

THE CORPORATION OF THE CITY OF COURTENAY

BYLAW NO. 3074

A bylaw to amend Zoning Bylaw No. 2500, 2007

The Council of the Corporation of the City of Courtenay, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as “**Zoning Amendment Bylaw No. 3074, 2022**”.
2. That “Zoning Bylaw No. 2500, 2007” be hereby amended as follows:
 - (a) That Division 3 Interpretation, be hereby amended by adding the following definitions:

“Class I Bicycle Parking Space” means a bicycle parking space provided within a bike rack and is intended to be for visitor or temporary bike parking.

And

“Class II Bicycle Parking Space” means a bicycle parking space provided within a controlled access secure space such as a bicycle room, or a bicycle locker and is intended to be for longer term permanent bicycle parking.

- (b) That Division 7, **Off-Street Parking and Loading Spaces, Part 1 –Off-Street Parking Space Requirement**, be hereby amended by removing Section 7.1.1, and replacing with:

7.1.1 Location

Where the provisions of the bylaw requires allowance for the off-street parking spaces and loading spaces, every owner of land shall, upon the lot in question, provide and maintain off-street parking spaces and loading spaces in conformance with the minimum standards set out in this Division. Where vehicular access is required on a controlled access highway listed below, the BC Ministry of Transportation and Infrastructure access approval is also required prior to the approval by the City:

- Island Highway (Highway 19A from 29th Street to Ryan Road)
- Ryan Road (from Highway 19A to Anderton Road)
- South Inland Island Highway Connector (29th Street from Piercy Road to Highway 19A).

- (c) That Division 7, **Off-Street Parking and Loading Spaces Schedule 7A – Required Number of Off-Street Parking Spaces** be amended to reduce the number of vehicular parking spaces required per multi-residential dwelling unit to “1.2 per

dwelling unit with 10% of the required spaces being provided and retained for visitor parking.”

- (d) That Division 7, **Off-Street Parking and Loading Spaces**, be hereby amended by adding a new Part:

Part 3 Bicycle Parking Requirements

7.3.1 Minimum Required Number of Bicycle Parking Spaces

A minimum number of off-street parking spaces shall be provided in accordance with the following table, unless otherwise stated within a specific zone:

USE	MINIMUM REQUIRED BICYCLE PARKING SPACES
1) RESIDENTIAL	
Multi-residential	<ul style="list-style-type: none"> - Class II Bicycle Parking Spaces per dwelling unit – 2 - Class I Bicycle Parking Spaces – calculated as 10% of the minimum number of Class II spaces required

7.3.2 Bicycle Parking Specifications

General:

- 1) Each standard bicycle parking space shall be a minimum of 1.8 metres (length) by 0.6 metres (width) by 2.1 metres (height).
- 2) 10% of minimum required bicycle parking spaces shall be designed for oversized bicycle parking spaces with the following minimum dimensions: 3.0 metres (length) by 0.9 metres (width) by 2.1 metres (height).
- 3) Each bicycle parking space must be independently accessible from a sturdy rack designed for frame, not wheel-only, support.
- 4) Racks shall be of a design such that the user is able to lock a bicycle frame and one wheel to the rack with a u-shaped lock.
- 5) Racks shall be securely anchored to the ground or a wall to prevent removal.
- 6) Access shall be provided from each bicycle space to a street, excluding a lane.

Specific to Class I:

- 7) Racks shall be located at ground level, within 15.0 metres of the main entrance of the principal building.
- 8) The first 12 parking spaces, and 50% of all remaining spaces, shall include overhead shelter with a vertical clearance of a minimum of 2.1 metres (height) to protect bicycles from weather.

- 9) A minimum of 20% of spaces shall have access to an electrified 110V outlet.
- 10) A minimum of 50% of oversized bicycle parking spaces shall have access to an electrified 110V outlet.
- 11) Rack locations should allow for a high degree of visual surveillance by building occupants or from streets that abut the parcel.
- 12) Racks shall be illuminated with metal halide type lighting, consisting of either full cut off/flat lens pole lighting or fully shielded all lighting.

Specific to Class II:

- 13) A minimum of 100% of spaces shall have access to an electrified 110V outlet.
- 14) Bicycle Rooms:
 - a. Shall be completely enclosed within the principal or an accessory building; interior walls may be comprised of chain link fencing.
 - b. Shall be illuminated and lighting shall be enclosed in a tamper-proof housing.
 - c. No more than 20 bicycles shall be provided in each bicycle room. However, larger bicycle rooms may be used if the room is compartmentalized into smaller rooms using chain link fencing with lockable chain link doors. If a larger room is utilized, each compartment shall provide no more than 20 bicycle parking spaces.
 - d. Where pedestrian aisles are provided, they shall be a minimum of 1.5m in width.
 - e. The whole room shall generally be visible from the entry door.
 - f. There shall be a separate security lock and key for each room and compartment. Security locks shall consist of a minimum one-inch throw dead bolt.
 - g. Entry doors shall be hinged on the inside unless tamper-proof hinges are used, and shall be constructed of chain link fencing, or steel with a security window that allows permanent visibility and that is constructed of a laminate of tempered glass and polycarbonate in a steel frame.
 - h. If directly accessible from the outside, access shall be located in a visible location and illuminated with metal halide type lighting.
- 15) Bicycle Lockers
 - a. Each bicycle locker shall count as one bicycle parking space.
 - b. The minimum inside dimensions of each bicycle locker shall be:
 - i. Width at the door end – 0.6 metres
 - ii. Width at opposite end – 0.22 metres
 - iii. Length – 1.8 metres (unless oversized parking space which shall be 3.0 metres)
 - iv. Height – 1.2 metres

- c. Shall be securely anchored to the ground, floor, or a wall to prevent removal.
- d. There shall be a separate security lock and key for each locker. The security lock shall consist of a minimum one-inch throw dead bolt.
- e. Bicycle lockers shall be made of materials that are solid, sturdy, opaque, and weather proof, and constructed in such a manner as to be highly resistant to bicycle theft. Bicycle lockers need not be enclosed within a building.
- f. All fasteners shall be internal, unless the locker is completely set within a building wall.
- g. Entry doors shall be constructed out of steel and hinged on the inside unless tamper-proof hinges are used.
- h. If directly accessible from the outside, access shall be located in a visible location and illuminated with metal halide type lighting.

3. This bylaw shall come into effect upon final adoption hereof.

Read a first time this ____ day of ____, ____

Read a second time this ____ day of ____, ____

Read a third time this ____ day of ____, ____

Finally passed and adopted this ____ day of ____, ____

Mayor

Corporate Officer