

Parking Standards Review



IBI GROUP
City of Burlington
Parking Standards Review
May 13, 2019

COMMITTEE OF THE WHOLE MEETING

Biography

- Peter Richards, Associate Director, Practice Lead of Transportation Engineering at IBI Group
- Professional Engineer with 15 years of experience
- Expert Witness at Ontario Municipal Board for parking and traffic engineering
- Chair of Parking Committee for the Institute of Transportation Engineers (ITE)
 - ITE is an international membership association of transportation professionals, founded in 1930, and has 15,000 members in 90 countries
- On the Review Panel for the ITE publication Parking Generation Manual, 5th Edition, released in January 2019

Introduction

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

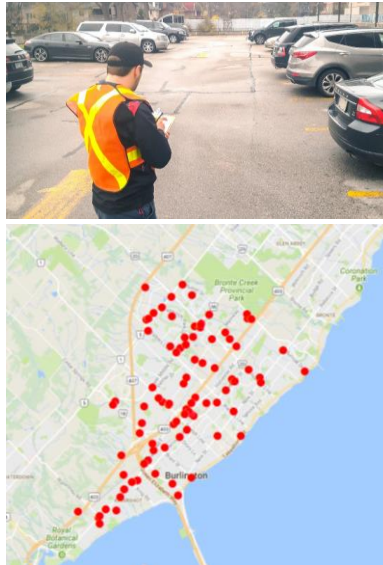
Developing Parking Rates

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



Data Collection – Primary Research (Surveys)

- **400** parking surveys at times of peak and typical parking demand periods
- **30** types of land uses
- **70** different survey sites
- Completed in Burlington, reflective of existing usage and demand patterns in the city



Data Collection – Secondary Research

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

Proposed Parking Standards

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

General Findings/Issues addressed in this study

- Several existing standards have parking minimum requirements that result in an oversupply of parking (too many spaces)
- A lack of visitor parking at apartments downtown, including spaces for maintenance or service vehicles. These issues have all been addressed through the study's recommendations
- Approximately 80% of the parking rates have stayed the same. Some of the significant changes include:
 - Large reductions in rates for retail centres, supermarkets, banks, restaurants and fast food restaurants
 - Modest reductions in residential visitor parking rates

General Findings/Issues addressed in this study

- Several locations that have demand for bicycle parking facilities do not have bicycle parking requirements in the existing bylaw
- The existing standards do not reflect current trends in mobility, such as the rise in electric vehicle use
- Changes to select land uses are profiled in the following slides

Issues with an Oversupply of Parking

- Larger area required for parking / result in dead zones of empty, underutilized space
- An abundance of parking does not promote modal shift
- Parking is seasonal and can vary monthly based on land uses
- Cost to environment
 - Reduced public or green spaces
 - Urban heat island effect
 - Parked cars can leak toxins

Low Density Residential

- No change for single, duplex, semi-detached, and street triplex requirements on a City-wide basis
- Reduction to a minimum of 1.0 space per unit in Intensification Areas
- Reduction in standard triplex parking from 2 spaces per unit to 1.33 spaces per unit (1.0 visitor spaces / triplex) City-wide
- Accessory units recommended to require 1.0 space per unit rather than the current 1.0 or 2.0 spaces

Medium Density Residential

- No change to street townhouse parking
- Reduction of 0.25 spaces per unit in visitor parking for standard townhouse
- Reduction in stacked townhouse parking to 1.0 space per unit
- Increase in back to back townhouse parking to 2.0 spaces per unit, even with no assigned garage
- Reduction in visitor parking for back to back and stacked townhouses to 0.1 spaces per unit

Apartments

- Reduce occupant parking by 0.25 spaces per unit, and visitor parking by 0.1 spaces per unit
- The existing standards do not require visitor parking downtown
- Introduce visitor parking requirements, and include designated parking for maintenance and service vehicles. This is based on comments from stakeholders and the public regarding the challenges of finding visitor parking
- Introduce parking maximums in intensification areas

Retirement Homes

- Introduced designated service vehicle parking

Multi-Unit Business Parks

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

Recreational Uses

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

Employment Uses

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

Supermarkets

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

Restaurants and Patios

- Reduce standards for fast food restaurants based on peer review and survey results
- 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

Transportation Demand Management

- Allow for reduced parking supply where car share spaces are present
- Reduced parking when carpool parking is provided at places of employment
- Reduced parking at senior citizen dwellings when a private shuttle service is provided
- Reduced tenant parking at multi-residential developments when parking is sold separately from the unit

Questions & Discussion