

REFERENCE 1 ▪ SAANICH BICYCLE PARKING GUIDELINES

The following guidelines are intended to be used in conjunction with the bicycle parking standards incorporated in the Zoning Bylaw. Prior to these guidelines, bicycle parking has been a matter of individual bicycle owners using aisles in a storage locker room, keeping bikes on balconies, or possibly finding locations in a parking area/garage. In commercial, industrial, or cultural/recreational locations, under-supply of appropriate facilities has meant that bikes end up locked to boulevard trees, signs, poles, guard rails, furnishings or building entries. This results in an unsatisfactory situation for all, as bicycles are not secure or sheltered, and conflicts often result with pedestrians and/or automobiles.

As part of a development application, the applicants' plans shall include details indicating the size of Class I and Class II parking facilities required. Similar details for showers, change rooms, and lockers may also be provided. Detailed design specifications for the fixtures to be used for all bicycle parking (racks, upright units, supports, anchors, etc.) should be supplied, as well as a description of security measures (enclosure method, access control, door hinging, supervision, etc.) for both classes of parking.

1. General Requirements

- 1.1 Bicycle Parking Requirements shall apply to new development, and/or building expansions requiring rezoning, development permit or a development variance permit. Bicycle parking shall be provided in conjunction with all multiple dwelling units (3 or more), commercial and industrial developments, institutional uses including churches, and all new automobile parking structures in compliance with the required dimensions and as per the amounts stated in the Zoning Bylaw.
- 1.2 Council has the discretion to vary the bicycle parking requirements through the development permit/development variance permit process or approve minor changes to existing bicycle parking under an approved Development Permit.
- 1.3 In addition to review by the Planning Department, proposals will be reviewed by the Advisory Design Panel for clarification on items, such as the type of rack, rack location, security issues, etc.
- 1.4 The minimum number of spaces provided at each new site shall be six (6).
- 1.5 Class I and Class II minimum dimensions for parking stalls shall be:

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|----------------------------|---|
| Bicycle stall - horizontal | • 1.8 m length x 0.8 m width x 2.1 m overhead clearance |
| Bicycle stall - vertical | • 1.2 m length x 0.8 m width x 2.1 m overhead clearance |
| Access Aisle | • 1.2 m |
- 1.6 Class II – short-term bicycle parking spaces shall be sheltered from precipitation:

| | |
|------------|----------------------------|
| 6 to 12 | • 100% of spaces sheltered |
| 13 or more | • 50% of spaces sheltered |

2. Class I – Long-Term Parking

Long-term parking provides the most complete protection from the weather and from theft, and is identified as spaces available for those who expect to leave their bicycles for more than four hours. Long-term parking must be fully secure and protected as the bicycle may be unattended for long periods of time. Each bicycle must be independently accessible and securable to a sturdy rack, and an enclosure should provide total protection from theft and damage to both the bicycle and its components and accessories. The facility also provides total protection from the elements, including wind and driven rain.

The primary characteristic of long-term parking is that security is provided via restricted access to a locked room or covered enclosure. Fencing can be used, but must be reinforced with metal bars. It is recommended that these be placed in well lit areas, preferably near employee work areas or where there is a high amount of foot traffic. Other security measures, such as camera surveillance or alarms may be appropriate. An example of a long-term parking facility is a lockable room, lockable bicycle enclosure, or a bicycle locker. Long-term bicycle facilities tend to be the most expensive type of facilities, although the cost will vary depending on the specific design.

3. Class II – Short-Term Parking

Short-term bicycle parking spaces are meant to accommodate visitors, customers, messengers, and other persons expected to depart within several hours. These facilities are not intended for overnight use; they provide protection from theft or the frame and wheels, but not components or accessories (such as seat, air pump, water bottles, etc.) and may provide limited protection from the weather by a special structure, existing building overhangs, or roof. A short-term bicycle facility usually consists of a securely fixed structure that supports the bicycle frame in a stable position without damage to the wheels, frame, or components, and must enable the frame and both wheels to be locked to the rack by the cyclist's own locking device. It is important that the facility be designed so as not to promote wheel damage.

Class II parking facilities for short-term convenience use (less than 4 hours) can be provided in exposed locations near the entrance to buildings. Often, the facility may be a simple bike rack or a post to which a bicycle may be secured.