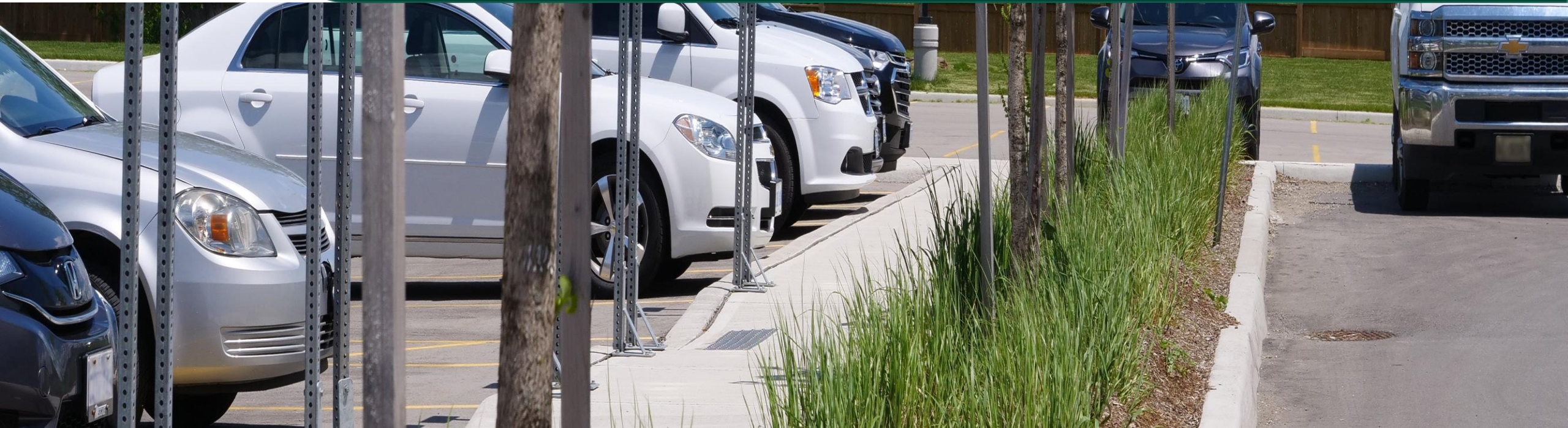




# Parking Standards Review



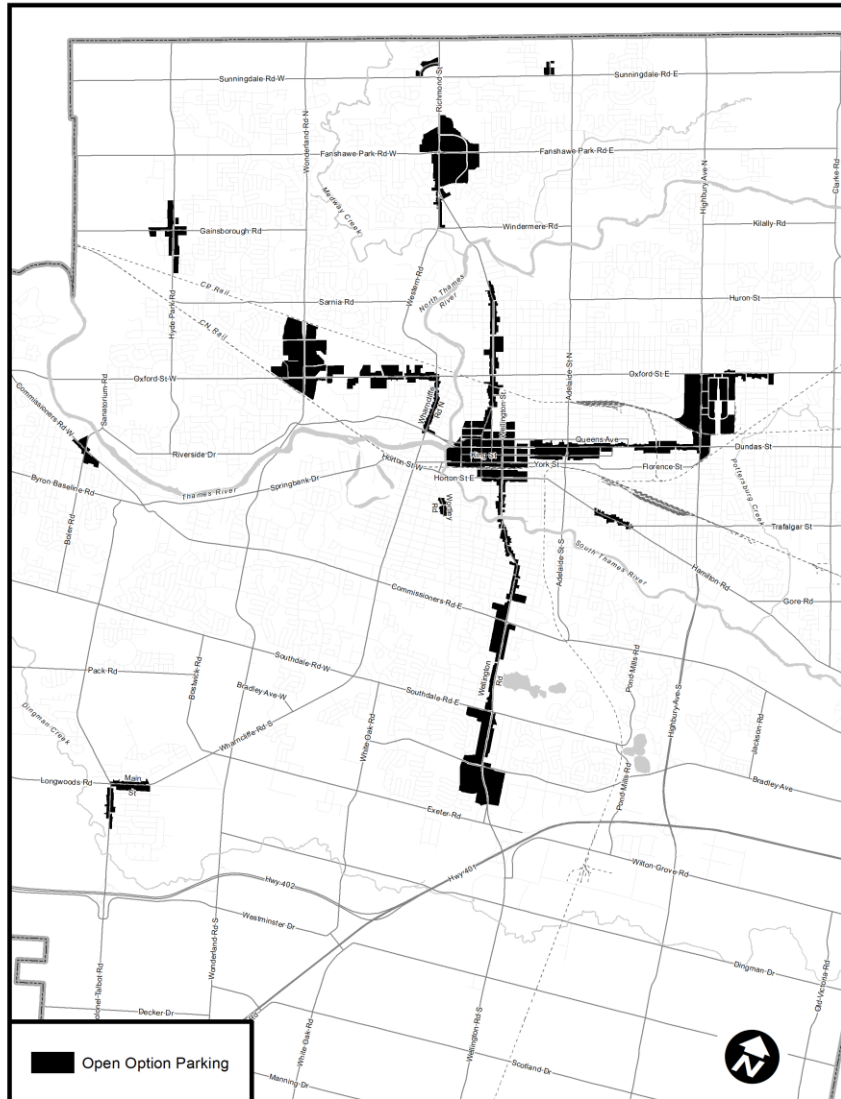
Public Participation Meeting – Planning and Environment Committee  
July 25, 2022



# Introduction

- Zoning By-law regulates the supply of off-street parking.
- Review was initiated in 2021 to consider changes to the existing off-street parking standards approach in ZBL Z.-1.
- Recommended amendment would:
  - Remove minimum parking standards in the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types,
  - Reduce minimum parking requirements in other parts of the city by ~50%,
  - Increase minimum bicycle parking requirements, and
  - Modify accessible parking requirements
- Amendments are consistent with Action 2.a of the Climate Emergency Action Plan, which 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

# Parking Standards – Open Approach



- Open Option in most Urban Place Types;
  - Downtown,
  - Transit Village,
  - Rapid Transit Corridor, and
  - Main Street.



# Residential Parking Standards

Use	Existing PSA 3 Requirement	Recommended Minimum Parking Requirement
Single Detached and Semi-Detached	2 per unit	<b>1 per unit</b>
Townhouse, Cluster	1.5 per unit	<b>1 per unit</b>
Townhouse, Street	2 per unit	<b>1 per unit</b>
Townhouse, Stacked	1.5 per unit	<b>0.5 per unit</b>
Apartment	1.25 per unit	<b>0.5 per unit</b>
Duplex, Triplex, Fourplex, Converted Dwellings	1 per unit	<b>0.5 per unit</b>
Senior Citizen Apartment Building	0.25 per unit	<b>0.125 per unit*</b>
Handicapped Persons Apartment Building	0.5 per unit	<b>0.125 per unit*</b>
Lodging House	0.33 per unit	<b>0.125 per unit*</b>





# 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>	<b>20 m<sup>2</sup></b>
Tier 2	Automobile Repair	6-20 m <sup>2</sup>	<b>30 m<sup>2</sup></b>
Tier 3	Retail	30-40 m <sup>2</sup>	<b>50 m<sup>2</sup></b>
Tier 4	Office	40-80 m <sup>2</sup>	<b>100 m<sup>2</sup></b>
Tier 5	Industrial Mall	80-200 m <sup>2</sup>	<b>200 m<sup>2</sup></b>
Tier 6	Manufacturing	200-500 m <sup>2</sup>	<b>500 m<sup>2</sup></b>
Tier 7	Self Storage	2,000 m <sup>2</sup>	<b>2,000 m<sup>2</sup></b>



# Accessible Parking Requirements

- 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)”*



# Bicycle Parking Standards

- Revised Bicycle Parking Standards are no longer based on the amount of provided vehicle parking spaces.
  - Residential development (with 5 or more units) shall provide 1.0 bicycle parking space per residential unit (currently 0.75 bicycle parking space per unit)
  - Non-residential development shall use a tiered approach to determine minimum bicycle requirements:

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> gross floor area



# Recommendation

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

- (a) The proposed by-law, attached hereto as Appendix “B: **BE INTRODUCED** at the Municipal Council meeting to be held on August 2, 2022, **TO AMEND** The London Plan, the Official Plan for the City of London, 2016 to clarify that minimum parking requirements shall not apply within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.
- (b) The proposed by-law, attached hereto as Appendix “A: **BE INTRODUCED** at the Municipal Council meeting to be held on August 2, 2022, **TO AMEND** Zoning By-law No. Z.-1, Section 4.19 (in conformity with the Official Plan, as amended above) to remove minimum parking requirements in the Downtown Transit Village, Rapid Transit Corridor, and Main Street Place Types; reduce minimum parking requirements in other parts of the City; and modify other regulations including bicycle and accessible parking requirements.