



# Bicycle Parking Regulations (and Policies)

## City of London

Cycling Advisory Committee – October 16, 2019

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## Policy Framework

- Official Plan – *The London Plan*
  - Zoning By-law – Z.-1 Zoning By-law
    - Site Plan Control By-law
- Complete Streets Design Manual
- Parks and Recreation Design Standards

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## London Plan Policies

- (City Design) 280\_ Secure, covered and non-covered bicycle parking should be incorporated into multiple-unit residential, commercial, retail, institutional, and recreational developments.
- (Mobility) 353\_ *The Cycling Master Plan* should identify cycling infrastructure such as secure bicycle parking, bike racks on buses and change rooms and shower facilities to support cycling and multi-modal forms of mobility.
- (Public Facilities) 434\_ To support active forms of mobility, public facilities should provide for secure bicycle parking and adequate shower and locker facilities for employees.

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## London Plan Policies

- **Downtown specific policies**
  - 799\_5 Prepare a parking strategy to coordinate municipal parking supply and provide for public parking at strategically advantageous locations. Plan for, and integrate, bicycle parking, bikesharing, and carsharing through this strategy.
  - 803\_10 Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within the Downtown.
- **Transit Village specific policies**
  - 814\_12 Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Transit Villages. Public change rooms and bicycle facilities will be encouraged.

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## London Plan Policies

- **Methadone Clinics**

1097\_ The Zoning By-law will identify standards for new and expanded methadone clinics and methadone pharmacies to ensure all of the following:

1. Adequate automobile parking.
2. Adequate bicycle parking facilities.
3. Adequate waiting room floor areas.

- **Bonus Zoning**

1652\_10. Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public.

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## London Plan Policies

- **Site Plan policies requiring items to be shown and addressed.**

- 1678\_e. The sustainable design elements on any adjoining street, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.
- 1681\_15. The sustainable design elements on any adjoining street under the City's jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities.

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## Zoning By-law Regulations

### 4.19 PARKING

#### 16) NUMBER OF BICYCLE PARKING SPACES

##### 1) Residential Development:

Apartment buildings and lodging houses (with five or more residential units) shall be required to provide 0.75 longterm bicycle parking space per residential unit.

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## Zoning By-law Regulations

##### 2) Residential Care Facilities:

Short-term bicycle parking spaces shall be provided at a rate of 7% of the required number of automobile parking spaces, as specified in the Zoning By-law, for the following residential care facilities:

- |   |                                       |
|---|---------------------------------------|
| a) senior citizen apartment buildings;      | h) chronic care facility;             |
| b) nursing homes;                           | i) foster homes;                      |
| c) rest homes;                              | j) group home type 1 and type 2;      |
| d) retirement lodges;                       | k) supervised residence;              |
| e) retirement homes;                        | l) correctional and detention centre; |
| f) handicapped persons apartment buildings; | m) emergency care establishment.      |
| g) continuum-of-care facility;              |                                       |

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## Zoning By-law Regulations

3) Residential Development Exemptions: bicycle parking shall not be required for:

- a) Conversions of existing space to residential units;
- b) Single detached dwellings;
- c) semi-detached dwellings;
- d) duplex dwellings;
- e) triplex dwellings;
- f) fourplex dwellings;
- g) townhouse dwellings;
- h) stacked townhouse dwellings;
- i) street townhouses;
- j) cluster townhouses;
- k) farm dwellings.

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## Zoning By-law Regulations

4) Non-Residential Development:

Short-term bicycle parking spaces shall be provided at a rate of 7% of the required number of automobile parking spaces, as specified in the Zoning By-law, for all non-residential development except as specified below:

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## Zoning By-law Regulations

### 5) Non-Residential Development Exemptions:

- a) where the required number of automobile parking spaces specified in the Zoning By-law is 9 or fewer spaces, no bicycle parking is required;
- b) No bicycle parking requirement applies for the following uses specified in the Zoning By-law: Abattoir; aggregate reprocessing; aggregate storage area; agricultural service establishment; agricultural supply establishment; agricultural use; agricultural use, intensive; agricultural use, non-intensive; agriculturally related commercial use; agriculturally related industrial use; batching plant, asphalt; batching plant, concrete; channel composting facility; construction and demolition recycling facility; crushing plant; driving range; drive-through facility; farm; farm cluster; farm equipment sales and service; farm foods and products market; farm market; feedlot; forestry use; grain elevator; greenhouse, commercial; in-vessel composting facility; kennel; landing strip; livestock; livestock facilities; managed woodlot; manure storage facilities; pit; propane transfer facility; quarry; resource excavation; residential and other source recycling facility; resource extraction operation; salvage yard; specialized recycling facility; stockpiling; travel plaza/truck stop; truck stop; theatre, drive-in; wayside pit or wayside quarry; windrow composting facility.
- c) No bicycle parking requirement will apply to the conversion of existing buildings for residential or non-residential uses in all Downtown Area 1 and 2 Zones. Major redevelopment involving property consolidation and new construction is required to provide for bicycle parking facilities at the mandated standard.
- d) No bicycle parking requirement will apply to the conversion of existing buildings for residential or non-residential uses in all Business District Commercial 1 and 2 Zones. Major redevelopment involving property consolidation and new construction is required to provide for bicycle parking facilities at the mandated standard.
- e) For CLINIC, METHADONE or PHARMACY, METHADONE uses, notwithstanding any provisions of this by-law, the number of bicycle parking spaces provided shall be no less than 5 spaces.

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## Zoning By-law Regulations

### 6) Municipally-owned Parking lots and structures:

Municipally-owned parking lots in the Downtown Area zones and defined Business District Commercial Area zones shall provide for short-term bicycle parking facilities equal to 7% of the total vehicular parking spaces provide.

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## Zoning By-law Regulations

### 7) Bicycle Parking Incentives:

Notwithstanding Section 4.19 of this By-law to the contrary, the required number of motor vehicle parking spaces for non-residential uses may be reduced to provide for additional short or long-term bicycle parking spaces beyond those mandated by this by-law provided, however, the reduction in motor vehicle parking spaces shall not exceed 10% of the required motor vehicle parking spaces. Individual vehicular parking stalls shall be required to provide for a minimum of five bicycle parking spaces. This incentive shall not apply to CLNIC, METHADONE or PHARMACY, METHADONE uses.

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## Site Plan Control By-law

### 14. BICYCLE PARKING FACILITIES

#### (a) Objectives:

- To encourage the use of bicycles as an alternative means of transportation, bicycle parking facilities shall be provided at the residential base and at destination locations such as the workplace, convenience and destination and commercial and institutional facilities. Bicycle parking shall be provided in facilities that are convenient, safe, secure and functional for the intended use.

#### (b) Number of Bicycle Parking Spaces:

- To be provided in accordance with the regulations set out in the current Zoning By-law.

#### (c) Design Characteristics

- When required in association with a development, bicycle parking spaces shall be provided in accordance with the design characteristics as set out in Table 6.10.

#### (d) Long and Short-term Bicycle Parking Facilities:

- Long-term bicycle parking is required for apartment buildings and lodging houses with five or more residential units to store bicycles for several hours or days at a time. The facility must be protected from the weather and should be enclosed within a secure space.
- Subject to the provisions of the Z.-1 Zoning By-law, short-term bicycle parking is required for all non-residential development requiring 10 or more vehicular parking spaces. Short-term bicycle parking spaces should be as accessible as possible and should be visible to discourage theft. Short-term bicycle parking facilities typically consist of a rack or a post where the frame and wheels of the bicycle can be secured by a user supplied lock.

#### (e) Change Room and Shower Facilities:

- Change room and shower facilities for cyclists are encouraged to enhance the use of bicycles for work based travel.

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## Site Plan Control By-law

### 1. Location

#### Long-Term Bicycle Parking:

Apartment buildings and lodging houses (with five or more residential units) shall be required to provide for long-term bicycle parking opportunities in an accessible, secure and weather protected area. Subject to the design characteristics set out below, long-term bicycle parking spaces may be provided in the following locations;

- (a) in a bicycle room or bicycle compound located within a building or motor vehicle parking structure
- (b) within an individual bicycle locker
- (c) within an accessory building

For the purpose of this By-law, long-term bicycle parking shall not be provided within a dwelling unit or a balcony thereof.

#### Short-Term Bicycle Parking:

Short-term bicycle parking spaces may be provided within an exterior space (covered or uncovered) designated for the parking of bicycles.

Large scale developments may spatially disperse the required number of short-term bicycle parking spaces throughout the site in accordance with the locational considerations detailed under 4, 5, 6, and 7 noted below.

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## Site Plan Control By-law

### 2. Size of a Bicycle Parking Space

Minimum horizontal dimensions of 0.6 metres by 1.5 metres and a height of at least 1.9 metres

### 3. Aisle Width

Where more than one row of bicycle parking spaces is provided, a minimum aisle width of 1.5 metres shall be provided

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## Site Plan Control By-law

### 4. Location for Accessibility

Less than 15 metres from the entrance used by cyclists or if located within a building in a location easily accessible to bicycles

Should not be farther from the entrance than the closest motor vehicle parking space (excluding parking spaces for persons with disabilities)

In a separately designated area that does not impede the movement of pedestrians

In an easy to find location directly visible from the street and if not directly visible from the street directional information signs shall be installed to direct cyclists to the bicycle parking facility

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## Site Plan Control By-law

### 5. Location for Natural Surveillance

Located within constant visual range of persons within the adjacent building or within well traveled pedestrian areas

Within unobstructed view from the adjacent municipal roadway

### 6. Security Lighting

Night lighting shall be provided in a manner to ensure that the entire bicycle parking area is well lit

### 7. Covered Bicycle Parking

If covered motor vehicle parking is provided, the required bicycle parking shall also be covered.

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## Links

- [\*The London Plan\*](#)
- [Zoning By-law](#)
- [Site Plan Control By-law](#)

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