

**City of Burlington**

**City-wide Parking  
Standards Review**



# Introduction

- IBI Group was retained in December 2015 to complete the City-wide Parking Review
- 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 IBI Report was completed in July 2017
- The Report was received by Council in September 2017 and staff have been directed to solicit input and report back with recommended rates in the new year

# IBI Report Contents

- The recommendations in the IBI Report are based on observations (parking surveys), peer best practices, current trends, and alignment with higher level strategic objectives
- The study also introduces design guidelines that are reflective of best practices in parking standards development
- A copy of the IBI Report can be found on Burlington's web site:

[www.burlington.ca/parkingreview](http://www.burlington.ca/parkingreview)

# Parking Surveys

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



# Comparative Research

- Completion of research into comparative parking rates for each land use based on other mid-sized municipalities in Ontario



# Parking Standards for Intensification

- 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

# Low Density Residential

- No change for single, duplex, semi-detached, and street triplex requirements on a City-wide basis
- Reduction to a minimum of 1 space per unit in Intensification Areas
- Reduction in standard triplex parking from 2 spaces/unit to 1.33 spaces/ unit (one visitor space/ triplex) City wide
- Accessory units recommended to require one space per unit rather than the current one or two spaces
- No required parking for accessory units in Intensification Areas

# Medium Density Residential

- No change to street townhouse parking
- Reduction of 0.25 spaces/unit in visitor parking for standard townhouse
- Reduction in stacked townhouse parking to 1 space/unit
- Increase in back to back townhouse parking to 2 spaces per unit even with no assigned garage
- Reduction in visitor parking for back to back and stacked townhouses by 0.1 spaces/unit
- Further reductions for all types of townhouses in Intensification Areas

# Apartments

- Reduce occupant parking by 0.25 spaces per unit and visitor by 0.1 space per unit
- 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 maintenance & service vehicle parking



# Multi-Unit Business Parks

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

# Employment Uses

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

## Supermarket

- 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 parking requirements for standard and fast food restaurants based on peer review and survey results
- Further reductions recommended in Intensification Areas
- 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

# Active Transportation

- 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
- Parking reduction for provision of car share spaces and vehicles



# Electric Vehicle Parking

- A robust charging network is a barrier to public adoption
- Recommend car charging stations be incorporated into hotels, multi-unit residential, employment and institutional.
- Roughed in provisions on 10% of parking spaces in all other land uses



# 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
  - Enhance accessibility



## Next Steps

- New parking rates must balance needs and concerns of a diverse set of stakeholders
- Public engagement during Fall of 2017
- Staff may undertake additional parking surveys if warranted.
- Reporting back to Council in Q2 of 2018 with recommended rates and implementing Zoning for City-wide parking standards.
- Intensification area parking standards will be rolled into Mobility Hubs planning review.