

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

**From:** Scott Mathers, MPA, P. Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** Parking Standards Review

**Date:** Public Participation Meeting  
July 25, 2022.

## 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.

## Executive Summary

### Summary of Request

This report includes an analysis of the City of London’s current approach to parking regulation and recommends that that Municipal Council adopt new, reduced parking requirements in Zoning By-law Z.-1, Section 4.19. The recommended amendments include changes to the current off-street parking standards for automobiles and bicycles. An amendment to the London Plan is also recommended to reflect that there shall be no minimum Parking Standards for the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.

This review was initiated in 2021 as part of the ReThink Zoning Process and to consider changes to the existing parking standards approach in Zoning By-law Z.-1. The previous report provided two alternative approaches to off-street parking regulations. Option 2 from that report is now being recommended for approval. Option 2 includes a hybrid approach where minimum parking requirements are removed in some Place Types and significantly lowered in others. The recommended amendment would improve choice for Londoners, support the Climate Emergency Action Plan, and help to achieve a compact, contiguous pattern of growth in our city. As part of the Parking Standards Review, the existing standards for accessible parking will be maintained and bicycle parking requirements will be increased.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to adopt a hybrid approach to off-street parking standards. The *Parking Standards Review Recommendation Report* is based on studies conducted since 2021. The recommended Zoning By-law amendments reflect public engagement, stakeholder feedback, staff’s analysis, and review of parking requirements in other Canadian municipalities.

## Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The *Parking Standards Recommendation Report* supports the City's commitment to reducing and mitigating climate change by transforming buildings and development (Area of Focus 3). Action 2.a of the *Climate Emergency Action Plan* sets out to reduce or eliminate parking minimums, which will help reduce the Greenhouse Gas (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.

## 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. Updating the off-street parking standards in London will help to balance the need for parking with an oversupply of parking, and ultimately contribute to building more sustainable and healthy neighbourhoods.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

April 19, 2022 – PEC – Parking Standards Review Information Report

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. 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, which has now been repealed and replaced by the London 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 requirements 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 rates 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 of this Parking Standard Review**

The objectives of the Parking Standards Review are consistent with *The London Plan* policies and the *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*” (Area of Focus 3, 2a).

The *Parking Standards Background Study* identified three possible approaches to parking regulation, including minimum requirements, maximum requirements, or open requirements (no minimum or maximum). It provided six key indicators of success that should be used to define a successful 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?

The recommended approach to establishing new parking regulations combines the removal of parking minimums in some Place Types and reduced parking minimums in other Place Types. This approach supports the key indicators of success as follows:

1. Do the parking standards support the City’s objectives and policies of *The London Plan* and overall livability and quality of life? – The recommended hybrid

approach supports the City's objective and policies of *The London Plan* by establishing automobile parking standards in the Zoning By-law, ensuring that excessive amounts of parking are not required 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). Further it aligns with the objective that all parking areas will be designed to support the vision of the place type and enhance the experience of pedestrians, transit-users, cyclists and drivers (LP 270). The recommended parking standards purposely differentiate the parking approach for different areas in the City, and help to create more pedestrian and transit-oriented environments by mandating less space for off-street parking and thereby support a high quality of life in London.

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? – The recommended hybrid approach to off-street parking standards 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 *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. The *2017 Community Energy and Greenhouse Gas Report* identified that transportation represented 49% of total emissions in London (of which 70% of emissions are from personal vehicles) and has been relatively unchanged since 2007.

The recommended approach demonstrates leadership on climate action and mitigation by supporting more sustainable development and a reduction in GHG emissions in London. The lowered minimums and open option support active transportation and transit, a more efficient use of available parking spaces and a potential overall reduction of number of parking spaces.

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? – As outlined in the *Parking Standards Review Background Report*, excessive minimum parking standards discourage urban infill development and lead to urban sprawl because large parking areas lead to lower density patterns that are not conducive to walking, cycling and transit and increase auto-dependence. The recommended parking standards require less off-street parking space and allow for more efficient land use, therefore increasing the overall density of development and walkability of our neighbourhoods.
4. Are the parking standards easy to understand and implement over time as land uses might change? – The recommended parking standards have been simplified by removing the Parking Standard Areas (PSA), providing more consistent parking minimums and implementing parking 'tiers' of similar land uses. The City of London has started the process of preparing a new comprehensive Zoning By-law called *ReThink Zoning*. As land uses might change over time, the parking standards will be reviewed and updated if necessary to reflect changing land use patterns.
5. Will the Parking Standards lead to a reduction in rezoning and minor variance applications? – The recommended parking standards, including the introduction of the Open Option Parking Approach in the four most urban place types, will lead to a reduction in zoning and minor variance applications in our city. Between January 1, 2012, and December 31, 2021, a total of 295 Minor Variances were received relating to parking reductions. Out of the 1,696 total Minor Variances received in this 10-year period, 17.4% related to parking reductions. By implementing a more efficient and simplified development-

application process that no longer requires minimum parking in some Place Types, The City of London will receive fewer rezoning and minor variance applications related to parking reductions that require consideration by staff and the Committee of Adjustment.

6. What other impacts of parking standards might exist, and can they be mitigated?
  - Two major impacts that were mentioned during the Public Consultation for the Parking Standards Review are business-impacts and a potential for parking to spillover to nearby sites if not enough parking is provided. Both issues have been carefully considered during this process and based on Council's direction have led to the recommendation of a hybrid approach of the open option and lower minimums. More details are outlined in Section 2 of this report.

#### **1.4 Connection to the Mobility Master Plan**

The Mobility Master Plan project was initiated in fall, 2021 to help shape the future of transportation and mobility in London. It is a multi-year process that is scheduled to be completed in early 2024. The draft vision for the Mobility Master Plan is that "By 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development."

This review of Parking Standards is separate from the Mobility Master Plan process but is aligned in its objectives to increase mobility options and support a transportation system that is more sustainable, equitable, safe, and efficient. The recommended parking requirements and their impact on the parking supply will support these objectives of the Mobility Master Plan.

## **2.0 Engagement and Initial Stakeholder Feedback**

Consultations 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 the *Parking Standards Review Information Report*, dated April 2022.

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: <https://getinvolved.london.ca/off-street-parking-standards> with project updates, opportunities to ask questions and an online survey. The results of the Parking Standards Survey are attached as Appendix C.
- 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 Thursday, 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 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.
- Advisory Committees: The Parking Standards Review project was presented at the Transportation Advisory Committee (TAC) on February 22, 2022. Further, the recommended hybrid approach for off-street parking standards was presented to the Integrated Transportation Community Advisory Committee (ITCAC) on June 15, 2022, and the Accessibility Community Advisory Committee (ACAC) on June 23, 2022.

The results of the Parking Standards survey were presented in Appendix E of the *Parking Standards Review Information Report* and have also been attached as Appendix C of this report. Additionally, two public letters from the Urban League of London have been added as Appendix D, as well as public letters from Farhi Holdings Corporation (FHC) and the London Development Institute (LDI). All public engagement and comments have informed the revised parking standards contained in this *Parking Standards Review Recommendation Report*.

## 3.0 Parking Standards

### 3.1 Parking Standards Context

As discussed in the *Parking Standards Background Study* and *Parking Standards Review Information Report*, the current site-based approach with minimum parking standards has led to an oversupply of parking where large numbers of parking spaces must be provided. 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:

1. Minimum Parking Standards – requiring a minimum number of parking spaces to support specified land uses,
2. Maximum Parking Standards – requirement a maximum number of parking spaces to ensure there is not an oversupply, and
3. 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 streets.

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.

This Parking Standards Review was conducted during the COVID-19 Pandemic, which has had significant impacts on and changed many aspects of our lives including health, economy, safety, social relationships, education and recreation/entertainment. As a result, our transportation behaviour and public transit usage have been significantly affected, with different employment sectors shifting to a work-from-home model and many entertainment options closing down or shifting their operations to comply with public health measures. It is unclear how reliable a parking utilization study conducted during this time would be to predict future trends. Parking Maximums have a larger potential for impact on local businesses, as they would mandate a maximum amount, or ceiling of the amount of parking provided on site. Without reliable parking data, there is no clear direction for what an appropriate parking maximum would be.

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 would also support actions related to the Climate Emergency. Under an open option approach, the amount of on-site parking provided 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.

It is important to note that lowering or removing parking minimums does not mean that no on-site parking will be provided. Developers and business-owners are still likely to provide the amount of parking that is appropriate based on market demand, but the City will no longer mandate an excessive amount of parking. Further, removing minimums in the most urban and well-connected Place Types provides additional flexibility for developers, which will increase the viability of infill housing development and lower building cost associated with constructing parking.

### **3.2 Public and Stakeholder Feedback on Possible Approaches**

The feedback received from the public and stakeholders was generally supportive of the proposed options for off-street parking standards. Support was expressed for reducing off-street parking requirements, increasing bicycle parking requirements and maintaining the supply of accessible parking spaces. There was also some support to go beyond this, and either eliminate parking standards city-wide or to impose parking maximums.

Several concerns were raised with the complete elimination of parking minimums city-wide or parking maximums. These are outlined below:

- Concerns that removal of parking minimums city-wide would lead to an under-supply of parking for new developments. This would lead to spillover of parking into surrounding areas such as residential neighbourhoods or neighbouring developments. This concern has been addressed by maintain off-street parking minimums in a variety of Place Types including the Neighbourhood Place Type.
- Concern that removal of parking minimums would lead to more demand for street parking. This concern has been addressed by maintaining reduced parking minimums in different Place Types while eliminating minimums in the most urban Place Types that are well served with public transit.
- Concern that parking maximums would impact business-operations due to a lack of adequate parking. With too little parking provided on-site, customers would need to drive around looking for street-parking or would spill-over to surrounding sites. After careful consideration, this concern has been addressed by implementing the hybrid option of lowered minimums and the open option. Parking maximums are not recommended at this time but may be considered in a future review.
- Concern that changing the parking standards would lead to a lower amount of accessible off-street parking spaces. This concern has been addressed by demonstrating that the number of accessible parking standards required under the recommended approach would be similar to the previous standards.

### **3.3 Recommended Hybrid Approach for Off-Street Parking Standards**

The recommended amendment to the Zoning By-law Z.-1 is to implement a hybrid approach (Option 2 - *Parking Standards Review Information Report*) that includes an open parking approach in more Urban Place Types, and reduces parking minimums in the rest 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.

Our Downtown will be the most highly connected location in the entire city, being a hub for rapid transit, rail, and the multi-use pathway along the Thames River (796). The Downtown will offer the city's premier pedestrian experience, and already requires no minimum parking for residential development.

The Transit Village Place Types will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. The Transit Villages will be providing a higher density of people living, working, and shopping in close proximity to high-quality transit service (808). Through pedestrian-oriented and cycling-supported development and design, Transit Villages will support a healthy lifestyle and encourage the use of the City’s transit system to reduce overall traffic congestion within the city.

The Downtown will be connected to the Transit Villages through Rapid Transit Corridors. These corridors will be vibrant, mixed-use, mid-rise communities that border the length of our rapid transit services, and will be some of the most highly-connected neighbourhoods in our city (827). Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks, and development that is pedestrian- and transit-oriented.

Finally, the Main Street Place Type includes some of London’s most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. *The London Plan* envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout the city (905). The Main Streets will be well connected with transit services and provide a pedestrian-oriented street environment.

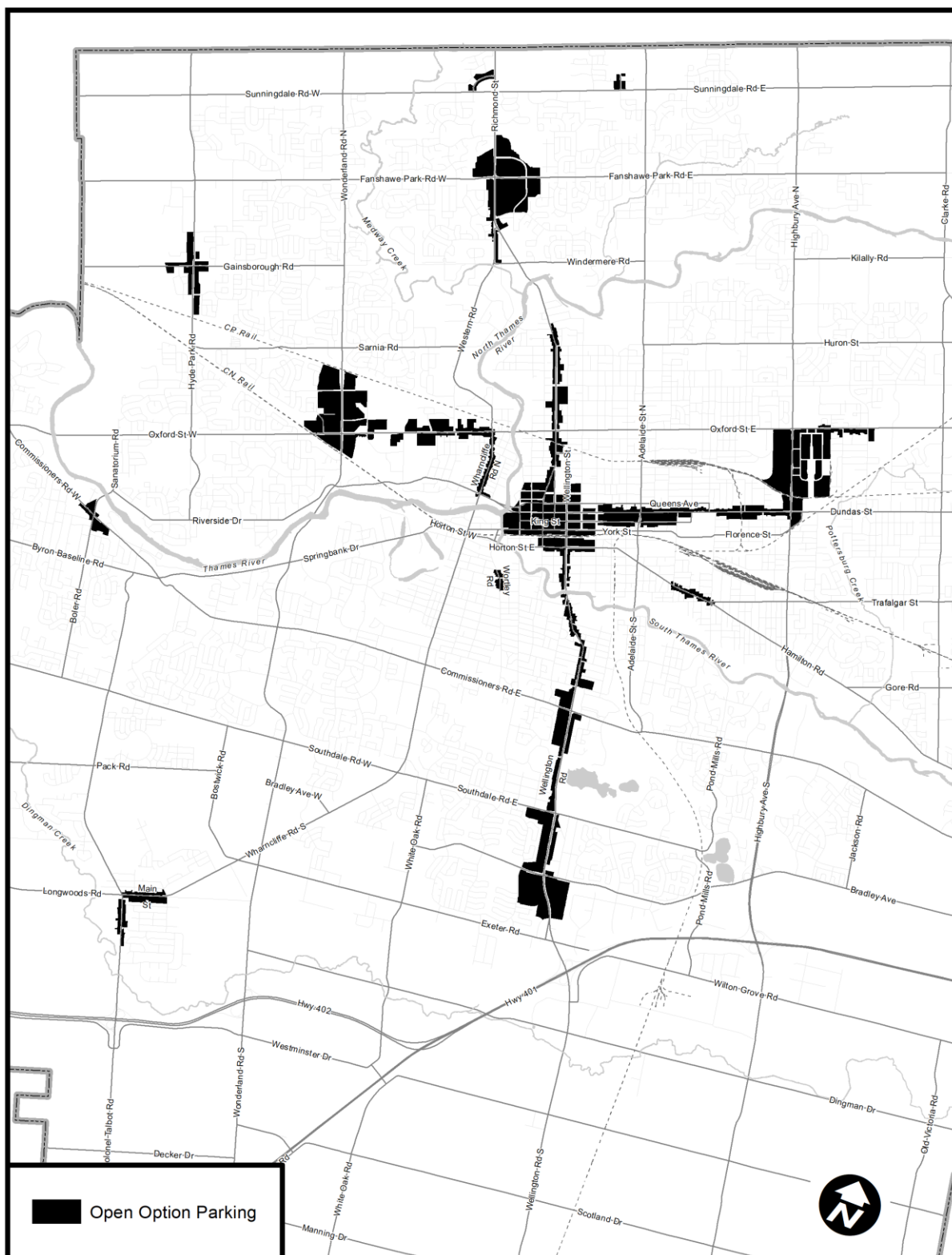
*Table 1: Parking Requirement by Place Type in Hybrid Approach.*

No Minimum Parking Requirement	Reduced Minimum Parking Requirement
Downtown	Urban Corridor
Transit Village	Shopping Area
Rapid Transit Corridor	Neighbourhoods
Main Street	Future Community Growth
Urban Corridor – Main Street segments	Heavy Industrial
	Light Industrial
	Commercial Industrial
	Future Industrial Growth
	Commercial Industrial
	Institutional
	Green Space
	Environmental Review
	Farmland
	Rural Neighbourhood
	Waste Management Resource Recovery Area

As shown on *Figure 2* below, the areas where no minimum parking would be required include the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types.



Figure 2: Recommended Place Types with open option parking.



### 3.4 Recommended Parking Standards for Residential Uses

Parking is one of the most significant factors that influences the form, design of our function and neighbourhoods. Parking is more than just a limited technical part of a larger development process, instead parking has a powerful effect on the environment, economic success, affordability, and resiliency of our city. The right parking regulations can work together with municipal investment in transit and active transportation infrastructure to promote mixed-use and compact development and reduce GHG emissions resulting from the movement of vehicles and more efficient use of available parking spaces.

To address the problem that minimum parking standards lead to an oversupply of parking (that go unused most of the time), it is recommended that the existing minimum parking ratios be significantly lowered. *Table 3* provides the existing parking standards for different residential unit-types, the column on the right outlines the recommended new minimum parking requirements:

Table 3: Existing and Recommended Residential Parking Standards

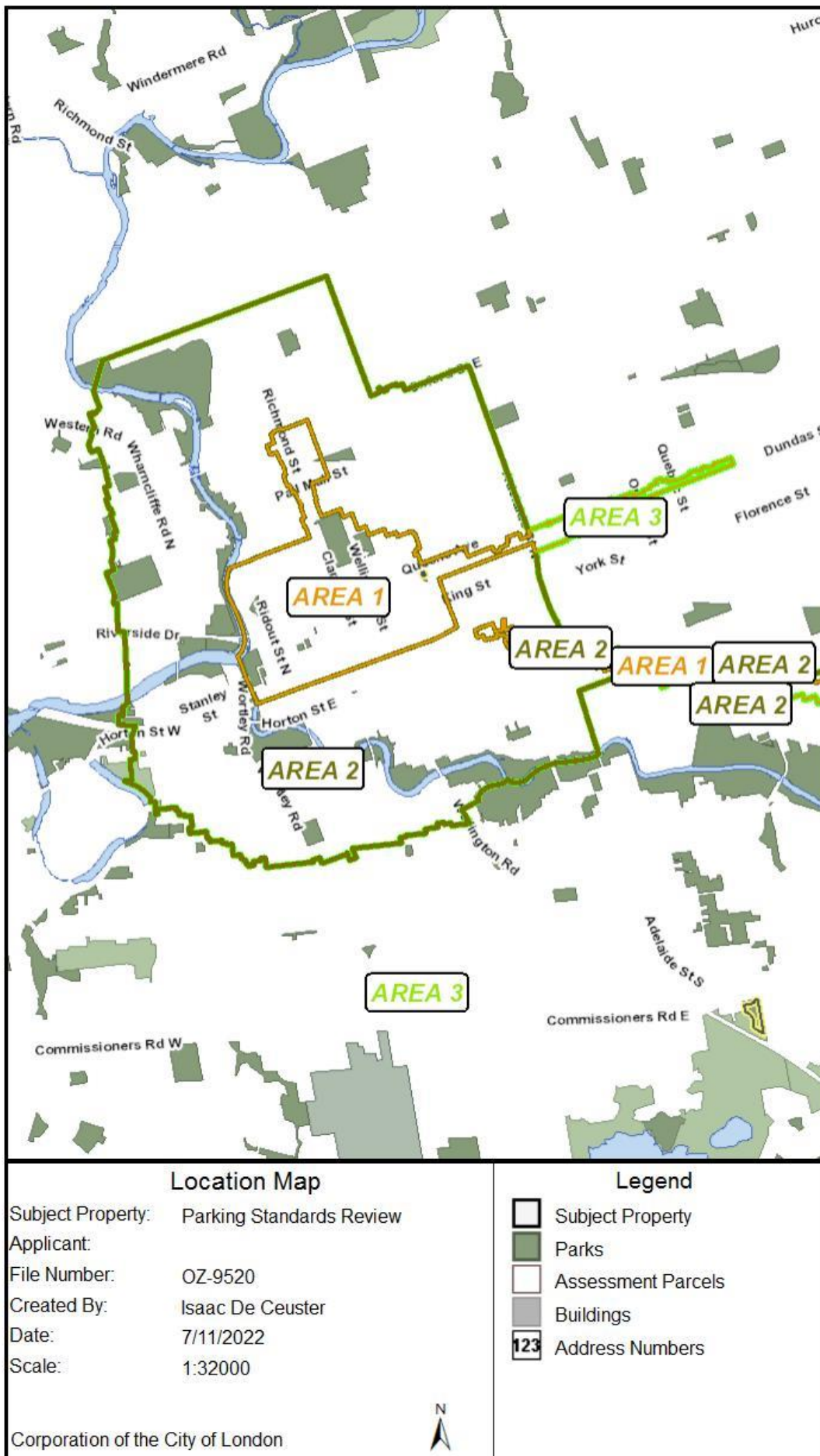
Use	Existing PSA 1	Existing PSA 2	Existing PSA 3	Recommended Minimum Parking Requirement
<b>Single Detached and Semi-Detached</b>	2 per unit	2 per unit	2 per unit	<b>1 per unit</b>
<b>Townhouse, Cluster</b>	1 per unit	1.25 per unit	1.5 per unit	<b>1 per unit</b>
<b>Townhouse, Street</b>	1 per unit	2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

\*The minimum off-street parking standards for Senior Citizen Apartment Buildings, Handicapped Persons Apartment Buildings and Lodging Houses have been revised since the Parking Standards Review Information Report received by PEC on April 19, 2022. The original proposed requirements of 0.25 spaces per unit has been lowered to a minimum requirement of 0.125 spaces per unit for Senior Citizen Apartment Buildings, Handicapped Persons Apartment Buildings and Lodging Houses to better align with other recommended residential parking reductions.

As described in Section 1.2 of this report, the existing Section 4.19 of the Zoning By-law Z.-1 includes Parking Standard Areas (PSAs) providing different rates for different parts of the City. The three existing Parking Standard Areas are outlined below:

- Parking Standard Area 1: Includes the Downtown Area, Dundas Street Corridor to Burbrook Place, Richmond Corridor to Oxford Street and the Hamilton Road Corridor between Adelaide Street and Highbury Avenue. Further a small portion of Commissioners Road West in Byron is also included in PSA 1.
- Parking Standard Area 2: Includes the area surrounding the Downtown, including Blackfriars, portions of the Hamilton Road Corridor (e.g., surrounding the Trafalgar Public School, Hyla Street and Pearl Street), North London (south of Victoria Street), SoHo, South London area (north of Tecumseh Avenue E) and Woodfield (west of Adelaide Street).
- Parking Standard Area 3: Includes all other (urban & rural) areas of the city.

Figure 4: Existing Parking Standard Areas in London.



The recommended amendment to the Zoning By-law Z.-1 would remove the existing Parking Standard Areas and replace them with a new hybrid approach that eliminates minimum parking requirements in the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types; and reduces parking minimums in the rest of the city.

Therefore, the proposed new by-law would delete the three existing Parking Standard Areas and be replaced with one parking standard that applies to certain parts of the City. In most cases, the existing residential parking ratios have been reduced by half. These two examples underneath show how the ratios have been halved:

- A new single detached or semi-detached dwelling currently requires a minimum of 2 parking spaces per unit. The new recommended minimum parking requirement would be 1 parking space per unit for single detached or semi-detached dwellings.
- A new apartment or duplex currently requires a minimum of 1 (or 1.25 for an apartment in PSA-3) parking spaces per unit. The new recommended minimum parking requirement would be 1 space per unit for an apartment or duplex.

### 3.5 Recommended Parking Standards for Non-Residential Uses

The approach to implement reduced minimum parking standards for non-residential uses is similar to residential uses to avoid conflicts and address the concern of spill-over parking. 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 5: Existing and Recommended Non-Residential Parking Standards

Non-Residential Uses	Existing PSA 3	ITE Rate Examples (1 parking space per m <sup>2</sup> )	Recommended Minimum Parking Requirement
<b>Tier 1:</b> Restaurant (Fast-Food Drive-in, Take-Out), Restaurant, Tavern	Ranging from 1 parking space per 6m <sup>2</sup> -10m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Restaurant: range 1 per 4-8 m<sup>2</sup></li> <li>• Tavern: 1 per 8 m<sup>2</sup></li> </ul>	1 parking space per 20 m <sup>2</sup> gross floor area
<b>Tier 2:</b> Amusement Game Establishment, Automobile Repair Garage Establishment, Clinic and Outpatient Clinic, Clinic (Methadone), Liquor Beer and Wine Store, Patient Testing Laboratory, Personal Service Establishment, Taxi Establishment	Ranging from 1 parking space per 6m <sup>2</sup> -20m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Amusement Game Establishment: 1 per 13 m<sup>2</sup></li> <li>• Clinic: 1 per 18 m<sup>2</sup></li> </ul>	1 parking space per 30 m <sup>2</sup> gross floor area
<b>Tier 3:</b> Abattoir, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Rental, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Bulk Beverage Outlet, Bulk Sales Establishment, Commercial Recreation	Ranging from 1 parking space per 30m <sup>2</sup> -40m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Automobile Repair Garage: 1 per 55 m<sup>2</sup></li> <li>• Bulk Beverage Outlet: 1 per 17 m<sup>2</sup></li> <li>• Bulk Sales Est.: 1 per 19 m<sup>2</sup></li> <li>• Convenience Store: 1 per 7 m<sup>2</sup></li> <li>• Day Care: 1 per 28 m<sup>2</sup></li> <li>• Department Store: 1 per 19 m<sup>2</sup></li> <li>• Financial Institution: 1 per 13 m<sup>2</sup></li> </ul>	1 parking space per 50 m <sup>2</sup> gross floor area

Non-Residential Uses	Existing PSA 3	ITE Rate Examples (1 parking space per m <sup>2</sup> )	Recommended Minimum Parking Requirement
Establishment, Convenience Service Establishment, Convenience Store, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral Home, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Kennel, Laundromat, Office (Mental/Dental inc. converted), Pharmacy, Pharmacy (Methadone), Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Retail Store (all sizes), School (Commercial), Service and Repair Establishment, Shopping Centre, Video Rental Establishment		<ul style="list-style-type: none"> <li>• Food Store: 1 per 18 m<sup>2</sup></li> <li>• Hardware Store: 1 per 14 m<sup>2</sup></li> <li>• Office (Dental): 1 per 22 m<sup>2</sup></li> <li>• Pharmacy: 1 per 42 m<sup>2</sup></li> <li>• Service Trade: 1 per 53 m<sup>2</sup></li> </ul>	
<b>Tier 4:</b> Animal Hospital/Clinic, Artisan Workshop, Bakery, Brewing on Premises Establishment, Business Service Establishment, Dry Cleaning and Laundry Depot, Film Processing Depot, Gallery, Household Appliance Sales and Service, Industrial	Ranging from 1 parking space per 40m <sup>2</sup> -80m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Animal Hospital: 1 per 33 m<sup>2</sup></li> <li>• Business Service Est.: 1 per 71 m<sup>2</sup></li> <li>• Dry Cleaning and Laundry Depot: 1 per 77 m<sup>2</sup></li> <li>• Film Processing Depot: 1 per 77 m<sup>2</sup></li> <li>• Household Appliance Sales and Service: 1 per 40 m<sup>2</sup></li> <li>• Library: 1 per 37 m<sup>2</sup></li> </ul>	1 parking space per 100 m <sup>2</sup> gross floor area

Non-Residential Uses	Existing PSA 3	ITE Rate Examples (1 parking space per m <sup>2</sup> )	Recommended Minimum Parking Requirement
and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types except Mental/Dental), Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (Community College & University), Service Industrial Use, Service Trade, Studio		<ul style="list-style-type: none"> <li>• Museum: 1 per 28 m<sup>2</sup></li> </ul>	
<b>Tier 5:</b> Agricultural Supply Establishment, Caterer's Establishment, Craft Brewery (excluding retail/restaurant area), Dry Cleaning and Laundry Plant, Farm Equipment Sales and Service Establishment, Industrial Mall, Printing Establishment, Terminal Centre, Vehicle Sales and Service Establishment, Wholesale Establishment	Ranging from 1 parking space per 80 m <sup>2</sup> -200m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Manufacturing Establishment: 1 per 66 m<sup>2</sup></li> <li>• Vehicles Sales and Service Establishment: 1 per 41 m<sup>2</sup></li> <li>• Warehouse Establishment: 1 per 155 m<sup>2</sup></li> </ul>	1 parking space per 200 m <sup>2</sup> gross floor area
<b>Tier 6:</b> Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Manufacturing Establishment, Warehouse Establishment	Ranging from 1 parking space per 200 m <sup>2</sup> -500m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Advanced Manufacturing Industrial Uses: 1 per 66 m<sup>2</sup></li> </ul>	1 parking space per 500 m <sup>2</sup> gross floor area
<b>Tier 7:</b> Commercial Outdoor Recreation Facility, Private Zoo, Self Storage Establishment	1 parking space per 2,000 m <sup>2</sup>	<ul style="list-style-type: none"> <li>• Commercial Outdoor Recreational Facility: 1 per 426 m<sup>2</sup></li> <li>• Self-storage Establishment: 1 per 929 m<sup>2</sup></li> </ul>	1 parking space per 2,000 m <sup>2</sup> gross floor area

\* This tiered parking standards table does not include all proposed standards. For all uses please refer to Zoning By-law Z.-1, table 4.19.3. and Table 6 in this report below.

The Parking Standards in Section 4.19 of the *Zoning By-law Z.-1* provide for a variety of irregular uses. Irregular means that the parking standards are not expressed in one space per square meter of Gross Floor Area (GFA), as outlined in 4.19.10. As an example, an Arena requires parking spaces based on the number of seats, not on the amount of GFA. The Parking Standard Areas for these irregular uses are contained in *Table 6*.

The approach to implement reduced minimum parking standards for these irregular uses is similar to residential and non-residential uses to avoid conflicts and address the concern of spill-over parking.

*Table 6: Existing and Recommended Irregular Parking Standards (Exemptions to Tiers)*

Use	Existing Standard PSA 2 (spaces per X)	Existing Standard PSA 3	Recommended new minimum Parking Standard
<b>Agricultural Supply Establishment</b>	1 per 30 m <sup>2</sup> for retail show room plus 1 per 200 m <sup>2</sup> for warehousing/ wholesaling		1 per 60 m <sup>2</sup> for retail show room plus 1 per 200 m <sup>2</sup> for warehousing/ wholesaling
<b>Apartment Hotel</b>	1 per unit	1.25 per unit	0.5 per unit
<b>Arena (with seats)</b>	1 per 8 seats	1 per 7 seats	1 per 12 seats
<b>Artisan Workshop</b>	1 per 100 m <sup>2</sup> for processing/ manufacturing plus 1 per 25 m <sup>2</sup> for retail area/restaurant	1 per 100 m <sup>2</sup> for processing/manufa cturing plus 1 per 15 m <sup>2</sup> for retail area/restaurant	1 per 200 m <sup>2</sup> for processing/manufacturi ng plus 1 per 30 m <sup>2</sup> for retail area/restaurant
<b>Assembly Hall</b>	1 per 8 seats or 1 per 35 m <sup>2</sup> whichever is greater	1 per 7 seats or 1 per 25 m <sup>2</sup> whichever is greater	1 per 12 seats or 1 per 50 m <sup>2</sup> whichever is greater
<b>Auditorium</b>	1 per 8 seats	1 per 6 seats	1 per 12 seats
<b>Automobile Sales, Ancillary to Automobile Repair Garage</b>	1 per automobile, kept or displayed for sale	1 per automobile, kept or displayed for sale	0.5 per automobile, kept or displayed for sale
<b>Automobile Service Station</b>	6 per bay	6 per bay	3 per bay
<b>Bed and Breakfast Establishment</b>	1 per bedroom plus 2 spaces	1 per bedroom plus 2 spaces	0.5 per bedroom plus 1 space

Use	Existing Standard PSA 2 (spaces per X)	Existing Standard PSA 3	Recommended new minimum Parking Standard
<b>Building Supply Outlet</b>	1 per 30 m <sup>2</sup> for retail/showroom plus 1 per 200 m <sup>2</sup> warehousing /wholesaling	1 per 30 m <sup>2</sup> for retail/showroom plus 1 per 200 m <sup>2</sup> warehousing/ wholesaling	1 per 60 m <sup>2</sup> retail/showroom plus 1 per 400 m <sup>2</sup> warehouse/ wholesaling
<b>Campground</b>	N/A	2 spaces per camp site	1 space per camp site
<b>Carwash</b>	3 spaces	3 spaces	2 spaces
<b>Community Centre and Hall</b>	1 per 8 seats or 1 per 35 m <sup>2</sup> whichever is greater	1 per 7 seats or 1 per 25 m <sup>2</sup> whichever is greater	1 per 12 seats or 1 per 50 m <sup>2</sup> whichever is greater
<b>Craft Brewery</b>	1 per 100 m <sup>2</sup> for processing, plus 1 per 25 m <sup>2</sup> for retail area/restaurant	1 per 100 m <sup>2</sup> for processing, plus 1 per 15 m <sup>2</sup> for retail area/restaurant	1 per 100 m <sup>2</sup> for processing, plus 1 per 30 m <sup>2</sup> for retail area/restaurant
<b>Custom Workshop</b>	5 spaces	5 spaces	3 spaces
<b>Driving Range</b>	1.5 per tee	1.5 per tee	0.75 per tee
<b>Farm Market</b>	N/A	5 spaces	3 spaces
<b>Fire Station</b>	1 per 1.5 employees	1 per 1.5 employees	1 per 3 employees
<b>Gas Bar</b>	3 spaces	3 spaces	2 spaces
<b>Golf Course</b>	8 per tee	8 per tee	4 per tee
<b>Green House</b>	1 per 20,000 m <sup>2</sup>	1 per 20,000 m <sup>2</sup>	1 per 20,000 m <sup>2</sup>
<b>Group Home</b>	2 spaces	2 spaces	1 space
<b>Hospital</b>	1.25 spaces per bed	3 spaces per bed	1 space per bed
<b>Hotel</b>	1.25 spaces per unit	1.25 spaces per unit	0.75 per unit
<b>Miniature Golf Course</b>	1.5 per tee	1 space per tee	0.5 space per tee
<b>Mobile Home</b>	1 per unit	1 per unit	1 per unit
<b>Motel</b>	1.25 per unit	1.25 per unit	0.75 per unit
<b>Nursery</b>	N/A	2 spaces	2 spaces
<b>Nursing Home</b>	1 per 3 beds	1 per 3 beds	1 per 3 beds
<b>Open Storage</b>	1 per ha (2.5 ac)	1 per ha (2.5 ac)	1 per ha (2.5 ac or 10,117.14 m <sup>2</sup> )
<b>Place of Worship</b>	1 per each 4 persons place of worship capacity	1 per each 4 persons place of worship capacity	1 for each 8 persons place of worship capacity
<b>Police Station</b>	1 per 1.5 employees	1 per 1.5 employees	1 per 3 employees
<b>Private Outdoor Recreation Club</b>	1 per 700 m <sup>2</sup> of lot area for the first 10 ha (25ac), plus 1 per 5,000 m <sup>2</sup> of lot area over 10 ha (25 ac)	1 per 700 m <sup>2</sup> of lot area for the first 10 ha (25ac), plus 1 per 5,000 m <sup>2</sup> of lot area over 10 ha (25 ac)	1 per 1,000 m <sup>2</sup> of lot area area for the first 10 ha (25ac)
<b>Racquet Facility</b>	2 per court	2 per court	1 per court



Use	Existing Standard PSA 2 (spaces per X)	Existing Standard PSA 3	Recommended new minimum Parking Standard
<b>Resource Extraction Operation</b>	2 spaces	2 spaces	1 space
<b>Rest Home</b>	1 per 3 beds	1 per 3 beds	1 per 3 beds
<b>Retail Warehousing</b>	1 per 30 m <sup>2</sup> retail/showroom plus 1 per 200 m <sup>2</sup> for warehousing/wholesaling	1 per 30 m <sup>2</sup> retail/showroom plus 1 per 200 m <sup>2</sup> for warehousing/wholesaling	1 per 50 m <sup>2</sup> retail/showroom plus 1 per 400 m <sup>2</sup> warehouse/wholesaling
<b>Retirement Lodge</b>	1 per 3 beds	1 per 3 beds	1 per 3 beds
<b>Salvage Yard (With No Structures)</b>	1 per hectare	1 per hectare	1 per hectare
<b>Salvage Yard (With Structures)</b>	1 per 30 m <sup>2</sup> for retail and showroom plus 1 per 200 m <sup>2</sup> for warehousing and wholesaling	1 per 30 m <sup>2</sup> for retail and showroom plus 1 per 200 m <sup>2</sup> for warehousing and wholesaling	1 per 50 m <sup>2</sup> for retail and showroom plus 1 per 400 m <sup>2</sup> for warehousing and wholesaling
<b>School, Elementary</b>	3 plus 1 per classroom	3 plus 1 per classroom	2 plus 1 per classroom
<b>School, Private</b>	3 per classroom	3 per classroom	1.5 per classroom
<b>School, Secondary</b>	3 per classroom	3 per classroom	1.5 per classroom
<b>Supervised Residence</b>	1 per 4 residents	1 per 4 residents	1 per 5 residents
<b>Tennis Club</b>	2 per court	2 per court	1 per court
<b>Tennis Club (Outdoors)</b>	2 per court	2 per court	1 per court

\* This tiered parking standards table does not include all proposed standards. For all uses please refer to Zoning By-law Z.-1, table 4.19.3. and Table 5 in this report underneath.

#### ITE-Rate Examples

The recommended Parking Rates in *Table 5* provide a column with average ITE rates from the *Parking Generation Manual 5<sup>th</sup> Edition* (2019) by the Institute of Transportation Engineers. The manual contains parking supply ratios for different land uses, based on parking data across North America.

As outlined in the *Parking Standards Review Background Report*, parking demand cannot 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 in 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.

### 3.6 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 has been 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 7 below.

*Table 7: Types of Accessible parking spaces, with minimum width and access aisle.*

Type	Minimum Width	Access Aisle Requirements (may be shared by 2 parking spaces)
<b>Type A: Wider parking space with signage that identifies as 'van accessible'</b>	3.4 metres	1.5 metres extending the full length of the parking space, marked with high tonal contrast diagonal lines
<b>Type B, standard parking space</b>	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 8.

*Table 8: 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"> <li>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.</li> <li>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.</li> </ol>

Number of Parking Spaces	Number of Accessible Parking Spaces Required
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.

### 3.7 Bicycle Parking Standards

As shown in the *Parking Standards Background Study*, there is a clear relationship between the provision of parking spaces and alternative modes of transportation including public transit, walking and cycling. Fundamentally, when someone chooses an alternative mode of transportation to get around, they are not travelling in an automobile and thus do not require the use of a parking space at their destination. This obvious connection between alternative modes of transportation and parking can be used to decrease the use of personal automobiles by incentivizing the use of alternative modes.

The London Plan places a new emphasise on creating attractive mobility choices as alternative to the automobile and sets out that adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-unit, residential, large-scale commercial or retail, institutional, and recreational developments (280). Further, the *Draft Climate Emergency Action Plan* includes action-item 2h) to “Review and strengthen secure bike parking and storage in new development within the Zoning By-law” as part of the Transforming Buildings and Development Area of Focus.

To encourage the use of bicycles as an alternative means of transportation, bicycle parking facilities must be provided 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 current Zoning By-law requires bicycle parking to be provided at 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 recommended reductions or removal of parking requirements, its is proposed that new bicycle parking standards be applied that increase the overall amount of bicycle parking are not based on the number of vehicle parking spaces provided.

The City of Toronto currently uses this type of approach, 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 additional spaces for each 100 square meters of interior floor area of long-term bicycle space.

Section 4.19.15 of the Zoning By-law contains the revised bicycle parking standards. For residential development, apartment buildings and lodging houses (with 5 or more residential units) shall provide 1.0 bicycle parking space per residential unit, allocated as 0.9 long-term bicycle parking space per dwelling unit and 0.1 short-term bicycle space per unit. Residential care facilities shall provide a minimum of 3 short-term bicycle spaces plus 0.1 space for each 100 m<sup>2</sup> gross floor area. Additionally, the minimum number of long-term bicycle parking spaces to be provided is 0.1 for each 100 square meters of gross floor area for residential care facilities.

Similar to the non-residential parking standards, a tiered approach will be used to determine the minimum bicycle requirements for non-residential development. Bicycle

parking is not subject to the open option and will be required in all parts of the City. Recommended bicycle parking rates are described in *Table 9* below:

*Table 9: Recommended Non-Residential Short-Term Bicycle Parking Standards*

Non-Residential Uses	Recommended Minimum Short-Term Bicycle Parking Requirement
<p><b>Tier 1:</b> Arena (with and without seats), Assembly Hall, Auction Establishment, Auditorium Automobile Body Shop, Automobile Rental, Automobile Repair Garage Establishment, Automobile Sales &amp; Service Establishment, Automobile Supply Store, Bake Shop, Bulk Beverage Outlet, Bulk Sales Establishment, Clinic and Outpatient Clinic, Clinic (Methadone), Commercial Recreation Establishment, Community Centre and Hall, 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, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Hospital, Kennel, Laundromat, Liquor Beer and Wine Store, Office (Mental/Dental inc. converted), Patient Testing Laboratory, Personal Service Establishment, Pharmacy, Pharmacy (Methadone), Place of Worship, Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Restaurant (Fast-Food Drive-in, Take-Out), Restaurant, Retail Store (all sizes), School (Commercial), Service and Repair Establishment, Shopping Centre, Tavern, Taxi Establishment, Video Rental Establishment</p>	<p>3 spaces plus 0.3 spaces for each 100 m<sup>2</sup> gross floor area</p>
<p><b>Tier 2:</b> Animal Hospital/Clinic, Artisan Workshop, Bakery, Brewing on Premises Establishment, Business Service Establishment, Carwash, Dry Cleaning and Laundry Depot, Film Processing Depot, Fire Station, Gallery, Gas Bar, Household Appliance Sales and Service, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types except mental/dental), Police Station, Private Outdoor Recreation Club, Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (Elementary, Community College, Private, Secondary &amp; University), Service Industrial Use, Service Trade, Studio</p>	<p>3 spaces plus 0.2 spaces for each 100 m<sup>2</sup> gross floor area</p>

Non-Residential Uses	Recommended Minimum Short-Term Bicycle Parking Requirement
<b>Tier 3:</b> Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Automobile Sales - Ancillary to Automobile Repair Garage, Automobile Service Station, Building Supply Outlet, Caterer's Establishment, Commercial Outdoor Recreation Facility, Craft Brewery (excluding retail/restaurant area), Custom Workshop, Dry Cleaning and Laundry Plant, Farm Equipment Sales and Service Establishment, Group Home, Industrial Mall, Hotel, Manufacturing Establishment, Nursery, Nursing Home, Open Storage, Printing Establishment, Private Zoo, Rest Home, Retail Warehousing, Retirement Lodge, Self Storage Establishment, Supervised Residence, Terminal Centre, Vehicle Sales and Service Establishment, Warehouse Establishment, Wholesale Establishment	3 spaces plus 0.1 spaces for each 100 m <sup>2</sup> gross floor area
Apartment Hotel	1 space per unit
Bed and Breakfast Establishment	1 space per unit
Campground	3 spaces plus 0.2 space per camp site
Converted Dwelling	No bicycle parking required
Golf Course	3 spaces plus 0.2 spaces per tee
Miniature Golf Course	3 spaces plus 0.2 spaces per tee
Mobile Home	1 space per unit
Motel	1 space per unit
Racquet Facility	3 spaces plus 0.2 spaces per court
Tennis Club	3 spaces plus 0.2 spaces per court
Tennis Club (Outdoors)	3 spaces plus 0.2 spaces per court

Existing Site Plan Control requirements for bicycle parking are proposed to remain and are described in Table 10.

*Table 10: Design Characteristics for Bicycle Parking Facilities (Table 14.1 Site Plan Control By-law).*

<b>Location</b>	<b>Long-term Bicycle Parking:</b> 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: <ol style="list-style-type: none"> <li>1. in a bicycle room or bicycle compound located within a building or motor vehicle parking structure</li> </ol>
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	<p>2. within an individual bicycle locker  3. within an accessory building  Long term bicycle parking shall not be provided within a dwelling unit or a balcony thereof.</p> <p><b>Short-term Bicycle Parking:</b>  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>
<b>Size of a Bicycle Parking Space</b>	Minimum horizontal dimensions of 0.6 metres by 1.5 metres and a height or at least 1.9 metres.
<b>Aisle Width</b>	Where more than one row of bicycle parking spaces is provided, a minimum aisle width of 1.5 metres shall be provided.
<b>Location for Accessibility</b>	<ul style="list-style-type: none"> <li>- Less than 15 metres from the entrance used by cyclists or if located within a building in a location easily accessible to bicycles</li> <li>- Should not be farther from the entrance than the closest motor vehicle parking space (excluding accessible parking spaces)</li> <li>- In a separately designated area that does not impede the movement of pedestrians</li> <li>- 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</li> </ul>
<b>Location for Natural Surveillance</b>	<ul style="list-style-type: none"> <li>- Located within constant visual range of persons within the adjacent building or within well traveled pedestrian areas</li> <li>- Within unobstructed view from the adjacent municipal roadway</li> </ul>
<b>Security Lighting</b>	Night lighting shall be provided in a manner to ensure that the entire bicycle parking area is well lit
<b>Covered Bicycle Parking</b>	If covered motor vehicle parking is provided, the required bicycle parking shall also be covered.

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

### 3.8 Visitor Parking

Currently, Zoning By-law Z.-1 has no provisions for visitor or shared parking. Section 6.2 of The Site-Plan Control By-law sets out the following:

*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.*

Based on analysis of other Municipalities in Ontario, this report is not recommending a change to the visitor parking ratios. The recommended visitor parking rates are already low and are also intended to ensure that sufficient parking spaces are available for vehicles that provide services to the development itself. A rate of 0.1 visitor parking spaces per dwelling unit, or 1 visitor parking space for every ten dwelling units is appropriate to serve visitors, as well as contractors and couriers.

Keeping the visitor parking ratio at the current rate addresses concerns about potential increases in on-street parking usage and spill-over parking in surrounding neighbourhoods. Additionally, the visitor parking spaces will continue to serve a role for service vehicles and couriers.

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

### **3.9 Car-Share Parking**

Car sharing as a type of car rental where people rent cars for short periods of time. It enables occasional use of a vehicle or access to different kinds of vehicles. Car sharing is an ideal option for people who regularly rely on walking, cycling and/or public transit for their daily transportation, but occasionally need access to a vehicle for out-of-town trips, moving large items or other special occasions. By paying membership to a car sharing service, you have access to a fleet of vehicles on an hourly basis when the need arises. Car share companies have been operating in London since 2014.

Reserving a space exclusively for a car-share vehicle would be in the public interest to support lower car use and car ownership (and therefore less parking). However, a lack of representative data due to the Covid-19 Pandemic on the use of car-sharing and associated car-share parking utilization limits the ability to set minimum car-share parking rates. Car-share in London will continue to be monitored, and updated through the *ReThink Zoning* process if necessary.

## **4.0 Recommended London Plan and Zoning By-law Amendments**

### **4.1 London Plan Amendments**

In order to make the recommended zoning change described in this report, minor amendments are also required to the London Plan in order to ensure that zoning conforms with the Plan.

To implement a hybrid parking regulation approach the following policies are recommended to be amended, with additions shown in underline and removals with strikethrough:

*271\_ The Zoning By-law will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower or may not apply 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.*

*274\_ Opportunities for sharing and consolidating parking to meet parking ~~requirements~~ demand 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.*

*365\_ A Transportation Demand Management Program may be provided as part of a complete planning and development application to identify strategies and actions to reduce car dependence and support other transportation modes, and may support reduced parking requirements. ~~in support of lowered parking requirements or a Bonus Zone.~~ The Transportation Demand Management Program may:*

- 1. Be integrated with required transportation impact assessments submitted to support the proposed development.*

2. *Identify design and/or programmatic means to reduce single occupancy vehicle uses.*
3. *Identify the roles and responsibilities of the property owner with respect to each recommended program and its implementation.*
4. *Identify the operational and financial roles and responsibilities of the property owner including, but not limited to, program development, implementation and ongoing management and operations of the transportation demand management plan and/or program.*

*802\_4. There will be no minimum parking required for Downtown residential development.*

## **4.2 Recommended Zoning By-law Amendment**

The recommended amendment is included in Appendix B to replace portions of section 4.19 – Parking. This overview includes a description of changes made within each amended subsection of the Zoning By-law parking regulations.

### **4.19.4 – Yards where Parking Areas Permitted**

Section 4.19.4 includes regulations for the location of parking areas. It permits parking in all yards for most non-residential zones, except for the Downtown Area, Business District Commercial, and Office Commercial zones where front yard parking is not permitted. For residential zones parking is only permitted in the front yard or exterior side yard on a driveways.

The recommended changes to this sub-section expand the areas where front yard parking is not permitted to include lands that are within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types of the London Plan.

### **4.19.9 – Parking Standard Areas**

The current zoning by-law includes 3 parking standard areas, where are identified in Section 4.19.9. Minimum parking rates vary across the parking standard areas with PSA 1 having the lowest requirement and PSA 3 having the highest.

The recommended amendment removes the parking standard areas and introduces a new approach where the minimum parking requirements do not apply to specified parts of the city. Those areas include lands that are within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types of the London Plan.

### **4.19.10 – Parking Standards**

Section 4.19.10 provides minimum parking requirements by land use across the city. This section is amended to provide a significantly reduced minimum parking requirement, and also reiterates that the minimum does not apply to the areas exempt from parking standards through section 4.19.9.

In general, the minimum parking requirement is reduced by half for most land uses. The section is also organized into tiers of land uses that have the same minimum parking requirement.

Section 4.19.10 also includes the minimum requirements for accessible parking spaces. These requirements are currently calculated as a ratio of the minimum requirement of the Zoning By-law, however since in some parts of the city minimum requirements are to be removed, a new approach is recommended that calculates the required accessible spaces based on the actual parking spaces that are provided. This approach is more consistent with the requirements of the Accessibility for Ontarians with Disabilities Act.



#### **4.19.14 – Bicycle Parking Requirements & 4.19.16 – Number of Bicycle Parking Spaces**

Bicycle parking requirements are included in the Zoning By-law and include 0.75 long-term parking spaces for residential uses with five or more units, and 7% of the parking requirement for most non-residential uses.

Part of reducing or eliminating vehicle parking spaces is the expectation that other modes will become more common, including cycling. Therefore, an increase in the number of bicycle parking spaces is included. Residential uses will require 1 bicycle parking space per unit, with a 9:1 ratio of those spaces needing to be long-term vs short term spaces. Non-residential uses will also require bicycle parking spaces, which may be short term. The minimum requirement is no longer tied to the automobile space requirement and instead a new table is added to identify bicycle parking requirements.

#### **4.19.15 – Design Characteristics for Bicycle Parking**

This section identifies that design requirements are to be included in the Site Plan Control By-law. While this is still the case, a definition for long term vs short term bicycle parking is added. This definition requires long term bicycle parking to be accessible, secure, and weather protected while short term parking may be provided outdoors.

### **5.0 Conclusion**

The recommended amendment to Section 4.19 of the Zoning By-law Z.-1 includes:

- The removal of minimum parking requirements from the Downton, Transit Village, Rapid Transit Corridor, and Main Street Place Types
- Significant reductions in the minimum parking standard in other parts of the City of London
- Maintaining similar standards for accessible parking space requirements while changing the approach to base the requirement on spaces that are provided rather than required under the Zoning By-law; and
- Increases the number of bicycle parking spaces that are required.

The recommended amendment to the London Plan ensures that the recommended zoning changes conform with the Plan and enable lowering or eliminating off-street parking minimums.

The recommended amendments will improve choice for Londoners, support Climate Action, and help to achieve a compact, contiguous pattern of growth in our city. This Parking Standards Recommendation Report builds on the previous *Parking Standards Background Report*, and the *Parking Standards Review Information Report* and has been developed with community and stakeholder input.

**Prepared by:** Isaac de Ceuster, Planner I, Long Range Planning and Research

**Reviewed by:** Justin Adema, MCIP, RPP  
Manager, Long Range Planning and Research

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** Scott Mathers, MPA, P. Eng.  
Deputy City Manager, Planning and Economic Development

Cc: Kevin Edwards, manger, 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.

IDC/idc

Y:\Shared\policy\Parking Standards\Reports\Recommendation Report

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. C.P.-XXXX-\_\_\_\_

A by-law to amend The London Plan,  
the Official Plan for the City of London,  
2016 relating to the Parking Standards  
Review.

The Municipal Council of the Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the London Plan for the City of London, as contained in the text attached hereto and forming part of this by-law, is adopted
2. This by-law shall come into effect in accordance with subsection 17(38) of the Planning Act, R.S.O. 1990, c.P.13.

PASSED in Open Council on August 2, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend the London Plan policies that direct the provision of off-street parking so as to clarify that minimum parking standards shall not apply within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.

B. LOCATION OF THIS AMENDMENT

This policy Amendment applies to lands within the City of London.

C. BASIS OF THE AMENDMENT

The City has undertaken a parking standards review that has recommended that minimum parking standards be eliminated from the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types; and also recommends that parking standards be reduced in other Place Types across the City. This amendment will ensure that the policies of the Plan will direct that recommendation and ensure that the recommended zoning regulations conform with the London Plan policies.

D. THE AMENDMENT

The London Plan, 2016, is hereby amended as follows:

1. The City Building policies of The London Plan are amended by deleting and replacing policies 271, 274, 365, and 802\_4 with the following:

*271\_ The Zoning By-law will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower or may not apply 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.*

274\_ Opportunities for sharing and consolidating parking to meet parking demand 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

365\_ A Transportation Demand Management Program may be provided as part of a complete planning and development application to identify strategies and actions to reduce car dependence and support other transportation modes, and may support reduced parking requirements. The Transportation Demand Management Program may:

1. Be integrated with required transportation impact assessments submitted to support the proposed development.
2. Identify design and/or programmatic means to reduce single occupancy vehicle uses.

3. Identify the roles and responsibilities of the property owner with respect to each recommended program and its implementation.
4. Identify the operational and financial roles and responsibilities of the property owner including, but not limited to, program development, implementation and ongoing management and operations of the transportation demand management plan and/or program.

802\_4. There will be no minimum parking required for Downtown development.

## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. C.P.-XXXX-\_\_\_\_

A by-law to amend The Zoning By-law  
Z.-1 for the City of London, 1993 relating  
to the Parking Standards Review  
Recommendation Report.

WHEREAS the City of London has initiated a Parking Standards Review to make general changes related to Parking Standards and Bicycle Parking Standards, as set out below;

AND WHEREAS this zoning by-law amendment conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1) Section 4.19.4 of Zoning By-law No. Z.-1 is amended by adding a new row to the table of yards in which required parking area is permitted as follows:

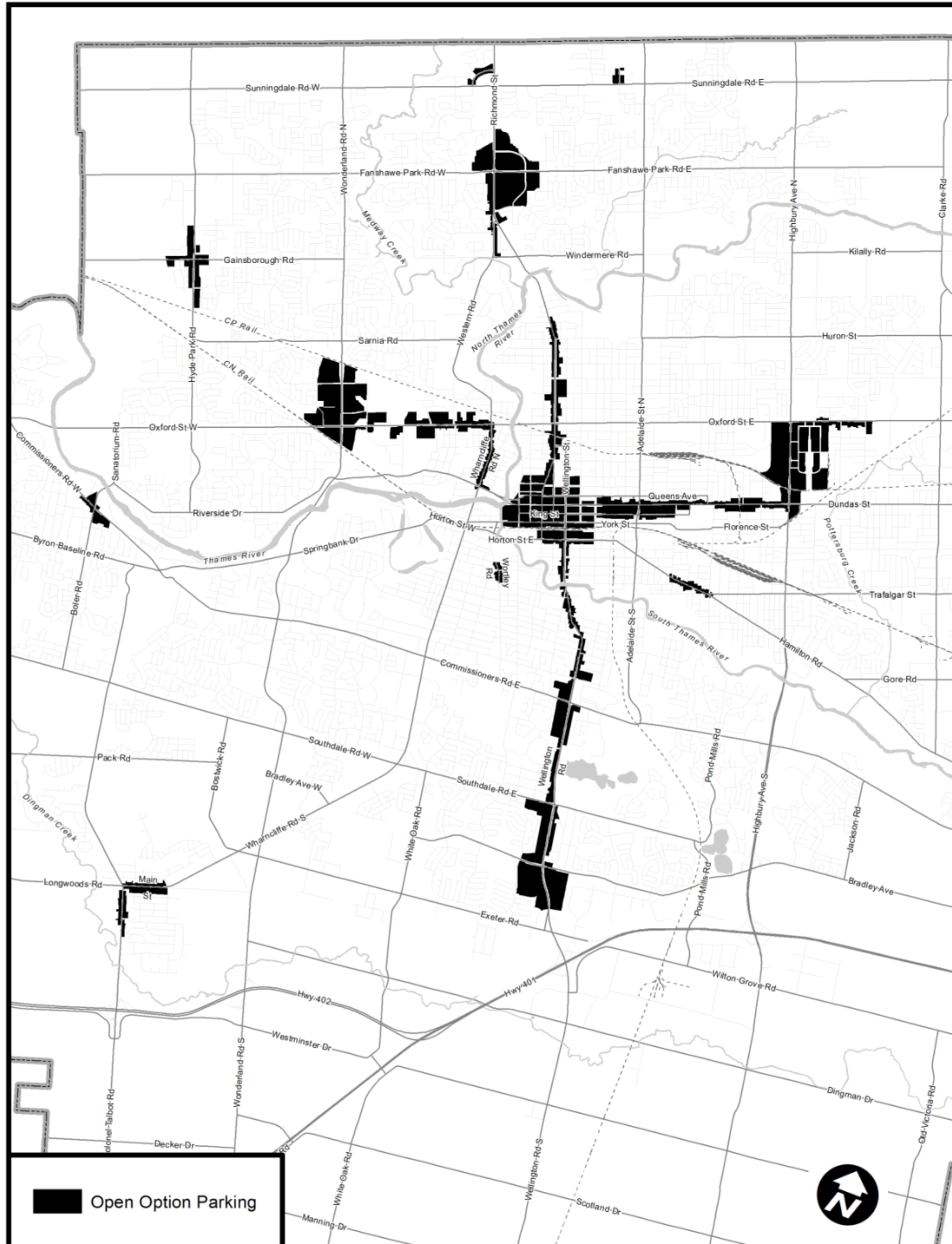
<b>Zone Class</b>	<b>Yard in Which Required Parking Area is Permitted</b>
Areas exempt from minimum parking standards shown on Figure 4.19	Parking not permitted in the front yard.

- 2) Section 4.19.9 of Zoning By-law No. Z.-1 is amended by deleting the existing text and replacing it with the following:

### 9) PARKING STANDARD AREAS

Minimum parking standards shall not apply within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types in the London Plan as shown in Figure 4.19 below. These areas are not subject to the minimum parking requirements in Section 4.19.10.a) and Section 4.19.10.b)

**Figure 4.19 – Areas Exempt from Minimum Parking Standards**



3) Section 4.19.10 of Zoning By-law No. Z.-1 is amended by deleting the existing text and replacing it with the following:

**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). For the purpose of this Section, existing shall mean as of January 1, 1987.

**a) Residential Development**

Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:

<b>Residential Unit Type</b>	<b>Minimum Parking Requirement</b>
Single Detached and Semi-Detached	1 per unit
Townhouse, Cluster	1 per unit
Townhouse, Street	1 per unit
Townhouse, Stacked	0.5 per unit
Apartment	0.5 per unit
Duplex	0.5 per unit
Triplex	0.5 per unit
Fourplex	0.5 per unit
Converted Dwelling or Conversions of Existing Buildings to Residential Units	0.5 per unit
Senior Citizen Apartment Building	0.125 per unit
Handicapped Persons Apartment Building	0.125 per unit
Lodging House	0.125 per unit

b) Non-Residential Development

Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:

<b>Non-Residential Uses</b>	<b>Minimum Parking Requirement</b>
Tier 1: Restaurant, Restaurant (Fast-Food Drive-in, Take-Out), Tavern	1 per 20 m <sup>2</sup> gross floor area
Tier 2: Amusement Game Establishment, Automobile Repair Garage Establishment, Clinic and Outpatient Clinic, Clinic (Methadone), Liquor Beer and Wine Store, Patient Testing Laboratory, Personal Service Establishment, Taxi Establishment	1 per 30 m <sup>2</sup> gross floor area
Tier 3: Abattoir, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Rental, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Bulk Beverage Outlet, Bulk Sales Establishment, Commercial Recreation Establishment, Convenience Service Establishment, Convenience Store, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral Home, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Kennel, Laundromat, Office (Mental/Dental inc. converted), Pharmacy, Pharmacy (Methadone), Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Retail Store (all sizes), School (Commercial), Service and Repair Establishment, Shopping Centre, Video Rental Establishment	1 per 50 m <sup>2</sup> gross floor area



<b>Non-Residential Uses</b>	<b>Minimum Parking Requirement</b>
Tier 4: Animal Hospital/Clinic, Artisan Workshop, Bakery, Brewing on Premises Establishment, Business Service Establishment, Dry Cleaning and Laundry Depot, Film Processing Depot, Gallery, Household Appliance Sales and Service, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types except Mental/Dental), Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (Community College & University), Service Industrial Use, Service Trade, Studio	1 per 100 m <sup>2</sup> gross floor area
Tier 5: Agricultural Supply Establishment, Caterer's Establishment, Craft Brewery (excluding retail/restaurant area), Dry Cleaning and Laundry Plant, Farm Equipment Sales and Service Establishment, Industrial Mall, Printing Establishment, Terminal Centre, Vehicle Sales and Service Establishment, Wholesale Establishment	1 per 200 m <sup>2</sup> gross floor area
Tier 6: Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Manufacturing Establishment, Warehouse Establishment	1 per 500 m <sup>2</sup> gross floor area
Tier 7: Commercial Outdoor Recreation Facility, Private Zoo, Self Storage Establishment	1 per 2,000 m <sup>2</sup> gross floor area
Agricultural Supply Establishment	1 per 60 m <sup>2</sup> for retail show room plus 1 per 200 m <sup>2</sup> for warehousing/wholesaling
Apartment Hotel	0.5 per unit
Arena (with seats)	1 per 8 seats
Artisan Workshop	1 per 200 m <sup>2</sup> for processing/manufacturing plus 1 per 30 m <sup>2</sup> for retail area/restaurant
Assembly Hall	1 per 8 seats or 1 per 50 m <sup>2</sup> whichever is greater
Auditorium	1 per 8 seats
Automobile Sales, Ancillary to Automobile Repair Garage	0.5 per automobile, kept or displayed for sale
Automobile Service Station	3 per bay
Bed and Breakfast Establishment	0.5 per bedroom plus 1 space

Non-Residential Uses	Minimum Parking Requirement
Building Supply Outlet	1 per 60 m <sup>2</sup> retail/showroom plus 1 per 400 m <sup>2</sup> warehouse/wholesaling
Campground	1 space per camp site
Carwash	2 spaces
Community Centre and Hall	1 per 8 seats or 1 per 50 m <sup>2</sup> whichever is greater
Converted Dwelling	No additional parking required
Craft Brewery	1 per 100 m <sup>2</sup> for processing, plus 1 per 30 m <sup>2</sup> for retail area/restaurant
Custom Workshop	3 spaces
Driving Range	1 per tee
Farm Market	3 spaces
Fire Station	1 per 2 employees
Gas Bar	2 spaces
Golf Course	4 per tee
Green House	1 per 20,000 m <sup>2</sup> gross floor area
Group Home	1 space
Hospital	1 space per bed
Hotel	1 per unit
Miniature Golf Course	1 space per tee
Mobile Home	1 per unit
Motel	1 per unit
Nursery	2 spaces
Nursing Home	1 per 3 beds
Open Storage	1 per ha (2.5 ac or 10,117.14 m <sup>2</sup> )
Place of Worship	1 for each 8 persons place of worship capacity

<b>Non-Residential Uses</b>	<b>Minimum Parking Requirement</b>
Police Station	1 per 2 employees
Private Outdoor Recreation Club	1 per 1,000 m <sup>2</sup> gross floor area
Racquet Facility	2 per court
Resource Extraction Operation	1 space
Rest Home	1 per 3 beds
Retail Warehousing	1 per 50 m <sup>2</sup> retail/showroom plus 1 per 400 m <sup>2</sup> warehouse/wholesaling
Retirement Lodge	1 per 3 beds
Salvage Yard (With No Structures)	1 per hectare
Salvage Yard (With Structures)	1 per 50 m <sup>2</sup> for retail and showroom plus 1 per 400 m <sup>2</sup> for warehousing and wholesaling
School, Elementary	2 plus 1 per classroom
School, Private	3 per classroom
School, Secondary	3 per classroom
Supervised Residence	1 per 5 residents
Tennis Club	2 per court
Tennis Club (Outdoors)	2 per court

c) Accessible parking 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 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:
  - i. 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

- ii. 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.
- vii) For the purpose of this section a Type A parking space shall mean a wider accessible parking space which has a minimum width of 3,400 mm and signage that identifies the space as “van accessible;” and a Type B parking space shall mean an accessible parking space which has a minimum width of 2,400 mm

4) Section 4.19.14 of Zoning By-law No. Z.-1 is amended by deleting the existing text and replacing it with the following:

#### 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.

The minimum bicycle parking requirements are as follows:

- a) Residential Development:
  - i) Apartment buildings and lodging houses (with five or more residential units) shall provide 1.0 bicycle parking space per residential unit, allocated as 0.9 long-term bicycle parking space per dwelling unit and 0.1 short-term bicycle space per unit.
  - ii) Residential Care Facilities shall provide a minimum of 3 short-term bicycle spaces plus 0.1 space for each 100 m<sup>2</sup> gross floor area. Residential Care Facilities shall also provide a minimum of 0.1 long-term bicycle parking spaces for each 100 square meters of gross floor area.

For the purpose of this section a Residential Care Facility shall include:

- i. senior citizen apartment buildings
- ii. nursing homes;
- iii. rest homes;
- iv. retirement lodges;
- v. retirement homes;
- vi. handicapped persons apartment buildings;
- vii. continuum-of-care facility;
- viii. chronic care facility;
- ix. foster homes;
- x. group home type 1 and type 2;
- xi. supervised residence;
- xii. correctional and detention centre;
- xiii. emergency care establishment.

b) Residential Development Exemptions:

- i) Notwithstanding clause 4.19.14.a) to the contrary, bicycle parking shall not be required for Conversions of existing space to residential units, Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; fourplex dwellings; townhouse dwellings; stacked townhouse dwellings; street townhouses; cluster townhouses; farm dwellings.

c) Non-Residential Development

Bicycle parking shall be required in accordance with the following:

<b>Non-Residential Uses</b>	<b>Minimum Short-Term Bicycle Parking Requirement</b>
<b>Tier 1:</b> Arena (with and without seats), Assembly Hall, Auction Establishment, Auditorium Automobile Body Shop, Automobile Rental, Automobile Repair Garage Establishment, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Bulk Beverage Outlet, Bulk Sales Establishment, Clinic and Outpatient Clinic, Clinic (Methadone), Commercial Recreation Establishment, Community Centre and Hall, 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, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Hospital, Kennel, Laundromat, Liquor Beer and Wine Store, Office (Mental/Dental inc. converted), Patient Testing Laboratory, Personal Service Establishment, Pharmacy, Pharmacy (Methadone), Place of Worship, Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Restaurant (Fast-Food Drive-in, Take-Out), Restaurant, Retail Store (all sizes), School (Commercial), Service and Repair Establishment, Shopping Centre, Tavern, Taxi Establishment, Video Rental Establishment	3 spaces plus 0.3 spaces for each 100 m <sup>2</sup> gross floor area

<p><b>Tier 2:</b> Animal Hospital/Clinic, Artisan Workshop, Bakery, Brewing on Premises Establishment, Business Service Establishment, Carwash, Dry Cleaning and Laundry Depot, Film Processing Depot, Fire Station, Gallery, Gas Bar, Household Appliance Sales and Service, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types except mental/dental), Police Station, Private Outdoor Recreation Club, Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (Elementary, Community College, Private, Secondary &amp; University), Service Industrial Use, Service Trade, Studio</p>	<p>3 spaces plus 0.2 spaces for each 100 m<sup>2</sup> gross floor area</p>
<p><b>Tier 3:</b> Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Automobile Sales - Ancillary to Automobile Repair Garage, Automobile Service Station, Building Supply Outlet, Caterer's Establishment, Commercial Outdoor Recreation Facility, Craft Brewery (excluding retail/restaurant area), Custom Workshop, Dry Cleaning and Laundry Plant, Farm Equipment Sales and Service Establishment, Group Home, Industrial Mall, Hotel, Manufacturing Establishment, Nursery, Nursing Home, Open Storage, Printing Establishment, Private Zoo, Rest Home, Retail Warehousing, Retirement Lodge, Self Storage Establishment, Supervised Residence, Terminal Centre, Vehicle Sales and Service Establishment, Warehouse Establishment, Wholesale Establishment</p>	<p>3 spaces plus 0.1 spaces for each 100 m<sup>2</sup> gross floor area</p>
<p>Apartment Hotel</p>	<p>1 space per unit</p>
<p>Bed and Breakfast Establishment</p>	<p>1 space per unit</p>
<p>Campground</p>	<p>3 spaces plus 0.2 space per camp site</p>
<p>Converted Dwelling</p>	<p>No bicycle parking required</p>
<p>Golf Course</p>	<p>3 spaces plus 0.2 spaces per tee</p>
<p>Miniature Golf Course</p>	<p>3 spaces plus 0.2 spaces per tee</p>
<p>Mobile Home</p>	<p>1 space per unit</p>
<p>Motel</p>	<p>1 space per unit</p>
<p>Racquet Facility</p>	<p>3 spaces plus 0.2 spaces per court</p>
<p>Tennis Club</p>	<p>3 spaces plus 0.2 spaces per court</p>
<p>Tennis Club (Outdoors)</p>	<p>3 spaces plus 0.2 spaces per court</p>

d) Non-Residential Development Exemptions:

- i) 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.

- ii) No short-term bicycle parking requirement will apply to non-residential uses in all Downtown Area 1 and 2 Zones. Residential uses within all Downtown Area 1 and 2 Zones shall comply with Section 4.19.14.1 a) of this By-law.

- 5) Section 4.19.15 of Zoning By-law No. Z.-1 is amended by deleting the existing text and replacing it with the following:

**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 the City's Site Plan Control By-law.

For the purpose of this Section Long-Term Bicycle Parking shall mean bicycle parking that is indoors in an accessible, secure, and weather protected area. Short-Term Bicycle Parking may include outdoor spaces.

- 6) Section 4.19.16 of Zoning By-law No. Z.-1 is amended by deleting the subsection in its entirety.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P13, either upon the date of the passage of this by-law or as otherwise provided by the said section

PASSED in Open Council on August 2, 2022.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

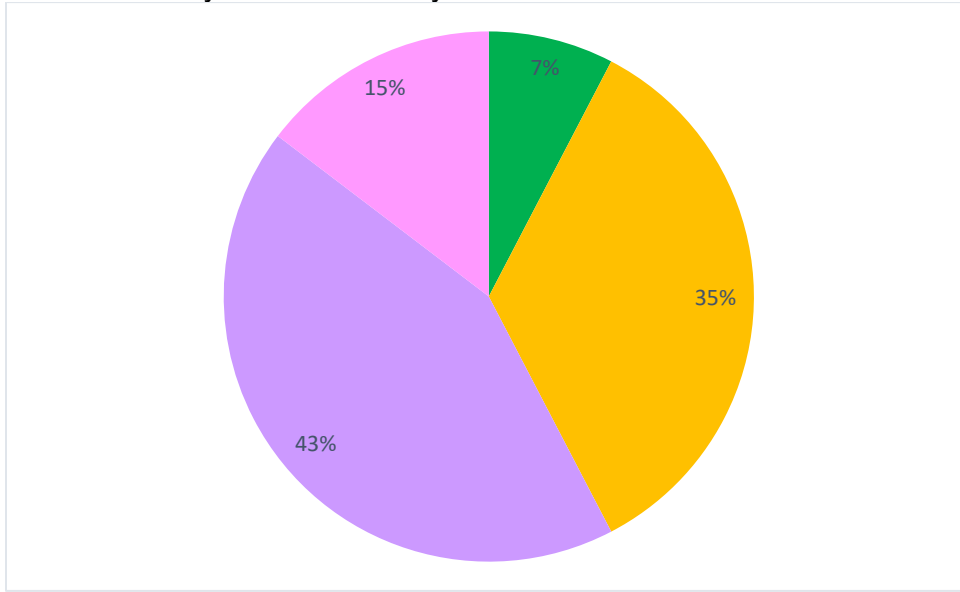
First Reading – August 2, 2022  
Second Reading – August 2, 2022  
Third Reading – August 2, 2022



## Appendix C – Results Parking Standards Survey

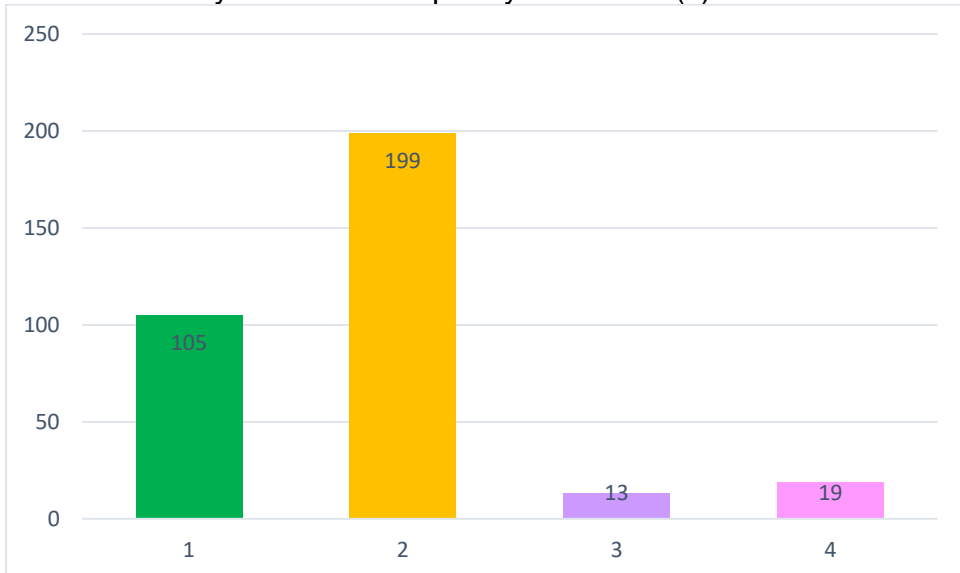
Results Parking Standards Survey January- February 2022.  
Total received responses: 336

Q1: How many vehicles does your household own



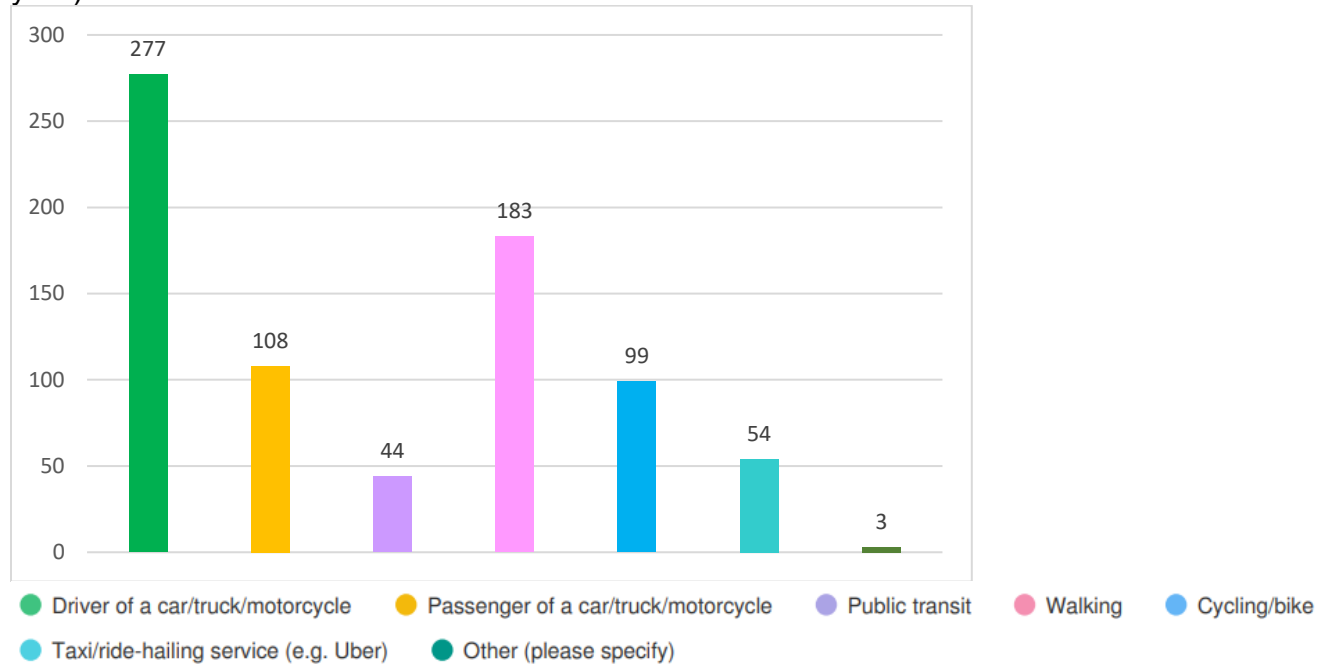
● None ● One ● Two ● Three or more

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

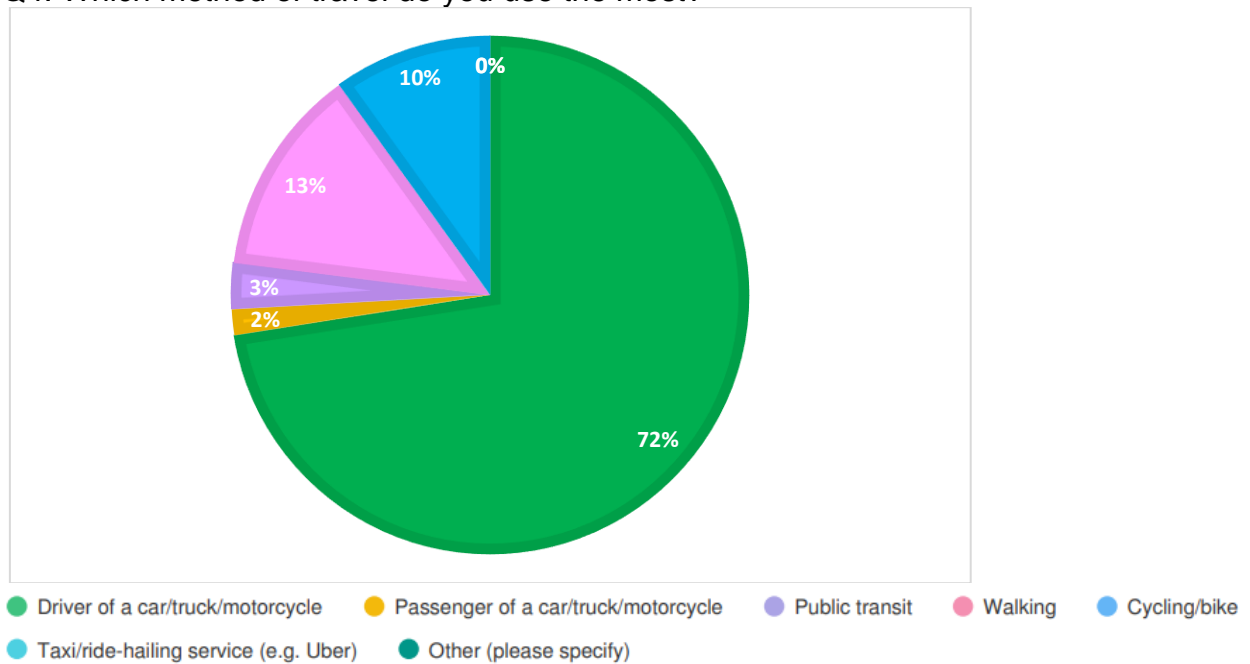


● In the garage ● On the driveway ● On the street ● In the assigned parking space

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

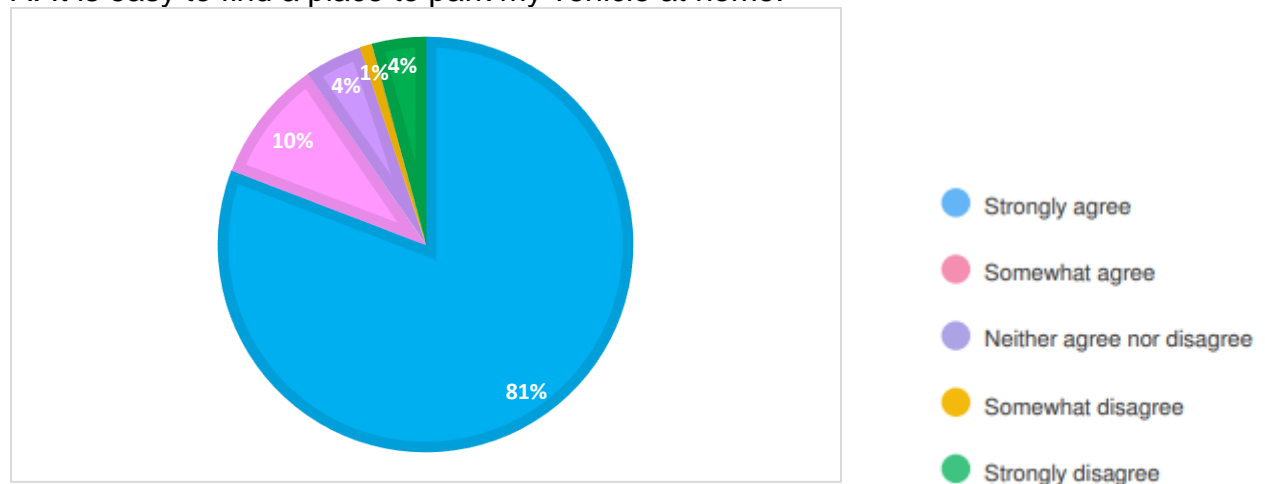


Q4: Which method of travel do you use the most?

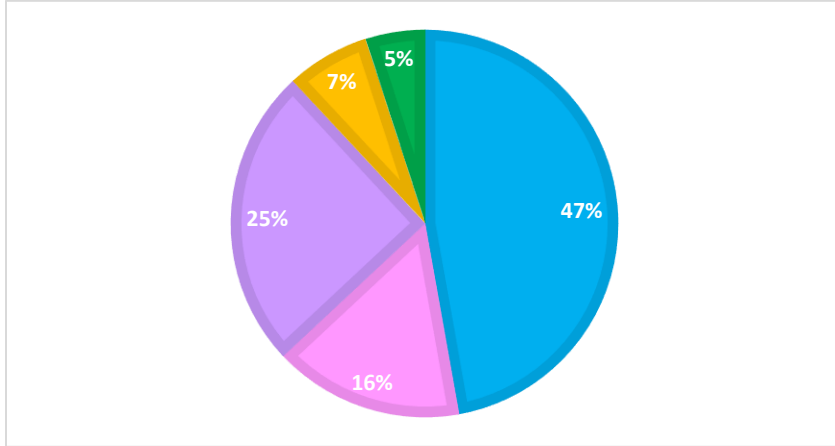


Q5: Please indicate whether you strongly disagree, somewhat disagree, somewhat agree, strongly agree with the following statements:

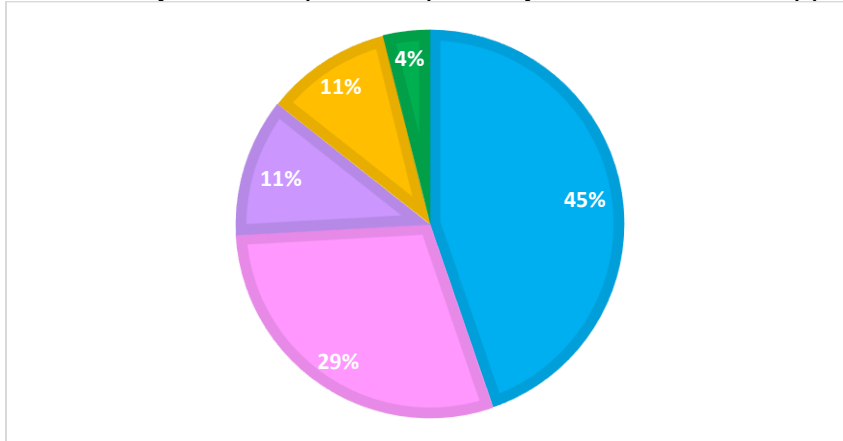
A: It is easy to find a place to park my vehicle at home:



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

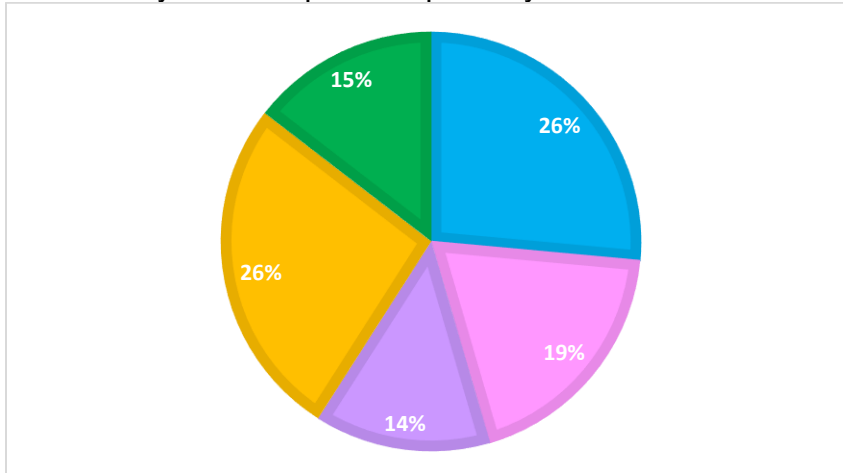


C: It is easy to find a place to park my vehicle when shopping or running errands:

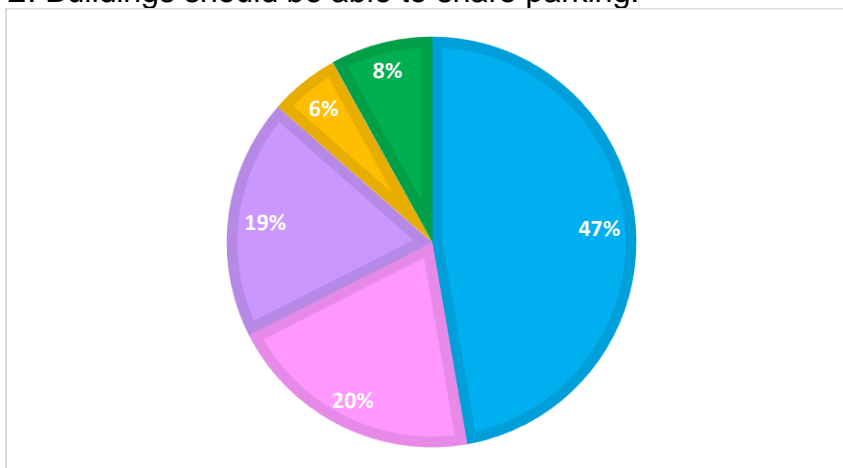


- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

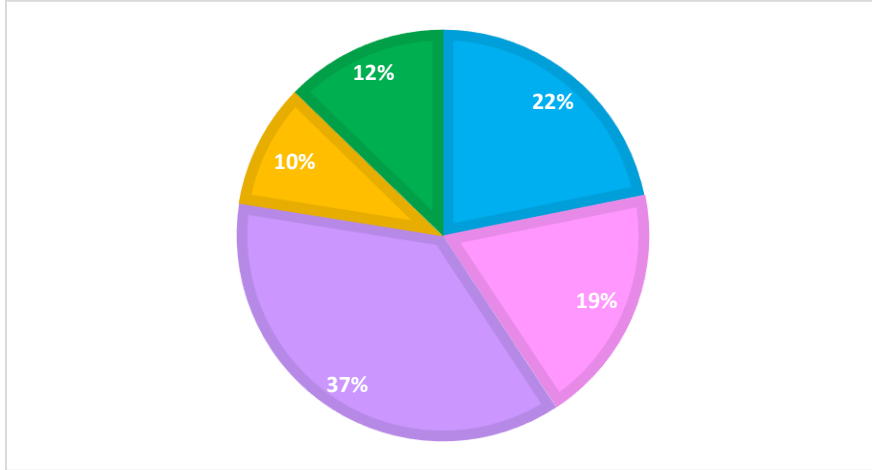
D: It is easy to find a place to park my vehicle when attending events:



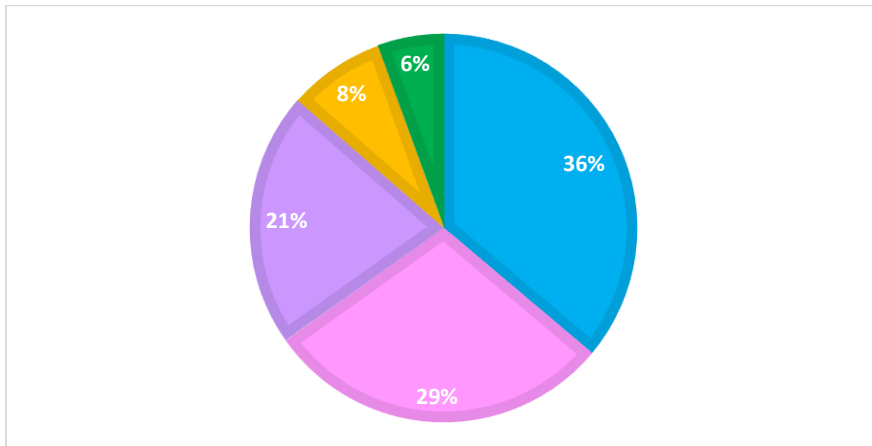
E: Buildings should be able to share parking:



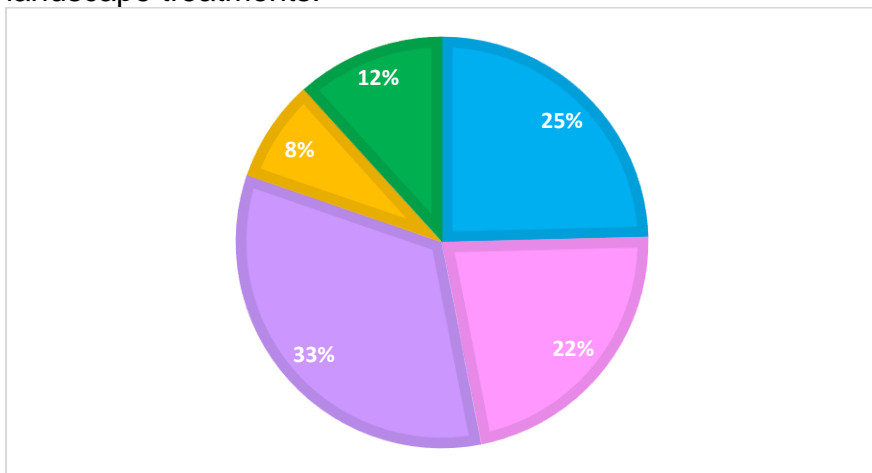
F: I prefer parking in a parking lot versus parking on the street.



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

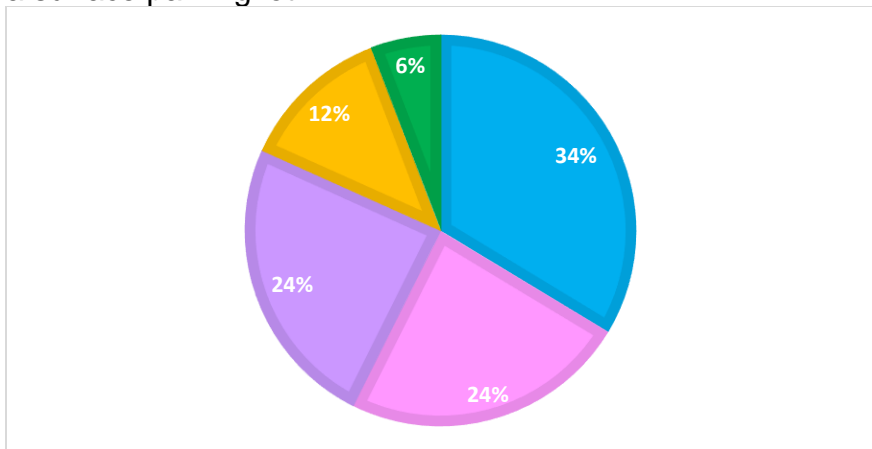


H: Surface parking located in highly visible areas should be screened by low walls and landscape treatments:

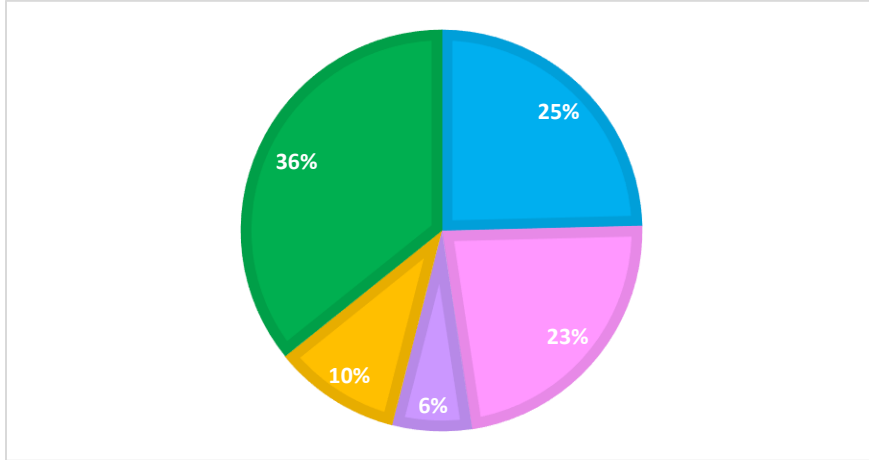


- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

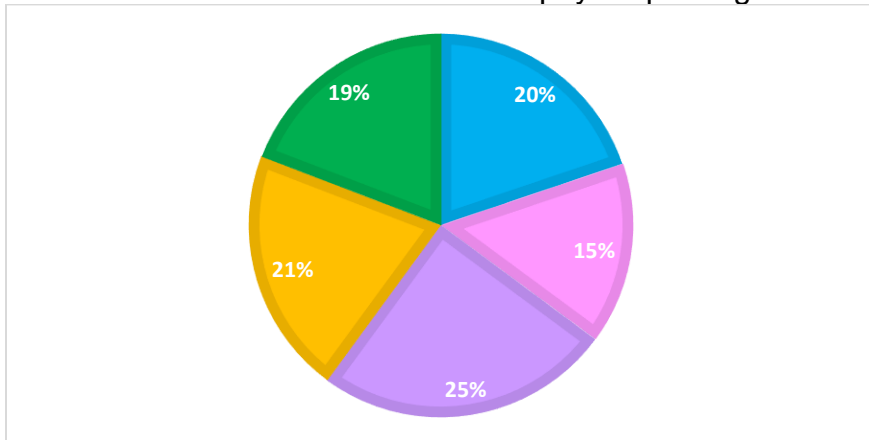
I: Underground parking or structured parking (parkade) has a more pleasing design than a surface parking lot:



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

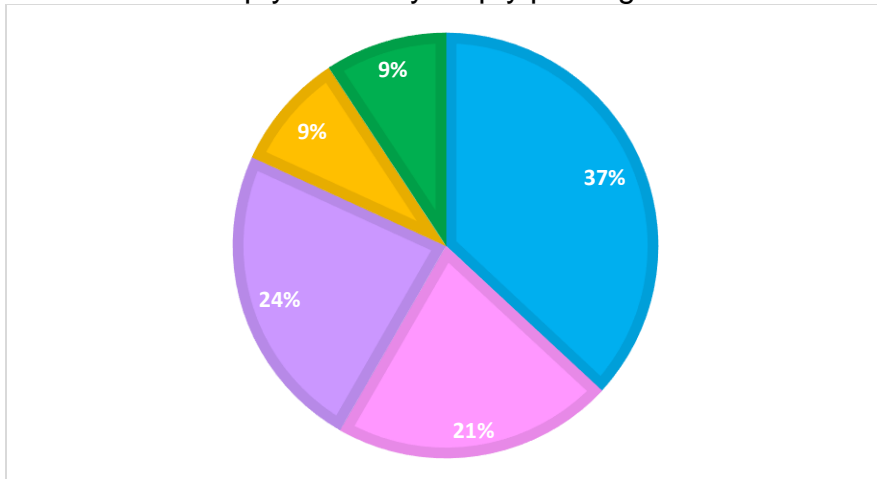


K: I would not drive to work if I had to pay for parking:

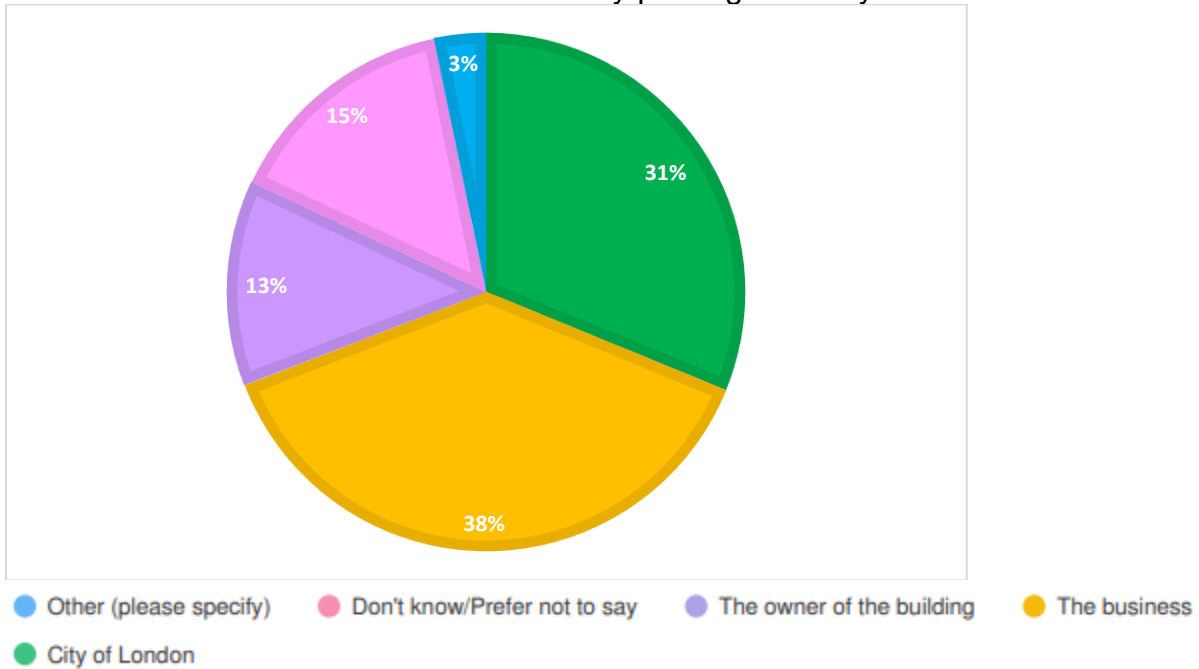


- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

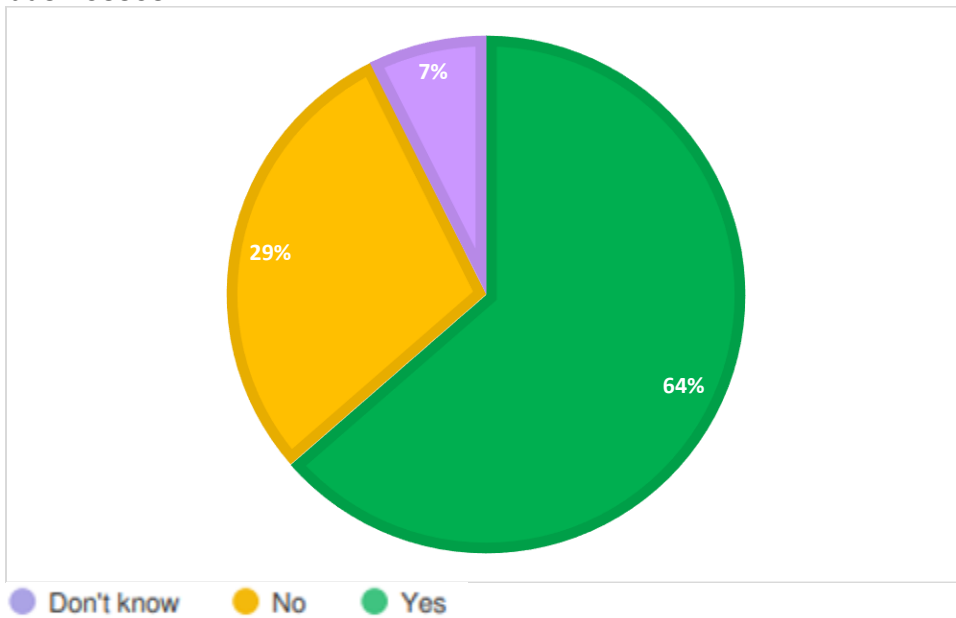
L: I often see empty or mostly empty parking lots around London:



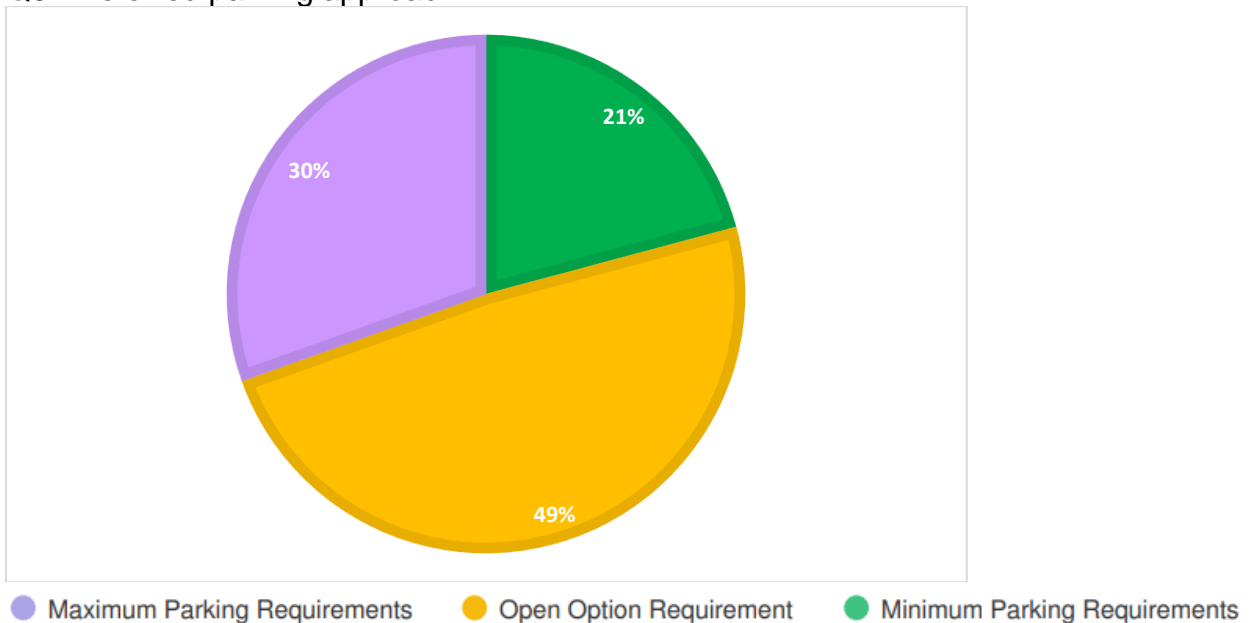
Q6: Who is best situated to decide how many parking spaces businesses must have to serve customer? This would not include any parking that may be available on the street.



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 costs, because parking is a pain.
- Accessible parking spots are being taken by regular cars.



## Appendix D – Public Engagement

**Prescribed Agency and City Department Liaison:** On June 9, 2022, Notice of Application was sent to prescribed agencies and City departments.

### Agency/Departmental Comments

Upper Thames River Conservation Authority

From: Christine Creighton

Sent: Tuesday, June 14, 2022, 10:57 AM

Subject: OZ-9520 - Parking Standards Review- City of London- UTRCA Comments - No Objections

Hi Isaac,

Thank you for circulating the UTRCA. The Conservation Authority has no objections to this application.

Yours truly,  
Christine

London Hydro

From: Liaisons and Easements, London Hydro

Sent: Wednesday, June 29, 2022, 10:04 AM

Subject: OZ-9520

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Hans Schreff, Manager – Development & Operations Support, London Hydro.

## Public Letter Urban League London, received on July 7, 2022.



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

July 7th 2022

Dear Planning & Development Staff and City Council,

Members of the Board of the League have been following the discussion regarding the updates to the Parking Standards with great interest. Members have emailed with staff, invited ULL members to stakeholder sessions, attended an external stakeholder meeting (Parking Standards Review Group-discussion) and submitted [an open letter](#) in March 2022 to share the Board's thoughts on Parking Minimums.

**We want to reiterate - we are supportive of removing Parking Minimums city-wide, and urge staff and Council to reconsider the current proposal to only remove parking minimums in the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types (*and instead apply the removal city-wide*). We understand some concern from Council regarding the potential congestion of parking in residential areas but believe that it can be resolved at the site plan level between developers and staff.**

Cities around North America are realizing it is time to act on revitalizing their urban planning decisions, while people are changing their relationships with their ideas of work, home and community. For example, the [City of Kingston, ON](#), recently removed parking minimums, imposed parking *maximums* and offered a "cash-in-lieu" option for developers to pay into a municipal carshare program rather than build unnecessary parking spaces. By rethinking the prevalence of car spaces over community spaces, we can better promote our core and surrounding neighbourhoods as a place to gather and grow as a thriving big city.

1. We support **no parking minimums across the city**, not just in the Downtown Transit Village, Rapid Transit Corridor, and Main Street Place Types, for the same reasons stated in our [original letter](#).
2. We encourage Council to let developers and city staff **determine an appropriate number of general parking spaces at the site plan level, depending on the building type and use.**
3. That being said, we noticed the bike parking and accessible parking spaces are tied in a formula to the number of parking spaces, and therefore if there are little to no parking spaces, there are little to no bike or accessible parking spaces as well. We'd encourage



staff to decouple the tethering of the calculation formula of bike parking and accessible parking to regular parking spaces.

- a. **In both the bike parking and accessible parking situations, we believe a minimum of each type should apply across the city.**
- b. We encourage a greater minimum parking space for accessible parking spaces, given our aging population.
- c. We also encourage a greater minimum of bike parking spaces, given the shifting modes of transportation.

The League is also eager to provide input on the Parking Lot Urban Design Standards, which we understand will happen in the fall through the ReThink Zoning process. It is paramount that we create spaces that give a greater sense of safety, and 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."

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. These spaces should include native plants only, which require less watering and maintenance and promote and aid pollinators. These stepping stone areas can also assist in various areas of the Climate Emergency Action Plan in lowering urban heat, improving water retention on land, reducing pollutants entering waterways, providing insect habitat and creating a better aesthetic and vibrancy for the downtown overall.

Sincerely,

Morena Hernandez  
Board President  
Urban League of London  
*Representing the views of the Board of Directors*

## Public Letter Urban League London, received on March 7, 2022.



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*

June 20<sup>th</sup>, 2022

**Issacs de Ceuster**

Planner, Long Range Planning & Research  
Corporation of the City of London  
206 Dundas St  
London, ON N6A 1G7

ideceust@london.ca

*Delivered via email only*

**Reference: Farhi Holdings Corporation (FHC) Comments Regarding the City of London Parking Standards Review**

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Mr. de Ceuster,

I am in receipt of your June 9th, 2022, notice regarding the City of London's new **Parking Standards Review** to "ensure that the off-street parking requirements meet current parking demand." I appreciate this opportunity to respond.

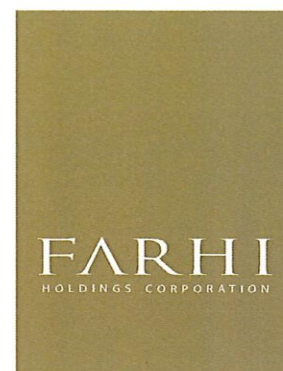
As a downtown London commercial and residential property owner over three decades, I can unequivocally say that the lack of long-term, off-street parking (reserved) for commercial tenants and their employees, serves as a deterrent for those who would otherwise do business out of the downtown.

At a time when the City is making a concerted effort to revitalize the Core and attract people to live, work and play in the downtown, (as detailed in its [Core Area Action Plan](#)), this Review is timely.

#### **Feedback for the Parking Standards Review**

##### Residential

The City should abandon its one-size-fits-all approach to by-laws directed at developers, in favour of a nuanced solution that accurately reflects modern and differentiating parking needs for residential versus commercial developments.



#### **Farhi Holdings Corporation**

Suite 201 - 620 Richmond Street N • London, ON, N6A 5J9  
Tel: (519) 645 - 6666 • Toll Free: 1-866-91-FARHI • Fax: (519) 645-7735 • Web: farhi.ca

FHC recommends Open Parking Requirements – where regulations do not dictate minimum or maximum requirements. The market determines how much parking will be allotted for residential development projects.

Each Parking Standard Area (PSA) has variability in market demand for parking. Parking ratios are determined on a case-by-case basis depending on the scope of the development, target market, and other factors. For example, if a developer is building housing for students, the need for parking would be limited, as this group typically uses public transit as their primary means of transportation.

#### Commercial

Parking requirements for commercial tenants is entirely different. Currently, by-laws for the PSA 1 require 1 space per 45m<sup>2</sup> of floor area. This needs to change. We recommend based on current market demand that the City change the by-law to require at least 2 spaces per 45m<sup>2</sup> of floor area.

The City should also work with property owners to increase the permanent, reserved parking supply for long-term users to address the chronic shortage in PSA 1. The City should create and enforce a municipal requirement for developers, so that commercial parking users have dedicated, permanent parking for the duration of their lease. For FHC, all our parking lots are 100% reserved for our tenants, with long-term reserved parking agreements in place.

By providing flexibility for residential developments, long-term parking for commercial tenants may ostensibly be created, based on the location.

There has been a growing trend over the past five years, whereby commercial tenants require between four to ten parking spots per 1,000 square feet of office space, with minimal distance from vehicle to door (see **Appendix A**). Given the undersupply of reserved parking downtown, tenants are compelled to move elsewhere to accommodate need.

This ever-increasing demand for commercial parking has not been addressed in a results-based manner. For example, the downtown at one point was home to dozens of Federal and Provincial government offices accommodating hundreds of employees. Traditionally, government did not demand high parking ratios or a significant number of parking as a lease requirement. That changed over time, and these tenants continue to move to locations with reserved employee and customer parking. This is an ongoing trend that should have been stemmed early on.

#### **Farhi Holdings Corporation**

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Tel: (519) 645 - 6666 • Toll Free: 1-866-91-FARHI • Fax: (519) 645-7735 • Web: farhi.ca

I strongly urge the City to **act immediately on its 2014 London Downtown Parking Study** that recommends:

“Engage the City Planning and Finance Departments in organizing By-Law amendments, CIP amendments, and offering of financial incentives globally to the private sector to stimulate parking garage construction. Use Cash-in-Lieu funds to provide incentives to the private sector to convert surface lots to garages with the immediate goal of **three new garages in the next 10 years** (Section 10.1.3, Pg 25).”

There is a collective frustration among property owners realtors, and commercial tenants, that this recommendation has not been implemented.

**To Summarize**

- Allow parking requirement flexibility for residential developments
- Create and enforce by-laws for residential developments to provide parking/space ratios adequate to serve long-term reserved parking needs for commercial tenants in PSA 1
- Act immediately on the 2014 London Downtown Parking Study

We have included below excerpts of emails I have received from realtors looking to find space for tenants. Attached, I have included letters from clients, voicing concerns like our own.

**Feedback from prospective downtown tenants**

*“ . . . one of the most significant issues is the lack of affordable/accessible parking. Operating a commercial real estate brokerage within the city, we have seen many businesses come and go. Unfortunately, over the past few years we have found it very difficult placing our clients in downtown office space and usually the first issue is parking. Local companies need more parking than ever before. Increasingly we are locating our clients and potential tenants outside the core of the city as a direct result of a lack of parking . . . .”*

*“I have clients looking for office/retail space in the downtown. I have viewed several properties and unable to find adequate parking. Do you have any such properties available? I am looking for 12,000 square feet immediately with a need for about 60-80 vehicles. Such spaces exist outside of downtown. . . .”*

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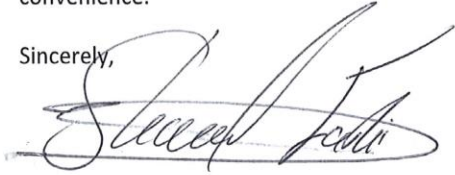


*"Thank you and your team for the tour, my clients were impressed with the state of the building. The property looks to be in great shape, notwithstanding the "unfortunate" activity on the sidewalk. . . The main issue for them is the availability and proximity of parking. They are not interested in walking several blocks to access parking. . ."*

*"Just about everyone at (company name redacted) drives to work, so we would need approximately 225 parking spaces. Please let me know if you will be able to satisfy this requirement because I don't want to waste my client's time considering a downtown option if the parking issue can't be resolved."*

Should you require additional information, please do not hesitate to contact us at your convenience.

Sincerely,



**Shmuel Farhi**  
President, Farhi Holdings Corporation

Cc.

Justin Adema, MCIP, RPP  
Manager Long Range Planning & Research

Gregg Barrett, AICP  
Director, Planning & Development

Scott Mathers, MPA, P. Eng.,  
Deputy City Manager, Planning and Economic Development

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Public Letter London Development Institute, received on July 6, 2022



LONDON DEVELOPMENT  
INSTITUTE

July 6, 2022

Isaac de Ceuster  
Planner  
Planning and Development  
City of London  
300 Dufferin Ave.  
6<sup>th</sup> Floor  
London, Ontario  
N6A 4L9

Re: Parking Standards Review

Dear Mr. de Ceuster

This letter is to confirm that the London Development Institute (LDI) has reviewed the proposed amendments to the London Plan and Zoning Bylaw Z.-1 regarding parking standards.

We have no issues with the proposed amendments at this time and will attend any future PPM regarding these changes.

I want to thank you for providing the specific wording of the proposed changes as it was very helpful in our review of the proposed amendments.

Thank you again for including us in the consultation process.

Sincerely,

A handwritten signature in blue ink that reads 'Mike Wallace'. The signature is written in a cursive, flowing style.

Mike Wallace  
Executive Director