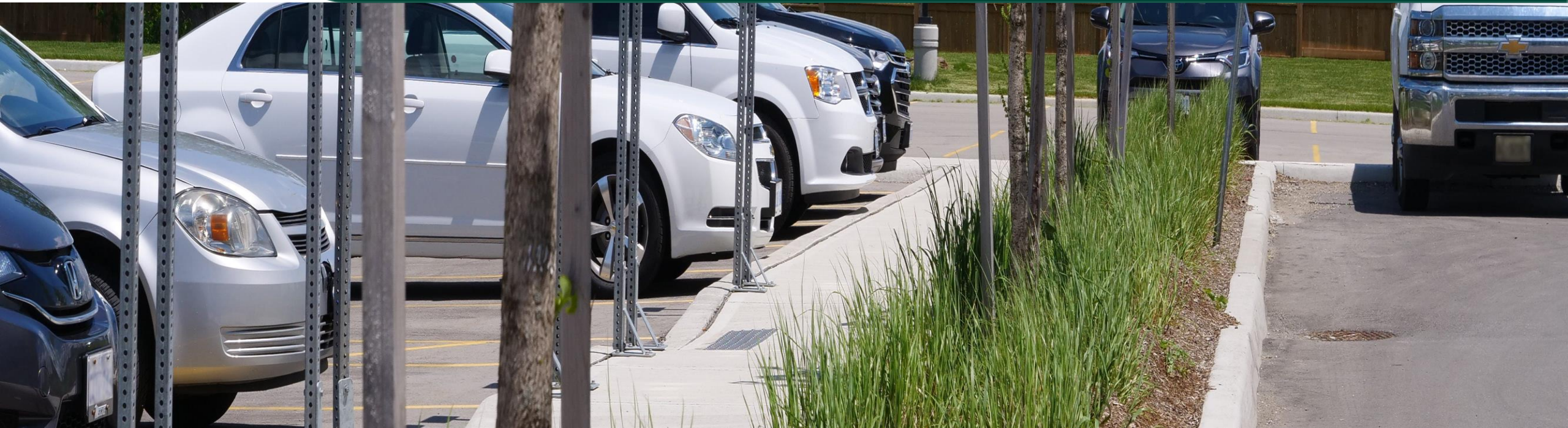




Parking Standards Review



Accessibility Community Advisory Committee
6/23/2022



Introduction

- Parking Standards regulate supply and design of off-street parking
- Nov 11, 2021 - Parking Standards Review Background Report
- April 19, 2022 – Information Report
- July 25, 2022 – Recommendation Report (PPM)
- Goal is to harmonize *The London Plan* with the updated ZBL and explore/recommend contemporary approaches to Parking Standards.

Climate Emergency

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

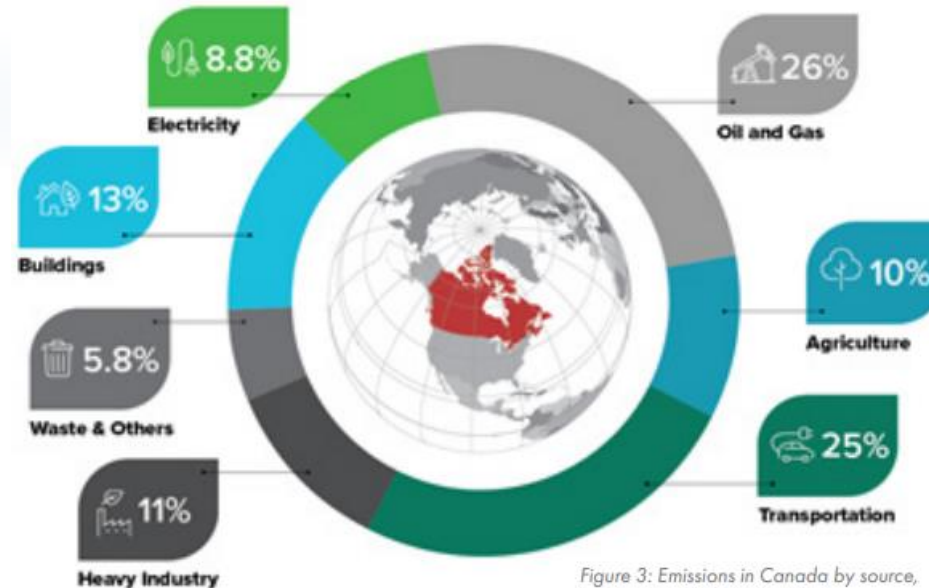


Figure 3: Emissions in Canada by source, Government of Canada 2019.



Information Report

Two alternative options for Council consideration:

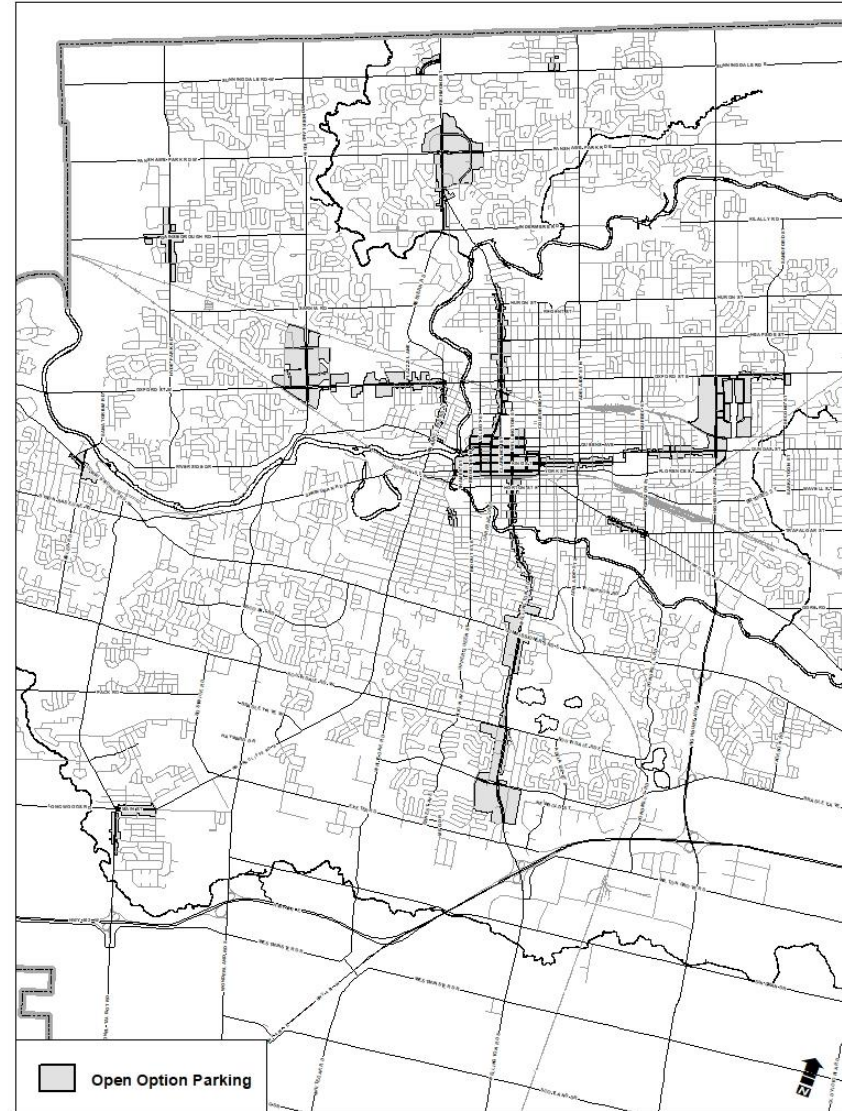
1. Open Option Parking City-wide
2. Open Option Parking in some Urban Place Types, significant lower minimums rest of the City:

| 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





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 | 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 |
| Fourplex | N/A | 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 | 0.125 per unit* |
| Handicapped Persons Apartment Building | 0.25 per unit | 0.25 per unit | 0.5 per unit | 0.125 per unit* |
| Lodging House | 0.33 per unit | 0.33 per unit | 0.33 per unit | 0.125 per unit* |



Non-Residential Parking Standards

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



Accessible Parking Requirements

- Ensure that the removing/reducing minimum standards does not come at the expense of a sufficient supply of accessible parking
- Integrated Accessibility Standards Regulation (191/11) & AODA established province-wide standards for accessible parking spaces
- In the current ZBL, the supply of accessible parking spaces is a calculation based off the minimum number of parking spaces *required*
- AODA act is based on the number of *provided* parking spaces
- Recommended Zoning By-law Amendment will change accessible parking requirements to be based on provided parking spaces rather than required spaces:

“Where parking spaces are provided, in any development, accessible parking spaces shall also be provided. Off street parking areas shall have a minimum number of accessible parking spaces based on 4.19.10 C)”



Accessible Parking 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 | <p>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:</p> <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. |

Existing accessible parking requirements in Zoning By-law based on AODA requirements, no recommended changes.

Bicycle Parking Standards

- Revised Bicycle Standards
 - Amended to 1 bicycle parking space for apartment buildings & lodging houses
 - Tiered approach minimal bicycle requirements for non-residential development

| 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 ² GFA |
| Tier 2 | Retail | 3 spaces plus 0.2 spaces for each 100 m ² GFA |
| Tier 3 | Office | 3 spaces plus 0.1 spaces for each 100 m ² gross floor area |

Next Steps



- Recommendation Report: PEC July 25, 2022
- Amendment to Section 4.19 of the ZBL Z.-1 to support hybrid approach
- Amendments to City Building and Downtown PT Policies in London Plan