



Parking Standards Review



IBI GROUP
City of Burlington
Parking Standards review
September 25, 2017

COUNCIL MEETING

Introduction

- The intent of the study was to recommend updates to the existing off-street parking standards by applying best practices in parking standards development
- The recommendations are based on observations (parking surveys), peer best practices, current trends, and alignment with higher level strategic objectives
- The study also introduces new elements, such as electric vehicle parking, and introduces design guidelines that are reflective of best practices in parking standards development

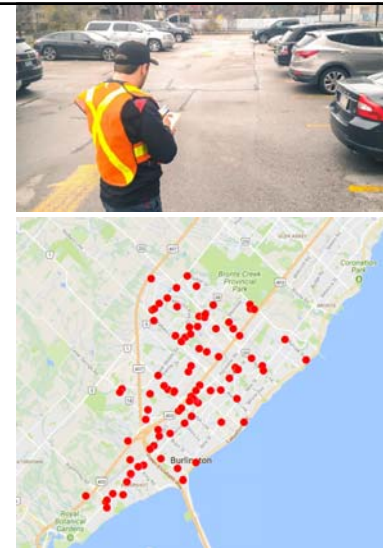
Developing Parking Rates

- Existing Standards - what is currently in effect and how is it functioning?
- Peer Review— How do Burlington's existing standards compare to its peers?
- Observed Parking Demand - what was observed during the parking surveys?



Data Collection – Primary Research (Surveys)

- 400 parking surveys at times of peak and typical parking demand periods
- 30 types of land uses
- 70 different survey sites



Data Collection – Secondary Research

- Completion of research into comparative parking rates for each land use based on other mid-sized municipalities in Ontario
- Review of emerging trends in mobility such as electric vehicles

Design Guidelines

- Based on best practices, field observations, and past experience developing design guidelines
- The intent of the parking design guidelines is to achieve the following:
 - Improve traffic flow and pedestrian safety in parking lots
 - Maintain maneuverability and driver comfort
 - Reduce the urban heat island effect
 - Improve aesthetics
 - Promote a standard of quality for bicycle parking

Parking Management

A best practices review of parking management strategies included the following factors:

- Residential on-street parking
- Overflow residential parking
- Private property parking enforcement

Proposed Parking Standards

- To align with general planning objectives, areas that are to be designated for intensification will require different (generally lower) parking standards compared to the rest of the city
- These intensification areas will also include parking maximums
- Recommended standards generally apply a rate based on Gross Floor Area (GFA) to maintain consistency

General Findings/Issues addressed in this study

- Several existing standards have parking minimum requirements that result in an oversupply of parking (too many spaces)
- Several locations that have demand for bicycle parking facilities do not have bicycle parking requirements in the existing bylaw
- A lack of visitor parking at apartments downtown
- The existing standards do not reflect current trends in mobility, such as the rise in electric vehicle use
- Changes to nine land uses are profiled in the next few slides

Apartments

- The existing standards do not require visitor parking downtown
- Introduce visitor parking requirements, and include designated parking for maintenance and service vehicles. This is based on comments from stakeholders and the public regarding the challenges of finding visitor parking
- Introduce parking maximums in intensification areas

Retirement Homes

- Introduced designated service vehicle parking

Multi-Unit Business Parks

- Different provisions depending on type of occupants (office space requires more parking)
- 2 spaces per 100m² required when there is less than 30% office space, and 3 spaces per 100m² when there is more than 30% office space.

Recreational Uses

- Introducing floor area (as opposed to person capacity) as the metric to maintain consistency with other uses and for ease of measurement
- Fitness centers to adopt independent standards due to different levels of demand based on floor area

Employment Uses

- Break out the industrial use into several categories to reflect variation in demand (such as storage locker facilities, warehouse and logistics)

Supermarkets

- Reduce the requirement for stand alone supermarkets as the rate is currently much higher than peers and observed occupancy is low

Restaurants and Patios

- Reduce standards for fast food restaurants based on peer review and survey results
- No additional parking requirement for seasonal outdoor patios. Patio season also coincides with times of year with higher rates of active transportation

Retail Commercial Use

- Slight reduction in parking for standalone retail stores and retail shopping centres, as informed by peer review and survey results
- A separate requirement for retail centres with a high concentration of restaurants to address higher demand

Places of Worship

- There are several different ways to measure parking requirements for places of worship
- The existing application of the standard based on gross floor area was not adequate for some types of places of worship
- The recommendation is to include two types of metrics and that the higher of the two values be applied. The two metrics are:
 - Gross Floor Area
 - Number of prayer spaces and/or seats

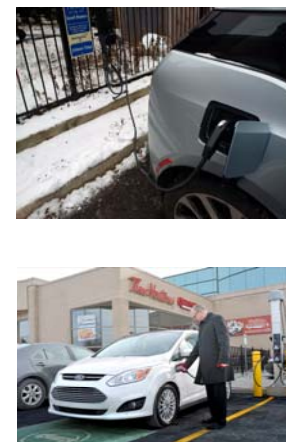
Bicycle Parking

- Introducing **long term bicycle parking** in addition to short term parking
- Requiring more land uses to include bicycle parking
- Increasing the amount of bicycle parking required



Electric Vehicle Parking

- Market share of electric vehicles is increasing and is expected to continue to increase
- A robust charging network is a barrier to public adoption
- Municipalities are implementing requirements on the supply of electric vehicle charging stations for new buildings
- These policies will make Burlington a leader in Ontario for this type of policy



Transportation Demand Management

- Allow for reduced parking supply where car share is provided (vehicle and dedicated parking space)
- Reduced parking when carpool parking is provided at places of employment
- Reduced parking at senior citizen dwellings when a private shuttle service is provided
- Reduced tenant parking at multi-residential developments when parking is sold separately from the unit

Questions & Discussion