

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, Deputy City Manager, Planning and Economic
Development
Subject: Parking Standards Review Information Report
Date: April 19, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the Parking Standards Review Information Report:

- (a) The preliminary alternative options of the Parking Standards Review, attached in Appendix "A" **BE RECEIVED**; and,
- (b) The preliminary alternative options of the Parking Standards Update **BE CIRCULATED** for public comment.

IT BEING NOTED that feedback received will inform a final Parking Standards Review Report and implementing a Zoning By-law Amendment that will be prepared for the consideration and approval of Municipal Council at a future meeting of the Planning and Environment Committee, including a public participation meeting.

Executive Summary

Summary of Report

The *Parking Standards Review Information Report* provides information regarding the Parking Standards Review that has been initiated as part of the ReThink Zoning Process. The report includes two alternative approaches to off-street parking regulations that will be considered. Option 1 is to implement an Open Option Parking Approach city-wide, whereas Option 2 is a hybrid approach with the Open Option in some Place Types and significantly lowered parking minimums in other Place Types. Both options for Council's consideration would improve choice for Londoners, support Climate Action, and help to achieve a compact, contiguous pattern of growth in our city. As part of the Parking Standards Review, the urban form requirements will be strengthened and existing standards for accessible parking and bicycle parking maintained.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to receive The *Parking Standards Review Information Report*, and for the public to be able to

review the alternative approaches that are described and provide comments prior to and during a future public participation meeting at the Planning and Environment Committee. That report will include a recommend Zoning By-law Amendment that includes new parking standards for the City of London.

Linkage to the Corporate Strategic Plan

The review of parking standards contributes to implementing the Strategic Plan through the Building a Sustainable City areas of focus.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The *Parking Standards Update Information Report* supports the City's commitment to reducing and mitigating climate change by transforming buildings and development (Area of Focus 3), in particular for new developments. Action 2.a of the *Draft Climate Emergency Action Plan* sets out to reduce or eliminate parking minimums which will help reduce the GHG emissions in the City of London by making more efficient use of available parking spaces and encouraging alternate modes of transportation to private automobiles.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

November 22, 2021 – PEC – Parking Standards Review Background Report

December 4, 2017 – City of London – [Downtown Parking Strategy](#)

1.2 Applicable Legislation and Policy

The Planning Act is the applicable legislation for planning matters in Ontario. It requires the City of London to have an Official Plan and permits the City to regulate development through zoning in order to implement the Plan. The Act also requires that when an Official Plan is updated after a comprehensive review, a municipality shall update the zoning by-law within three years of coming into effect (Section 26(9)). Parking requirements are included within municipal zoning by-laws.

The Provincial Policy Statement, 2020 (PPS) provides policy direction related to land use planning and development, all planning decisions in Ontario shall be consistent with the PPS. The PPS sets out that infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs, and planning authorities should promote green infrastructure to complement infrastructure. The PPS requires that a land use pattern,

density, and mix of uses should be promoted that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation.

The London Plan was approved by City Council in June of 2016 as the City's new official plan and provides a vision for how London will grow over the next twenty years. The London Plan directs growth to strategic locations with an emphasis on growing 'inwards and upwards' to achieve a compact form of development (policy 79). As part of the City Building Section, the London Plan provides for different parking policies that regulate the location, configuration and size of parking areas to support the planned vision of each Place Type and enhance the experience of pedestrians, transit-users, cyclists, and drivers. The London Plan states that the Zoning By-law will establish automobile parking standards that ensure excessive amounts of parking are not required. Requirements may be lower within those place types and parts of the city that have high accessibility to transit or that are close to employment areas, office areas, institutions and other uses that generate high levels of attraction (policy 271).

The current Zoning By-Law Z.-1 was approved in 1993 to implement the policies of the 1989 Official Plan. Zoning is a regulatory tool that establishes the rules for development on individual properties. Zoning directs what types of buildings and activities are permitted (use), how much of a building or activity is permitted (intensity), and where and how those buildings should be situated or designed (form). All City by-laws, including zoning by-laws, must conform with the policies of the Official Plan. Zoning by-laws are the primary method regulating the provision of automobile and bicycle parking in new or expanded development.

Section 4.19 of the Zoning By-law Z.- 1 regulates the off-street parking supply for London through minimum parking standards. This approach is similar to most municipalities in Ontario. Section 4.19 includes parking requirements for different land uses, and also includes Parking Standard Areas (PSAs) which may require different ratios in different parts of the City.

The 1989 Official Plan and Zoning By-law no. Z.-1 both place an emphasis on land use, breaking the city up in zones that are based on land use classifications such as residential, commercial and industrial uses. The London Plan is considerably different from its predecessor in terms of planning approach, putting a greater emphasis on balanced consideration of use, intensity, and form. Instead of land use designations, the London Plan establishes a sense of place through different Place Types that apply to parts of the City.

1.3 Objectives Parking Standard Review

The objectives of the Parking Standards Review are consistent with *The London Plan* policies and *Draft Climate Emergency Action Plan (CEAP)*. *The London Plan* sets out that "*The Zoning By-law will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower within those place types and parts of the city that have high accessibility to transit or that are close to employment areas, office areas, institutions and other uses that generate high*

levels of attraction” (LP_271). The London Plan also provides that “opportunities for sharing and consolidating parking to meet parking requirements will be *encouraged in the Downtown, Transit Village, and Shopping Area Place Types, and in transit station areas and commercial areas along Urban Corridors. Where sharing of parking occurs through a development agreement, a reduction in on-site parking requirements may be accommodated*” (LP_274). Further, CEAP section 2a outlines the objective to “*reduce or eliminate parking minimums within the Zoning By-law*” (CEAP, Area of Focus 3, 2a).

The *Parking Standards Background Study* provided six key indicators of success that should be considered for each option to define a successful updated parking approach:

1. Do the parking standards support the City’s objectives and policies of *The London Plan* and overall livability and quality of life?
2. Do the parking standards support the City’s goals relating to the declaration of a Climate Emergency and necessary decrease of GHG in our City?
3. Do the parking standards support the City’s objectives to manage outward growth by supporting infill and intensification, making it easier and more attractive for developers to provide strategic infill development.
4. Are the parking standards easy to understand and implement over time as land uses might change?
5. Will the Parking Standards lead to a reduction in rezoning and minor variance applications?
6. What other impacts of parking standards might exist, and can they be mitigated?

1.4 Engagement and Initial Stakeholder Feedback

Initial discussions were held with stakeholders and the general public in February 2022 regarding the Parking Standards Review. Engagement initially focused on the framework for the project and necessity to update the existing standards. Later conversations were focused on the different alternatives to regulate parking as proposed in this Information Report.

The ongoing COVID-19 Pandemic has necessitated changes to the types of engagement, and as a result this project has used mainly online methods. These sources included:

- Get Involved Website: [Off-Street Parking Standards | Get Involved London](#) with project updates, opportunities to ask questions and an online survey. The results of the Parking Standards Survey are attached as Appendix D.
- Social Media. An advertisement campaign was used on the existing City of London Facebook page to draw the general public to the Get Involved Website and online survey.
- Webinar. An online webinar or ‘virtual town hall’ was hosted on Thu. February 24, 2022 to provide the general public with an opportunity to receive information and provide feedback on the Parking Standards Review. This Community Information Meeting was recorded and shared online for those unable to attend.

- Virtual meetings. A variety of online stakeholder meetings were organised with stakeholders, community organisation and the development industry. The discussion was used to adjust the two proposed approaches to off-street parking regulations.

The results of this public engagement process and consideration by Municipal Council will inform any changes to the final *Parking Standards Review Recommendation Report* expected in late Spring 2022. A public letter from the Urban League London of London has been added as Appendix C.

2.0 Parking Options Review

2.1 Context Parking Requirements

As discussed in the *Parking Standards Background Study*, the site-based approach with minimum parking standards often leads to an oversupply of parking where large numbers of parking spaces must be provided. Other negative effects of excessive parking include:

- Increasing GHG emissions and pollution from both driving and building of surface and structured parking;
- Making the design of walkable streets and neighbourhoods harder and often encouraging urban sprawl; and,
- Raising cost and reducing affordability and viability of (infill) housing development.

The *Parking Standards Background Study* identified three general approaches to parking regulation, including the following:

- Minimum Parking Standards – requiring a minimum number of parking spaces to support specified land uses,
- Maximum Parking Standards – requirement a maximum number of parking spaces to ensure there is not an oversupply, and
- Open Parking Standards – eliminating parking requirements and allowing businesses and developers to determine how much parking to provide.

Minimum requirements are currently utilized in the Zoning By-law and are useful to ensure parking demand does not spill over from the site where a use is located to nearby properties or street parking.

Maximum parking standards could be considered in London to ensure parking areas do not dominate site design or detract from the ability to achieve urban form objectives, and they would be particularly useful in certain place types that emphasize the use of transit or active transportation. However, given the COVID-19 pandemic has impacted travel patterns local data has not been able to be collected. This approach is not recommended at this time but may be considered in a future review.

Open parking requirements are another possible approach that could be implemented to achieve the City's objectives and policies of *The London Plan* related to City Design and Mobility, and could also support actions related to the Climate Emergency. Under an open option approach, the amount of on-site parking businesses required for new developments will be determined by property owners, developers, and businesses based on market demand. Simply put, the underlying principle behind the open option is that businesses and developers know their parking needs best and should have the flexibility to provide an appropriate parking supply.

Importantly, open parking requirements doesn't mean that 'no parking' will be provided, but rather that a range of parking supply is possible as some will provide more parking than others. It would be possible to provide no parking spaces but this will likely be rare as parking is still recognized as a common need for residents and patrons.

Some benefits of the open option parking include:

- Better alignment of parking supply and demand as landowners and developers have more choice and flexibility to accommodate changes in the market;
- Supporting the provision of more housing options as residents can match their needs and lifestyle to the amount of parking provided;
- Less regulatory barriers for businesses as they can choose locations or type of developments based on what suits the needs of their customers;
- A more efficient and simplified development-application process which will contribute to increasing the housing supply, and fewer rezoning and minor variance applications related to parking reductions that require consideration by staff and the Committee of Adjustment, and; Better alignment with key London Plan directions including emphasis on creating attractive mobility choices.

2.2 Two alternatives for off-street Parking Standards

This Parking Standards Review as part of ReThink Zoning is an opportunity to purposely differentiate the parking approach for different areas in the city and go beyond the existing PSA's. Based on the information above, two alternative parking standard approaches should be considered by Council at this time and circulated to stakeholders for feedback. The input received on these options will inform City staff as we complete our review and determine the recommended approach for London. The two alternatives for consideration include:

1. Implement an open parking approach City-wide
2. Implement a hybrid that includes an open parking Approach in some Urban Place Types, and reduce parking minimums in the rest of the City

Importantly, both alternatives would maintain the existing off-street parking standards for Accessible-parking (based on The Accessibility of Ontarians with Disabilities Act, 2005 – AODA) and bicycle parking requirements (see Table 2). Staff are considering methods to calculate these accessible and bicycle parking requirements to ensure that these continue to be provided at current rates.

Table 1: Overview differences and similarities different Parking approaches

Option 1: City Wide Open Option	Option 2: Hybrid Open Option and Lower Parking Minimums
Removal existing Parking Standard Areas	Removal existing Parking Standard Areas and two proposed Parking Standard Areas: A & B.
Complete removal minimum parking standards	Simplification of minimum parking standards
Maintaining accessible parking and bicycle parking standards	Maintaining accessible parking and bicycle parking standards
Strengthened Urban Design Requirements based on <i>The London Plan</i>	Strengthened Urban Design Requirements based on <i>The London Plan</i>
Consideration of visitor, shared parking and loading areas	Consideration of visitor, shared parking and loading areas

3.0 Option 1 – Open Parking Approach

An open parking approach would maximize flexibility and allow for market demand to determine the supply of parking that is provided on a site. In the review of a planning application the number of parking spaces would not be of concern to City staff, rather only the design of parking areas would be reviewed for conformity with City by-laws.

Regulations for accessible parking spaces will still be required under an open parking requirement, and bicycle parking requirements would remain. These requirements will be updated so that they are not required as a ratio to standard parking requirement. For example, accessible spaces are currently required at 4% of the standard rate, which will have to be restated if no standard parking spaces are required in the by-law.

As mentioned in Section 2.1, main benefits of the open parking approach include better alignment of parking supply and demand, supporting the provision of more housing options, less regulatory barriers for businesses and a more efficient development-application process.

To expand on these benefits, building parking is expensive - costing thousands of dollars for surface parking and up to \$50,000 or \$60,000 for underground parking stalls. These costs for parking get passed down in rent, mortgage or goods that Londoners buy and use. As described in the *Parking Standards Review Background Report*, the costs associated with the construction of parking are spread out through all sectors of the population, instead of being borne solely by the users of parking spaces. With the open parking option, businesses and property-owners would only provide the amount of parking required for the needs of their customers or residents, instead of providing an oversupply of parking based on arbitrary parking minimums. The open option aligns with the goal to provide more affordable housing and infill development by removing barriers to these types of development and reducing overall construction costs.

The City of London is not alone in reviewing and questioning minimum parking standards.

In June 2020, the City of Edmonton became the first major city in Canada to remove minimum parking standards city-wide. Edmonton used an “Open Option Parking” approach to gradually reduce parking minimums starting in 2010, which eventually led to the complete removal of parking minimums in 2020, with the exception of accessible parking spaces. Together with this removal, maximum parking space ratios were established for residential, commercial, and mixed-use development in the downtown Core, which was later extended to transit-oriented development and main street areas.

The City of Calgary voted to remove parking minimums for non-residential uses in November 2020, eliminating minimum parking regulations from their zoning by-law. Future work will review residential parking standards, bike parking, design of parking areas, evaluation of parking regulation near transit-oriented development and a potential cash-in-lieu program.

Finally, Toronto City Council enacted an amendment to the Zoning By-law on February 3, 2022 to remove most minimum parking requirements for new developments (except accessible parking standards) and introduce new maximum standards. Although the examples of Calgary and Toronto are not complete open option parking approaches as parking maximums do apply, a similar trend to move away from the parking minimums can be discerned. Similar to London, motivating factors include housing affordability and climate action to support targets for net zero greenhouse gas emissions.

4.0 Option 2 – Hybrid Approach

Option two is to implement a hybrid of Open parking standards and lower parking minimums in different parts of the City. In this approach an open approach would apply in areas planned to have a very urban character that emphasize pedestrian areas and have good access to transit, while other parts of the City would have minimum requirements that are reduced from the current standard. Table 1 shows the recommended approach for each place type in the Hybrid Approach.

Table 2: Parking Requirement by Place Type in Hybrid Approach.

No Minimum Parking Requirement	Reduced Minimum Parking Requirement
Downtown	Neighbourhoods
Transit Village	Shopping Area
Rapid Transit Corridor	Institutional
Main Street	Light Industrial
	Heavy Industrial
	Commercial Industrial
	Urban Corridor

	Green Space
	Rural Neighbourhood
	Farmland

Like the open parking approach in Option 1, this hybrid of open and lower parking minimums would lead to a more flexible and market-based approach to parking regulation.

In the hybrid approach minimum parking requirements will only apply in the place types identified on Table 2. It is recommended that a single requirement be established for these areas that is below the current requirement for either Parking Standard Area 2 or 3. The Parking Standard areas will not be applied as they do not align with the London Plan Place Type boundaries. Parking rates are reduced to avoid requiring more spaces than needed while ensuring the minimum spaces to meet demand are provided. Table 3 includes a summary of the recommended residential parking rates.

4.1 Proposed Parking Standards for Residential Uses

Table 1: Existing and Proposed Residential Parking Standards

Use	Existing PSA 1	Existing PSA 2	Existing PSA 3	Proposed Minimum Parking Requirement
Single Detached and Semi-Detached	2 per unit	2 per unit	2 per unit	1 per unit
Townhouse, Cluster	1 per unit	1.25 per unit	1.5 per unit	1 per unit
Townhouse, Street	1 per unit	2 per unit	2 per unit	1 per unit
Townhouse, Stacked	1 per unit	1.25 per unit	1.5 per unit	0.5 per unit
Apartment	1 per unit	1 per unit	1.25 per unit	0.5 per unit
Duplex	1 per unit	1 per unit	1 per unit	0.5 per unit
Triplex	1 per unit	1 per unit	1 per unit	0.5 per unit
Converted Dwelling or Conversions of Existing Buildings to Residential Units	No additional parking required	1 per unit	1 per unit	0.5 per unit
Senior Citizen Apartment Building	0.25 per unit	0.25 per unit	0.25 per unit	0.25 per unit
Handicapped Persons Apartment Building	0.25 per unit	0.25 per unit	0.5 per unit	0.25 per unit
Lodging House	0.33 per unit	0.33 per unit	0.33 per unit	0.25 per unit

4.2 Proposed Parking Standards for Non-Residential Uses

For non-residential uses, parking rates should be reduced similar to the residential uses so as to avoid conflicts. Minimum Non-Residential Parking Standards in the Place Types with reduced minimums (e.g., Neighbourhoods, Shopping Area, Institutional, Industrial, Commercial Industrial, Urban Corridor etc.) are as follows:

Table 4: Existing and Proposed Commercial Parking Standards (ITE rates & tiers)

Non-Residential Uses	Existing PSA 3	ITE Rate Examples (1 parking space per m ²)	Proposed Minimum Parking Requirement
Tier 1: Fast-Food (Drive-in, Take-Out), Liquor, Beer and Wine Store, Restaurant, Taxi Establishment, Tavern	Ranging from 1 parking space per 6m ² -15m ²	<ul style="list-style-type: none"> • Restaurant Fast-Food: 1 per 6 m² • Restaurant: range 1 per 4-8 m² • Tavern: 1 per 8 m² 	1 parking space per 20 m ² gross floor area
Tier 2: Abattoir, Amusement Game Establishment, Animal Hospital/Clinic, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Rental, Automobile Repair Garage Establishment, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Brewing on Premises Establishment, Bulk Beverage Outlet, Bulk Sales Establishment, Clinic and Out Patient Clinic, Clinic (methadone), Commercial Recreation Establishment, Convenience Service Establishment, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral	Ranging from 1 parking space per 15m ² -50m ²	<ul style="list-style-type: none"> • Amusement Game Est.: 1 per 13 m² • Animal Hospital: 1 per 33 m² • Automobile Repair Garage: 1 per 55 m² • Bulk Beverage Outlet: 1 per 17 m² • Bulk Sales Est.: 1 per 19 m² • Clinic: 1 per 18 m² • Convenience Store: 1 per 7 m² • Day Care: 1 per 28 m² 	1 parking space per 50 m ² gross floor area

<p>Home, Gallery, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Kennel, Laundromat, Museum, Music School, Office (Mental/Dental), Patient Testing Laboratory, Personal Service Establishment, Pharmacy, Pharmacy (methadone), Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Retail Store (all sizes), School (commercial), Shopping Centre (greater than 2000 m² and with 4 or more individual Businesses), Shopping Centre (less than 2000 m²), Video Rental Establishment</p>		<ul style="list-style-type: none"> • Department Store: 1 per 19 m² • Financial Institution: 1 per 13 m² • Food Store: 1 per 18 m² • Hardware Store: 1 per 14 m² • Museum: 1 per 28 m² • Office (Dental): 1 per 22 m² Pharmacy: 1 per 42 m² 	
<p>Tier 3: Agricultural Service Establishment, Artisan Workshop, Bakery, Business Service Establishment, Dry Cleaning and Laundry Depot, Farm Equipment Sales and Service Establishment, Film Processing Depot, Household Appliance Sales and Service, Industrial Mall, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Office (all types except mental/dental), Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (community college & university), Service and Repair Establishment, Service Industrial Use, Service Trade</p>	<p>Ranging from 1 parking space per 50m²-100m²</p>	<ul style="list-style-type: none"> • Business Service Est.: 1 per 71 m² • Dry Cleaning and Laundry Depot: 1 per 77 m² • Film Processing Depot: 1 per 77 m² • Household Appliance Sales and Service: 1 per 40 m² • Library: 1 per 37 m² • Service Trade: 1 per 53 m² 	<p>1 parking space per 100 m² gross floor area</p>
<p>Tier 4: Advanced Manufacturing Industrial Uses, Advanced Manufacturing</p>	<p>Ranging from 1 parking</p>	<ul style="list-style-type: none"> • Advanced Manufacturing Industrial 	<p>1 parking space per 200 m² gross floor area</p>

Educational Uses, Agricultural Supply Establishment, Building Supply Outlet, Caterer's Establishment, Craft Brewery (excluding retail/restaurant area), Dry Cleaning and Laundry Plant, Manufacturing Establishment, Printing Establishment, Terminal Centre, Vehicle Sales and Service Establishment, Warehouse Establishment, Wholesale Establishment	space per 100 m ² -200m ²	<ul style="list-style-type: none"> Uses: 1 per 66 m² • Building Supply Outlet: 1 per 163 m² • Dry Cleaning and Laundry Plant: 1 per 77 m² • Manufacturing Est.: 1 per 66 m² • Vehicles Sales and Service Est.: 1 per 41 m² (new) • Warehouse Est.: 1 per 155 m² 	
Tier 5: Commercial Outdoor Recreation Facility, Self-storage Establishment,	1 parking space per 1,000 m ²	<ul style="list-style-type: none"> • Commercial Outdoor Recreational Facility: 1 per 426 m² • Self-storage Est.: 1 per 929 m² 	1 parking space per 1,000 m ² gross floor area
Tier 6: Greenhouse Farm	1 parking space per 20,000 m ²	No ITE rate available	1 parking space per 20,000 m ² gross floor area

* This tiered parking standards table doesn't include all proposed standards. For all uses please refer to Zoning By-law Z.-1, table 4.19.3.

Generally, the existing parking ratios are simplified and decreased by 50%. For example, the Business Service Establishment currently requires 1 parking space per 50 m², which is reduced to 1 parking space per 100 m². Standardized rates in the Zoning By-law of 1 space per 20 m² gross floor area (GFA), 1 space per 50 m² GFA, 1 space per 100 m² GFA, 1 space per 200 m² GFA and 1 space per 1,000 m² GFA have been established. More detail can be found in table 4.19.3 in Appendix A as well as average ITE rates from the Parking Generation Manual (5th edition) for a variety of uses. These ITE rates form part of the justification for the proposed non-residential rates but don't exist for all uses.

As outlined in the *Parking Standards Review Background Report*, parking demand can't be captured in a set of static numbers as no location and associated parking demand is exactly the same. For this reason, the rates described above lean towards the lower

end of what is expected for a specific use. There is increasing recognition that the ITE rates are based on outdated and underrepresented data, which tends to over-estimate the actual parking needs in our communities. Main issues with the ITE rates include a focus on the United States, limited amount of conducted studies, and use of outdated data from the 1980's-1990's.

For example, approximately half of the parking generation rates are based on 4 or less studies, and 22% of the ITE rates are based on a single study. Additionally, the ITE rates are sometimes based on studies conducted a long time ago, up to the 1980's. Therefore, the ITE rates provided give an estimate of (suburban) parking demand for different uses, but are not scientific or precise numbers for determining parking demand.

4.3 Urban Design Standards

In addition to Section 4.19 of the Zoning By-law Z.-1, Section 6 of the Site Plan Control By-law provides information Parking Facilities and Internal Driveways, more information is provided in Appendix C. Section 6.2 of the Site Plan Control By-law sets out that Parking areas should be no closer than 3 metres (10 feet) to a street line and 1.5 metres (5 feet) to a property line. An overview of specific setbacks is shown in Table 5 below:

Table 5: Minimum setbacks and parking yards Zoning By-law.

Zones	Yard in Which Required Parking Area is Permitted	Minimum Setback to Road Allowance
Office, Commercial, Institutional, Open Space, Recreational, Agricultural, Agricultural Commercial, Rural Settlement Commercial and any Zone Class not specified.	All yards	no part of any parking area, other than a driveway is located closer than 3.0 meters to any required road allowance.
Downtown, Business District Commercial & Office Commercial, Transit Village, Rapid Transit Corridor.	Parking not permitted in the front yard.	

Residential -R1, R2, R3, R4 and R11 Zones	<ul style="list-style-type: none"> a) The interior side yard and rear yard b) Driveways in the front yard or exterior side yard. 	no part of any parking area is located closer than 1.0 metres to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres from the rear lot line and 3.0 metres from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part of any rear yard parking area shall be located closer than 3.0 metres from each side lot line
Industrial	All yards	no part of any parking area, other than a driveway, is located closer than 1.0 metre to any required road allowance.

Through the Site Plan Control by-law parking for commercial uses is discouraged in the front yard. The Site Plan Control by-law also discourages parking in a yard adjacent to a residential zone. Where such parking is permitted, adequate screening will be required. Residential parking areas should be located:

1. In view of dwellings and activity areas, preferably 45 meters (150 feet) maximum walking distance;
2. Adjacent to pedestrian systems;
3. Convenient to the building entrances; and,
4. No closer than 3 meters (10 feet) to a window of a habitable room.

Where the applicable zoning by-law regulations do not specify the size of parking spaces and aisles, the relevant minimum parking dimensions set out in Figure 6.1 and Table 6.1 of the Site Plan Control By-law, see Appendix B for details.

The Rethink Zoning process will include consideration of how to integrate additional measures to implement the City Design and built form policies of the London Plan, including what regulations should be included for off street parking areas. The only urban design change that is recommended at this time is to add the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, and Main Street Place Types to the locations in the Zoning by-law where front yard parking is not permitted.

4.4 Barrier Free Parking

It is the intent of this amendment to maintain a similar number of required parking spaces for persons with disabilities. Accessible parking spaces are required in accordance with the *Accessibility for Ontarians with Disabilities Act* (AODA Act) and in must be captured within the zoning by-law. However, because the current zoning by-law standards base accessible parking requirements on a ratio to the standard parking requirement, a new approach is required.

The current Zoning regulations for accessible parking spaces are based on the *required* parking spaces, however the AODA Act bases its requirement on the number of *provided* parking spaces. Therefore, to ensure adequate accessible parking the zoning by-law should be updated to reflect the number of spaces provided as part of the proposed development and not the minimum zoning requirement.

The provincial standard requires two types of accessible or barrier-free parking spaces to be provided. The standards include minimum width requirements for the Type A, Type B and accessible aisle, as shown in Table 6 below.

Table 6: Types of Accessible parking spaces, with minimum width and access aisle.

Type	Minimum Width	Access Aisle Requirements (may be shared by 2 parking spaces)
Type A: Wider parking space with signage that identifies as 'van accessible'	3.4 metres	1.5 metres extending the full length of the parking space, marked with high tonal contrast diagonal lines
Type B, standard parking space	2.4 metres	

Section 4.19.10 c) outlines the accessible parking space requirements based on the total amount of provided parking as shown underneath. This section is summarized in Table 7.

Table 7: Accessible Parking Ratios – Legislated Requirements

Number of Parking Spaces	Number of Accessible Parking Spaces Required
12 or fewer	One parking space for the use of persons with disabilities, which meets the requirement of a Type A parking space.
13-100	4% of the total number of parking spaces for the use of persons with disabilities, in accordance with the following ratio, rounded up the nearest whole number: <ol style="list-style-type: none"> I. Where an even number of parking spaces for the use of persons with disabilities is provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirement of a Type A parking space and a Type B parking space must be provided. II. Where an odd number of parking spaces for the use of persons with disabilities is provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking

	space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space.
101-200	One parking space and an additional 3% of the total number of parking spaces for the use of persons with disabilities, rounded up to the nearest whole number.
201-1,000	Two parking spaces and an additional 2% of the total number of parking spaces for the use of persons with disabilities, rounded up to the nearest whole number.
More than 1,000	11 parking spaces and an additional 1% of the total number of parking spaces for the use of persons with disabilities, rounding up to the nearest whole number.

4.5 Bicycle Parking

To encourage the use of bicycles as an alternative means of transportation, bicycle parking facilities are required at the residential base and at destination locations such as workplaces, commercial uses, and institutional facilities. Bicycle parking shall be provided in facilities that are convenient, safe, secure and functional for the intended use.

The Zoning By-law includes bicycle requirements including a minimum of 0.75 long-term spaces per unit in apartment buildings, and generally 7% of the required vehicle parking spaces for commercial uses. Some exceptions apply to the above requirements. Given the proposed changes in parking regulations, it is proposed that a similar approach be taken to the updated requirements for accessible parking spaces, where bicycle parking should be required based on the number of parking spaces provided instead of required in the Zoning By-law.

It is also recommended that the ratio of bicycle parking spaces be amended to 10% of the provided number of automobile parking spaces for all non-residential development to better reflect the need to provide amenities for active transportation. This proposed increase from 7% to 10% of the provided number of automobile parking spaces is in line with the bicycle parking ratios in other Canadian jurisdictions. The City of Toronto uses different bicycle parking standards for different uses, typically requiring a minimum of 3 bicycle spaces plus 0.2-0.3 additional spaces for each 100 square meters of interior floor area of short-term bicycle space and 0.1-0.2 for each 100 square meters of interior floor area of long-term bicycle space.

Existing Site Plan Control requirements for bicycle parking are proposed to remain, and are described in Table 8.

Table 8: Design Characteristics for Bicycle Parking Facilities (Table 14.1 Site Plan Control By-law).

<p>Location</p>	<p>Long-term Bicycle Parking: Apartment buildings and lodging houses (with 5 or more residential units) shall be required to provide for long-term bicycle parking opportunities in an accessible, secure and weather protected area. Subject to design characteristics below, these spaces may be provided in the following locations:</p> <ol style="list-style-type: none"> 1. in a bicycle room or bicycle compound located within a building or motor vehicle parking structure 2. within an individual bicycle locker 3. within an accessory building <p>Long term bicycle parking shall not be provided within a dwelling unit or a balcony thereof.</p> <p>Short-term Bicycle Parking: Short-term Bicycle parking spaces may be provided within an exterior space (covered or uncovered) designated for the parking of bicycles. Large scale developments may spatially disperse the required number of short-term bicycle parking spaces throughout the site.</p>
<p>Size of a Bicycle Parking Space</p>	<p>Minimum horizontal dimensions of 0.6 metres by 1.5 metres and a height or at least 1.9 metres.</p>
<p>Aisle Width</p>	<p>Where more than one row of bicycle parking spaces is provided, a minimum aisle width of 1.5 metres shall be provided.</p>
<p>Location for Accessibility</p>	<ul style="list-style-type: none"> - Less than 15 metres from the entrance used by cyclists or if located within a building in a location easily accessible to bicycles - Should not be farther from the entrance than the closest motor vehicle parking space (excluding accessible parking spaces) - In a separately designated area that does not impede the movement of pedestrians - In an easy to find location directly visible from the street and if not directly visible from the street directional information signs shall be installed to direct cyclists to the bicycle parking facility
<p>Location for Natural Surveillance</p>	<ul style="list-style-type: none"> - Located within constant visual range of persons within the adjacent building or within well traveled pedestrian areas - Within unobstructed view from the adjacent municipal roadway
<p>Security Lighting</p>	<p>Night lighting shall be provided in a manner to ensure that the entire bicycle parking area is well lit</p>
<p>Covered Bicycle Parking</p>	<p>If covered motor vehicle parking is provided, the required bicycle parking shall also be covered.</p>

*Change room and shower facilities are encouraged to enhance the use bicycles for work based travel.

4.7 Shared and Visitor Parking

Shared parking is a parking management strategy that recognizes that many parking spaces are only used for a portion of the time. When two or more uses exist on one property, a certain amount of the parking spaces may be shared between different uses if the peak period of parking demand and usage doesn't overlap. An example of this is a mixed-use development with residential units and retail or office space. Visitors to the residential units may be able to share parking spaces with the retail uses since these visitors use parking spaces at a different time than the retail-clientele or employees of offices. For shared parking, a potential amendment could allow shared parking for any Place Type without minimum parking requirements

The London Plan sets out that shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within the Downtown and Transit Village Place Types (LP-803 & 814). In the Riverbend Road and The Linkway main streets areas, off-street parking requirements in the Zoning By-law may be reduced if supported by a parking study to recognize the pedestrian oriented, mixed use nature of the development and the shared parking strategy along with on-street supply (LP_894).

Visitor parking spaces are required through the Site Plan Control process for multi-unit residential development including cluster detached dwellings with a total of three or more units. One visitor parking space shall be provided for every ten dwelling units. There is no change proposed to visitor parking requirements where minimum parking standards apply.

Conclusion

This Parking Standards Review Information Report builds on the previous *Parking Standards Background Report* and has been developed with community and stakeholder input. The information Report describes two alternative parking standard approaches for Council's consideration:

1. Implement the Open Option Parking Approach City-wide;
2. Implement the Open Option Parking Approach in some Urban Place Types, and significantly lower parking minimums in the rest of the city.

Both of these approaches would reduce the off-street parking will be provided to promote a strong business environment while also allowing the right amount of off-street parking to be provided based on market-demand. Both proposed alternative parking standard approaches would reduce barriers for economic development and affordable/infill development, align the parking standards better with market demand

and have the potential for incremental change towards a more compact, high-intensity and mixed-use built form.

Staff recommends that this report be received and the options circulated for public and stakeholder input before advancing the implementation of either an open parking standards approach City-wide or a hybrid between the Open approach and lower parking minimums in different Place Types. Comments received through this circulation will be included for consideration when the final Parking Standards Review report with Recommended amendments is brought forward for consideration and adoption at a future public participation meeting of the Planning and Environment Committee.

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Director, Planning and Development

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**Deputy City Manager, Planning and Economic
Development**

cc: Kevin Edwards, Manager, Long Range Planning, Research & Ecology

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Economic Development.

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Appendices

Appendix A - Draft amendments for consideration for open option

Appendix B: Draft amendments for consideration for hybrid option

Appendix C: Site Plan Control By-law Section 6. Parking Facilities and Internal Driveways

Appendix D: Public Letter Urban League of London

Appendix E: Parking Standards Survey Results

Appendix A – Draft amendments for consideration for Open Option

To amend Zoning By-law 4.19 to implement Open Option Parking (Alternative 1) and making a number of supporting amendments.

Proposed language is underlined, whereas amended language that is proposed to be removed is ~~struck through~~.

By-law 4.19

1) CALCULATION OF PARKING REQUIREMENTS

- a) Where a part of a parking space is required in accordance with this By-Law, such part shall be considered one parking space for the purpose of calculating the total parking requirements for the said use.
- b) Parking spaces required in accordance with this By-Law shall not include any parking spaces used or intended to be used primarily for the storage or parking of vehicles for hire or gain, display or sale.

2) DIMENSIONS OF PARKING SPACES

- a) A parking space required hereby shall have minimum dimensions of 2.7 metres by 5.5 metres, except as required for parking spaces for the use of persons with disabilities.
- b) A Type 'A' parking space for the use of persons with disabilities shall be a minimum width of 3.4 metres by at least 5.5 metres in depth.
- c) A Type 'B' standard parking space for the use of persons with disabilities shall be a minimum width of 2.4 metres by at least 5.5 metres in depth. (Z.-1-142353)
 - 2.1) ACCESS AISLES Accessible aisles, that is, the space between parking spaces that allows persons with disabilities to get in and out of their vehicles, must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities. (Z.-1-142353)

3) LOCATION OF PARKING AREAS

With the exception of the Commercial Zones, all required parking spaces shall be provided on the same lot occupied by the building, structure or use for which such parking spaces are required, and shall not form a part of any street or lane. Within the Commercial Zones, the required parking spaces may be supplied within 150.0 metres (490 feet) of the main pedestrian access of the building, structure or use for which the parking spaces are required, provided a Site Plan Agreement is registered on title of the lands used for parking committing said parking spaces to the related commercial site.

4) YARDS WHERE PARKING AREAS PERMITTED

a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard.

b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface parking areas in any front yard or exterior side yard.

c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:

Zones	Yard in Which Required Parking Area is Permitted	Minimum Setback to Road Allowance
Office, Commercial, Institutional, Open Space, Recreational, Agricultural, Agricultural Commercial, Rural Settlement Commercial and any Zone Class not specified.	All yards	no part of any parking area, other than a driveway is located closer than 3.0 meters to any required road allowance.
Downtown, Business District Commercial & Office Commercial, Transit Village, Rapid Transit Corridor.	Parking not permitted in the front yard.	
Residential -R1, R2, R3, R4 and R11 Zones	c) The interior side yard and rear yard d) Driveways in the front yard or exterior side yard.	no part of any parking area is located closer than 1.0 metres to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres from the rear lot line and 3.0 metres from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part

		of any rear yard parking area shall be located closer than 3.0 metres from each side lot line
Industrial	All yards	no part of any parking area, other than a driveway, is located closer than 1.0 metre to any required road allowance.

5) PARKING STRUCTURES

Where a parking area located in a structure is accessory to a permitted use on a lot, then such structure shall not be considered an accessory building and shall conform to all the provisions for the zone as a main building.

6) ACCESS AND DRIVEWAYS TO PARKING AREAS AND SPACES

a) For single, semi-detached, duplex, or converted two unit dwellings, a parking area/private garage can only be accessed by driveways leading to all or a portion of a parking area/private garage which is provided from an improved street by means of one or more unobstructed driveways not less than 2.7 metre (8.8 feet) in width. For the purposes of this section, a driveway includes a walkway connected and parallel to a driveway and shall form part of the driveway leading to all or a portion of a parking area/private garage as part of the driveway widths.

Notwithstanding Section 4.19 (4), driveways and/or walkways connected to and parallel to a driveway may project no greater than 2.0 metres in the front yard of a single detached, semi-detached, duplex or converted two unit dwelling. That part of the required front yard not used for a driveway or walkway, or where permitted by this by-law, a parking area/space, shall be used exclusively for landscaped open space. The driveway width shall be measured parallel to the said street at the street line. It shall be further provided that no lot shall have more than two driveways for the first 30.0 metres. (98.7 feet) of street line.

For agricultural uses, driveways to parking areas shall be provided from an improved street by means of one or more unobstructed driveways not less than 3.0m (9.8 ft.) in width and not more than 10.0 m (32.8 ft.) in width. The maximum number of driveways shall be not more than two driveways for the first 100m (328 ft.) of lot frontage plus one driveway for each additional 100m (300 ft.) of lot frontage thereafter. (Z.-1-142314)

b) For uses subject to site plan control, the driveway widths shall be determined in the site plan approval process and agreement. For uses other than those described in Subsection 4.19(6)(a) and not subject to site plan approval, driveways and parking aisles shall have a minimum unobstructed width of 6.7 metres (21.9 feet) where two-way traffic is permitted and 3.0 metres (9.8 feet) where only one-way direction of traffic flow is permitted and is clearly indicated by signs, pavement markings or both but does not apply to stacked parking.(Z.-1-132179) (Z.-1-95366)

c) Each required parking space shall be readily accessible at all times for the parking or removal of a vehicle and vehicular access to any such parking space shall not be impeded by any obstruction except as provided in Paragraph (d) of this Clause, except that this provision shall not apply to prevent the use as a parking space of any part of a

driveway accessory to a single dwelling, semi-detached dwelling, duplex dwelling townhouse dwelling or stacked parking provided that no parking space shall obstruct access to a parking area on any other lot or of any other unit and for the use of stacked parking, to provide required parking, that the following shall be required:

- i) stacked parking be located wholly within a structure
- ii) a development agreement be entered into which includes:
 - i. implementation of all mitigation measures recommended in a Traffic Impact Analysis which includes a functional parking study to the satisfaction of the City;
 - ii. implementation of all mitigation measures recommended in a noise and vibration study to the satisfaction of the City; and
 - iii. a qualified operator, certified by TSSA, in the operation of a stacked parking device be provided at all times. (Z.-1-132179

d) Nothing in this By-Law shall prevent the obstruction of a driveway by a gate, a temporary barrier stacked parking or similar obstruction used solely to restrict access to the said driveway and designed to be easily raised, swung aside or otherwise opened or removed when necessary to permit passage of a vehicle but does not include the use of any fee to remove these temporary barriers to any driveway or entrance required to access a required parking space excluding institutional uses and legally established commercial parking structures or lots. (Z.-1-132180)

e) Nothing in this Subsection shall apply to prevent the use of a right-of-way as a means of obtaining access to a parking area, provided the said right-of-way has been specifically established for such purpose, or to prevent the establishment of abutting driveways or parking aisles along a common lot line.

f) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of parking or storage of a vehicle or; for the purposes of uncovered surface parking areas or; for the purpose of access driveways, on any corner lot, within the triangular area bounded by the street lines and a line joining points on the street lines as defined in Section 4.24 (Sight Triangle) of this By-law. (Z.-1-95366)

g) Residential Garage Widths for Small Residential Lots For single detached dwellings permitted in Residential Zones with a lot frontage of less than 12 metres (39.4 feet), the maximum residential garage width shall not exceed 53% of the lot frontage.(Z.-1-00759)

h) Residential Driveway Widths for Residential Lots

(I) For a single detached, semi-detached, duplex or converted two unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:

- i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;
- ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less

(II) Where more than one driveway leads to a parking area/private garage for a single detached, semi-detached, duplex or converted two-unit dwelling is

provided, the combined total of all driveways shall not exceed the provision of 4.19 6) (h) (I).

(III) Notwithstanding Section 4.19 (4) and 4.19 (6) (I) (II) driveways and/or walkways connected to and parallel to a driveway may increase to the width of the private garage and/or the legal parking area of the residential property. In addition, a driveway and/or walkway connected to and parallel to a driveway may project into a front yard of a single detached, semi-detached, duplex or converted two unit dwelling, provided that the projection into the front yard is no greater than 2.0 metres. (Z.-1- 142314)

i) Notwithstanding Section 4.19 b), street oriented townhouse dwellings in a cluster form, the maximum driveway width leading to a parking area shall be no greater than 3 metres for a single car garage and no greater than 6m when leading to a two car garage. For freehold street townhouse dwellings, the maximum driveway width leading to a parking area shall be no greater than 50% of the lot frontage or a maximum of 6.0 metres, whichever is less and in no case shall it be less than 3m." (Z.-1-142314)

j) Access aisles for parking spaces for persons with disabilities Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and shall meet the following requirements: 1) They shall have a minimum width of 1,500 mm. 2) They shall extend the full length of the parking space. They shall be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface. (Z.-1-142353)

7) SURFACE AND DRAINAGE OF PARKING AREAS AND DRIVEWAYS

a) All parking areas and driveways shall be provided and maintained with a stable surface, treated so as to prevent the raising of dust or loose particles, and including, but not so as to limit the generality of the foregoing, the following surface materials:

- i) treated crushed stone or gravel; and,
- ii) any asphalt, concrete or other hard-surfaced material.

b) All parking areas and driveways shall be drained so as to control the pooling of surface water and prevent the flow of surface water onto adjacent lots.

8) ADDITION TO EXISTING USE

Where a building or structure has insufficient parking spaces on the date of passing of this By-Law to conform to the requirements herein, this By-Law shall not be interpreted to require that the deficiency be made up prior to the construction of any addition or a change of use provided, however, that any additional parking spaces required by this By-Law for such addition or change of use are provided in accordance with all provisions hereof respecting parking spaces and parking areas.

9) PARKING STANDARD AREAS

Zoning By-law 4.10.9 is amended by replacing regulation 4.10.9 with the following:

~~The City of London has been divided into Parking Standard Areas. The limit and location of Parking Standard Areas 1 and 2 are as shown on Schedule "B" to this By-Law. All remaining lands are within Parking Standard Area 3.~~

- Open Option: The City of London has removed all Parking Standard Areas. Schedule "B" of this By-law has been updated to reflect the City-wide parking standards.

10) PARKING STANDARDS

Except as otherwise provided herein, the owner or occupant of any lot, building or structure used or erected for any of the purposes set forth in this Subsection, shall provide and maintain, for the sole use of the owner, occupant or other persons entering upon or making use of the said lot, building or structure from time to time, parking spaces in accordance with the provisions of this Subsection. Unless otherwise specified, the standards are expressed in one space per square metre of Gross Floor Area (GFA).

~~a) Parking Standard Area 1 parking requirements are as follows:~~

Zoning By-law 4.10.10 is amended by replacing regulation 4.10.10 with the following:

- Open Option: The parking requirements in 4.19.10 are no longer required as minimum requirements will not apply.

i) Non-Residential Development

~~Within Parking Standard Area 1, parking shall be provided for all new non-residential development or redevelopment at one parking space per 45 square metres (484 square feet). Within Parking Standard Area 1, existing square metres of uses shall be subtracted from the total new or redeveloped square metres when calculating the required number of parking spaces. For the purpose of this Section, existing shall mean as of January 1, 1987.~~

- Open Option: The City-wide parking requirements in 4.19.10 are no longer required as minimum requirements will not apply.

~~Notwithstanding this section, CLINIC, METHADONE and PHARMACY, METHADONE shall be calculated at the ratio provided for in Section 4.19. 10) b). (Z. 1-122090)~~

Example Application of Section 4.19 10) Parking Standard Area 1

~~Existing site—4000 square metres (43,056 square feet); redeveloped to 6000 square metres (64,583 square feet)—2000 square metres (21,528 square feet) at one space per 45 square metres (484 square feet) equals 44 spaces required.~~

~~For all lands zoned Downtown Area (DA) within Parking Standard Area 1, parking shall be provided for all new non-residential development or redevelopment at one parking space per 90 square metres (968 square feet). Within Parking Standard Area 1, existing square metres of uses shall be subtracted from the total new or redeveloped square metres when calculating the required number of parking spaces. For the purpose of this Section, existing shall mean as of June 3, 1991. (Z. 1-94271)~~

~~There is no requirement for additional parking for outdoor patios associated with adjacent restaurants. (Z. 1-97534)~~

ii) Residential Development

- Open Option: The City-wide parking requirements in 4.19.10 are no longer required as minimum requirements will not apply.

~~Parking Standard Area 1 provisions for residential development or redevelopment shall be as follows:~~

- a) ~~Single Detached and Semi-Detached~~ _____ 2 per unit
 - b) ~~Duplex, Triplex, Townhouse and Apartment~~ _____ 1 per unit
 - c) ~~Converted Dwelling or Conversions of Existing~~ _____ No additional parking required
- ~~Space to Residential Units~~
- d) ~~Senior Citizen Apartment Building~~ _____ 0.25 per unit
 - e) ~~Handicapped Persons Apartment Building~~ _____ 0.25 per unit
 - f) ~~Lodging House~~ _____ 0.33 per unit

~~For all lands zoned Downtown Area (DA) within Parking Standard Area 1 there shall be no parking required for all existing and new residential development. (Z. 1-95343)~~

~~b) Parking Standard Areas 2 and 3 parking requirements are as follows:~~

Parking Space Rates – Multiple Uses on a Lot

If there are multiple uses on a lot, the respective minimum parking space rates for each use on the lot apply, and the total number of required parking spaces is the cumulative minimum total for all uses.

c) Accessible parking spaces

Where parking spaces are required, in any development, accessible parking spaces shall be provided. Off street parking areas shall have a minimum number of accessible parking spaces as follows:

- i) One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer; or
- ii) Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:

1. Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided; or

2. Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space; or

- iii) One parking space for the use of persons with disabilities and an additional three percent of parking spaces for the use of persons with disabilities, where there are between 101 and 200 parking spaces must be parking spaces for the use of persons with disabilities, calculated in accordance with the ratios set out in subparagraphs ii) 1 and 2), rounding up to the nearest whole number; or
- iv) Two parking spaces for the use of persons with disabilities and an additional two per cent of parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs ii) 1 and 2 rounding up to the nearest whole number; or
- v) Eleven parking spaces for the use of persons with disabilities and an additional one per cent of parking spaces for the use of persons with disabilities, where more than 1,000 parking spaces are provided must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs ii) 1 and 2 rounding up to the nearest whole number; and
- vi) The number of parking spaces for persons with disabilities shall be included as part of the total parking required for the site. (Z.-1- 142353)

New regulations are added to ensure accessible parking is still required even when no vehicular parking is provided.

The following table shall only be used as a tool to calculate the required quantity of accessible parking spaces, in accordance with the following:

- a. The number of effective parking spaces calculated from Table 4.19.1 is not intended to represent the total number of required accessible parking spaces.
- b. Effective parking spaces may only be used as the basis for calculating the required quantity of accessible parking spaces, in accordance with Table 4.19.1. ‘
- c. Deemed minimum parking required shall be used as a basis for calculating the required quantity of accessible parking spaces, in accordance with the *Accessibility for Ontarians with Disabilities Act (AODA)*.
- d. The deemed minimum parking requirements does not create a requirement for standard off-street parking spaces; and
- e. The quantity of vehicle parking spaces provided for a development shall not apply as a substitute for the minimum parking standards.

Table 4.19.1 All existing non-residential standards and proposed new minimum standards

Land Use Category	Parking Standard Rate
Tier A: Converted dwelling or dwelling unit in a detached, semi-detached, townhouse, duplex or triplex dwelling.	None
Tier B: Senior Citizen Building, Handicapped Persons Apartment, Lodging Housing, Group Home, Hospice	0.25 per unit or dwelling unit

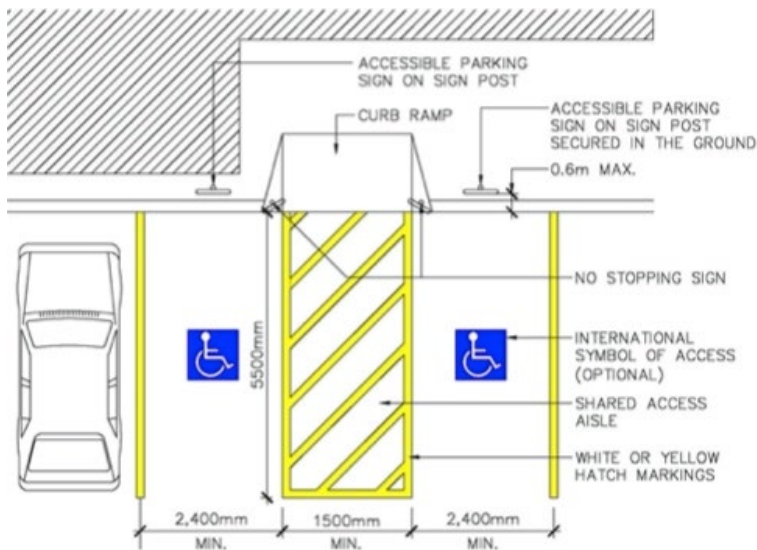
Care Centre, Nursing Home, Retirement Home (alternative housing)	
Tier C: Apartment	0.5 parking spaces per unit
Tier D: Single-Detached, Semi-Detached, Townhouse (Cluster, Stacked, Street), Duplex or Triplex	1 parking space per unit
Tier 1: Amusement Game Establishment, Fast-Food (Drive-in, Take-Out), Liquor, Beer and Wine Store, Restaurant, Taxi Establishment, Tavern	1.0 parking space for each 20 m ² gross floor area
Tier 2: Tier 2: Abattoir, Animal Hospital/Clinic, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Rental, Automobile Repair Garage Establishment, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Brewing on Premises Establishment, Bulk Beverage Outlet, Bulk Sales Establishment, Clinic and Out Patient Clinic, Clinic (methadone), Commercial Recreation Establishment, Convenience Service Establishment, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral Home, Gallery, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Kennel, Laundromat, Museum, Music School, Office (Mental/Dental), Patient Testing Laboratory, Personal Service Establishment, Pharmacy, Pharmacy (methadone), Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Retail Store (all sizes), School (commercial), Shopping Centre (greater than 2000 m ² and with 4 or more individual Businesses), Shopping Centre	1.0 parking space for each 50 m ² gross floor area

(less than 2000 m ²), Video Rental Establishment	
Tier 3: Agricultural Service Establishment, Artisan Workshop, Bakery, Business Service Establishment, Dry Cleaning and Laundry Depot, Farm Equipment Sales and Service Establishment, Film Processing Depot, Household Appliance Sales and Service, Industrial Mall, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Office (all types except mental/dental), Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (community college & university), Service and Repair Establishment, Service Industrial Use, Service Trade	1.0 parking space for each 100 m ² gross floor area
Tier 4: Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Agricultural Supply Establishment, Building Supply Outlet, Caterer's Establishment, Craft Brewery, Dry Cleaning and Laundry Plant, Manufacturing Establishment, Printing Establishment, Self-storage Establishment, Terminal Centre, Vehicle Sales and Service Establishment, Warehouse Establishment, Wholesale Establishment	1.0 parking space for each 200 m ² gross floor area
Tier 5: Commercial Outdoor Recreation Facility, Private Outdoor Recreation Club	1.0 parking space for each 1,000 m ² gross floor area
Tier 6: Greenhouse Farm	1.0 parking space for each 20,000 m ² gross floor area

Table 4.19.1 Accessible Parking Ratios

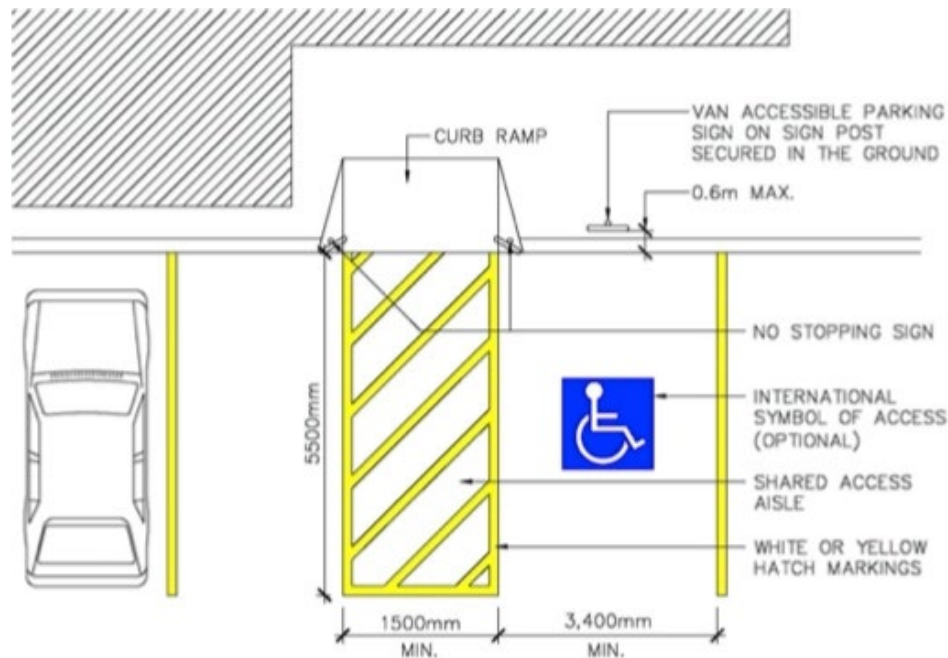
Off-Street Parking Spaces Required	Barrier-free Accessible Parking Required
1-12	1
13-100	4% of total required parking
101-200	1+3% of total required parking
201-1000	2+2% of total required parking
1000+	11+1% of total required parking

Figure 7.1 Site Plan Control By law: Parking Space for persons with Disabilities Type A



(SEE ALSO THE TRAFFIC AND PARKING BY-LAW)

Figure 7.2 Site Plan Control By law: Parking Space for Persons with Disabilities Type B



11) OTHER PARKING REGULATIONS

a) Nothing in this By-Law shall prevent the erection of a shelter for use solely by parking attendants or security personnel in any part of a parking area, except within a sight triangle, provided such shelter is not more than 4.5 metres (14.8 feet) in height and has a floor area of not more than 5.0 square metres (53.8 square feet).

b) No recreational vehicle, trailer or boat shall be parked or stored on any part of a lot in a Residential Zone, except for one recreational vehicle which:

- i) is owned by the occupant of the said lot; and,
- ii) where it has dimensions not greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, nor 6.0 metres (20.0 feet) of length, may be parked or stored on a permitted driveway, or parking area, or within a yard other than a front yard or exterior side yard; or
- iii) where it has dimensions greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, or 6.0 metres (20.0 feet) of length, may be parked or stored within a rear yard.

Any recreational vehicle owned by the occupant and parked or stored within an enclosed building shall not be subject to these provisions. (Z.-1-97542)

c) No commercial vehicle or motorized construction equipment shall be parked or stored on any part of a lot in a Residential Zone, except for one commercial vehicle which:

- i) is owned or operated by the occupant of the said lot; and
- ii) has dimensions not greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, nor 6.0 metres (20.0 feet) of length; and, 85

iii) is parked or stored within a building or carport or on a permitted driveway or parking area or within a yard other than a front yard, or exterior side yard; or (Z.-1-97542)

iv) is parked for the purpose of making deliveries or otherwise providing services, on a temporary basis, to the said lot. (Z.-1-97542).

d) Not more than one vehicle or recreational vehicle lacking current valid license plates shall be parked or stored on a lot, excluding permitted vehicles parked or stored within a private garage or other buildings in accordance with the applicable parking/storage location, in a Residential Zone, except that this provision shall not apply to a permitted vehicle sales or permitted rental establishment or permitted salvage yard. (Z.1.97542)

e) No person shall park or store, or permit to be parked or stored, a vehicle on any part of a lot in a residential zone, for the purpose of providing a transfer location, where a person or persons travel to the said lot from another location, to remove or return a vehicle, from or to the said lot. (Z.-1-97542)

f) Service areas are included when calculating parking rates for Automobile Repair Garage. A service area is defined as all areas utilized to service and repair vehicles, and may include lifts, joists, service pits and tool and part storage. (Z.-1-091844)

12) BUS PARKING AREA SUBSTITUTION

A bus parking area or areas may be substituted for vehicle parking spaces at the maximum rate of 1 bus parking area for every twenty-five (25) vehicle parking spaces for any lands zoned Regional Shopping Area (RSA) or Community Shopping Area (CSA), where required by City Council for use by public transit and shown on a registered site plan. (Z.-1-97465)

13) DIMENSIONS OF BUS PARKING AREA

A bus parking area permitted hereby shall be a minimum 3.75 metres (12.3 feet) wide by a minimum 15 metres (49.2 feet) long excluding entrance and/or exit tapers. (Z.-1-97465)

14) BICYCLE PARKING REQUIREMENTS

All required bicycle parking spaces shall be provided at the time of the erection of a building or addition thereto, expansion of a use, or when there is a change of use of a lot or a building. Bicycle parking spaces shall be maintained exclusively for the use for which they are required for as long as the use is in operation.

Where part of a bicycle parking space is required in accordance with this By-law, such part shall be considered one parking space for the purpose of calculating the total bicycle parking requirement for the use. (Z.-1-051420)

15) DESIGN CHARACTERISTICS FOR BICYCLE PARKING

For the purpose of this By-law, associated design elements shall be provided in accordance with those provisions set forth under Section () of the City's Site Plan Control By-law. (Z.-1-051420)

16) NUMBER OF BICYCLE PARKING SPACES

1) Residential Development: Apartment buildings and lodging houses (with five or more residential units) shall be required to provide 0.75 long-term bicycle parking space per residential unit.

2) Residential Care Facilities:

Short-term bicycle parking spaces shall be provided at a rate of 107% of the required number of automobile parking spaces, as specified in the Zoning By-law, for the following residential care facilities:

- a) senior citizen apartment buildings
- b) nursing homes;
- c) rest homes;
- d) retirement lodges;
- e) retirement homes;
- f) handicapped persons apartment buildings;
- g) continuum-of-care facility;
- h) chronic care facility;
- i) foster homes;
- j) group home type 1 and type 2;
- k) supervised residence;
- l) correctional and detention centre;
- m) emergency care establishment.

3) Residential Development Exemptions:

Notwithstanding clause "()" to the contrary, bicycle parking shall not be required for:

- a) Conversions of existing space to residential units;
- b) Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; fourplex dwellings; townhouse dwellings; stacked townhouse dwellings; street townhouses; cluster townhouses; farm dwellings. (Z.-1-051420)

4) Non-Residential Development: Short-term bicycle parking spaces shall be provided at a rate of 10 7% of the required number of automobile parking spaces, as specified in the Zoning By-law, for all non-residential development except as specified below:

5) Non-Residential Development Exemptions:

- a) where the required number of automobile parking spaces specified in the Zoning By-law is 9 or fewer spaces, no bicycle parking is required;
- b) No bicycle parking requirement applies for the following uses specified in the Zoning By-law: Abattoir; aggregate reprocessing; aggregate storage area; agricultural service establishment; agricultural supply establishment; agricultural use; agricultural use, intensive; agricultural use, non-intensive; agriculturally

related commercial use; agriculturally related industrial use; batching plant, asphalt; batching plant, concrete; channel composting facility; construction and demolition recycling facility; crushing plant; driving range; drive-through facility; farm; farm cluster; farm equipment sales and service; farm foods and products market; farm market; feedlot; forestry use; grain elevator; greenhouse, commercial; in-vessel composting facility; kennel; landing strip; livestock; livestock facilities; managed woodlot; manure storage facilities; pit; propane transfer facility; quarry; resource excavation; residential and other source recycling facility; resource extraction operation; salvage yard; specialized recycling facility; stockpiling; travel plaza/truck stop; truck stop; theatre, drive-in; wayside pit or wayside quarry; windrow composting facility

c) No bicycle parking requirement will apply to the conversion of existing buildings for residential or non-residential uses in all Downtown Area 1 and 2 Zones. Major redevelopment involving property consolidation and new construction is required to provide for bicycle parking facilities at the mandated standard.

d) No bicycle parking requirement will apply to the conversion of existing buildings for residential or non-residential uses in all Business District Commercial 1 and 2 Zones. Major redevelopment involving property consolidation and new construction is required to provide for bicycle parking facilities at the mandated standard.

e) For CLINIC, METHADONE or PHARMACY, METHADONE uses, notwithstanding any provisions of this by-law, the number of bicycle parking spaces provided shall be no less than 5 spaces

6) Municipally-owned Parking lots and structures: Municipally-owned parking lots in the Downtown Area zones and defined Business District Commercial Area zones shall provide for short-term bicycle parking facilities equal to 10 7% of the total vehicular parking spaces provide.

7) Bicycle Parking Incentives: Notwithstanding Section 4.19 of this By-law to the contrary, the required number of motor vehicle parking spaces for non-residential uses may be reduced to provide for additional short or long-term bicycle parking spaces beyond those mandated by this by-law provided, however, the reduction in motor vehicle parking spaces shall not exceed 10% of the required motor vehicle parking spaces. Individual vehicular parking stalls shall be required to provide for a minimum of five bicycle parking spaces. This incentive shall not apply to CLINIC, METHADONE or PHARMACY, METHADONE uses. (Z.-1-051420) (Z.-1-122090)

No further changes to Zoning By-law Z.-1 (4.19) are proposed.

Appendix B – Draft amendments for consideration for hybrid option

To amend Zoning By-law 4.19 to implement a hybrid of Open Option Parking and lowered parking minimums (Alternative 2) and making a number of supporting amendments.

Proposed language is underlined, whereas amended language that is proposed to be removed is ~~struck through~~.

By-law 4.19

1) CALCULATION OF PARKING REQUIREMENTS

- a) Where a part of a parking space is required in accordance with this By-Law, such part shall be considered one parking space for the purpose of calculating the total parking requirements for the said use.
- b) Parking spaces required in accordance with this By-Law shall not include any parking spaces used or intended to be used primarily for the storage or parking of vehicles for hire or gain, display or sale.

2) DIMENSIONS OF PARKING SPACES

- a) A parking space required hereby shall have minimum dimensions of 2.7 metres by 5.5 metres, except as required for parking spaces for the use of persons with disabilities.
- b) A Type 'A' parking space for the use of persons with disabilities shall be a minimum width of 3.4 metres by at least 5.5 metres in depth.
- c) A Type 'B' standard parking space for the use of persons with disabilities shall be a minimum width of 2.4 metres by at least 5.5 metres in depth. (Z.-1-142353)
 - 2.1) ACCESS AISLES Accessible aisles, that is, the space between parking spaces that allows persons with disabilities to get in and out of their vehicles, must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities. (Z.-1-142353)

3) LOCATION OF PARKING AREAS

With the exception of the Commercial Zones, all required parking spaces shall be provided on the same lot occupied by the building, structure or use for which such parking spaces are required, and shall not form a part of any street or lane. Within the Commercial Zones, the required parking spaces may be supplied within 150.0 metres (490 feet) of the main pedestrian access of the building, structure or use for which the parking spaces are required, provided a Site Plan Agreement is registered on title of the lands used for parking committing said parking spaces to the related commercial site.

4) YARDS WHERE PARKING AREAS PERMITTED

a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard.

b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface parking areas in any front yard or exterior side yard.

c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:

Zones	Yard in Which Required Parking Area is Permitted	Minimum Setback to Road Allowance
Office, Commercial, Institutional, Open Space, Recreational, Agricultural, Agricultural Commercial, Rural Settlement Commercial and any Zone Class not specified.	All yards	no part of any parking area, other than a driveway is located closer than 3.0 meters to any required road allowance.
Downtown, Business District Commercial & Office Commercial, Transit Village, Rapid Transit Corridor.	Parking not permitted in the front yard.	
Residential -R1, R2, R3, R4 and R11 Zones	e) The interior side yard and rear yard f) Driveways in the front yard or exterior side yard.	no part of any parking area is located closer than 1.0 metres to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres from the rear lot line and 3.0 metres from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part

		of any rear yard parking area shall be located closer than 3.0 metres from each side lot line
Industrial	All yards	no part of any parking area, other than a driveway, is located closer than 1.0 metre to any required road allowance.

5) PARKING STRUCTURES

Where a parking area located in a structure is accessory to a permitted use on a lot, then such structure shall not be considered an accessory building and shall conform to all the provisions for the zone as a main building.

6) ACCESS AND DRIVEWAYS TO PARKING AREAS AND SPACES

a) For single, semi-detached, duplex, or converted two unit dwellings, a parking area/private garage can only be accessed by driveways leading to all or a portion of a parking area/private garage which is provided from an improved street by means of one or more unobstructed driveways not less than 2.7 metre (8.8 feet) in width. For the purposes of this section, a driveway includes a walkway connected and parallel to a driveway and shall form part of the driveway leading to all or a portion of a parking area/private garage as part of the driveway widths.

Notwithstanding Section 4.19 (4), driveways and/or walkways connected to and parallel to a driveway may project no greater than 2.0 metres in the front yard of a single detached, semi-detached, duplex or converted two unit dwelling. That part of the required front yard not used for a driveway or walkway, or where permitted by this by-law, a parking area/space, shall be used exclusively for landscaped open space. The driveway width shall be measured parallel to the said street at the street line. It shall be further provided that no lot shall have more than two driveways for the first 30.0 metres. (98.7 feet) of street line.

For agricultural uses, driveways to parking areas shall be provided from an improved street by means of one or more unobstructed driveways not less than 3.0m (9.8 ft.) in width and not more than 10.0 m (32.8 ft.) in width. The maximum number of driveways shall be not more than two driveways for the first 100m (328 ft.) of lot frontage plus one driveway for each additional 100m (300 ft.) of lot frontage thereafter. (Z.-1-142314)

b) For uses subject to site plan control, the driveway widths shall be determined in the site plan approval process and agreement. For uses other than those described in Subsection 4.19(6)(a) and not subject to site plan approval, driveways and parking aisles shall have a minimum unobstructed width of 6.7 metres (21.9 feet) where two-way traffic is permitted and 3.0 metres (9.8 feet) where only one-way direction of traffic flow is permitted and is clearly indicated by signs, pavement markings or both but does not apply to stacked parking.(Z.-1-132179) (Z.-1-95366)

c) Each required parking space shall be readily accessible at all times for the parking or removal of a vehicle and vehicular access to any such parking space shall not be impeded by any obstruction except as provided in Paragraph (d) of this Clause, except

that this provision shall not apply to prevent the use as a parking space of any part of a driveway accessory to a single dwelling, semi-detached dwelling, duplex dwelling townhouse dwelling or stacked parking provided that no parking space shall obstruct access to a parking area on any other lot or of any other unit and for the use of stacked parking, to provide required parking, that the following shall be required:

- iii) stacked parking be located wholly within a structure
- iv) a development agreement be entered into which includes:
 - iv. implementation of all mitigation measures recommended in a Traffic Impact Analysis which includes a functional parking study to the satisfaction of the City;
 - v. ii. implementation of all mitigation measures recommended in a noise and vibration study to the satisfaction of the City; and
 - vi. iii. a qualified operator, certified by TSSA, in the operation of a stacked parking device be provided at all times. (Z.-1-132179

d) Nothing in this By-Law shall prevent the obstruction of a driveway by a gate, a temporary barrier stacked parking or similar obstruction used solely to restrict access to the said driveway and designed to be easily raised, swung aside or otherwise opened or removed when necessary to permit passage of a vehicle but does not include the use of any fee to remove these temporary barriers to any driveway or entrance required to access a required parking space excluding institutional uses and legally established commercial parking structures or lots. (Z.-1-132180)

e) Nothing in this Subsection shall apply to prevent the use of a right-of-way as a means of obtaining access to a parking area, provided the said right-of-way has been specifically established for such purpose, or to prevent the establishment of abutting driveways or parking aisles along a common lot line.

f) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of parking or storage of a vehicle or; for the purposes of uncovered surface parking areas or; for the purpose of access driveways, on any corner lot, within the triangular area bounded by the street lines and a line joining points on the street lines as defined in Section 4.24 (Sight Triangle) of this By-law. (Z.-1-95366)

g) Residential Garage Widths for Small Residential Lots For single detached dwellings permitted in Residential Zones with a lot frontage of less than 12 metres (39.4 feet), the maximum residential garage width shall not exceed 53% of the lot frontage.(Z.-1-00759)

h) Residential Driveway Widths for Residential Lots

(l) For a single detached, semi-detached, duplex or converted two unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:

- i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;
- ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less

(II) Where more than one driveway leads to a parking area/private garage for a single detached, semi-detached, duplex or converted two-unit dwelling is provided, the combined total of all driveways shall not exceed the provision of 4.19 6) (h) (I).

(III) Notwithstanding Section 4.19 (4) and 4.19 (6) (I) (II) driveways and/or walkways connected to and parallel to a driveway may increase to the width of the private garage and/or the legal parking area of the residential property. In addition, a driveway and/or walkway connected to and parallel to a driveway may project into a front yard of a single detached, semi-detached, duplex or converted two unit dwelling, provided that the projection into the front yard is no greater than 2.0 metres. (Z.-1- 142314)

i) Notwithstanding Section 4.19 b), street oriented townhouse dwellings in a cluster form, the maximum driveway width leading to a parking area shall be no greater than 3 metres for a single car garage and no greater than 6m when leading to a two car garage. For freehold street townhouse dwellings, the maximum driveway width leading to a parking area shall be no greater than 50% of the lot frontage or a maximum of 6.0 metres, whichever is less and in no case shall it be less than 3m." (Z.-1-142314)

j) Access aisles for parking spaces for persons with disabilities Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and shall meet the following requirements: 1) They shall have a minimum width of 1,500 mm. 2) They shall extend the full length of the parking space. They shall be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface. (Z.-1-142353)

7) SURFACE AND DRAINAGE OF PARKING AREAS AND DRIVEWAYS

a) All parking areas and driveways shall be provided and maintained with a stable surface, treated so as to prevent the raising of dust or loose particles, and including, but not so as to limit the generality of the foregoing, the following surface materials:

- i) treated crushed stone or gravel; and,
- ii) any asphalt, concrete or other hard-surfaced material.

b) All parking areas and driveways shall be drained so as to control the pooling of surface water and prevent the flow of surface water onto adjacent lots.

8) ADDITION TO EXISTING USE

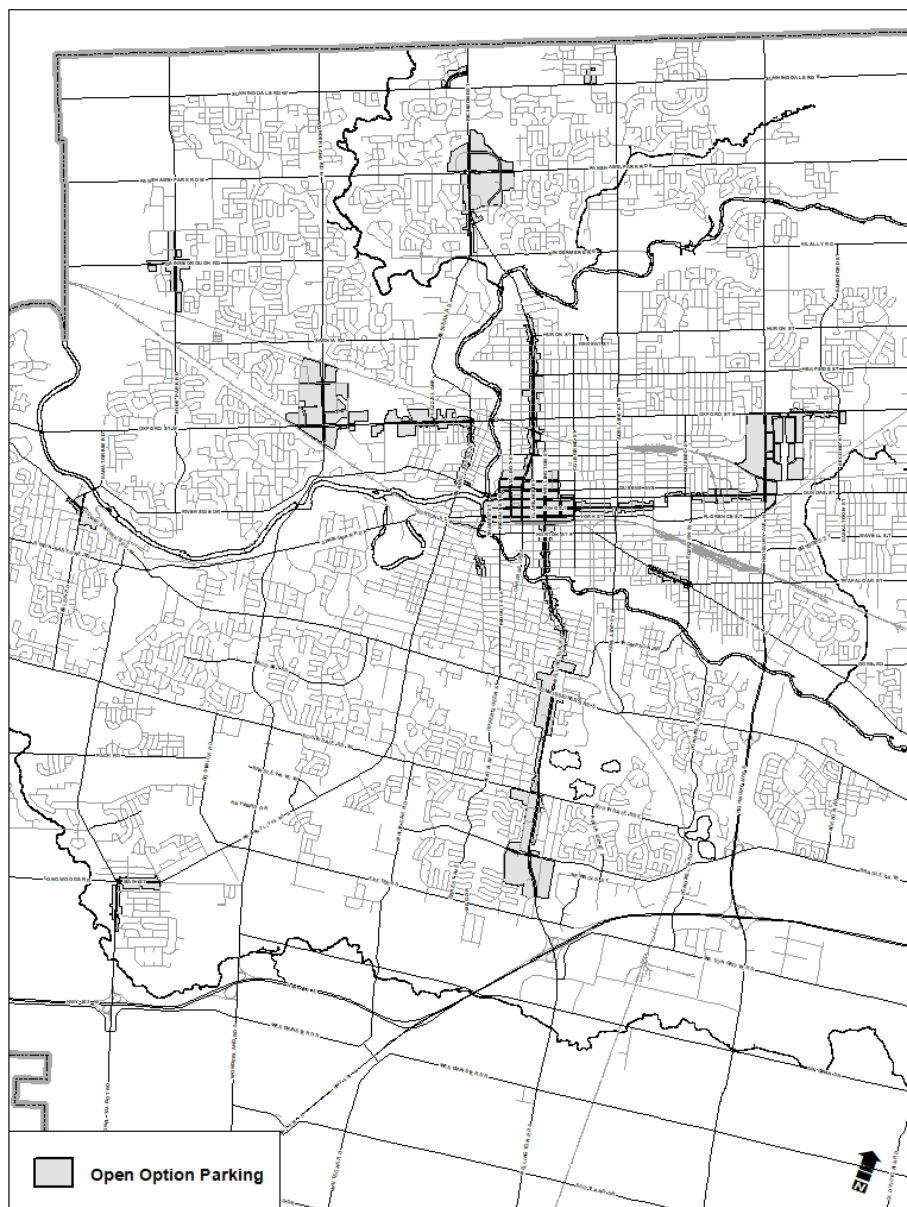
Where a building or structure has insufficient parking spaces on the date of passing of this By-Law to conform to the requirements herein, this By-Law shall not be interpreted to require that the deficiency be made up prior to the construction of any addition or a change of use provided, however, that any additional parking spaces required by this By-Law for such addition or change of use are provided in accordance with all provisions hereof respecting parking spaces and parking areas.

9) PARKING STANDARD AREAS

Zoning By-law 4.10.9 is amended by replacing regulation 4.10.9 with the following:

The City of London has been divided into Parking Standard Areas. The limit and location of Parking Standard Areas 1 and 2 are as shown on Schedule "B" to this By-Law. All remaining lands are within Parking Standard Area 3.

- Open Option & Minimum Standards Hybrid: The City of London has been divided into Two Parking Standard Areas. The limit and location of Parking Standard Areas A (Open Option) and Parking Standard Area B (Minimum Standards) are as shown on the updated Schedule "B" to this By-law. PSA A consists of the Downtown, Transit Village, Rapid Transit Corridor, and Mainstreet Place Types, and shall have no parking requirements. PSA B consists of all other Urban Place Types including Neighbourhoods, Urban Corridors, Shopping Areas, Institutional and Industrial Place Types.



10) PARKING STANDARDS

Except as otherwise provided herein, the owner or occupant of any lot, building or structure used or erected for any of the purposes set forth in this Subsection, shall provide and maintain, for the sole use of the owner, occupant or other persons entering upon or making use of the said lot, building or structure from time to time, parking spaces in accordance with the provisions of this Subsection. Unless otherwise specified, the standards are expressed in one space per square metre of Gross Floor Area (GFA).

a) ~~Parking Standard Area 1 parking requirements are as follows:~~

Zoning By-law 4.10.10 is amended by replacing regulation 4.10.10 with the following:

- Open Option & Minimum Standards Hybrid: The Parking Standard 1 parking requirements are no longer required as minimum requirements will not apply in Parking Standard Area A (DT, TV, RTC, MS).

i) Non-Residential Development

~~Within Parking Standard Area 1, parking shall be provided for all new non-residential development or redevelopment at one parking space per 45 square metres (484 square feet). Within Parking Standard Area 1, existing square metres of uses shall be subtracted from the total new or redeveloped square metres when calculating the required number of parking spaces. For the purpose of this Section, existing shall mean as of January 1, 1987.~~

- Open Option & Minimum Standards Hybrid: The Parking Standard 1 parking requirements are no longer required as minimum requirements will not apply in Parking Standard Area A (DT, TV, RTC, MS). Parking Standard Area B parking standards are as follows:

Notwithstanding this section, CLINIC, METHADONE and PHARMACY, METHADONE shall be calculated at the ratio provided for in Section 4.19. 10) b). (Z.-1-122090)

Example Application of Section 4.19 10) Parking Standard Area 1

~~Existing site – 4000 square metres (43,056 square feet); redeveloped to 6000 square metres (64,583 square feet) – 2000 square metres (21,528 square feet) at one space per 45 square metres (484 square feet) equals 44 spaces required.~~

~~For all lands zoned Downtown Area (DA) within Parking Standard Area 1, parking shall be provided for all new non-residential development or redevelopment at one parking space per 90 square metres (968 square feet). Within Parking Standard Area 1, existing square metres of uses shall be subtracted from the total new or redeveloped square metres when calculating the required number of parking spaces. For the purpose of this Section, existing shall mean as of June 3, 1991. (Z.-1-94271)~~

~~There is no requirement for additional parking for outdoor patios associated with adjacent restaurants. (Z.-1-97534)~~

ii) Residential Development

- Open Option & Minimum Standards Hybrid: The Parking Standard 1 parking requirements are no longer required as minimum requirements will not apply in

Parking Standard Area A (DT, TV, RTC, MS). Minimum Residential Parking Standards in Parking Standard Area B are as follows:

~~Parking Standard Area 1 provisions for residential development or redevelopment shall be as follows:~~

- ~~a) Single Detached and Semi-Detached _____ 2 per unit~~
- ~~b) Duplex, Triplex, Townhouse and Apartment _____ 1 per unit~~
- ~~c) Converted Dwelling or Conversions of Existing _____ No additional parking required~~
~~Space to Residential Units~~
- ~~d) Senior Citizen Apartment Building _____ 0.25 per unit~~
- ~~e) Handicapped Persons Apartment Building _____ 0.25 per unit~~
- ~~f) Lodging House _____ 0.33 per unit~~

~~For all lands zoned Downtown Area (DA) within Parking Standard Area 1 there shall be no parking required for all existing and new residential development. (Z-1-95343)~~

Parking Standard provisions for residential development or redevelopment in shall be as follows:

Table 4.19.1 Residential Minimum Parking Standards (Existing & City-wide)

Use	Existing PSA 1	Existing PSA 2	Existing PSA 3	Proposed new minimum Parking Standards PSA B
Single Detached and Semi-Detached	2 per unit	2 per unit	2 per unit	1 per unit
Townhouse, Cluster	1 per unit	1.25 per unit	1.5 per unit	1 per unit
Townhouse, Stacked	1 per unit	1.25 per unit	1.5 per unit	1 per unit
Townhouse, Street	1 per unit	2 per unit	2 per unit	1 per unit
Apartment	1 per unit	1 per unit	1.25 per unit	0.5 per unit
Duplex	1 per unit	1 per unit	1 per unit	1 per unit
Triplex	1 per unit	1 per unit	1 per unit	1 per unit
Converted Dwelling or Conversions of Existing Space to Residential Units	No additional parking required	1 per unit	1 per unit	No additional parking required
Senior Citizen Apartment Building	0.25 per unit	0.25 per unit	0.25 per unit	0.25 per unit
Handicapped Persons Apartment Building	0.25 per unit	0.25 per unit	0.5 per unit	0.25 per unit
Lodging House	0.33 per unit	0.33 per unit	0.33 per unit	0.25 per unit

b) ~~Parking Standard Areas 2 and 3~~ Parking Standard Area B Commercial parking requirements are summarized as follows:

Table 4.19.2 Commercial Tiers Minimum Parking Standards (Hybrid Option PSA B)

Tiers	Deemed minimum parking (for the purpose of calculating free vehicle parking spaces)
Tier 1: Amusement Game Establishment, Automobile Rental, Automobile Repair Garage Establishment, Clinic and Out Patient Clinic, Clinic (methadone), Commercial Recreation Establishment, Dry Cleaning and Laundry Depot, Duplicating Shop, Farm Food and Products Market, Fast-Food (Drive-in, Take-Out), Film Processing Depot, Funeral Home, Kennel, Laundromat, Liquor, Beer and Wine Store, Patient Testing Laboratory, Personal Service Establishment, Pharmacy (methadone), Private Club, Repair and Rental Establishment, Restaurant, Service and Repair Establishment, Service Trade, Shopping Centre (less than 2000 m ²), Taxi Establishment, Tavern, Video Rental Establishment	1 parking space per 20 m ² gross floor area
Tier 2: Abattoir, Animal Hospital/Clinic, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Brewing on Premises Establishment, Bulk Beverage Outlet, Bulk Sales Establishment, Convenience Service Establishment, Data Processing Establishment, Day Care Centre, Department Store, Emergency Care Establishment, Financial Institution, Food Store, Gallery, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Household Appliance Sales and Service, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types), Pharmacy, Post Office, Public Recreation Facility, Public Use, Recreational Vehicle Sales and Service Establishment, Retail Store (all sizes), Retail Warehousing, Salvage Yard, School (commercial), Shopping Centre (greater than 2000 m ² and with 4 or more individual Businesses)	1 parking space per 50 m ² gross floor area
Tier 3: Agricultural Service Establishment, Artisan Workshop, Bakery, Business Service Establishment, Caterer's Establishment, Craft Brewery, Farm Equipment Sales and Service Establishment, Industrial Mall, School (community college & university), Service Industrial Use,	1 parking space per 100 m ² gross floor area

Terminal Centre, Vehicle Sales and Service Establishment	
Tier 4: Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Agricultural Supply Establishment, Dry Cleaning and Laundry Plant, Manufacturing Establishment, Printing Establishment, Self-storage Establishment, Warehouse Establishment, Wholesale Establishment	1 parking space per 200 m ² gross floor area
Tier 5: Commercial Outdoor Recreation Facility, Private Outdoor Recreation Club	1 per 1,000 m ² gross floor area
Tier 6: Greenhouse Farm	1 per 20,000 m ² gross floor area

Table 4.19.3 All existing non-residential standards and proposed new minimum standards (Hybrid Option PSA B)

Use	Existing Standard PSA 2	Existing Standard PSA 3	Proposed new PSA B minimum Parking Standard	Proposed Tier	ITE Rate
Abattoir	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Advanced Manufacturing Industrial Uses	1 per 200 m ²	1 per 200 m ²	1 per 200 m ²	4	1 per 66 m ²
Advanced Manufacturing Educational Uses	1 per 200 m ²	1 per 200 m ²	1 per 200 m ²	4	1 per 58 m ² (industrial park)
Agricultural Service Establishment	1 per 65 m ²	1 per 65 m ²	1 per 100 m ²	3	-
Agricultural Supply Establishment	1 per 30 m ² for retail show room plus 1 per 200 m ² for warehousing/wholesaling		1 per 200 m ²	4	-
Amusement Game Establishment	1 per 20 m ²	1 per 20 m ²	1 per 20 m ²	1	1 per 13 m ² (video arcade)
Animal Hospital/Animal Clinic	1 per 45 m ²	1 per 45 m ²	1 per 45 m ²	2	1 per 33 m ²
Apartment Hotel	1 per unit	1.25 per unit	0.5 per unit	-	-
Arena (no seats)	1 per 35 m ²	1 per 35 m ²	1 per 45 m ²	2	-
Arena (with seats)	1 per 8 seats	1 per 7 seats	1 per 8 seats	-	1 per 3.3 seats (theatre)
Artisan Workshop	1 per 100 m ² for processing/manufacturing plus 1 per 25 m ² for retail area/restaurant	1 per 100 m ² for processing/manufacturing plus 1 per 15 m ² for retail area/restaurant	1 per 100 m ²	3	-
Assembly Hall	1 per 8 seats or 1 per 35 m ²	1 per 7 seats or 1 per 25 m ²	1 per 45 m ²	2	-

	whichever is greater	whichever is greater			
Auction Establishment	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	-
Auditorium	1 per 8 seats	1 per 6 seats	1 per 8 seats	-	1 per 3.3 seats (theatre)
Automobile Body Shop	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	-
Automobile Rental Establishment	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Automobile Repair Garage	1 per 10 m ²	1 per 10 m ²	1 per 45 m ²	2	1 per 55 m ²
Automobile Sales. Ancillary to Automobile Repair Garage	1 per automobile, kept or displayed for sale		1 per automobile, kept or displayed for sale	-	-
Automobile Sales & Service Establishment	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 55 m ²
Automobile Service Station	6 per bay	6 per bay	6 per bay	-	1 per 7 m ²
Automobile Supply Store	1 per 25 m ²	1 per 25 m ²	1 per 45 m ²	2	1 per 55 m ²
Bakery	1 per 100 m ²	1 per 100 m ²	1 per 100 m ²	3	-
Bake Shop	1 per 25 m ²	1 per 25 m ²	1 per 45 m ²	2	-
Bed and Breakfast Establishment	1 per bedroom plus 2 spaces		1 per bedroom	-	-
Brewing on Premises Establishment	1 per 40 m ² processing area	1 per 40 m ² processing area	1 per 45 m ²	2	-

Building Supply Outlet	1 per 30 m ² for retail/showroom plus 1 per 200 m ² warehousing/wholesaling		1 per 200 m ²	4	1 per 163 m ²
Bulk Beverage Outlet	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 17 m ²
Bulk Sales Establishment	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 19 m ²
Business Service Establishment	1 per 50 m ²	1 per 50 m ²	1 per 100 m ²	3	1 per 71 m ² (Office Supply Superstore)
Campground	N/A	2 spaces per camp site	1 space per camp site	-	-
Car Wash	3 spaces	3 spaces	3 spaces	-	-
Caterer's Establishment	1 per 200 m ²	1 per 100 m ²	1 per 200 m ²	4	-
Clinic and Out Patient Clinic	1 per 15 m ²	1 per 15 m ²	1 per 45 m ²	2	1 per 18 m ²
Clinic, Methadone	1 per 15 m ²	1 per 15 m ²	1 per 45 m ²	2	-
Commercial Outdoor Recreational Facility	1 per 1,000 m ²	1 per 1,000 m ²	1 per 1,000 m ²	5	1 per 426 m ²
Commercial Recreation Establishment	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Community Centre and Hall	1 per 8 seats or 1 per 35 m ² whichever is greater	1 per 7 seats or 1 per 25 m ² whichever is greater	1 per 8 seats		1 per 2.6 seats
Convenience Service Establishment	1 per 25 m ²	1 per 15 m ²	1 per 45 m ²	2	-
Convenience Store	1 per 25 m ²	1 per 15 m ²	1 per 45 m ²	2	1 per 7 m ²
Craft Brewery	1 per 100 m ² for processing, plus	1 per 100 m ² for processing, plus	1 per 100 m ²	4	-

	1 per 25 m ² for retail area/restaurant	1 per 15 m ² for retail area/restaurant			
Custom Workshop	5 spaces		5 spaces	-	-
Data Processing Establishment	1 per 40 m ²	1 per 40 m ²	1 per 45 m ²	2	1 per 28 m ²
Day Care Centre	1 per 40 m ²	1 per 40 m ²	1 per 45 m ²	2	1 per 28 m ²
Department Store	1 per 25 m ²	1 per 20 m ²	1 per 45 m ²	2	1 per 19 m ²
Driving Range (golf)	1.5 per tee		1 space per tee	-	11 spaces per hole
Dry Cleaning and Laundry Depot	1 per 15 m ²	1 per 10 m ²	1 per 100 m ²	3	1 per 77 m ²
Dry Cleaning and Laundry Plant	1 per 200 m ²	1 per 100 m ²	1 per 200 m ²	4	1 per 77 m ²
Duplicating Shop	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Emergency Care Establishment	1 per 40 m ²	1 per 20 m ²	1 per 45 m ²	2	1 per 19 m ²
Farm Equipment Sales and Service Establishment	N/A	1 per 100 m ²	1 per 100 m ²	3	-
Farm Food and Products Market	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Farm Market	N/A	5 spaces	5 spaces	-	-
Film Processing Depot	1 per 20 m ²	1 per 20 m ²	1 per 100 m ²	3	1 per 77 m ²
Financial Institution	1 per 30 m ²	1 per 15 m ²	1 per 45 m ²	2	1 per 13 m ²
Fire Station	1 per 1.5 employees		1 per 1.5 employees	-	-

Food Store	1 per 25 m ²	1 per 20 m ²	1 per 45 m ²	2	1 per 18 m ²
Funeral Home	1 per 20 m ² or 20 spaces, whichever is greater		1 per 45 m ²	2	-
Gallery	1 per 50 m ²	1 per 40 m ²	1 per 45 m ²	2	-
Garden Store	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 19 m ²
Gas Bar	3 spaces		3 spaces	-	1 per 7 m ²
Greenhouse Farm	1 per 20,000 m ²		1 per 20,000 m ²	6	-
Golf Course	8 per tee		5 spaces per tee	-	11 spaces per hole
Group Home	2 spaces		2 spaces	-	-
Hardware Store	1 per 25 m ²	1 per 15 m ²	1 per 45 m ²	2	1 per 14 m ²
Home and Auto Supply Store	1 per 25 m ²	1 per 25 m ²	1 per 45 m ²	2	1 per 18 m ²
Home Furnishings Store	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 33 m ²
Home Improvement Store	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 19 m ²
Hospital	1.25 spaces per bed	3 spaces per bed	1 space per bed	-	4.2 spaces per bed
Hotel	1.25 per unit	1.25 per unit	1 per unit	-	1.1 spaces per unit
Household Appliance Sales and Service	1 per 30 m ²	1 per 30 m ²	1 per 100 m ²	3	1 per 40 m ²
Industrial and Agricultural Equipment Sales and Service	1 per 30 m ²	1 per 30 m ²	1 per 100 m ²	3	-
Industrial Mall	1 per 65 m ²	1 per 65 m ²	1 per 100 m ²	3	1 per 58 m ²
Kennel	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Laboratory	1 per 45 m ²	1 per 45 m ²	1 per 100 m ²	3	-

Laundromat	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Library	1 per 50 m ²	1 per 40 m ²	1 per 100 m ²	3	1 per 37 m ²
Liquor, Beer and Wine Store	1 per 25 m ²	1 per 15 m ²	1 per 20 m ²	1	1 per 17 m ²
Manufacturing Establishment	1 per 200 m ²	1 per 200 m ²	1 per 200 m ²	4	1 per 66 m ²
Miniature Golf Course	1.5 per tee		1 space per tee	-	-
Mobile Home	1 per unit	1 per unit	1 per unit	-	-
Motel	1.25 per unit	1.25 per unit	1 per unit	-	1 per 1.4 units
Multiple Dwelling	1.25 per unit	1.25 per unit	1 per unit	-	
Museum	1 per 50 m ²	1 per 40 m ²	1 per 45 m ²	2	1 per 28 m ²
Music School	1 per 45 m ²	1 per 45 m ²	1 per 45 m ²	2	-
Nursery	N/A	2 spaces	2 spaces	-	-
Nursing Home	1 per 3 beds	1 per 3 beds	1 per 3 beds	-	1 per 2.2 beds
Office - Business, Service and Professional	1 per 40 m ²	1 per 40 m ²	1 per 100 m ²	3	1 per 28 m ²
Office - Business, Service and Professional - Converted	1 per 45 m ²	1 per 40 m ²	1 per 100 m ²	3	-
Office, Mental/Dental	1 per 15 m ²	1 per 15 m ²	1 per 45 m ²	2	1 per 22 m ²
Office, Mental/Dental - Converted	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Office, Support	1 per 45 m ²	1 per 45 m ²	1 per 100 m ²	3	1 per 24 m ²
Open Storage	1 per ha (2.5 ac)	1 per ha (2.5 ac)	1 per ha (2.5 ac)	-	-
Patient Testing Laboratory	1 per 15 m ²	1 per 15 m ²	1 per 45 m ²	2	-

Place of Worship	1 per each 4 persons place of worship capacity		1 for each 8 persons place of worship capacity		1 per 2.7 persons
Personal Service Establishment	1 per 15 m ²	1 per 10 m ²	1 per 45 m ²	2	-
Pharmacy	1 per 25 m ²	1 per 25 m ²	1 per 45 m ²	2	1 per 42 m ²
Pharmacy, Methadone	1 per 15 m ²	1 per 15 m ²	1 per 45 m ²	2	-
Police Station	1 per 1.5 employees	1 per 1.5 employees	1 per 1.5 employees	-	1 per 23 m ² (judicial complex)
Post Office	1 per 30 m ²	1 per 30 m ²	1 per 45 m ²	2	1 per 3 m ²
Printing Establishment	1 per 200 m ²	1 per 100 m ²	1 per 200 m ²	3	1 per 31 m ²
Private Club	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Private Outdoor Recreation Club	1 per 700 m ² of lot area for the first 10 ha (25ac), plus 1 per 5000 m ² of lot area over 10 ha (25 ac)		1 per 1,000 m ² gross floor area	5	1 per 27 m ²
Public Recreation Facility	1 per 35 m ²	1 per 35 m ²	1 per 100 m ²	3	1 per 252 m ²
Public Use	1 per 45 m ²	1 per 45 m ²	1 per 100 m ²	3	-
Racquet Facility	2 per court	2 per court	2 per court		4.3 spaces per court
Recreational Vehicle Sales and Service Establishment	1 per 20 m ² plus 1 per 10 vehicles on display		1 per 45 m ²	2	1 per 17 m ²
Repair and Rental Establishment	1 per 20 m ²	1 per 20 m ²	1 per 45 m ²	2	-
Resource Extraction Operation	2 spaces	2 spaces	1 space	-	-

Restaurant	1 per 15 m ²	1 per 10 m ²	1 per 20 m ²	1	Range 1 per 4 m ² or 8 m ²
Restaurant, Fast-Food, Drive-in, Take-Out	1 per 8 m ²	1 per 8 m ²	1 per 20 m ²	1	1 per 6 m ²
Rest Home	1 per 3 beds	1 per 3 beds	1 per 3 beds	-	1 per 2.2 beds
Retail Store (greater than 2,000 m²)	1 per 25 m ²	1 per 20 m ²	1 per 45 m ²	2	1 per 19 m ²
Retail Store (less than 2,000 m²)	1 per 25 m ²	1 per 25 m ²	1 per 45 m ²	2	1 per 10 m ²
Retail Warehousing	1 per 30 m ² retail/showroom plus 1 per 200 m ² for warehousing/wholesaling		1 per 100 m ²	3	-
Retirement Lodge	1 per 3 beds	1 per 3 beds	1 per 3 beds	-	1 per 1.09 units
Salvage Yard (with no structures)	1 per hectare	1 per hectare	1 per hectare	-	-
Salvage Yard (with structures)	1 per 30 m ² for retail and showroom plus 1 per 200 m ² for warehousing and wholesaling		1 per 100 m ²	3	-
School, Commercial	1 per 45 m ²	1 per 30 m ²	1 per 45 m ²	2	-
School, Community College	1 per 100 m ² plus 1 per 15 students		1 per 100 m ²	3	1 per 5 students
School, Elementary	3 plus 1 per classroom		3 plus 1 per classroom	-	1 space per 8 students
School, Private	3 per classroom		3 per classroom	-	1 per 2.9 students
School, Secondary	3 per classroom		3 per classroom	-	1 per 3.8 students
School, University	1 per 100 m ² plus 1 per 15 students		1 per 100 m ²	3	1 per 3.6 students
Self-storage Establishment	1 per 1,000 m ²	1 per 1,000 m ²	1 per 1,000 m ²	5	1 per 929 m ²

Service and Repair Establishment	1 per 20 m ²	1 per 20 m ²	1 per 100 m ²	3	1 per 53 m ²
Service Industrial Use	1 per 65 m ²	1 per 65 m ²	1 per 100 m ²	3	ITE 'utility' rate 1 per 49 m ²
Service Trade	1 per 20 m ²	1 per 20 m ²	1 per 100 m ²	3	1 per 53 m ²
Shopping Centre (greater than 2000 m² and with 4 or more individual Businesses)	1 per 30 m ² gross leasable floor area	1 per 20 m ² gross leasable floor area	1 per 45 m ²	2	1 per 18 m ²
Shopping Centre (less than 2000 m²)	1 per 15 m ²	1 per 15 m ²	1 per 45 m ²	2	-
Supervised Residence	1 per 4 residents		1 per 4 residents	-	1 per 2.5 residents
Tavern	1 per 6 m ²	1 per 6 m ²	1 per 20 m ²	1	1 per 8 m ²
Taxi Establishment	1 per 6 m ²	1 per 6 m ²	1 per 20 m ²	1	-
Tennis Club	2 per court	2 per court	2 per court	-	6.2 per court
Tennis Club (outdoors)	2 per court	2 per court	2 per court	-	4.3 per court
Terminal Centre	1 per 100 m ²	1 per 100 m ²	1 per 200 m ²	4	-
Vehicle Sales and Service Establishment	1 per 100 m ²	1 per 100 m ²	1 per 200 m ²	4	1 per 41 m ² (new) or 1 per 30 m ² (used)
Video Rental Establishment	1 per 25 m ²	1 per 15 m ²	1 per 45 m ²	2	ITE rate removed, similar to 1 per 40 m ²

Warehouse Establishment	1 per 200 m ²	1 per 200 m ²	1 per 200 m ²	4	1 per 155 m ²
Wholesale Establishment	1 per 150 m ²	1 per 125 m ²	1 per 200 m ²	4	1 per 42 m ²

c) Accessible parking spaces

Where parking spaces are required, in any development, accessible parking spaces shall be provided. Off street parking areas shall have a minimum number of accessible parking spaces as follows:

- i) One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer; or
- ii) Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:
 1. Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided; or
 2. Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space; or
- iii) One parking space for the use of persons with disabilities and an additional three percent of parking spaces for the use of persons with disabilities, where there are between 101 and 200 parking spaces must be parking spaces for the use of persons with disabilities, calculated in accordance with the ratios set out in subparagraphs ii) 1 and 2), rounding up to the nearest whole number; or
- iv) Two parking spaces for the use of persons with disabilities and an additional two per cent of parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs ii) 1 and 2 rounding up to the nearest whole number; or
- v) Eleven parking spaces for the use of persons with disabilities and an additional one per cent of parking spaces for the use of persons with disabilities, where more than 1,000 parking spaces are provided must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs ii) 1 and 2 rounding up to the nearest whole number; and
- vi) The number of parking spaces for persons with disabilities shall be included as part of the total parking required for the site. (Z.-1- 142353)

New regulations are added to ensure accessible parking is still required even when no vehicular parking is provided.

The following table shall only be used as a tool to calculate the required quantity of accessible parking spaces, in accordance with the following:

New regulations are added to ensure accessible parking is still required even when no vehicular parking is provided.

The following table shall only be used as a tool to calculate the required quantity of accessible parking spaces, in accordance with the following:

- a. The number of effective parking spaces calculated from Table 4.19.1 is not intended to represent the total number of required accessible parking spaces.
- b. Effective parking spaces may only be used as the basis for calculating the required quantity of accessible parking spaces, in accordance with Table 4.19.1. ‘
- c. Deemed minimum parking required shall be used as a basis for calculating the required quantity of accessible parking spaces, in accordance with the *Accessibility for Ontarians with Disabilities Act (AODA)*.
- d. The deemed minimum parking requirements does not create a requirement for standard off-street parking spaces; and
- e. The quantity of vehicle parking spaces provided for a development shall not apply as a substitute for the minimum parking standards.

Table 4.19.4 All existing non-residential standards and proposed new minimum standards (Hybrid Option PSA B)

Land Use Category	Parking Standard Rate
Tier A: Converted dwelling or dwelling unit in a detached, semi-detached, townhouse, duplex or triplex dwelling.	None
Tier B: Senior Citizen Building, Handicapped Persons Apartment, Lodging Housing, Group Home, Hospice Care Centre, Nursing Home, Retirement Home (alternative housing)	0.25 per unit or dwelling unit
Tier C: Apartment	0.5 parking spaces per unit
Tier D: Single-Detached, Semi-Detached, Townhouse (Cluster, Stacked, Street), Duplex or Triplex	1 parking space per unit
Tier 1: Amusement Game Establishment, Fast-Food (Drive-in, Take-Out), Liquor, Beer and Wine Store, Restaurant, Taxi Establishment, Tavern	1.0 parking space for each 20 m ² gross floor area

<p>Tier 2: Tier 2: Abattoir, Animal Hospital/Clinic, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Rental, Automobile Repair Garage Establishment, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Brewing on Premises Establishment, Bulk Beverage Outlet, Bulk Sales Establishment, Clinic and Out Patient Clinic, Clinic (methadone), Commercial Recreation Establishment, Convenience Service Establishment, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral Home, Gallery, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Kennel, Laundromat, Museum, Music School, Office (Mental/Dental), Patient Testing Laboratory, Personal Service Establishment, Pharmacy, Pharmacy (methadone), Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Retail Store (all sizes), School (commercial), Shopping Centre (greater than 2000 m² and with 4 or more individual Businesses), Shopping Centre (less than 2000 m²), Video Rental Establishment</p>	<p>1.0 parking space for each 50 m² gross floor area</p>
<p>Tier 3: Agricultural Service Establishment, Artisan Workshop, Bakery, Business Service Establishment, Dry Cleaning and Laundry Depot, Farm Equipment Sales and Service Establishment, Film Processing Depot, Household Appliance Sales and Service, Industrial Mall, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Office (all types except mental/dental), Public Recreation Facility, Public Use,</p>	<p>1.0 parking space for each 100 m² gross floor area</p>

Retail Warehousing, Salvage Yard, School (community college & university), Service and Repair Establishment, Service Industrial Use, Service Trade	
Tier 4: Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Agricultural Supply Establishment, Building Supply Outlet, Caterer's Establishment, Craft Brewery, Dry Cleaning and Laundry Plant, Manufacturing Establishment, Printing Establishment, Self-storage Establishment, Terminal Centre, Vehicle Sales and Service Establishment, Warehouse Establishment, Wholesale Establishment	1.0 parking space for each 200 m ² gross floor area
Tier 5: Commercial Outdoor Recreation Facility, Private Outdoor Recreation Club	1.0 parking space for each 1,000 m ² gross floor area
Tier 6: Greenhouse Farm	1.0 parking space for each 20,000 m ² gross floor area

Table 4.19.1 Accessible Parking Ratios

Off-Street Parking Spaces Required	Barrier-free Accessible Parking Required
1-12	1
13-100	4% of total required parking
101-200	1+3% of total required parking
201-1000	2+2% of total required parking
1000+	11 +1% of total required parking

11) OTHER PARKING REGULATIONS

- a) Nothing in this By-Law shall prevent the erection of a shelter for use solely by parking attendants or security personnel in any part of a parking area, except within a sight triangle, provided such shelter is not more than 4.5 metres (14.8 feet) in height and has a floor area of not more than 5.0 square metres (53.8 square feet).
- b) No recreational vehicle, trailer or boat shall be parked or stored on any part of a lot in a Residential Zone, except for one recreational vehicle which:

- i) is owned by the occupant of the said lot; and,
- ii) where it has dimensions not greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, nor 6.0 metres (20.0 feet) of length, may be parked or stored on a permitted driveway, or parking area, or within a yard other than a front yard or exterior side yard; or
- iii) where it has dimensions greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, or 6.0 metres (20.0 feet) of length, may be parked or stored within a rear yard.

Any recreational vehicle owned by the occupant and parked or stored within an enclosed building shall not be subject to these provisions. (Z.-1-97542)

c) No commercial vehicle or motorized construction equipment shall be parked or stored on any part of a lot in a Residential Zone, except for one commercial vehicle which:

- i) is owned or operated by the occupant of the said lot; and
- ii) has dimensions not greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, nor 6.0 metres (20.0 feet) of length; and, 85
- iii) is parked or stored within a building or carport or on a permitted driveway or parking area or within a yard other than a front yard, or exterior side yard; or (Z.-1-97542)

iv) is parked for the purpose of making deliveries or otherwise providing services, on a temporary basis, to the said lot. (Z.-1-97542).

d) Not more than one vehicle or recreational vehicle lacking current valid license plates shall be parked or stored on a lot, excluding permitted vehicles parked or stored within a private garage or other buildings in accordance with the applicable parking/storage location, in a Residential Zone, except that this provision shall not apply to a permitted vehicle sales or permitted rental establishment or permitted salvage yard. (Z.1.97542)

e) No person shall park or store, or permit to be parked or stored, a vehicle on any part of a lot in a residential zone, for the purpose of providing a transfer location, where a person or persons travel to the said lot from another location, to remove or return a vehicle, from or to the said lot. (Z.-1-97542)

f) Service areas are included when calculating parking rates for Automobile Repair Garage. A service area is defined as all areas utilized to service and repair vehicles, and may include lifts, joists, service pits and tool and part storage. (Z.-1-091844)

12) BUS PARKING AREA SUBSTITUTION A bus parking area or areas may be substituted for vehicle parking spaces at the maximum rate of 1 bus parking area for every twenty-five (25) vehicle parking spaces for any lands zoned Regional Shopping Area (RSA) or Community Shopping Area (CSA), where required by City Council for use by public transit and shown on a registered site plan. (Z.-1-97465)

13) DIMENSIONS OF BUS PARKING AREA A bus parking area permitted hereby shall be a minimum 3.75 metres (12.3 feet) wide by a minimum 15 metres (49.2 feet) long excluding entrance and/or exit tapers. (Z.-1-97465)

14) BICYCLE PARKING REQUIREMENTS

All required bicycle parking spaces shall be provided at the time of the erection of a building or addition thereto, expansion of a use, or when there is a change of use of a lot or a building. Bicycle parking spaces shall be maintained exclusively for the use for which they are required for as long as the use is in operation.

Where part of a bicycle parking space is required in accordance with this By-law, such part shall be considered one parking space for the purpose of calculating the total bicycle parking requirement for the use. (Z.-1-051420)

15) DESIGN CHARACTERISTICS FOR BICYCLE PARKING

For the purpose of this By-law, associated design elements shall be provided in accordance with those provisions set forth under Section () of the City's Site Plan Control By-law. (Z.-1-051420)

16) NUMBER OF BICYCLE PARKING SPACES

1) Residential Development: Apartment buildings and lodging houses (with five or more residential units) shall be required to provide 0.75 long-term bicycle parking space per residential unit.

2) Residential Care Facilities:

Short-term bicycle parking spaces shall be provided at a rate of 10 7% of the required number of automobile parking spaces, as specified in the Zoning By-law, for the following residential care facilities:

- a) senior citizen apartment buildings
- b) nursing homes;
- c) rest homes;
- d) retirement lodges;
- e) retirement homes;
- f) handicapped persons apartment buildings;
- g) continuum-of-care facility;
- h) chronic care facility;
- i) foster homes;
- j) group home type 1 and type 2;
- k) supervised residence;
- l) correctional and detention centre;
- m) emergency care establishment.

3) Residential Development Exemptions:

Notwithstanding clause "()" to the contrary, bicycle parking shall not be required for:

- a) Conversions of existing space to residential units;
- b) Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; fourplex dwellings; townhouse dwellings; stacked townhouse dwellings; street townhouses; cluster townhouses; farm dwellings. (Z.-1-051420)

4) Non-Residential Development: Short-term bicycle parking spaces shall be provided at a rate of 10 7% of the required number of automobile parking spaces, as specified in the Zoning By-law, for all non-residential development except as specified below:

5) Non-Residential Development Exemptions:

- a) where the required number of automobile parking spaces specified in the Zoning By-law is 9 or fewer spaces, no bicycle parking is required;
- b) No bicycle parking requirement applies for the following uses specified in the Zoning By-law: Abattoir; aggregate reprocessing; aggregate storage area; agricultural service establishment; agricultural supply establishment; agricultural use; agricultural use, intensive; agricultural use, non-intensive; agriculturally related commercial use; agriculturally related industrial use; batching plant, asphalt; batching plant, concrete; channel composting facility; construction and demolition recycling facility; crushing plant; driving range; drive-through facility; farm; farm cluster; farm equipment sales and service; farm foods and products market; farm market; feedlot; forestry use; grain elevator; greenhouse, commercial; in-vessel composting facility; kennel; landing strip; livestock; livestock facilities; managed woodlot; manure storage facilities; pit; propane transfer facility; quarry; resource excavation; residential and other source recycling facility; resource extraction operation; salvage yard; specialized recycling facility; stockpiling; travel plaza/truck stop; truck stop; theatre, drive-in; wayside pit or wayside quarry; windrow composting facility
- c) No bicycle parking requirement will apply to the conversion of existing buildings for residential or non-residential uses in all Downtown Area 1 and 2 Zones. Major redevelopment involving property consolidation and new construction is required to provide for bicycle parking facilities at the mandated standard.
- d) No bicycle parking requirement will apply to the conversion of existing buildings for residential or non-residential uses in all Business District Commercial 1 and 2 Zones. Major redevelopment involving property consolidation and new construction is required to provide for bicycle parking facilities at the mandated standard.
- e) For CLINIC, METHADONE or PHARMACY, METHADONE uses, notwithstanding any provisions of this by-law, the number of bicycle parking spaces provided shall be no less than 5 spaces
- 6) Municipally-owned Parking lots and structures: Municipally-owned parking lots in the Downtown Area zones and defined Business District Commercial Area zones shall provide for short-term bicycle parking facilities equal to 10 7% of the total vehicular parking spaces provide.
- 7) Bicycle Parking Incentives: Notwithstanding Section 4.19 of this By-law to the contrary, the required number of motor vehicle parking spaces for non-residential uses may be reduced to provide for additional short or long-term bicycle parking spaces beyond those mandated by this by-law provided, however, the reduction in motor vehicle parking spaces shall not exceed 10% of the required motor vehicle parking spaces. Individual vehicular parking stalls shall be required to provide for a minimum of five bicycle parking spaces. This incentive shall not apply to CLINIC, METHADONE or PHARMACY, METHADONE uses. (Z.-1-051420) (Z.-1-122090)

No further changes to Zoning By-law Z.-1 (4.19) are proposed.

Appendix C

Site Plan Control By-law - 6. Parking Facilities and Internal Driveways

6.1. Objective

(a) To provide for adequate parking and loading facilities, orderly circulation within the parking area and an attractive community appearance (see Official Plan Policies 6.11, 7.2.15, 8.5, 9.1.7.7, 12.6.1, 14.2.2.10 and Council Policy 25(56)).

(b) To encourage site planning and architectural design that is compatible with effective transit services.

6.2. Off-Street Parking Facilities

(a) Number of Spaces

(i) Refer to the applicable zoning by-law for the total number of required parking spaces.

(ii) Visitor Parking: Multi-unit residential development including cluster detached dwellings developments with a total of three or more units shall provide a common area(s) for visitor designated and signed parking spaces. One (1) visitor parking space shall be provided for every ten (10) dwelling units. The number of visitor parking spaces may be included within the total number of parking spaces required by the applicable zoning by-law. Where feasible, visitor parking shall be centrally located to serve all units. These may be distributed in small clusters to better serve the complex. Driveways or parking spaces that are, or may be perceived for the exclusive use in association with a dwelling unit will not be considered as a visitor parking space.

(iii) Barrier free parking is to be provided for buildings in accordance with the Ontario Building Code and in accordance with the zoning by-law, where identified.

(b) Location - Parking areas should be no closer than 3 metres (10 feet) to street line and 1.5 metres (5 feet) to a property line.

(c) Commercial parking areas may be located in the interior and/or rear yards, and are discouraged from being in the front or exterior yards depending upon:

1. predominant parking location on sites in the vicinity, location of adjacent commercial parking areas;
2. existence of adjacent non-commercial land use; and
3. convenience to proposed uses.
4. prohibitions in the zoning by-law.
5. in cases where parking is permitted in the front yard or exterior yard, adequate screening is required.

(d) Where feasible, parking should not be permitted in a yard adjacent to a residential zone. Where such parking is permitted, adequate screening will be required (see Section 9 on landscaping) . (e) Schools – car parking and bus loading areas are to be located on private property.

(f) Residential parking areas should be located:

1. in view of dwellings and activity areas, preferably 45 m (150 feet) maximum walking distance;
2. adjacent to pedestrian systems;
3. convenient to the building entrances; and
4. no closer than 3 m (10 ft.) to a window of a habitable room.

(g) Where the applicable zoning by-law regulations do not specify the size of parking spaces and aisles, the relevant standard minimum parking dimensions set out in Figure 6.1 and Table 6.1, shall be used and the spaces shall be clearly marked.

(h) Parking rows should be delineated by poured concrete curbs or planters at each end to prevent uncontrolled internal traffic movements and generally to confine traffic to designated parking aisles or driveways.

(i) Parking areas shall be designed so as to not require vehicles to reverse from the property onto a public street.

(j) Access to and from parking aisles should be minimized along main feeder driveways.

(k) No more than 15 parking spaces should be permitted in a row without an interrupting minimum 3 m (10 ft.) width planting area.

(l) For developments abutting transit routes, parking areas are encouraged in locations to the side or rear of the building. The extent to which parking areas are feasible in locations to the side and rear of commercial buildings will be subject to both the visibility of customer parking as a marketing factor and public safety concerns respecting surveillance from abutting streets and buildings.

(m) Barrier free parking spaces shall be located in close proximity to the building's barrier free entrance.

6.3. Internal Driveways

(a) Main internal driveways which are heavily travelled should be delineated by raised curbs or equivalent barriers and be designed not to have parking spaces on either side where possible.

(b) Intersections of driveways and parking aisles should be at a 90 degree angle.

(c) The horizontal alignment of all driveways should be geometrically sound, but lengthy straight sections should be minimized to discourage speeding.

(d) The design of driveway and parking aisle intersections should ensure adequate visibility of intersecting traffic movements.

(e) In large commercial developments, main internal driveways should not be located abutting building entrances in order to minimize pedestrian and vehicle conflicts.

(f) Driveways adjacent to a building should be a maximum width of 6.7 m (22 ft.) for two-way traffic and 3.35 m (11 ft.) for one-way traffic to deter parking in the driveway.

6.4. Paving

All surfaces used for parking or vehicular circulation shall be paved with asphalt or other equivalent hard surface approved by the Director, Planning and Development. Consideration may be given to alternative surface materials such as turfstone, cobblestone, etc., that allow precipitation to percolate into the soil, for any parking spaces provided over the minimum number required. All materials used should be capable of being indelibly marked to designate the parking spaces provided.

Note: See the Lighting, Grading, Landscaping, and Fencing Sections for these aspects of parking lot design.

Table 6.1: Off-Street Parking Area

Location	<ul style="list-style-type: none"> - Preferable not adjacent to a residential zone - Minimum 3m to street line - Minimum 1.5 m to property line 			
Layout	<ul style="list-style-type: none"> - See Figure 6.1 - Maximum in uninterrupted row – 15 			
Internal Driveways		Parking two Sides	Parking One Side	
	- Intersections	90°	6.5 m	7.5 m
	- Width Minimum	60°	4.5 m	5.4 m
	- Width Maximum	45°	3.4 m	4.2 m
		30°	3.1 m	3.8 m
	Parallel	3.8 m	3.8 m	
Pedestrian Circulation	Normally no separate facility required			
Paving	Asphalt or other hard surface**			
Parking Module	If overhang space of 0.6 m is provided, the module of parking and manoeuvring space may be reduced accordingly			

** Including previous paving where feasible

Figure 6.1: Parking Standards – Residential & Commercial Uses

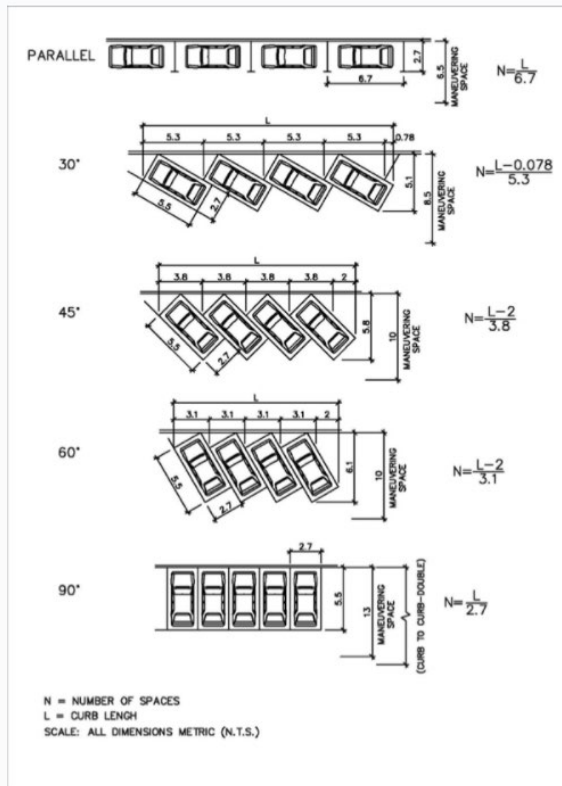
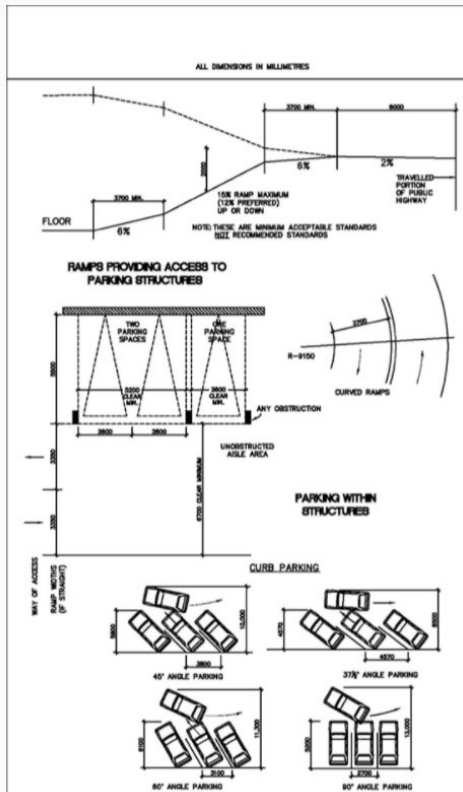


Figure 6.2: Parking Structures



6.5. Parking Structures

Consideration should be given to the use of parking structure in higher intensity developments. These can consist of underground parking, sunken open air parking lots with usable roof decks or sundecks over individual parking spaces. Parking structures should be architecturally treated and landscaped. Parking spaces and driveway isles are to be consistent with surface parking driveway standards. The entrance drive to a parking structure should be designed in accordance with Figure 6.2.

6.6. Off-Street Loading Facilities

(a) Definitions

(i) **Loading Facility** means a loading space or bay along with any maneuvering area required as part of the loading facility and which is located on the site, either within a building or adjacent to a building.

(ii) **Loading Space** means a paved area exclusively for loading and unloading trucks either within a building or adjacent to a building and does not include any maneuvering space.

(b) Number of Spaces

Refer to the applicable zoning by-law.

(c) Minimum Size

Where under the applicable zoning by-law there are regulations concerning loading facilities but no dimensions are given, then the following shall apply:

Width Height Length

Industrial 3.6 m (12 ft.) 4.5 m (15 ft.) 20 m (65 ft.) Other 3.6 m (12 ft.) 4.25 m (14 ft.) 9 m (30 ft.)

(d) Access

All loading spaces or loading areas should have associated space on the property to provide truck manoeuvring. Such areas should be shown on the plan and none of these vehicles will be permitted to reverse onto or from the street abutting the property, unless otherwise permitted in the zoning by-law. Roads providing access to building fronts and fire routes are to be designed to support emergency vehicles, e.g. fire trucks.

(e) Location

Access to loading facilities may be by separate access or by an internal driveway serving a parking area. Loading spaces are to be located in accordance with the zoning by-law.

(f) Paving

All loading spaces, manoeuvring areas and driveways should be hard surfaced with suitable materials to the satisfaction of the Deputy City Manager, Environment and Infrastructure, i.e., concrete, asphalt, lockstone, etc.

(g) Joint Loading Facilities

In shopping centres or other similar integrated development, the use of joint loading facilities to serve all or several individual businesses will be encouraged.

Note: See Figure 6.3 for typical parking layout on a site plan.

Appendix D

Public Letter Urban League London



Long Range Planning & Research
Planning & Development
City of London
300 Dufferin Ave
London, ON

March 4th 2022

Dear Planning & Development Staff,

Members of the Board of the League have been following the discussion regarding the updates to the Parking Standards. Members have emailed with staff, invited ULL members to stakeholder sessions, attended an external stakeholder meeting ourselves (Parking Standards Review Group-discussion) and are submitting this open letter to share the Board's thoughts on Parking Minimums.

We are supportive of the Open Option Requirements, and urge staff to reduce parking space approvals during the planning approval process wherever possible. We also know, based on research, that people are moving towards using rideshare programs, walking and riding bicycles so the continued need for significant amounts of parking is waning. As well, due to the pandemic more Londoners are working from home and the need for parking in core areas has been reduced.

Cities around North America are realizing the time to act on the revitalization of their core areas is now, while people are changing their relationships with their ideas of work, home and community. By rethinking the prevalence of car spaces over community spaces we can better promote our core as a place to gather and grow as a thriving big city.

We are not in support of keeping parking minimums as they negatively impact our community in the following ways:

- Encourages private vehicle use (which increase GHG emissions)
- Negatively impacts transit ridership
- Makes designing walkable neighbourhoods more difficult
- Ignore additional costs of parking compared with lower costs associated with public transit
- Hampers infill and reduces density
- Harms the environment (heat islands, loss of biodiversity, increase urban flooding, etc)
- Loss of community spaces (parks, pocket parks, outdoor patios etc.)



The League is also eager to provide input on the Parking Lot Urban Design Standards. ..
is paramount that we create spaces that give a greater sense of safety, security and, more importantly, add much needed green space to the core. As Jane Jacobs has stated "parking lots are inactive spaces that deaden everything around them."

To counter some of the negative impact that parking lots create, we need to reimagine how they can function to have some benefit. Stepping stones and pocket park areas are critical for local bird and insect populations. By insisting that parking lots move past their bare, heat creating surfaces we can decrease the urban heat footprint in our city drastically and help species thrive and survive. We know from the research that even small stepping stone spaces increase biodiversity and help birds and insects connect to larger green areas.

All parking areas (both current and future) should be required to dedicate space to become part of the green corridor that links larger green spaces and the river. In addition, these spaces should include native plants only to promote and aid pollinators. These stepping stone areas can also assist in various areas of the Climate Emergency Action Plan in lowering heat, improving water retention on land, reducing pollutants entering waterways, providing insect habitat and creating a better aesthetic for the downtown overall.

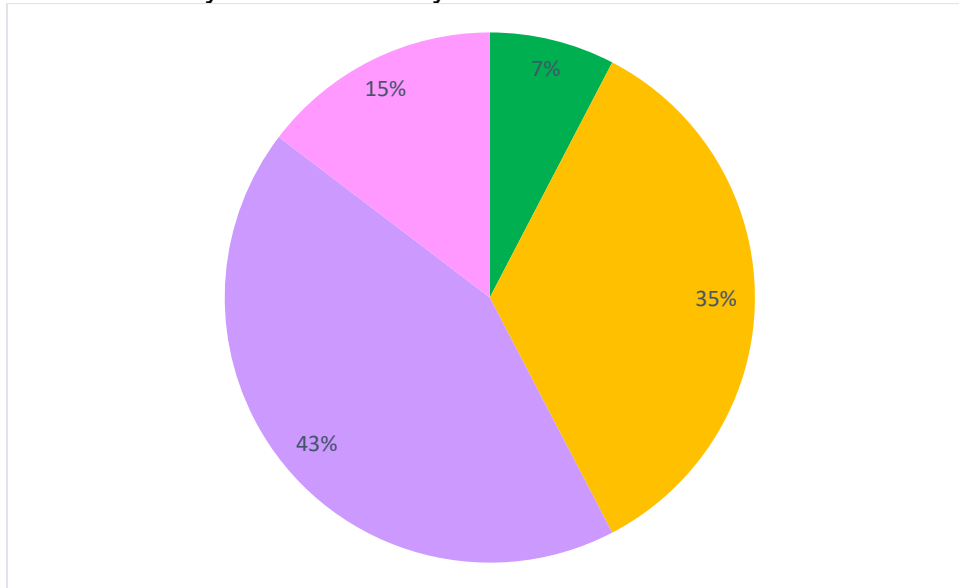
Sincerely,

Skylar Franke
Board President
Urban League of London
Representing the views of the Board of Directors

Appendix E – Results Parking Standards Survey

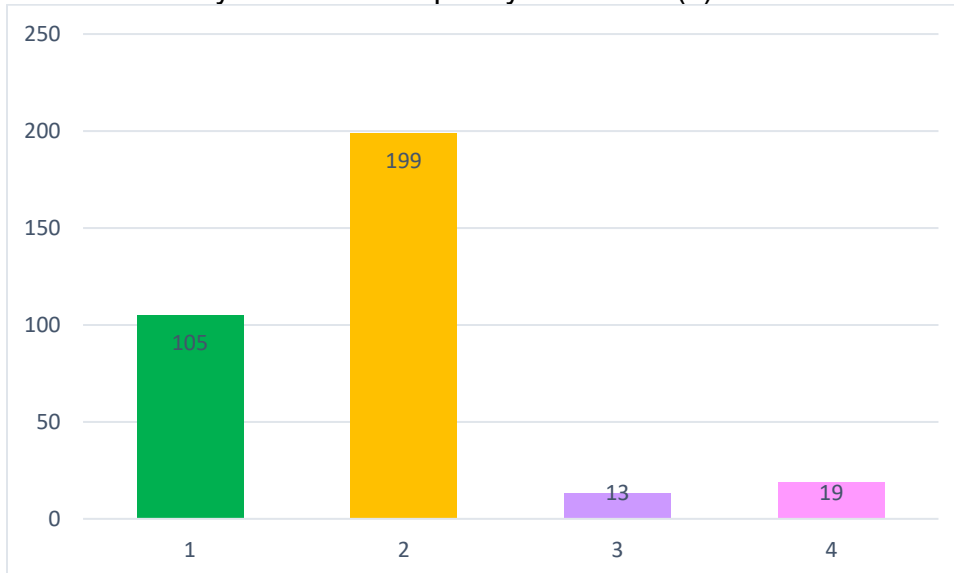
Results Parking Standards Survey January- February 2022.
Total received responses: 336

Q1: How many vehicles does your household own



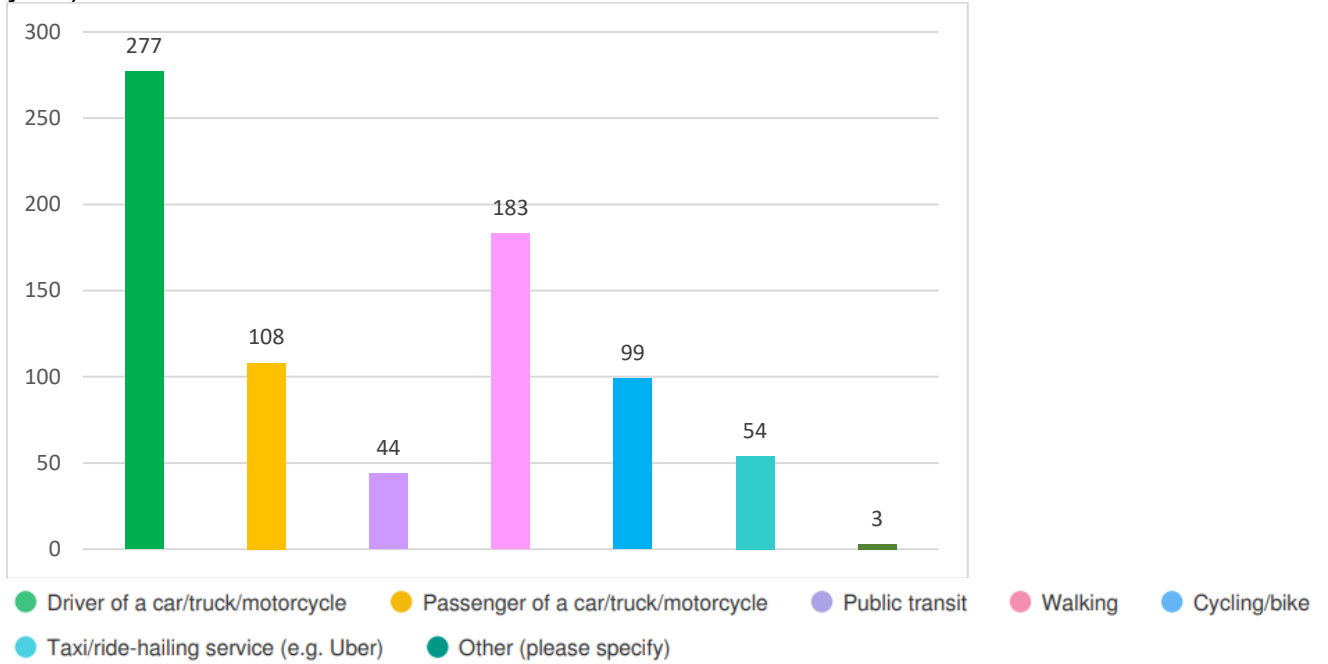
● None ● One ● Two ● Three of more

Q2: Where do you most often park your vehicle(s)?

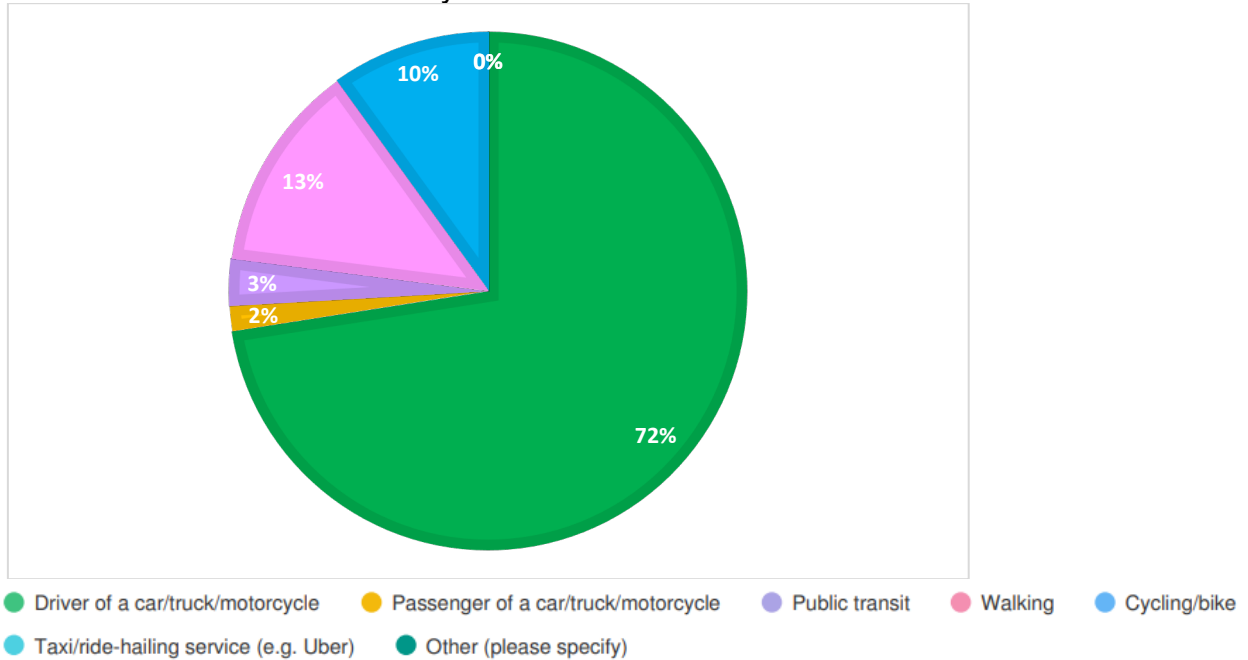


● In the garage ● On the driveway ● On the street ● In the assigned parking space

Q3: Which of the following methods of travel do you regularly use (used in the past year)?

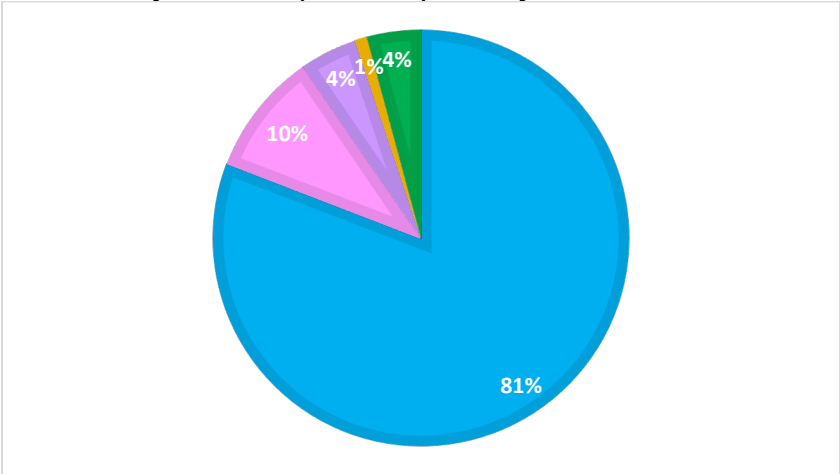


Q4: Which method of travel do you use the most?

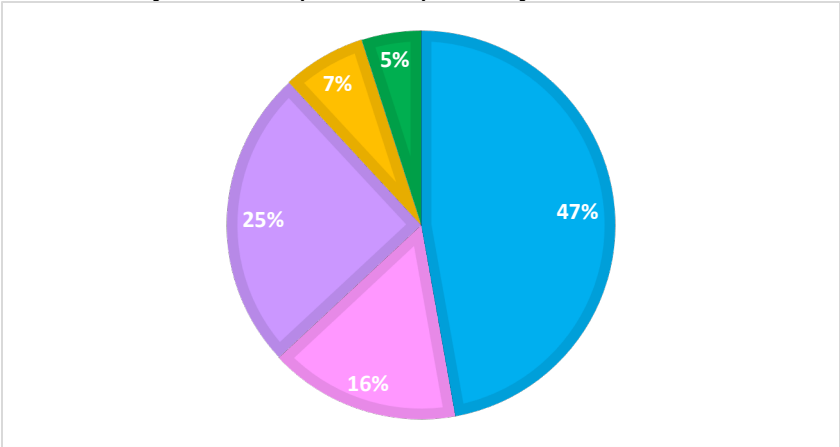


Q5: Please indicate whether you strongly disagree, somewhat disagree, somewhat agree, strongly agree with the following statements:

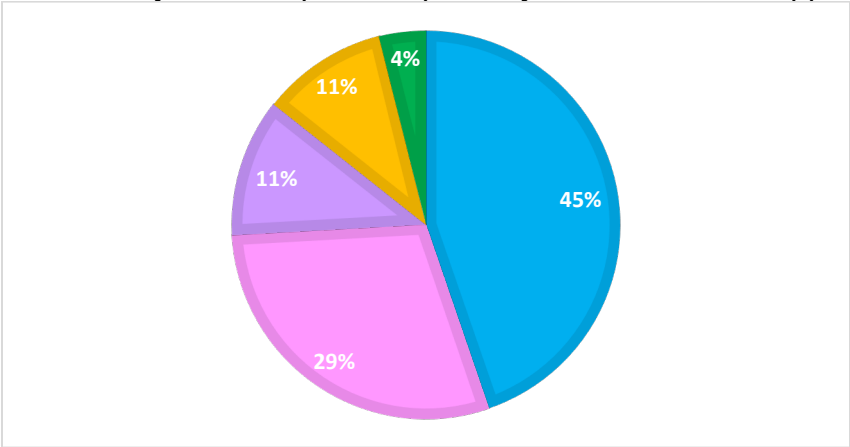
A: It is easy to find a place to park my vehicle at home:



B: It is easy to find a place to park my vehicle at work:

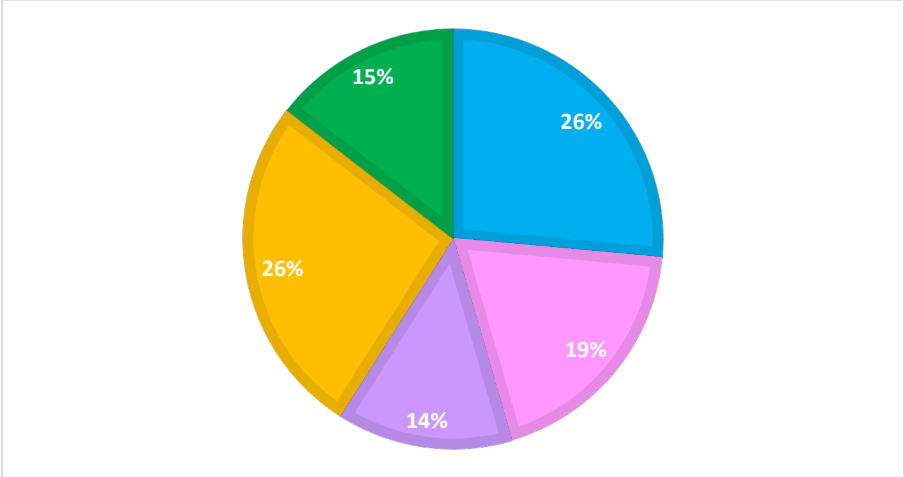


C: It is easy to find a place to park my vehicle when shopping or running errands:

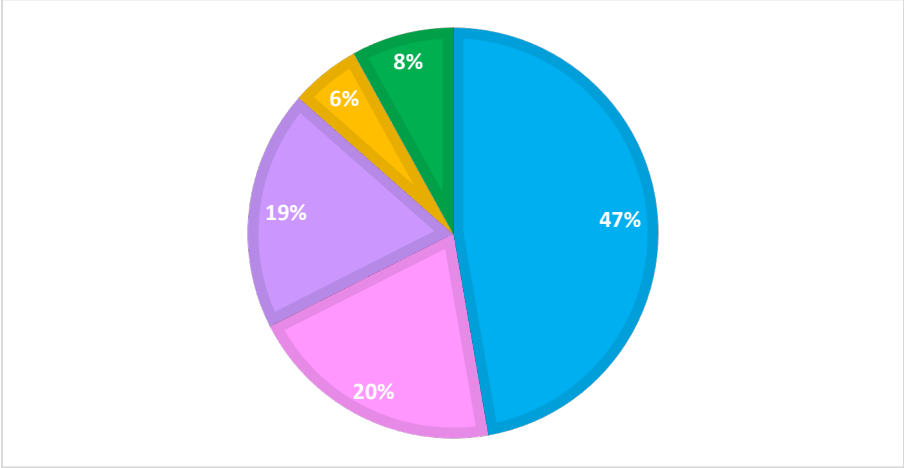


- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

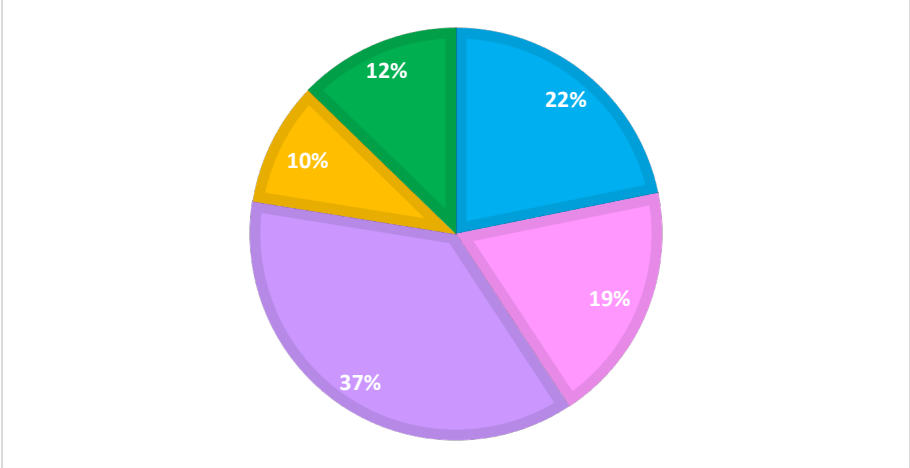
D: It is easy to find a place to park my vehicle when attending events:



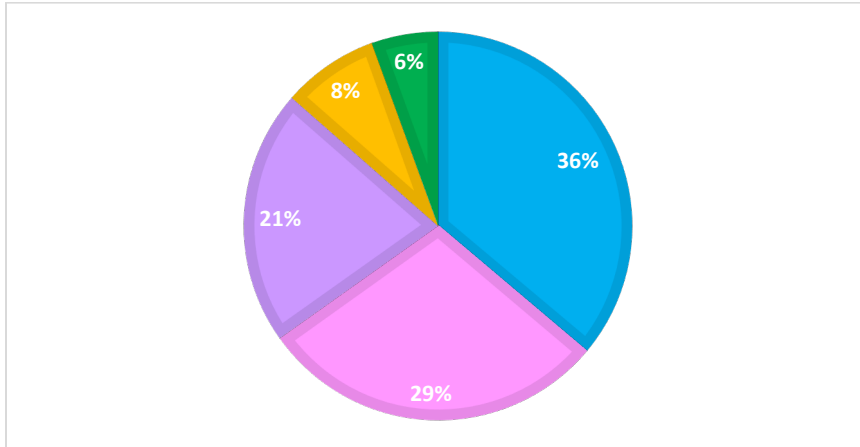
E: Buildings should be able to share parking:



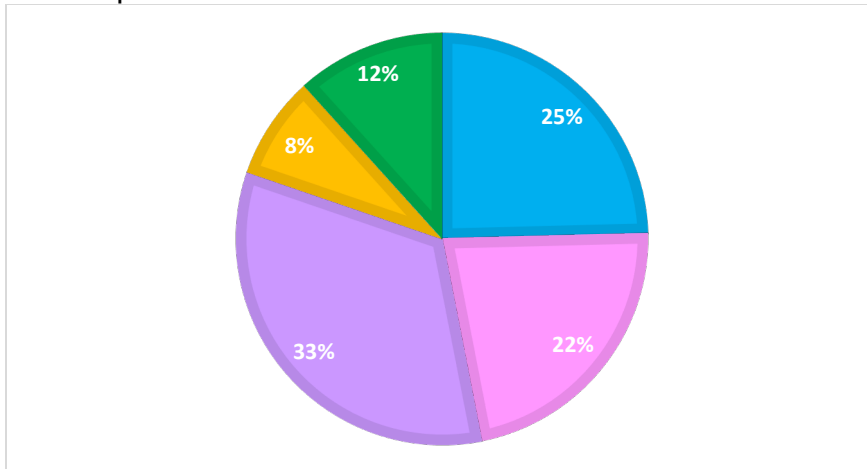
F: I prefer parking in a parking lot versus parking on the street.



G: Providing sidewalks in large parking lots makes it easier/safer to get to and from my vehicle:

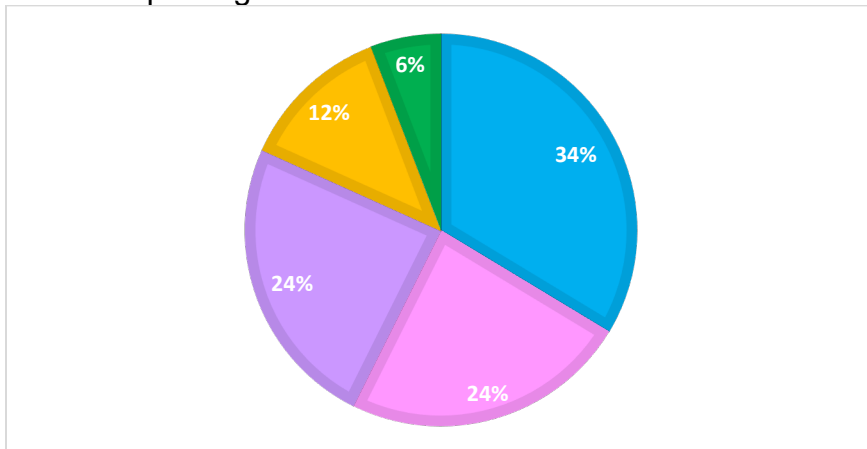


H: Surface parking located in highly visible areas should be screened by low walls and landscape treatments:

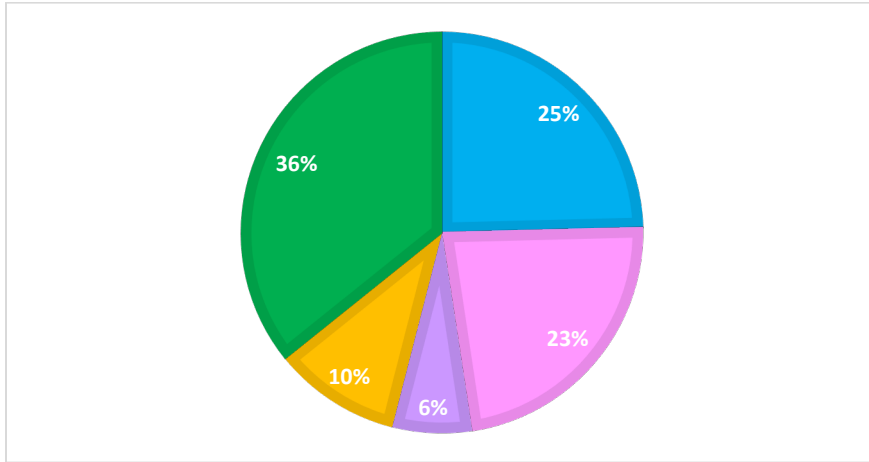


- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

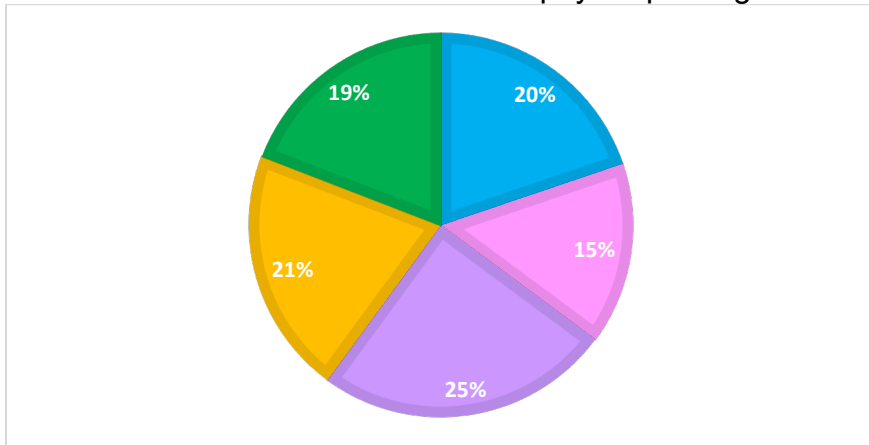
I: Underground parking or structured parking (parkade) has a more pleasing design than a surface parking lot:



J: I will not go to stores or restaurants if they don't have parking:

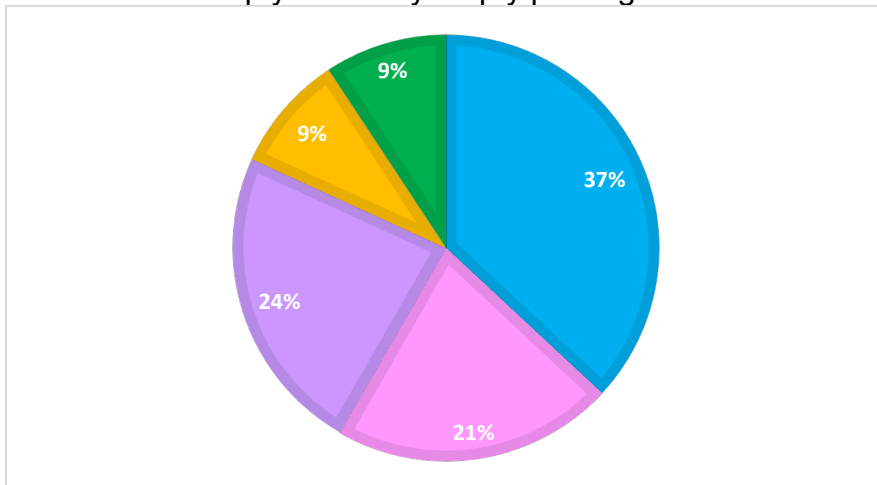


K: I would not drive to work if I had to pay for parking:

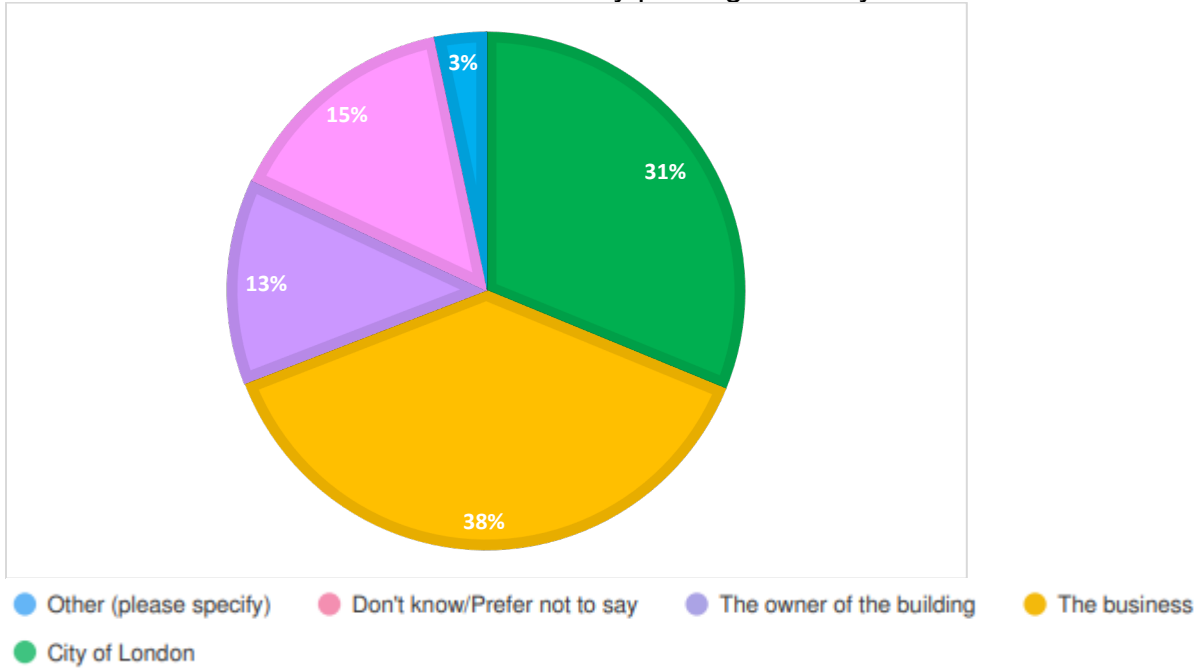


- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

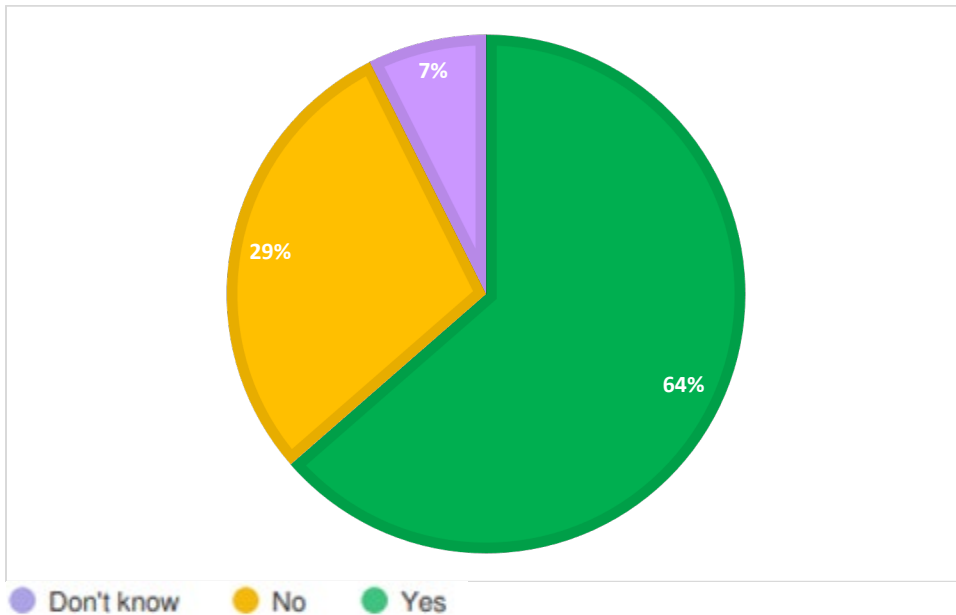
L: I often see empty or mostly empty parking lots around London:



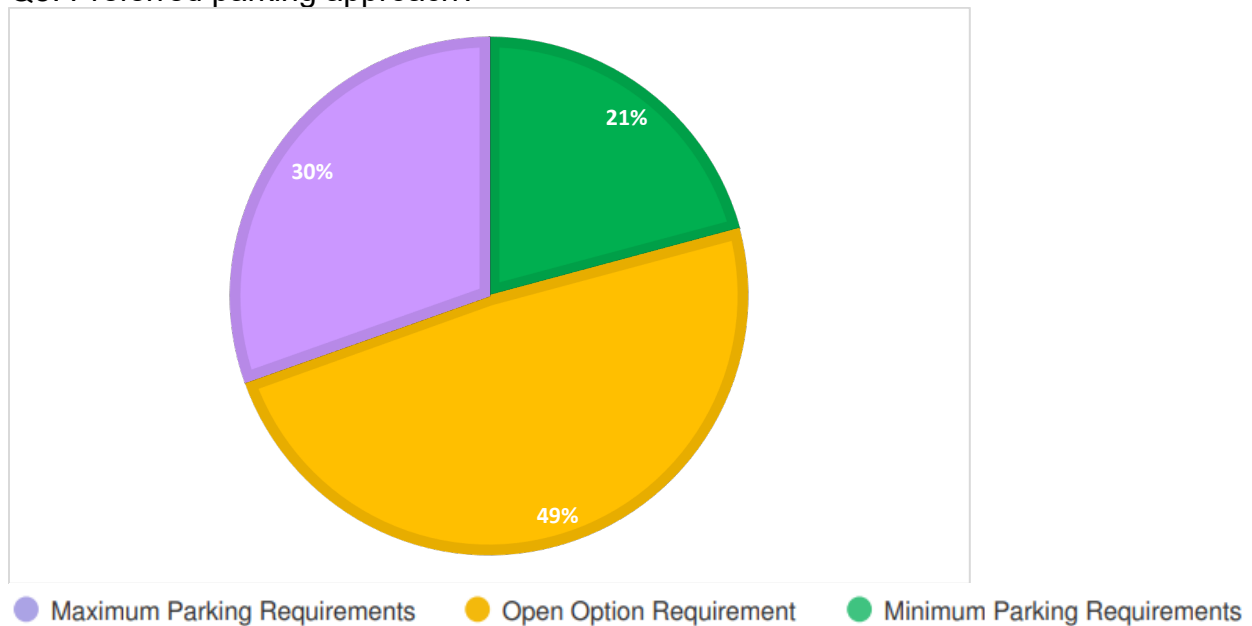
Q6: Who is best situated to decide how many parking spaces businesses must have to serve customer? This would not include any parking that may be available on the street.



Q7: Are you aware that the City of London's Zoning By-law sets a minimum number of required parking spaces that must be provided for new or redeveloped homes and businesses?



Q8: Preferred parking approach?



The demographic questions Q9-Q19 are not included in the Appendix, please contact Planning & Development for more information on the Parking Standards Review Survey.

Q20: Is there any other feedback you would like to add?

- Parking is important for community events.
- Restrict Parking lots!
- Along with car parking maximums we need bike parking minimums.
- Off-street parking standards should be implemented with the goal of maximizing our social lives and ensuring our overall well-being. London is far too car-dependent, and it stops me from living a fulfilling life like I can in other cities with better transportation plans.
- I frequently enjoy walking downtown to shop and eat. Surface lots are ugly and most often empty. It's not a good use of space.
- Enhance off-street parking, and remove on-street parking please.
- Please remove parking minimums! New construction needs to have choice to include zero parking spaces in their developments.
- I would like to see driveways exceed more than 50% of the lot width.
- Very pleased to see this survey and know that our city might be realizing the damage that's been done to our public areas through vast oceans of pavement. Never have I been downtown when I could not access parking within one block of my destination.
- We are desperate for more active transportation infrastructure and less car infrastructure.
- Focus efforts on phasing out surface parking lots, especially in the Downtown. Such a waste of valuable land.

- The less we can all use cars but still complete our daily tasks, the better off we will all be.
- I would be so happy if London got rid of parking minimums. It is the best option for both the housing crisis and the climate crisis.
- If you want me to continue shopping downtown, parking must be supplied. I will never use public transit.
- Surface parking lots are probably the worst use of land. Housing or businesses or a park would be so much better.
- Please do as much as you can to make walking/biking/public transport a more appealing option for people.
- I think the current City of London minimum parking requirements are too high. There are businesses forced to construct large parking lots, even when they know that they will not use them. Then they sit unused just because they had to meet an arbitrary standard.
- Parking should not be dictated by the developers. The city needs to not be influenced by those only interested in making the most profit possible. Apartment dwellings should be charged for parking spots to decrease automobile usage, but ample parking needs to be given to visitors to keep vehicles off the streets.
- Off street parking should be regulated by the business or developer.
- The first set of questions in this survey were overly simplistic. For example, pre-pandemic I took the bus a lot, but not at all since. Same with finding parking for events.
- Please add spaces for bike parking!
- More accessible parking.
- Residential areas of downtown, especially high-rises should allow for a bit of free visitor daytime parking e.g. 2 hours free. Out of town relatives shouldn't have to choose between refilling a meter every 2 hours or paying a 24-hour fee in a lot.
- The parking lots downtown make our city unattractive.
- Stop developers from not allowing extra parking for households that may have 4 or more family members with limited personal parking space.
- Off-street parking encourages people to use business. It must be flexible to allow variations for a particular use of a property.
- Cars will be around even as the younger generation considers driverless or 100% electric cars. So taking the restricted and limited approach will just push cars to the street which make it more dangerous for everyone.
- Parking lots are eating up downtown London. They are underutilizing land and are depressing to see and unsafe to walk through.
- The city has too much parking. The issues aren't a lack of parking, people are unwilling to pay... and we should have to pay to park our cars. The land is too valuable. Invest in ways to make it easier to walk, cycle, and take public transportation, those are the next steps.
- Just need more and larger spaces. The new commercial and residential developments are really unsafe for parking. You can never have too much parking.
- The city needs to be bold and progressive in developing standards that put the environment and multi-modal transportation ahead of other interests.

- I would love to see an elimination or reduction in minimum spots/unit for new development as this would lead to better intensification/infill, and more green space.
- I look forward to seeing more greenery and sustainable design elements in parking lots going forward. These elements are visually appealing, environmentally beneficial, and have positive effects on everyone.
- Get rid of minimums please. I'd prefer maximums but open is better than minimum.
- Ensuring more safe, secure bike parking would be a great thing too.
- End parking minimums so we can strengthen our neighbourhoods and encourage more incremental development of the places we've loved for decades that are also much more financially productive for the city and create more jobs and encourage people to walk or bike or take transit.
- Eliminate parking minimums for housing particularly around Western University and Fanshawe as students have little need to drive and can't afford a car.
- Let's do better with less parking and encourage alternate means of transport.
- If there were enough free day long off street parking downtown, more people would return. I personally try to avoid downtown London at all cost, because parking is a pain.
- Handicapped spots are being taken by non-handicap cars.