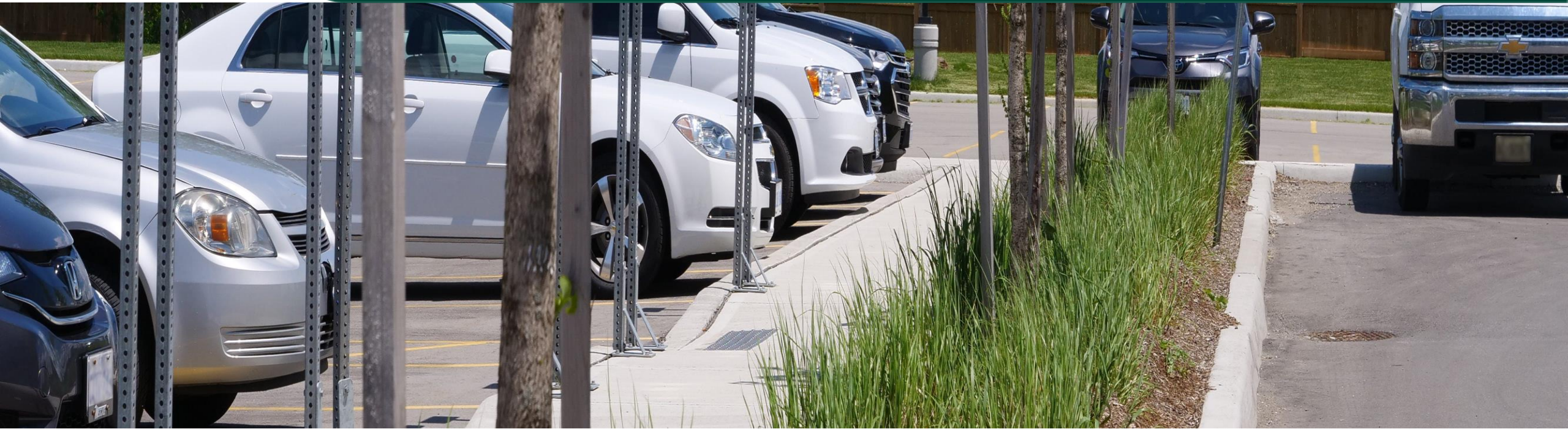




# Parking Standards Review



Integrated Transportation Community Advisory Committee  
6/15/2022



# Introduction

- Parking Standards regulate supply and design of off-street parking
- Review Process
  - Nov 11, 2021 – Parking Standards Review Background Report
  - April 19, 2022 – Information Report
  - July 25, 2022 – Recommendation Report (PPM)
- Goal is to update parking standards in the zoning by-law to align with *The London Plan* and implement a more contemporary approaches to Parking Standards.



# Climate Emergency

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



# Information Report

Two alternative options for Council consideration:

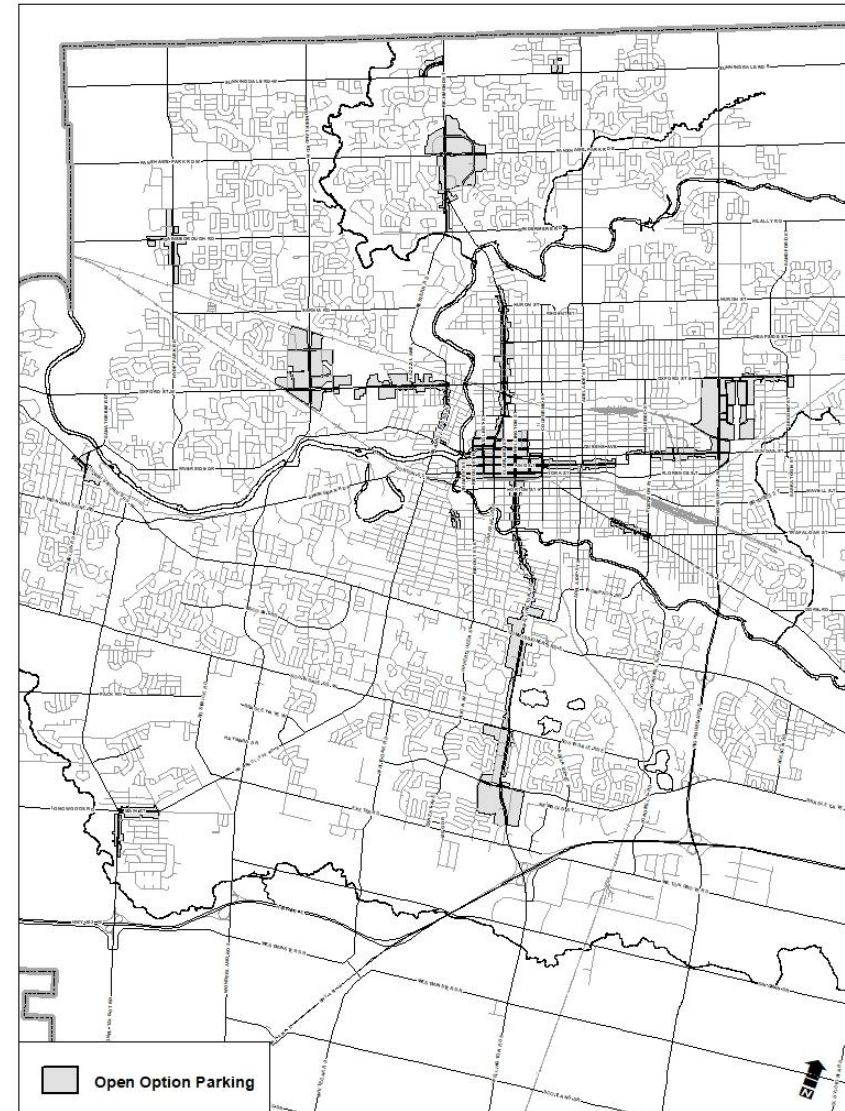
1. Open Option Parking City-wide
2. Open Option Parking in some Urban Place Types, significant lower minimums rest of the City:

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

# Recommendation Report

## Hybrid Approach:

- Open Option in Urban Place Types
- Reduced Parking Minimums rest of the City by approximately 50%





# Residential Parking Standards

Use	Existing PSA 1	Existing PSA 2	Existing PSA 3	Recommended Minimum Parking Requirement
Single Detached and Semi-Detached	2 per unit	2 per unit	2 per unit	<b>1 per unit</b>
Townhouse, Cluster	1 per unit	1.25 per unit	1.5 per unit	<b>1 per unit</b>
Townhouse, Street	1 per unit	2 per unit	2 per unit	<b>1 per unit</b>
Townhouse, Stacked	1 per unit	1.25 per unit	1.5 per unit	<b>0.5 per unit</b>
Apartment	1 per unit	1 per unit	1.25 per unit	<b>0.5 per unit</b>
Duplex	1 per unit	1 per unit	1 per unit	<b>0.5 per unit</b>
Triplex	1 per unit	1 per unit	1 per unit	<b>0.5 per unit</b>
Fourplex	N/A	1 per unit	1 per unit	<b>0.5 per unit</b>
Converted Dwelling or Conversions of Existing Buildings to Residential Units	No additional parking required	1 per unit	1 per unit	<b>0.5 per unit</b>
Senior Citizen Apartment Building	0.25 per unit	0.25 per unit	0.25 per unit	<b>0.125 per unit*</b>
Handicapped Persons Apartment Building	0.25 per unit	0.25 per unit	0.5 per unit	<b>0.125 per unit*</b>
Lodging House	0.33 per unit	0.33 per unit	0.33 per unit	<b>0.125 per unit*</b>



# Parking Standards Reduction Percentage

Use	Existing Standard PSA 2 (1 parking space per X m2)	Existing Standard PSA 3 (1 parking space per X m2)	Proposed new Minimum (1 parking space per X m2)	% Change compared to PSA 2	% Change compared to PSA 3
Abattoir	20	20	50	-60%	-60%
Advanced Manufacturing Industrial Uses	200	200	400	-50%	-50%
Advanced Manufacturing Educational Uses	200	200	400	-50%	-50%
Agricultural Service Establishment	65	65	200	-68%	-68%
Amusement Game Establishment	20	20	30	-33%	-33%
Animal Hospital/Animal Clinic	45	45	100	-55%	-55%
Arena (no seats)	35	35	50	-30%	-30%



# Non-Residential Parking Standards

Non-Residential Uses	Example Non-Residential Use	Existing PSA 3	Recommended Min. Parking Requirement
Tier 1	Restaurant	6-10 m <sup>2</sup>	20 m <sup>2</sup>
Tier 2	Automobile Repair	6-20 m <sup>2</sup>	30 m <sup>2</sup>
Tier 3	Retail	30-40 m <sup>2</sup>	50 m <sup>2</sup>
Tier 4	Office	40-80 m <sup>2</sup>	100 m <sup>2</sup>
Tier 5	Industrial Mall	80-200 m <sup>2</sup>	200 m <sup>2</sup>
Tier 6	Manufacturing	200-500 m <sup>2</sup>	500 m <sup>2</sup>
Tier 7	Self Storage	2,000 m <sup>2</sup>	2,000 m <sup>2</sup>





# Barrier-Free & Bicycle Parking

- Maintain similar number of barrier-free parking spaces
  - Based on provided instead of required parking spaces
- Revised Bicycle Standards
  - Amended to 1 bicycle parking space/unit for apartment buildings & lodging houses
  - Established new bicycle parking requirements not tied to automobile spaces

Non-Residential Uses	Example Non-Residential Use	Recommended Minimum Short-Term Bicycle Parking Requirement
Tier 1	Restaurant	3 spaces plus 0.3 spaces for each 100 m <sup>2</sup> GFA
Tier 2	Retail	3 spaces plus 0.2 spaces for each 100 m <sup>2</sup> GFA
Tier 3	Office	3 spaces plus 0.1 spaces for each 100 m <sup>2</sup> GFA

# Recommended Amendments



- London Plan Amendment
  - Clarify that minimum parking requirements will not apply in the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.
- Zoning By-law Amendment
  - Replace Parking Standard Areas with new area where minimum standards do not apply
  - Reduce minimum parking requirements in remaining parts of the City
  - Apply new accessible parking space requirements based on a ratio of spaces that are provided instead of spaces that are required
  - Apply new, higher bicycle parking standards that are not tied to the automobile parking requirement
- Recommendation to be presented to PEC on July 25, 2022

Isaac de Ceuster – [ideceust@london.ca](mailto:ideceust@london.ca)