



Hamilton-Burlington Parking Minimums

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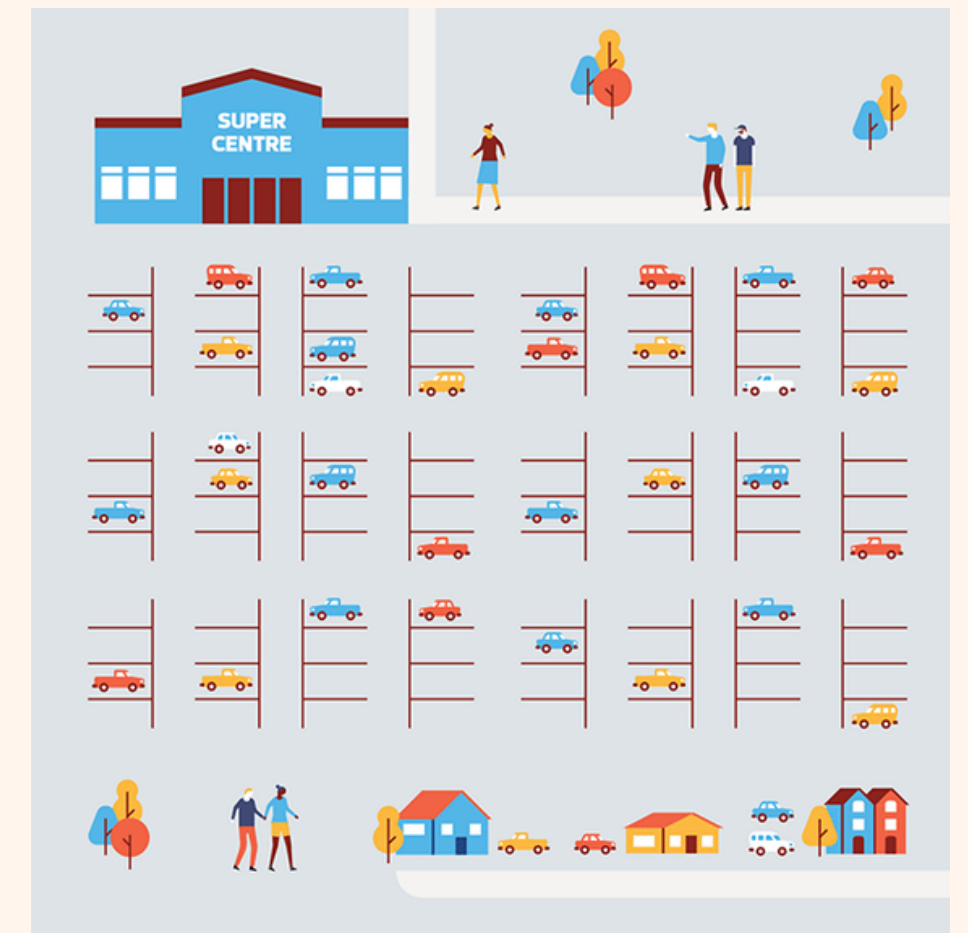
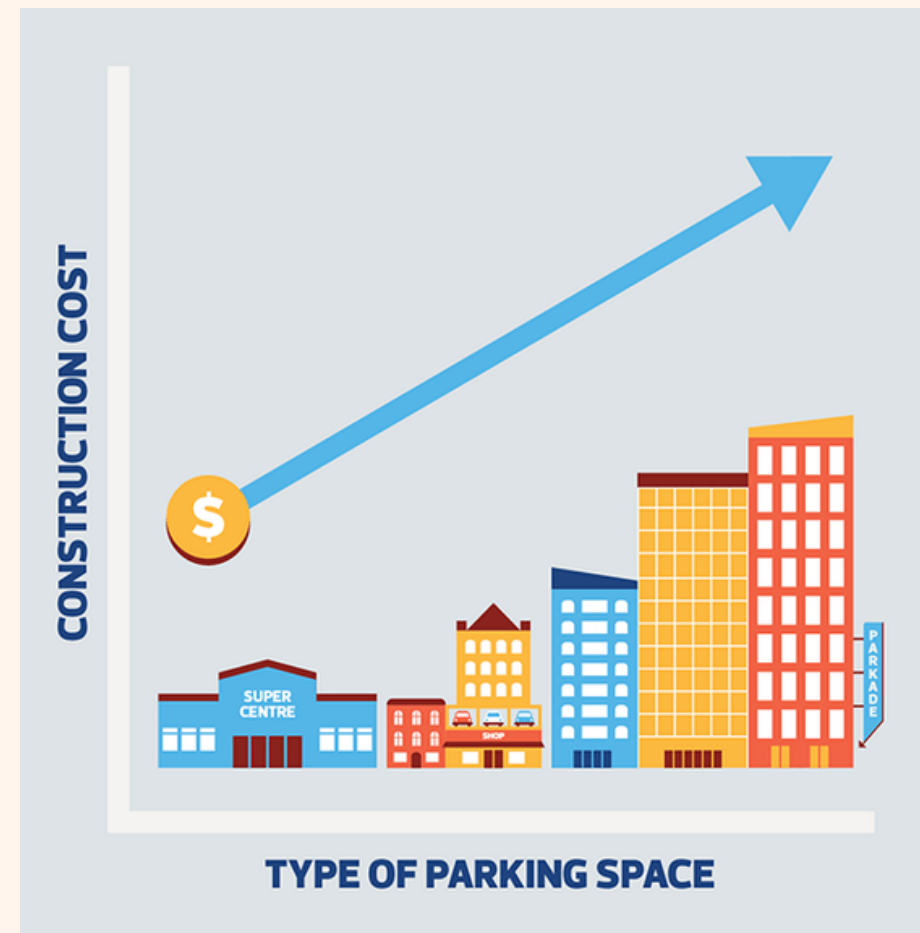
Parking Minimums

What are parking minimums?

- The minimum parking ratio required in a development regulated by the Zoning By-Law

Parking and Affordability

- parking is expensive
- Costs are often transferred to renters and homebuyers



Why reduce parking minimums?

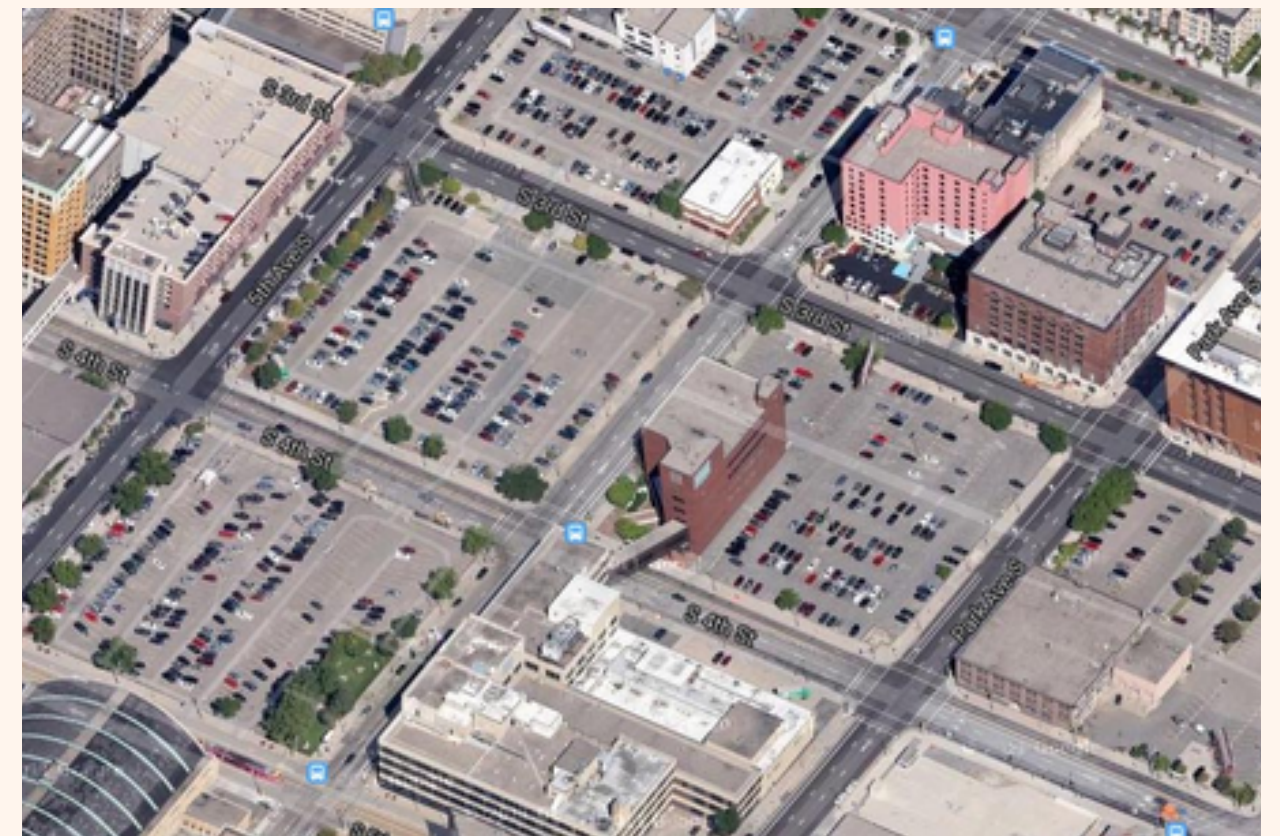
- Improve the quality of the urban landscape
- Environmental sustainability
- Promotes greater social equity in the community

Purpose of Study

- To start conversations on parking minimum reform in Hamilton–Burlington and evaluate current policies
- Review best practices of parking reform across North America through case studies
- Analyze overstock parking caused by parking minimums in each city

Project Process

- North American Jurisdictional Scan
- Literature Review
- Vision for Future and Opportunities for Implementation in Hamilton and Burlington



General Key Takeaways

- High Cost of Parking
- Affordability and feasibility
- Parking is oversupplied
- Impact of Transit
- Parking can often be reduced for the whole city
- High public support for reduction/elimination

Case Studies

Canadian Cities: Ottawa, Toronto, Edmonton

American Cities: Denver, Minneapolis, Salt Lake City, Seattle, Buffalo



Vision Statement

- Current parking provisions are **not aligned with the goals and objectives of current planning policies that Hamilton and Burlington have set as they grow and change**. Representing an outdated image of cities, mobility, and automobile dependence, **parking minimums are unsustainable, restrict growth, and are expensive**.
- To adapt to evolving cities and address current urban issues, parking minimums should be reformed to achieve complete communities. **Parking reform will empower residents and developers to provide the right amount of parking which best serves the community**.

Guiding Principles

- Complete Communities
- Promote active transportation
- Improve housing affordability
- Dispel myths and Encourage communication
- Greater Accessibility of Public Spaces



Potential Future Scenarios

Pilot Project(s)

- Occur at a smaller scale (neighbourhoods, corridors/boundaries, etc.)
- Can act as a test to eliminating parking requirements



Ex: Wards/neighbourhoods lifting minimum parking restrictions.

Eliminate Requirements Along Major Transit Lines, MTSA's, Downtown Areas

- Along active and populated transit areas there should not be a need to provide parking.

Ex: MTSA in Burlington: Aldershot, Appleby, and Burlington GO Stations



Full-Scale Elimination

- Complete elimination of parking minimums city wide for both municipalities.
- Parking would be provided on the basis of demand

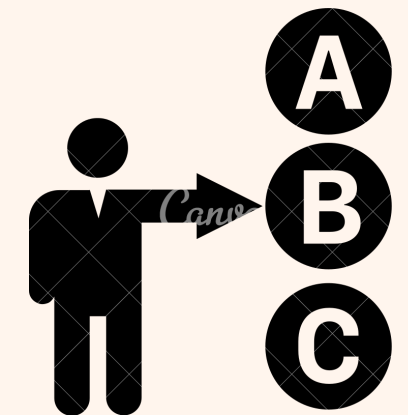
Ex: City-wide removal of parking minimums



Context Area(s)

- Have the neighbourhoods/areas categorized into one of many "context areas".
- Each area would have a set of corresponding parking requirements

Ex: "Transit Area" context where the parking requirements would be the lowest in the entire municipality, if not completely eliminated



Next Steps

What needs to be done?

- Education/Advocacy
- Technical Parking Study
- Zoning Reform
- Adjustments of Scenarios

Parking reform does not equate to no parking, it's a matter of prioritizing the public and providing parking based on demand

Parking Minimums What are they? And why should we care?

City zoning codes often require a minimum amount of parking based on number of units or commercial area. They represent an outdated view of cities, and reforming them can make cities more liveable.

Affordability

The cost of parking is high; in Hamilton, each spot costs developers up to \$100,000, which is passed on to homebuyers and renters. Building less parking can result in more affordability.



Built form

Large parking lots create uninviting, inaccessible public spaces; by lowering the amount of parking required, we can create more compact, walkable, transit friendly cities



Parking lots create uninviting spaces for pedestrians and non-car users.



Environment

Parking lots can't absorb rain; surface runoff must be dealt with by the storm sewer. Less parking results in better environmental outcomes.

Transportation

Demographics are changing; less people are driving and more are choosing transit and biking. Developments near transit often require less parking, which should be reflected in zoning.



Parking minimum reform has the opportunity to help improve affordability, housing supply, create more complete communities, and improve the environment.

References

Photos: Canva, iPhoto

Hamilton-Burlington Cases



1540 Upper Wentworth St., Hamilton



101 Masonry Crt., Burlington

Reduction in parking minimums are based on

- Availability and frequency of **transit** services (existing + planned)
- Alignment with **initiatives** e.g. Smart Commute Halton
- **Growth Policies** set by municipalities and the province
 - Intensification in MTSA
 - Promoting the use of transit

On Behalf of Senze Consultants

Thank you for
your time!