

PARKING MINIMUMS IN BURLINGTON

Delegation to Council
June 10, 2019

Chris Ariens, Ward 5

Recommendation is a step towards right-sizing parking in Burlington

Land Use	Existing Parking Rate	Recommended Rate
Triplex Dwelling	2 spaces / unit	1.33 spaces / unit
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 V: 0.35 spaces / unit	O: 1 space / 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
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 / employee + 0.25 spaces / bed	0.35 spaces / bed

But...

Parking minimums contribute to many challenges facing Burlington

- Housing Affordability
- Building Heights in New Developments
- Usage for active modes of travel & transit
- Traffic congestion
- Storm Drainage & Flooding
- Automobile Dependence



We do not have time for incremental steps. We need rapid, significant and systemic change to address the climate crisis.

Parking policy shapes development

More requests for height from developers



Disincentives for certain types of housing

MISSING MIDDLE

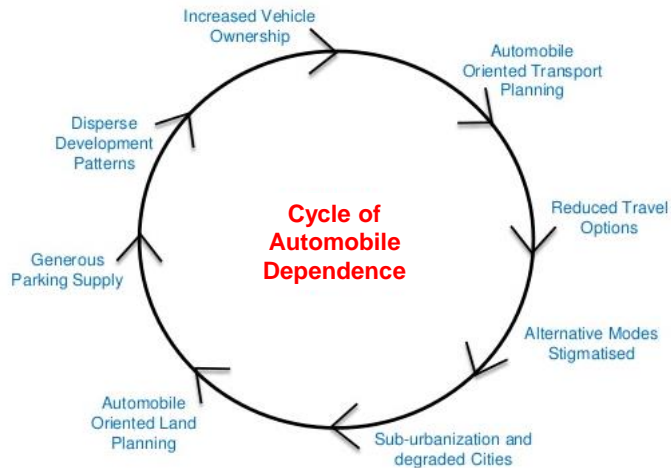
The type of development that can support transit in new and established suburban neighbourhoods is "gentle density" in the form of midrise commercial buildings and condos with street level retail, stacked townhouses and row houses

MID-RISE	STACKED TOWNHOUSE	TOWNHOUSE
5-11	3-4	1-3
\$492,250	\$457,112	\$776,865
2.32	2.32	2.88



Parking minimums make housing less affordable and result in taller proposals from developers

Mandated parking minimums tip the balance in favour of auto-dependence



Deliberate, bold action is needed to break the cycle of automobile dependence.

The right thing to do in the long-term but there are unintended consequences in short-term

Mitigating Factors

- Shared Use Parking
- On-Street Permit Policy
- Downtown Parking Reserve
- Pricing



Effects of removing parking minimums can be effectively mitigated with complementary policies.

Cities across North America are eliminating parking minimums



Key Canadian Cities with No Minimum Parking Minimums

Edmonton
Oakville (Downtown)
St Catharines (Downtown)
Penetanguishene
Halifax (Downtown)
Ottawa (Downtown & near transit stations)

Eliminating parking minimums is achievable and desirable. We should do this now, not wait until some time in the future.