



Neighbourhood Information Meeting (Virtual)

Van Grootheest Holdings Inc.

350 St. Andrew Street West, Fergus

6PM – 8PM

Wednesday December 8th, 2021

AGENDA FOR NEIGHBOURHOOD MEETING

6:00-6:10pm	Introductions
6:10-6:40pm	Presentation
6:40-7:55pm	Questions/Answers (via Q&A)
7:55-8:00pm	Closing Remarks

PLANNING PROCESS



CURRENT RENTAL HOUSING MARKET SUPPLY

The Township of Centre Wellington is in a housing crisis.

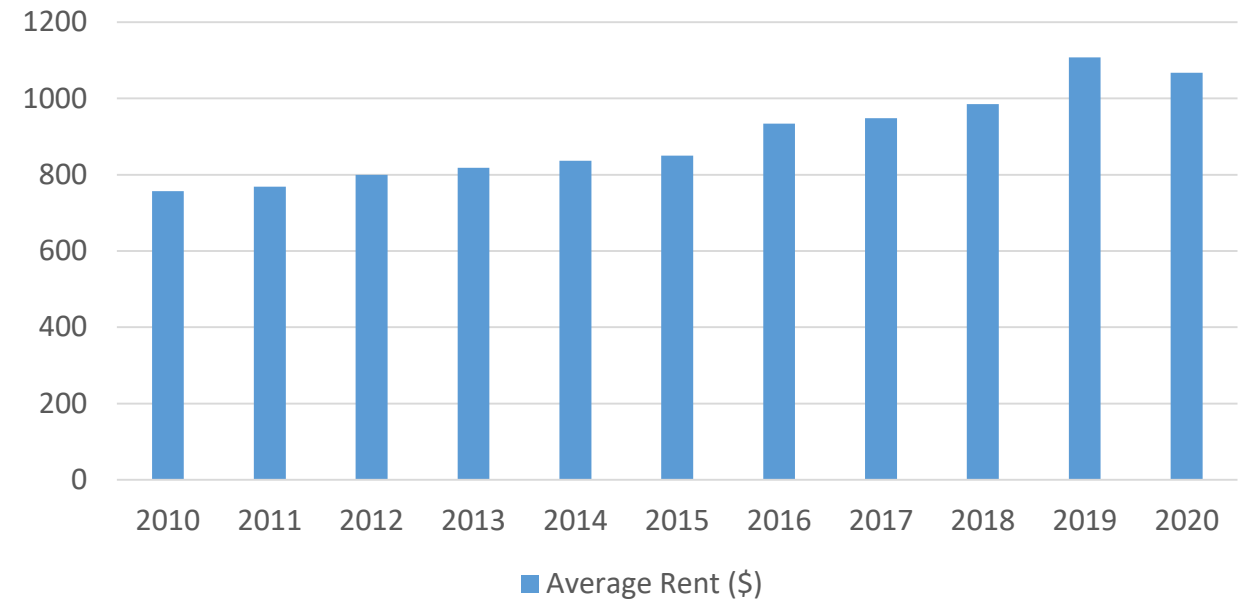
Rent inflation in the Township over the past decade implies the **market is supply constrained**:

- There has been a 41% increase in average rents in the last 10 years
- This increase is understated as the CMHC includes both new and older units, in which older units are subject to rent control

Vacancy rates are another important indicator of rental housing supply:

- A healthy vacancy rate is 3%, whereas in 2019 the Township reported a vacancy rate of 1.8% (CW's 2019 Vital Signs Report)
- Vacancy rates for 2020/2021 may be even lower

Centre Wellington: Average Rent
(Row Houses/Apartments)



Source: CMHC Rental Market Survey

ATTAINABLE HOUSING IN CENTRE WELLINGTON

Centre Wellington to make attainable housing a priority

Council heard from residents who asked them to get working on a growing housing crisis in their community

Apr 26, 2021 8:00 PM



Committee zeroes in on attainable housing approach in Centre Wellington

October 7, 2021 @ 3:07 pm | News

Centre Wellington Looking to Increase Attainable Housing Supply

Centre Wellington, ON, Canada / Grand 101.1 FM

Oct 26, 2021 | 6:27 AM

Lack of affordable housing pushing young people out of Centre Wellington



Mon., Nov. 15, 2021 | 3 min. read

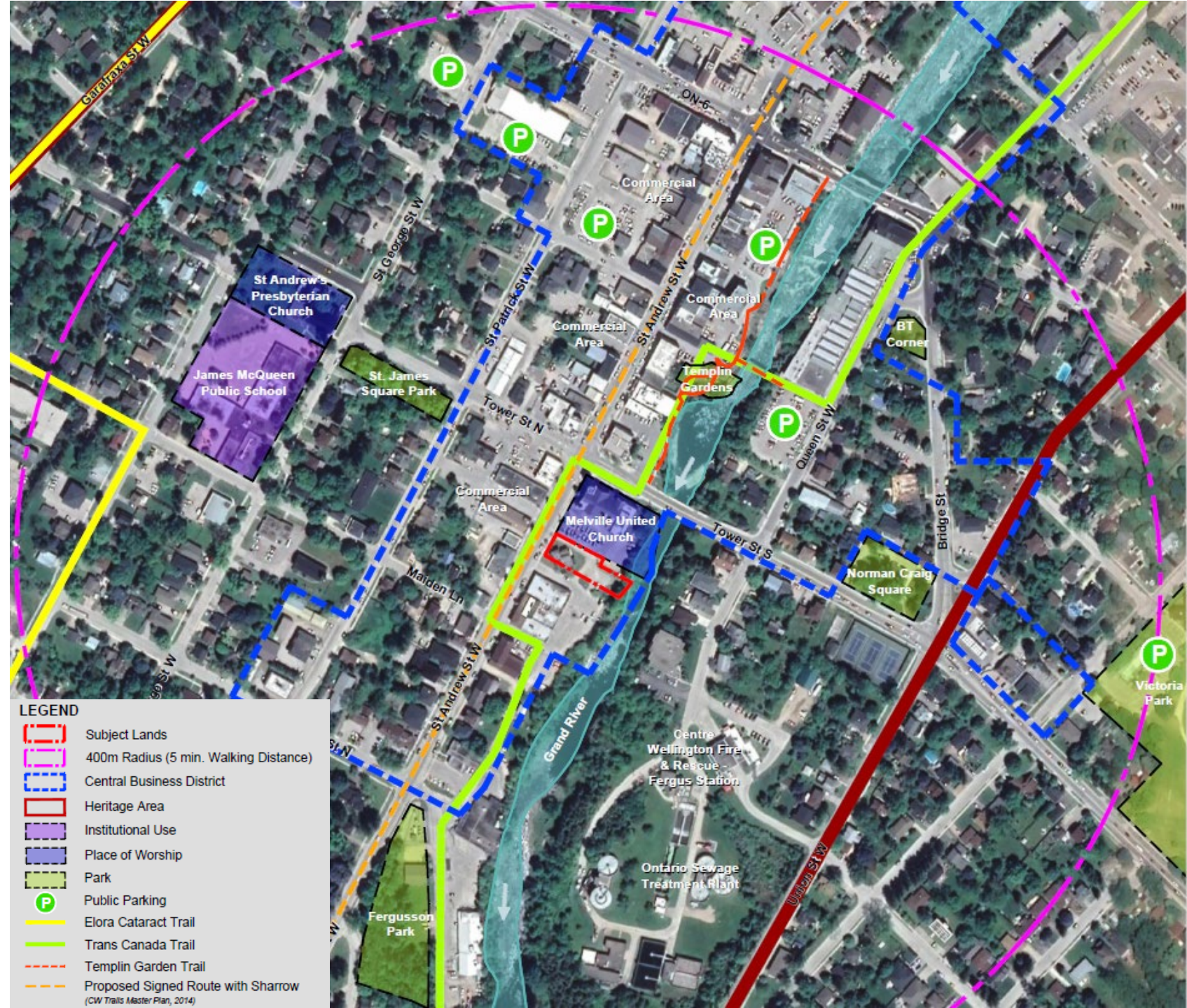
APPROACH TO ATTAINABLE HOUSING

- Mid-market rental is part of the solution to the affordability crisis
- According to CMHC, housing is considered affordable if it costs less than 30% of the household's income (pre-tax)
 - In 2019, 41% of renters spent more than 30% on housing (CW's 2019 Vital Signs Report)
- How will the proposed development help to fill that gap?
 - Purpose-built rental can be delivered at lower prices
 - Increasing the supply of mid-market housing opens a path for people to move through the housing spectrum
 - Increasing the supply of purpose-built rental creates a housing option between affordable housing and condo-living
 - Creates spaces in even more affordable accommodation for those who need it

LOCATION

350 St. Andrew Street W.

- Within the Central Business District of Fergus
- Location provides ideal access to major highway and arterial roads (Highway 6 and St. Andrew Street)
- Well serviced by schools, parks, and other institutional uses
- Variety of employers in Central Business District area and Cherry Hill Shopping Centre (located further south along Tower Street St./Highway 6)
- Underutilized parcel of land

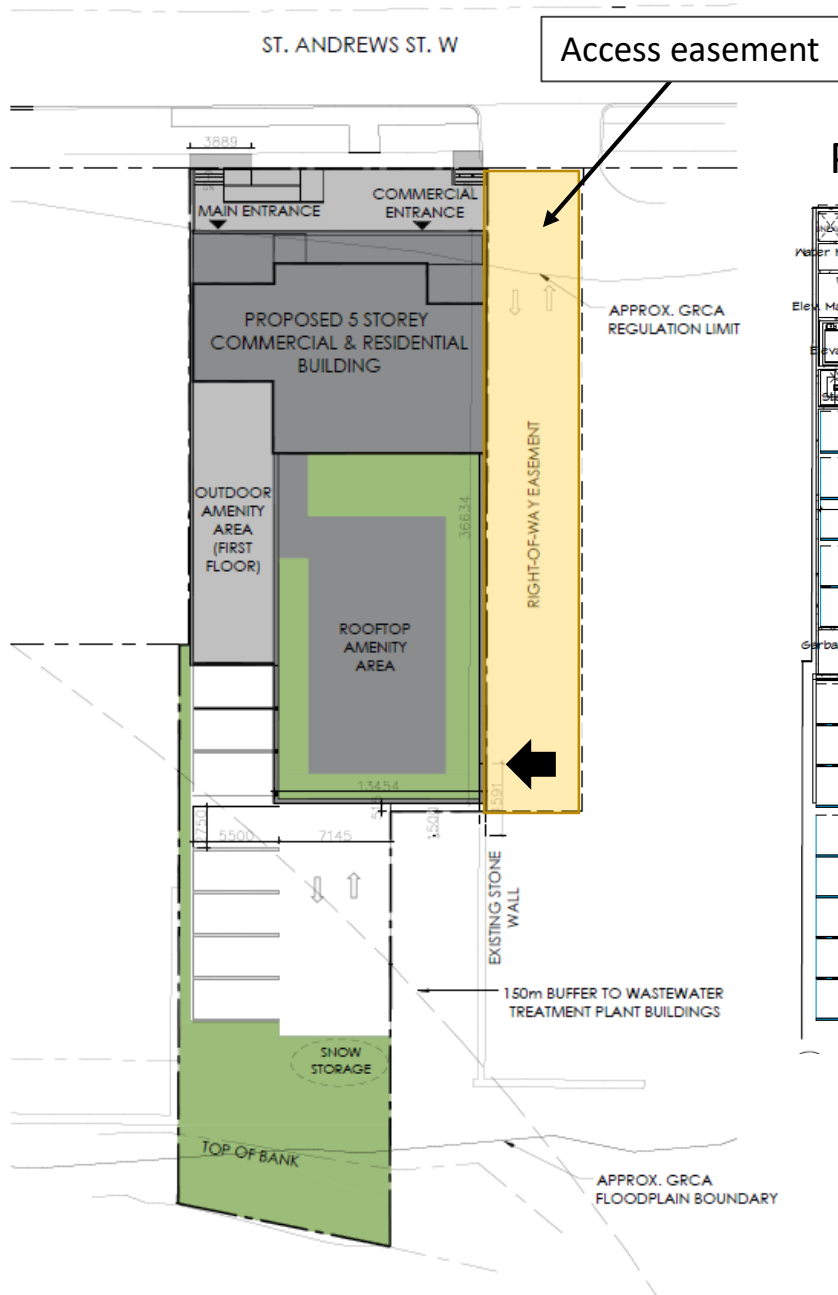


PROPOSED DEVELOPMENT

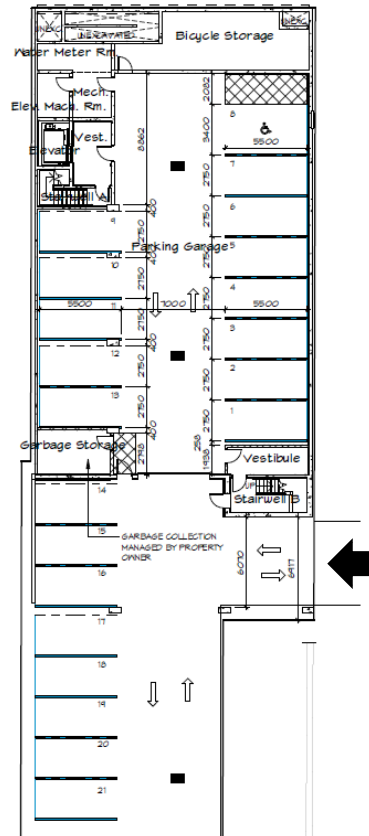
- Highlights:
 - Mixed-use development with 36 residential rental units (mix of bachelor, 1-bed and 2-bed units) and 127 sq.m. of commercial/retail space (located at grade)
 - 5 storeys (approximately 17.5 m), with majority of 5th storey proposed as rooftop amenity area to be utilized by residents
 - Additional indoor amenity area for residents, and balconies proposed for more than half of all units
 - 21 parking spaces located internal to structure (located below grade of the ground level) and as surface parking
 - Vehicular access to surface and structured parking from St. Andrew Street W. (via an existing easement with adjacent Melville United Church property)
 - Secure indoor bicycle storage room and unbundled parking proposed as part of development



SITE PLAN



Parking Plan



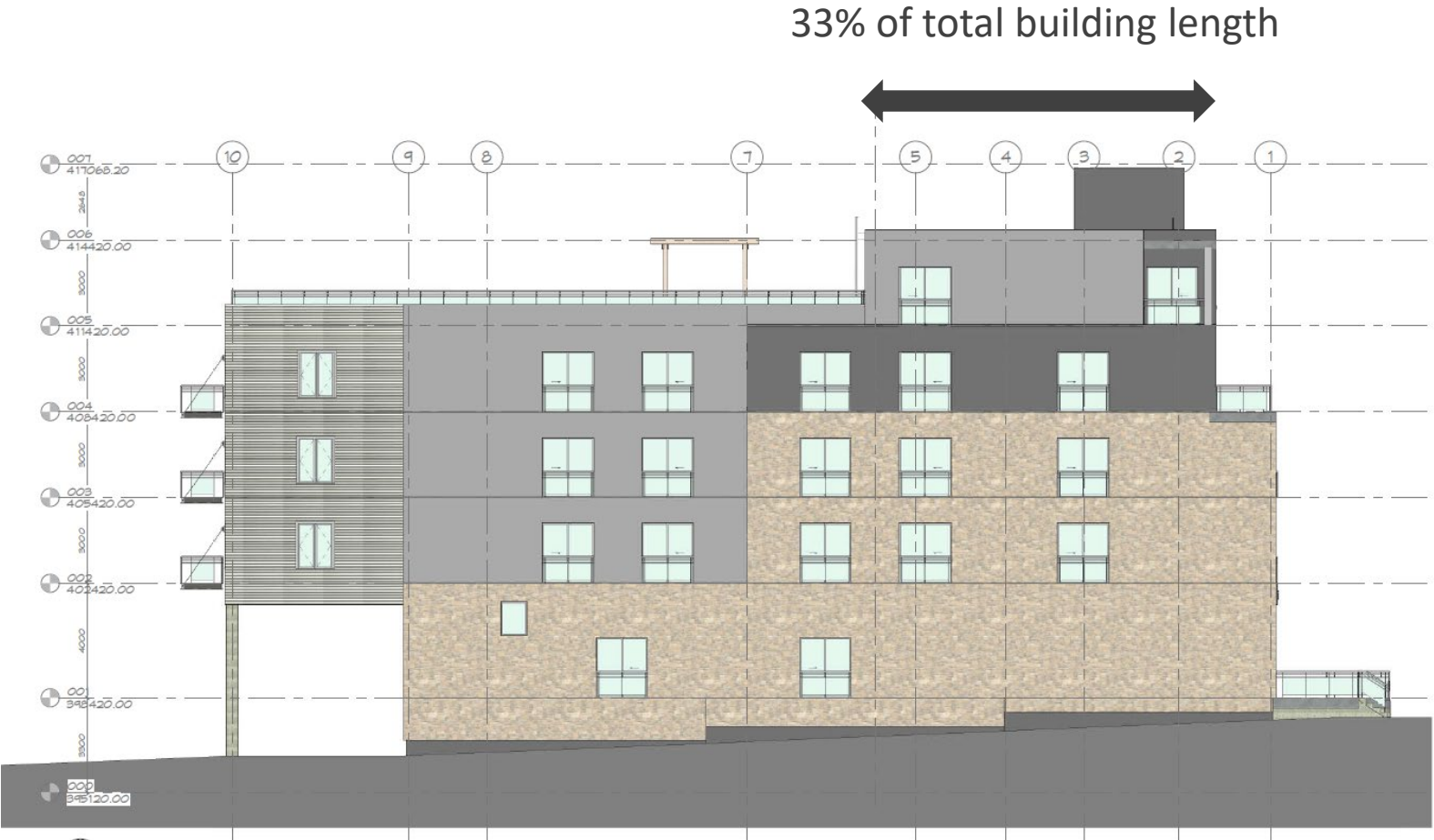
Site Statistics:

- Site Area: 1,148.8 sq.m.
- Gross Floor Building Area: 2,837 sq.m.
- Building Height: 5 storeys (17.5 m/57.4 feet)
 - Zoning By-law states maximum building height of 3 storeys, but not more than 11 m (36 feet)
- Total Residential Units: 36 units
- Total Commercial Floor Area: 127 sq.m. (1,367 sq.ft)
- Total Parking Provided: 21 spaces
 - Commercial Area
 - 1 space per 30 sq.m. (50% Commercial C1 zone parking reduction) = 2.1 spaces
 - Residential Unit (above ground floor commercial)
 - 1 space per unit (50% Commercial C1 zone parking reduction) = 18 spaces

PROPOSED DEVELOPMENT



North Elevation
(from St. Andrew Street W.)



East Elevation

PROPOSED DEVELOPMENT



West Elevation



South Elevation

HERITAGE ASSESSMENT

A **Heritage Impact Assessment (HIA)** was been prepared by MHBC Planning to assess the level of impact that the proposed redevelopment would have on the adjacent properties that are listed on the Centre Wellington Heritage Register (300 and 380-398 St. Andrew Street West).

Conclusions:

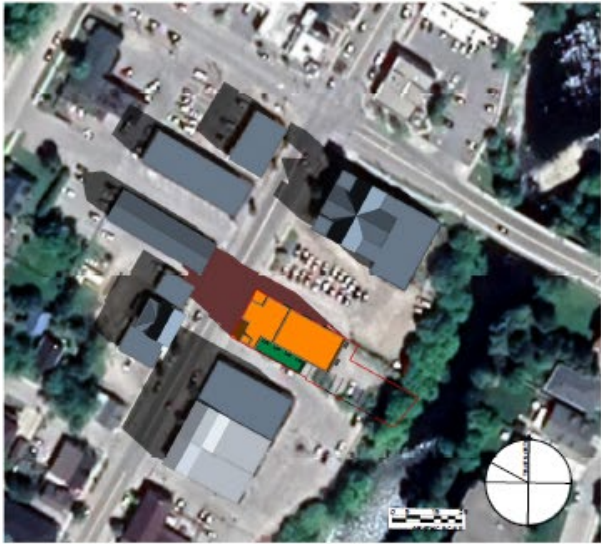
1. The subject property is not of significant cultural heritage value or interest;
2. The proposed development will not result in impacts to adjacent cultural heritage resources;
 - i. Melville United Church (300 St. Andrew Street West)
 - ii. Commercial buildings (380-398 St. Andrew Street West)
3. The proposed development is compatible with surrounding heritage resources and therefore conforms to the Official Plan's heritage policies;
4. Minor mitigation measures are recommended to ensure no damage occurs to the adjacent church during construction and to ensure that the removal of a small portion of the stone wall that extends onto the property is completed appropriately.

PARKING JUSTIFICATION

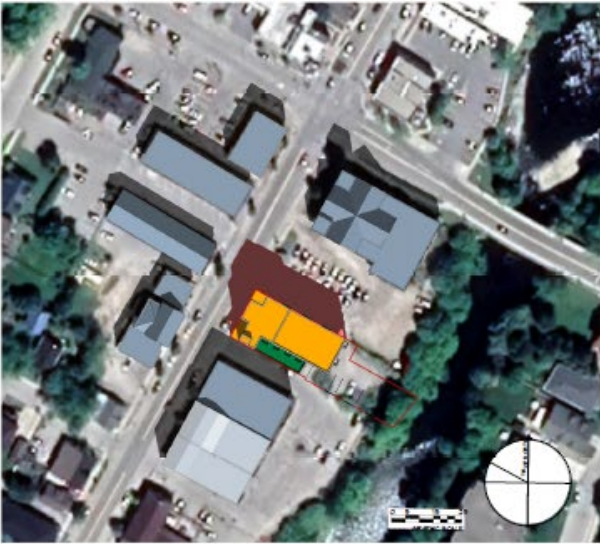
A **Parking Justification Letter** submitted with this application provided the following rationale for the application of the Commercial Zone parking reduction for the proposed development:

- The proposed development is well located and accessible relative to existing employment, institutional, commercial uses and open space uses;
- Future tenants of this development will be able to easily access many amenities within walking distance thus reducing the need for vehicular transportation;
- The proposed development will include Transportation Demand Management (TDM) measures such as unbundled parking and secure indoor bicycle storage, to encourage alternative forms of transportation and only require the amount of parking needed to support the demand;
- The nature of the proposed development (smaller bachelor-size rental units) typically does not require high parking needs; and
- Public parking is available in the surrounding area within a walkable distance.

SHADOW STUDY – Spring/Fall



1 SPS - Spring/Fall - 10am
S10 / 1,050



2 SPS - Spring/Fall - 12pm
S10 / 1,050



3 SPS - Spring/Fall - 2pm
S10 / 1,050



4 SPS - Spring/Fall - 4pm
S10 / 1,050



5 SPS - Spring/Fall - 6pm
S10 / 1,050

SHADOW STUDY LEGEND

	PROPERTY LINE
	PROPOSED BUILDING
	PROPOSED BUILDING SHADOW
	SURROUNDING BUILDINGS
	SURROUNDING BUILDING SHADOW
	OUTDOOR AMENITY SPACE

SHADOW STUDY – Summer



1 SPS - Summer - 10am
020 1:250



2 SPS - Summer - 12pm
020 1:250



3 SPS - Summer - 2pm
020 1:250



4 SPS - Summer - 4pm
020 1:250



5 SPS - Summer - 6pm
020 1:250

SHADOW STUDY LEGEND

	PROPERTY LINE
	PROPOSED BUILDING
	PROPOSED BUILDING SHADOW
	SURROUNDING BUILDINGS
	SURROUNDING BUILDING SHADOW
	OUTDOOR AMENITY SPACE

SHADOW STUDY – Winter



1 20'5 - Winter - 10am
05.0 1: 200









2 20'5 - Winter - 12pm
05.0 1: 200

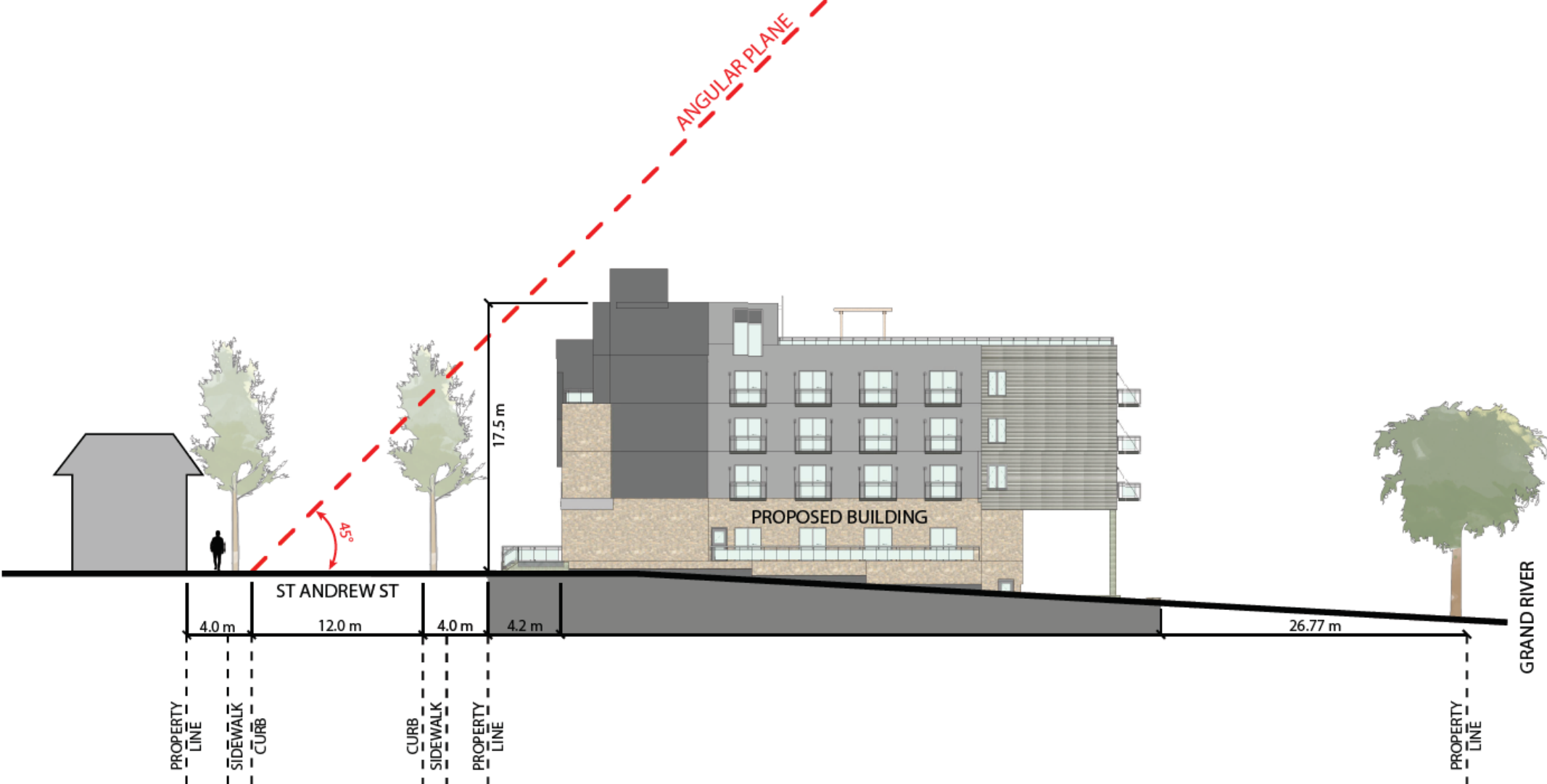


3 20'5 - Winter - 2pm
05.0 1: 200

SHADOW STUDY LEGEND

	PROPERTY LINE
	PROPOSED BUILDING
	PROPOSED BUILDING SHADOW
	SURROUNDING BUILDINGS
	SURROUNDING BUILDING SHADOW
	OUTDOOR AMENITY SPACE

ANGULAR PLANE ANALYSIS



ZONING AMENDMENT

Site Specific Zoning Amendment:

Proposed site specific zoning to Central Business District (C1) Zone to permit the following:

- Permit a maximum building height of 5 storeys (17.5 m/57.4 ft), whereas a maximum of 3 storeys (10.6 metres/35 feet) is permitted.



SUPPORTING STUDIES

1. Architectural Drawings and Site Plan, prepared by Fryett Turner Architects
2. Planning Justification Report, prepared by MHBC Planning
3. Urban Design Brief, prepared by MHBC Planning
4. Shadow Study, prepared by Fryett Turner Architects
5. Parking Justification Letter, prepared by MHBC Planning
6. Cultural Heritage Impact Assessment, prepared by MHBC Planning
7. Functional Servicing Report and Stormwater Management Report, prepared by MTE Consultants
8. Source Water Protection Screening Form

CLOSING REMARKS

- The proposed development is consistent with Provincial Policies contributing densities within the built up area.
- The development conforms to the policies of the County of Wellington Official Plan, and provides for intensification on an underutilized site within close proximity of a major highway (Highway 6) and major arterial roads;
- The proposed design is compatible with adjacent existing uses and respects the intent of the Official Plan and Zoning By-law regulations for the future development of the subject site;
- The proposed development optimizes the use of available infrastructure within the developed portion of the community by connecting to existing infrastructure;
- The proposed development will not adversely affect the adjacent cultural heritage resources, nor other adjacent uses;
- The proposed redevelopment will provide additional residential rental housing supply and will provide a range of unit types, and mix of uses within the community;
- Contributes to providing relief to the housing crisis by providing an attainable mid market rental housing solution.

PLANNING PROCESS



Thank you for your time - Any questions?

