



SUBJECT: 2017 city wide parking study
TO: Committee of the Whole
FROM: Planning and Building Department

Report Number: PB-65-17

Wards Affected: All

File Numbers: 502-02-67

Date to Committee: September 25, 2017

Date to Council: October 10, 2017

Recommendation:

Receive and file the “City of Burlington City-Wide Parking Standards Review Consolidated Report” prepared by IBI Group, dated July 2017; and

Direct the Director of Planning & Building and the Director of Transportation Services to solicit input from the general public and the development community on the proposed parking standards in the 2017 IBI Report; and

Direct the Director of Planning & Building to report back to Council in Q2 of 2018 with recommended parking rates and a Zoning By-law amendment to implement these recommended rates.

Purpose:

Strategic Plan:

A City that Grows

- *Intensification*

As the City grows up rather than out it is essential to ensure that the amount of required parking is calibrated to avoid the inefficient use of serviced land and support the transition to less reliance on the automobile.

A City that Moves

- *Increased Transportation Flows and Connectivity*

In addition to recommended parking rates, the Parking Standards Review sets out design guidelines to improve pedestrian circulation, lighting, landscaping and parking stall design.

A Healthy and Greener City

- *Healthy Lifestyles*

The City is moving toward design for complete streets, improved walkability and implementing active modes of transportation. The Parking Standards Review is intended to ‘right size’ the amount of parking provided for various uses.

Purpose of Report:

Report PB-65-17 presents the “City-Wide Parking Standards Review Consolidated Report” prepared by IBI Group (IBI Report) which contains recommended parking rates, design guidelines for parking areas, and parking management strategies. Further public consultation is to take place before an amending zoning by-law is brought to Council.

Background and Discussion:

Background:

Burlington’s off-street parking requirements are set out in Zoning By-Law 2020 and are used to govern the supply of parking for all types of land use. Over the past few years, the City has received requests for parking reduction in areas such as seniors housing, intensification areas, visitor parking, and mixed use developments. At the same time, the City has been experiencing parking shortfalls in areas such as medical office complexes, multi-unit industrial buildings, and places of worship.

A review of the current zoning regulations was undertaken to develop a context-sensitive framework for updated parking requirements based on existing and desired land use and transportation characteristics. The city’s current zoning regulations were adopted in 1999 and some of these regulations were unchanged from the previous Zoning By-law 4000-3 which dated back to the 1960s. This is the first time that a comprehensive review of parking rates has been commissioned by the City of Burlington. The recommendations of the study are based on field observations, comparison with peer municipalities and a review of best practices.

Purpose and Objectives of the Parking Review:

As the City “grows in place”, it must adopt an approach that considers land use, built form, and design standards, as well as proximity to transit and other active modes of travel. As established in the Transportation Plan, it is the goal of the City to move towards managing parking in a responsible manner that promotes sustainable forms of development and provides an emphasis on travel demand management.

The City-wide Parking Standards Review is intended to achieve the following objectives:

- create updated and accurate parking standards for the Comprehensive Zoning By-law review;
- ensure that an appropriate supply of parking is provided in order to strengthen the efficient use of land, promote sustainable forms of development and implement active forms of transportation;
- reduce requests for zoning variances by ensuring regulations address current land use and trends;
- consider accessibility standards, design criteria, and active transportation infrastructure, and
- develop an approach that considers the role of minimum and maximum parking standards in the management of parking.

Procurement Process:

Terms of Reference for a comprehensive parking review were presented to Council in September 2015. The RFP was issued that October and IBI Group was retained as the successful candidate in December 2015. A kick off meeting for the study was held in January 2016.

IBI Group has previously been involved in parking projects ranging from strategic studies to policy development. The firm has completed similar comprehensive parking studies in Vaughan, Markham and Toronto.

Strategy/process

Study Methodology:

The following methodology was used by IBI Group to complete the Study:

1. Background Research:
 - Review of background documents including historical zoning variances and existing planning policy and zoning.
 - Review of best practices and assessment of alternative and innovative approaches to development standards and parking management.
2. Data Collection:
 - Completion of parking surveys of various land uses including residential, commercial, employment, entertainment, recreational and institutional. These surveys were undertaken at times of peak and typical parking demand periods

(for instance office uses were surveyed mid-morning or mid-afternoon, while residential uses were surveyed in the evening).

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

3. Parking Design Guidelines

- Based on best practices, observations and past experience, design guidelines were developed for factors including:
 - Parking stall dimensions
 - Vehicular and pedestrian circulation
 - Underground parking design
 - Bicycle parking rates
 - Barrier free parking
 - Landscaping
 - Lighting
 - Permeable pavement

4. Parking Rates and Standards:

- Revised parking rates and standards were developed through consideration of a combination of factors:
 - Existing Standards - what is currently in effect and how is it functioning based on review of past zoning variances, public consultation and field observation?
 - Observed Parking Demand - what was observed during the parking surveys?
 - Review of Best Practices – How do Burlington’s existing standards compare when using comparable mid-sized municipalities and other published rates such as the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI) as a benchmark?
- Additional parking considerations were reviewed and recommendations were made for:
 - Bicycle parking
 - Accessible parking
 - Electric vehicle parking
 - Car share
 - Transportation Demand Management
 - Shared Parking

5. Parking Management

- A best practices review of parking management strategies was undertaken including the following factors:
 - Residential on-street parking
 - Overflow residential parking
 - Private property parking enforcement

General Findings of the IBI Report:

1. Intensification Areas:

The IBI Report recommends that different parking rates be applied to Intensification Areas. These rates are generally lower than the general parking minimums, and they also incorporate a maximum number of parking spaces for most land uses. It will be up to the city to determine when and where to apply these rates in places such as the mobility hubs, mixed use corridors and Uptown.

By establishing an upper limit to the amount of parking provided, the city can ensure that intensification areas are less automobile oriented. Maximum parking rates reduce the amount of space dedicated to parking and support pedestrian, cycling and transit oriented development. They also curb practices among some industries toward parking oversupply and help the city create well designed urban areas.

2. Parking Rates:

A summary of the recommended parking rates in the IBI Report is attached below as Table One. Generally the recommended parking rates have been slightly reduced, although in some cases they have been increased.

**Table One: Summary of Proposed Parking Rates
IBI Report July 2017**

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
Detached Dwelling	2 spaces/unit	2 spaces/unit	1 space/unit	2 spaces/unit
Semi-Detached, Duplex Dwelling	2 spaces/unit	2 spaces/unit	1 space/unit	2 spaces/unit
Triplex Dwelling	2 spaces/unit	1.33 spaces/unit	1 space/unit	1.33 spaces/unit

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
Street Townhouse, Street Triplex, Street Fourplex	2 spaces/unit	2 spaces/unit	1 space/unit	2 spaces/unit
Standard Townhouse, Fourplex, Cluster Homes	O: 2 spaces/unit, V: 0.5 spaces/unit	O: 2 spaces/unit V: 0.25 spaces/unit	O: 1 space/unit V: 0.2 spaces/unit	O: 2 spaces/unit V: 0.25 spaces/unit
Stacked Townhouse	O: 1.25 to 2 spaces/unit V: 0.35 spaces/unit	O: 2 spaces/unit V: 0.25 spaces/unit	O: 1 space/unit V: 0.2 spaces/unit	O: 1 spaces/unit V: 0.25 spaces/unit
Back-to-Back Townhouse	O: 1.25 to 2 spaces/unit V: 0.35 spaces/unit	O: 2.0 spaces/unit V: 0.25 spaces/unit	O: 1.0 space/unit V: 0.2 spaces/unit	O: 2.0 space/unit V: 0.25 spaces/unit
Accessory Dwelling Unit	N/A	1 space/unit	0	1 space/unit
Apartment Building	O: 1BR: 1.25 spaces/unit 2BR: 1.5 spaces/unit 3BR: 1.75 spaces/unit V: 0.35 spaces/unit	O: 1.5 spaces/unit V: 0.25 spaces/unit	O: 1.0 spaces/unit V: 0.25 spaces/unit	O:1BR: 1 space/unit 2BR: 1.25 spaces/unit 3BR: 1.5 spaces/unit V: 0.25 spaces/unit
Dwelling Units on the 2nd or 3rd floor storey of a commercial building	1.25 spaces/unit	1.5 space/unit	1.25 space/unit	1.25 spaces/unit

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
Retirement Home	0.85 spaces/ employee Occupant: 0.5 spaces/unit V: 0.25 spaces/unit	No Max	O/E: 0.5 spaces/unit V: 0.2 spaces/unit	O/E: 0.6 spaces/unit V: 0.25 spaces/unit
Long-Term Care Facility	0.85 spaces/emp + 0.25 spaces/bed	No max	0.35 spaces/bed	0.35 spaces/bed
Bank, Trust Company, Credit Union	6 spaces/100 m ² GFA	4.5 spaces/100 m ² GFA	3.5 spaces/100 m ² GFA	5 spaces/100 m ² GFA
Bowling Alley	4 spaces/alley	Group with Recreational Establishment		
Recreational Establishment	1 space/6 persons capacity	5.5 spaces /100 m ² GFA	2.5 spaces/100 m ² GFA	5.5 spaces/100 m ² GFA
Convention or Conference Centre, Banquet Hall	10 spaces/100 m ² GFA	7.5 spaces/100 m ² GFA	5.5 spaces/100 m ² GFA	10 spaces/100 m ² GFA
Entertainment Establishment	1 space/6 persons	10 spaces/100 m ² GFA	5 spaces/100 m ² GFA	10 spaces/100 m ² GFA
Fitness Centre	1 space/6 persons capacity	6 spaces/100 m	2.5 spaces/100 m	5.5 spaces/100 m

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
Movie Theatre	0.25 spaces/seat	Group with Entertainment Establishment		
Night Club, Dance Hall	0.275 spaces/person capacity	0.25 spaces/person capacity	0.15 spaces/person capacity	0.275 spaces/person capacity
Home-Based Business	None required	None required	None required	None required
Home Day Care	None required	None required	None required	None required
Hotel	1 space/room	No max	1.0 space/room	1.0 space/room
Industrial Uses	1 space/100 m ² GFA	No max	1 space/100 m ² GFA	1 space/100 m ² GFA
Warehouse and Logistics	1 space/100 m ² GFA	No max	1.0 spaces/100 m ² GFA	1.5 spaces/100 m ² GFA
Storage Locker	1.0 spaces/100 m ² GFA	No max	0.5 spaces/100 m ² GFA	0.5 spaces/100 m ² GFA
Office: Medical	6 spaces/100 m ² GFA	No max	4.0 spaces/100 m ² GFA	6.0 spaces/100 m ² GFA

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
Office: Other	3.5 spaces/100 m ² GFA	2.5 spaces/100 m ² GFA	2 spaces/100 m ² GFA	3 spaces/100 m ² GFA
Multi-use Business Park	3.5 spaces/100m ² office component 1 space/100m ² Other uses	> 30% space for office: 2.5 spaces/100 m ² GFA. <30% space for office: 2.0 spaces/100 m ² GFA	> 30% space for office: 2.0 spaces/100 m ² GFA <30% space for office: 1.0 spaces/100 m ² GFA	> 30% space for office: 3.0 spaces/100 m ² GFA. <30% space for office: 2.0 spaces/100 m ² GFA
Retail Store (Stand Alone)	4 spaces/100 m ² GFA	3 spaces/100 m ² GFA	1.5 spaces/100 m ² GFA	3.5 spaces/100 m ² GFA
Retail Centre (Shopping Centre)	5.25 spaces/100 m ² GFA	4.5 spaces/100 m ² GFA	3.5 spaces/100 m ² GFA	5 spaces/100 m ² GFA
Service Commercial Uses	4 spaces/100 m ² GFA	4 spaces/100 m ² GFA	4 spaces/100 m ² GFA	4 spaces/100 m ² GFA
Supermarket	10 spaces/100 m ² GFA	5.5 spaces/100 m ² GFA	4 spaces/100 m ² GFA	6 spaces/100 m ² GFA
Restaurant Fast Food	25 spaces/100 m ² GFA or 1 space/4 persons capacity, whichever is greater	10 spaces/100 m ² GFA	5 spaces/100 m ² GFA	10 spaces/100 m ² GFA

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
Standard Restaurant	25 spaces/100 m ² GFA	16 spaces/100 m ² GFA	12 spaces/100 m ² GFA	18.5 spaces/100 m ² GFA
Outdoor Patio	1 space per 4 person occupancy	0 spaces	0 spaces	0 spaces
Place of Worship	6 spaces/100 m ² GFA	0.2 spaces per seat or prayer space OR 7.5 spaces/100 m ² GFA Whichever is higher	0.15 spaces per seat or prayer space OR 5.0 spaces/100 m ² GFA Whichever is higher	0.2 spaces per seat or prayer space OR 6.0 spaces/100 m ² GFA Whichever is higher
Elementary School	1.5 spaces/classroom	No Max	1.5 spaces/classroom	1.5 spaces/classroom
Secondary School	4 spaces/classroom	No Max	3 spaces/classroom	3 spaces/classroom
Post-Secondary School	1 space/3 students, faculty and staff	5 spaces/classroom plus 1 space for 6 person capacity of auditoriums		
Business, Commercial, Trade Schools	1 space/3 students, faculty and staff	5.0 spaces/100 m ² GFA	0.5 spaces/100 m ² GFA	5.0 spaces/100 m ² GFA

A complete copy of the IBI Report is attached as Appendix A to this staff report.

Some of the more significant changes to the parking rates are discussed below:

- Apartments – While it is recommended that parking rates be slightly reduced, the IBI Report also recommends that in addition to the required resident and visitor parking, one additional space for maintenance vehicles be provided for every 75 apartment units. These spaces would only be used by building maintenance crews. The report also recommends that apartment units be sold separately from parking spaces (or ‘unbundled’) as this provides an incentive to residents who do not wish to own a car. Visitor parking spaces are to be maintained as a separate supply in Intensification Areas although they can be shared with other mixed uses on the site.
- Retirement Homes – Similar to apartment buildings, the IBI Report recommends that one additional space be provided for every 50 units in a retirement home and that these spaces be reserved as “service vehicle parking”. These spaces would be available to building maintenance crews and also for workers providing services such as housecleaning or health care.
- Multi-unit Business Parks – In some parts of the city, plaza style business parks contain a range of employment related uses. When these buildings are first constructed, parking is calculated at a rate of 1 space per 100m²; however the buildings may fill up with office or service uses requiring significantly more parking. The IBI Report recommends that the parking rates for multi unit business parks be adjusted to 2 spaces per 100m² when there is less than 30% office space, and 3 spaces per 100m² when there is more than 30% office space.
- Recreational Uses – Parking rates are currently calculated on a person capacity basis; however the IBI Report recommends moving to a lower rate based on floor area. The Report also recommends that a separate parking rate be imposed for Fitness Centres.
- Employment Uses – The existing industrial parking rate of 1 space per 100m² gross floor area is recommended to remain; however two sub categories of employment land use are to be created. Warehouse and Logistics operations are recommended to have a slightly higher parking rate of 1.5 spaces per 100m² and storage locker facilities are recommended for a lower parking rate of 0.5 spaces per 100m².
- Supermarket – The IBI Report found that parking requirements for supermarkets in Burlington are significantly higher than those of peer municipalities and compared to industry standards. The Report recommends a significant reduction from 10 spaces

per 100m² to 6 spaces per 100m² gross floor area of the supermarket.

- Restaurants & Patios – The IBI Report recommends a lower parking standard for standard and fast food restaurants based on the survey observations and comparisons with other municipalities. The Report also recommends that no additional parking be required for outdoor patios. The Report contends that patios are seasonal and therefore any extra parking goes unused for the majority of the year. In addition, patio season coincides with the times of year when people are more likely to walk and use other forms of active transportation.
- Retail Commercial Use – Based on survey observations and comparisons with other municipalities, the IBI Report recommends a slight reduction in required parking for stand alone retail stores and retail shopping centres. However, the report recommends that in cases where restaurants represent 30% or more of the GFA of a retail centre, the restaurant parking rate should be applied to the restaurant portion of the development.
- Places of Worship – IBI found considerable variation in parking requirements for places of worship across peer municipalities. The measurement on which parking demand can be based varies from total floor area, spaces per seat, spaces per building capacity or size of the worship area. Observations made of existing places of worship in Burlington found that the current zoning requirements do not meet the parking demands.

The IBI Report recommends that two different measures be adopted for places of worship – one parking measurement would be based on the number of seats or prayer spaces available in the worship area, and the other parking measurement would be based on the GFA of the building. The required parking would be the higher of the two measurements.

3. Other Recommendations:

- Active Transportation – The IBI Report recommends that all land uses be required to provide bicycle parking. It recommends that provisions be made for long term as well as short term bicycle parking in employment, residential and school uses, and that showers for cyclists be required for employment land uses in intensification areas. The design of bicycle parking should include requirements for spaces to be located with 10m of a building entrance.

The IBI Report recommends parking reductions for the provision of car share facilities. These car share spaces should be publicly accessible, and the developer should provide an agreement with a recognized provider for at least three years.

- **Electric Charging** – the IBI Report recommends that electrical vehicle charging stations be incorporated into the following land uses: hotels, multi-unit residential, employment and institutional, and that roughed in provisions on 10% of parking spaces be included in all other land uses.
- **Accessibility** – Burlington currently requires more accessible parking spaces in larger parking lots and fewer accessible spaces in smaller parking lots than the Province stipulates. The IBI Report recommends that Burlington’s accessible parking standards be amended to match the requirements outlined in the Accessibility for Ontarians with Disabilities Act Guidelines. In addition, accessible stalls should be the ones closest to the front entrance of a building or elevator, and should be located on a portion of an underground garage that has a flat floor.
- **Parking Lot Design** – The IBI Report recommends that Burlington retain existing required parking space widths and lengths, and that the City adopt the recommended aisle width of 6.0m from the current Site Plan Guidelines into zoning regulation. Underground parking spaces should retain the same dimensions as surface stalls, but require a 30cm increase in width where adjacent to obstructions.

The Report recommends the adoption of design guidelines for safe pedestrian circulation, with additional considerations for school site design. Best practice guidelines are also included for lighting and landscaping of parking lots.

Financial Matters:

The total study cost was \$78,000 plus HST. The study was financed from the funds allocated in the Capital Budget for the new Official Plan and Comprehensive Zoning by-law Review.

Connections:

Draft New Official Plan:

The draft new Official Plan sets out the Burlington's vision for Multimodal Transportation in Chapter 6 - "It is a city that provides real and attractive choices outside of the car." In an urbanizing city, the intent is not to ban the car, but rather to reprioritize people movement in a way that works better for all modes of movement, including driving. The draft new Official Plan policies speak to opportunities for the sharing of parking between compatible uses, and reducing the demand for parking spaces through Transportation Demand Management Plans.

Transportation Plan:

Burlington's new Transportation Plan (currently under development) is intended to map out a transportation future that will allow Burlington to grow in place by providing multiple travel options that are convenient and safe. The City is expected to grow by 6% between now and 2031. Burlington is approaching full build out, and this means that new growth will happen through intensification and infill. In recognition of current transportation conditions, and the deliberate decision to intensify, the City must implement supportive parking standards that make the most efficient use of land as we move toward a more sustainable transportation future.

Comprehensive Zoning By-law Review:

A full review of the City's zoning regulations will be proceeding once the new Official Plan is adopted by Council. This project will involve changes to address conformity with new Official Plan policies and mapping, but will also include changes to address current planning issues and trends including parking standards.

The City Wide Parking Standards Review will be the first step toward the completion of a comprehensive zoning review for the City of Burlington. The recommendations of this study will be used as the basis for updated parking regulations and design standards for existing and future development.

Public Engagement Matters:

Public Engagement To-Date:

Two committees were set up to administer the Parking Review. A Technical Advisory Committee (TAC) was formed to oversee the consulting team to ensure steady progress and to discuss any questions that might arise. A Stakeholder Advisory Committee

(SAC) consisting of other key City department staff, Halton Region, citizens' advisory committee representatives, and the development community was also established.

The Technical Advisory Committee consisted of staff from Planning, Zoning, Transportation Services and Transit. This Committee confirmed issues and focus areas, provided input at key junctures, prepared background data, reviewed draft findings and reviewed the draft and final report.

The Stakeholder Advisory Committee included representatives from: Parks & Recreation, RPM, Fire, Capital Works, BEDC, Halton Region Planning & Transportation, Sustainable Development Committee, Housing Development Liaison Committee, Downtown Parking Advisory Committee, Integrated Transportation Advisory Committee, Special Business Area Coordinator, and the Mobility Hubs Team. The SAC met three times during the study to provide initial thoughts and feedback on draft materials.

Consultation Meetings:

- Start up meeting – A start up meeting was held jointly with the Stakeholder and Technical Advisory Committees in January 2016. The study terms of reference were presented and the study process was finalized.
- Public meeting – A kick-off consultation session was held on March 30, 2016 at Burlington Art Gallery. The consultants provided an overview of the study process and preliminary background information and requested input on Burlington parking issues. A one hour session was held for real estate agents and developers and a second hour long session for the general public.
- Survey – In April 2016, an on-line survey was created to obtain public input about the provision of parking in Burlington, including the types of uses where it was felt too much or too little parking was provided. A total of 174 people completed the survey. A copy of the survey and a summary of the results are included in the IBI Report.
- Draft Rates – A draft set of parking rates was released for review in November 2016 and discussed with the Technical Advisory and Stakeholder Advisory Committees at a meeting in November 18, 2016.
- Draft Report – A revised set of draft parking rates was released in December 2016 along with a draft of the design guidelines and best practices review. A

copy of the draft report was forwarded to the members of the Technical and Stakeholder Advisory Committee and a discussion of the draft materials was held in February 2017. Committee members were invited to submit additional written comments on the draft report in March. All comments were passed on to the consultants. The final IBI Report was submitted in July 2017.

Future Public Engagement:

The new parking rates must balance the needs and concerns of a diverse set of stakeholders including City staff, developers, businesses, ratepayer groups and the general public. Further public engagement is required before the proposed parking rates from the IBI Report are implemented through a Zoning By-law amendment. This public engagement will be used to:

- Gain a further understanding of the issues that residents, business owners, developers, etc. face in regard to parking and parking standards; and
- Gather input from the business and development community, ratepayers, and other interest groups on proposed parking standards.

The following approach is proposed to obtain further input:

1. Newspaper ad in late September
2. Dedicated web page for parking study
3. Media release
4. Social media posts
5. City Talk article in fall issue
6. Open House
7. Agency request for comments
8. Consultation with HDLAC

Comments will be requested by the end of October 2017. Once this further input has been obtained, staff will review the recommended changes and if required, further parking counts and surveys may be undertaken for individual uses.

Staff will report back to Council by Q2 of 2018 with a summary of the input received, a recommended set of parking rates and an implementing Zoning By-law amendment.

Conclusion:

As the City of Burlington evolves from a greenfield community to a municipality approaching full build-out, it is essential that the remaining supply of serviced land is

used to maximum effect. While the provision of adequate parking is essential to the success of a development, it is important that this parking requirement is correctly gauged.

Traditional practice has been to establish a parking requirement for each land use that satisfies the maximum parking demands for a site. The use of these minimum parking requirements ensures that developments provide enough parking to satisfy peak demand for parking. However in some instances, this practice has resulted in providing an over-supply of “free” surface parking that has contributed to auto-oriented land use planning and increased auto dependency. Surplus surface parking can take up large areas of land surrounding retail, office and high density residential developments that could be put to more efficient use.

The City-wide Parking Review is the first step toward the completion of the comprehensive zoning review for the City of Burlington. The recommendations of this study will be used as the basis for updated parking regulations and design standards for development in Burlington which will result in a modern, ‘right-sized’ parking requirement.

Staff is recommending that Council receive the IBI Report and direct that a further public engagement process take place. Staff will report back to Council in Q2 2018 with a summary of public input and an implementing Zoning By-law for revised City-wide parking rates.

Respectfully submitted,

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Appendices:

- A: City of Burlington City-Wide Parking Standards Review Consolidated Report IBI Group July 2017

Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.