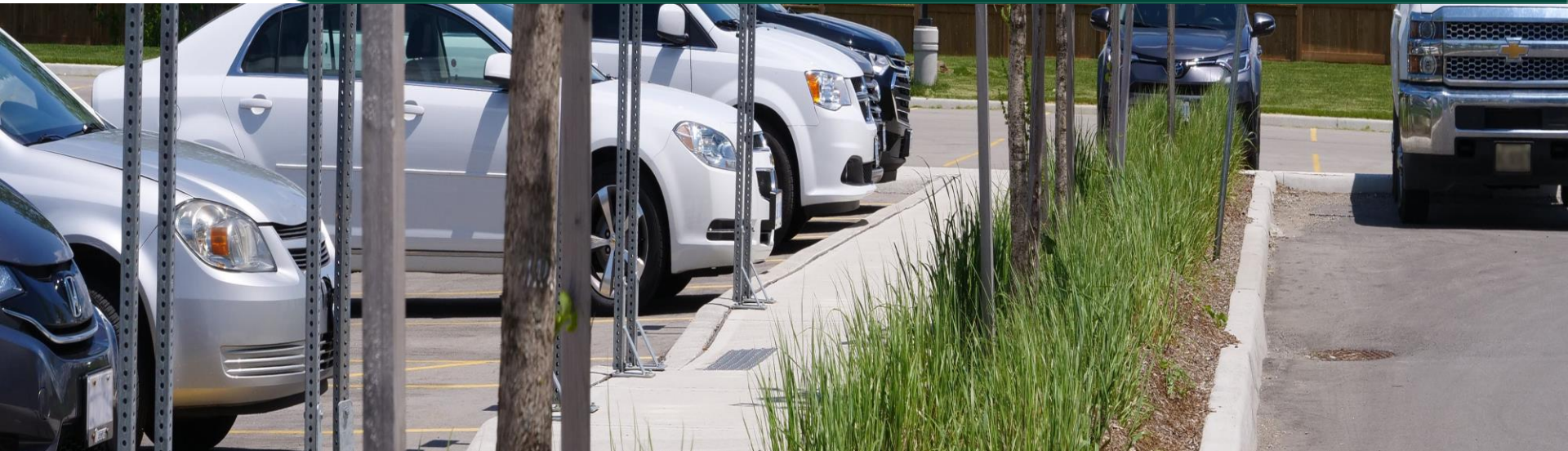




# Parking Standards Review



Engagement-Session  
February 2022

# Outline

- Introduction
- Background to Parking Regulation
- Parking Demand
- Urban Design
- Two Alternative Options
- Next Steps



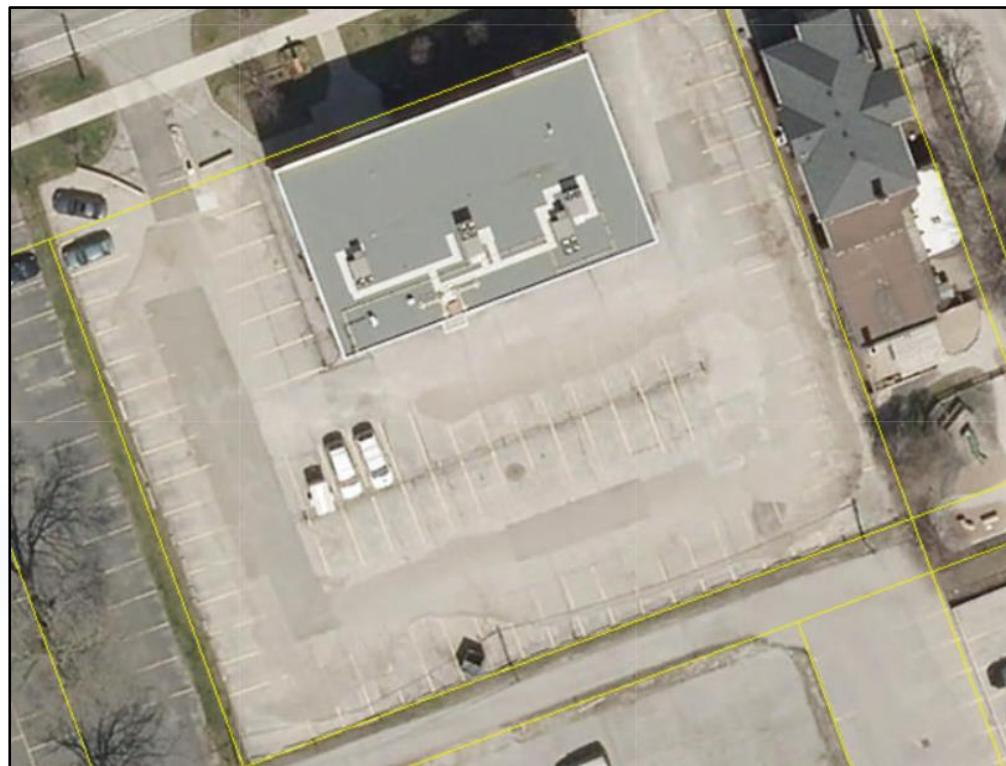


# Introduction

- Parking Standards regulate supply and design of off-street parking
- Implications for transportation behavior, urban design and development patterns
- London Plan direction to create great and exciting places
- 11/22/2021 - Parking Standards Review Background Report
- Goal is to harmonize *The London Plan* with the updated ZBL and explore/recommend contemporary approaches to Parking Standards.



# Background to Parking Regulation



Large area of commercial lots covered with surface parking.

# Climate Emergency

- Declaration Climate Emergency - April 23, 2019
- Mitigation & Adaption
- Transportation Emissions
- Mode Share Targets
- **Draft Climate Action Plan – item 2.a**

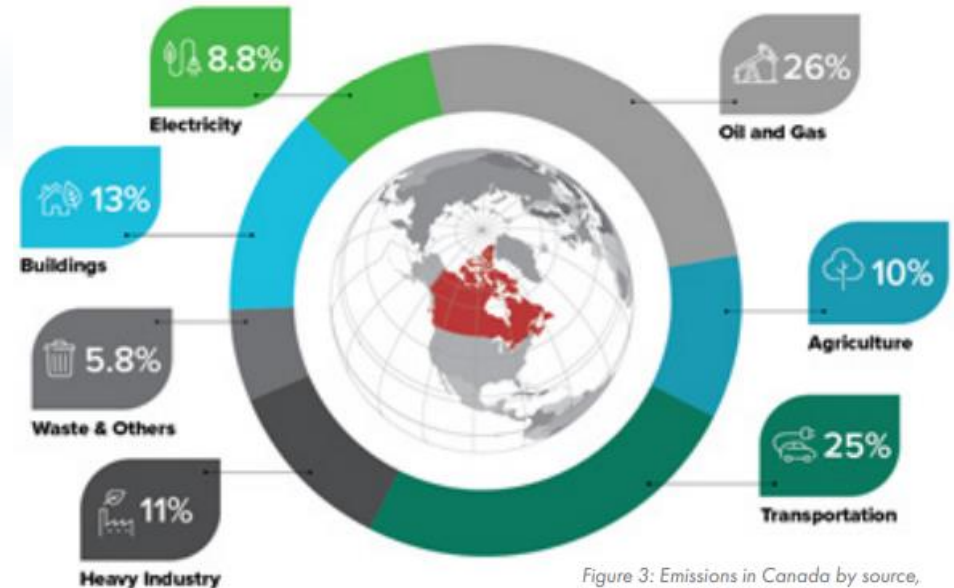


Figure 3: Emissions in Canada by source, Government of Canada 2019.



# Background to Parking Regulation

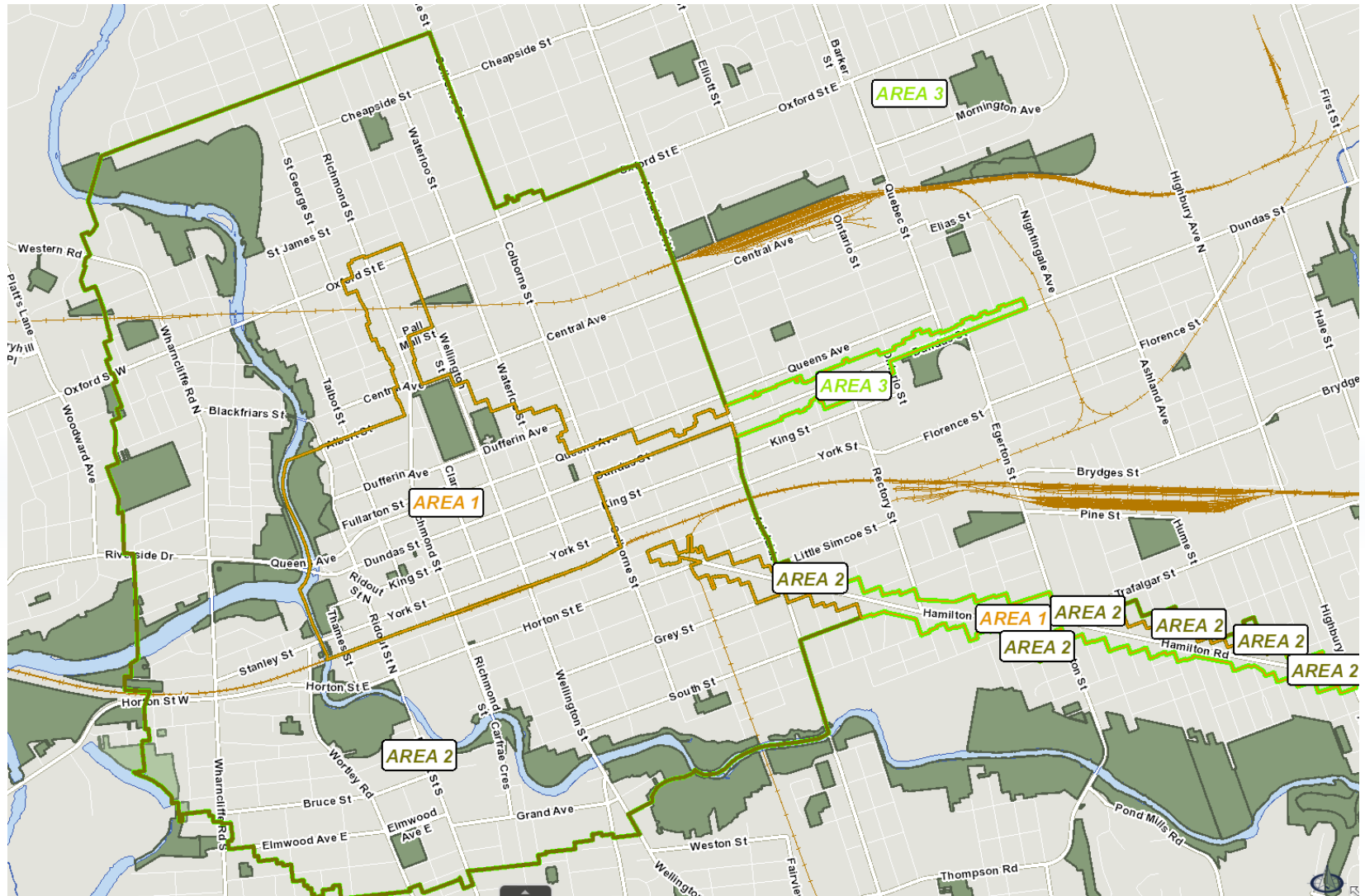
- *ZBL Z.-1* in force since 1993
- Parking Section 4.19 contains off-street Parking Standards based on use and location (site-based approach)
- Currently no parking required for residential uses in Downtown

|   | Parking Standard Area<br>2             | Parking Standard Area<br>3             |
|---|--|--|
| Financial Institution                                   | 1 per 30 m <sup>2</sup><br>(323 sq ft) | 1 per 15 m <sup>2</sup><br>(161 sq ft) |
| Retail Store<br>(Greater Than 2 000<br>m <sup>2</sup> ) | 1 per 25 m <sup>2</sup><br>(269 sq ft) | 1 per 20 m <sup>2</sup><br>(215 sq ft) |
| Retail Store<br>(Less Than 2 000 m <sup>2</sup> )       | 1 per 25 m <sup>2</sup><br>(269 sq ft) | 1 per 15 m <sup>2</sup><br>(161 sq ft) |



London  
CANADA

# Parking Standard Areas





# Background to Parking Regulation

| Arguments in favor of minimum parking requirements  | Arguments against minimum parking requirements   |
|---|--|
| Reduce congestion around a site caused by vehicles looking for parking.   | Encourages private vehicle use.  |
| Avoid parking spillover.  | Adversely impacts transit ridership and alternative modes of transit (disadvantages non-drivers).                        |
| Creates 'orderly' development patterns.   | Ignores additional costs of parking compared with potentially lower costs associated with alternative modes of transit.  |
| Creates an 'even' playing field among developers.   | Reduces development densities/intensity and hampers infill development and adaptive reuse.                               |
| Reducing the need for parking management by making adjudication of conflicts between property owners unnecessary. | Directly and indirectly harms the environment. Lower physical activity also has negative consequences for public health. |
| Reduces demands for public provision of parking.  | Often based on imprecise representation of actual parking utilization levels.  |

Source:  
Richard Willson.



# Negative effects of excessive parking

## Conventional parking requirements:

- Increases GHG emissions and pollution from both driving and building construction.
- Raises cost and reduces affordability of housing
- Makes designing walkable streets and neighbourhoods with more choices for people harder
- Can lead to an oversupply of parking.





# Background to Parking Regulation - 3 Approaches

## Minimum Parking Requirements

Plenty of parking spaces are provided  
Supports driving but can limit walking  
Homeowners and businesses have less choice

## Open Option Requirements

A range of parking spaces can be provided  
Supports driving and walking  
Homeowners and businesses have more choice

## Maximum Parking Requirements

A restricted number of parking spaces can be provided  
Supports walking but can limit driving  
Homeowners and businesses have less choice

# Parking Demand

- Parking demand not predictable
- ITE Parking Manual & ULI
- Minor Variance applications to reduce Parking
- No evidence to support minimums based on:
  - Geography
  - Context
  - Business type
  - Housing typology
- Get Involved Parking Survey



# Urban Design Requirements

## Site Plan Control By-law:

6.2(b) Parking areas should be no closer than 3m to street line and 1.5m to a property line.

## ZBL:

4.19.4a) No parking in any front or exterior side yard.

- No part of any parking area, other than a driveway, is located closer than 3.0 meters to any required road allowance except in DA, BDC & OC Zones, where parking shall not be permitted in the front yard.
- R1, R2, R3, R4 & R11: Parking permitted in the interior side yard and rear yard, provided that no part is located closer than 1.0 m to any road allowance



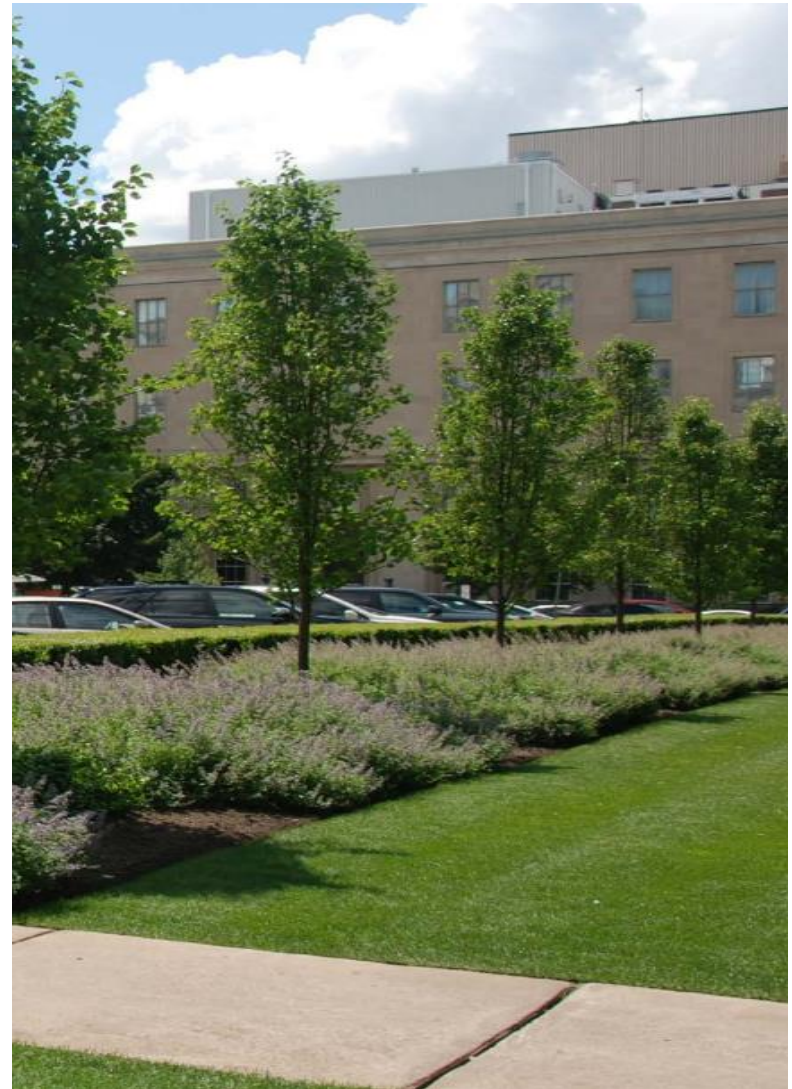


# Urban Design Requirements

- (Parking) 270\_ The location, configuration and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists and drivers.
- 272\_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.
- 275\_ To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential, office, and mixed-use buildings should be located underground or integrated within the building design.
- 278\_ Surface Parking located in highly-visible areas should be screened by low walls and landscape treatments.
- 281\_ Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.
- 282\_ Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management and, and reduce the heat island effect.



# Urban Design Requirements



# Parking Strategy

Two alternative options for Council consideration:

1. Open Option Parking City-wide
2. Open Option Parking in some Urban Place Types, significant lower minimums rest of the City:

| Open Option Place Types | Lower Parking Minimum Place Types                  |
|-------------------------|--|
| Downtown                | Neighbourhoods                                     |
| Transit Village         | Shopping Area                                      |
| Rapid Transit Corridor  | Institutional                                      |
| Main Street             | Commercial Industrial & Industrial (Light & Heavy) |



# Parking Strategy

- Both options maintain standards for Accessible-parking & Bicycle storage.
- End of Parking Standards Areas
- Urban Design Requirements & Parking Lot regulations
- Consideration of visitor & shared-parking, service-requirements and loading





# Next Steps



- Public Survey & Stakeholder Input  
[https://getinvolved.london.ca/off-street-parking-standards/survey\\_tools/parking-standards](https://getinvolved.london.ca/off-street-parking-standards/survey_tools/parking-standards)
- Upcoming CIM: February 24 - 7:00pm-8:30pm
- Early Spring – Information Report
- Late Spring – Recommendation Report