



Township of Wilmot **REPORT**

REPORT NO. DS 2016-29
TO: Council
PREPARED BY: Harold O’Krafka, Director of Development Services
DATE: November 7, 2016
SUBJECT: New Hamburg Parking Study - 2016

Recommendation:

That By-law 83-38, being the Comprehensive Zoning By-law for the Township of Wilmot, be further amended by adding the following

12.2.10 *Off-Street Parking and Off-Street Loading*

In Conformity with the regulations contained in sub-sections 6.10, 6.11 and 6.12 of this By-law for Residential Uses and at a rate of 50% of the required spaces for non-residential uses.

Background:

Report DS 2016-13 reviewed the matter of core area parking in New Hamburg.

That report concluded that there were a number of actions Council could undertake to improve the amount of parking available both currently and moving forward into the future.

One of the actions was implementing a requirement for future construction and redevelopment to provide some measure of onsite parking or to alternatively contribute towards the construction of additional parking areas.

This report deals with the implementation of on-site parking requirements. Cash-in-lieu of providing onsite parking requires the Township to include provisions for such within the Official Plan and as such will be considered as part of the Official Plan Review.

Discussion:

Unlike other Commercial zones in the Township of Wilmot the Core Area of New Hamburg has no on-site parking requirements. While parking requirements were included in what was then referred to as the General Commercial zone by By-law 726 (1969) the 1983 Comprehensive

Zoning By-law which merged the former Town of New Hamburg By-law with the Township of Wilmot By-law removed the parking requirements for the new Zone 6 (Commercial).

While typically the transitions that occur in a mature core area amount to the transition from one retail tenant to another the core area has experienced a few significant redevelopments in recent years including the renovation and office expansions of Zehr Insurance, the redevelopment of the Imperial Hotel and Commercial Hotel and the redevelopment of the former New Hamburg Cleaners building with the Puddicombe House Banquet Hall.

These redevelopments raised the concern that the parking by-law exemption could become problematic should any additional significant redevelopment occur which would generate additional demand for parking. In particular development that would generate new residential parking demand should be reviewed on a case by case basis to ensure sufficient parking is provided.

In considering how other municipalities approach the issue staff highlighted the approach of the Township of Woolwich in Elmira, which is a relatively similar community. In Elmira the Township of Woolwich applies a 50% standard to its By-law requirements for core area businesses. The 50% rule accounts for typical core visits which involve parking a vehicle and visiting multiple businesses in one visit.

Staff suggest that a modification to the 50% model would be to reduce only the commercial requirements by the 50% factor and to require residential parking to achieve 100% of the by-law standard.

The reintroduction of parking requirements to the core area of New Hamburg has limited impacts on the status quo. The impacts of the requirements would be seen only at the time of construction of new buildings and at the time of significant redevelopment of an existing building.

As Council is aware the potential for new construction within the core is limited by the floodplain of the Nith River. There are a limited number of properties which have potential for new construction and staff anticipate that there would not be a significant difficulty in providing/achieving onsite parking at the 50% standard.

Redevelopment of existing buildings has a greater potential to occur and staff believe that the application of the 50% requirement is an important part of ensuring the continued sufficiency of parking in the core.

Staff believe that the parking requirement will not serve as a deterrent to development and redevelopment but, rather will serve as a starting point for discussions to ensure that the core remains healthy and vibrant in terms of parking availability for years to come.

Through the update to the Official Plan, Council will have the opportunity to consider introducing cash-in-lieu of parking policies to provide an additional tool which could be used by Council in considering core area development and redevelopment.

Application of the Zoning By-law Requirements

The approximate area impacted by the proposed amendment is identified on Appendix A to this report and the current parking requirements of By-law 83-38 which apply to all properties within the Township of Wilmot are attached as Appendix B.

Staff recommend that the zoning by-law be amended to require the provision of on-site parking within Zone 6 at the rate of 50% of the requirements identified in Appendix B, save and except for the residential requirements which should be provided at 100% of the requirement.

Existing developments and redevelopments which do not increase the required parking would not be subject to the requirements and therefore the proposed amendment would have zero impacts on the status quo.

Further, a development or redevelopment proposal which achieves the by-law standard in terms of on-site parking would proceed as normal through site plan approval and building permit issuance.

However, a development or redevelopment proposal which cannot achieve the by-law standard in terms of on-site parking would have several options. The first option would be to make application to Council for an amendment to the by-law for a lesser standard. Justification for a lesser standard would need to be made but typically could include the provision of off-site parking on additional lands owned by the applicant or the leasing of off-site parking in proximity to the subject lands. Subject to Council approval the proposal would then proceed to site plan approval and building permit issuance.

A second option, should Council choose to create cash-in-lieu of parking provisions in the Official Plan update, would be the payment of cash-in-lieu. Upon its implementation this would allow the proposal to proceed through site plan approval and building permit issuance without amendment to the by-law subject to the payment of the fee prior to building permit issuance.

Strategic Plan Conformity:

Reviewing and considering the parking needs of the New Hamburg Core responds to the goal of investing in our downtowns and commercial areas to support our prosperous economy.

Financial Considerations:

The proposed amendment does not create financial implications to the municipality. The costs of advertising the Public Meeting and Notice of Passing are provided for in the Development Services 2016 Operating Budget.

Conclusion:

In conclusion staff recommend that on-site parking requirements be re-introduced for Zone 6 (Commercial) at the rate of 50% of the by-law standard, save and except for residential uses which would be required to achieve 100% of the by-law standard.

Harold O’Krafka MCIP RPP
Director of Development Services

Grant Whittington
Reviewed by CAO

APPENDIX A

Area Impacted by Change to Zone 6 Parking Provisions



APPENDIX B

Parking Requirements of By-law 83-38, as amended.

6.12 Off-Street Parking Requirements

6.12.1 Unless specifically permitted elsewhere in this By-law:

- (a) all off-street parking areas required by this By-law shall be provided and maintained on the same lot and in the same zone as the use requiring such area;
- (b) all off-street parking areas shall be situated to the rear of the building line or lines.

6.12.2 Where, in accordance with the requirements of this By-law, any part of a lot is required to be reserved for off-street parking such space shall continue to be so reserved.

6.12.3 No off-street parking area designed to contain more than four (4) off-street parking spaces shall be located within 1.5 metres of any lot line.

6.12.4 When calculating the number of parking spaces required in accordance with the regulations of this By-law, any fraction or part of a parking space so calculated shall be considered to be a requirement for one additional parking space.

6.12.5 In any zone where off-street parking is required, such off-street parking spaces shall be provided and maintained on the same lot in conformity with the following:

<u>Permitted Use</u>	<u>Required Off Street Parking Space</u>
Residential Building – One Unit Duplex Semi-detached Triplex	One (1) space per dwelling unit
Residential Building – Row Apartment	One and one-half (1-1/2) spaces per dwelling
Golf Course 18 Hole 9 Hole	125 spaces 75 spaces
Golf Driving Range/ Miniature Golf Course	Three (3) spaces for each 2 tees or holes
Doctor’s Office in Private residential unit	Three (3) spaces plus one (1) space for the Residence

Medical Clinic	Six (6) spaces for each physician or practitioner
Funeral Home	Twenty (20) spaces
Church, Auditorium Community Centre, Stadium any use involving assembly of persons	One (1) space for every 7 seats or eight (8) spaces for each 100 square metres of floor area available to the public, whichever is greater
Commercial Floor Area devoted to retail sales or merchandising	One (1) space for each 18.5 square metres of such floor area
Commercial Floor Area Not devoted to retail sales or merchandising	One (1) space for each 30 square metres of such floor area
Schools - Elementary	One (1) space for each classroom plus the additional requirement for an auditorium.
Secondary	Three (3) spaces for each classroom plus the additional requirements for an auditorium
Hospital, Rest Home or Nursing Home	One (1) space for every 4 beds plus one (1) space for every 4 employees
Hotel, Motel, Motor Hotel, Tourist Home, Cabins and similar uses providing sleeping accommodation for hire	One (1) space per rentable bedroom unit plus additional requirements for restaurant or place for dispensing refreshment to the public
Restaurant or place for dispensing Refreshment to the public	One (1) space for each 4.6 square metres of floor area devoted to public use
Industry	<i>One space for each 100 square metres of Floor area used for industrial purposes. A minimum of four (4) spaces shall be required. (By-law amendment 90-78)</i>
Service Station or Repair Garage	Four (4) spaces for each service bay

Fraternal Organization, Or similar use	One (1) space for each 4.6 square metres of building floor area devoted to public use
Car Washing Establishment	Five (5) spaces per bay but a minimum of fifteen (15) spaces per car wash establishment
Drive-In Restaurant	Fifteen (15) spaces per 100 square metres of building floor area
Boarding House or Rooming House	One (1) space for each dwelling unit with one (1) additional space for each 2 guest rooms
Day Nursery	Minimum of Five (5) spaces
Office, or Office Space Within Industrial Building	One (1) space for each 30 square metres of floor space
Warehouse, or Warehouse Space in an Industrial Building	<i>One (1) space for each 200 square metres of floor area used for warehousing purposes. Any warehouse building shall have a minimum of four (4) spaces (By-law amendment 90-78)</i>
Other Permitted Uses	One (1) space for each 46.4 square metres of floor space