# Report to Planning and Environment Committee

**To:** **Chair and Members**
**Planning and Environment Committee**
**From:** **Scott Mathers, MPA, P.Eng.**
**Deputy City Manager, Housing and Community Growth**
**Subject:** **Parking Provisions Update**
**File Number: Z-26042, City-Wide**
**Public Participation Meeting**
**Date:** **June 22, 2026**

## Recommendation

That, further to the direction of Municipal Council, the following actions be taken with respect to the application by the City of London with respect to the Residential Parking Provisions, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 21, 2026, to amend Zoning By-law No. Z.-1, by **AMENDING** Sections 4.19 and 4.37 to increase minimum residential parking requirements, revise residential driveway widths, permit parking in front yard or side yard driveways, establish exceptions, revise parking requirements for additional residential units (ARUs), and modify other related parking regulations.

**IT BEING NOTED** that should Council introduce the above-noted amendments, the Civic Administration **BE DIRECTED** to undertake a review of the Residential Front Yard and Boulevard Parking By-law No. CPOL.-305-296 and report back at a future meeting of the Planning and Environment Committee; and,

**IT BEING NOTED** that Council directed the recommendation and approves the above-noted amendments for the following reasons:

i) The recommended amendments would be consistent with the *Provincial Planning Statement, 2024;*
ii) The recommended amendments will continue to allow for intensification in neighbourhoods, consistent with Council's commitment to increase housing supply, diversity and affordability.

## Executive Summary

### Summary of Request

On March 3, 2026, Municipal Council passed a resolution to direct Civic Administration to bring forward a by-law to amend residential parking provisions in Zoning By-law No. Z.-1, to address previously approved policies (August 2, 2022, 3.6/13/PEC) which reduced minimum parking requirements for high-density residential development. Combined with encouraging infill housing and promoting ARUs, the City's overall goal has been to expand housing choices that are affordable to Londoners and increase residential densities. However, concerns have been raised by Council including that the reduction in high-density parking minimums has resulted in inadequate parking, caused an increase of on-street parking and unpermitted boulevard parking, and contributed to properties also being less viable for rental or for purchase. Development of ARUs, which supports intensification, require variances for an additional driveway to accommodate parking with additional approvals needed during the planning process.

### Purpose and the Effect of Requested Action

The requested action will fulfill Council's direction and amend residential parking regulations to increase minimum parking requirements for residential properties from (0.5) to one (1) parking space per residential unit; to allow driveways and permit parking in the front or exterior side yards that do not lead to a parking area; to increase maximum driveway widths using a numerical-based maximum (deleting a percentage-

based on lot width), and increase width for driveways on lots greater than 12.0 metres from 8.0 metres to 9.0 metres; and to allow additional driveways to accommodate parking for ARUs. The intended effect of the requested action is to ease parking limitations and allow for greater choices for parking on private property.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

July 25, 2022 – Report to Planning and Environment Committee: *Parking Standards Review*. Agenda Item 3.6, p353-419.

April 19, 2022 – Report to Planning and Environment Committee: *Parking Standards Review Information Report*. Agenda Item 2.3, pp21-100.

November 2021 – Internally prepared report. *Parking Standards Background Study*.

### 1.2 Planning History

A *Parking Standards Review Information Report* was presented to the Planning and Environment Committee on April 19, 2022, which provided information regarding a review of parking standards that had been initiated as part of the ReThink Zoning process. The report described two alternative approaches to off-street parking; a city-wide open option and a hybrid approach that combined an open option in some place types and lower parking minimums in others. Both options were determined to improve parking choices for Londoners, support climate action, and help to achieve a compact, contiguous pattern of growth in the city.

The report was received by Municipal Council for consideration and circulated to the public and interested groups for input. At the Planning and Environment Committee on July 25, 2022, a follow-up report was brought forward for Municipal Council's consideration and adoption. The hybrid option was recommended that introduced new reduced parking requirements in Zoning By-law Z.-1, Section 4.19, and included changes to current off-street parking standards for automobiles and bicycles. Also recommended was an amendment to *The London Plan* to exempt minimum Parking Standards for the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types.

> *…"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."*

The aim of the amendment was to better align parking standards with market demand and have the potential for incremental change to occur towards a more compact, high-intensity and mixed-use built form. Municipal Council approved the recommendations at their meeting on August 2, 2022.

On March 3, 2026, Council considered a motion that had been passed at the Planning and Environment committee, and approved the following direction to Civic Administration:

> *That the Civic Administration BE DIRECTED to bring forward a zoning by-law amendment that includes the following:*
>
> *a) make all necessary zoning by-law changes to establish an updated minimum parking requirement for all residential developments to a minimum of 1 parking space for each residential unit, while providing exemptions for those developments that have an affordable housing agreement with the City of*

*London, or those developments located in Protected Major Transit Station Areas, and recommendations for other potential exemptions;*

b) *amend section 4.19.6) h) I) as it applies to lands outside of Western University Near Campus Neighbourhood to allow a maximum driveway width of 6m on lots with a lot width of up to 12m and to allow a maximum driveway width of 9m on lots greater than 12m;*
c) *amend section 4.19.4) c) as it applies to lands outside of the Western University Near Campus Neighbourhood to permit parking in the front or exterior side yard on a driveway that may not lead to another parking area within the R1, R2, R3, R4 and R11 Zones; and*
d) *amend section 4.37.8 to remove the prohibition on a new additional driveway in association with an additional residential unit;*

## 2.0 Discussion and Considerations

### 2.1 Proposed Amendments

Council directed amendments to the Zoning By-law No. Z.-1 to modify the residential parking provisions. The following table summarizes the existing By-law regulations and the proposed amendments with changes shown using strikeout for deletions and underline for additions. Appendix B contains the full tracked changes.

| Existing | Proposed |
|---|---|
| 4.19 4) YARDS WHERE PARKING AREAS PERMITTED<br>c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:<br><br>Zone Class<br>Residential – R1, R2, R3, R4 and R11 Zones.<br><br>Yard in Which Required Parking Area is Permitted<br>(a) The interior side yard and rear yard, provided that no part of any parking area is located closer than 1.0 metres (3.3 feet) to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from the rear lot line and 3.0 metres (9.8 feet) from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from each side lot line; and. For the purposes of this By-law, where a Private Garage is an | 4.19 4) YARDS WHERE PARKING AREAS PERMITTED<br>c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:<br><br>Zone Class<br>Residential – R1, R2, R3, R4 and R11 Zones.<br><br>Yard in Which Required Parking Area is Permitted<br>(a) The interior side yard and rear yard, provided that no part of any parking area is located closer than 1.0 metres (3.3 feet) to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from the rear lot line and 3.0 metres (9.8 feet) from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from each side lot line. ~~; and. For the purposes of this By-law, where a Private Garage is an~~ |

| | |
|---|---|
| accessory use to a permitted use on a lot, such Private Garages shall be exempt from this regulation but shall comply with the provisions for accessory uses set out in Subsection 4.1, (Z.-1-122125, OMB Order PL121003, July 22, 2013) (z.-1-132233)<br>(b) Driveways in the front yard or driveways in the exterior side yard. | ~~accessory use to a permitted use on a lot, such Private Garages shall be exempt from this regulation but shall comply with the provisions for accessory uses set out in Subsection 4.1, (Z.-1-122125, OMB Order PL121003, July 22, 2013) (z.-1-132233)~~<br>(b) With the exception of properties located within a Heritage Conservation District designated under part V of the Ontario Heritage Act, and lands within the Western University Near Campus Neighbourhood, driveways in the front yard or driveways in the exterior side yard may be used as parking areas and do not need to lead to the interior side yard or rear yard provided the parking space is 1.0 metre away from road allowance. |
| 4.19 6) ACCESS AND DRIVEWAYS TO PARKING AREAS AND SPACES<br>h) Residential Driveway Widths for Residential Lots<br>(I) For a single detached, semi-detached, duplex or converted two-unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:<br>i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;<br>ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less. | 4.19 6) ACCESS AND DRIVEWAYS TO PARKING AREAS AND SPACES<br>h) Residential Driveway Widths for Residential Lots<br>(I) For a single detached, semi-detached, duplex or converted two-unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:<br>i. for lots with a width of up to 12.0 metres a maximum 6.0 metres;<br>ii. for lots with a width greater than 12.0 metres a maximum of 9.0 metres.<br><br>(IV) For a single detached, semi-detached, duplex or converted two-unit dwelling located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act and within the Western University Near Campus Neighbourhood, driveways and/or walkways connected to and parallel to a driveway cannot exceed:<br><br>i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;<br>ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less. |
| 4.19 (10) PARKING STANDARDS<br>Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:<br>Single Detached and Semi-Detached<br>1 per unit<br>Townhouse, Cluster | 4.19 (10) PARKING STANDARDS<br>i) Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:<br>Single Detached and Semi-Detached<br>1 per unit<br>Townhouse, Cluster |

| | |
|---|---|
| 1 per unit<br>Townhouse, Street<br>1 per unit<br>Townhouse, Stacked<br>0.5 per unit<br>Apartment<br>0.5 per unit<br>Duplex<br>0.5 per unit<br>Triplex<br>0.5 per unit<br>Fourplex<br>0.5 per unit<br>Converted Dwelling or Conversions of Existing Buildings to Residential Units<br>0.5 per unit<br>Senior Citizen Apartment Building<br>0.125 per unit<br>Handicapped Persons Apartment Building<br>0.125 per unit<br>Lodging House<br>0.125 per unit | 1 per unit<br>Townhouse, Street<br>1 per unit<br>Townhouse, Stacked<br>1 per unit<br>Apartment<br>1 per unit<br>Duplex<br>1 per unit<br>Triplex<br>1 per unit<br>Fourplex<br>1 per unit<br>Converted Dwelling or Conversions of Existing Buildings to Residential Units<br>1 per unit<br>Senior Citizen Apartment Building<br>0.125 per unit<br>Handicapped Persons Apartment Building<br>0.125 per unit<br>Lodging House<br>0.125 per unit<br><br>ii) Notwithstanding the above, any property that contains an affordable housing unit at the time of building permit issuance is exempt from the provisions of 4.19 10) a). Should the affordable housing unit cease to exist, the provisions and rates for parking under 4.19 10) a) shall apply. For the purposes of this by-law, affordable housing shall be defined by at least one of the Provincial Policy Statement (2024) or the Development Charges Act (1997), and has an agreement that requires any number of affordable housing units in place with any level of government.<br><br>iii) The requirements of Section 4.19(10)(a) do not apply to a lot where an amendment to Zoning By-law Z.-1 was approved and came into effect after August 2, 2022, and before July 21, 2026, and the provisions of Section 4.19(10)(a) as they existed on July 20, 2026 continue to apply. |
| 4.37 ADDITIONAL RESIDENTIAL UNITS<br>6) Parking<br><br>No additional parking is required for additional residential units.<br><br>A new additional driveway in association with an additional residential unit is not permitted. (Z.-1-172595; Z.-1-212896 deleted and replaced by Z.-1-233111) | 6) Parking<br><br>No additional parking is required for additional residential units.<br><br>With the exception of properties located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act, a new additional driveway in association with an additional residential unit is ~~not~~ permitted. (Z.-1-172595; Z.-1-212896 deleted and replaced by Z.-1-233111). |

## 2.2 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies for review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report. Detailed internal and agency comments are included in Appendix “C” of this report.
Key Issues identified by staff and agencies include:

- residential front yard and boulevard parking
- storm water management, infrastructure and utilities
- subdivision design – implementation
- noncompliance with Heritage Conservation District Plans
- affordable housing
- front yard and boulevard planting and landscaping
- quality of streetscape and pedestrian experience

## 2.3 Public Engagement

On April 13, 2026, Notice of Application was published on the Public Notices webpage of the City of London’s official website. Notice of Public Hearing was later published on the Public Notices webpage of the City of London’s official website on June 1, 2026.

There were five (5) responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- inadequate dedicated parking with increasing street parking;
- the application process and approvals for driveway widening being expensive and time consuming;
- increased hardscape in front yards increasing water run off, resulting in flooding onto side walks and streets with hazardous ice build up in winter;
- stormwater capacity being affected resulting in higher infrastructure costs; and,
- reduced right of way space for tree planting impacting the City’s urban tree canopy strategy and contributing to urban heat island effect and reduced curb appeal.

Detailed public comments are included in Appendix “D” of this report.

## 2.4 Policy Context

### The Planning Act & Provincial Planning Statement

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 to implement the Official Plan. Parking requirements are included within municipal zoning by-laws.

The *Provincial Planning Statement, 2024* (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 and be coordinated and integrated with land use planning and growth management (Policy 3.1.1). The PPS establishes priorities for housing matters stating that municipalities provide for an appropriate range and mix of housing options and densities to meet current and future projected needs and establish minimum targets for housing that is affordable to low- and moderate-income households (Policy 2.2.1). Policies in 2.2 also support additional residential units as a means to increase housing diversity and affordability.

**The London Plan, 2016 & Zoning By-law Z.-1**

The City of London's Official Plan, *The London Plan*, is the main implementation tool of the *Planning Act* and the *Provincial Planning Statement* within the municipality and sets a framework for all planning decisions in the City of London. *The London Plan* establishes several directions for the City including ones that emphasize building a mixed-use, compact city with attractive neighbourhoods and implementing placemaking strategies (Policies 59_; 61_). Growth is achieved in part through residential intensification; "inward and upward" (Policy 79_). Policies related to increasing affordability through housing diversity, additional residential units and parking are key elements in shaping how growth happens in the City.

The City's vision for residential neighbourhoods includes "a diversity of housing choices allowing for affordability and planning for diversity and mix and to avoid broad segregation of different housing types, intensities, and forms" (Policies 916_3; 918_2). Policies 937 and 939 provide a rationale for residential intensification throughout neighbourhoods and identify additional residential units as an important opportunity for intensification. Policy 937 outlines the benefits of intensification, noting that "intensification within existing neighbourhoods will be encouraged to help realize [the City's] vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods."

Parking is a key element to achieving *The London Plan's* objectives for city building. The way parking is regulated in part determines the land uses that are built, the level of intensity that can be achieved, and the character or form of new development. 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. While auto-dependence is discouraged, *The London Plan* also recognises that automobiles will continue to be used and require an adequate supply of off-street parking to be maintained to support short-term parking demands.

*The London Plan* directs that adequate parking standards be established 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 Zoning By-law No. Z.-1 is the regulatory tool that establishes the rules for development on properties and implements the policies of *The London Plan*. 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 London Plan*. Zoning by-laws are the primary method regulating the housing development and provisions for parking in new or expanded development. Section 4.19 of the Zoning By-law regulates off-street parking requirements for London through minimum parking standards. Section 4.19 includes parking requirements for different land uses and includes Parking Standard Areas (PSAs) which may require different rates in different parts of the City. Section 4.37 of the Zoning By-law Z.-1 regulates additional residential units including zones permitted, units per/lot and parking requirements.

The intended effect of the Council-directed amendments is to ease parking limitations and allow for greater choices for parking on private property while ensuring housing is viable. The proposed recommendations exempt minimum parking standards for affordable housing, and those located in Protected Major Transit Station Areas. Along with the development of ARUs, the proposed amendments continue to support the City's vision for growth through intensification.

## 3.0 Financial Impact/Considerations

### 3.1 Financial Impact

None.

## 4.0 Key Issues and Considerations

### 4.1 Heritage Conservation District Plans

The key issue identified by Heritage staff is that the Council-directed amendments are not consistent with the objectives, policies and guidelines of London's Heritage Conservation District (HCD) Plans. Proposed amendments would permit front and side yard parking while policies and guidelines of HCD Plans discourage front yard and boulevard parking due to the negative impacts on the streetscape and overall heritage character of districts. Instead, in HCDs, parking is directed to the side or rear of buildings.

Council-directed amendments would also permit wider driveways while omitting the proportional limitation on driveway width for lots less than 12.0m (about 40'). Several of London's HCDs are characterized by narrow lot width – with some lots being only about 7.0m (about 23'). In these instances, the zoning amendments being proposed could result in nearly 100% coverage of a front yard in parking, negatively impacting the streetscape character of the HCD. A proportional limit is a necessary regulation to ensure that an appropriate landscape element is retained on narrow lots. The combination of landscape, streetscape and built heritage attributes contribute to the character of an area and define the cultural heritage value of the HCD. Changes to the Zoning By-law to permit wider and/or more driveways on heritage designated properties (protected heritage properties) undermines the City's ability to protect heritage attributes. Failure to conserve these cultural heritage resources in a manner consistent with the *Provincial Planning Statement* (2024) risks being contrary to the requirements of Section 41.2(1), *Ontario Heritage Act* and with that, the possibility for ensuant legal challenges.

Accordingly, to ensure consistency of Council-directed amendments to the Zoning By-law with the *Provincial Planning Statement* (2024), *Ontario Heritage Act* and the City of London's Heritage Conservation District Plans, staff is recommending that properties located within London's Heritage Conservation Districts, designated under Part V of the *Ontario Heritage Act*, be exempt from the proposed Council-directed zoning by-laws amendments that:

- permit driveways in front or exterior side yards (4.19.4) c) (b));
- permit revisions to driveway widths, in effect instead by-law (4.19.6 h) (IV)); and,
- permit a new additional driveway in association with an additional residential (4.37.6).

### 4.2 Affordable Housing

Council-directed amendments seek to exempt developments that have an affordable housing agreement with the City of London from revised minimum parking standards requiring one parking space for each residential unit. Staff considered identifying properties in the Zoning By-law by a list of addresses, or on a map, referencing Figure 4.19 in the Zoning By-law.

Feedback from Housing Renewal and Development identified concerns regarding the ongoing administrative effort ("housekeeping") required to update the Zoning By-law and associated mapping each time new affordable housing developments are approved. Additional concerns were raised about the definition of what types of affordable housing should be recognized.

It was noted that affordable housing can be funded through various means, including any level of government or entirely through private funding without direct municipal involvement. Despite the funding source, these developments still contribute to the supply of affordable housing units.

Furthermore, many sites subject to agreements are likely to have already secured building permits and therefore may not require adjustments to parking rates. An additional complicating factor is that some developments include only a portion of units

designated as affordable within a single project, rather than the entire development qualifying as affordable housing.

A final issue is the potential for affordable housing agreements to expire, or for units to no longer meet affordability criteria. In such cases, the properties should become subject to the applicable zoning provisions in effect at that time and should no longer be eligible for any exemptions.

Accordingly, to fulfill Council's direction to exempt developments that have an affordable housing agreement with the City of London, staff recommends that 4.19.10) b) be added to the Zoning By-law Z.-1.

> *b) Notwithstanding the above, any property that contains an affordable housing unit at the time of building permit issuance is exempt from the provisions of 4.19 10) a). Should the affordable housing unit cease to exist, the provisions and rates for parking under 4.19 10) a) shall apply. For the purposes of this by-law, affordable housing shall be defined by at least one of the Provincial Policy Statement (2024) or the Development Charges Act (1997), and has an agreement that requires any number of affordable housing units in place with any level of government.*

### 4.3 Stormwater Management, Infrastructure and Utilities

Key issues identified by Development/Subdivision Engineering and Stormwater Engineering stem from increases in impervious surface coverage within front yards due to increased driveway width and front yard parking, contributing to increasing and intensifying surface runoff. This will put pressure on existing municipal stormwater management systems. A reassessment of the runoff coefficient (C-factor) for affected sites may be triggered. For new developments, this will have a direct impact on the stormwater strategy implemented for Draft Plans and will directly impact the size and quantity of infrastructure needed to control the run-off. Impacts could include, but are not limited to:

- increased sewer sizes; larger sewers would require deeper installations and excavations;
- increased size of stormwater management ponds which may result in the loss of developable land;
- the need for more rear yard catch basins to be installed to ensure the run-off is collected effectively.

Permitting wider driveways and multiple driveways on a private property may create expectations among residents that the full driveway width will be accommodated within the public portion of the driveway, which is regulated under the Streets By-law. Extending these provisions to the Streets By-law could reduce the available space within the public right-of-way (ROW) for essential infrastructure, including tree plantings, streetlights, hydro transformers, utility poles, utility pedestals, and fire hydrants.

### 4.4 Subdivision Design

Development/Subdivision Engineering raised several questions for clarification related to subdivision design matters.

- Clarify how the "1 parking space for each residential unit" applies to single family residential development. One single-family lot technically represents 4 units – is the expectation that developers provide four (4) parking spaces for each S-F lot - and where would these parking spaces be located?

If the units qualify as an additional residential unit, no additional parking is required pursuant to Section 4.37(6). However, additional parking spaces may be provided, provided there is sufficient lot area and all zoning requirements are met.

- Confirm that the proposed amendments do not impact the City's current standard for Parking Plans to be provided as part of subdivision submissions, in accordance with the *Small Lot Study*.

As the Small Lot Study is a guideline rather than a regulatory document, the Zoning By-law prevails. Nonetheless, staff may still request a parking study where appropriate.

- Confirm that the proposed amendments do not impact the Streets By Law or other areas of the Zoning By-Law related to narrow lot frontages. There may need to be a note or two that highlights the discrepancy of the current 5.5m permitted frontage for townhouses under R4 Zones and the proposed 6.0m driveways. While we often go by the 6.7m for narrow lot servicing for min frontage, the discrepancy is better reviewed through ReThink Zoning or the 5.5m to be increased to perhaps 7.0m or 8.0m min. as part of this update as well to allow for such revision to driveway width.

This discussion is limited to driveways on private properties and does not propose any amendments to the Streets By-law, as such changes could introduce broader safety considerations and traffic engineering implications.

### 4.5 Residential Front Yard and Boulevard Parking Policy

The Residential Front Yard and Boulevard Parking Policy (By-law No. CPOL. -223-475) was adopted to establish Council's position with respect to the creation of front yard and boulevard parking within the City. These two types of parking are currently permitted by the City only on an "exception basis", where an applicant can demonstrate that no suitable alternatives exist to legalize the proposed parking arrangement. The policy establishes evaluation criteria for such exceptions as well as the standards relating to these types of parking, an approval process, a standard form agreement, and an enforcement process.

Council may support an application for a front yard or boulevard parking exception where the following criteria are met (Section 4.2.2):

a) None of the parking area alternatives described in Section 3.1 of the policy are available;
b) The parking area exception conforms to the general intent and purpose of the Official Plan policies and Zoning By-law regulations;
c) The parking area exception is generally in compliance with the purpose and intent of the Streets By-law;
d) The change to the Zoning By-law regulations for the residential parking area is minor;
e) The parking area is generally in keeping with the scale and form of parking on surrounding properties and will have minimal negative impact on existing vegetation and/or municipal services.

As one of the Council-directed amendments proposes revisions to Section 4.19.4)c) to permit parking within front and exterior side yards in the R1, R2, R3, R4 and R11 Zones, a corresponding amendment to the Residential Front Yard and Boulevard Parking Policy is required to ensure consistency with the Zoning By-law. In particular, the proposed amendments would substantially conflict with the existing intent and regulations of the policy, which currently address front yard parking through an exception-based framework.

Accordingly, the policy’s evaluation criteria will need to be revised to reflect that front yard parking within these zones would be permitted as-of-right. In addition, the parking standards outlined in Section 4.2.3 would also require revision, as they too would no longer be consistent with the Council-directed amendments.

At the same time, the proposed amendments related to permitted driveway widths require further consideration in the context of boulevard parking. While front yard parking areas located entirely on private property may be permitted in accordance with the regulations and standards set out in Zoning By-law No. Z.-1, or through an approved Minor Variance, applications would continue to be required where the parking area can only be accommodated partially or entirely within the public boulevard. These matters will need to be addressed to ensure that the policy continues to appropriately regulate

the use of public lands, maintains safe access and streetscape conditions, and clearly distinguishes between permissions applying to private property and those involving municipal boulevards.

Staff have also recently received two potential applications for Residential Boulevard Parking approval, prompting a broader review of the Residential Front Yard and Boulevard Parking Policy from both an administrative and process perspective. As a result, a comprehensive review of the policy in its entirety is necessary to determine the most appropriate process(es) through which future front yard and boulevard parking applications should be evaluated and managed.

For context, the current policy provides that where the parking area is located entirely within the front yard of private lands, an application to the Committee of Adjustment for a Minor Variance to the Zoning By-law is required. Similarly, where any portion of the parking area can be accommodated on private lands, a Minor Variance application to the Committee of Adjustment is also required. In this situation, as a condition of approval, the property owner must additionally enter into a Standard Form Boulevard Parking Agreement with the Corporation. Finally, where the parking area can only be accommodated entirely within the public boulevard, an application to the Planning and Environment Committee of the Council is required.

A review of completed Minor Variance applications between 2022 to May 2026, determined that an average of approximately 3.6% of Minor Variance applications were associated with front yard or exterior side yard parking. Of these applications, approximately 87.5% occurred within the R1, R2, R3, R4 and R11 Zones. This figure includes parking areas located either entirely within, or partially extending into, the front yard of private lands. It should also be noted that approximately 71% of these applications were recommended for refusal by staff, predominantly on the basis that the requests were inconsistent with the intent of The London Plan and Zoning By-law. By comparison, during that same time period, only one (1) Residential Boulevard Parking application proceeded through the approval process, noting that inquiries receiving a preliminary recommendation of refusal did not proceed to formal application.

This information indicates that the vast majority of applications currently proceed through the Committee of Adjustment as Minor Variance applications. However, under the Council-directed amendments, front yard parking would be permitted as-of-right within the R1, R2, R3, R4 and R11 Zones. As a result, where any portion of the parking area can be accommodated on private lands within these zones, these matters would no longer proceed through the Minor Variance process and would instead require consideration by the Planning and Environment Committee of Council. Consequently, staff anticipate a reduction in applications to the Committee of Adjustment and a corresponding increase in applications to the Planning and Environment Committee of Council.

For additional context, in the year 2000, Council considered recommendations intended to streamline the processing of applications for front yard or boulevard parking exceptions. Under those recommendations, no actions were taken to change the role of the Committee of Adjustment who would continue to serve as the approval authority for Minor Variance applications associated with front yard parking areas located entirely within, or partially extending into, the front yard of private lands. However, authority to approve Residential Boulevard Parking applications, subject to appropriate conditions, was proposed to be delegated to a municipal staff committee consisting of representatives from the Planning Division, Transportation Division, Urban Forestry Division, and the City Clerk’s Office. It should also be noted that the mandate of the proposed committee was limited to reviewing and approving Residential Boulevard Parking applications where the parking area could only be accommodated entirely within the public boulevard. In instances where an application is refused by the committee, or where a written objection is received within 20 days of the mailing of the decision, a report was to be prepared and forwarded to the Planning and Environment Committee for a public participation meeting and a recommendation to Council, with Council’s decision being final.

These recommendations, however, were never formally incorporated into the Residential Front Yard and Boulevard Parking Policy, as the direction to bring forward implementing amendments to Council was never completed. Furthermore, in light of the current Council-directed amendments, the previously contemplated process may no longer represent the most streamlined or appropriate approach for future Residential Boulevard Parking applications. Additional revisions to the policy are also required to address instances where any portion of the parking area can be accommodated on private lands within the R1, R2, R3, R4 and R11 Zones, as these circumstances would no longer be addressed through the existing exception-based policy framework.

Accordingly, to ensure consistency with the Council-directed amendments to the Zoning By-law and establish an updated and streamlined process for future applications, staff recommend that Civic Administration be directed to undertake a comprehensive review of the Residential Front Yard and Boulevard Parking Policy (By-law No. CPOL.-305-296) and report back to a future meeting of the Planning and Environment Committee.

### 4.6 Front Yard Boulevard Planting and Landscaping

The primary issue identified by Forestry and Landscape concerns the limitation in areas able to accommodate tree planting due to increased paved surfaces from permitted driveway widening and front and side yard parking. Impacted areas include road boulevards and within front yards of private residences. The proposed amendments directly compete with permeable planting spaces for new and existing trees. Boulevards and private yards provide significant opportunity for growing tree canopy, especially in residential areas. By diminishing the potential to keep and grow trees on those lands, there will be a drastic reduction in tree canopy cover in residential areas which, over the long term, is highly unlikely to be reversed; once the space is dedicated to parking, it cannot be recovered for tree planting. Loss of tree canopy increases the heat island effect and undermines the ecosystem benefits of existing and future canopy cover.

The proposed amendments may conflict with the goals and objectives of the City's Tree Conservation By-law (C.P.1466-249), by putting boulevard and private yard trees at risk of injury, which may trigger both the Tree Protection By-law (C.P.-155-252) and the Boulevard Tree Protection By-law (CP-22). The proposed amendments appear to be in conflict, or potentially be in conflict, with the ability to provide suitable street trees for urban design, neighbourhood character, soil volumes and space requirements as outlined in *The London Plan* (Policies 222A, 224, 236, 237, 238_, 401_7, 10, 11, 14). This amendment has the potential also to frustrate the goal of the *Design Specifications & Requirements Manual*, Policy12.8.3, that aims to ensure a minimum of one street tree per lot.

### 4.7 Pedestrian Experience, Safety and Quality of Streetscape

Internal comments by staff across multiple Divisions express concern that Council-directed amendments will change the character of the City's residential areas by decreasing pedestrian friendly streets to ones with a more car-dominated environment. Vehicular movement will be prioritized at the risk of pedestrian safety. Engineering identified that increased impervious front yard areas will result in an increased risk of property damage from flooding, posing a hazard (and liability) on private driveways and adjacent City sidewalks particularly when icy. Sidewalk continuity will be reduced through more frequent and/or larger interruptions by driveways and wider curb cuts to accommodate; this further reduces the opportunity for appropriate on-street parking. The combination of increased driveway widths and front and side yard parking will result in a loss of opportunity for street trees and green space in front yards and boulevards degrading the pedestrian experience.

### 4.8 Transition

Revised and reduced parking rates were implemented into the Zoning By-law in August 2022. These revised rates have been utilized within subsequent zoning by-law amendment/development applications. To ensure fairness and consistency, applications for Zoning By-law Amendments submitted between August 20, 2022, and the date of the passing of this by-law are not subject to the more restrictive (higher) parking requirements. Accordingly, a transition provision has been included under Section 4.19(10)(a)(iii) to recognize and permit the application of the reduced parking rates for these amendments. Any Zoning By-law Amendment applications submitted following the passing of this by-law will be subject to the updated parking requirements.

## Conclusion

The requested actions introduced by Council will amend residential parking provisions to increase minimum parking requirements for residential properties. Council is of the opinion that the requested actions are consistent with the PPS 2024 and sufficiently conform to *The London Plan* and are therefore recommended for approval.

| | |
|---|---|
| **Prepared by:** | **Laura E. Dent, M.Arch, PhD, MCIP, RPP**<br>**Planner, Planning Policy (Research)** |
| **Reviewed by:** | **Nancy Pasato, MCIP, RPP**<br>**Manager, Planning Policy (Research)** |
| **Recommended by:** | **Heather McNeely, MCIP, RPP**<br>**Director, Planning and Development** |
| **Submitted by:** | **Scott Mathers, MPA, P.Eng.**<br>**Deputy City Manager, Housing and Community Growth** |

Copy: Kelly Scherr, Deputy City Manager, Environment and Infrastructure
Tara Politt, Deputy City Manager, Legal Services
Alan Shaw, Director, Building and Chief Building Official
Matt Feldberg, Director, Municipal Housing and Industrial Development
Aynsley Hovius, Senior Legal Counsel
Adam Salton, Manager, Zoning & Property Compliance
Michael Pease, Manager, Housing Renewal and Development
Justin Adema, Manager, Long Range Planning
Britt O'Hagan, Senior Manager, Current Development
Peter Kavcic, Senior Manager, Subdivisions and Development Inspection
Michaella Hynes, Planner, Current Development

## Appendix A – Zoning By-law Amendment

Bill No.(number to be inserted by Clerk's Office)
2026

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 with respect to the Residential Parking Provisions Report.

WHEREAS this amendment to the Zoning By-law No. Z.-1 conforms to the Official Plan;

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

1. Section 4.10.4 (c) (a), (b) and (c) is amended by deleting the existing text and replace it with the following:

| Zone Class | Yard in Which Required Parking Area is Permitted |
|---|---|
| Residential – R1, R2, R3, R4 and R11 Zones. | (a) The interior side yard and rear yard, provided that no part of any parking area is located closer than 1.0 metres (3.3 feet) to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from the rear lot line and 3.0 metres (9.8 feet) from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from each side lot line.<br><br>(b) With the exception of properties located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act, and lands within the Western University Near Campus Neighbourhood, driveways in the front yard or driveways in the exterior side yard may be used as parking areas and do not need to lead to the interior side yard or rear yard provided the parking space is 1.0 metre away from road allowance. |

2. Section 4.19.6 (h) is amended by deleting the existing text and replacing it with the following:

   h) Residential Driveway Widths for Residential Lots

(I) For a single detached, semi-detached, duplex or converted two-unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:

i. for lots with a width of up to 12.0 metres: a maximum of 6.0 metres;
ii. for lots with a width greater than 12.0 metres: a maximum of 9.0 metres

3. Section 4.19.6 (h) is amended by adding the following:

h) Residential Driveway Widths for Residential Lots

(IV) Notwithstanding Section 4.19 (6) (I), for a single detached, semi-detached, duplex or converted two-unit dwelling located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act, and lands within the Western University Near Campus Neighbourhood, driveways and/or walkways connected to and parallel to a driveway cannot exceed:

i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;
ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less

4. Section 4.19.10 (a) is amended by deleting the existing text and replacing it with the following:

a) Residential Driveway Widths for Residential Lots

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

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

ii. Notwithstanding the above, any property that contains an affordable housing unit at the time of building permit issuance is exempt from the provisions of 4.19 10) a). Should the affordable housing unit cease to exist, the provisions and rates for parking under 4.19 10) a) shall apply. For the purposes of this by-law, affordable housing shall be defined by at least one of the Provincial Policy Statement (2024) or the Development Charges Act (1997), and has an agreement that requires any number of affordable housing units in place with any level of government.

iii. The requirements of Section 4.19(10)(a) do not apply to a lot where an amendment to Zoning By-law Z.-1 was approved and came into effect

after August 2, 2022, and before July 21, 2026, and the provisions of Section 4.19(10)(a) as they existed on July 20, 2026 continue to apply.

5. Section 4.37.6 is amended by deleting the existing text and replacing it with the following:

   Parking

   No additional parking is required for additional residential units.

   With the exception of properties located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act, a new additional driveway in association with an additional residential unit is permitted.

6. This Amendment shall come into effect 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 July 21, 2026, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – July 21, 2026
Second Reading – July 21, 2026
Third Reading – July 21, 2026

## Appendix B – Zoning By-law Tracked Changes

Within this appendix, underlined text indicates new wording to be added, and strikethrough text indicates existing wording to be deleted. Bold text and upper-case text indicate an existing heading.

**SECTION 4 – GENERAL PROVISIONS**

**4.19 PARKING**

4) YARDS WHERE PARKING AREAS PERMITTED

c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:

| **Zone Class** | **Yard in Which Required Parking Area is Permitted** |
|---|---|
| Residential – R1, R2, R3, R4 and R11 Zones. | (a) The interior side yard and rear yard, provided that no part of any parking area is located closer than 1.0 metres (3.3 feet) to any required road allowance and provided that no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from the rear lot line and 3.0 metres (9.8 feet) from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from each side lot line.~~; and. For the purposes of this By-law, where a Private Garage is an accessory use to a permitted use on a lot, such Private Garages shall be exempt from this regulation but shall comply with the provisions for accessory uses set out in Subsection 4.1, (Z.-1-122125, OMB Order PL121003, July 22, 2013) (z.-1-132233)~~<br><br>(b) With the exception of properties located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act, and lands within the Western University Near Campus Neighbourhood as shown on Figure 4.36, d~~D~~riveways in the front yard or driveways in the exterior side yard may be used as parking areas and do not need to lead to the interior side yard or rear yard provided the parking space is 1.0 metre away from road allowance. |

6) ACCESS AND DRIVEWAYS TO PARKING AREAS AND SPACES

h) Residential Driveway Widths for Residential Lots

(I) For a single detached, semi-detached, duplex or converted two-unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:

i. for lots with a width of up to 12.0 metres: ~~50% of the required lot frontage to~~ a maximum 6.0 metres~~, whichever is less~~;
ii. for lots with a width greater than 12.0 metres: ~~50% of the required lot frontage~~ to a maximum of ~~8~~ 9.0 metres~~, whichever is less~~

(IV) For a single detached, semi-detached, duplex or converted two-unit dwelling located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act and lands within the Western University Near Campus Neighbourhood as shown on Figure 4.36, driveways and/or walkways connected to and parallel to a driveway cannot exceed:

i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;
ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less.

10) PARKING STANDARDS

a) Residential Development

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

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

ii. Notwithstanding the above, any property that contains an affordable housing unit at the time of building permit issuance is exempt from the provisions of 4.19 10) a). Should the affordable housing unit cease to exist, the provisions and rates for parking under 4.19 10) a) shall apply. For the purposes of this by-law, affordable housing shall be defined by at least one of the Provincial Policy Statement (2024) or the Development Charges Act (1997), and has an agreement that requires any number of affordable housing units in place with any level of government.

iii. The requirements of Section 4.19(10)(a) do not apply to a lot where an amendment to Zoning By-law Z.-1 was approved and came into effect

after August 2, 2022, and before July 21, 2026, and the provisions of Section 4.19(10)(a) as they existed on July 20, 2026 continue to apply.

## 4.37 ADDITIONAL RESIDENTIAL UNITS

6) Parking

No additional parking is required for additional residential units.

With the exception of properties located within a Heritage Conservation District designated under Part V of the Ontario Heritage Act, a ~~A~~ new additional driveway in association with an additional residential unit is ~~not~~ permitted. (Z.-1-172595; Z.-1-212896 deleted and replaced by Z.-1-233111).

## Appendix C – Internal and Agency Comments

**Landscape** *(e-mail, April 14, 2026)*

Following up our discussion at MRT, Development/Subdivision Engineering have reviewed the proposed amendments to the parking provisions in Zoning By-Law Z-1 and provide the following comments/questions for your consideration.

**Upper Thames River Conservation Authority (UTRCA)** *(e-mail, April 28, 2026)*

The UTRCA has no objections to the proposed Zoning By-law Amendment.

We offer the following comments:

1. Numerous properties within the City of London are regulated due to the presence of various natural hazard features. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.
2. Prior to advancing any proposal for new development within areas regulated by the UTRCA, the UTRCA may require a Section 28 permit application.
3. It is noted that any proposal for new development within areas regulated by the UTRCA will also be subject to the applicable Planning Act applications through the City of London.
    a. Through the municipal Planning process, properties are reviewed by the UTRCA on a site-specific basis for hazard features and potential associated requirements of applicable approval.
4. The UTRCA encourages early engagement and consultation by those seeking to develop lands to determine the presence of any regulated features and the associated requirements of applicable approval and permitting processes.

SECTION 28 REGULATION (O. Reg. 41/24) - *Conservation Authorities Act*

Portions of the subject lands are regulated under Ontario Regulation 41/24 made pursuant to Section 28 of the *Conservation Authorities Act*. This regulation requires proponents to obtain a permit from the UTRCA prior to undertaking any prohibited activities in the regulated area.

**Ecology** *(e-mail, May 6, 2026)*

**(Z-26042) Zoning By-law Amendment – City-wide**

Zoning amendments to allow:

•An amended minimum parking requirement of one (1) parking space per residential unit.
•Amended maximum driveway widths.
• Permitting parking locations within the front and/or exterior side yard, and additional driveways associated with an Additional Residential Unit

This e-mail is to confirm that there are currently **no** new ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- None

Ecology – comments

- None

**London Hydro** *(e-mail, May 6, 2026)*

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.

**Stormwater Engineering** *(e-mail, May 13, 2026)*

SWED staff have reviewed the proposed parking provisions amendments and would like to flag the following concern:

Section 4.19.6 – (i)
SWED is not supportive of the proposed amendment that establishes a maximum parking width of 6.0 m for lots with frontages up to 12.0 m, and recommends maintaining the existing provision, which limits the maximum parking width to 50% of the required lot frontage.

Rationale:

- For smaller properties with frontages at or below 12.0 m, a fixed 6.0 m maximum parking width would increase impervious coverage within the front yard, which reduces opportunities for stormwater infiltration and increases surface runoff from the subject site.
- The additional and intensified runoff from the front yards may contribute to icing on private driveways and adjacent City sidewalks, as well as increased flow entering the municipal drainage system, which may exceed its capacity.
- Furthermore, the increase in impervious coverage resulting from this amendment may trigger a reassessment of the runoff coefficient (C-factor) for affected sites, as it would no longer reflect actual site conditions under the new parking width standard.

**Heritage** *(e-mail, May 14, 2026)*

Each of London's seven Heritage Conservation Districts contains objectives, policies, and guidelines regarding parking and associated impacts. Heritage designating by-laws, implementing each of London's Heritage Conservation Districts, are registered on the title of each property located within its boundary.

London's primarily residential Heritage Conservation Districts include policies and guidelines that discourage front yard and boulevard parking because of its negative impact on the streetscape. Instead, the applicable policy framework and guidelines in each of the Heritage Conservation Districts directs parking to the side or rear of buildings. Heritage Alteration Permit approval may be required.

Please see attached summary extract from London's primarily residential Heritage Conservation District Plans. The full Heritage Conservation District Plan can be accessed at: https://london.ca/heritage-conservation-districts.

**Municipal Council Resolution**
At its meeting on March 3, 2026, Municipal Council directed

*That Civic Administration be directed to bring forward a zoning by-law amendment that includes that following:*

- *Make all necessary zoning by-law changes to establish an updated minimum parking requirement for all high and medium density residential developments to a minimum of 1 parking space for each residential unit, while providing exemptions for those developments that have an affordable housing agreement with the City of London, or those developments located in Protected Major Transit Station Areas*
- *Amend section 4.19.6) h) I) to allow a maximum driveway width of 6m on lots with a lot width of up to 12m and to allow a maximum driveway width of 9m on lots greater than 12m*
- *Amend section 4.19.4) c) to permit parking in the front or exterior side yard on a driveway that may not lead to another parking area within the R1, R2, R3, R4 and R11 Zones*
- *Amend Section 4.37.8 to remove the prohibition on a new additional driveway in association with an additional residential unit.*

**Existing Zoning in Heritage Conservation Districts**
Most of London's Heritage Conservation Districts have primarily R2 or R3 Zones.

Notably, the built form and lot fabric of London's Heritage Conservation Districts pre-dates the Zoning By-law.

**Existing Zoning Regulations**
The existing zoning regulations regarding driveway width permit a driveway up to 50% of the lot frontage, to a maximum of 6.0m or 8.0m (whichever is less).

Zoning By-law, Section 4.19.6.h(I):

*Residential Driveway Widths for Residential Lots*

*(I) For a single detached, semi-detached, duplex or converted two unit dwelling, driveways and/or walkways connected to and parallel to ta driveway cannot exceed:*

*i. For lots with a width of up to 12.0m: 50% of the required lot frontage to a maximum of 6.0m, whichever is less;*

*ii. For lots with a width greater than 12.0m: 50% of the required lot frontage to a maximum of 8m, whichever is less.*

Zoning By-law, Section 4.19.4(c):

*Yards in which required parking area is permitted*

The proportional recognition within the existing Zoning regulations ensure that narrower lots have narrower driveways, and wider lots can have wider driveways up to a reasonable limit. This was an important factor when these regulations were last amended in 2014 (Z-8316).

**Proposed Zoning Regulations**
Proposed zoning regulations would enable wide expanses of hardscape surface (i.e. a maximum driveway width of 6m [about 20'] on lots with a lot width of up to 12m [about 40'] and to allow a maximum driveway width of 9m [about 29'6"] on lots greater than 12m) are contrary to the objectives stated within an Heritage Conservation District Plan (see extracts).

Particularly concerning is the absence of a proportional limitation on driveway width for lots less than 12m (about 40') in width. Several of London's Heritage Conservation Districts are characterized by narrow lot width – with some lots only about 7m (about 23') in width. This could result in nearly 100% coverage of a front yard in parking, which would have detrimental impact on the streetscape character of an Heritage Conservation District. A proportional limit is a necessary regulation to ensure that an appropriate landscape element is retained on lots less than 12m (about 40') in width as a contribution to the streetscape that is of cultural heritage value as a part of the respective Heritage Conservation District.

An exception for Heritage Conservation Districts is needed and warranted.

**Other Impacts**
Beyond consistency with the policies, guidelines, and objectives of an applicable Heritage Conservation District Plan and its heritage character, there are other potential negative impacts as a result of excessively wide driveways:

- Loss of green space or "green ribbon" in the boulevard
- Loss of opportunity for street trees
- Changes the character of an area to a car-dominated appearance
- Prioritization of vehicular movement at the risk of pedestrian safety
- Reduction in sidewalk quality through more frequent and/or larger interruptions by driveways
- Wider curb cuts, reducing the opportunity for appropriate on-street parking
- Increased impervious surfaces, resulting in increased stormwater runoff and pressure on municipal stormwater management systems
- Contributions to urban heat island effect

- Increased difficulty of utility installation

Appropriately limiting driveway widths is in the public interest to balance competing matters.

***Provincial Planning Statement*** (2024)
While the *Provincial Planning Statement* must be reads a whole, there are relevant policies:

> *4.6.1 Protected Heritage Property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
>
> *4.6.3 Planning authorities shall not permit development and site alteration on lands adjacent to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*

Pertinent is the definition of a "protected heritage property" which means: *property designated under Parts IV or VI of the Ontario Heritage Act; property included in an area designated as a Heritage Conservation District under Part V of the Ontario Heritage Act; property subject to a heritage conservation easement or covenant under Part II or IV of the Ontario Heritage Act; property identified by a provincial ministry or a prescribed body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.* (emphasis added)

Further, "conserved" means: *the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.*

***Ontario Heritage Act***
Section 41.2(1), *Ontario Heritage Act*, states,

> ***Consistency with heritage conservation district plan***
> ***41.2*** *(1) Despite any other general or special Act, if a heritage conservation district plan is in effect in a municipality, the council of the municipality shall not,*
> *(a) carry out any public work in the district that is contrary to the objectives set out in the plan; or*
> *(b) pass a by-law for any purpose that is contrary to the objectives set out in the plan. 2005, c. 6, s. 31.*
>
> ***Conflict***
> *(2) In the event of a conflict between a heritage conservation district plan and a municipal by-law that affects the designated district, the plan prevails to the extent of the conflict, but in all other respects the by-law remains in full force. 2005, c. 6, s. 31.*

Further review of the potential implications of changes to the existing driveway width permissions in the Zoning By-law regarding consistency with an applicable Heritage Conservation District Plan should be undertaken. There appears to be risk of a by-law that is contrary to the objectives set out in a Heritage Conservation District Plan in the direction received from Municipal Council.

**Alternative Options**
*East Woodfield HCD Plan* (1993) and *Old East HCD Plan* (2006) made recommendations to consider an on-street permit parking program to address parking concerns and prevent negative impacts on the streetscape character of those areas.

Overnight parking on public streets is permitted between April 1 and November 14 annually. Between November 15 and March 31, weather permitting, overnight parking passes are available for personal vehicles on public streets. Fifteen (15) overnight parking passes are available for free per vehicle license plate; additional passes are available for $5.00 each.

During a snow event when snowplows are required, the registration program of the overnight parking pass enabled a notification to owners of vehicles parked on the street during an on-street parking ban.

Additionally, Old East Village Lots #1 and #2 presently (2026) permit overnight parking at a cost of $6.00/night or with a monthly parking permit. There is no seasonal limitation to overnight parking in Old East Village Lots #1 and #2.

**Extracts of Objectives, Policies, and Guidelines in London's Heritage Conservation District Plans**

***Bishop Hellmuth Heritage Conservation District Plan* and *Bishop Hellmuth Heritage Conservation District Guidelines***

| | |
|---|---|
| Section 3, Goals, *Bishop Hellmuth HCD Plan* | *Physical Goals*<br>• *To encourage the retention and conservation of historic buildings and landscapes.*<br>• *To enhance the historic character and visual appeal of the area.*<br>• *To achieve and maintain a cohesive, well designed and identifiable historic area.* |
| Section 4.4 Building Conversions, *Bishop Hellmuth HCD Plan* | *Car parking should be located to the side or rear of the lot. Where car parking is seen from the street, landscaping should be introduced to provide a visual buffer. Privacy fencing or hedges should be considered where car parking may disturb neighbouring properties. Applicable by-laws shall apply.* |
| Section 4.5, New Buildings, *Bishop Hellmuth HCD Plan* | *A priority is that car parking be accessed off the back lane. If absent, car parking should be located to the side or rear of the new building. The car parking should be landscaped or screened with a hedge or traditional wood fence. The City's fence by-law shall apply.* |
| Section 5.7, Car Parking, *Bishop Hellmuth HCD Plan* | *It is beyond the scope of this study to research the adequacy of car parking in the district although, from discussion with the Steering Committee, if was suggested that car parking, both private and on-street, was adequately provided. The main problem is the visual intrusion of private car parking for business and institutions on the residential character of the heritage district. To address this problem, the car parking policies are as follows:*<br><br>*Front Yards*<br>*Paving over front yards for car parking is strongly discouraged. This destroys the landscape integrity of the historic streetscape.*<br><br>*Landscape Buffers*<br>*Where car parks are established to the side or rear of a building, landscape buffers should be planted to visually screen the parked cars.* |

***Blackfriars/Petersville Heritage Conservation District Plan and Guidelines***

| | |
|---|---|
| Section 3.0, HCD Goals and Objectives, *Blackfriars/* | *Goal: To encourage the retention and maintenance of the area's significant streetscape and landscape features that contribute to the area's cultural heritage value by:*<br>• *Acknowledging that the streetscape and landscape features of the Blackfriars/Petersville HD are heritage attributes that* |

| | |
|---|---|
| *Petersville HCD Plan* | *contribute to the cultural heritage value of the area, and encouraging the conservation and enhancement of these elements;*<br>• *Encouraging sympathetic and appropriate public works projects and maintenance commitments to maintain streetscapes, viewsheds and landscape features that have been identified as significant to the area; and,*<br>• *Maintaining the narrow streets, walkability, and relationship with the Thames River dyke system, and associated greenways and trail systems that contribute tot eh heritage value of the area.* |
| Section 7.7.k, Residential Area, *Blackfriars/ Petersville HCD Plan* | *Parking should be located in the driveways at the side of the dwelling or in garages at the rear of the main building, wherever possible. New garages shall not be permitted at the front of the building. Front yard parking shall be discouraged.* |
| Section 7.8.1.f, Neighbourhood Commercial Node Areas, *Blackfriars/ Petersville HCD Plan* | *Adequate parking should be provided, provided that it but does not detract from the streetscape by:*<br>*i. Orienting parking in the side or rear yard where possible; and*<br>*ii. Screening from view the street edge through sensitive landscape design treatments.* |
| Section 7.10.1.c, New Development, *Blackfriars/ Petersville HCD Plan* | *Parking for new development should be located in driveways at the side of the dwelling or in garages at the rea of the main building, wherever possible. Discourage new garages at the front of the building.* |
| Section 7.12, Public Realm, *Blackfriars/ Petersville HCD Plan* | *f) Retention of existing grass bouelvards and street trees throughout Blackfriars/Petersville Heritage Conservation District is strongly encouraged wherever repairs or improvements are made to roads, sidewalks or underground services. Should removal of street trees and/or boulevards be unavoidable as part of the infrastructure works, every effort should be made to replace them upon completion of the work.*<br>*g) Existing road right-of-ways and widths of paved surfaces should not be increased unless required for reasons of public health and safety or where indicated in the Transportation Master Plan; for the provision of bike lanes (i.e. Riverside Drive as a connector route; and/or support bus rapid transit service along Oxford Street West).* |
| Table 1, Classes of Alterations, *Blackfriars/ Petersville HCD Plan* | *New or increased parking areas (especially front yard) – Heritage Alteration Permit required for Contributing Resources and Non-Contributing Resources* |
| Section 12.2, Streets, Guidelines, *Blackfriars/ Petersville HCD Plan* | *The streets within the Blackfriars/Petersville Heritage Conservation District are an important heritage attribute within the landscape fabric. A conduit for both vehicular and pedestrian traffic, the streets and laneways are physically and visually knit the community together. As such, careful consideration should be given to maintaining these streets and roads in their present state in terms of physical/carriageway width, and that boulevards should be retained where they currently exist.* |
| Section 12.3, Parking, *Blackfriars/* | *Some of the homes within the Blackfriars/Petersville district have been converted into multi-family units or commercial businesses. Given this increase in density, as well as increased per capita car ownership since these properties were originally surveyed, the* |

| | |
|---|---|
| *Petersville HCD Plan* | *demand for parking has increased and some once landscape areas have been given over to the hardscape necessary for car parking. Front, side and rear yards can be affected when private green space is transitioned into hardscape surfaces. Ultimately, this affects the relationship between built features and their surrounding, as well as the overall rhythm and pattern of the streetscape. Careful consideration should be given to the site planning in these instances, to ensure that the integrity of the built form and streetscape are maintained.*<br><br>*The following recommendations are made with respect to vehicle parking within the district:*<br>• *Encourage parking to the sides of buildings or within rear lot areas. Locate parking away from the street frontage;*<br>• *Views of vehicles and/or parking areas should be screened through the use of fencing or hedging;*<br>• *In residential applications, it is recommended that two single track driveways or parking areas be sued, with turf installed between the gaps in order to minimize the impact of hard surfacing on the landscape;*<br>• *The use of large, monotonous expanses of one hardscape material is discouraged. Where feasible, permeable paving should be utilized and appropriate patterning should be employed to reflect the heritage character of the area; and,*<br>• *Avoid the sitting of parking lots at corner properties.* |
| Section 12.7.3, Landscaped and/or Grassed Boulevards, *Blackfriars/ Petersville HCD Plan* | *When road reconstruction occurs, and where health and safety issues are not of concern, boulevards should be maintained as green space, serving as an important buffer between vehicular and pedestrian space within the streetscape.* |

***Downtown Heritage Conservation District Plan***
Not considered in this review.

***East Woodfield Heritage Conservation District Plan, Parts I-IV***

| | |
|---|---|
| Section 1.3, Summary, East Woodfield HCD Plan I | *A mature, residential streetscape comprising a diverse, well maintained, scenic setting of treelined and boulevarded sidewalks, and treed canopies.* |
| Section 2.6, Management of Changes, *East Woodfield HCD Plan* I | *Council recognizes that:*<br>• *Change in East Woodfield's built heritage is to be expected in the future, yet it must be carefully managed in a manner that does not adversely affect this special environment;*<br>• *Any proposed change within the district shall be considered:*<br>  ○ *Within a number of Council approved conservation, design, landscaping and planning guidelines; and,*<br>  ○ *With consideration of the individual merits of the proposed change.* |
| Section 2.1, District Conservation Goals, *East Woodfield HCD Plan* II | *District Conservation Goals*<br>*To avoid the destruction of East Woodfield's heritage buildings and landscape fabric to encourage only those changes that are undertaken in a manner that if such alterations or additions were removed in the future, the essential form and integrity of the heritage property would remain unimpaired.* |
| Section 5.2, Historical Landscape | *The following recommendations and guidelines have two objectives:*<br>• *Preserving and retaining the historic features of the neighbourhood which remain; and,* |

| | |
|---|---|
| Summary, *East Woodfield HCD Plan* II | • *Encouraging the re-establishment of those features which have been lost.* |
| Section 1.3, Parking, *East Woodfield HCD Plan* III | *During the preparation of the Heritage Assessment report and in the public consultation phases concerns were expressed regarding parking provisions in front yards, boulevards, and on-street. It is beyond the doubt that the conservation of the character of the East Woodfield Heritage Conservation Area would be compromised if all front yard and boulevards were made available for parking spaces. In order to protect the character of the East Woodfield landscape it is crucial that the pressure to provide parking spaces on boulevards and front yards be relieved. (emphasis added)*<br><br>*Recommendation 3*<br>*It is recommended that the City of London permit on-street permit parking at night for residents of the East Woodfield Heritage Conservation Area, for a trial of period of two years. It is suggested that the location of an on-street parking be determined within put from LACAC and local residents. As a complementary initiative it is further recommended that a moratorium on boulevard parking be implemented for the same period. Further, the Council policy for approval of boulevard parking be amended to include the moratorium period within the district.* |
| Section 1.0, Case Studies, *East Woodfield HCD Plan* IV | *Specifically, section 2 describes two landscape design issues; one related to reintroducing former plantings and features that once characterized many residences; and the other examining alternative ways of mitigating the effects of front yard parking. (emphasis added)*<br><br>*Example: 524 Princess Avenue* |

***Old East Heritage Conservation District Plan* and *Old East Heritage Conservation District Guidelines***

| | |
|---|---|
| Section 3.2, Conservation Plan Goals and Objectives, *Old East HCD Plan* | *Streetscape Goals and Objectives:*<br>*Maintain and enhance the visual, contextual and pedestrian oriented character of Old East's streetscape and public realms by:*<br>• *Recognizing the area's heritage includes streets, parks, trees, open spaces, monuments, street furniture, signs and all manner of items that contribute to the visual experience of a community, whether public or privately owned.*<br>• *Maintaining existing street trees, vegetation and boulevards, or develop replacement programs where necessary.*<br>• *Minimizing the visual impact of vehicle parking on the streetscape.* |
| Section 3.2, Conservation Plan Goals and Objectives, *Old East HCD Plan* | *Land Use Goals and Objectives:*<br>*Retain the low-density residential character of the Old East Heritage Conservation District by:*<br>• *Discouraging potential uses or intensities that could be detrimental to the residential and heritage characteristics of the area.* |
| Section 4.4, New Buildings, *Old East HCD Plan* | *Front drive garages are strongly discouraged. Garages should be detached and located in the rear yard wherever possible.* |
| Section 4.5, Commercial Buildings, *Old East HCD Plan* | *Any additional parking requirements that may be necessary to meet business needs or zoning regulations should be located at the rear of the building and be appropriately screened by landscaping and/or fencing from the street and adjacent neighbours.* |
| Section 4.6, Building Conversion, | *Front yard or boulevard parking is discouraged.* |

| | |
|---|---|
| *Old East HCD Plan* | *If additional parking must be provided, it should be located at the rear or side of the building with appropriate landscaping or fencing provided to screen it from the street and adjacent neighbours.* |
| Section 5.3, Boulevards, *Old East HCD Plan* | *All boulevards should be maintained as green space, serving as an important buffer between vehicular and pedestrian space within the streetscape.*<br><br>*The paving of any boulevard in hard surface material is highly discouraged. Where boulevards have been hard surfaced (e.g. portions of Dufferin Avenue), it is recommended that they be restored to a green space at the time any street reconstruction or other infrastructure improvements are undertaken.* |
| Section 5.8, Vehicle Parking, *Old East HCD Plan* | *Vehicle parking is one of the more contentious urban design issues facing us today. Many urban spaces are dominated by the amount of space required for parking, and the prominence of the automobile within our society is difficult to ignore. The Old East neighbourhood was developed during a time when the automobile was much less important, and factored into urban design in a much less significant way than it does today. Much of the visual charm and interest of Old East's streetscapes is due to the absence of attached front drive garages.*<br><br>*The tension that is created by this dichotomy is evident throughout Old East. There are many homes with one, or often two or more vehicles parked in the area that would historically have been lawn. Ideally, there would be no vehicles within these spaces in the district, as the prominence of the vehicles in the front yard detracts from the heritage character of the homes, and from the quality of the streetscape in general. But, most residents of Old East have vehicles that need to be parked and City zoning regulations also require that there be two parking spaces for single detached and semi-detached dwellings, and one parking space per unit for other dwelling types permitted in Old East (i.e. – duplex, triplex, fourplex, converted dwellings). These parking spaces are permitted to be in the interior side yard and rear yard and in driveways leading to a parking area in the interior and/or rear yard. However, as many lots in Old East are relatively narrow (typically 10 metres or less) and dwellings are often set close together, in many cases there is not enough space for driveways or garages in the interior or rear yards. In addition, City parking by-laws prohibit on-street parking during the hours between 3 and 5 a.m. Consequently, vehicle parking is frequently located in front yards, despite the fact City zoning regulations do not permit parking and vehicle storage in front yards.*<br><br>*To address parking issues as they relate to the Old East Heritage Conservation District, the following recommendations are made:*<br>• *A review should be undertaken by the City Transportation Division and/or Parking Division of street widths, vehicle volumes and traffic operations to consider on-street parking options in the Old East Heritage Conservation District, and to identify opportunities and recommendations for 'standardizing' parking (e.g. – location, orientation, paving materials, etc.) where on-street parking is not feasible.*<br>• *Where appropriate (i.e. – sufficient street width and traffic operations), the City of London should consider adopting a by-law that would allow for overnight on-street parking in the district in order to allow automobiles to return to the space originally designed for them.*<br>• *If necessary, residents could be issued parking passes to ensure that space is reserved for them, and that the area is not inundated with vehicles from elsewhere seeking* |

| | |
|---|---|
| | *overnight parking. This may require the creation of a parking permit program.*<br><br>*It should be noted that many heritage districts and older neighbourhoods in other cities in Ontario and Canada do not have night-time restrictions for on-street parking. This allows residents to use the street for parking at least one vehicle and to reclaim their front yards for landscaping and amenity space, if they choose. The resulting character of yards and streetscapes is visually enhanced, as well as the view from the residents' porches and interior living spaces, as shown in the photo simulations below. There are also potential environmental benefits due to the reduction in impervious surfaces and more opportunities for tree planting in front yards to help increase London's tree coverage.* |
| Section 6.1, General Goals and Principles, *Old East HCD Plan* | *Parking requirements for any new land uses should be visually unobtrusive and restricted to side or rear yards to minimize their impact on the streetscape.* |
| Section 8.4, Parking By-law, *Old East HCD Plan* | *Consideration should be given to amending the City of London Parking and Traffic By-law to permit on-street parking in appropriate locations during the hours of 3 to 5 a.m. This would provide residents with an alternative to parking in their front yards, if they wished. However, the determination of appropriate locations for extended on-street parking should be undertaken through a review of street widths, vehicle volumes and traffic operations prior to amending the by-law.* |
| Section 5.6, Vehicle Parking, *Old East HCD Guidelines* | *Vehicle parking is one of the more contentious urban design issues facing us today. Many urban spaces are dominated by the amount of space required for parking, and the prominence of the automobile within our society is difficult to ignore. The Old East neighbourhood grew up during a time when the automobile was much less important, and factored into urban design in a much less significant way than it does now.*<br><br>*The tension that is created by this dichotomy is evident throughout old East. There are many homes with one, or often two or more vehicles parked in the area that would historically have been lawn.*<br><br>*To minimize the impact of parking on the front yards and streetscapes of Old East, the following design guidelines are provided:*<br>• *Consider the use of screening material such as hedges or fences to minimize the view of the automobile from down the street or in the house.*<br>• *The imposition of a dominating hard space in the area, such as an expanse of asphalt or interlocking pavers can be broken up using patterns and variations in materials.*<br>• *Residents are also encouraged to use only the minimal hard surface required, two single tracks if possible, in order to diminish this aspect of the front yard when the vehicles is not occupying the space.*<br>• *Angling the parking so that the vehicle presence is de-emphasized will also help to mitigate the visual effects of front-yard parking.*<br><br>*Recommendations have also been made in the Old East Heritage Conservation District Plan that consideration be given to amending the City of London Traffic and Parking By-law to allow on-street parking over night, in those areas where parking is currently permitted. This would give residents the* |

| | |
|---|---|
| | *option of using the street instead of their front yard for parking, if they wished, allowing them to reclaim the driveway for amenity space. 'Before' and 'after' illustrations of the possible visual impact of this are shown on the following page.* |

***West Woodfield Heritage Conservation District Plan***

| | |
|---|---|
| Section 2.3.3, Streetscape Heritage Character, *West Woodfield HCD Plan* | *… the character of the streetscape endures.* |
| Section 3.1, Goals and Objectives, *West Woodfield HCD Plan* | *Overall Heritage Conservation District:*<br><br>*Goal: Recognize, protect, enhance and appreciate West Woodfield's cultural heritage resources, including buildings, landscapes and historical connections, and value their contribution to the community by:*<br>• *Providing guidance for change so that the essential architectural and streetscape character of the District is maintained and, wherever possible, enhanced.* |
| Section 3.1, Goals and Objectives, *West Woodfield HCD Plan* | *Streetscape:*<br><br>*Goal: Maintain and enhance the visual, contextual and pedestrian oriented character of West Woodfield's streetscape and public realm by:*<br>• *Recognizing that the area's heritage includes streets, parks, trees, open spaces, monuments, street furniture, signs and all manner of items that contribute to the visual experience of a community, whether public or privately owned;*<br>• *Maintaining existing street trees, vegetation and boulevards and develop replacement programs where necessary to ensure tree canopy retention over time;* |
| Section 3.1, Goals and Objectives, *West Woodfield HCD Plan* | *Land Use:*<br><br>*Goal: Maintain the low-density residential character of the West Woodfield Heritage Conservation District as the predominant land use, while recognizing that certain areas of the District already have or are intended for a wider range of uses by:*<br>• *Ensuring that appropriate Official Plan policies, designations and zoning regulations are in effect that support the residential community;*<br>• *Establishing policies that will consider and mitigate the potential impacts of non-residential and higher intensity residential uses on the heritage character of the low-density residential areas;*<br>• *Development areas or site-specific policies and guidelines for these areas intended for non-residential or higher intensity residential uses that will protect key heritage attributes, while allowing greater latitude for potential alterations or redevelopment;*<br>• *Ensuring that infill development or redevelopment is compatible with the heritage character and pedestrian scale of the District.* |
| Section 4.1.b, Development Pattern, *West Woodfield HCD Plan* | *New land uses that are out of keeping with the general residential character of the District, or would have a negative impact on it, are discouraged.* |

| | |
|---|---|
| Section 4.1.g, Development Pattern, *West Woodfield HCD Plan* | *Parking for new or replacement dwellings is to be located in driveways at the side of the dwelling or in garages at the rear of the main building wherever possible. New attached garages extending beyond the front of the dwelling are not permitted.* |
| Section 4.4, Public Realm, *West Woodfield HCD Plan* | *f) Retention of existing grass boulevards and street trees throughout the neighbourhood is strongly encouraged whenever repairs or improvements are made to roads, sidewalks or underground services. Should removal of trees and boulevards be unavoidable as part of the infrastructure works, every effort should be made to replace them upon completion of the work.*<br><br>*g) Existing road right-of-ways and widths of paved surfaces should not be increased unless required for reasons of public health and safety or where previously indicated for the provision of bike lanes.* |
| Section 8.2.3, New Buildings – Residential, *West Woodfield HCD Plan* | *Front drive garages are strongly discouraged. Garages should be located in the rear yard wherever possible.* |
| Section 8.2.4, Commercial/ Office Buildings, *West Woodfield HCD Plan* | *Any additional parking requirements that may be necessary to meet business needs or zoning regulations should be located at the rear of the building and be appropriately screened by landscaping and/or fencing from the street and adjacent neighbours.* |
| Section 8.2.6.2, Original Single Family Residential Converted to Multi Unit Residential, *West Woodfield HCD Plan* | *Front yard or boulevard parking is discouraged unless unavoidable and permitted by zoning regulations.*<br><br>*If additional parking must be provided, it should be located at the rear or side of the building with appropriate landscaping or fencing provided to screen it from the street and adjacent neighbours, while maintaining useful amenity area.* |
| *Section 9.3.4, Vehicle Parking, West Woodfield HCD Plan* | *Many of the large mansions of West Woodfield have been converted into multi-family units or office spaces, particularly along streets such as Central Avenue. Given this increase in density, as well as our society's current dependence upon the automobile, the luxury of open turf or landscape spaces can no longer be afforded, and many areas have been given over to the hardscape necessary for car parking.*<br><br>*Front, side and rear yard landscapes can all be affected when dominance is given over to the automobile, which in turn affects the perception of the built form associated with the landscape, as well as the streetscape as a whole. Careful consideration should be given to the site planning in these instances, to ensure that the integrity if the built form and the streetscape are maintained.*<br><br>*The following recommendations are made with respect to vehicle parking within the district:*<br>• *Views of vehicles while parked on site should be screened through the use of fencing or hedging.*<br>• *The use of large, monotonous expanses of one hardscape material is discouraged. Where possible, permeable paving should be utilized, and appropriate patterning should be employed to visually break up spaces.* |

| | |
|---|---|
| | • *In residential applications, it is recommended that two single track driveways or parking areas be used, with turf installed between the gable in order to minimize the impact of hard surfacing on the landscape.*<br>• *In commercial applications, corner lots shall, where possible, locate parking away from the street frontage.* |
| Figures 5-6, *West Woodfield HCD Plan* | *Figure 5 – Residential Landscape Plan Concepts*<br><br>*Figure 6 – Commercial Landscape Plan Concept* |

***Wortley Village-Old South Heritage Conservation District Plan and Guidelines***

| | |
|---|---|
| Section 2.3.3, *Wortley Village-Old South HCD Plan* | Streetscape Character |
| Section 3.1.1, Goals and Objectives, *Wortley Village-Old South HCD Plan* | *Overall Heritage Conservation District*<br><br>*Goal: Recognize, protect, enhance and appreciate Wortley Village-Old South's cultural heritage resources, including buildings, landscapes and historical connections, and value their contributions not the community by:*<br>• *Providing guidance for change so that the heritage attributes and cultural heritage value of the HCD is conserved, maintained and, wherever possible, enhanced;*<br>• |
| Section 3.1.3, Goals and Objectives, *Wortley Village-Old South HCD Plan* | *Streetscapes*<br><br>*Goal: Maintain and enhance the visual, contextual and pedestrian oriented character of Wortley Village-Old South's streetscape and public realm by:*<br><br>• *Recognizing that the HCD's cultural heritage resources includes streets, parks, trees, open spaces, street furniture, signs and all manner of items that contribute to the visual experience of the community, whether public or privately owned;*<br>• *Maintaining existing street trees, vegetation and boulevards and develop replacement programs where necessary to ensure tree canopy retention over time;*<br>• *Providing guidance for the development of new buildings to ensure that new development is compatible with, and supportive of the cultural heritage value or interest and heritage attributes of Wortley Village- Old South HCD.* |
| Section 3.1.4, Goals and Objectives, *Wortley Village-Old South HCD Plan* | *Land Use*<br><br>*Goal: Maintain the low-density residential character of the Wortley Village-Old South HCD as the predominant land use, while recognizing that certain areas of the HCD already have or are intended for a wider range of uses by:*<br>• *Ensuring that appropriate Official Plan policies, designations and zoning regulations are in effect that support the residential community;*<br>• *Establishing policies that will consider and mitigate the potential impacts of non-residential or higher intensity residential uses on the cultural heritage value or interest of low-density residential areas;*<br>• *Developing area or site-specific policies and guidelines for those areas intended for non- residential or higher intensity* |

| | |
|---|---|
| | *residential uses that will protect heritage attributes, while allowing greater latitude for potential alterations or redevelopment; and*<br>• *Ensuring that infill development or redevelopment is compatible with the cultural heritage value or interest and heritage attributes, and pedestrian scale of the HCD.* |
| Section 4.1.1.g, Residential Area, *Wortley Village-Old South HCD Plan* | *Parking for new or replacement dwellings is to be located in the driveways at the side of the dwelling or in garages at the rear of the main building, wherever possible. New attached garages at the front of the building are discouraged. Garages shall not extend beyond the main building façade.* |
| Section 4.1.2, Wortley Village Commercial Area, *Wortley Village-Old South HCD Plan* | *c) Maintain sufficient parking opportunities.*<br><br>*d) Prohibit off-street parking in front of buildings (within front yards) along Wortley Road.* |
| Section 4.6, Public Realm, *Wortley Village-Old South HCD Plan* | *c) Landscaping that complements the existing landscapes of the HD, screens parking areas and contributes to the overall pedestrian quality is encouraged for all new development. Specific landscape elements will be covered by Site Plan Approval requirements.*<br><br>*d) Retention of existing grass boulevard and street trees throughout the HCD is strongly encouraged wherever repairs or improvements are made to roads, sidewalks, or underground services. Should removal of trees and boulevards be unavoidable as part of the infrastructure work, every effort should be made to replace them upon completion of the work.* |
| Table 2, Classes of Alterations, *Wortley Village-Old South HCD Plan* | *Major alterations to the build form or cultural landscape visible from the street or other public space – Heritage Alteration Permit approval required for A, B, C, and D ranked properties* |
| Section 8.3.4.1.f, Commercial Properties, *Wortley Village-Old South HCD Plan* | *Any additional parking requirements that may be necessary to meet business needs or zoning regulations should be located at the rear of the property and be appropriately screened by landscaping and/or fencing from the street and adjacent neighbours. Council may consider accepting payment of a fee in lieu of providing additional parking on a heritage property where the provision of the parking would be detrimental to the heritage attributes, or the pedestrian nature of the location. The fees collected would be used to provide nearby off-site parking.* |
| Section 8.3.6.3, Original Single Family Residential Converted to Multi Unit Residential, *Wortley Village-Old South HCD Plan* | *e) Front yard or boulevard parking is discouraged unless unavoidable and permitted by zoning regulations.*<br><br>*f) If additional parking must be provided, it should be located at the rear or side of the building with appropriate landscaping or fencing provided to screen it from the street and adjacent neighbours.* |
| Section 10.4.4, Vehicle Parking, *Wortley* | *Some of the homes within the Wortley Village-Old South HCD have been converted into multi-family units. Given this increase in density, as well as our dependence upon the automobile, the luxury of open turf or landscape spaces can no longer be afforded, and* |

| | |
|---|---|
| *Village-Old South HCD Plan* | *many areas have been given over to the hardscape necessary for car parking.*<br><br>*Front, side and rear yard landscapes can all be affected when dominance is given over to the automobile, which in turn affects the perception of the built form associated with the landscape, as well as the streetscape as a whole. Careful consideration should be given to the site planning in these instances, to ensure that the integrity if the built form and the streetscape are maintained.*<br><br>*The following recommendations are made with respect to vehicle parking within residential areas of the HCD:*<br>• *Views of vehicles while parked on site should be screened through the use of fencing or hedging.*<br>• *In residential applications, it is recommended that two single track driveways or parking areas be used, with turf installed between the gaps in order to minimize the impact of hard surfacing on the landscape.*<br><br>*The Wortley Village Commercial Area now contains a number of parking lots as well as on-street parking that accommodate the needs of both visitors and residents alike. The challenge within the HCD is to balance the demand for parking with the visual impact that larger parking lots can have on the heritage attributes and cultural heritage value or interest of the streetscape and HCD as a whole. To address parking issues as they relate to private property within the Commercial Area, the following recommendations are made:*<br>• *Continue to encourage parking to the sides of buildings or within rear lot areas. Locate parking away from the street frontage.*<br>• *Encourage the screening of larger parking areas with vegetation to minimize the impact on the streetscape, without impeding pedestrian safety or visual sightlines for traffic.*<br>• *The use of large, monotonous expanses of one hardscape material is discouraged. Where feasible, permeable paving should be utilized and appropriate patterning should be employed to reflect the cultural heritage value or interest of the HCD.*<br>• *Avoid the siting of parking lots at corner properties.*<br>• *Where expansive parking areas exist, encourage the incorporation of landscape islands and a distinct pedestrian circulation route within the parking lot, to visually break up the space and minimize the impact on the streetscape. Enhancements shall not impede pedestrian safety or visual sightlines.* |

**Summary**
While the policies, guidelines, and specific wording of the objectives may vary between each of the Heritage Conservation District Plans, the intention is clear: the policies and guidelines that discourage front yard and boulevard parking because of its negative impact on the streetscape.

Streetscapes are significant to each Heritage Conservation District. The objectives of the Heritage Conservation District Plans all speak to the significance of the streetscapes and the value that they offer to the heritage character/cultural heritage value of the Heritage Conservation District.

Changes to the Zoning By-law to enable wider or more driveways on heritage designated properties (protected heritage properties) which would enable the destruction of heritage attributes of a Heritage Conservation District would fail to

conserve these cultural heritage resources in a manner consistent with the *Provincial Planning Statement* (2024) and risks being contrary to the requirements of Section 41.2(1), *Ontario Heritage Act*.

An exception for Heritage Conservation Districts regarding potential changes to driveway widths in the Zoning By-law is needed and warranted.

**Heritage Conservation District Streetscape**




*Image 1: Hellmuth Avenue, looking north towards St. James Street, in the Bishop Hellmuth Heritage Conservation District (October 2022).*




*Image 2: AI-generated image showing the potential negative impacts on the streetscape of Hellmuth Avenue in the Bishop Hellmuth Heritage Conservation District.*

**Development/Subdivision Engineering** *(e-mail, May 19, 2026)*

Development/Subdivision Engineering have reviewed the proposed amendments to the parking provisions in Zoning By-Law Z-1 and provide the following comments/questions for your consideration.

<u>Increased Developer/City Costs</u>
The majority of lots created through the Draft Plan of Subdivision process have lot frontages of 12.0m or less. By allowing a driveway width to exceed 50% of the lot frontage and allowing additional driveways for ARU's, this will have a direct impact on the stormwater management strategy implemented for the Draft Plan. Increased

impervious areas result in increased stormwater run-off which directly impacts the size and quantity of infrastructure needed to control the run-off. Impacts could include, but not limited to, the following;

- Increased sewer sizes. Larger sewers would require deeper installations and excavations.
- Increased size of stormwater management ponds which may result in the loss of developable land.
- The need for more rear yard catch basins to be installed to ensure the run-off is collected effectively.

Impacts to Right of Way (ROW)

By allowing wider driveways and multiple driveways on a private property, residents may expect the full driveway width on the public portion of their driveway which is governed through the streets by-law. If these same provisions are extended to the streets by-law, this would result in less space within the ROW for tree plantings, streetlights, hydro transformers, hydro poles, utility pedestals, hydrants.

Increased Risk of Property Damage/Flooding

Increased impervious area would result in greater stormwater flow on the lot. Many residents alter grades on their own property and have the right to install pools, decks, patios and detached ARU's. These types of activities would not trigger a lot grading review from the City of London staff. This may result in increased circumstances of civil lawsuits and property damage.

As we've witnessed through planning committee, the public is very concerned with increased impervious area and stormwater flows produced by new development. By allowing wider driveways and additional driveways on lots, public concern will increase.

Questions for Planning team to consider

1. Clarify how the "1 parking space for each residential unit" applies to single family residential development. One single-family lot technically represents 4 units – is the expectation that developers provide 4 parking spaces for each S-F lot - and where would these parking spaces be located?
2. Confirm this does not impact our current standard for Parking Plans to be provided as part of subdivision submissions, in accordance with the Small Lot Study
3. Confirm this does not impact the Streets By-Law or other areas of the Zoning By-Law related to narrow lot frontages. There may need to be a note or two that highlights the discrepancy of the current 5.5 m permitted frontage for townhouses under R4 Zones and the proposed 6 m driveways. While we often go by the 6.7 for narrow lot servicing for min frontage, the discrepancy is better reviewed through the rethink zoning or the 5.5 m to be increased to perhaps 7 or 8 m min as part of this update as well to allow for such revision to driveway width.

**Community Advisory Committee on Planning (CACP)** *(e-mail, May 21, 2026)*

RE: CACP Agenda Including Addeds - May 21

4.1 "That it BE NOTED that the Stewardship Sub-Committee Report, from the meeting held on May 6, 2026, was received."

3.4. "That it BE NOTED that the Notice of Planning Application and Public Meeting, dated April 13, 2026, from L. Dent, Planner, with respect to a Zoning By-law Amendment related to the Parking Provisions Update, was received."

**Forestry** *(e-mail, May 22, 2026)*

Thank you for the opportunity to comment on the Zoning By-law amendment. My comments have been reviewed by Forestry management and approved as follows

Forestry cannot support the proposed amendment.

1. The proposed amendment directly competes with permeable planting spaces for new trees. Boulevards and private yards provide significant opportunity for

growing tree canopy, especially in residential areas. By diminishing the potential to keep and grow trees on those lands there will be a drastic reduction in tree canopy cover in residential areas over the long term that is highly unlikely to be reversed; once the space is dedicated to parking, it cannot be recovered for tree planting.
2. The proposed amendment directly competes with existing trees. The proposed amendment may conflict with the goals and objectives of the City's tree by-laws by putting boulevard and private yard trees at risk of injury, which may trigger both the Private Tree Protection Bylaw and the Boulevard Tree Bylaw.
3. This proposed amendment appears to be in conflict, or potentially be in conflict, with the ability to provide suitable street trees for urban design, neighbourhood character, soil volumes and space requirements as outlined in London Plan policies 222A, 224, 236, 237, 238, 401 (7, 10, 11, 14). There may be other policies in the London Plan also in conflict. This amendment has the potential also to frustrate the goal of the Design and Specifications Requirements Manual 12.8.3 that aims to ensure a minimum of one street tree per lot.
4. Additional impermeable and hard surfaces increase heat island and reduce stormwater infiltrating, undermining the ecosystem benefits of existing and future canopy cover.
5. The amendment for parking, if approved, must be exceptional and should not continue in perpetuity.

**Transportation and Traffic Engineering** *(e-mail, May 27, 2026)*

Recommendations to Policy 4.19.6) – Residential Driveway Widths
Transportation and Traffic Engineering recommend that the proposed parking amendments be further revised to specify that driveways and parked vehicles shall not encroach into required sight triangles, as defined within the Zoning By-law and other applicable City standards and guidelines.

Sight triangles are critical visibility areas located at intersections that must remain free of obstructions, including fences, hedges, parked vehicles, signage, or other structures. Maintaining unobstructed sight triangles is an important road safety measure, helping ensure drivers have sufficient visibility to identify and safely react to approaching vehicles, pedestrians, cyclists, and other conflicting movements at intersections. Including this clarification within the proposed amendments would help reinforce roadway safety objectives and ensure consistency with existing municipal standards and engineering requirements.

Recommendations to Policy 4.19.10) – Parking Standards – Residential Development
Consistent with the Mobility Master Plan, Transportation supports a balanced and context-sensitive approach to parking management that supports all modes of mobility, including walking, cycling, transit, and personal vehicle travel.

Transportation notes that the proposed amendments would increase minimum parking requirements for apartment developments from 0.5 spaces per unit to 1.0 space per unit. To provide a more graduated and balanced approach, Transportation suggests consideration of the following apartment parking minimums:

- Residential apartments with fewer than 75 units – 1.0 space per unit
- Residential apartments with 75 to 100 units – 0.75 spaces per unit
- Residential apartments with more than 100 units – 0.5 spaces per unit

These additional unit categories are proposed to better reflect differences in parking demand between lower-density and higher-density apartment developments. Larger apartment buildings are generally more supportive of sustainable transportation modes and may experience lower vehicle ownership rates due to increased density, smaller unit sizes, proximity to transit, and access to nearby services and amenities.

This approach would continue to support housing affordability and sustainable mobility objectives while also helping to manage potential parking spillover and localized on-street parking pressures associated with lower parking supply.

In addition to continued monitoring and refinement of parking minimums through future by-law updates, Transportation recommends that parking maximums also be considered as part of a balanced long-term parking management strategy.

Transportation supports maintaining the existing area exemptions illustrated in Figure 4.19, as well as the proposed additional exemptions for:

- affordable housing developments; and
- Protected Major Transit Station Areas (PMTSAs)

**Urban Design** *(e-mail, May 27, 2026)*

From an Urban Design perspective, there are substantial concerns regarding the proposed amendments to increase minimum residential parking requirements, expand maximum allowable driveway widths, and permit parking within front and exterior side yards. Urban Design is concerned that the proposed changes to the parking regulations in the Zoning By-law may incrementally shift existing neighbourhoods and future development toward a more vehicle-dominant streetscape, with resulting adverse impacts on pedestrian safety and comfort, streetscape quality, and the overall neighbourhood image and sense of place.

Urban Design is generally supportive of the exclusion of Protected Major Transit Station Areas (PMTSAs), as shown on Map 10 of *The London Plan*, from Subsection 4.19.10).a) of the Zoning By-law, along with other area-specific exemptions including lands within the Near Campus Neighbourhood, as these exclusions are appropriate in recognition of distinct planning contexts, established policy directions, and area-specific urban design and built form frameworks.

***Regarding an amended minimum parking requirement of one (1) parking space per residential unit [Section 4.19.10) of the Zoning By-Law]:***
Increasing the parking requirement from 0.5 spaces per residential unit to 1 space per unit is anticipated to encourage vehicle-oriented site layout, where parking areas begin to dominate over landscaping, amenity space, and pedestrian-oriented built form. Over time, this may make it increasingly difficult to achieve compact, integrated, and walkable development patterns.

From Urban Design perspective, the current Zoning By-law requirement of 0.5 parking spaces per unit functions as a minimum standard, as applicants retain the ability to provide additional parking where warranted through site context, market demand, or supporting justification in appropriate locations that minimize potential adverse impacts on the public realm. Given this existing flexibility, Urban Design does not support increasing the baseline parking requirement in the Zoning By-law.

***Regarding permitting parking locations within the front and/or exterior side yard, and additional driveways associated with an Additional Residential Unit [Sections 4.19.4).a), 4.19.4).b), 4.19.4).c) and 4.37.6 of the Zoning By-Law]***
Permitting parking within front and exterior side yards reduces the prominence of buildings along the street edge and increases the visual dominance of parked vehicles within the public realm. This can weaken active frontage conditions and diminish opportunities for passive surveillance along residential streets, ultimately reducing the pedestrian-oriented qualities of London’s neighbourhoods.

From an Urban Design perspective, parking within front and exterior side yards should be minimized and only permitted in limited circumstances where site-specific constraints exist. Where permitted, such parking should be carefully designed and mitigated through landscaping, screening, and built form placement to maintain strong street enclosure, active frontages, and a high-quality pedestrian-oriented public realm.

***Regarding amended maximum driveway widths [Section 4.19.6).h).(l) of the Zoning By-Law]***
The proposed increase to permitted driveway widths in the Zoning By-law is anticipated to result in substantially greater hardscaping within front yards and exterior side yards and reduced opportunities for landscaping and tree planting, both of which contribute to

a softer transition between the public and private realm. Wider driveways may also increase potential conflicts between vehicles and pedestrians through expanded crossing points and larger interruptions of the pedestrian realm.

From an Urban Design perspective, maintaining driveway widths that are proportional to the lot widths is important to preserving landscape quality and overall the streetscape. Maintaining a maximum driveway width equivalent to 50% of lot frontage is appropriate to facilitate a balanced relationship between built form, landscaped areas, and the public realm, while also limiting excessive driveway dominance but still providing appropriate opportunities for vehicle parking.

From an Urban Design perspective, wider driveways should only be considered in limited and exceptional circumstances where clear site-specific constraints exist, such as irregular lot configurations, substantial grading challenges, or other physical limitations, while still maintaining a coherent, attractive, and safe pedestrian-oriented public realm throughout neighbourhoods.

**Cumulative Impacts of Increased Driveway Widths and Front and Exterior Side Yard Parking**

While the impacts of increased driveway widths and front and/or exterior side yard parking may appear minor on individual properties, the cumulative impact of increased maximum driveway widths across neighbourhoods and the public realm may gradually erode the established streetscape and neighbourhood image over time and adversely affect the public realm. Within newer subdivisions, where these regulations could be implemented comprehensively from conception, the amendments to maximum driveway widths within the Zoning By-law may contribute to a more vehicle-oriented streetscape environment affecting the public realm.

**Extracts from the Vision, Objectives, Policies, and Guidelines of The London Plan, Urban Design Guidelines, and Secondary Plans**

To further support the above comments, relevant excerpts from *The London Plan*, Urban Design Guidelines and Secondary Plans are provided below:

***The London Plan, 2016***

| | |
|---|---|
| *Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian oriented streetscapes.* | Street Network – 215_ |
| *The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.* | Streetscapes - 222A_ |
| *Street design standards will be adopted to reflect pedestrian, cycling, and transit priorities within neighbourhoods.* | Streetscapes – 223_ |
| *The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to calm traffic and emphasize the priority of the pedestrian environment.* | Streetscapes – 224_ |
| *Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.* | Streetscapes – 235_ |
| *All streets, and the associated infrastructure, should be designed to include space for appropriately sized street trees with tree canopy coverage that will provide for pleasant pedestrian environments and enhanced aesthetics, afford cooling to adjacent buildings, improve air quality, and offer habitat for urban wildlife.* | Streetscapes – 236_ |
| *Treescapes should be recognized as important features of a neighbourhood's planned character.* | Streetscapes – 237_ |

| | |
|---|---|
| *In conformity with the Forest City policies of this Plan, neighbourhoods will be designed, planted, and maintained with robust street tree planting to create high-quality treescapes.* | Streetscapes – 238_ |
| *Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.* | Site Layout – 255_ |
| *Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.* | Site Layout – 259_ |
| *Buildings should be sited to minimize the visual exposure of parking areas to the street.* | Site Layout – 269_ |
| *Surface parking should be located in the rear yard or interior side yard.* | Parking – 272_ |
| *Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect.* | Parking – 282_ |
| *Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.* | Buildings – 288_ |
| *Trees should be recognized as important features of a neighbourhood's planned character and sense of place.* | Character – 210_ |
| *Any zoning amendments or variances to provide for parking in excess of the minimum parking required for the primary dwelling unit, including any request for boulevard parking, front yard parking or changes to landscaped open space regulations to support parking for additional residential units, shall be discouraged. A new additional driveway is not permitted to provide for the additional residential units.* | Additional Residential Units – 942_6 |

***Our Move Forward - London's Downtown Plan, 2015***

| | |
|---|---|
| *5.16 Ensure that vehicular driveways and laneway access points along streets are minimized to enhance pedestrian and bicycle safety.* | 5.0 Build a great neighbourhood |

***West 5 Urban Design Guidelines, 2015***

| | |
|---|---|
| *FRONT YARDS*<br>• *Minimize surfaces used for driveways and parking, minimize curb cuts to maintain green space between units.*<br>• *Promote front gardens and porches that allow owners to personalize their home.*<br>*GARAGES/PARKING*<br>• *Provide where possible parking from a shared lane.*<br>• *For units with garages in front, provide garage doors of a higher level of architectural quality, avoid blank steel doors.*<br>• *Integrate garages and front driveways as part of the streetscape.* | 6.1.5 Residential Architecture: Townhouses |

***Applewood Urban Design & Architectural Control Guidelines, 2020***

| | |
|---|---|
| *A variety of elevations and plans will feature dominant front porches and minimize the presence of garages and vehicles in driveways, together with generous tree and landscape plantings.* | Block 42 (Site Design) |
| *Two key aspects of this compact urban form are: reduced "face to face" distance (i.e., the distance between homes across the street) and the reduced dominance of the street by the automobile.* | Block 40, 41, 42, 43, 44 (Character and Image) |

| | |
|---|---|
| *The landscaping along the street will enhance the public realm and pedestrian experience.* | Block 40, 41, 42, 43, 44 |
| *The landscaping along the street will enhance the public realm and pedestrian experience along the Main Street.* | Block 45, 46, 47, 48 |
| *Small lots are considered to be a single detached lot with a frontage of less than 12m and shall have regard for the Small Lot Study prepared by the City of London revised November 2001. In addition, the following guidelines shall apply:*<br>• *The majority of dwellings on small lots should have projecting porches to mitigate the presence of the garage.* | 4.2 Priority Lot Guidelines |
| *The public realm and streetscape will be enhanced by siting building close to the street, providing ample sidewalks, parking opportunities and street trees/planting.*<br>• *Places for the storage of vehicles (e.g. on-street parking, where appropriate)* | 5.0 Public Realm & Street Hierarchy |
| *Buildings will be oriented to the street to create pedestrian friendly environment, increase 'eyes on the street' and screen internal parking areas.* | 5.4 Pedestrian Traffic Areas |

***Upper Richmond Village Urban Design Guidelines, 2006***

| | |
|---|---|
| *Urban Design objectives:*<br>*a) The Architectural Design of houses will support an eyes-on-the-street approach to the design of streetscapes.*<br>*b) The collective design and siting of houses shall encourage an attractive and safe pedestrian environment.*<br>*e) Designs for buildings will de-emphasize the visual dominance of garages in the streetscape.* | 6.1. Design Objectives for Medium Density Grade Related Architecture |
| *Landscaping along street edges shall reinforce the image of the streetscape through the planting of trees on private property.* | 5.3.9.d) |

***Hyde Park Community Plan - Community and Urban Design Guidelines, 1999***

| | |
|---|---|
| *On-street parking is encouraged on all local and collector streets.* | 3.1.6 (Street Network Guidelines) |
| *Buildings should be sited in close proximity to the street with walkways extending to the adjacent sidewalk* | 6.1.2 (Streetscape Design Guideline - Hyde Park Hamlet) |
| *Parking should be located at the side or rear of the building* | 6.1.3 (Streetscape Design Guideline - Hyde Park Hamlet) |
| *The primary parking areas should be oriented to the side and rear yards so that buildings and landscape elements are the dominant features in the streetscape.* | 8.1.3 (Street Space and Streetscape Design Guidelines - Office Business Park) |

***Talbot Community Urban Design Guidelines, 2000 - Amended 2010***

| | |
|---|---|
| *Urban Design objectives:*<br>*a) The Architectural Design of houses will support an eyes-on-the-street approach to the design of streetscapes.*<br>*b) The collective design and siting of houses shall encourage an attractive and safe pedestrian environment.*<br>*e) Designs for buildings will de-emphasize the visual dominance of garages in the streetscape.* | 6.1. Design Objectives for Residential Architecture |
| *Front porches shall be of a useable dimension, allowing for the placement of appropriate outdoor furniture and adequate* | 6.6.b) (Porches and Entry Elements) |

| | |
|---|---|
| *circulation. Useable porches promote an "eyes on the street" environment.* | |
| *Landscaping along street edges shall reinforce the image of the streetscape through the planting of trees on private property* | 7.2.8.a) (Landscaping) |
| *Building orientation and site design shall encourage an attractive and safe pedestrian and resident environment.* | 8.1.1.b) (Building Placement) |

***Richardson Subdivision Urban Design Guidelines, 2018***

| | |
|---|---|
| *Design Objectives:*<br>*a) To support an "eyes on the street" approach, such that the collective design shall provide an aesthetically pleasing and safe pedestrian environment;*<br>*b) To have individual and collective design of housing that encourage a connection between the dwelling unit and the street by using front porches and bay windows;*<br>*c) To de-emphasize any visual dominants of garages onto the street;* | 1.1. (Residential Streetscapes) |
| *Building Placement and Orientation shall:*<br>*d) Buildings should be positioned close to the fronting street line and with it occurring on both sides of the street would give a sense of enclosure and comfort to people experiencing a walk down the street* | 1.2. |
| *Building Massing shall:*<br>*a) Encourage built form to be located along public street edges to produce active frontages;* | 2.1. |
| *The following guidelines apply to LOW-RISE APARTMENT BUILDINGS, STREET TOWNHOUSES and STACKED STREET TOWNHOUSES, SEMI-DETACHED and SINGLE DETACHED forms of housing.*<br>*Façade Design*<br>*a) Achieve a pedestrian scale using overhangs, fenestration, varied materials and landscaped screening;* | 2.0 |

***Masonville Secondary Plan, 2021, Updated 2023***

| | |
|---|---|
| *i) On-street parking (parallel, perpendicular or angled) provided within the publicly accessible extent of private streets will be counted towards any parking requirements on the adjacent development site(s).*<br>*ix) With the exception of purpose-designed on-street parking spaces, parking should not be located between a building and a public or private street.* | 3.1.4 General Policies - Parking |
| *ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building façade. Underground parking is preferred where feasible* | 6.4 Low Rise Buildings |
| *v) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets* | 6.5 Ground Floor Design |

***London Psychiatric Hospital Lands Secondary Plan, 2024, Updated 2025***

| | |
|---|---|
| *v) Transportation*<br>*a) It is intended that the primary mode of transportation within the Community will be by walking or cycling. Parking shall not be allowed within the front yard of any buildings* | 3.3. Village Core Designation |

| | |
|---|---|
| *within the Village Core designation. A limited amount of parking may be provided in the rear yard of live-work uses for the associated residential component of these uses.* | |
| *iv)Transportation*<br>*b) Parking for the single-detached, semi-detached, and duplex residential units should be located in an enclosed garage on the front within the building envelope or to the rear in an enclosed attached or detached garage or surface space.* | 3.5.2 Residential Policy Area 2 – South Neighbourhood |
| *iv) Transportation*<br>*a) Driveway access shall be restricted and/or limited in certain locations as identified in Schedule 8 of this Plan and defined in Section 4.9 of this Plan.*<br>*c) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and shall not project beyond the main building façade. Underground parking is preferred where feasible.* | 5.1 Urban Design - General |
| *v) Heritage*<br>*Where all non-heritage designations interface with the Heritage Designation of this Plan the following policies shall apply:*<br>*d) On-site surface or structured parking is not permitted between the building line and the property line adjacent to the cultural heritage landscape area.* | 5.1 Urban Design - General |
| *The following policies apply to new low-rise development in the Secondary Plan area:*<br>*ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building façade. Underground parking is preferred where feasible.* | 5.4 Urban Design - Low-Rise Buildings |
| *ii) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets.* | 5.5 Urban Design - Ground Floor Design |

***Riverbend South Secondary Plan, 2022***

| | |
|---|---|
| *ii) Principle: Provide a Range of Housing Choices*<br>*Objectives:*<br>*b) Encourage housing developments and designs that will achieve compact residential development.* | 1.4 Principles of the Secondary Plan |
| *iv) Principle: Healthy Living and Active Transportation*<br>*Objectives:*<br>*b) Give priority to pedestrian movement.* | |
| *ii) Buildings are encouraged to be located close to the street, with front doors oriented to the street, to provide a strong street edge and sense of enclosure.*<br>*iv) Reduced setbacks to the main building are encouraged to create a more intimate streetscape and reduce the prominence of garages.* | 5.2. Residential Guidelines |
| *Driveway accesses to Neighbourhood Connectors should be limited and paired as much as possible to minimize traffic conflicts and create a more continuous pedestrian environment.* | 5.3.ii) (Circulation guidelines) |

***Byron Gravel Pits Secondary Plan, 2024***

| | |
|---|---|
| *All planning and development applications will be evaluated according to the following development principles:*<br>*ii) Establish a human scale using streetscaping that prioritizes pedestrians and active transportation through the provision features, such as wide sidewalks, bicycle paths, street furniture, trees, landscaping, lighting, and other streetscape elements.* | 4.2.2 (Character – Byron Baseline Policy Area) |
| *xix) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads.*<br>*xx) Provide direct lines of sight from windows and balconies to the sidewalk and adjacent public spaces.* | 4.2.4. (Built Form and Intensity - Byron Baseline Policy Area) |
| *The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:*<br>*a) The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;*<br>*b) Clear and unobstructed views shall be provided from the street; and,*<br>*c) Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.* | 4.3.4.xi) (Built Form and Intensity - Crestwood Policy Area)<br><br>4.4.4.ix) (Built Form and Intensity - Longworth Policy Area) |
| *To ensure ease of access for pedestrians and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:*<br>*a) Public oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;*<br>*b) Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage;* | 4.3.4.xii) (Built Form and Intensity - Crestwood Policy Area)<br>4.4.4.x) (Built Form and Intensity - Longworth Policy Area) |

***McCormick Area Secondary Plan, 2022***

| | |
|---|---|
| *v) Built form*<br>*c) Usable outdoor amenity space that encourages activity in the front yard setback, such as porches and stoops, is encouraged.*<br>*e) The design of buildings should form a well-defined and continuous street edge to create a pedestrian-oriented environment.*<br>*f) Built form should be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances oriented to the street.* | 4.7 Low-Rise Residential Designation |

***Beaufort/Irwin/Gunn/Saunby (BIGS) Secondary Plan, 2022***

| | |
|---|---|
| *v) Form*<br>*d) Enhanced street tree planting will be undertaken to provide for a comfortable pedestrian environment.*<br>*i) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marking pedestrian pathways, widening sidewalks, and general site layout that reinforces pedestrian safety and easy navigation.* | 3.0 Area 1 – Central Neighbourhood Node |
| *v) Form*<br>*a) Buildings will be located at or along the property line in order to create a street wall that sets the context for a comfortable pedestrian environment.* | 4.0 Area 2 - Civic Corridor |

| | | |
|---|---|---|
| | *i) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marking pedestrian pathways, widening sidewalks, and general site layout that reinforces pedestrian safety and easy navigation.* | |

**Photographs illustrating existing driveway conditions within London, Ontario comparable to the maximum driveway widths in the proposed Zoning By-Law Amendment (Z-26042)**



*Image 1: Driveway at 622 Base Line Road East, where the driveway is approximately 4.5m at the sideway but covers nearly 100% of the front yard.*



*Image 2: Driveway at 1154 Darnley Drive, where the driveway is approximately 7.6m in width, with what appears to be an additional matching concrete walkway adjacent. The lot is 14m in width.*



*Image 3: Driveway at 2611 Evans Boulevard, where the driveway is approximately 6.1m at the curb but extends to 10m across the frontage behind the sidewalk. The lot is approximately 11.8m in width.*



*Image 4: The driveway at 1486 Birchwood Drive is approximately 9.5m in width. The lot is approximately 16.1m.*

## Illustrative Impacts of Increased Driveway Widths on Individual Lot and the Overall Streetscape

### Scenario 1 - 9.0m Lot Frontage Condition

Scenario 1 considers a lot with a 9.0m lot frontage, representing the smallest permitted lot frontage under the existing and proposed zoning framework for low-density residential forms, including single detached, semi-detached, duplex, and converted two-unit dwellings. This condition is used to illustrate the implications of the proposed Zoning By-law amendments at the narrowest applicable lot width, where driveway coverage has a proportionally greater impact.

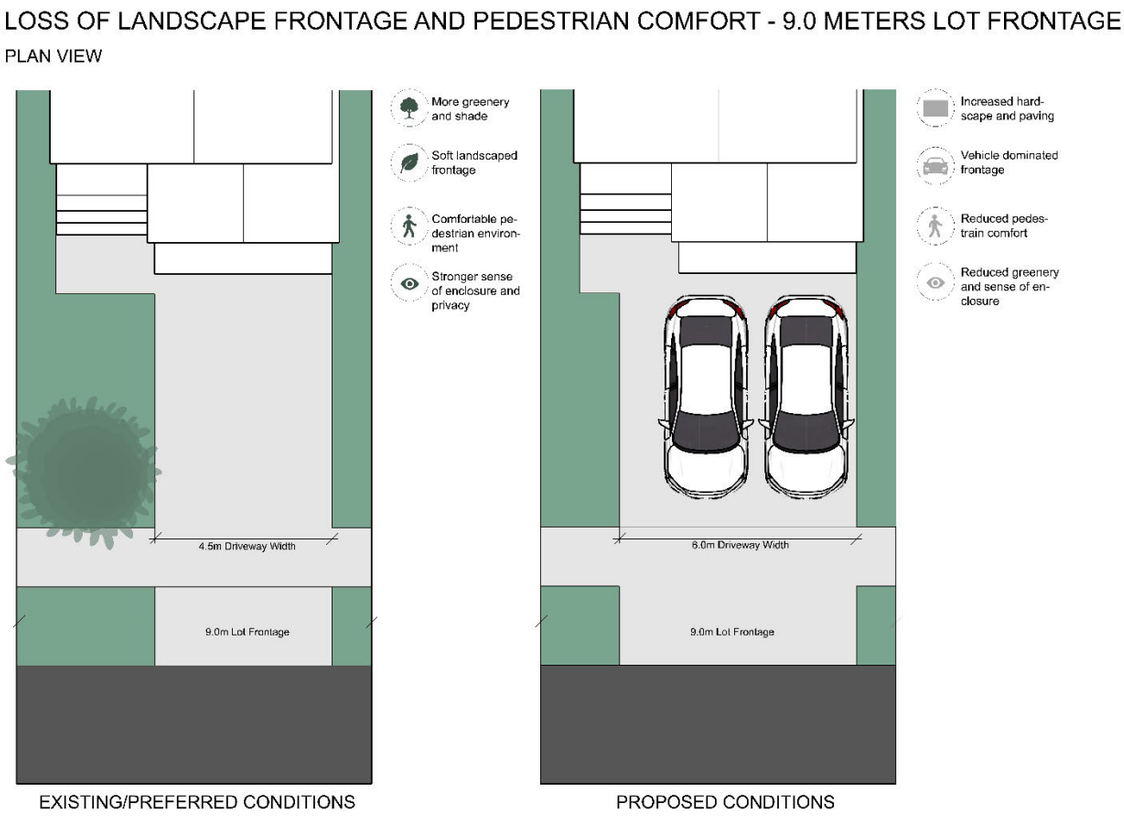



*Image 5: Comparison of existing (4.5m driveway width) and proposed (6.0m driveway width) conditions on a typical lot with a 9.0m frontage illustrating the potential impacts of an expanded driveway width under the proposed Zoning By-law amendment, resulting in reduced landscaping, reduced building presence, and increased vehicle dominance, with potential impacts on pedestrian safety and the public realm.*




*Image 6: Driveway width is approximately 50% of the lot frontage, supporting stronger building presence, active engagement, passive surveillance, and increased landscaping.*




*Image 7: Driveway width is approximately 66.67% of the lot frontage, reducing building presence, landscaping, active engagement, and passive surveillance.*

**Scenario 2 - 12.1 m Lot Frontage Threshold for Increased Driveway Width**

Scenario 2 considers a lot with a 12.1m frontage, representing the threshold at which the proposed Zoning By-law amendment permits an increased maximum driveway width of up to 9.0m for lots exceeding 12.0m in frontage. As such, even a marginal increase above the threshold (e.g., 12.1m) would allow substantially wider driveway widths, resulting in a greater extent of front yard hardscaping and reduced landscaping and increased vehicle dominance affecting the public realm.

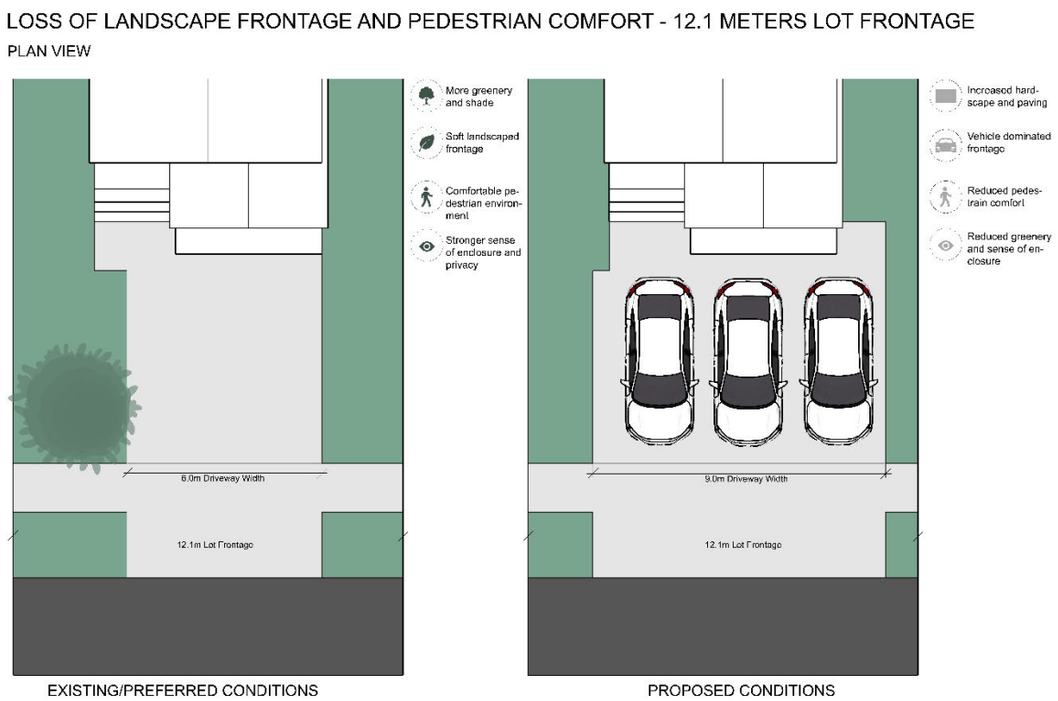



*Image 8: Comparison of existing (6.0m driveway width) and proposed (9.0m driveway width) conditions on a typical lot with a 12.1m frontage illustrating the potential impacts of an expanded driveway width under the proposed Zoning By-law amendment, resulting in wider driveway crossing, reduced front yard landscaping, diminished building presence, and increased vehicle dominance with potential impacts on pedestrian safety and streetscape continuity.*




*Image 9: Driveway width is approximately 50% of lot frontage, supporting greater building presence and a balanced landscaped frontage.*

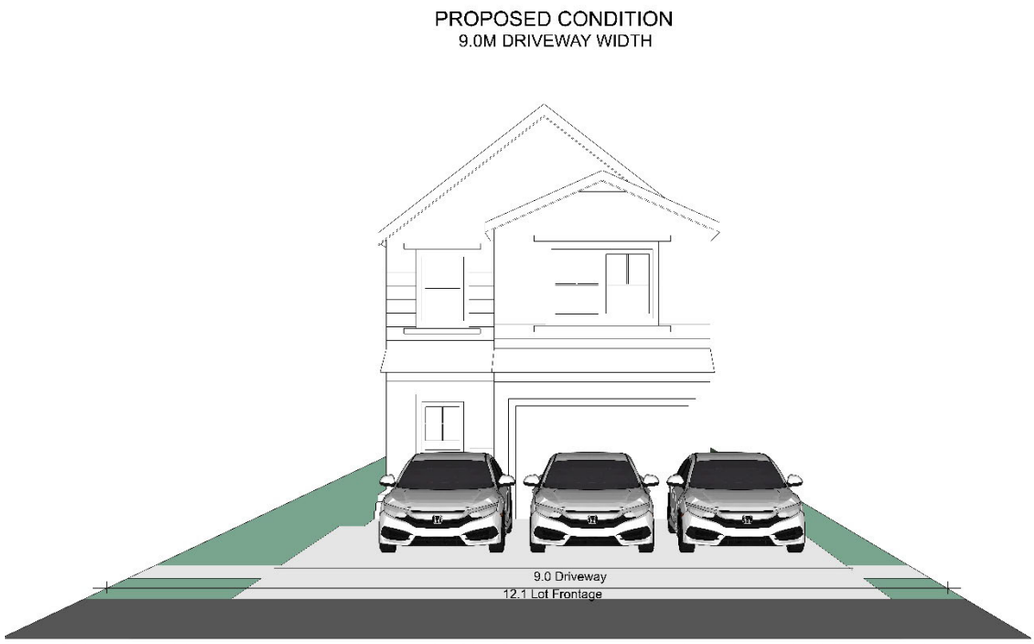



*Image 10: Driveway width is approximately 74.4% of lot frontage, resulting in reduced building prominence, diminished landscaped area, and increased vehicle dominance along the streetscape.*

A comparison showing existing and proposed driveway configurations to assess the broader and cumulative implications of the proposed Zoning By-law amendments on the streetscape, pedestrian safety, the neighbourhood, and the public realm.

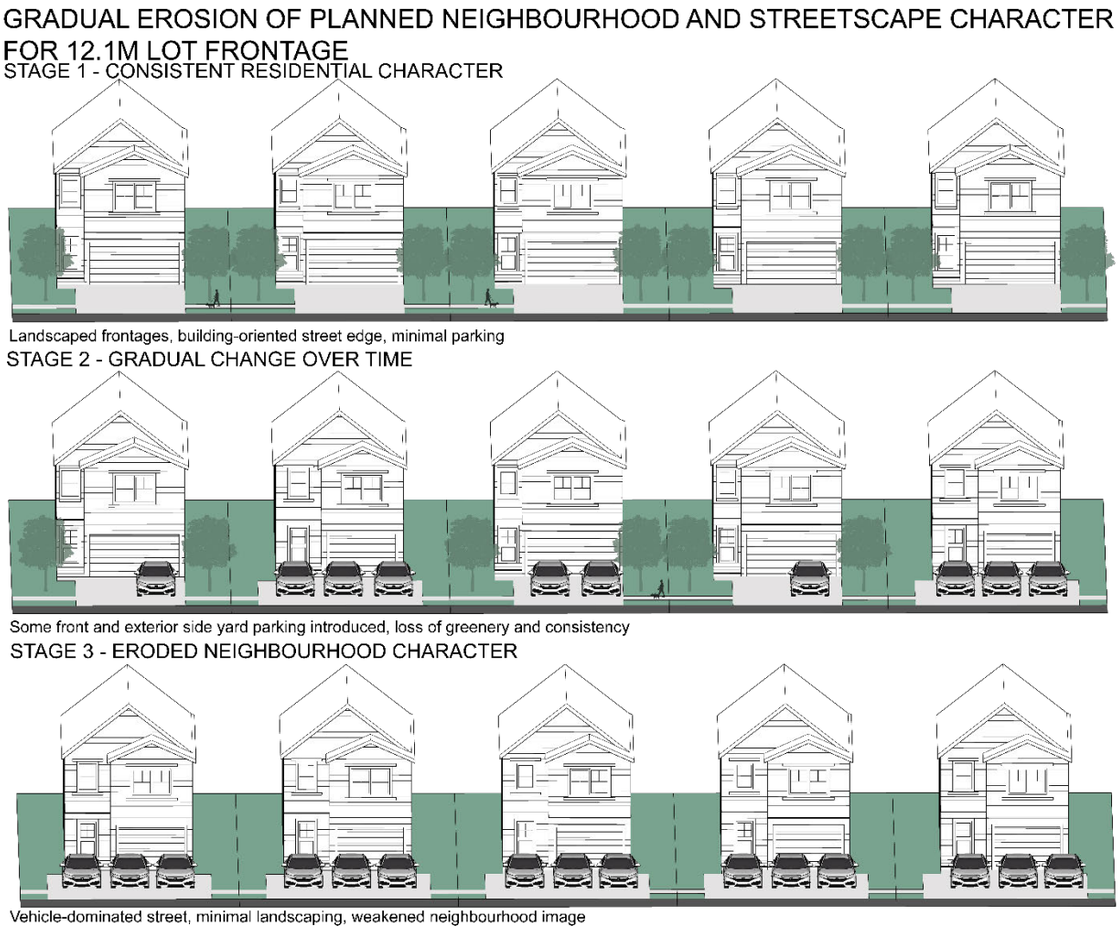



*Image 11: Incremental increases in driveway widths and front yard parking across multiple properties will cumulatively diminish the streetscape and contribute to a more vehicle-dominant public realm, and negatively affect the public realm including pedestrian safety, street trees, and opportunities for appropriate on-street parking.*

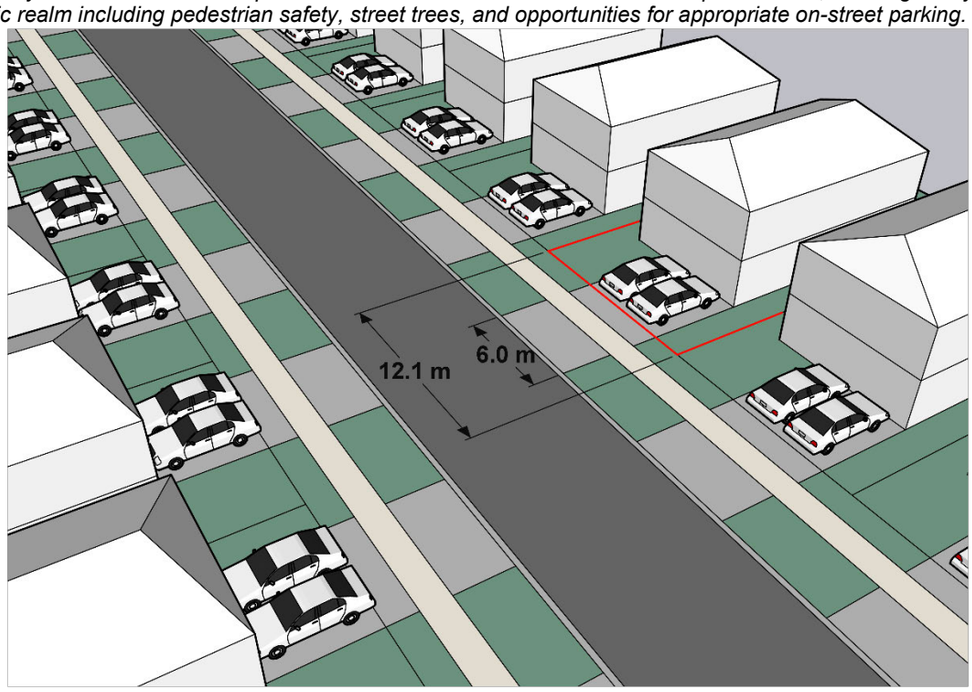



*Image 12: Existing Condition - Driveway widths approximately 50% of lot frontages resulting in a coherent and balanced streetscape with consistent building presence, continuous landscaped frontage, and a pedestrian-oriented public realm that contributes positively to the neighbourhood.*

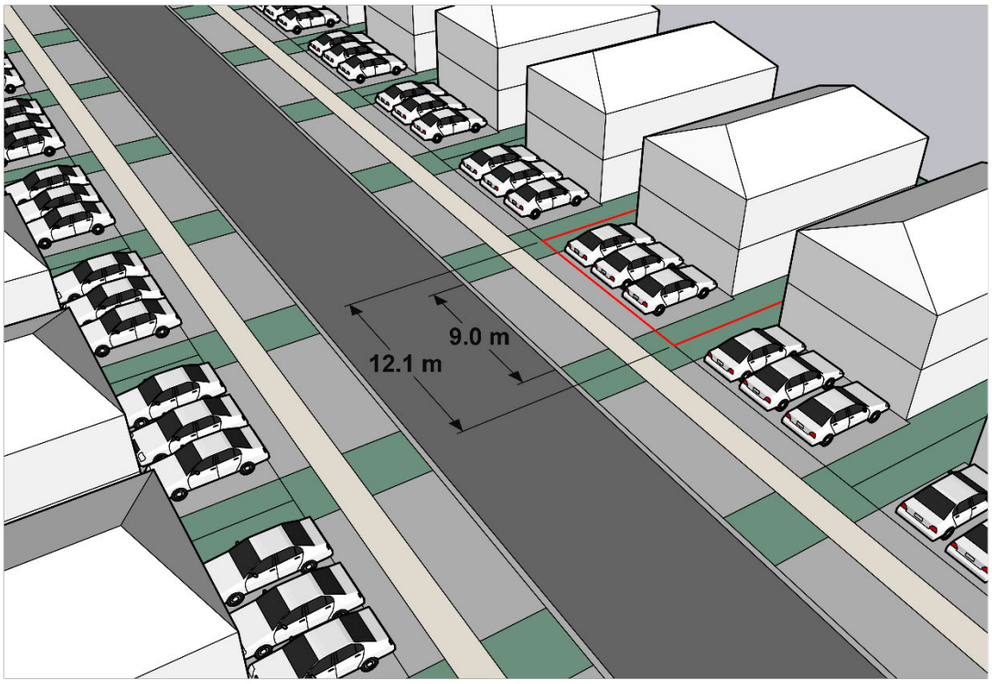



*Image 13: Proposed Condition - Driveway widths almost 75% of lot frontage resulting in a vehicle-dominant streetscape, with reduced building presence and landscaped continuity along the public realm, cumulatively eroding the streetscape and diminishing the overall coherence, quality, and pedestrian-oriented nature of the neighbourhood.*

**Summary**

Urban Design recommends maintaining the existing regulations in the Zoning By-law related to parking requirements per unit, driveway widths, and appropriate parking location to preserve a balanced relationship between the built form, landscaping, and the public realm. The existing regulations in the Zoning By-law are important in supporting pedestrian-oriented neighbourhoods and pedestrian safety, maintaining a positive streetscape, and minimizing the visual dominance of vehicles within residential areas. While limited flexibility may be appropriate in specific site-constrained situations, broader application of the proposed amendments may cumulatively contribute to a more vehicle-oriented streetscape condition that is not aligned with the broader objectives and policy direction of *The London Plan*, applicable secondary plans, and established urban design guidelines.

## Appendix D – Public Comments

(5) public comments have been received as of April 13, 2026.

**Public Comment – Anna and Greg Ackland**
e-mail, April 16, 2026

Hello Laura,

We are writing to you at this time to support the proposed Zoning amendment (File: Z-26042) to allow: "An amended minimum parking requirement of one (1) parking space per residential unit."

The Zoning amendment request was proposed by Deputy Mayor Shawn Lewis, and Councillors Rahman and Cuddy with justification cited for the request in their letter to their Colleagues as follows:

"When Council made the bold move to reduce high density parking minimums, we did so with the expectation that the market would decide for itself what level of parking they needed. However, we have seen applications come forward with reduced parking that has raised considerable neighbourhood concerns, and some applications where the applicant was clearly relying on on-street parking to make up their deficiency not just for visitors but for residents. There are also rentals sitting vacant in the city today, on the market for months, which are proving hard to rent because there is no parking for a tenant. We see planning applications that come forward with a request to vary a setback, where the first ask is to reduce parking instead, yet the applicant is clear they cannot do that and create units they can fill."

The justification provides clear evidence of the need for approval of the amendment to require one parking space per residential unit.

We reside on [REDACTED] and currently on-street parking is used as required by Geary Avenue residents and their guests.

Currently there are homes on Fanshawe Park Road, close to Geary Avenue, which are currently rental units. We have noted that vehicles from those rental homes are parking on Geary Avenue when there is no space in the driveways of the rental homes to park.

We also have a Developer proposing a massive development at 517 - 525 Geary Avenue and 1536 Geary Avenue proposing parking at ratio of 0.7 parking space units per one residential unit. This is unacceptable for the aforementioned reasons provided by Deputy Mayor Lewis and his colleagues. Geary Avenue cannot become a parking lot for this development.

We consent to inclusion of our comments as part of the Public Record and also as part of Staff's report to PEC.

Thank You,
Anna and Greg Ackland
[REDACTED]

**Public Comment – Zac Corbin**
e-mail, April 30, 2026

Hi Laura,

I was referred to you by Anmona Nair regarding the upcoming Parking Provisions Update going to the Planning and Environment Committee on June 22.

I've been working with City staff and Councillor David Ferreira on a request to widen my driveway at [REDACTED] to accommodate a second vehicle. Through that process, it's become clear that my property falls into a gap within the current framework.

The property is zoned arterial commercial but functions as a residential use under a grandfathered provision. Because the entire front yard is City-owned boulevard, any

expansion of parking triggers a commercial boulevard parking agreement requiring a full PEC and Council approval process.

As it stands, this creates a situation where:

- A relatively minor residential parking improvement is treated as a commercial application
- The process requires significant cost (~$1,300) with no certainty of outcome
- There is no administrative pathway, despite staff acknowledging this is a unique and not uncommon edge case

I understand that the June 22 amendments do not directly address boulevard parking, but that they are connected through the broader Residential Front Yard and Boulevard Parking policy, with further updates anticipated.

I plan to attend the June 22 meeting to speak to this, as I believe my situation is a practical example of where the current system creates unnecessary friction for low-impact, residential use cases.

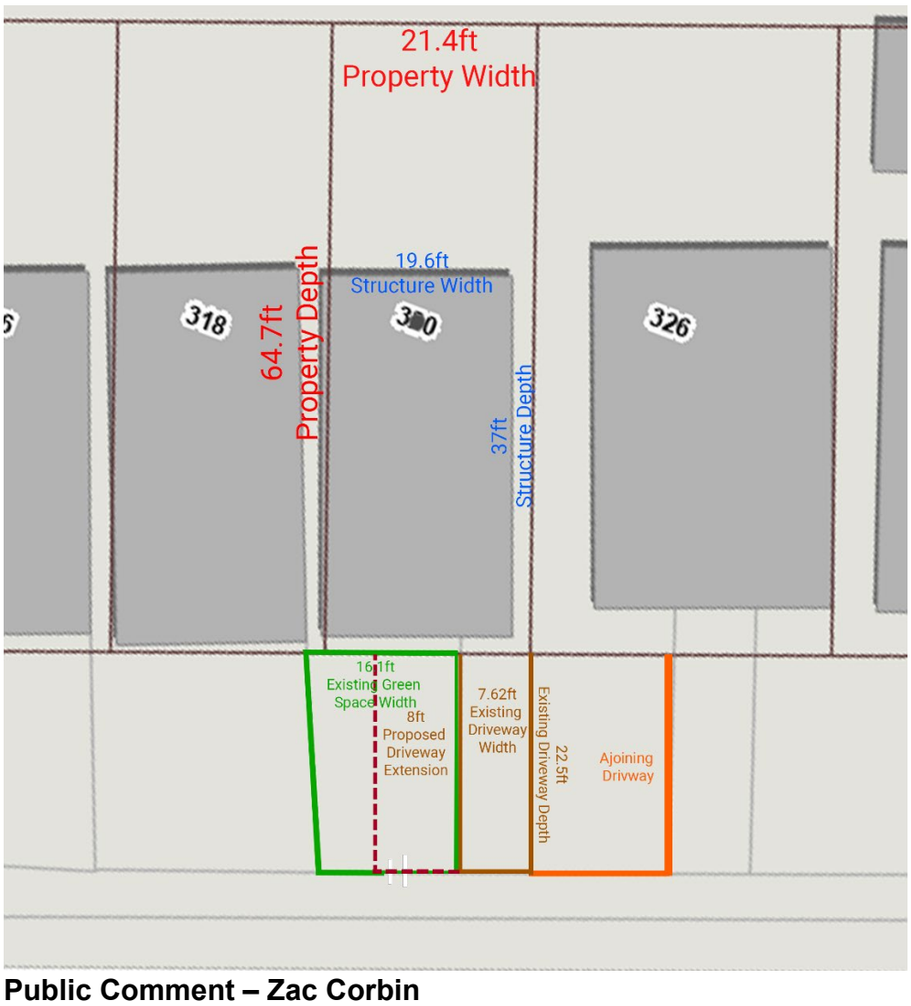
From a policy standpoint, this type of scenario seems well-suited to:

- An administrative approval pathway
- Reduced application burden for minor residential changes
- Clearer alignment between zoning intent and real-world property use

I've attached a site plan and proposal for reference.

If there is any additional information that would be helpful in advance of the meeting, I'd be happy to provide it.

Thanks very much,
Zac Corbin
[REDACTED]




**Public Comment – Zac Corbin**

e-mail, May 25, 2026

Hi Laura

I was given you details from Anmona Nair. I have been working with the city in an attempted to widen my driveway [REDACTED] to allow for a 2nd vehicle.

Upon much back and forth between them and David Ferreira, its been determined I fall into a grey zone that being zoned A/C commercial with a grandfather residental clause. This currently would require a commercial boulevard various applications be submitted and approved by the PEC. With all this said I've been told a update policy will hopefully be put forth after the June 22 meeting for scenarios like mine.

I plan to attend this meeting to voice my current situation to hopefully bright light where these changes could benefit.

I have attached a copy of the site plan and proposal for consideration as well.

Please let me know if there is any additional information I can provide in the meantime.

Zac Corbin
[REDACTED]

**Public Comment – Carol Riesberry**
e-mail, May 21, 2026

Hi Skylar

My biggest concern would be more property being cemented or paved over. It will increase the flooding and further increase our city temperatures. Could they look at only allowing permeable material being allowed to increase parking space. It would help with potential for flooding. My friend in another area of London increased the width of her sidewalk rather than her asphalt drive she said the city allows this so she can now park 2 across.
I hope a reasonable compromise can be found to help the ever increasing multi family dwellings.

Carol Riesberry

Skylar please pass on my thoughts.

Carol Riesberry

**Public Comment – Paula Norton**
e-mail, May 26, 2026

I have concerns regarding the proposed changes to the zoning bylaw related to driveway widths.

Allowing wider driveways will have negative impacts not only on the environment but also on taxpayers. Specifically:

- **Higher infrastructure costs**: When utility or infrastructure work occurs, the City is responsible for restoring disturbed areas. Expanded driveways increase the amount of hard surface requiring replacement, significantly raising project costs and a burden tax payer
- **Reduced boulevard (ROW) space for tree planting** will undermine the City's tree canopy strategy. Fewer trees will also reduce the lifespan of roadways. Research shows that approximately 20% shade coverage can improve pavement condition by 11%, resulting in up to 60% savings in resurfacing costs over 30 years.
  (Source:

- https://www.fs.usda.gov/psw/topics/urban_forestry/products/cufr_673_WhyShadeStreets_10-06.pdf)
- **Loss of urban tree canopy** contributes to increased urban heat, reduced air quality benefits, and diminished neighbourhood livability.
- **Increased hardscaping** will result in greater stormwater runoff, leading to:
    - Higher risk of surface and basement flooding
    - Faster inflow into storm sewers, increasing the likelihood of capacity issues
    - Reduced groundwater recharge, placing additional stress on the local ecosystem
- **More runoff onto sidewalks and roadways** will create additional icing hazards in winter. This will:
    - Increase maintenance demands on City operations
    - Lead to a higher risk of slip-and-fall incidents and associated liability claims
- **Reduced snow storage space** within the right-of-way may create visibility issues and contribute to traffic safety concerns.
- **Impacts to grading and drainage**, particularly with side-yard driveways or back-to-front lot grading, may result in improper drainage and water leaving properties in unintended ways. This will cause surface and basement flooding issues for the neighbouring and property owners
- **Increased use of driveway-directed downspouts** will further contribute to icing and accelerate deterioration of adjacent sidewalks and roads.
- **Encouraging wider driveways promotes car dependency**, which conflicts with broader goals of reducing reliance on private vehicles and encouraging public transit use.
- **Increased impermeable surfaces** raise the risk of urban flooding and intensify the urban heat island effect.
- **Reduced curb appeal** and loss of green space will negatively affect neighbourhood character and property values.

Rather than expanding allowable driveway widths, the City should consider alternative approaches, such as:

- Reviewing and updating street parking bylaws, similar to other municipalities
- Providing incentives for transit use, such as subsidized bus passes for residents with Additional Residential Units (ARUs)

Regards

Paula