

As part of the **Zoning Bylaw Review Project**, the City of Saskatoon has identified a need to address bicycle parking standards within the Zoning Bylaw.

The new regulations will:

- implement an action from the Active Transportation Plan and support other sustainability initiatives;
- address the need for bike parking requirements that we've heard from stakeholders; and
- encourage/enable more people to choose cycling as a viable form of transportation.

The proposed bylaw amendment will include:

- Minimum numbers of bicycle parking spaces that must be provided by certain land uses in certain zoning districts (not all uses; see table provided on the next page)
- Definitions to clarify terms such as "bicycle parking space"
- Regulations for bicycle parking spaces (including but not limited to: placement, access, visibility)

These standards will not apply to:

- Bicycle parking facilities in public areas (for example, the public sidewalk space along streets)
- Land uses that are not listed in the table provided on the next page

These standards will:

- Apply to new development or to any changes in intensity/use of existing development
- Be similar to vehicle parking requirements in terms of calculating minimums
- Differentiate between "short-term" and "long-term" bicycle parking
 - **short-term** - a typical bike rack open to the elements and publicly accessible
 - **long-term** - a secured or enclosed bicycle parking area such as a locked cage or room within a building or a parkade



It is anticipated that the amendment will be presented to City Council in early 2021. In the meantime, we are seeking feedback on the proposed amendment which will inform further changes.

For more information and to provide feedback on the proposed bicycle parking amendment, visit saskatoon.ca/engage/zoning-bylaw-review or send an email to zoningbylaw@saskatoon.ca.

The following general standards are proposed for bicycle parking:

- Bicycle parking spaces must be located on the same site as the associated land use.
- Bicycle parking spaces must be visible, illuminated, and located near primary building entrances.
- At least one rack or device used exclusively for parking and locking bicycles must be available for all bicycle parking spaces.
- Racks must be anchored to a hard surfaced area and be separated from any obstructions.
- Bicycle parking spaces may be located in a required yard when close to the principal building.
- Vehicle parking spaces may be converted to bicycle parking spaces in some circumstances and subject to certain conditions.

Table 1: Proposed Minimum Bicycle Parking Requirements
(Draft version)

Land Use	Zoning District	Number of Spaces Required
Multiple-unit dwellings and dwelling groups containing six or more dwelling units	All districts except for B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)*	0.05 short-term bicycle parking spaces (minimum 2 short-term spaces) + 0.5 long-term bicycle parking spaces per dwelling unit
Multiple-unit dwellings and dwelling groups containing six or more dwelling units	B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)	0.5 long-term bicycle parking spaces per dwelling unit
Community centres, halls, commercial recreation uses, health clubs, galleries	All districts except for B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)*	1 short-term bicycle parking space per 250 square metres gross floor area (minimum 2 spaces)
Retail stores, personal service trades, restaurants, taverns, and other retail and service establishments	All districts except for B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)*	1 short-term bicycle parking space per 250 square metres gross floor area (minimum 2 spaces)
Shopping centres	All districts except for B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)*	1 short-term bicycle parking space per 500 square metres gross floor area for the first 10,000 square metres only (minimum 2 spaces)
Financial institutions, clinics, laboratories	All districts except for B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)*	1 short-term bicycle parking space per 500 square metres gross floor area (minimum 2 spaces)

Table 1 continued: Proposed Minimum Bicycle Parking Requirements
(Draft version)

Land Use	Zoning District	Number of Spaces Required
Offices and office buildings	All districts except for B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue), Industrial, Agricultural or Future Urban Development Districts	1 short-term bicycle parking space per 500 square metres gross floor area for the first 5,000 square metres only (minimum 2 short-term spaces) + 1 long-term bicycle parking space per 2,000 square metres gross floor area (minimum 2 long-term spaces)
Offices and office buildings	B5, B5A, B5B, B5C, and B6 Districts (eg. Downtown, Broadway, Riversdale and Central Avenue)	1 long-term bicycle parking space per 2,000 square metres gross floor area (minimum 2 long-term spaces)
Offices and office buildings	Industrial, Agricultural and Future Urban Development Districts	1 short-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 short-term spaces) + 1 long-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 long-term spaces)
Industrial complexes	Industrial, Agricultural and Future Urban Development Districts	1 short-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 short-term spaces)
Hospitals and special care homes	All districts	1 short-term bicycle parking space per 1,000 square metres gross floor area (minimum 2 spaces)
Educational institutions, elementary schools, high schools, and private schools	All districts	1 short-term bicycle parking space per 10 students at design capacity (minimum 2 spaces)

* Land uses in these districts are not required to provide short-term bicycle parking as there is typically short-term bicycle parking provided within public space in these districts already.

