



SUBJECT: Burlington City Wide Parking Study: Recommended Parking Rates

TO: Committee of the Whole

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-43-19

Wards Affected: All

File Numbers: 502-02-67

Date to Committee: May 13, 2019

Date to Council: May 27, 2019

Recommendation:

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

Table planning and building department report PB-43-19 regarding city-wide parking study; recommended parking rates; and

Refer debate and approval to the Committee of the Whole meeting to be held June 10, 2019; and

Direct the Director of City Building to report back to Council in Q3 of 2019 with Zoning By-law amendments to implement the recommended parking rates set out in Report PB-43-19.

Purpose:

Strategic Plan

A City that Grows

- *Promoting Economic Growth*

The City supports the development of employment land through timely planning, infrastructure investments and other incentives. The revised parking rates will reduce the need for zoning variances by updating outdated standards.

- *Intensification*

As the City grows 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 a multi-modal transportation system and reduced 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 provides the necessary data to ensure that the correct amount of parking is provided for various land uses.

Purpose of Report:

Report PB-43-19 presents the “City-Wide Parking Standards Review Consolidated Report” prepared by IBI Group (City Wide Parking Study) which contains recommended parking rates, design guidelines for parking areas, and parking management strategies.

PB-43-19 reports back on the community engagement undertaken as part of the parking review and recommends that Council direct staff to report back in Q2 of 2019 with Zoning By-law amendments to implement the recommended parking rates set out in the City-Wide Parking Standards Review. The implementing Zoning By-law amendments will be brought back to Committee at a future statutory public meeting under the Planning Act.

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 receiving complaints about parking shortfalls in areas such as medical office complexes, and places of worship. New tenants in multi-unit industrial

buildings are sometimes unable to locate in certain buildings with outdated parking requirements.

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.

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 within its urban boundary, it must adopt an approach to parking standards that considers land use, built form, and design standards, as well as proximity to transit and other active modes of travel. The City should 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 Zoning By-law;
- 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. 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.

Study Process:

The following methodology was used by IBI Group to develop the recommended revised parking rates for various land uses in Burlington:

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 over 400 parking surveys of 30 different 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 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

4. 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

Two committees were set up to administer the Parking Standards 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, Roads, Parks & Forestry (RPF), Fire, Capital Works, Burlington Economic Development Corporation (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.

The following consultation meetings were held during the study process:

- Start up meeting – A start up meeting was held jointly with the SAC and TAC 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 City Wide Parking Study.
- Draft Rates – A draft set of parking rates was released for review in November 2016 and discussed with the TAC and SAC 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 TAC and SAC 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 Report was submitted by IBI Group in July 2017. The Report was presented by the consulting team to Committee of the Whole on September 25, 2017 and the following recommendation was adopted on October 10, 2017:
 - *“Receive and File the “City of Burlington City-Wide Parking Standards Review Consolidated Report” prepared by IBI Group, dated July 2017;*
 - *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.”*

- Further public consultation was undertaken in 2018 as outlined in the Public Engagement section of this report. The final parking study recommendations were then held over during the election so that they could be presented to the newly elected Council in 2019.

Strategy/process

General Findings of the City-Wide Parking Standards Review:

1. Parking Rates:

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 Parking Standards Review 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 visitor parking spaces be maintained as a separate supply in Intensification Areas to ensure that these spaces are not diverted to the occupant supply.

- Retirement Homes – Similar to apartment buildings, the Parking Standards Review 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 Parking Standards Review 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 Parking Standards Review recommends moving to a lower rate based on floor area.

- 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 Parking Standards Review found that parking requirements for supermarkets in Burlington are significantly higher than those of peer municipalities and higher in comparison to industry standards. The Review recommends a significant reduction from 10 spaces per 100m² to 6 spaces per 100m² gross floor area of the supermarket.
- Restaurants & Patios – The Parking Standards Review recommends a lower parking standard for standard and fast food restaurants based on the survey observations and comparisons with other municipalities. The Review also recommends that no additional parking be required for outdoor patios. The Review 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 Parking Standards Review recommends a slight reduction in required parking for stand-alone retail stores and retail shopping centres.
- Places of Worship – The Review 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 Review 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.

2. Intensification Areas:

The Parking Review 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. The city can 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.

A summary of the recommended parking rates in the Parking Standards Review is attached below as Table One. Generally, the recommended parking rates have been slightly reduced, although in some cases they have been increased. Please note that the parking rates for Intensification Areas are not being brought forward for Council approval at this time. Further work on the Official Plan Review and Mobility Hubs is required before these rates are finalized.

Table One: Summary of Proposed Parking Rates

City Wide Parking Standards Review July 2017

(O = Occupant, V = Visitor, E = Employee, BR = Bedroom, GFA = Gross Floor Area)

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	2 spaces/unit	1.33 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	1 or 2 spaces /unit	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	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
of a commercial building				
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	1 space/6 persons	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
Establishment				
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 Facility	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
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

Land Use Type	Existing Parking Rate	Recommended Maximum Rate for Intensification Areas	Recommended Minimum Rate for Intensification Areas	Recommended Minimum Rate City Wide
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	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
	greater			
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,	1 space/3 students,	5.0 spaces/100 m ² GFA	0.5 spaces/100 m ² GFA	5.0 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
Commercial, Trade Schools	faculty and staff			

A complete copy of the Parking Standards Review is attached as Appendix 4 to this staff report.

3. Other Recommendations:

- Active Transportation – The Parking Standards Review 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 main building entrance.
- Car Share - The Parking Standards Review 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 Parking Standards Review 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 Parking Standards Review 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 Parking Standards Review 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.
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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.

Public Engagement Matters:

After the Council direction in October 2017, the following steps were taken to obtain public feedback on the City-Wide Parking Standards Review:

- The Final Report was posted on the project web page: www.burlington.ca/parkingreview along with a summary table of the proposed parking rates. Feedback was solicited to a dedicated email address.
- A newspaper ad was placed in the Burlington Post on September 28, 2017 asking people to share their feedback on the City's proposed new parking standards.
- Media releases and Burlington Social Media posts were prepared. Articles ran in the Burlington Post and Hamilton Spectator in October 2017 directing the public to the web page.
- An article was placed in the on-line City Talk issue in October 2017.
- An item was placed in the Burlington Economic Development Newsletter in December 2018 asking people to have their say.
- Presentations about the proposed parking rates were made to the following groups:
 - Burlington Housing Development Liaison Committee in October 2017
 - Burlington Downtown Business Association in November 2017
 - Burlington Accessibility Advisory Committee in January 2018
 - Burlington Seniors Advisory Committee in May 2018

A total of 13 submissions about the Parking Standards Review were received. Any comments which raised questions about on-street parking issues rather than zoning regulations were referred to the Parking Services section for follow-up. The submissions are attached to this report as Appendix 3.

Table Two below summarizes the comments received in each submission and provides a staff response.

Table Two – Comments & Staff Response:

Submission & Date	Comment	Staff Response
<p>S. Cooney ADI Development Group November 28, 16 (Note: comments based on review of the draft report)</p>	<p>Agree with reduced parking, but recommended rates are still high. Changes should take trends in auto ownership, demographics and income levels into account.</p> <p>What methodology was used to collect the survey data?</p> <p>Why were there no surveys for low density residential uses?</p> <p>How is the City factoring in future changes to transit, modal split and travel demand management?</p> <p>Recommended rates are often higher than the spot survey results. Why are existing rates and comparison municipality rates given so much weight?</p> <p>Parking rates should be reviewed every two years.</p>	<p>The parking rates recommended by IBI Group are reflective of current development forms and transportation conditions and are intended to “right-size” Burlington’s parking requirements.</p> <p>A spot survey approach was used to determine parking supply and peak parking occupancy at 77 sites across Burlington.</p> <p>No changes are recommended for low density housing forms. Existing parking requirements have not been questioned, and single detached units will be less frequently constructed in future.</p> <p>Future changes to modal split, transit and Travel Demand Management will be addressed in subsequent parking reviews.</p> <p>The proposed parking standards were determined through a combination of survey and peer review techniques.</p>
<p>D. Benton Sept. 28, 17 Dec. 4, 17</p>	<p>The market should decide parking rates. Why does Burlington interfere in business decisions?</p> <p>Increase accessible space requirements rather than reduce them.</p>	<p>Perhaps over time Burlington may move toward a market-based parking system. However, given today’s modal split and rate of growth, minimum standards are required to ensure that all buildings provide a fair share of parking. This ensures that adjacent streets and private parking lots are not forced to deal with the shortfall.</p>

Submission & Date	Comment	Staff Response
		Accessible parking space requirements and dimensions will be reviewed separately in conjunction with the Burlington Accessibility Advisory Committee. No changes are proposed at this time.
J. Andreal Oct. 17, 17	Residential owners should be required to park in their driveways instead of the road.	On-street parking is not the subject of this review. No changes are proposed.
N. Papapetrou Smart Reit Oct. 18, 17	Where will the Intensification Areas rates apply? Will site specific parking rates continue to apply? What will roughed in provisions for electric vehicle charging stations look like?	Intensification areas may include lands within the Mobility Hubs, Downtown, Uptown, or Urban Corridor designations. Implementation of specific parking rates for Intensification Areas will be postponed until zoning to implement Area Specific Plans for the Mobility Hubs is prepared. Site specific parking rates identified through zoning exception numbers will continue to apply on properties where the exception numbers are in effect. As of January 2018, the Ontario Building Code requires that for non-residential buildings with interior parking, 20% of spaces shall be provided with EV charging equipment and 80% shall be designed to allow for future installation of EV charging. For ground-oriented residences, there must be 200 amp service, a conduit and a trade sized electrical outlet box in place. These changes do not yet apply to apartment buildings.
M. Letang Nov. 1, 2017	On-street parking should be permitted without time restrictions.	On-street parking is not the subject of this review. No changes are proposed.
M. Fox Nov. 20, 17	Do not reduce parking requirements as there are more cars on the road than ever.	The proposed changes are intended to adjust parking rates dating from the 1960s to reflect current conditions and best practices.

Submission & Date	Comment	Staff Response
<p>C. Ariens Nov. 22, 17</p>	<p>Eliminate parking requirements and let the market determine need.</p> <p>Why are there different standards for stacked townhouses than other forms of townhouse?</p> <p>Do not require more parking based on more bedrooms as this is a disincentive to family units.</p> <p>The rates for supermarket should be reduced even further.</p> <p>Restaurant rates should be reduced further.</p> <p>Consider using extent of parking and paved areas to determine stormwater runoff charges.</p> <p>Unbundle parking spaces from units in residential condominium buildings.</p>	<p>Perhaps over time Burlington may move toward a market based parking system. However, given today's modal split and rate of growth, minimum standards are required to ensure that all buildings provide a fair share of parking. This ensures that adjacent streets and private parking lots are not forced to deal with the shortfall.</p> <p>Stacked townhouses are a more intense form of mid-rise housing with smaller units on multiple floors. This form of housing is more similar to a mid-rise apartment than a townhouse.</p> <p>Larger units with a greater number of bedrooms are more likely to be purchased by households with a greater rate of car ownership.</p> <p>The supermarket parking rate is proposed to be reduced by 40%, which is a significant change.</p> <p>The parking rates recommended by IBI Group are reflective of current development forms and transportation conditions and are intended to "right-size" Burlington's parking requirements.</p> <p>Stormwater runoff charges are not the subject of this review.</p> <p>One of the suggested Travel Demand Management measures in the Report is to allow for a 5% reduction in required parking if parking spaces are sold separately from apartment units. Transportation Services will consider this measure on a site by site basis according to surrounding context and demand.</p>
<p>M. Bales Carriage Gate Homes</p>	<p>The proposed rates will have significant and harmful consequences in the Urban Growth Centre and result in an</p>	<p>Implementation of specific parking rates for Intensification Areas will be postponed until zoning to implement Area Specific Plans for the Mobility Hubs is prepared.</p>

Submission & Date	Comment	Staff Response
Dec. 19, 17	<p>oversupply of parking.</p> <p>The proposed requirement for apartments to have dedicated visitor parking space in the downtown is onerous and unrealistic.</p> <p>Opposed to cash in lieu of parking.</p> <p>Do not support requirement for roughed in vehicle charging stations.</p> <p>Car share should not be mandatory as it is not available in Burlington.</p> <p>LEED compliant buildings have reduced parking rates, this contradicts the proposed increased rates for downtown.</p> <p>Objects to unbundling parking spaces from condominium units as this would reduce economic viability of projects.</p> <p>Parking space dimensions should be reduced because vehicle sizes are decreasing.</p>	<p>Some downtown lots are approaching capacity and provision of dedicated visitor parking will help retain these spaces for commercial customers rather than residential visitors.</p> <p>There is no recommendation for cash in lieu of parking.</p> <p>The requirement for electric vehicle charging stations will be implemented through the Ontario Building Code.</p> <p>There is no recommendation for mandatory care share.</p> <p>Downtown parking rates are not proposed to increase. Dedicated visitor parking and loading spaces are being recommended.</p> <p>One of the suggested TDM measures is to allow for a 5% reduction in required parking if parking spaces are sold separately from apartment units. This measure would be considered on a site specific basis.</p> <p>Average vehicle sizes have actually increased over the past twenty years. There is no recommendation to reduce parking space dimensions.</p>
J. Gaetan Dec. 28, 17 Dec. 30, 17	<p>Studies of parking demand are not accurate because only the owner of a condominium space can use that space.</p> <p>Accessible parking spaces should not be attached to a specific residential unit.</p> <p>Visitor parking surveys should include evenings and weekends.</p> <p>The City should calculate the economic impact of reduced visitor parking and impose a</p>	<p>Spot surveys were carried out during the peak occupancy times to measure parking demand. If condominium parking is insufficient there will be overflow into visitor parking spaces and adjacent lots.</p> <p>It is the responsibility of condominium boards to ensure that accessible spaces are allocated to those who require them. If accessible spaces are sold, it should be on the understanding that they will be switched for another space if the accessible space is required.</p> <p>Spot surveys were carried out at times of</p>

Submission & Date	Comment	Staff Response
	<p>parking levy on the development.</p> <p>Party rooms, guest suites and visitor lounges trigger increased use of visitor parking areas.</p> <p>Car share has a minimal impact on parking use.</p> <p>Before making decisions on downtown parking, wait for more complete measurement results from parking pucks in downtown lots.</p>	<p>peak occupancy. This included evenings and weekends for apartment buildings.</p> <p>Party rooms and guest suites are for the use of building occupants. These guests would use the allocated visitor parking.</p> <p>The report recommends that Burlington work toward improving alternative transportation options to reduce car ownership.</p> <p>Data from parking pucks will be used to inform the discussion of proposed downtown parking rates when reviewed by the Mobility Hubs Team.</p>
<p>J. Schofield Jan. 3, 18</p>	<p>The review should have taken a more aggressive approach to reducing parking minimums. Why not eliminate minimum parking rates altogether?</p> <p>Why are rates for triplex units higher than rates for townhouses in intensification areas?</p> <p>All townhouse forms should have the same base rate of 1 space per unit.</p> <p>Why do proposed parking rates not correlate to observed parking rates?</p> <p>Why is the visitor parking rate for apartments higher in intensification areas than for the rest of the city?</p>	<p>Perhaps over time Burlington may move toward a market based parking system. However, given today's modal split and rate of growth, minimum standards are required to ensure that all buildings provide a fair share of parking. This ensures that adjacent streets and private parking lots are not forced to deal with the shortfall.</p> <p>There are two types of triplex – a standard triplex which will provide one visitor parking space for each three units, and a street triplex which has no shared property and will rely upon on-street visitor parking.</p> <p>Different forms of townhouse have different parking demands due to their level of intensity. The proposed parking rates are based upon a combination of parking survey observations, peer review and policy best practice.</p> <p>There is a typo in Table 6.17 of the Report. The first bullet on page 52 indicates the recommended visitor parking rate of 0.25 spaces per unit for the rest of the city.</p>
<p>Burlington</p>	<p>Do not support any reduction</p>	<p>Accessible parking space requirements</p>

Submission & Date	Comment	Staff Response
<p>Accessibility Advisory Committee Jan. 22, 18</p>	<p>in the number of accessible parking spaces, or in the size of accessible parking spaces.</p> <p>Do not support reduction in size of access aisles between accessible parking spaces.</p> <p>Do not support reduction of accessible parking at senior's homes or medical facilities.</p> <p>Visitor parking rates at retirement homes were observed after 8pm when most visitors have gone home.</p> <p>Do not compare Burlington and Toronto as our transit system is very different.</p> <p>Provincially mandated requirements for accessible parking should be met and exceeded.</p> <p>Signage for accessible parking spaces should identify the By-law, amount of fine and a number to call and report infractions.</p> <p>Current Ontario Building Code requires 15% of units to be barrier free. There should be a similar number of accessible parking spaces to correspond to this.</p>	<p>and dimensions will be reviewed separately in conjunction with the Burlington Accessibility Advisory Committee.</p> <p>No changes to accessible parking rates and dimensions are proposed at this time.</p> <p>There are no recommended changes to the visitor parking rates for retirement homes. Spot surveys were held in the evening to review occupant parking rates.</p> <p>Peer review municipalities were: Markham, Vaughan, Guelph, Oakville, Kitchener, Hamilton and Mississauga.</p> <p>The current zoning regulations require more accessible parking spaces than the AODA in larger parking lots, and fewer accessible parking spaces than the AODA in the smaller parking lots. Further consultation is required to resolve this issue.</p> <p>The signage suggestion has been referred to Parking Services staff.</p> <p>Accessible parking space rates are established by the Province of Ontario through Regulation 191/11. There is no requirement to provide an accessible parking space for each barrier free housing unit.</p>
<p>Hamilton-Halton Home Builders' Association June 1, 18</p>	<p>Do not support a larger stall width within a parking structure. There is no justification provided.</p> <p>Stall length for parallel parking is too large when compared to standards elsewhere.</p> <p>Smaller stall sizes for compact</p>	<p>The IBI Report states that Burlington's parking space dimensions are within the typical range of other jurisdictions and recommends that they be retained.</p> <p>The additional space for obstructions within a parking structure and the 6m drive aisle widths are from the City's Site Plan Application Guidelines.</p>

Submission & Date	Comment	Staff Response
	<p>cars should be considered.</p> <p>Support setting a drive aisle width standard but there should be a more detailed study of angled parking, one-way vs two-way traffic etc. before determining this width.</p> <p>Agree with adopting AODA standards for accessible parking, but minimum stall length should be established.</p> <p>A proper public transit system is required to support intensification and multi-modal transportation.</p> <p>New parking rates are encouraging, but more can be done to reduce requirements in areas with alternative modes of transportation. Site specific reductions should be considered where warranted.</p>	<p>Staff will be undertaking further review of the design standards for parking spaces in conjunction with the Burlington Urban Design Panel before bringing forward any recommended changes.</p> <p>Accessible parking space requirements and dimensions will be reviewed separately in conjunction with the Burlington Accessibility Advisory Committee.</p> <p>Agree that reliable and frequent transit service is essential to the achievement of a better modal split.</p> <p>This Comprehensive City-Wide Parking Standards Review has been undertaken to create an understanding of existing parking demands and update parking rates accordingly. The new Zoning regulations will better reflect today's realities.</p>
<p>Burlington Seniors Advisory Committee June 28, 2018</p>	<p>Request safe and reliable public transportation system for seniors to decrease need for family auto use and parking within the City</p> <p>How and when will the City specifically work toward less auto dependency.</p> <p>The City must support the standards in AODA Guidelines for the number and location of accessible parking spaces.</p>	<p>Investment in public transit and steps toward reducing auto dependency will be addressed through transportation planning and budget discussions in coming years.</p> <p>Accessible parking space requirements and dimensions will be reviewed separately in conjunction with the Burlington Accessibility Advisory Committee.</p>

Recommended Zoning:

Based on the feedback received, staff is recommending the following next steps:

- That the revised parking rates for Intensification Areas be reviewed during preparation of site specific zoning for the MobilityHubs.
- That staff continue to meet with the Accessibility Advisory Committee to discuss appropriate ratios for accessible parking in Burlington.
- That staff work with the Burlington Urban Design Advisory Panel as well as staff from the Urban Design Section to review and implement revised parking design standards.
- That the City-wide parking rates recommended by the IBI Study be incorporated into Zoning By-law 2020.

The parking rates recommended by IBI Group have been based on a comprehensive and systematic evaluation of our existing parking standards, coupled with ground truthing through over 400 surveys of parking usage across Burlington, and a comparison of parking rates in peer municipalities. Staff are confident that these rates reflect the transportation and land use realities facing us today and will assist in right sizing our parking requirements for the coming modal shift.

The recommended rates for Residential and Non-residential land use are listed in Tables Three and Four below.

Table Three: Recommended Residential Parking Rates

Land Use	Existing Parking Rate	Recommended Rate
Detached Dwelling	2 spaces/unit	No change
Semi-Detached, Duplex Dwelling	2 spaces/unit	No change
Triplex Dwelling	2 spaces/unit	1.33 spaces/unit
Street Triplex, Street Fourplex, Street Townhouse	2 spaces/unit	No change
Townhouse, Fourplex, Cluster Homes	O: 2 spaces/unit, V: 0.5 spaces/unit	O: No change V: 0.25 spaces/unit
Stacked Townhouse	O: 1.25 to 2 spaces/unit	O: 1 space/unit

Land Use	Existing Parking Rate	Recommended Rate
	V: 0.35 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 space/unit V: 0.25 spaces/unit
Accessory Dwelling Unit	1 or 2 spaces/unit	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:1BR: 1 space/unit 2BR: 1.25 spaces/unit 3BR: 1.5 spaces/unit V: 0.25 spaces/unit
Retirement Home	0.85 spaces/ employee Occupant: 0.5 spaces/unit V: 0.25 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	0.35 spaces/bed

The recommended parking rates for residential uses have been incorporated into Zoning By-law 2020.XXX attached as Appendix 1 to this report.

Table Four: Recommended Non-Residential Parking Rates:

Land Use	Existing Parking Rate	Recommended Rate
Bank, Trust Company, Credit Union	6 spaces/100 m ² GFA	5 spaces/100 m ² GFA
Bowling Alley	4 spaces/alley	Remove category
Recreational Establishment	1 space/6 persons capacity	5.5 spaces/100 m ² GFA
Convention or Conference Centre/Banquet Hall	10 spaces per 100m ² GFA	No change

Land Use	Existing Parking Rate	Recommended Rate
Entertainment Establishment	1 space/6 persons	10 spaces/100 m ² GFA
Movie Theatre	0.25 spaces/seat	Remove category
Night Club/Dance Hall	0.275 spaces/person capacity	No change
Home-Based Business/ Home Day Care	None required	No change
Hotel	1 space/room	No change
Industrial Uses	1 space/100 m ² GFA	No change
Warehouse and Logistics	1 space/100 m ² GFA	1.5 spaces/100 m ² GFA
Storage Locker Facility	1.0 spaces/100 m ² GFA	0.5 spaces/100 m ² GFA
Office: Medical	6 spaces/100 m ² GFA	No change
Office: Other	3.5 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	More than 30% space for office: 3.0 spaces/100 m ² GFA. Less than 30% space for office: 2.0 spaces/100 m ² GFA
Retail Store (Stand Alone)	4 spaces/100 m ² GFA	3.5 spaces/100 m ² GFA
Retail Centre (Shopping Centre)	5.25 spaces/100 m ² GFA	5 spaces/100 m ² GFA
Service Commercial Use	4 spaces/100 m ² GFA	No change
Supermarket	10 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
Standard Restaurant	25 spaces/100 m ² GFA	18.5 spaces/100 m ² GFA

Land Use	Existing Parking Rate	Recommended Rate
Outdoor Patio	1 space per 4 person occupancy	0 spaces
Place of Worship	6 spaces/100 m ² GFA	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 change
Secondary School	4 spaces/classroom	3 spaces/classroom
Post-Secondary School	1 space/3 students, faculty and staff	5 spaces/classroom plus 1 space per 6 person capacity in auditoriums
Business, Commercial, Trade Schools	1 space/3 students, faculty and staff	5.0 spaces/100 m ² GFA

The recommended parking rates for non-residential uses have been incorporated into Zoning By-law 2020.YYY attached as Appendix 2 to this report.

Connections:

Integrated Mobility Plan:

Burlington’s Integrated Mobility 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 need to concentrate redevelopment in key intensification areas, 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 must be completed within three years of when the new Official Plan is approved by Halton Region. 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.

Conclusion:

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.

It is recommended that Council direct staff to hold a statutory public meeting in Q2 2019 to consider the zoning by-law for residential parking rates attached as Appendix 1, and the zoning by-law for non-residential parking rates attached as Appendix 2.

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.

Respectfully submitted,

Rosalind Minaji MCIP, RPP
Coordinator of Development Review
X7809

Silvina Kade MCIP, RPP
Coordinator of Zoning
x7871

Kaylan Edgcumbe
Manager of Transportation Planning and Parking
x7800

Appendices:

1. Zoning By-law 2020.XXX
2. Zoning By-law 2020.YYY
3. Public Comments

4. City-Wide Parking Standards Review 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.

APPENDIX 1

BY-LAW NUMBER 2020.XXX AND EXPLANATORY NOTE

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 2020.XXX

A By-law to amend By-law 2020, as amended for Residential Parking Rates

File No.: 520-02-67

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

*WHEREAS the Council of the Corporation of the City of Burlington approved the Recommendation in report PB-**-19 on _____2019 , to amend the City's existing Zoning By-law 2020, as amended, to update city-wide residential parking rates;*

THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:

1. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Remove references to "Triplex Dwelling" from the second row of Table 1.2.6, and the reference to "Street Triplex Dwelling" from the third row of Table 1.2.6.

Add the following parking regulations for "Triplex" and "Street Triplex Dwelling"

"Triplex Dwelling	1 occupant space per unit
	0.33 visitor spaces per unit

Street Triplex Dwelling	2 spaces per unit
-------------------------	-------------------

A Triplex Dwelling on a parcel of tied land fronting onto a common element condominium road: 1.5

spaces per unit where 1 space shall be located on the parcel of tied land and 0.5 space per unit for visitor parking shall be located within the common element condominium block which contains the condominium roadway.”

2. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the visitor parking rate for “Townhouse, Fourplex and Cluster Homes” to 0.25 spaces per unit.

3. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Separate the categories for “Stacked Townhouse Dwellings” and “Back to Back Townhouse Dwellings” and change the parking rates as follows:

“Stacked Townhouse Dwellings	1 occupant space per unit
	0.25 visitor spaces per unit
Back to Back Townhouse Dwellings	2 occupant spaces per unit
	0.25 visitor spaces per unit”

4. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Apartment Building” as follows:

“Apartment Building	1 occupant space per one-bedroom unit
	1.25 occupant spaces per two-bedroom unit
	1.5 occupant spaces per three or more bedroom unit
	0.25 visitor spaces per unit

1 additional space per 75 units for the use of
maintenance vehicles servicing the site

5. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Long Term Care Facility” to 0.35 spaces per bed

6. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Retirement Home” to:

Occupant/Employee: 0.6 spaces per unit

Visitor: 0.25 spaces per unit

1 additional space per 50 units for the use of maintenance vehicles
servicing the site

7. *PART 2 of By-law 2020, as amended, Residential Zones, Section 3, Table 2.3.1 Footnote (a) is amended as follows:*

Delete the section of the footnote entitled “Parking” including Table 2.3.1.1 and replace with the following:

“Parking: one space per accessory unit; tandem parking for the one additional space to serve the principle dwelling unit and the space to serve the accessory dwelling unit is not permitted.

Parking for the principle dwelling and the accessory dwelling unit shall not be permitted in that portion of the rear yard defined as the area between the

extension of the two lines projected backward from the two side walls of the dwelling.”

- 8 a) When no notice of appeal is filed pursuant to the provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed

- 8 b) If one or more appeals are filed pursuant to the provisions of the *Planning Act*, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Municipal Board this By-law shall be deemed to have come into force on the day it was passed.

ENACTED AND PASSED thisday of 2019.

_____MAYOR

_____CITY CLERK

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.XXX

By-law 2020.XXX updates the parking rates for residential land uses.

For further information regarding By-law 2020.XXX, please contact Rosalind Minaji of the Burlington City Building Department at (905) 335-7600, extension 7809.

APPENDIX 2

BY-LAW NUMBER 2020.YYY AND EXPLANATORY NOTE

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 2020.YYY

A By-law to amend By-law 2020, as amended for Non-Residential Parking Rates

File No.: 520-02-67

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

*WHEREAS the Council of the Corporation of the City of Burlington approved the Recommendation in report PB-**-19 on _____ 2019, to amend the City's existing Zoning By-law 2020, as amended, to update city-wide non-residential parking rates;*

***THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY
ENACTS AS FOLLOWS:***

1. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for "Bank, Trust Company, Credit Union" to 5 spaces per 100m² of gross floor area

2. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Delete the categories and parking rates for "Bowling Alley" and "Movie Theatre"

3. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Entertainment Establishment” to 10 spaces per 100m² of gross floor area.

4. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Recreational Establishment” to 5.5 spaces per 100m² of gross floor area.

5. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Add the category of “Warehouse and Logistics” with a parking rate of 1.5 spaces per 100m² of gross floor area.

6. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Add the category of “Storage Locker Facility” with a parking rate of 0.5 spaces per 100m² of gross floor area.

7. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Office” to 3 spaces per 100m² of gross floor area.

8. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Add the category of “Multi-Use Business Park” with a parking rate as follows:

“Multi-Use Business Park 3 spaces per 100m² of gross floor area where more than 30% of the building is used for office space,

or

2.0 spaces per 100m² of gross floor area where less than 30% of the building is used for office space”

9. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Retail Store” to 3.5 spaces per 100m² of gross floor area.

10. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Retail Centre” to 5 spaces per 100m² of gross floor area.

11. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Supermarket” to 6 spaces per 100m² of gross floor area.

12. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Restaurant: Fast Food Restaurant” to 10 spaces per 100m² of gross floor area.

13. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Restaurant: Standard Restaurant” to 18.5 spaces per 100m² of gross floor area.

14. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “Outdoor Patio” to “None Required”

15. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Separate the categories for “Place of Assembly” and “Place of Worship” and retain the parking rate for “Place of Assembly” at 6 spaces per 100m² of gross floor area.

Amend the parking rate for “Place of Worship” as follows:

“Place of Worship	0.2 spaces per seat or prayer space
	OR
	6 spaces per 100m ² of gross floor area
	whichever is higher”

16. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “School: Secondary” to 3 spaces per classroom

17. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “School: Post-Secondary” to 5 spaces per classroom plus 1 space per 6 person capacity of auditoriums.

18. PART 1 of By-law 2020, as amended, General Conditions and Provisions, Section 2.25, Table 1.2.6 Off-Street Parking Standards is amended as follows:

Change the parking rate for “School: Business, Commercial, Trade” to 5 spaces per 100m² of gross floor area

19. PART 3 of By-law 2020, as amended, Employment Zones, Section 2 Permitted Uses, Table 3.2.1 is amended as follows:

Replace the use “Storage and Warehousing” with the use “Warehouse and Logistics”

Add the use “Storage Locker Facility” and permit this use in BC1, BC2, GE1 and GE2 zones

20. PART 16 of By-law 2020, as amended, Definitions, is amended as follows:

Add the following definition for “Warehouse and Logistics”

“Warehouse and Logistics: premises used for keeping or storing goods or commodities, to which the general public does not have access, and which may also be used for the distribution of the goods or commodities.”

21. PART 16 of By-law 2020, as amended, Definitions, is amended as follows:

Add the following definition for “Storage Locker Facility”

“Storage Locker Facility: premises where individual enclosed areas are made available to the public for keeping or storing goods or commodities.”

22. PART 16 of By-law 2020, as amended, Definitions, is amended as follows:

Add the following definition for “Multi-Use Business Park”

“Multi-Use Business Park: A combination of four or more industrial or office uses with individual exterior entrances, in one or more buildings, on more or more parcels of land, designed as an integrated, planned development having common off-street parking and driveways.”

23. When no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed

24. If one or more appeals are filed pursuant to the provisions of the Planning Act, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Municipal Board this By-law shall be deemed to have come into force on the day it was passed.

ENACTED AND PASSED thisday of 2019.

_____MAYOR

_____CITY CLERK

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.YYY

By-law 2020.YYY updates the parking rates for residential land uses.

For further information regarding By-law 2020.YYY, please contact Rosalind Minaji of the Burlington City Building Department at (905) 335-7600, extension 7809.