

BAAC Recommendations for Consideration in the development of Burlington’s Downtown Parking Plan

“Adopted from the Design of Public Spaces Standards Development Committee Recommendations (2024)”

Recommendation 1: accessibility of parking pay stations

Intended outcome: Require the placement and design of pay stations in parking lots to be accessible.

The committee recommends:

- the placement and design of automated kiosks in parking facilities shall be accessible. The committee recommends that accessible automated kiosks shall:
 - be placed such that kiosks provide barrier-free travel to accessible parking spots
 - be placed at a maximum of 20 m from an area designated for accessible parking
 - parking facilities shall include multiple automated kiosks based on size of parking facility
 - provide self-serve kiosks that are accessible to people of all abilities
 - signage be provided indicating location of automated kiosks and that this signage includes the information needed to use payment apps

Recommendation 2: changing parking requirements to type A spaces only

Intended outcome: Ensure that no person is ever in an accessible parking space they cannot manoeuvre around.

The committee recommends:

- amend the parking regulations such that all accessible parking spaces meet requirements for type A space

Recommendation 3: parking lot path of travel

Intended outcome: Ensure there are universal accessible paths of travel from parking space to intended destinations (that is, main entrance or adjacent amenities).

The committee recommends:

- accessible parking must be located on a flat surface with a maximum cross slope that does not exceed 2%

BAAC Recommendations for Consideration in the development of Burlington's Downtown Parking Plan

"Adopted from the Design of Public Spaces Standards Development Committee Recommendations (2024)"

- parking must be connected to an accessible path of travel (for example, delineated path, sidewalk) with a maximum running slope of 1-in-20 (that is, 5%) and a cross slope that does not exceed 2%
- where infrastructural needs (for example, drainage) require greater slopes, these will be located to minimize their impacts and ensure the greatest level of accessible parking and path of travel

Recommendation 4: requirements for on-street parking

Intended outcome: Add technical guidance or by-laws in order to ensure that accessible on-street parking meets the needs of drivers and passengers.

The committee recommends:

- consideration shall be given to providing access to both passengers and drivers who have disabilities by providing access aisles at each side of the parking stalls that require parallel parking, where space exists
- designate accessible parking spaces, upon request, where practical (for example, in front of a residence where no driveways are present)
- have plans in place to ensure and protect existing on-street parking for persons with disabilities (this could be considered in the multi-year accessibility plan)

Recommendation 5: increased parking requirements

Intended outcome: Ensure an appropriate amount of accessible parking spaces to meet the needs of drivers and passengers with disabilities.

The committee recommends:

- the city shall reconsider the percentage of accessible spaces, based on more current demographic data
- the standards for accessible parking spaces shall be consistent (for example, 4%) and not decrease in percentage based on the number of parking lot spaces, as it currently does
- The placement of spaces for persons with disabilities shall be prioritized over other users (for example, new parents, electric vehicle charging)

BAAC Recommendations for Consideration in the development of Burlington’s Downtown Parking Plan

“Adopted from the Design of Public Spaces Standards Development Committee Recommendations (2024)”

Recommendation 6: parking ratios across multiple parking sites

Intended outcome: Ensure parking spaces are located along safe and accessible paths of travel that lead to the connected facility or location.

The committee recommends:

- accessible parking spaces shall be located near all accessible entrances
- the location of the accessible parking spots shall be safe and allow barrier-free access in and out of the parking lot
- in multilevel parking lots, accessible spaces shall be placed on the ground or entrance level, so the spots provide access to the accessible entrance and are adjacent and connected to elevator banks or higher floors
- where more than one parking facility is provided at a site:
 - locate and distribute accessible parking spaces among the off-street parking facilities in a manner that provides greater accessibility in terms of distance from an accessible entrance or user convenience (for example, protection from weather, accessible lighting, security, etc.)

Recommendation 7: connecting parking access aisles to sidewalks

Intended outcome: Ensure a safe path of travel is provided from accessible parking to exterior path of travel such as a sidewalk.

The committee recommends:

- wherever possible, accessible parking to be located adjacent to exterior path of travel
- accessible parking access aisles be directly connected to exterior path of travel with curb cuts
- any guidance materials on the design of public spaces shall include information on how to provide safe paths of travel in various situations

Recommendation 8: electric vehicle charging stations

BAAC Recommendations for Consideration in the development of Burlington’s Downtown Parking Plan

“Adopted from the Design of Public Spaces Standards Development Committee Recommendations (2024)”

Intended outcome: Ensure the accessibility of electric vehicle charging stations while not reducing the number of accessible parking spaces offered at a facility.

The committee recommends:

- all electric vehicle charging spaces shall be meet the specifications for Type A spaces for size and transfer aisle, but need not be designated for accessible use only
- electric vehicle charging stations and controls shall be accessible and be placed on a barrier-free path of travel (that is, no curb as a barrier)
- electric vehicle charging spaces shall be placed in locations close to a facility’s entrance, but priority must be given to accessible parking spaces
- municipalities that install electric vehicle charging spaces must include information on the protection of accessible parking spaces in their multi-year plan, and how electric vehicle charging will consider accessibility.

Recommendation 9: repainting accessible parking spaces

Intended outcome: Improve accessible parking when not making major renovations.

The committee recommends:

- re-evaluate accessible parking spaces in existing parking lots to accommodate the design of public spaces standards requirements for Type A accessible parking spaces before repainting to align with new regulations, where parking lot conditions allow (for example, slope, surface).

Recommendation 10: signage for access aisles

Intended outcome: stop the misuse of access aisles and allow persons with disabilities to enter and exit their vehicle.

The committee recommends:

- where possible, require access aisles for accessible parking spaces to be identified by a sign as well as always maintained and cleared for access by persons with disabilities. When possible, vehicle access to the aisle shall be prevented (for example, with a bollard or signpost)

BAAC Recommendations for Consideration in the development of Burlington’s Downtown Parking Plan

“Adopted from the Design of Public Spaces Standards Development Committee Recommendations (2024)”

- undertake a communications campaign to improve public understanding of accessible parking and access aisles and provide information (for example, visual guidance, best practices) for obligated organizations.

Recommendation 11: passenger loading zones

Intended outcome: Address issues related to safe entry and exit from vehicles.

The committee recommends:

- signed and identifiable passenger loading zones shall be located at specified intervals in highly urban areas
- develop regulations for passenger loading zones for event centres, education, medical facilities, community centres, etc.

Recommendation 12: overhead clearance for accessible parking

Intended outcome: Ensure all users of accessible parking spaces with larger vehicles have access.

The committee recommends:

- incorporate a minimum 3000 mm overhead clearance for type A accessible parking into the design of public spaces standards to align with national standards.