

SNCP – Active Transportation Guidelines

MB-6: BICYCLE PARKING

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Intent:	To facilitate cycling and reduce dependence on vehicle use.		
Applicable to:	<input type="checkbox"/> Block Plan	<input type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Site Plan
	<input checked="" type="checkbox"/> Residential	<input checked="" type="checkbox"/> Mixed Use	<input checked="" type="checkbox"/> Industrial, Commercial, Institutional
	Points	Requirement	Documentation
Good:	1 point	Bicycle parking spaces are provided at a rate 20% higher than municipal standards/guidelines.	On the Site Plan Drawing and/or Floor Plan identify: <ul style="list-style-type: none"> • Building types included in the proposed development (e.g. mixed-use, residential, commercial, retail, and institutional). • Location of bicycle parking. • Total number of bicycle parking spaces required by the municipal standard/guideline. • Total number of bicycle parking spaces provided per building. • Percent of total bicycle parking provided relative to the municipal standard/guideline. • Distance of bicycle parking to building entrances and exists. • Weather protection provided for bicycle parking area, where applicable. • For additional guidance, refer to Brampton's SNCP Active Transportation Guidelines which includes Bicycle Parking rates.
Great:	+1 additional point (total 2 points)	Bicycle parking spaces are provided at a rate 50% higher than municipal standards/guidelines.	
Excellent:	2 points	Bicycle parking is located in close proximity to building entrances. Short-term bicycle parking is located within 25 meters of a building entrance if outdoors. Long-term bicycle parking is located within 50 meters of a building exit or entrance.	
		AND All bicycle parking is weather protected.	
Excellent	1 point	1 shower and change room are provided (for men and women) per 30 bicycle parking spaces associated with non-residential development.	Letter of Commitment with an accompanying Floor Plan signed by the architect and the owner/developer/builder confirming the number of showers and changes rooms that will be provided in the development.
References:	<ul style="list-style-type: none"> • Community Wellbeing Framework (2018): Environment Domain, Mobility 3B • Whitby Green Standard v1 (2020): TT1.2, TT1.12, TT1.13 (Site Plan) • Thinking Green Item (2018): 25 (Site Plan) • Toronto Green Standard v3 Tier I: Air Quality (AQ2.2, AQ2.3, AQ2.4) (CF, MHR); Tier II: Air Quality (AQ2.5) (MHR) 		

How to calculate metric requirements:

1. Calculate number of spaces required using Bicycle Parking Rate table
 - a. Confirm type of land use and go to corresponding row of table.
 - i. *If there are multiple uses in the single development, perform a calculation for each use as per the following steps and add all and sum up all the spaces in the end.*
 - b. Confirm which zone the application is in, use the rates in the corresponding column.
 - c. Apply rate. If rate is per unit, multiply the rate by the # of units. If the rate is by floor area, multiply by the rate by the provided floor area.
 - d. If result is less than 0.5 spaces, round you answer down to zero.
 - e. If result is more than 0.5 spaces, round your answer up to the next whole number.
2. Calculate a 20% or 50% increase by multiplying the sum of all the space by 0.2 or 0.5 accordingly. **These additional spots can be long or short term bike parking spaces.**
3. For applications that require 0 parking spaces, providing 2 spaces meets the 20% metric and 5 spaces meets the 50% metric.

Bicycle Parking Rate

Type of Use	Desired Minimum Bicycle Parking	
	Any Mixed-Use Zone	All Other Zones
Bicycle parking is not required for residential uses which provide independent garages or carports for each unit.		
Apartment dwelling units, where there are less than 20 dwelling units on the lot	Long-term: 0.8 per dwelling unit Short-term: 2 spaces	Long-term: 0.6 per dwelling unit Short-term: 2 spaces
Apartment dwelling units, where there are at least 20 dwelling units on the lot	Long-term: 0.8 per dwelling unit Short-term: 0.1 per dwelling unit	Long-term: 0.6 per dwelling unit Short-term: 0.05 per dwelling unit
Long Term Care Facility	Long-term: 1 per 350 m ² net floor area Short-term: 1 per 350 m ² net floor area	Long-term: 1 per 500 m ² net floor area Short-term: 1 per 500 m ² net floor area
Retirement Building	Long-term: 0.4 per dwelling unit Short-term: 0.05 per dwelling unit	Long-term: 0.3 per dwelling unit Short-term: 0.03 per dwelling unit
Elementary or Secondary School	Long-term: 1 per 1000 m ² net floor area Short-term: 1 per 250 m ² net floor area	Long-term: 1 per 1000 m ² net floor area Short-term: 1 per 250 m ² net floor area
College or University	Long-term: 1 per 200 m ² net floor area Short-term: 1 per 1000 m ² net floor area	Long-term: 1 per 200 m ² net floor area Short-term: 1 per 1000 m ² net floor area
Offices (excluding an accessory office to another employment use)	Long-term: 1 per 500 m ² net floor area Short-term: 1 per 500 m ² net floor area	Long-term: 1 per 650 m ² net floor area Short-term: 1 per 1000 m ² net floor area
Medical Office or Clinic	Long-term: 1 per 500 m ² net floor area Short-term: 1 per 500 m ² net floor area	Long-term: 1 per 1000 m ² net floor area Short-term: 1 per 1000 m ² net floor area

Type of Use	Desired Minimum Bicycle Parking	
	Any Mixed-Use Zone	All Other Zones
Retail, financial service, building supply depot, commercial, health or fitness centre, personal service shop, business service or restaurant	<p>Long-term: 1 per 500 m² net floor area</p> <p>Short-term: 1 per 350 m² net floor area</p>	<p>Long-term: 1 per 1000 m² net floor area</p> <p>Short-term: 1 per 500 m² net floor area</p>
Manufacturing, processing or assembly, research and development, transportation depot or distribution centre, or wholesaling store	<p>Long-term: 1 per 650 m² net floor area</p> <p>Short-term: 2 per public entrance</p>	<p>Long-term: 1 per 1000 m² net floor area</p> <p>Short-term: 2 per public entrance</p>
Community center, museum or gallery, place of worship, government building, theatre or library	<p>Long-term: 1 per 350 m² net floor area</p> <p>Short-term: 1 per 100 m² net floor area</p>	<p>Long-term: 1 per 1000 m² net floor area</p> <p>Short-term: 1 per 200 m² net floor area</p>
All other uses	<p>Long-term: 1 per 2000 m² net floor area</p> <p>Short-term: 1 per 1000 m² net floor area</p>	<p>Long-term: 1 per 2000 m² net floor area</p> <p>Short-term: 1 per 1000 m² net floor area</p>

Long-term Bicycle Parking Space Examples

The main purpose of long-term bike parking is to protect a bike from theft (some securing element must be provided) for residents leaving their bikes for long periods of time.



Short-term Bicycle Parking: a bicycle parking space which is visible and publicly accessible to visitors and customers of the lot.










MB-7: TRAILS AND CYCLING INFRASTRUCTURE

MB-7: TRAILS AND CYCLING INFRASTRUCTURE			
Intent:	To implement pedestrian and cycling infrastructure that further promotes active forms of transportation. Walking and cycling results in GHG emissions savings and less air pollution, as well as health benefits.		
Applicable to:	<input checked="" type="checkbox"/> Block Plan	<input checked="" type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Site Plan
	<input checked="" type="checkbox"/> Residential	<input checked="" type="checkbox"/> Mixed Use	<input checked="" type="checkbox"/> Industrial, Commercial, Institutional
Good:	Points	Requirement	Documentation
	1 point	The objectives/actions of the municipal Active Transportation Master Plan and/or Trails/Pathways Master Plan are being implemented.	<p>In the Community Design Guidelines (Block Plan), Community Design Guidelines/ Urban Design Brief (Draft Plan), or Active Transportation Context Map (Site Plan) identify:</p> <ul style="list-style-type: none"> Existing or planned multi-use trails and/or bicycled lanes located in the proposed development. If applicable, the multi-use trails and/or bicycle lanes that comply with the municipal active transportation/trails master plan. If applicable, additional features that will advance the objectives and/or actions of the active transportation/trails master plan (e.g. trailheads, trail signs, information signage, and/or seating areas). For additional guidance, refer to Brampton's SNCP Active Transportation Guidelines.
References:	<ul style="list-style-type: none"> Community Wellbeing Framework (2018): Environment Domain, Mobility 3B Whitby Green Standard v1 (2020): TT1.2 (Draft Plan of Subdivision, Site Plan) Thinking Green (2018): 25 (Draft Plan of Subdivision); 26 (Site Plan) 		

There are 4 methods of reaching this goal:

- **Providing** linear cycling infrastructure (i.e., bike lanes, multi-use paths, paved trail networks, cycle tracks, sharrows, etc.) **identified** in either **Exhibit 4.16 of the ATMP, or Map D or Map E of the Pathways Master Plan.**
- **Creating** linear walking / rolling / cycling infrastructure **not identified** in either **Exhibit 4.16 of the ATMP, or Map D or Map E of the Pathways Master Plan.** This includes but is not limited to new paved trails, paved tie-ins to existing trails, bike lanes, multi-use paths, cycle tracks
- **Replacing existing** infrastructure including pedestrian and cycling amenities and trail paths.
- Providing amenities for pedestrians and cyclists not represented in other metrics, including (but not limited to):

				
Human-Scaled Wayfinding Signage	Boulevard Bike / E-Scooter Parking	Pedestrian & Cycling Maps / Trailhead Signs	Bicycle Repair Stands	Water Bottle Fill Stations
				
Water Fountains	Shaded Areas (not fulfilling MB-5)	Seating Areas (not fulfilling MB-5)	Bicycle-Friendly Stairways	Blue Light Emergency Phones and Call Buttons

MB-8: ACTIVE TRANSPORTATION NETWORK

MB-8: ACTIVE TRANSPORTATION NETWORK			
Intent:	To promote active transportation through the provision of public multi-purpose trails/paths and cycling infrastructure. Cycling results in less vehicle dependence, and associated reduction in GHG emissions and air pollution. It also provides health benefits.		
Applicable to:	<input checked="" type="checkbox"/> Block Plan	<input checked="" type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Site Plan
	<input checked="" type="checkbox"/> Residential	<input checked="" type="checkbox"/> Mixed Use	<input checked="" type="checkbox"/> Industrial, Commercial, Institutional
Good:	Points	Requirement	Documentation
	2 points	100% of residents/jobs are within 400 meters of: <ul style="list-style-type: none"> • An existing public multi-use trail or cycling infrastructure; or • A municipally approved public multi-use trail or cycling infrastructure (identified in a Council approved trail/cycling master plan, but not yet constructed); or • A proposed public multi-use trail or cycling infrastructure that is proposed within the development. 	In the Community Design Guidelines (Block Plan), Community Design Guidelines/ Urban Design Brief (Draft Plan), Active Transportation Context Map (Site Plan): <ul style="list-style-type: none"> • Provide a map showing the subject lands, a 400 meter buffer from the boundaries of the subject lands, and any existing or planned cycling networks. • For additional guidance, refer to Brampton's SNCP Active Transportation Guidelines. Note: <ul style="list-style-type: none"> • These points are only awarded if a cycling network is included in the project boundary.
References:	<ul style="list-style-type: none"> • Community Wellbeing Framework (2018): Environment Domain, Mobility 3B 		

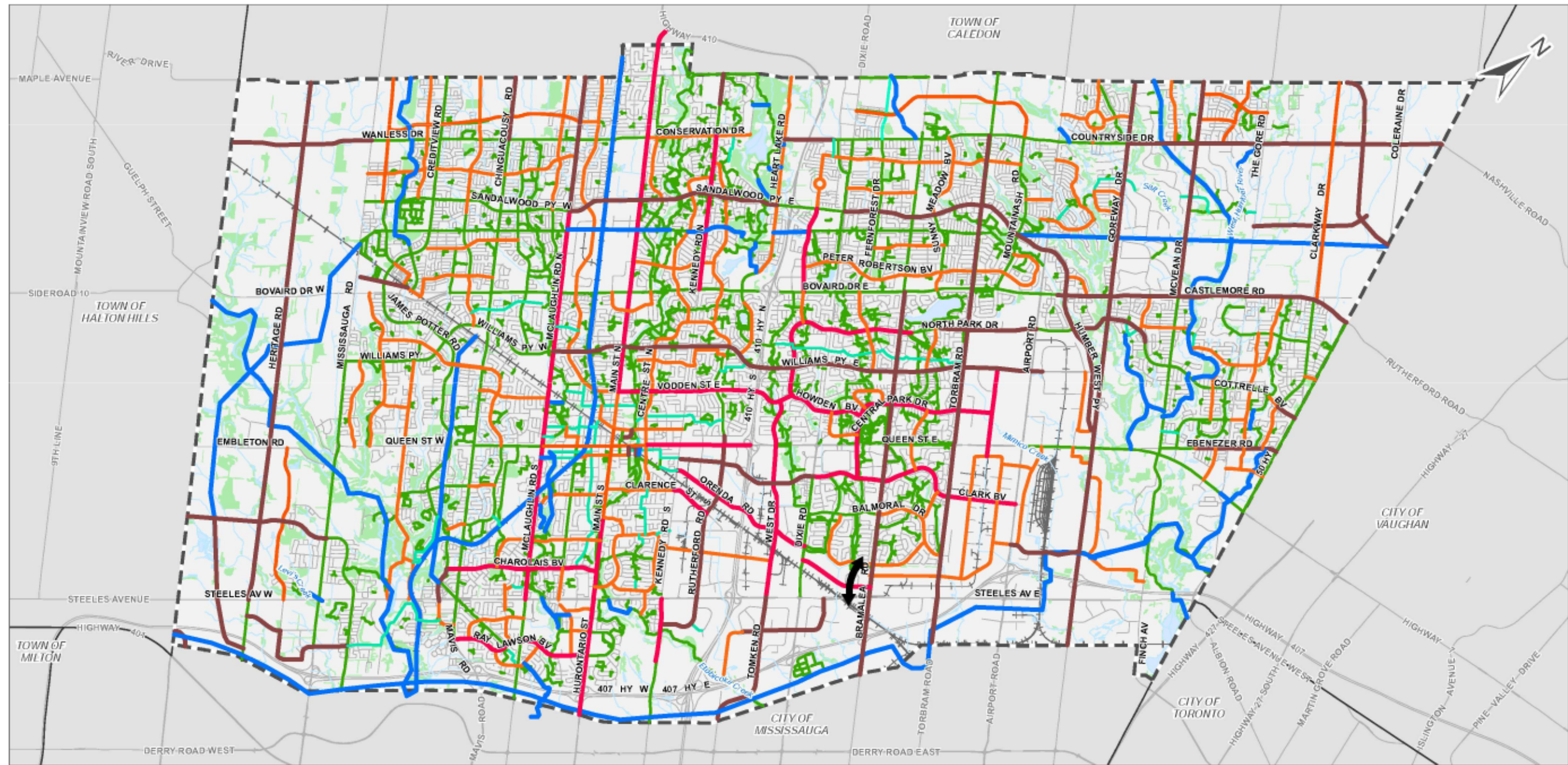
To promote active transportation through the provision of public multi-purpose trails/paths and cycling infrastructure. Cycling results in less vehicle dependence, and associated reduction in GHG emissions and air pollution. It also provides health benefits.

100% of residents/jobs are within 400 meters of:

- An existing public multi-use trail or cycling infrastructure; or
- A municipally approved public multi-use trail or cycling infrastructure (identified in a Council approved trail/cycling master plan, but not yet constructed); or
- A proposed public multi-use trail or cycling infrastructure that is proposed within the development.

How to verify: Use Exhibit 4.16 from the ATMP, Map D and E of the Pathways Plan, and the City's Cycling Map.

Exhibit 4.16: Proposed Network & Facility Type



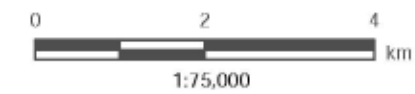
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Notes
1. Coordinate System: NAD 1983 UTM Zone 17N

- | Facility Type | |
|---------------|--|
| | Multi-Use Path / Boulevard Path |
| | Protected Bike Lane or Cycle Track (Separated) |
| | Bike Lane or Buffered Bike Lane (Designated) |
| | Shared Roadway |
| | Recreational Trail |
| | Regional Capital Plan Project |
| | Existing Network Link |
| | Desired GO Station Connection |
| | Watercourse |
| | Road |
| | Rail Line |
| | Waterbody |
| | Wooded Area |

Proposed Cycling Network - Facility Types



Brampton ATMP
City of Brampton



Multi-Use Paths
Multi-use Paths are paved and located within the roadway boulevard (in place of a sidewalk) and are shared by both pedestrians and people on bikes.

Recreational Trails
Recreational Trails are located through parks, adjacent to rivers/ravines or along hydro corridors. Can be paved or unpaved and are shared by pedestrians and bikes.

Minor Recreational Trails
Minor Recreational Trails are paved paths through parks or connections between two streets.

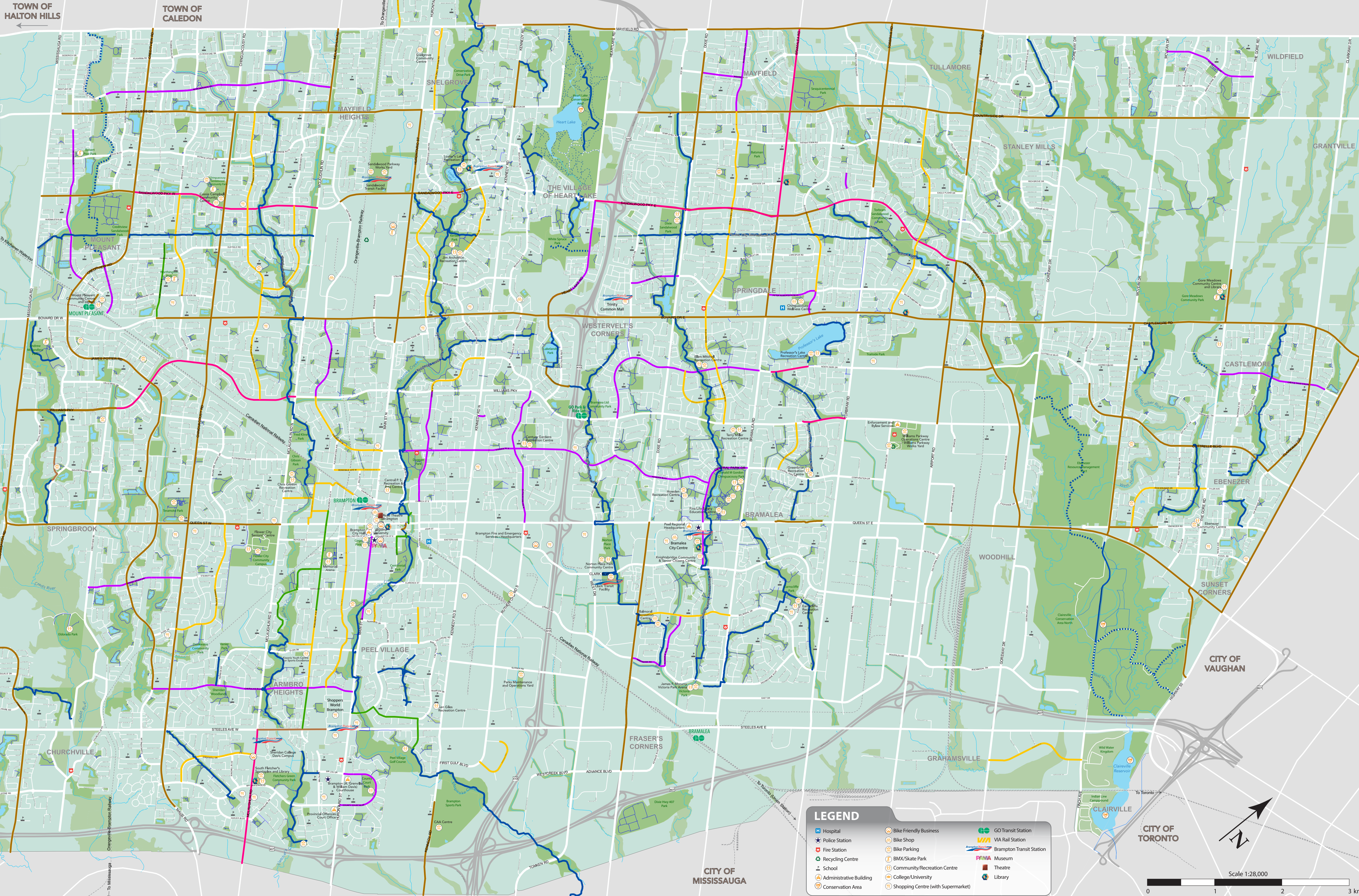
Boulevard Bike Paths
Boulevard Bike Paths are paved and located within the roadway boulevard. These paths are adjacent to side-walks and intended for people on bikes exclusively.

Bike Lanes
Bike Lanes are traffic lanes that are reserved for people on bikes only. These lanes are marked and signed (bicycle symbol and diamond).

Signed Routes
Signed routes are identified as routes that are preferred for bicycling. These routes are typically signed along quiet residential streets.

Urban Shoulder
Urban Shoulder signed routes are identified as preferred bicycling routes that also have a designated area (painted) that can be used for cycling or short term parking.

Disclaimer
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Published by the Corporation of the City of Brampton
2 Wellington St West, Brampton On L6Y 4R2
Mapping completed by the Location Intelligence & Data Visualization Team
Recreational Trails with a natural surface are not maintained during the winter months



LEGEND

Hospital	Bike Friendly Business	GO Transit Station
Police Station	Bike Shop	VIA Rail Station
Fire Station	Bike Parking	Brampton Transit Station
Recycling Centre	BMX/Skate Park	Museum
School	Community/Recreation Centre	Theatre
Administrative Building	College/University	Library
Conservation Area	Shopping Centre (with Supermarket)	

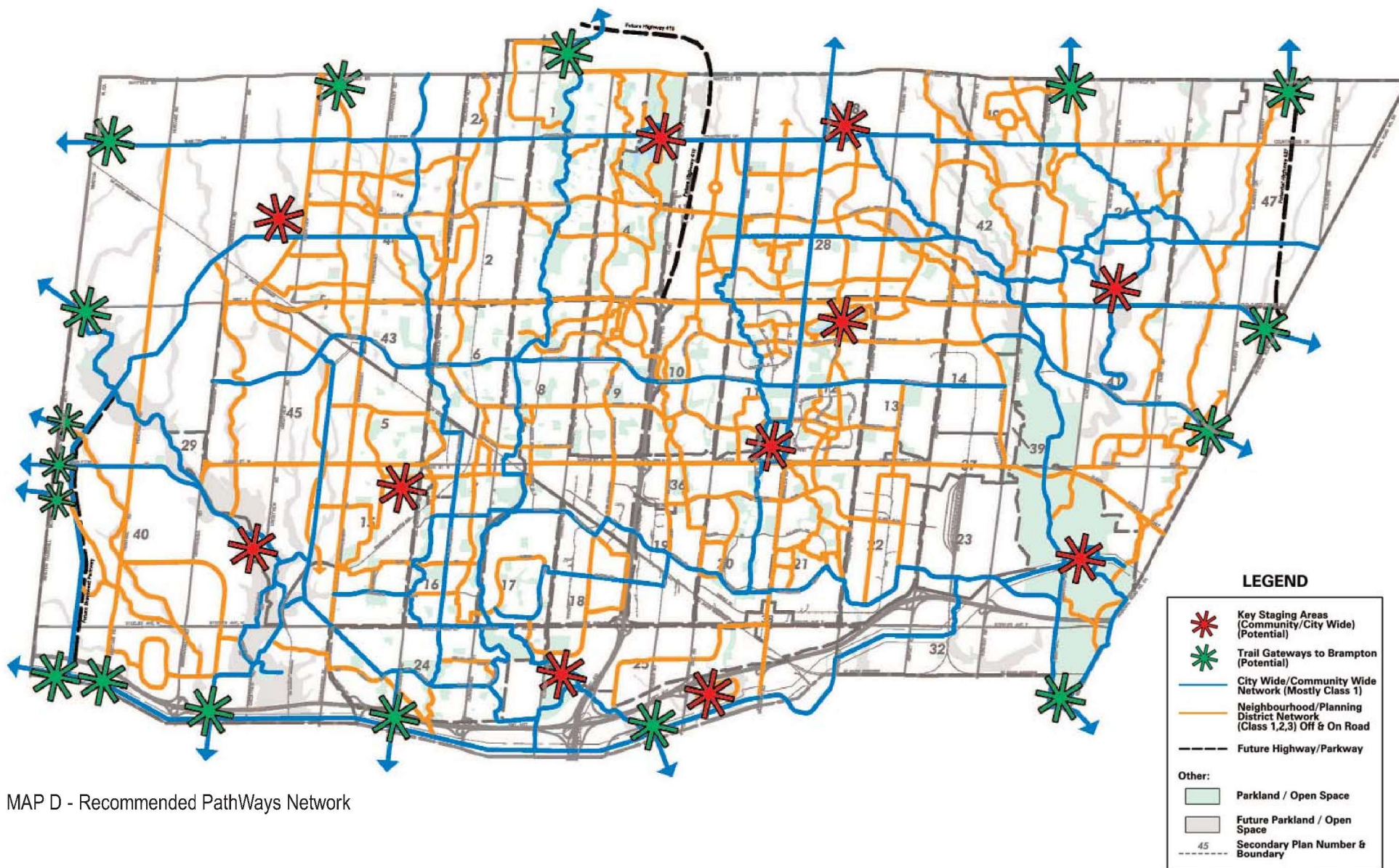
CITY OF TORONTO

CITY OF VAUGHAN

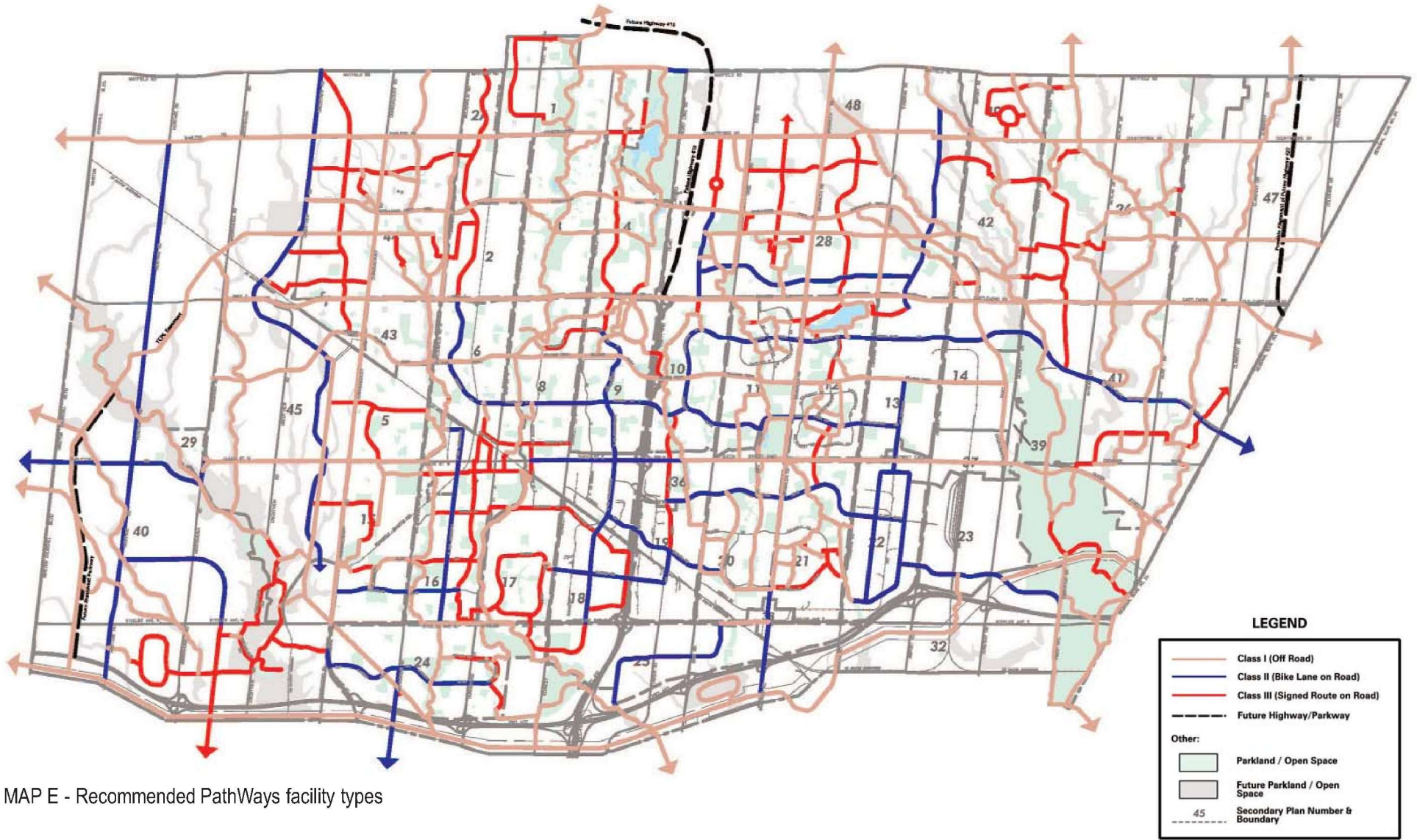
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Scale 1:28,000

0 1 2 3 km



MAP D - Recommended PathWays Network



MAP E - Recommended PathWays facility types