Parking Standards Review Survey Responses

Visitors	379	Contributors	264	CONTRIBUTIONS	264

Select the 2 most important factors to you personally when considering how much parking the City should require to be built with new developments?
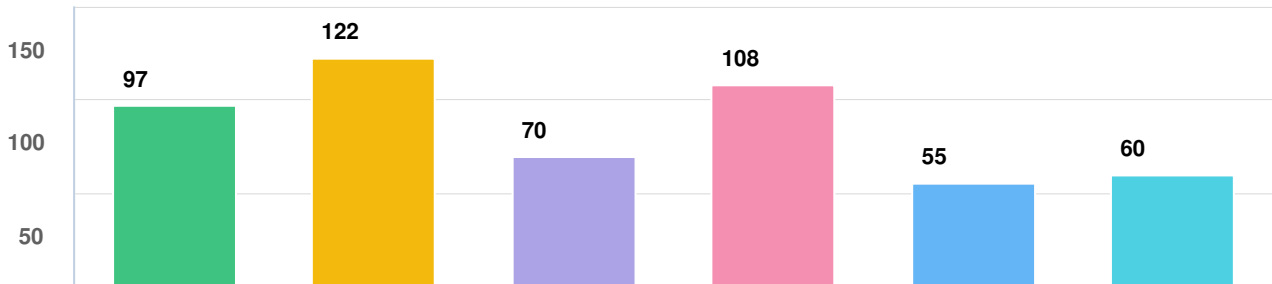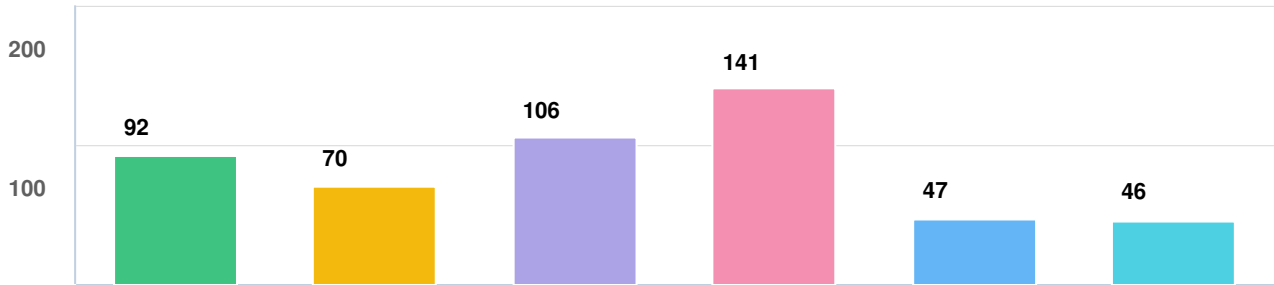

Question options

- 🟢 Lowering the cost to purchase a home or condominium
- 🟡 Making sure there is enough parking to avoid spill over impacts on existing neighbourhoods
- 🟣 Making sure there is enough parking for my personal or household needs
- 🩷 Limiting excess parking supply in order to help shift people 's mode choices and reduce the number of trips made by car
- 🔵 Reducing the impact of parking on the look of the streetscape
- 🔷 Ensuring sufficient spaces for persons needing accessible parking or who are not well served by car alternatives

Optional question (261 response(s), 3 skipped)

Question type: Checkbox Question

Select the 2 most important factors to you from a City planning perspective when considering how much parking the City should require to be built with new developments?
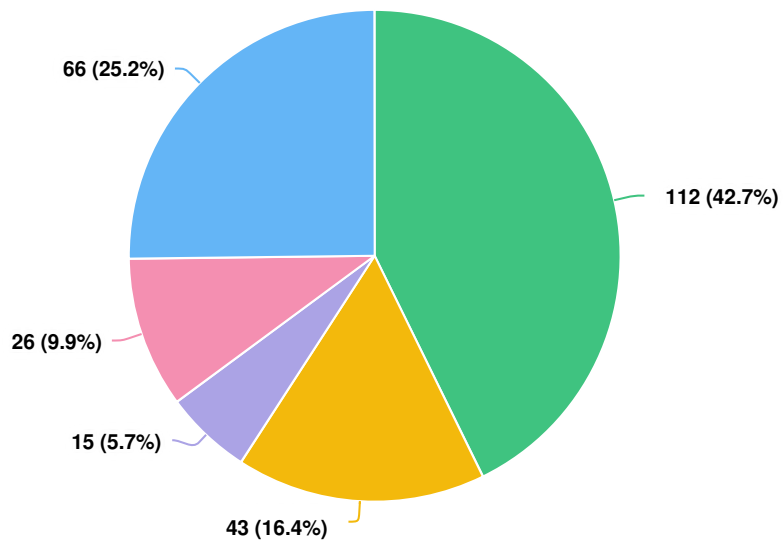

Question options

- 🟢 Reducing the overall dependence on parking and associated impacts on the environment
- 🟡 Promoting more affordable development
- 🟣 Ensuring that new neighbourhoods have sufficient parking to accommodate today's parking needs
- 🩷 Making sure parking supply does not detract from achieving more compact, walkable and mixed use neighbourhoods
- 🔵 Helping to streamline the development process and get more homes built faster
- 🩵 Introducing a maximum requirement for parking vs. a minimum requirement

Optional question (261 response(s), 3 skipped)

Question type: Checkbox Question

Many municipalities across North America have, or are looking at eliminating minimum parking requirements for new developments. Part of the justification is based on providing developers, homeowners and business owners the flexibility to provide an appropriate amount of parking based on market demands.

What do you think of the approach to eliminate minimum parking requirements for new developments?

66 (25.2%)

112 (42.7%)

26 (9.9%)

15 (5.7%)

43 (16.4%)

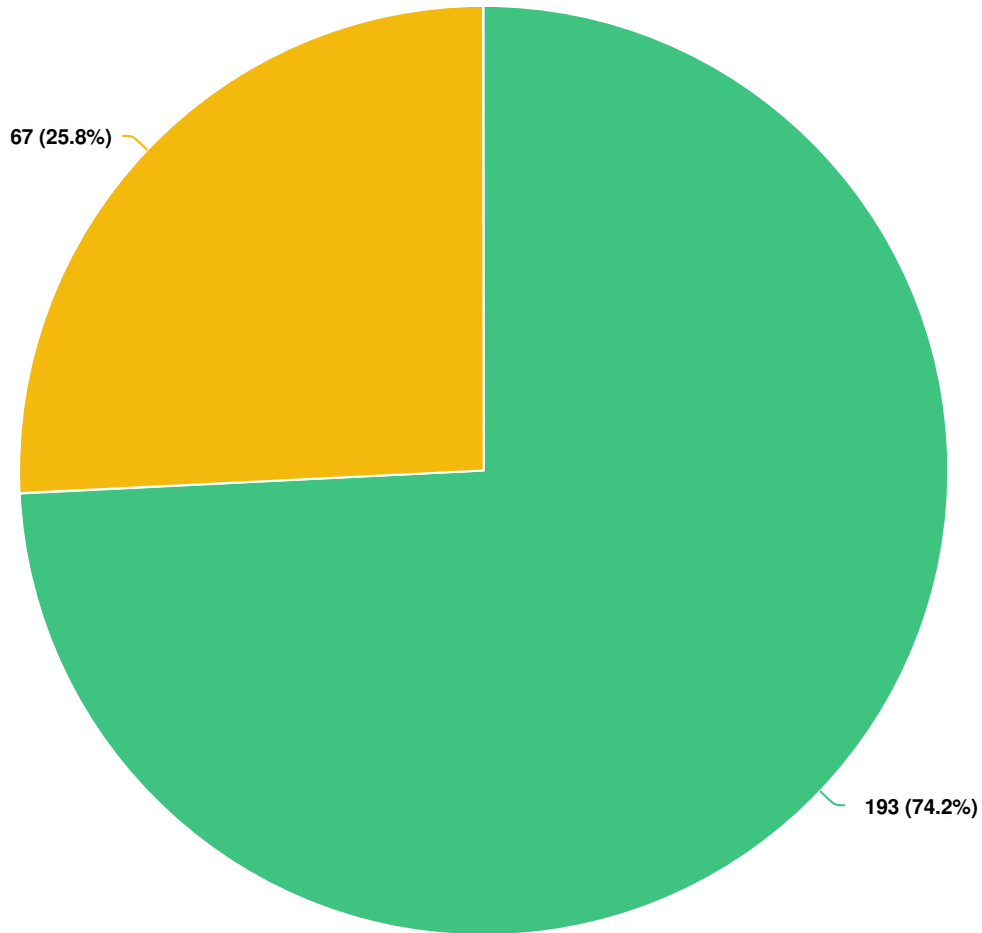**Question options**

● Strongly agree   ● Moderately agree   ● Neither agree or disagree   ● Moderately disagree   ● Strongly disagree

Optional question (262 response(s), 2 skipped)

Question type: Dropdown Question

The City is considering a geographic based approach to modifying parking standards. This approach takes into account that different areas of the City have different land use and transportation characteristics such as transit service levels.

**Do you agree that parking requirements should reflect the different characteristics of the City?**

67 (25.8%)

193 (74.2%)

Question options

🟢 Yes, parking requirements should reflect localized contexts

🟡 No, parking standards should be the same across all areas of the City

Optional question (260 response(s), 4 skipped)

Question type: Dropdown Question

Where do you feel it would be appropriate to eliminate minimum parking requirements for new residential development? Select all that apply.
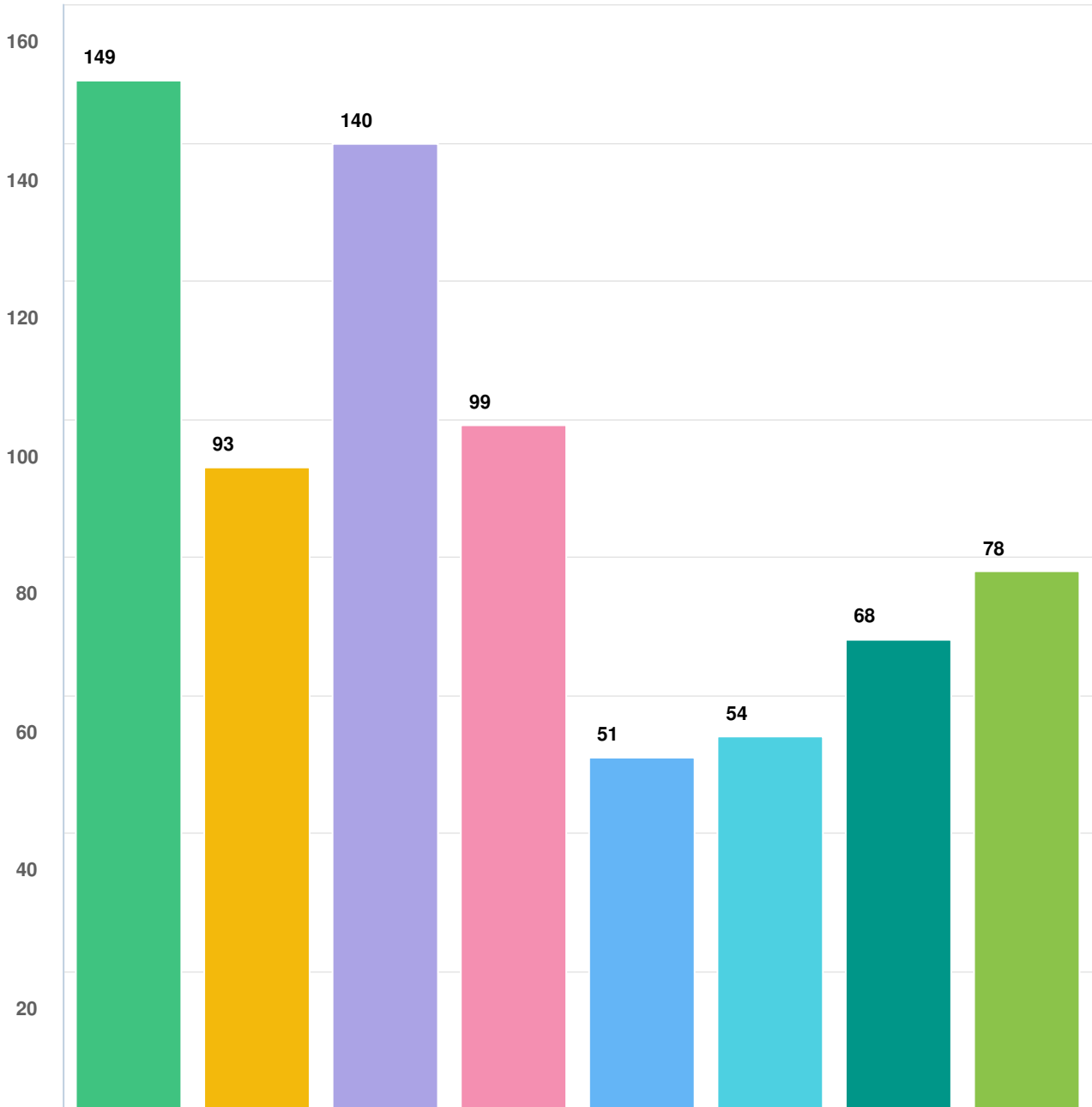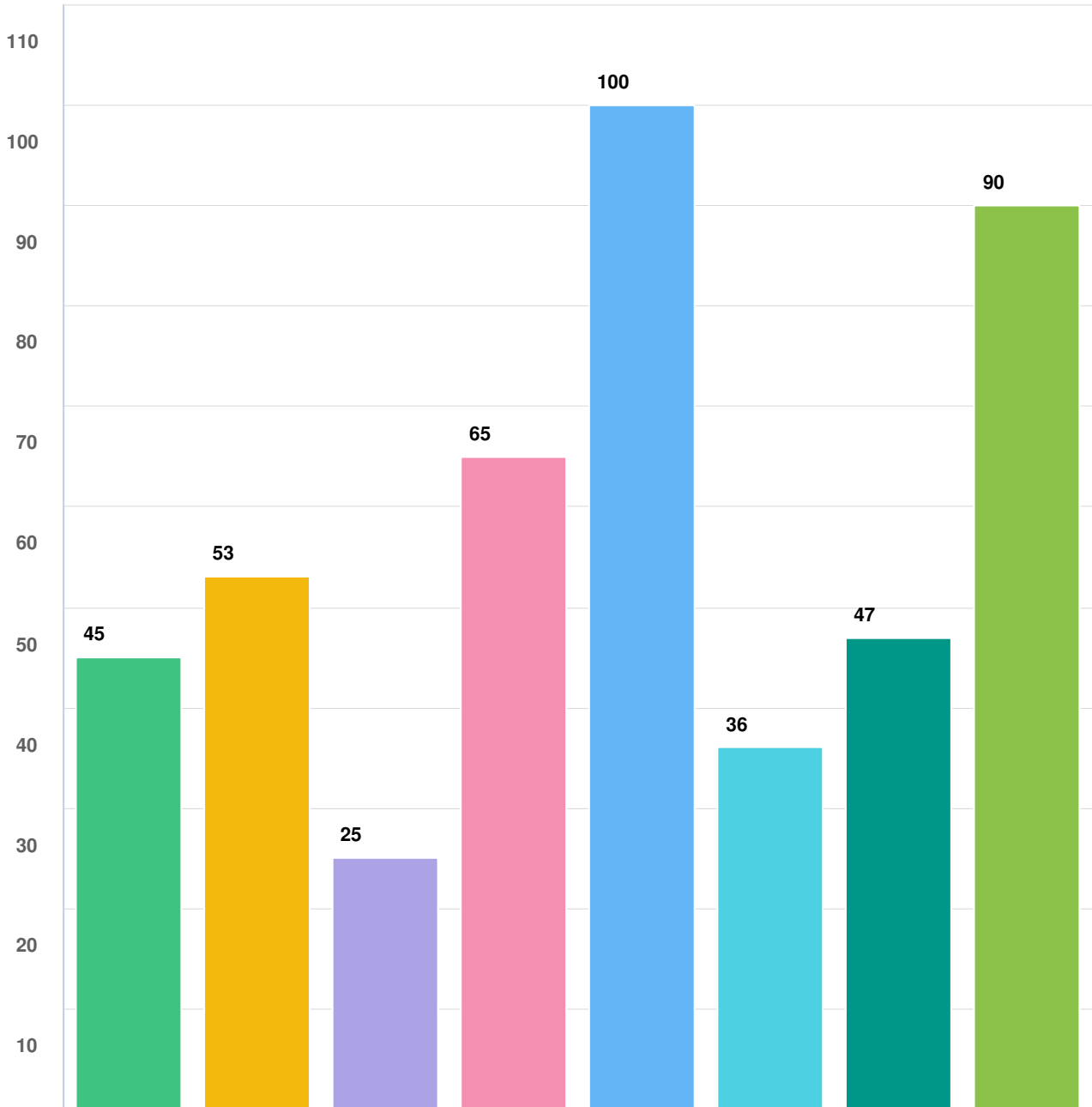

Question options

- ● Downtown Hamilton
- ● Lower City (i.e. below the escarpment between Highway 403 and Red Hill Valley)
- ● Transit Oriented Corridors
- ● Core areas of former municipalities (e.g. Downtown Ancaster, Downtown Dundas, Downtown Stoney Creek, Waterdown, Mount Hope)
- ● Suburban Area (e.g. Hamilton Mountain)   ● Entire Urban Area   ● Entire City
- ● Minimum parking requirements should not be eliminated

Optional question (258 response(s), 6 skipped)

Question type: Checkbox Question

Where do you think it would be appropriate to maintain minimum parking requirements that reflect current travel behaviour? Select all that apply.
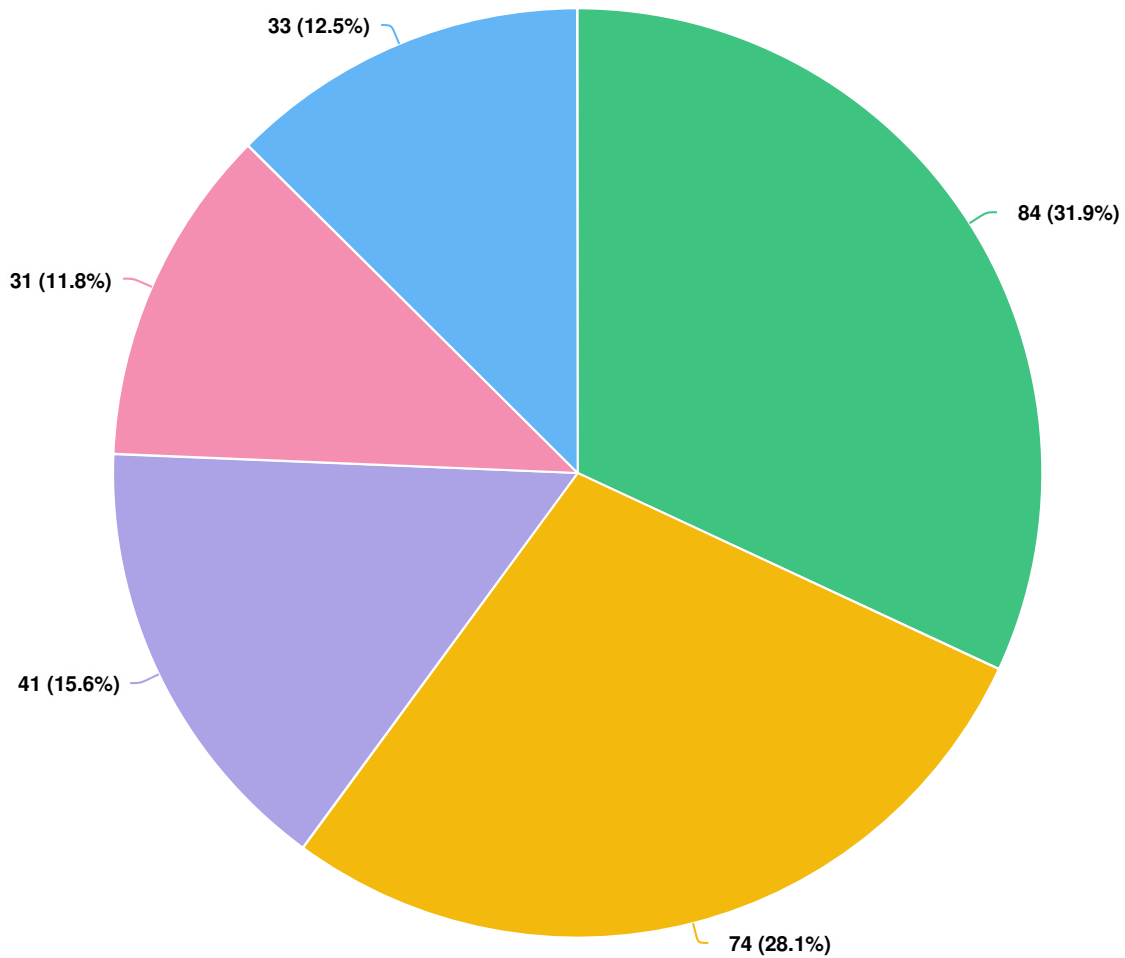

Question options

- Downtown Hamilton
- Lower City (i.e. below the escarpment between Highway 403 and Red Hill Valley)
- Transit Oriented Corridors
- Core areas of former municipalities (e.g. Downtown Ancaster, Downtown Dundas, Downtown Stoney Creek, Waterdown, Mount Hope)
- Suburban Area (e.g. Hamilton Mountain)
- Entire Urban Area
- Entire City
- Minimum parking requirements should be eliminated

Optional question (250 response(s), 14 skipped)

Question type: Checkbox Question

As part of modernizing its parking standards, the City will also be including provisions to support Electric Vehicles. These provisions may include a requirement that all parking spaces in new residential development; and 25% of parking spaces in non-residential developments be EV ready*. (*spaces that would be able to accommodate an EV charger)

What do you think of this approach to include support for electric vehicles?

33 (12.5%)

84 (31.9%)

31 (11.8%)

41 (15.6%)

74 (28.1%)

Question options

● Strongly agree   ● Moderately agree   ● Neither agree or disagree   ● Moderately disagree   ● Strongly disagree

Optional question (263 response(s), 1 skipped)

Question type: Dropdown Question

Historically, parking requirements for accessible (barrier free) parking have been set based on a percentage of overall vehicle parking supply. For example, a residential building with 100 units in a zone requiring 1 regular space per unit would require 4 accessible parking spaces (4% of the total number of required parking spaces).

What is your experience, if any, with the current provision of accessible parking within developments?

83 (32.2%)

123 (47.7%)

52 (20.2%)
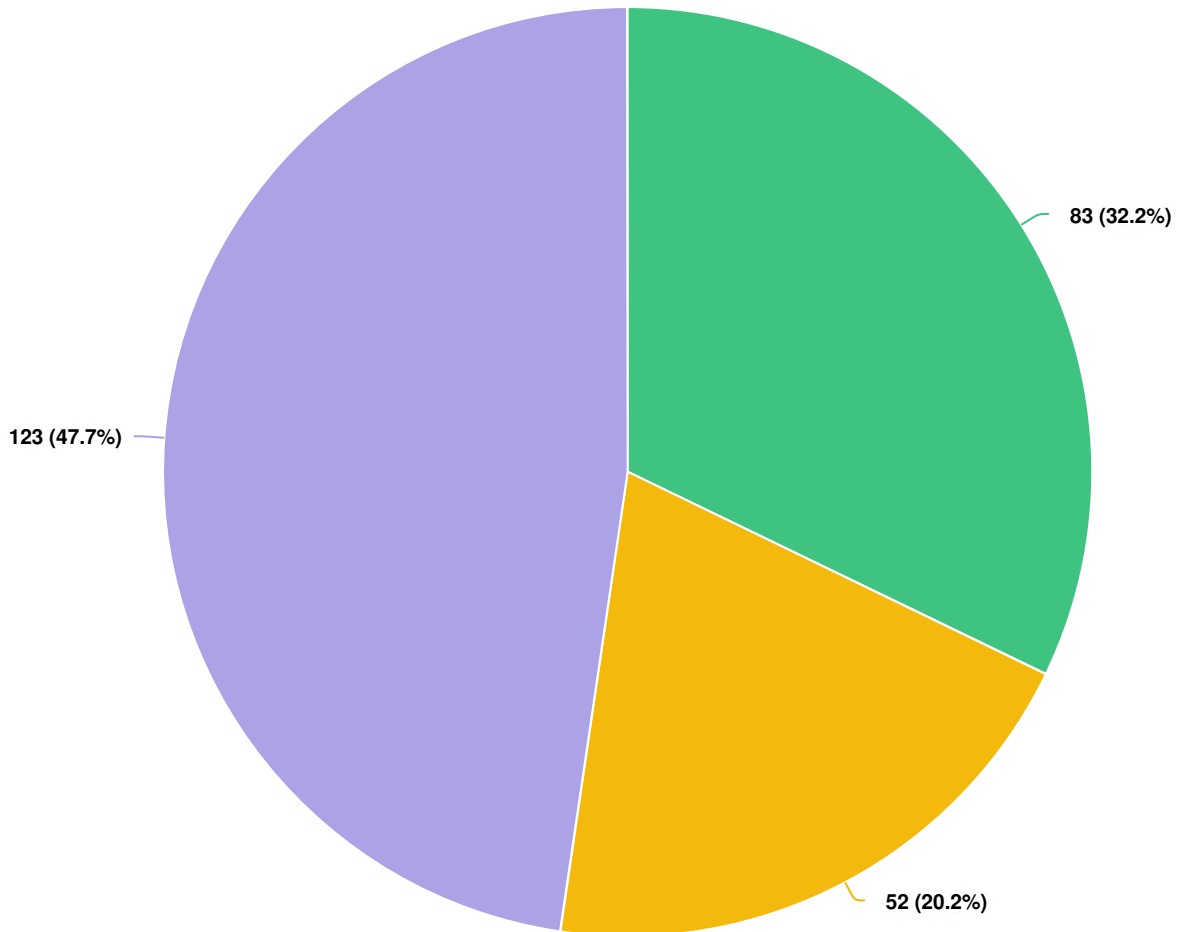
Question options

🟢 There is typically enough space for persons requiring accessible parking

🟡 Developments do not provide enough accessible parking 🟣 Do not use accessible parking / no opinion

Optional question (258 response(s), 6 skipped)

Question type: Dropdown Question

The current zoning requires both short term (visitor / patron) and long term (resident /employee) bicycle parking be provided for. For example, a residential building with 100 units, the Downtown or a Transit Oriented Corridor Zone, would require a minimum of 5 short term bicycle parking spaces and 50 long term bicycle parking spaces (0.5 spaces per unit).

What is your experience, if any, with the current provision of bicycle parking within developments?
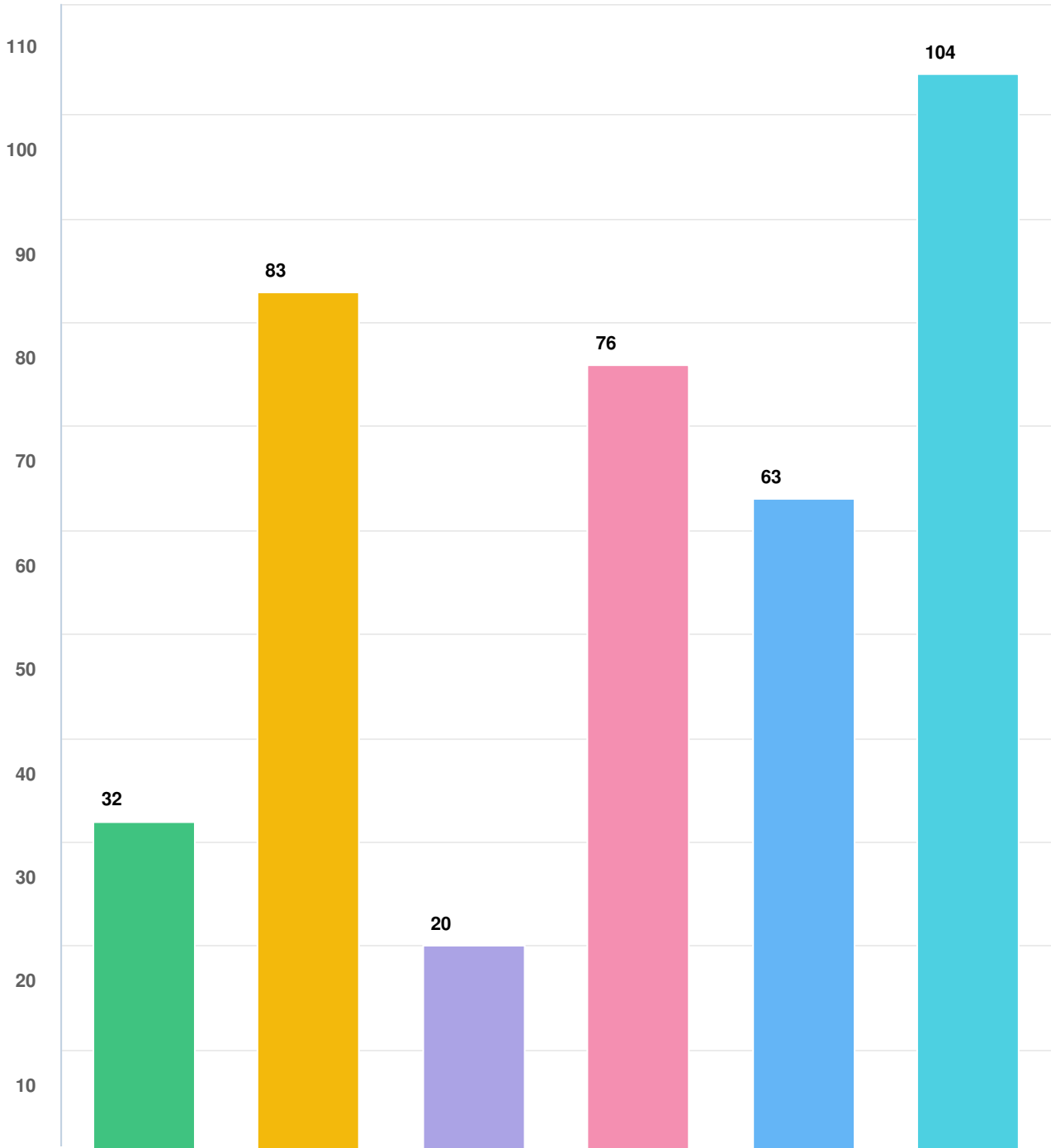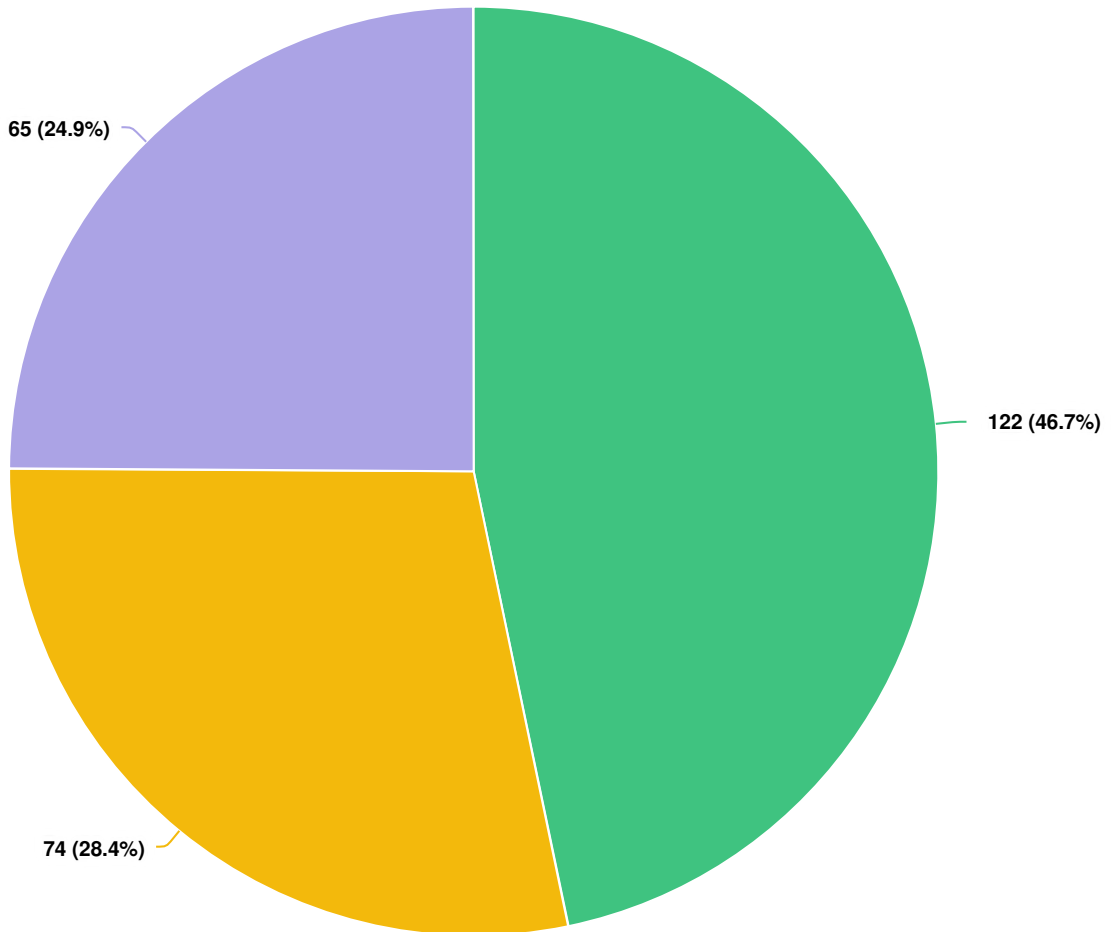

Question options

- ● Short term bicycle parking is easy to find
- ● Short term bicycle parking is hard to find
- ● Long term bicycle parking is adequate
- ● Long term bicycle parking is inadequate
- ● My residence/place of work was built before bicycle parking was required so it's hard to judge
- ● Don't know/no opinion

Optional question (259 response(s), 5 skipped)

Question type: Checkbox Question

In certain parts of the City there is a Residential Boulevard Parking Program, also known as front yard parking, which allows residents of one, two and three-family dwellings to establish parking spaces in their front or side yards and partially on the City boulevard

What are your opinions on this program?

65 (24.9%)

122 (46.7%)

74 (28.4%)

Question options

● Boulevard parking should be retained as an option for residents subject to current criteria including minimum landscaping, protection for trees and achievement of adequate dimensions

● This program should be discontinued as it results in the loss of greenspace and also impacts on-street parking by introducing new driveways

● The option of boulevard parking should be retained, but with more rigid criteria for implementation

Optional question (261 response(s), 3 skipped)

Question type: Dropdown Question
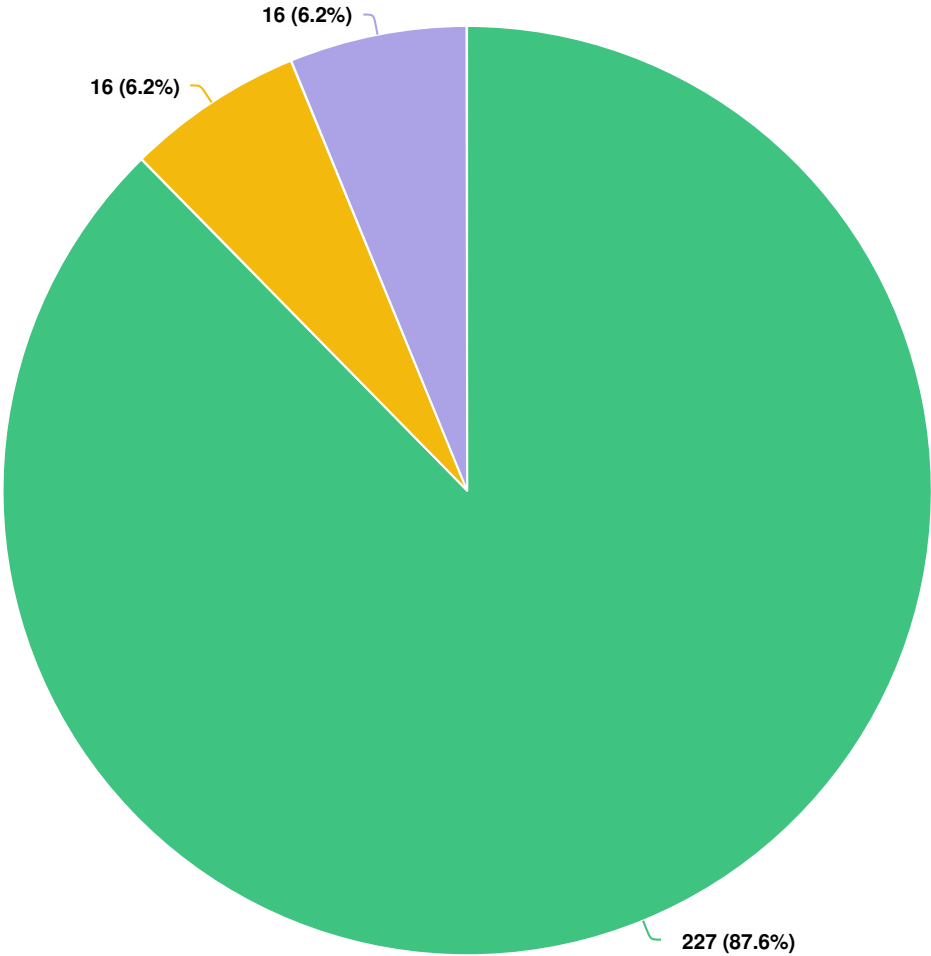
What City of Hamilton Ward do you live in?
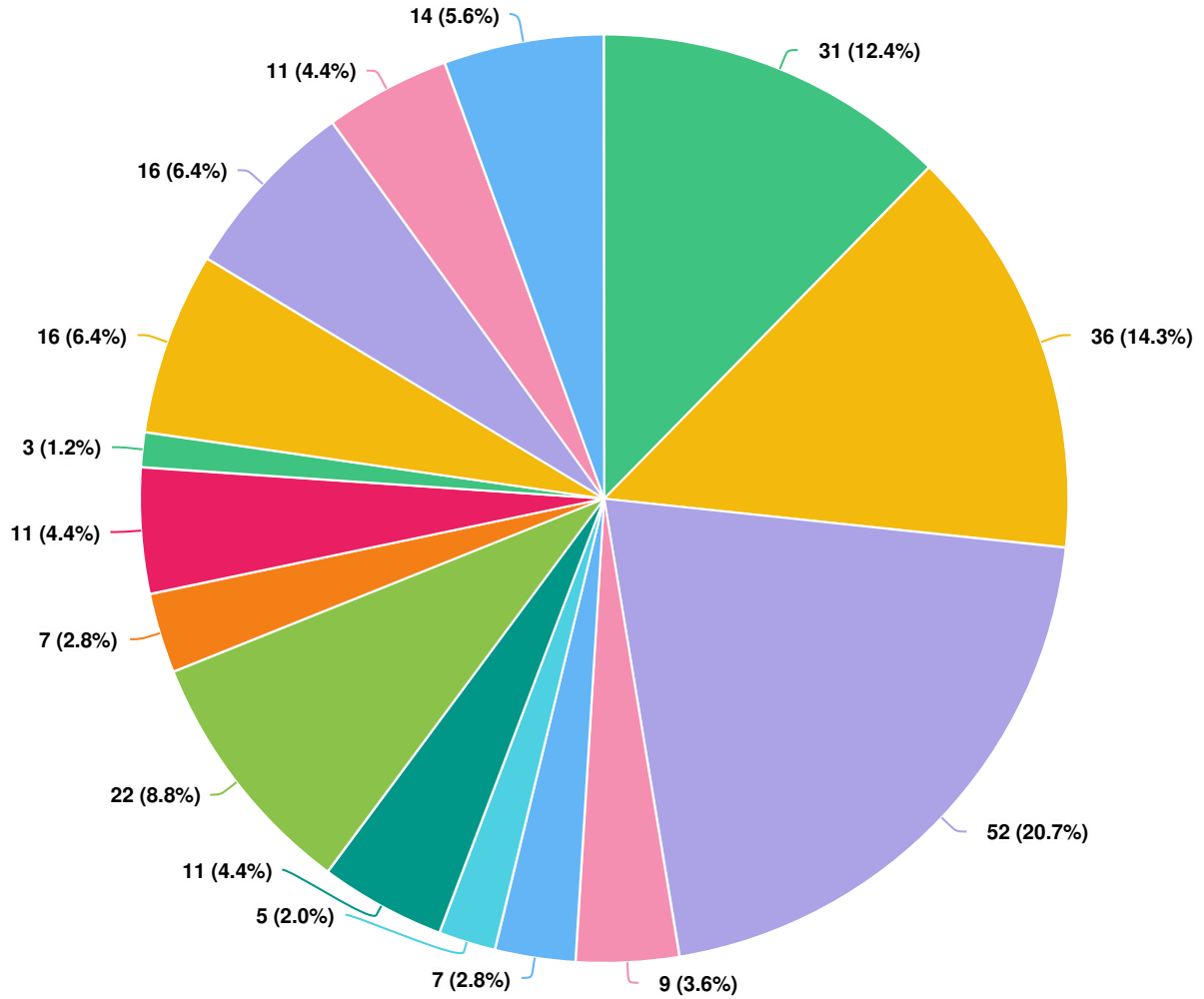
Question options

● Ward 1   ● Ward 2   ● Ward 3   ● Ward 4   ● Ward 5   ● Ward 6   ● Ward 7   ● Ward 8   ● Ward 9
● Ward 10   ● Ward 11   ● Ward 12   ● Ward 13   ● Ward 14   ● Ward 15

Optional question (251 response(s), 13 skipped)

Question type: Dropdown Question
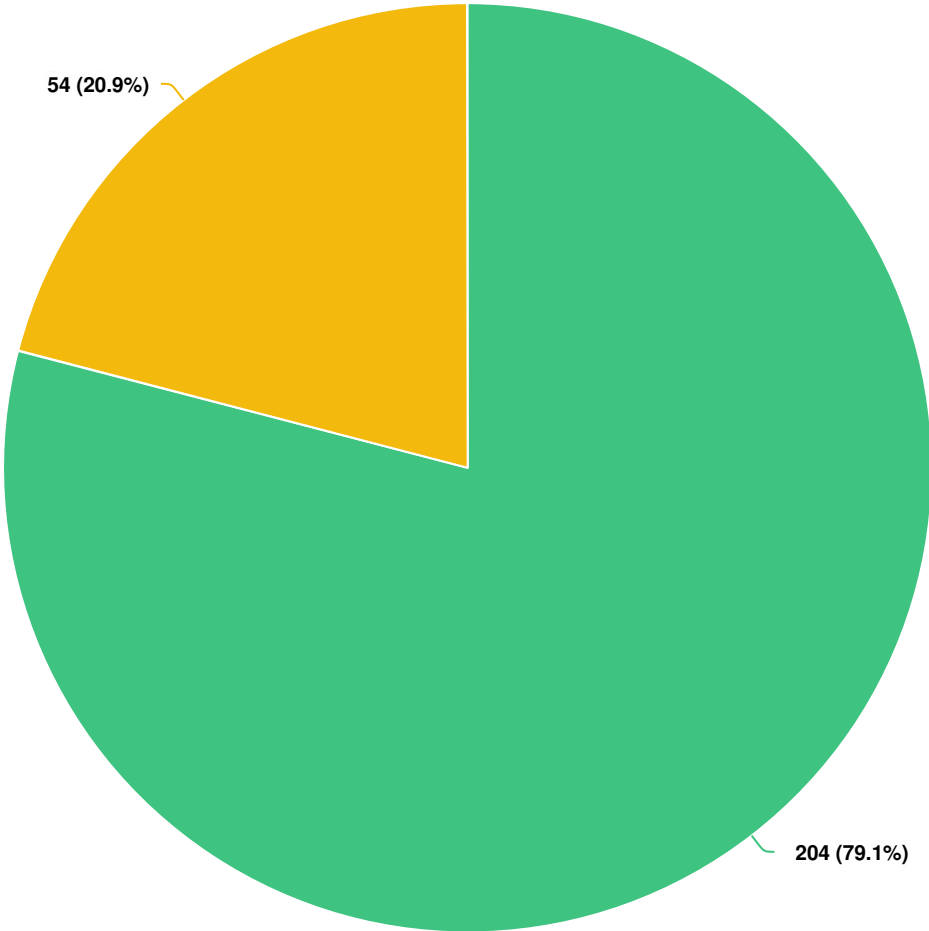
Do you own or have access to an automobile?

16 (6.2%)

16 (6.2%)

227 (87.6%)

Question options

● Yes   ● No   ● Sometimes

Optional question (259 response(s), 5 skipped)

Question type: Dropdown Question

Do you live in a house or apartment / condo?

54 (20.9%)

204 (79.1%)

Question options

● House   ● Apartment / Condo

Optional question (258 response(s), 6 skipped)

Question type: Dropdown Question