



**BURLINGTON DOWNTOWN BUSINESS ASSOCIATION
BOARD OF DIRECTORS' MEETING ~ IN PERSON
WEDNESDAY SEPTEMBER 11, 2024**

- Present:** S. Bell, L. Bouchard-Bain, N. Gardner, D. Gray, D. Kuchma,
S. Peachey, A. Ucar, E. Vine, B. Wodhams and Councillor Kearns.
- Staff:** L. Birmingham, B. Dean and A. Policicchio
- Regrets:** B. Glazier
- Guests:** C. Kummer, Transportation, City of Burlington
K. Edgcumbe, Transportation, City of Burlington
S. Robinson, Transportation, City of Burlington
S. Oliver, Consultant, Stantec
S. Camm , Supervisor of Parking Services, City of Burlington
S. Kazmi, Economic Development

1. Call to Order 8:00 am – L. Bouchard-Bain

No conflicts of interest announced.

2. Approval of Board Minutes: Wednesday June 5, 2024

Motion by: D. Kuchma Second by: S. Bell

"To approve the minutes of Wednesday June 5, 2024, as presented."

Motion Carried

3. Downtown Parking Consultation:

Several members of both the City of Burlington and Stantec gave a presentation outlining the tenet of the present study and the related consultation process.

The full presentation is attached.

- S. Bell tabled concerns with the number of HRPS officers that occupy the top floor of the 414 Locust Street parking garage during special events. City staff agreed to review
- N. Gardner asked for clarity on the traffic flow on Lakeshore Road regarding the mixed-use development at Lakeshore and Martha Street
- B. Dean enquired if the scope of parking study will include privately-owned land parcels within the study areas as potential sites for future parking supply

-S. Peachey enquired about the land ownership, and potential for future public parking supply, of the lot on Pearl Street just north of the Ukrainian Church. Councillor Kearns advised that she has been in active contact with the landowner to discuss possibilities.

Consultation with the public will continue at the Food for Feedback events in September and a special Public Information Session scheduled for November 19th. Staff/consultant have been invited to re-engage the Board of Directors in advance of the November 19th PIL (details to be confirmed)

4. Approval: Director Resignation – B. Dean

Motion by: E. Vine Second by: N. Gardner

“To accept the resignation of Peter Skoretz from the BDBA Board of Directors.”

Motion Carried

Staff to communicate to the Clerk’s department the resignation of P. Skoretz. Clerks will prepare a report to Council.

5. New Business.

No new business.

6. In-Camera: Confidential Update

Motion by: S. Bell Second by: N. Gardner

“To go into closed session of the Board of Directors.”

Motion Carried

A

**7. Next Meeting: Wednesday October 2nd, 2024, 8:00 am
Boardroom 414 Locust Street**

8. Adjournment 10:00 am



City of Burlington Downtown Parking Plan

Work Plan and Initial Findings

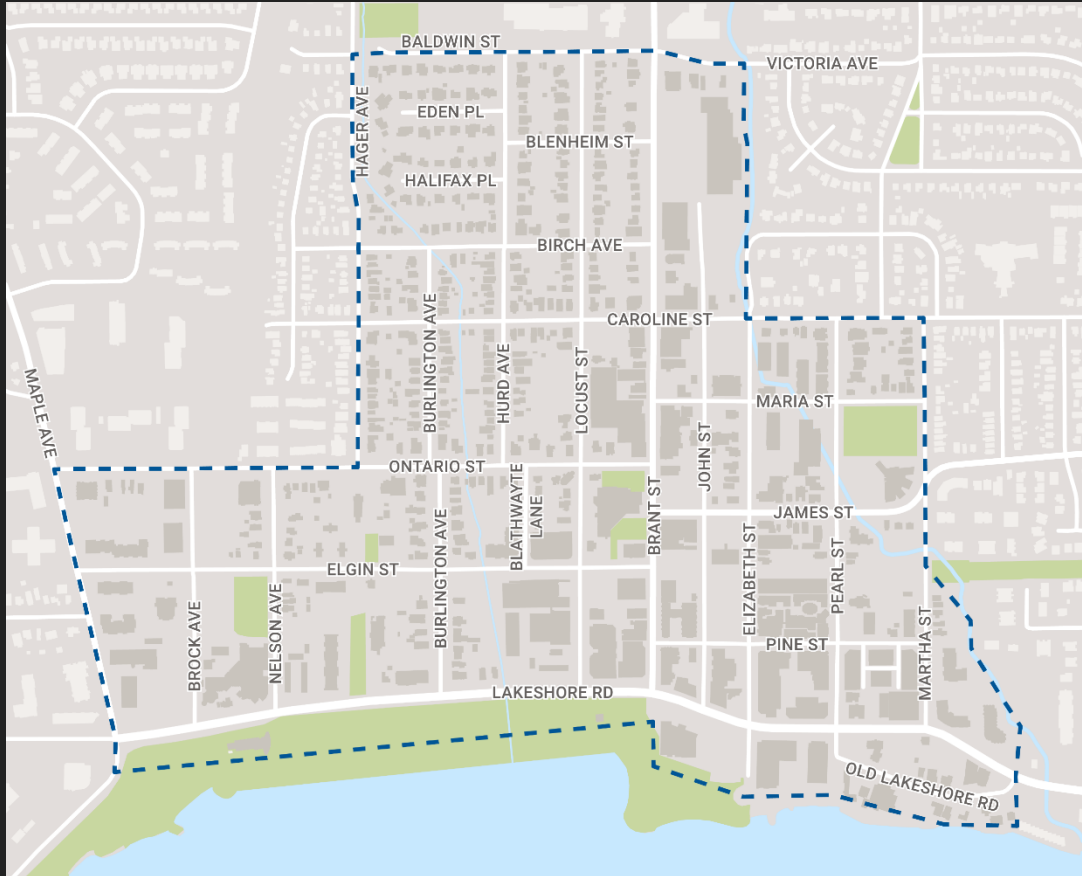


Overview

- Study Area
- Our Approach
- Proposed Work Plan
 - Project Coordination
 - Engagement
 - Existing Conditions Analysis
 - Needs Assessment
 - Future Parking Demand Projections
 - Operations and Management Strategies
 - Implementation Plan
- Initial Findings
 - Parking Inventory
 - Discussion

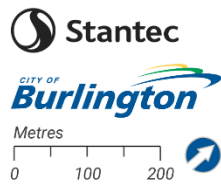


Study Area



**Burlington
Downtown
Parking Plan
Study Area**

Study Area Boundary



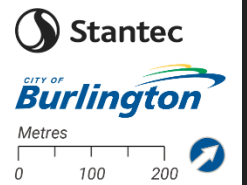
**Burlington
Downtown
Parking Plan
Study Area**

Study Area Boundary

On-Street Parking and Loading Areas

Public Access Off-Street Parking

Restricted Off-Street Surface Parking
(Customers/Visitors/Employees/Tenants)





Our Approach to Parking

A typical parking system should:

- Consider use/availability targets as the primary performance measure
 - Off-street facilities should be used more for longer duration stays
 - On-street spaces should rotate users more frequently
- Use pricing to achieve availability targets
 - Not primarily revenue motivated
- Enforce regulations in a non-strictly punitive manner
 - Drivers should be able and encouraged to follow the regulations without the threat of citation
- Always require some walking from users
- Be part of the multimodal transportation network



Project Coordination and Engagement

- **Technical Advisory Committee**
 - Provide project oversight by reviewing and commenting on project materials at key milestones.
 - City Departments, Advisory Committees, Boards, Local Associations
- **Public Engagement**
 - Led by City's Advisor of Engagement and Volunteers
 - Stantec supporting in a primarily technical role
 - Public user preference survey
 - Interviews with interested parties



Existing Conditions Analysis and Needs Assessment

Literature Review

- Plans, By-laws, Regulations

Parking Inventory

- Baseline above-ground parking supply
- Type, Ownership, Access Categories, Regulations

User Survey

- Decision factors for a cross-section of Business Owners, Employees, Residents, and Visitors

Supplemental Data Collection

- Restricted facilities, unpriced on-street spaces

Utilization

- Occupancy during certain days and times of day

Public Information Centre

- Validate and prioritize the preliminary needs assessment





Future Parking Demand Projections

Land Use Inventory

- Estimate existing building characteristics by land use type

Unadjusted Modelled Demand

- Use building attributes to generate unadjusted parking demand, including time of day factors

Calibrate

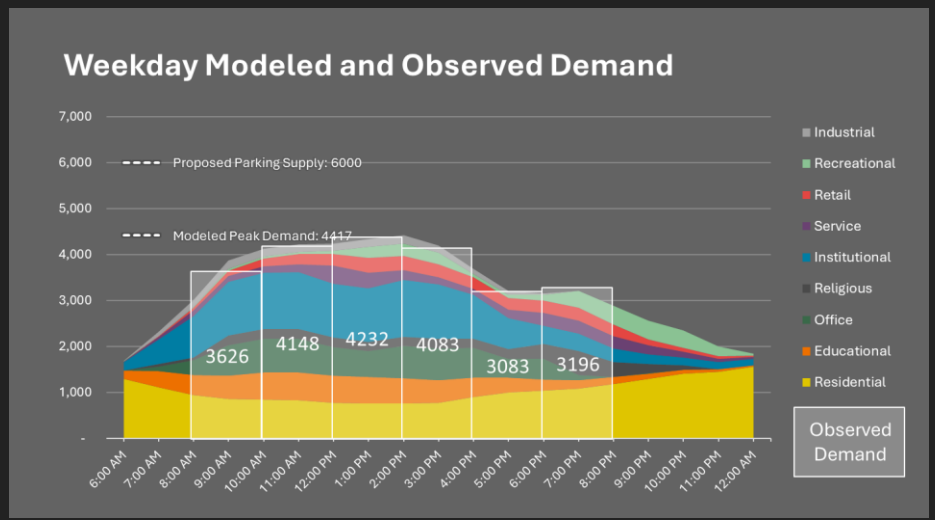
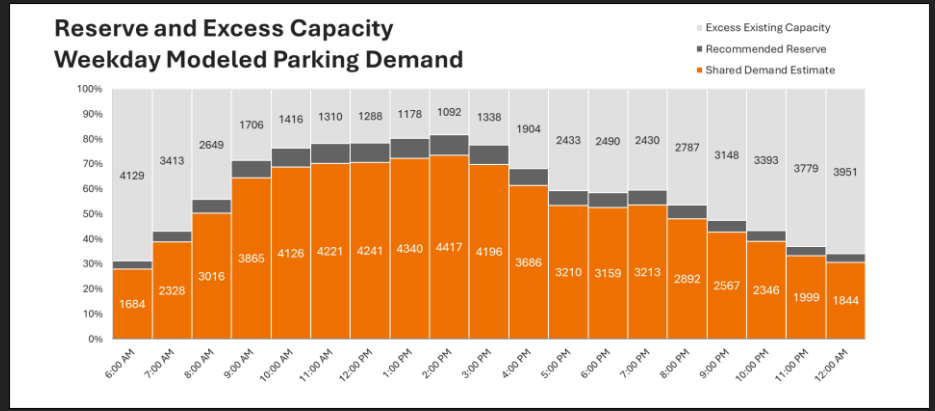
- Adjust factors that reduce vehicle activity to better match real world data collection

Create Development Scenarios

- Estimate additions to built space and parking supply in development pipeline

Model Scenario Demand

- Use the calibrated model to estimate parking supply/demand interaction at Burlington-specific rates





System Operations and Management Strategies, Implementation Plan

Potential Topics

- Adequacy of Future Parking Supply
- Performance Monitoring
- The Role of Technology in Mobility
- Curbside Management
- Funding Mechanisms
- Facility Resilience and Investment Protection
- Zoning Aligned with Parking Goals
- Best Practices



Initial Findings



Initial Findings

Parking Inventory

	Off-Street		On-Street		Total	
	Public Access	Restricted	Public Access	Restricted	Public Access	Restricted
		3,603		558		4,161
Weekday	1519	2084	384	174	1903	2258
Evening	1552	2051	528	30	2080	2081
Saturday	1718	1885	484	74	2202	1959
Sunday	1718	1885	528	30	2246	1915

- Public Access parking, 45-54% of the total inventory, describes free or paid parking regardless of facility ownership
- Underground parking, private garages, and driveways for less than 5 residential units not considered



Initial Findings

On-Street Parking Inventory

Regulation/Rate, Time Limit	Weekday		Evening		Saturday		Sunday	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Free, 20 minute limit	7	1%	7	1%	7	1%	7	1%
Free, 1 hour limit	23	4%	0	0%	0	0%	0	0%
Free, 3 hour limit	21	4%	0	0%	0	0%	0	0%
Free, 5 hour limit	0	0%	40	7%	40	7%	40	7%
Free, Unrestricted	24	4%	481	86%	128	23%	481	86%
Paid, \$2.00/hour, 3 hour limit	309	55%	0	0%	309	55%	0	0%
Loading Zone	57	10%	30	5%	57	10%	30	5%
Restricted	117	21%	0	0%	17	3%	0	0%

- Weekday restrictions in northern study area
- Nearly all on-street inventory unrestricted after 6pm weekdays, Sundays



Initial Findings

Off-Street Parking Inventory

Regulation/Rate	Weekday		Evening		Saturday		Sunday	
Publicly Owned, Free	44	1%	1339	37%	243	7%	1290	36%
Publicly Owned, Pay Parking, \$2.00/hour	1147	32%	0	0%	1147	32%	100	3%
Privately Owned, Public Pay Parking	328	9%	213	6%	328	9%	328	9%
Permit Only	298	8%	22	1%	22	1%	22	1%
Reserved (Customer/Visitor/Employee/Tenant)	1786	50%	1914	53%	1863	52%	1863	52%
No Parking	0	0%	115	3%	0	0%	0	0%

- City-owned public access facilities approx. 1/3 of total off-street
- Privately-owned public access facilities typically priced at all times



Initial Findings

- Baseline Condition
- Higher level of restrictions and permit parking
- Nearly all public access facilities priced





Initial Findings

- Permit parking transitions to public access or reserved
- Few on-street restrictions
- Minimal facilities priced
- AGB Lot 'Closed'





Initial Findings

- Minimal permit parking
- Greater unpriced off-street than weekday
- Privately-owned public access priced





Initial Findings

- Comparable to evening
- Fewer loading zone restrictions in effect
- City-owned public access free except Waterfront Park
- Privately-owned public access priced





Discussion

