

Car and Bike Parking Requirements Complied by Nancy Telford, 18 August 2021

The information here is based on these sources:

City of Penticton Zoning Bylaw (cited as ZB, followed by section or table number)

<<https://www.penticton.ca/sites/default/files/uploads/bylaws/2017-08%20Zoning%20Bylaw%20-%20Consolidated.pdf>>

BC Ministry of Transportation and Infrastructure "Planning and Designing Access to Developments" (cited as MOTI)

<https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/subdividing-land/planning_designing_access_developments_manual.pdf>

Numbers of required spaces are based on the proposed 229 units in the development. I have cited the relevant section of the zoning bylaw after each statement as "ZB" followed by the section number.

Car parking space requirements

- 286 off-street car parking spaces are required. (ZB 6.5).

- For every 5 bike parking spaces above the minimum required (see below), the number of required car parking spaces can be reduced by 1 space. (ZB 6.1.2.1). *Note: It does not appear that the developer is planning extra bike spaces - see below.*

- The required number of car parking spaces may be reduced by 1 space for every \$13,000 the developer pays the City. (ZB 6.1.2.3)

- Regardless of any extra bike parking spaces or money paid to the City, the number of car parking spaces may not be reduced below 229. (ZB 6.1.2.4)

Possible distributions of car parking spaces

Scenario 1: This scenario assumes:

- a. Each townhouse has a single car garage which counts as one parking space
- b. I have correctly counted from the proposed site plan that there are 87 off-street spaces in small lots distributed around the development

In this scenario, there would be

- 81 spaces in garages of townhouses (counted even if too full to park a car in - note that it appears townhouses do not have basements)
- 87 outdoor spaces in small lots
- 118 spaces in underground parking beneath the apartments

Scenario 2: This scenario assumes:

- a. The garage plus driveway of each townhouse counts as two parking spaces. "Tandem parking", where two vehicles share one access (eg: parking one vehicle in a garage and another vehicle in front of the garage) is permitted in townhouses. (ZB 6.1.6)
- b. I have correctly counted from the proposed site plan that there are 87 off-

street spaces in small lots distributed around the development

In this scenario there would be

- 162 spaces in the townhouses
- 87 outdoor spaces in small lots
- 37 spaces in underground parking beneath the apartments

I am not sure this scenario is viable given that the apartment residents would not have access to the spaces in the townhouses, but I have presented it here because it appears to be allowed under the bylaw and it reduces the amount of underground parking required.

Questions for the scale drawing/pixel counting experts:

Dimensions for parking spaces and the aisles between them can be found in the Zoning Bylaw on the page 6-4. Given these dimensions, how many parking places can be put on each level of underground parking beneath those apartments? How many levels are required to create 118 spaces? The water table in parts of this neighbourhood is pretty high - I'm wondering how deep the developer has to dig to create that much underground parking. (The minimum height is 2.0 meters for parking spaces, ZB 6.1.5.4)

Bike Parking Requirements (138 spaces total)

- 115 Class I bike spaces (bike lockers, locked compounds, etc.) (ZB 6.4.3)
- 23 Class II bike spaces (bike racks) (ZB 6.4.3)
- The required number of Class I bike parking spaces may be reduced by 1 space for every \$500 the developer pays the City. (ZB 6.1.2.3)

A note on bike parking

In section 5.2 (pages 40-41) of the full-length traffic assessment (accessible from <<https://www.shapeyourcitypenticton.ca/955-timmins-street>>), the traffic consultant discusses the number of bike parking spaces in the proposed development in the context of the City's cycling infrastructure plan. (Note that the number of bike parking spaces mentioned in the traffic assessment are somewhat higher than shown above because there were more units in the plans when that report was done.)

The general tone of this discussion gives the impression that the developer is going out of their way to be environmentally responsible by providing these bike parking spaces. In fact, **the developer is simply providing the minimum number of bike parking spaces required by the City's zoning bylaw.**

Finally...parking and the west access

Highway 97 is a controlled access highway. Properties that have direct access to Hwy 97 have to follow certain Ministry of Transportation rules (ZB 6.1.1.8; MOTI). These rules include submitting a Transportation Design Report (done by a qualified P. Eng.) to the Ministry to show that the design of access and parking won't cause traffic to back up onto the highway (MOTI). That report will take time and money - is this why they aren't using the west access?