future. (Winsmart, Bishop Grandin Greenway, North East Pioneers Greenway, to mention only a few) Evidence has already shown that many of these users are cyclists who will increasingly be in need of safe places to park their bicycles as they continue the transformation to using their bicycles to run errands, stop for shopping, food and a wide variety of other necessities. Our city needs to be proactive in anticipating and adapting to these changes. These By-Law changes present a unique opportunity to provide leadership in fostering and supporting active lifestyles through its Zoning Bylaw. Please find the attached comparison of other Canadian cities, recommendations and the proposed changes to Table 5-9 and section 169.

Sincerely,

Rob Cosco , rncosco@yahoo.com 488-1262 on behalf of Bike to the Future

## **Zoning Bylaw Comparison**

### **City of Regina**

The City of Regina Zoning Bylaw has the minimum number of bicycle parking spaces as a percentage of use as well as performance standards which outline the visibility and distance requirements. There are also provisions for the amount of area required per bicycle space. Unlike the City of Winnipeg, the City of Regina Zoning Bylaw has no automobile parking threshold prior to the provisions for bicycle parking. Please see attached for more details.

### **City of Edmonton**

The City of Edmonton has provisions for both short term and long term bicycle parking in their Zoning Bylaw. Provisions include minimum number of spaces, size, location, and design guidelines of the bicycle rack. There are also provisions for hard surfacing. Unlike the City of Winnipeg, the City of Edmonton Zoning Bylaw has no automobile parking threshold prior to the provisions for bicycle parking. Please see attached for more details.

### **City of Calgary**

The City of Calgary is also undergoing a comprehensive review of their Zoning Bylaw. Their current draft identifies every land use and identifies if bicycle parking is required. There are provisions for the number, size, and location of both class 1 and class 2 bicycle parking. Class 1 means a bicycle parking stall in a secured or controlled area. Class 2 means a bicycle parking stall in an unsecured or uncontrolled area. There are also provisions for hard surfacing. In addition, the City of Calgary also provides a bicycle parking guide to developers. Unlike the City of Winnipeg, the City of Calgary Draft Zoning Bylaw has no automobile parking threshold prior to the provisions for bicycle parking. Please see attached for more details.

### **Other Jurisdictions**

All major cities in Canada have bicycle parking requirements in their Zoning Bylaws. Vancouver is the perhaps the leader in this regard please find their attached bicycle parking schedule. Moreover, a review in 2002 by the City of Boston found 145 jurisdictions in North America with bicycle parking requirements in legislation. See comparison: <http://www.massbike.org/bikelaw/parkcomp1.htm> No other identified jurisdictions have threshold of vehicle parking prior to implementing the required bicycle parking.

### **Recommendations**

Having reviewed and compared the draft City of Winnipeg Bylaw to other jurisdictions it is recommended that the city rewrite the bicycle parking requirements and adopt the proposed revised Table 5-9 and revised section 169 and thus

- 1) Remove the vehicle parking threshold for bicycle parking
- 2) Implement two classes of bicycle parking: short term and long term,
- 3) Implement performance standards to include size, location, distance, and design.
- 4) Implement provisions for relaxation of parking requirements including cash-in lieu and additional bicycle spaces when TDM measures are instituted.

We would be happy to review any future proposed changes following the rewrite.

# Proposed Changes General Accessory Parking Requirements

**TABLE 5-9: General Accessory Parking Requirements**

Parking Category	Use Type	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required	
			Class A - Long Term Parking	Class B - Short Term Parking
0	Advertising Sign Agricultural cultivation Agricultural grazing and feeding Apiary Aviary Boat dock, public access Camping ground Cemetery, mausoleum, columbarium Community gardens Drive-in or drive though Feedlot Park/Plaza/Square/Playground Parking, surface Parking, structured Railway yard Transit station Utility facility, minor Wireless telecommunication, building-mounted tower Wireless telecommunication, freestanding tower Stable or riding academy	No off-street parking required	No Requirement	No Requirement
1	Dwelling, single-family, detached Dwelling, two-family Dwelling, live-work Mobile home	1 per dwelling unit; maximum of 6 spaces per unit	A minimum of 1.25 spaces for every live-work unit. No requirement for other dwellings	At least 6 spaces for any development containing 20 or more live-work units.
2	Housing for multi-family dwellings managed as communal living facilities whose residents are likely to have lower auto ownership, as determined by the Director Single room occupancy	1 per 5 dwelling units or beds	A minimum of 1.25 spaces for every dwelling unit. Where the dwelling units are designated solely for senior citizen's housing, the minimum shall be reduced to 0.25 spaces for every dwelling unit.	1 space per 5 dwelling units or beds. [lower auto ownership translates to higher rates of cycling]

Parking Category	Use Type	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required	
			Class A - Long Term Parking	Class B - Short Term Parking
3	Other multi-family	1.5 per dwelling unit. Ten percent of the required parking spaces must be unassigned guest parking, designated as such, to the satisfaction of the Director, and readily available to the entrance of the building served.	A minimum of 1.25 spaces for every dwelling unit.	<p>A minimum of 4 spaces for any development containing a minimum of 10 dwelling units.</p> <p>A minimum of 6 spaces for any development containing a minimum of 20 dwelling units.</p> <p>For developments containing more than 40 dwelling units, a minimum of 0.15 spaces per dwelling unit.</p>
4	Dormitory	1 for every 3 bedrooms in a dormitory, sorority, or fraternity associated with a college or university	A minimum of 1 space for every bedroom [most likely to have and use bikes, but probably single].	<p>A minimum of 4 spaces for any development containing a minimum of 5 dwelling units.</p> <p>For developments containing more than 16 dwelling units, 0.25 spaces for every vehicle space required. [people without vehicles have visitors without vehicles]</p>
5	Assisted living facility Care home Day care centre Hospital Neighbourhood rehabilitation home	1 guest parking space per 10 residents or resident care beds but not less than 1 space, plus 1 for every 3 employees on the maximum shift	A minimum of 1 for every 20 employees on the maximum work shift, but no less than 2.	<p>A minimum of 4 spaces for any development containing a minimum of 10 beds.</p> <p>1 additional space for every 40 residents or resident care beds.</p>
6	Place of worship Funeral chapel or mortuary	1 for each 5 seats in the principal assembly area, but not less than 10 spaces (for parish hall see parking group 12)	No Requirement	A minimum of 1 space for every 50 seats in the principal assembly area, but no less than 6 spaces. [10% of vehicle requirements]
7	Elementary or junior high school Senior high school	1 for each 2 faculty members plus 1 for each 4 employees, plus one for each 10 students for senior high schools	1 for every 20 employees plus, for secondary schools an additional 0.4 spaces for every 10 students on a maximum attendance period.	A minimum of 0.6 spaces for every 10 students above grade 2 on a maximum attendance period.

Parking Category	Use Type	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required	
			Class A - Long Term Parking	Class B - Short Term Parking
8	College or university Commercial school	1 for each 5 classroom seats	A minimum of 1 space for every 20 employees plus 0.4 spaces for every 10 students on a maximum attendance period.	A minimum of 0.6 spaces for every 10 students on a maximum attendance period.
9	Gallery/museum Library Bus depot	1 for each 1,000 square feet of gross floor area, but not less than 2 spaces	A minimum of 1 space for every 20 employees on a maximum work shift.	A minimum of 6 spaces for any portion of each 15,000 square feet of floor area used for assembly purposes.
10	Airport and associated facilities All industrial uses Towing and storage facility	1 for each 1,000 square feet of gross floor area, but not less than 2 spaces	A minimum of 1 space for every 20 employees on a maximum shift.	1 space for each 20,000 square feet of gross floor area, but not less than 2 spaces [ 5% of vehicle requirements]
11	Amusement enterprise, outdoor Auditorium/concert hall/theatre/cinema Race track Sports or entertainment arena/stadium, indoor Sports or entertainment arena/stadium, outdoor	1 per 6 persons maximum occupancy load	A minimum of 1 space for every 20 employees on a maximum shift.	A minimum of 1 space per 40 persons maximum occupancy, but no less than 6 spaces. [15% of vehicle spots]
12	Amusement enterprise, indoor Cultural centre Hall rental Community/recreation centre	1 for each 100 square feet of floor area	A minimum of 1 for every 5,000 square feet of floor area used for assembly purposes.	A minimum of 6 spaces for any portion of 10,000 square feet of floor area used for assembly purposes.[6% of vehicle parking]
13	Auction room Private club, not licensed	1 for each 250 square feet of floor area, but not less than 4 spaces per establishment	A minimum of 1 for every 12,500 square feet of floor area used for assembly purposes, but no less than 2.	A minimum of 6 spaces for any portion of 15,000 square feet of floor area used for assembly purposes.
14	Commercial marina	2 per boat slip	No Requirement	A minimum of 6 spaces.
15	Golf course	3 per hole or 1 per 100 square feet in clubhouse, whichever is greater	A minimum of 1 space for every 20 employees on maximum shift, but no less than 2 spaces.	A minimum of 0.3 per hole or 1 per 1000 square feet in the clubhouse, whichever is greater. [10% of vehicle parking]
16	Hostel Hotel or motel	2 for every 3 guest rooms plus 1 for every 8 seats in all auxiliary rooms including restaurant and drinking establishments, banquet halls and meeting rooms	A minimum of 1 space per 20 employees on maximum shift.	A minimum of 1 per 80 seats in all auxiliary rooms including restaurant and drinking establishments, banquet halls and meeting rooms, but not less than 6 in any development containing a minimum of 75 dwelling, housekeeping or sleeping units, or any combination thereof.

Parking Category	Use Type	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required	
			Class A - Long Term Parking	Class B - Short Term Parking
17	Jail/detention centre Post office/carrier depot Protection and emergency services Social service facility	1 for each 550 square feet, inclusive of assembly and conference rooms but not less than 2 spaces	A minimum of 1 space per 20 employees on maximum shift.	A minimum of 1 space for each 3,000 square feet, inclusive of assembly and conference rooms, but not less than 2 spaces.
18	Office Research institution Studio, radio/TV/motion picture broadcast and production	1 for each 750 square feet of floor area, but not less than 2 spaces per tenant	A minimum of 1 space for each 7,500 square feet of gross floor area	A minimum of 6 spaces for any development containing a minimum of 20,000 square feet of gross floor area.
19	Call centre	1 for each 400 square feet of floor area	A minimum of 1 space for each 3,000 square feet of gross floor area. [15% of vehicle spaces since there is more likelihood of an employee cycling to work.]	A minimum of 6 spaces for any development containing a minimum of 20,000 square feet of gross floor area.
20	Animal hospital or veterinary clinic Auto/light truck/motorcycle, repair and service Auto/ light truck/motorcycle, sales and rental Auto parts and supplies, sales Kennel Landscape or garden supplies Personal services (as shown in Table 4- 1) not listed separately in this table Restricted uses (as shown in Table 4-1) not listed separately in this table Retail sales (as shown in Table 4-1) not listed separately in this table Supermarket	1 for each 250 square feet of floor area over 2,000 square feet (1 space minimum)	A minimum of 1 space for every 7,500 square feet of gross floor area.  For auto/light truck/motorcycle rental, a minimum of 1 space for every 20 rental parking spots. [This would be good for people choosing to go car free. Leave your bike in a secure locker when you rent a car or truck]	A minimum of 6 spaces for any portion of each 20,000 square feet of floor area, but no less than 6 spaces for any development containing a minimum of 10,000 square feet of floor area.

Parking Category	Use Type	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required	
			Class A - Long Term Parking	Class B - Short Term Parking
21	Cheque-cashing facility Fuel sales Car wash	Without drive-through facility: 1 for each 330 square feet of floor area over 2,000 square feet (1 space minimum); With drive-through facility: 1 for each 500 square feet of floor area over 2,000 square feet (1 space minimum), plus 1 for every 3 employees on the maximum shift	A minimum of 1 space per 15 employees on maximum work shift. [employees in this field are more likely to bike to work]	A minimum of 6 spaces for any development containing a minimum of 10,000 square feet of floor area
22	Restaurant Drinking establishment	Without drive-through facility: 1 for each 100 square feet of floor area With drive-through facility: 1 for each 150 square feet of floor area	A minimum of 1 space per 15 employees on maximum work shift. [employees in this field are more likely to bike to work]	A minimum of 1space for each 500 square feet of floor area.
23	Utility facility, major	1 for every 5,000 square feet of floor area	A minimum of 1 space for each 10,000 square feet of gross floor area in the building or 1 space for every 20 employees on a maximum work shift, whichever is greater.	No Requirement
24	Shopping centre	1 per 250 square feet of floor area, as reduced by subsections 172(2), Urban Infill Areas (as applicable), and 172(3), Combination of Uses, as applicable	A minimum of 1 space for each 20 employees on maximum work shift.	A minimum of 6 spaces for any development containing a minimum of 10,000 square feet of floor area

\*After the first 50 spaces for bicycles are provided for a use, additional spaces are required at one-half the chart ratio values.



## Proposed Definitions and Revised Section 169a and 169b

### Definitions:

**Class A** - means a secure weather protected bicycle parking facility used to accommodate long term parking, such as for residents or employees, usually within a locked bicycle room, covered enclosure or bicycle lockers.

**Class B** - means a short-term visitor bicycle parking facility which may offer some security and be partially protected from the weather. This is often a rack at a building entrance.

### Bicycle Parking

#### 169a. (1) Number of Bicycle Spaces

- (a) In addition to the required vehicular parking, Class A and Class B Bicycle Parking shall be provided in accordance with Table 5-9.

#### (2) Size and Location of Bicycle Parking Facilities

- (a) Each Bicycle Parking space shall be a minimum of 0.6 m in width with a minimum clear length of 1.8 m. Bicycle Parking spaces shall have a vertical clearance of at least 2.0 m.
- (b) Required Bicycle Parking spaces shall be wholly provided on the same Site as the building.
- (c) Adequate access to and exit from individual Bicycle Parking spaces shall be provided with an aisle of not less than 1.5 m in width, to be provided and maintained beside or between each row of Bicycle Parking.
- (d) Required Bicycle Parking spaces and accesses shall be located on hard paved surfaces.
- (e) Bicycle parking shall be separated from vehicular parking by a physical barrier or a minimum 1.5 m of open space.
- (f) Bicycle Parking spaces shall be visibly located where possible and provided in one or more of the following ways:
  - (i) secure bicycle storage rooms, lockers, racks, railings or other such device inside the building, preferably at the ground level;
  - (ii) secure bicycle storage rooms, lockers, racks, railings or other such device in any Accessory parking area; or
  - (iii) within a required or non-required Yard or building Setback of a Site but not more than 15.0 m from a principal entrance of the building, except: in the case of educational services developments where the students are restricted from using the principal entrance of the building, Bicycle Parking spaces may be provided in the required or non-required Yards of a Site, no more than 15.0 m from the principal entrance of the building designated for student use.
- (g) Where Bicycle Parking is not visibly located on site, directional signage shall be displayed indicating its location.
- (h) All Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism, and shall be illuminated.

#### (3) Design of Bicycle Parking Facilities

- a. Bicycle Parking shall be designed so that bicycles may be securely locked to the rack, railing or other such device without undue inconvenience and shall be reasonably safeguarded from intentional or accidental damage, in accordance with the following standards:

- i. Bicycle lockers shall be constructed of solid, opaque, and theft-resistant material with a lockable door which opens to the full width and height of the locker. Bicycle locker edges shall be secured with no exposed fittings or connectors. Bicycle lockers shall be weather-proof if located where exposed to the elements. A bicycle lockers must be designed and secured in accordance with the following standards
- ii. All other Bicycle Parking shall hold the bicycle securely by means of the frame. The frame shall be supported so that the bicycle cannot fall or be pushed over causing damage to the bicycle, and shall accommodate:
  - a. locking both the frame and the wheels to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist removes the front wheel;
  - b. locking the frame and one wheel to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist leaves both wheels on the bicycle; and
  - c. locking the frame and wheels both to the rack, railing or other such device with a chain or cable not longer than [2.0 m](#) without the removal of any wheels.

(4) Bicycle parking lockers, racks, railings or other such devices shall be anchored securely to a hard surface or fixed structure.

(5) In addition to the requirements listed above, spaces required for long term bicycle parking must also meet the following requirements:

- (a) Security for long-term parking must be provided via restricted access to a locked bicycle room, covered enclosure or bicycle lockers.
- (b) For a covered enclosure, fencing can be used, but must be reinforced with metal bars.
- (c) Long term parking must be placed in well lit areas, preferably near employee work areas or where there is a high amount of foot traffic.
- (d) Each bicycle must be independently accessible and securable to a sturdy rack or within a bicycle locker.
- (e) Long term parking facilities must provide total protection from the elements, including wind, rain and snow.
- (f) The bicycle room, compound, or lockers shall be located no lower than the first complete parking level below grade and shall have direct access to outside, except that a location more than one level below grade may be permitted where an elevator is supplied offering direct access to outside. There shall be no stairs on the access route, except that the Director of Planning may allow stairs provided a wheel ramp of a minimum width of 150 millimetres is provided without cutting into the stair tread.

#### **169b**

The *Development Authority* may consider a relaxation in the *required motor vehicle parking stalls* and *visitor parking stalls for uses* when a transportation demand management measure is approved by the *Development Authority* and is required to be implemented as a condition in a *development permit*.

Any approved transportation demand management measure must:

- (a) be sustainable throughout the term of the *development permit*; and
- (b) include requirements that must be incorporated into an approved plan or condition on a *development permit*.

## City of Winnipeg Draft Zoning Bylaw

[http://www.winnipeg.ca/ppd/zoning\\_6400review.stm](http://www.winnipeg.ca/ppd/zoning_6400review.stm)

**Bicycle Parking** 169. Where Table 5-9 indicates that bicycle parking is required, if the minimum number of automobile parking spaces required is 100 or more, then the owner must provide 1 bicycle rack per 50 required automobile parking spaces. Required bicycle parking must be located with convenient access to major building entrances.

See next page for Table 5-9

# City of Winnipeg Draft Zoning Bylaw Continued

Part 5: Development and Design Standards  
UParking and Loading  
Parking Spaces Required

**TABLE 5-9: General Accessory Parking Requirements**

Parking Category	Use Type	Parking Spaces Required	Additional Parking Requirements	
			Bicycle Parking Sec. 169	Queuing Spaces Sec. 170
<b>0</b>	Advertising Sign Agricultural cultivation Agricultural grazing and feeding Apiary Aviary Boat dock, public access Camping ground Cemetery, mausoleum, columbarium Community gardens Drive-in or drive through Feedlot Park/Plaza/Square/Playground Parking, surface Parking, structured Railway yard Transit station Utility facility, minor Wireless telecommunication, building-mounted tower Wireless telecommunication, freestanding tower Stable or riding academy	No off-street parking required		
<b>1</b>	Dwelling, single-family, detached Dwelling, two-family Dwelling, live-work Mobile home	1 per dwelling unit; maximum of 6 spaces per unit		
<b>2</b>	Housing for multi-family dwellings managed as communal living facilities whose residents are likely to have lower auto ownership, as determined by the Director Single room occupancy	1 per 5 dwelling units or beds		
<b>3</b>	Other multi-family	1.5 per dwelling unit. Ten percent of the required parking spaces must be unassigned guest parking, designated as such, to the satisfaction of the Director, and readily available to the entrance of the building served.	YES	
<b>4</b>	Dormitory	1 for every 3 bedrooms in a dormitory, sorority, or fraternity associated with a college or university	YES	
<b>5</b>	Assisted living facility Care home Day care centre Hospital Neighbourhood rehabilitation home	1 guest parking space per 10 residents or resident care beds but not less than 1 space, plus 1 for every 3 employees on the maximum shift	YES	

## City of Winnipeg Draft Zoning Bylaw Continued

**TABLE 5-9: General Accessory Parking Requirements**

Parking Category	Use Type	Parking Spaces Required	Additional Parking Requirements	
			Bicycle Parking Sec. 169	Queuing Spaces Sec. 170
<b>6</b>	Place of worship Funeral chapel or mortuary	1 for each 5 seats in the principal assembly area, but not less than 10 spaces (for parish hall see parking group 12)		
<b>7</b>	Elementary or junior high school Senior high school	1 for each 2 faculty members plus 1 for each 4 employees, plus one for each 10 students for senior high schools		
<b>8</b>	College or university Commercial school	1 for each 5 classroom seats	YES	
<b>9</b>	Gallery/museum Library Bus depot	1 for each 1,000 square feet of gross floor area, but not less than 2 spaces	YES	
<b>10</b>	Airport and associated facilities All industrial uses Towing and storage facility	1 for each 1,000 square feet of gross floor area, but not less than 2 spaces		
<b>11</b>	Amusement enterprise, outdoor Auditorium/concert hall/theatre/cinema Race track Sports or entertainment arena/stadium, indoor Sports or entertainment arena/stadium, outdoor	1 per 6 persons maximum occupancy load	YES	
<b>12</b>	Amusement enterprise, indoor Cultural centre Hall rental Community/recreation centre	1 for each 100 square feet of floor area	YES	
<b>13</b>	Auction room Private club, not licensed	1 for each 250 square feet of floor area, but not less than 4 spaces per establishment		
<b>14</b>	Commercial marina	2 per boat slip		
<b>15</b>	Golf course	3 per hole or 1 per 100 square feet in clubhouse, whichever is greater		
<b>16</b>	Hostel Hotel or motel	2 for every 3 guest rooms plus 1 for every 8 seats in all auxiliary rooms including restaurant and drinking establishments, banquet halls and meeting rooms	YES	
<b>17</b>	Jail/detention centre Post office/carrier depot Protection and emergency services Social service facility	1 for each 550 square feet, inclusive of assembly and conference rooms but not less than 2 spaces	YES	

## City of Winnipeg Draft Zoning Bylaw Continued

**TABLE 5-9: General Accessory Parking Requirements**

Parking Category	Use Type	Parking Spaces Required	Additional Parking Requirements	
			Bicycle Parking Sec. 169	Queuing Spaces Sec. 170
<b>18</b>	Office Research institution Studio, radio/TV/motion picture broadcast and production	1 for each 750 square feet of floor area, but not less than 2 spaces per tenant	YES	
<b>19</b>	Call centre	1 for each 400 square feet of floor area	YES	
<b>20</b>	Animal hospital or veterinary clinic Auto/light truck/motorcycle, repair and service Auto/ light truck/motorcycle, sales and rental Auto parts and supplies, sales Kennel Landscape or garden supplies Personal services (as shown in Table 4-1) not listed separately in this table Restricted uses (as shown in Table 4-1) not listed separately in this table Retail sales (as shown in Table 4-1) not listed separately in this table Supermarket	1 for each 250 square feet of floor area over 2,000 square feet (1 space minimum)	YES	
<b>21</b>	Cheque-cashing facility Fuel sales Car wash	Without drive-through facility: 1 for each 330 square feet of floor area over 2,000 square feet (1 space minimum);  With drive-through facility: 1 for each 500 square feet of floor area over 2,000 square feet (1 space minimum), plus 1 for every 3 employees on the maximum shift	YES	YES
<b>22</b>	Restaurant Drinking establishment	Without drive-through facility: 1 for each 100 square feet of floor area  With drive-through facility: 1 for each 150 square feet of floor area	YES	YES
<b>23</b>	Utility facility, major	1 for every 5,000 square feet of floor area		
<b>24</b>	Shopping centre	1 per 250 square feet of floor area, as reduced by subsections 172(2), <i>Urban Infill Areas</i> (as applicable), and 172(3), <i>Combination of Uses</i> , as applicable	YES	

## City of Regina Zoning Bylaw

[http://www.regina.ca/content/info\\_services/urban\\_planning/zoning.shtml](http://www.regina.ca/content/info_services/urban_planning/zoning.shtml)

### 3.12 BICYCLE PARKING

- (1) Spaces for bicycles shall be provided in safe and convenient locations, in accordance with Tables 14.2 and 14.3.
- (2) When any covered automobile parking is provided, all bicycle parking shall be covered.
- (3) The parking spaces may be located in the rear 50% of any required front yard setback, but not in any vehicle parking space required by Subpart 14B.5.
- (4) The parking spaces shall be clearly marked as reserved for bicycles.

TABLE 14.2: MOTORCYCLE AND BICYCLE PARKING STANDARDS		
VEHICLE TYPE	WIDTH (METRES)	DEPTH (METRES)
Motorcycle	0.9144	3.048
Bicycle	0.6096	1.8288

TABLE 14.3: REQUIRED BICYCLE PARKING SPACES		
TYPE OF USE	NUMBER OF SPACES REQUIRED	PERFORMANCE STANDARDS
Institution and Apartment Dwelling Units	5% of required vehicle spaces	<ul style="list-style-type: none"> <li>◆ Visible from the use for which the spaces are provided.</li> <li>◆ Located on the same lot as the principal use or within 20 metres of the lot.</li> </ul>
Amusement Centre	20% of required vehicle spaces	<ul style="list-style-type: none"> <li>◆ Visible from the use for which the spaces are provided.</li> <li>◆ Located on the same lot as the principal use or within 20 metres of the lot.</li> </ul>
Bowling Lane	10% of required vehicle spaces	
Child Care Centre	10% of required vehicle spaces	
Community Centre	20% of required vehicle spaces	
Convenience Store	20% of required vehicle spaces	
Library	30% of required vehicle spaces	
Recreation, Outdoor	20% of required vehicle spaces	
Shopping Centre	10% of required vehicle spaces	

## Edmonton Zoning Bylaw

[http://www.edmonton.ca/infraplan/ZoningBylaw/Bylaw\\_12800.htm](http://www.edmonton.ca/infraplan/ZoningBylaw/Bylaw_12800.htm)

### 54.3 Bicycle Parking Facilities

1. Number of Bicycle Spaces
  - a. In addition to the required vehicular parking, Bicycle Parking shall be provided in accordance with [Schedule 2](#).
2. Size and Location of Bicycle Parking Facilities
  - a. Each Bicycle Parking space shall be a minimum of [0.6 m](#) in width with a minimum clear length of [1.8 m](#). Bicycle Parking spaces shall have a vertical clearance of at least [2.0 m](#).
  - b. Required Bicycle Parking spaces shall be wholly provided on the same Site as the building.
  - c. Adequate access to and exit from individual Bicycle Parking spaces shall be provided with an aisle of not less than [1.5 m](#) in width, to be provided and maintained beside or between each row of Bicycle Parking.
  - d. Required Bicycle Parking spaces and accesses shall be located on hard paved surfaces.
  - e. Bicycle parking shall be separated from vehicular parking by a physical barrier or a minimum [1.5 m](#) of open space.
  - f. Bicycle Parking spaces shall be visibly located where possible and provided in one or more of the following ways:
    - i. secure bicycle storage rooms, lockers, racks, railings or other such device inside the building, preferably at the ground level;
    - ii. secure bicycle storage rooms, lockers, racks, railings or other such device in any Accessory parking area; or
    - iii. within a required or non-required Yard or building Setback of a Site but not more than [15.0 m](#) from a principal entrance of the building, except: in the case of educational services developments where the students are restricted from using the principal entrance of the building, Bicycle Parking spaces may be provided in the required or non-required Yards of a Site, no more than [15.0 m](#) from the principal entrance of the building designated for student use.
  - a. Where Bicycle Parking is not visibly located on site, directional signage shall be displayed indicating its location.
  - b. All Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism, and shall be illuminated.
3. Design of Bicycle Parking Facilities
  - a. Bicycle Parking shall be designed so that bicycles may be securely locked to the rack, railing or other such device without undue inconvenience and shall be reasonably safeguarded from intentional or accidental damage, in accordance with the following



standards:

- iii. Bicycle Parking shall hold the bicycle securely by means of the frame. The frame shall be supported so that the bicycle cannot fall or be pushed over causing damage to the bicycle.
- iv. Bicycle parking shall accommodate:
  - d. locking both the frame and the wheels to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist removes the front wheel;
  - e. locking the frame and one wheel to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist leaves both wheels on the bicycle; and
  - f. locking the frame and wheels both to the rack, railing or other such device with a chain or cable not longer than 2.0 m without the removal of any wheels.
- b. Bicycle parking racks, railings or other such devices shall be anchored securely to a hardsurface or fixed structure.

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**54.3 Schedule 2**

**Schedule 2 - Bicycle Parking Requirement**

Use of Building or Site	Minimum Number of Bicycle Parking Spaces
1. All Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Classes outside the boundaries of the Downtown Area Redevelopment Plan.	5% of the number of vehicular parking spaces required under Schedule 1 to a maximum of 50 Bicycle Parking spaces with 5 Bicycle Parking spaces being the minimum to be provided.
2. Administration Use and Educational Facilities	10% of the number of vehicular parking spaces required under Schedule 1, with 5 Bicycle Parking spaces being the minimum number of spaces to be provided.
3. All Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Classes within the boundaries of the Downtown Area Redevelopment Plan	20% of the number of vehicular parking spaces required under Schedule 1 to a maximum of 50 Bicycle Parking spaces, with 5 Bicycle Parking spaces being the minimum to be provided.

## Calgary Draft Zoning Bylaw

### Definitions:

“**bicycle parking stall – class 1**” means a **bicycle parking stall** in a secured or controlled area.

“**bicycle parking stall – class 2**” means a **bicycle parking stall** in an unsecured or uncontrolled area.

### PART 3 – DIVISION 6: PARKING

#### Bicycle Parking Stalls

**125 (1) Bicycle parking stalls – class 1** must be located on hard surfaced areas.

**(2) Bicycle parking stalls – class 2** may only be located in hard surfaced areas and in **hard surfaced landscaped areas**.

**(3) Bicycle parking stalls** must not interfere with a pedestrian walkway.

**(4) Bicycle parking stalls** must be separated from **motor vehicle parking stalls, visitor parking stalls or loading stalls** by 2.0 metres or a physical barrier.

**(5) A bicycle parking stall** that is not an individual locker must be at least 2.0 metres in height.

**(6) A bicycle parking stall** that is not an individual locker and is attached to the ground must be located at least 0.6 metres from any physical barrier.

**(7) Rows of bicycle parking devices, when affixed on the floor or grade,** must be separated by at least 2.0 metres.

**(8) Bicycle parking devices, when affixed on the floor or grade,** must be separated by at least 0.6 metres.

**(9) Required bicycle parking stalls – class 2** should be located within 15.0 metres of the **public entrance** of a **building** containing the **uses** for which they are required.

**(10) Directional signage** indicating the location of minimum required **bicycle parking stalls – class 2** must be provided when the stalls are not obviously visible near the entrance to a **building**.

**(11) The area where bicycle parking stalls** are located must be illuminated.

Please consult the draft Zoning Bylaw for bicycle requirements related to specific uses. Pages 167-301 under defined uses.

[http://www.calgary.ca/docgallery/BU/planning/pdf/land\\_use\\_bylaw\\_review/2267\\_proposed\\_bylaw\\_1p2007.pdf](http://www.calgary.ca/docgallery/BU/planning/pdf/land_use_bylaw_review/2267_proposed_bylaw_1p2007.pdf)

### Calgary Draft Zoning Bylaw continued...

#### Relaxations of Parking and Loading Stall Requirements

**124 (2) The Development Authority** may consider a relaxation in the **required motor vehicle parking stalls** and **visitor parking stalls** for **uses** when a transportation demand management measure is approved by the **Development Authority** and is required to be implemented as a condition in a **development permit**.

**(3) Any approved transportation demand management measure** must:

(a) be sustainable throughout the term of the **development permit**; and

(b) include requirements that must be incorporated into an approved plan or condition on a **development permit**.