



February 27, 2026

To: **Committee of the Whole**
City of Burlington
426 Brant Street
Burlington, Ontario L7R 3Z6

From: **West End Home Builders' Association**
1112 Rymal Road East
Hamilton, Ontario L8W 3N7

WE HBA Letter: Support for Report PWS-05-26 – Strategic Parking Framework for Downtown

Dear Mayor and Members of Committee of the Whole,

The West End Home Builders' Association ("WE HBA") is the voice of the land development, new housing and professional renovation industries in Hamilton, Burlington, and Grimsby. WE HBA represents 300 member companies made up of all disciplines involved in land development and residential construction. In the Hamilton CMA in 2024, which includes Burlington, residential construction contributed over \$4.6 billion in investment value and provided over 21,000 jobs paying about \$1.6 billion in wages.

WE HBA is in strong support for staff's recommendation to approve the Downtown Parking Plan (DPP) as outlined in Report PWS-05-26 and endorse the phased implementation strategy. A well-functioning downtown parking system is foundational to economic vitality, investment confidence, and the continued evolution of downtown Burlington as a complete and competitive urban centre. As our city accommodates plans to welcome new residential growth and mixed-use intensification, it is essential that parking be managed with a long-term perspective.

The City's parking lot lands are significant municipal assets that should be managed through a financial and land-use lens. Burlington should continue to explore (as they have begun under Scenario 4) reinvesting in these lands, through redevelopment, sale, or partnerships, to both enhance downtown vitality and generate sustainable revenue streams. We encourage the City to embrace a long-term vision to phase out surface parking lots, replacing them with integrated parking within mixed-use developments. This approach supports urban intensification, aligns with sustainability objectives, and helps offset infrastructure costs.

We support the concept of Inclusion in New Construction as part of a Public-Private Partnership (PPP) framework. This model allows for the integration of public parking within private developments, expanding access without additional land consumption. As city builders and developers, we know our members would welcome the opportunity to work together to discuss these opportunities. Examples such as Toronto's Green P Parking Program demonstrate how municipalities can successfully collaborate with the private sector to deliver efficient, self-sustaining parking systems. Similarly, Mississauga's Downtown Strategy and Hamilton's West Harbour initiatives illustrate how PPPs can leverage redevelopment to enhance parking and public amenities concurrently.

We recommend that the Community Benefits Charge (CBC) by-law be reviewed to recognize public parking facilities created through PPPs as an inherent community benefit. Notably, the 2022 Capital Cost



Recoveries Report identified “Future Downtown Public Off-Street Parking Facilities” as the top CBC funding priority with an estimated cost of \$18.5 million. These funds should be strategically reallocated or co-invested through PPP frameworks.

From a development and investment standpoint, clarity and predictability in parking policy are critical. The proposed performance-based framework, updated permit strategies, temporary displacement policies, and the formalization of public-private access agreements provide a more coordinated and transparent structure for managing growth. Importantly, Phase 2 modelling confirms that anticipated residential development is not expected to overwhelm the municipal parking system, particularly where new projects provide parking on-site. This evidence-based conclusion should provide confidence to Council and the broader community that intensification and parking management can advance together responsibly.

We also support the Plan’s balanced perspective on future expansion. Directing staff to continue monitoring conditions and planning for potential long-term capital initiatives while avoiding premature commitments ensures that any future parking structure is informed by real performance data, financial capacity, and evolving mobility patterns. This is the type of measured approach that protects taxpayers while maintaining flexibility for future growth.

By managing parking as a strategic asset rather than a static supply to be expanded by default, the City positions itself to strengthen economic competitiveness, improve customer access, and reinforce its climate and mobility commitments. As such, WE HBA respectfully supports the staff recommendations contained in Report PWS-05-26 and the proposed phased implementation.

Thank you for your leadership and consideration.

Sincerely,

Mike Collins-Williams, MCIP, RPP
Chief Executive Officer
West End Home Builders’ Association