

# Integrated Transportation Community Advisory Committee

## Report

The 1st Meeting of the Integrated Transportation Community Advisory Committee  
June 15, 2022  
Advisory Committee Virtual Meeting  
Please check the City website for current details

Attendance                      PRESENT: T. Khan (Chair), R. Buchal, R. Cabunoc, J. Collie, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, D. Luthra, M. Malekzadeh, S. Rooth, A. Santiago, J. Vareka; A. Pascual (Committee Clerk)

ABSENT: V. Lubrano III

ALSO PRESENT: Councillor M. Hamou; P. Adams, J. Adema, J. Bruin, J. Bunn, G. Dales, U. DeCandido, I. de Ceuster, K. Grabowski, K. Grueneis, D. Hall, C. James, T. Koza, D. MacRae, L. Maitland, A. Miller, J. Pucchio, K. Scherr, J. Stanford, B. Westlake-Power, and S. Wilson

The meeting was called to order at 4:01 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

#### 1.2 Election of Chair and Vice-Chair

That T. Khan and T. Kerr BE ELECTED Chair and Vice Chair, respectively, for the term ending November 30, 2022.

### 2. Scheduled Items

#### 2.1 Service Area Overview

That it BE NOTED that the presentation, as appended to the Added Agenda, from the Environment and Infrastructure Division, related to a Service Area Overview, was received.

#### 2.2 Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment

That it BE NOTED that the presentation, as appended to the Agenda, from J. Pucchio, P. Adams, and K. Grueneis (AECOM), related to the Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment, was received.

### 3. Consent

#### 3.1 Public Meeting Notice - Official Plan Amendment - Housekeeping Amendment to Southwest Area Secondary Plan

That it BE NOTED that the Public Meeting Notice dated June 1, 2022, from J. Lee, Planner I, with respect to an Official Plan Amendment related to a Housekeeping Amendment to Southwest Area Secondary Plan, was received.

**4. Sub-Committees and Working Groups**

That it BE NOTED that the Integrated Transportation Community Advisory Committee held a general discussion with respect to the committee's sub-committees and working groups.

**5. Items for Discussion**

5.1 Future Meeting Dates and Times

That the following actions be taken with respect to the future meeting dates and time of the Integrated Transportation Community Advisory Committee (ITCAC):

a) A. Pascual, Committee Clerk, BE REQUESTED to circulate a poll with potential dates and times for future meetings; and,

b) the next ITCAC meeting be scheduled for Wednesday, July 13, 2022 at 4:00 PM;

it being noted that the ITCAC will discuss the selection of the general meeting day and time at the next meeting, following a review of the results of the above-mentioned poll.

**6. (ADDED) Deferred Matters/Additional Business**

6.1 (ADDED) Notice of Planning Application - Official Plan and Zoning By-law Amendments - Parking Standards Review

That it BE NOTED that the attached presentation from I. de Ceuster, Planner I, with respect to a Notice of Planning Application related to the Parking Standards Review, was received.

6.2 (ADDED) Bike Locker Installation Consultation

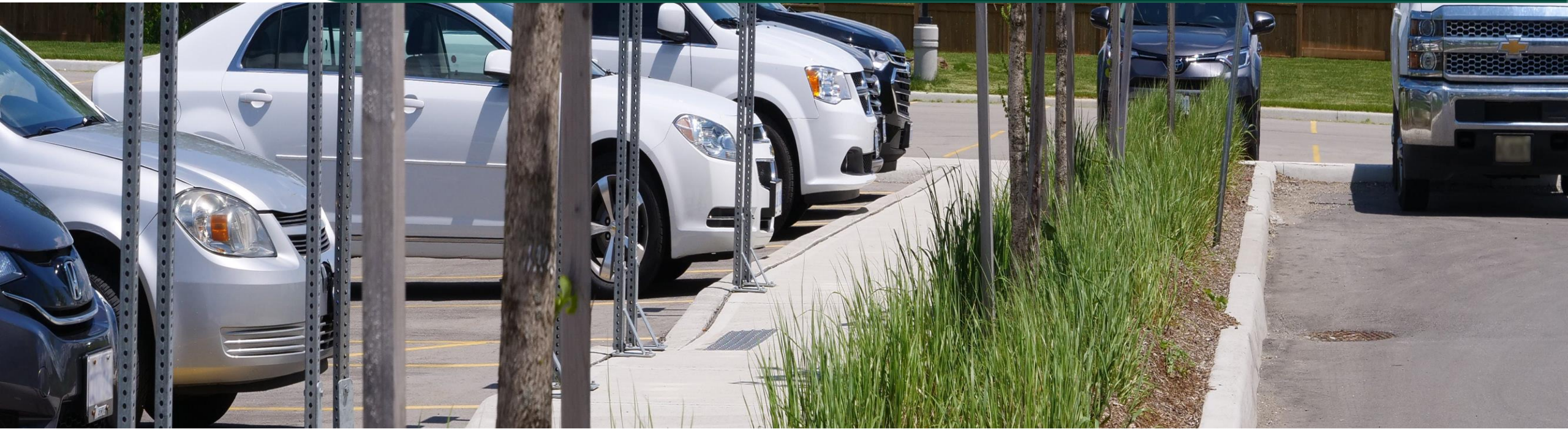
That the matter from Councillor M. Hamou, with respect to the Bike Locker Installation Consultation, BE DEFERRED to the next meeting of the Integrated Transportation Community Advisory Committee.

**7. Adjournment**

The meeting adjourned at 6:48 PM.



# 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:

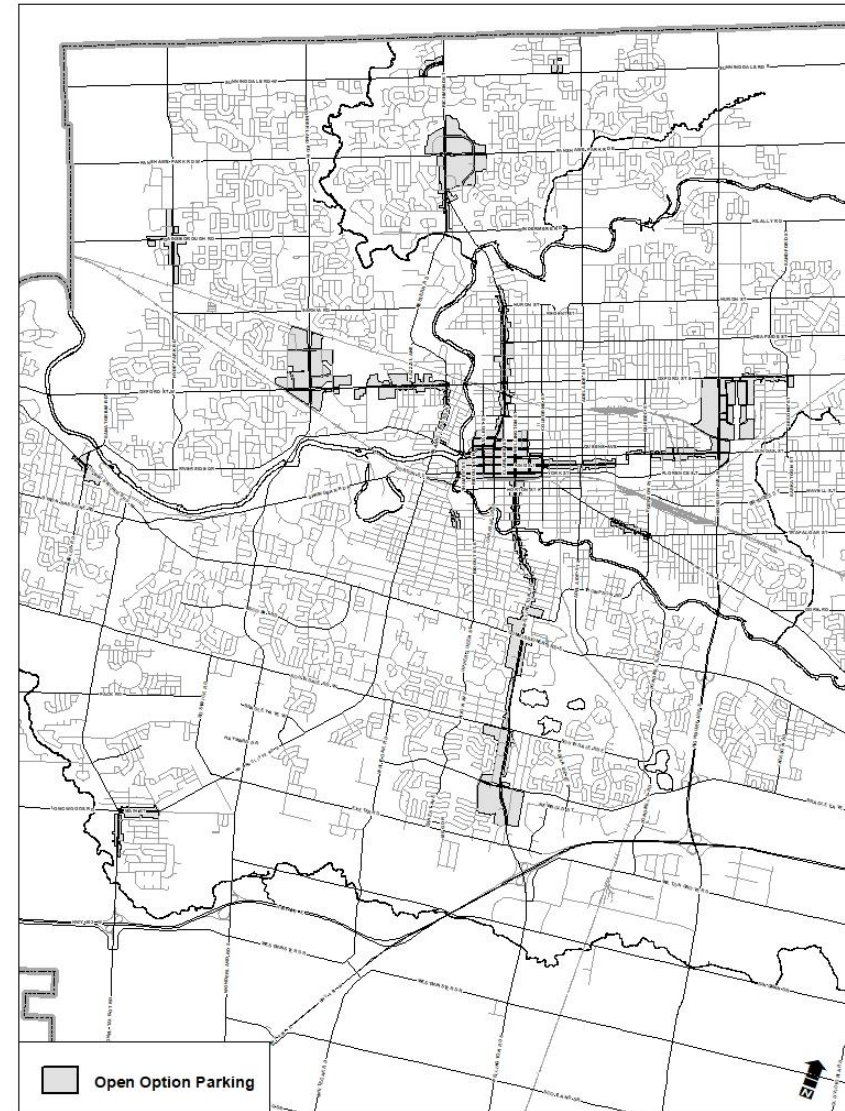
Open Option Place Types	Lower Parking Minimum Place Types
Downtown	Neighbourhoods
Transit Village	Shopping Area
Rapid Transit Corridor	Institutional
Main Street	Commercial Industrial & Industrial (Light & Heavy)



# 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

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