
**Comments on Report EICS-06-24:
*Robert Bateman Community
Centre: Update on
Construction and Site
Development***

**SUBMISSION TO THE COMMITTEE OF THE WHOLE,
BURLINGTON CTY COUNCIL
FEBRUARY 5, 2024**



BURLINGTON FOR ACCESSIBLE, SUSTAINABLE TRANSIT

<https://bfast.ca> • info@bfast.ca

COMMENTS ON REPORT EICS-06-24: ROBERT BATEMAN COMMUNITY CENTRE

Submission to the Committee of the Whole,

Burlington City Council

February 5, 2024

SUMMARY

- The Report looks at parking in isolation from its overall impact on transportation
- The Report is not in accordance with Burlington's Official Plan, which requires an increase in transit modal share from the current 3% to 15% (a five-fold increase) by 2035.
- There is an implicit assumption that students at the Brock University satellite campus and other users of the community centre will all drive and park.
- The City needs to develop a strategy to encourage students and community centre users get to Bateman by transit or active transportation.

COMMENTS

The Report's focus on parking and its lack of any measures to increase transit and active transportation modes is counter to our Official Plan, our Climate Action Plan and our Integrated Mobility Plan.

Among the measures that should be assessed by staff is the charging and implementation of a "U-Pass" transit pass for students of the Brock satellite campus, such as exists at McMaster University.

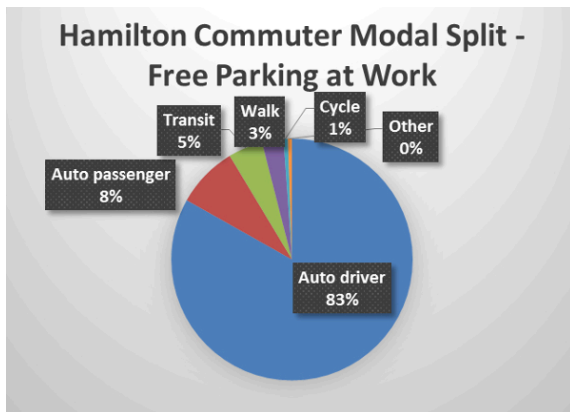
The report's focus on parking and its lack of any measures to increase transit and active transportation modes is counter to the City's Official Plan and Integrated Mobility Plan.

What is needed is a transportation study to develop a plan to have most students and more Community Centre users access the site by transit, cycling or walking. Planning for only car access will result in more car use and result in more emissions and congestion.

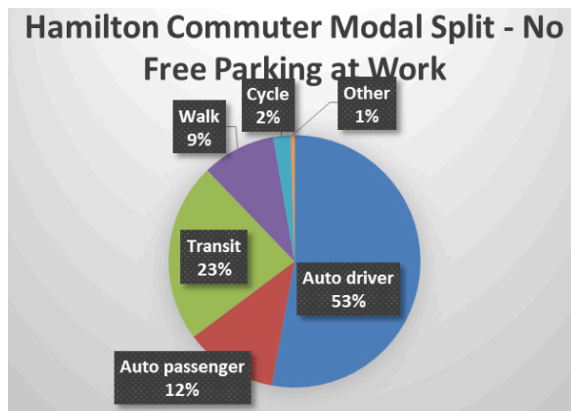
I would like to refer staff and council to Professor Donald Shoup's extensive research on parking requirements in his classic book *The High Cost of Free Parking*.¹ Shoup has documented that the determination of parking requirements by city planners is based on very little solid evidence; in fact some of the American Planning Association graphs are based on as little as one data point.

Closer to home, we have the analysis of Matt Pinder² on the impact of paid parking on transit use in central and suburban Hamilton. The results are shown below.

FREE PARKING DISCOURAGES TRANSIT USE



Source: https://www.raisethehammer.org/article/2647/by_the_numbers:_impacts_of_paid_parking_at_work_on_commuter_modal_share



In addition to Hamilton, Pinder, at Bfast's request, did the same analyses on Burlington's Ward 2 and obtained very similar results.

As a final comment, I would like to express my disappointment in the "engagement process." I had planned to provide these comments at a public meeting held at Tansley Woods many months ago but was stopped by the facilitator, who said that they would only take comments regarding the building itself. I asked when could I make my comments and did not get a clear reply. This is engagement?

Respectfully submitted,

Doug Brown, Chair
Burlington for Accessible Sustainable Transit

REFERENCES:

1. Shoup, Donald: *The High Cost of Free Parking*, American Planning Association, 2011
- 2 Pinder, Matt: *By the Numbers: Impacts of Paid Parking at Work on Commuter Modal Share*, Published July 08 2015 on RAISETHEHAMMER.org/article/2647/by_the_numbers:_impact_of_paid_parking_at_work_on_commuter_modal_share