

Bill No. 318
2022

By-law No. C.P.-1512()-

A by-law to amend 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 the Official 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(27) 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

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

**AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON (2016)**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend the Official 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 Official Plan policies.

D. THE AMENDMENT

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

1. The City Building policies of the Official 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.