

October 13, 2021

Chantalle Pellizzari
Planning Coordinator
Township of Centre Wellington
1 MacDonald Square
PO Box 10, Elora ON N0B1S0

Dear Ms. Pellizzari,

**RE: Parking Justification Letter
Zoning By-law Amendment Application for 350 St. Andrew Street West, Fergus ON
OUR FILE '18107B'**

In support of the Zoning By-law Amendment application for the redevelopment of the property municipally addressed as 350 St. Andrew Street West ("the subject lands"), we are pleased to provide this additional Parking Justification Letter in response to planning staff's request.

The Township's Zoning By-law includes regulations which permit a 50% reduction to the required parking for developments within the Commercial (C1) Zone. The subject lands are zoned C1 and qualify for the 50% parking reduction. With the application of the 50% reduction in parking spaces, the proposed development complies with the required parking.

According to planning staff, the regulation that permits the 50% parking reduction was established based on the presumption that buildings would be no higher than the maximum height permitted by the Zoning By-law (3 storeys, or 11 metres). As such, Township planning staff has requested that an additional parking justification be provided in support of the proposed Zoning By-law Amendment, in order to assess the proposed development in the context of Official Plan policy D.3.5, which states that "*Adequate and well-located off-street parking facilities shall be provided to meet the demands generated by development in the downtown*".

Site Context and Proposed Development

The subject lands consist of an irregularly shaped parcel approximately 0.45 acres in size which is situated in downtown Fergus, between the intersections of Tower Street and Maiden Lane. The

property fronts St. Andrew Street West and backs onto the Grand River. The subject lands are presently developed and contain an unoccupied office building with surface parking to the rear of the building.

The subject lands are an underdeveloped parcel within the Central Business District, and abut existing commercial/institutional uses and are well located relative to a number of other institutional and public service uses such as schools, library, post office and the County Social Services Office. James McQueen Public School is located approximately 200 metres away and is within walking distance of the subject lands. The subject lands are also well located with respect to recreational uses and open space uses, and within a 10 minute walk to Victoria Park, Fergusson Park, Beatty Park and Blair Park. The subject lands are within walking distance to a number of other service commercial/retail uses that support day-to-day needs and includes uses such as a pharmacy, grocery store, banks, restaurants, etc.

The subject lands are well connected to the local and provincial road network, via St. Andrew Street West and Tower Street South (which connects to Highway 6), which is an arterial County Road and provides connection to a Provincial Highway that travels northbound and southbound. With respect to active transportation, sidewalk infrastructure exists along both the north and south sides of St. Andrew Street West. Public parking infrastructure is also available in the downtown area and within walking distance to the subject lands.

In summary, the site is well-located within the Central Business District of Fergus, and is located within close proximity to a range of non-residential uses including commercial, institutional and recreational uses. Sidewalks exist along both sides of the street on St. Andrew Street West, and the site is well-connected to the collector road network and existing active transportation routes.

Proposed Development

The proposed development includes the demolition of the existing office building and the construction of a new 5 storey mixed-use building with a total of 36 residential units and 127 m² of commercial area. The proposed units will consist of 24 bachelor units, 9 one-bedroom units, and 3 two-bedroom units. The objective is to create attainable rental housing units for low to moderate income households within an area that is close to employment, institutional uses and other community uses.

A total of 21 surface and structured parking spaces are proposed, with a proposed parking ratio of 0.58 spaces per unit. Vehicular access is proposed from St. Andrew Street West via an existing easement over the adjacent lands at 300 St. Andrew Street West (Melville United Church lands). Direct pedestrian access to the proposed building will also be provided to the existing sidewalk network on St. Andrew Street West. Indoor bicycle storage is also proposed for the tenants of the building. A total of 30 bicycle storage spaces can be accommodated within the indoor storage.

Parking Requirements

The Township's Zoning By-law includes regulations which permit a 50% reduction to the required parking for developments within the C1 Zone. The subject lands are within the Central Business District Commercial (C1) Zone, and thus qualify for the 50% parking reduction. Under the proposed 50% reduction, the proposed development complies with the parking requirements.

A total of 21 parking spaces are proposed. The intent is for commercial parking spaces and visitor parking spaces to be shared.

A breakdown of the required and provided parking on site is summarized in **Table 1**, below.

Table 1 – Required and Proposed Parking Calculations

USE	UNITS / AREA (m ²)	REQUIRED PARKING RATE*	REQUIRED PARKING SPACES*	PROPOSED SPACES
Residential	36 units	1.0 space per dwelling unit (50% for C1 Zone)	36 units x 1.0 = 36 spaces 36 spaces x 0.5 = 18 spaces	19
Commercial	127 m ²	1 space per 30 m ² (50% for C1 Zone)	127 m ² / 30 = 4.2 spaces 4 spaces x 0.5 = 2.1 spaces	2
Total	36 units / 127 m²		22 spaces (rounded up)	21 spaces (incl. 1 BF space)
Barrier Free Parking (Accessible)		4-25 required parking spaces = 1 BF space (Type A)	21 spaces = 1 BF space (Type A)	1 (Type A) space

* Parking requirement for Central Business District (C1) zone shall be 0.5 times the number of required parking spaces, as per Section 5.5.5 of the Zoning By-law

Transportation Demand Management

In order to comply with the parking requirements, the proposed development will apply the 50% reduction to the required parking for developments within the Commercial (C1) Zone, as permitted by Section 5.5.5 of the Zoning By-law. In support of the application of the 50% reduction, additional Transportation Demand Management measures are proposed to alleviate the parking demands for the proposed development. Transportation Demand Management (TDM) can be defined as: “a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost”¹.

TDM measures strive to reduce the demand for roadways and motor vehicles by developing policies, programs and services that influence how, when, where, and whether people travel in order to support a more efficient use of the transportation system. The overall objectives of TDM strategies are to support and enhance sustainable transportation choices and discourage single occupant vehicle trips, and to reduce traffic congestion, parking supply needs, and demand for parking spaces by encouraging various modes of travel.

With regards to proposed TDM measures, the following elaborates on the individual measures proposed. Firstly, it is proposed that the residential parking spaces will be “unbundled” from each individual unit, and will be available as an extra charge to those residents that are interest on a first-come-first-served basis. The provision of parking as unbundled prevents the development from having many vacant parking spaces and providing parking spaces in correspondence with the demand, as they will only be provided to those who have a vehicle and require the space. In addition, an indoor bicycle storage room is proposed as part of the development which will provide safe storage and access to bicycles racks for the residents, and reduce the need for vehicle ownership.

¹ City of Cambridge Official Plan, 2018

Parking Demand within the Downtown

As previously noted, the subject lands are well located within the Central Business District of the settlement of Fergus. Furthermore, the majority of the residential units are bachelor-size, and thus it is anticipated that the demand for parking spaces will not be as substantial as there are a number of amenities and commercial uses within walking distance of the subject lands. There is ample on-street and off-street parking within the core area, and that it may be possible to arrange additional parking for residents of the proposed development (as necessary) to be located on other lots within close proximity.

Vehicle Ownership Rates

As an alternative assessment of parking demand, we have also reviewed the Transportation Tomorrow Survey (TTS) conducted by the Data Management Group at the University of Toronto. This Survey has been conducted across the Greater Golden Horseshoe every five years since 1986. The Survey aims to comprehensively collect and disseminate travel information across the study area. **Table 2** summarizes the vehicle ownership data for apartments across Centre Wellington in 2016 (latest completed survey).

Table 2: Transportation Tomorrow Survey Vehicle Ownership Data for Apartments in Centre Wellington (2016)				
	0 Vehicles	1 Vehicle	2 Vehicles	3 Vehicles
TTS Survey	350	1093	161	29
	21%	67%	10%	2%

Based on the TTS, we have estimated the breakdown of anticipated vehicle ownership for the proposed 36-unit apartment building in **Table 3**. Based on this breakdown, the TTS estimates that a total of 32 parking spaces would be required to accommodate the proposed 36-unit mixed-use apartment building.

Table 3: Transportation Tomorrow Survey Anticipated Vehicle Ownership in Proposed 36-Unit Apartment Building and Parking Requirements Using Apartment Data				
	0 Vehicles	1 Vehicle	2 Vehicles	3 Vehicles
Number of Units	8 (21%)	24 (67%)	4 (10%)	0 (2%)
Number of Vehicles	0	24	8	0
Total Number of Parking Spaces				32

The TTS estimates that a total of 32 parking spaces would be required to accommodate the proposed 36-unit apartment development.

It is noted, that the TTS numbers above were based on a standard definition of an ‘apartment’ unit, which does not take into consideration unit sizes or anticipated number of tenants for the development. With a majority of units being bachelor-size within the proposed development, it would suggest fewer tenants than for other traditional apartment developments, which in turn suggests a reduced parking demand.

Although the data in the TTS is helpful in providing a broad indication of existing vehicle ownership for the Township, it may not accurately reflect the demographic or socio-economic characteristics of the tenants of a particular development or area of the Township, which may have a significant influence on vehicle ownership.

It should also be noted that this data is from 2016 and reflects broad vehicle ownership patterns from across the entire Township of Centre Wellington. Ultimately, this estimate does not account for the locational attributes of the subject lands relative to access to employment land and other community uses/amenities, and more importantly, the Transportation Demand Management measures that can be implemented with the proposed redevelopment. Cumulatively, all these factors help support and justify the proposed parking reduction for this redevelopment.

Summary

In summary, it is our opinion that the proposed development of a 36-unit rental apartment in downtown Fergus with a total parking ratio of 0.58 spaces per unit is appropriate from a parking need/demand perspective. This opinion recognizes the following:

- The subject lands are 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 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; and,
- The nature of the proposed development (smaller rental units) typically does not require high parking needs, which is reflected in the TTS data.

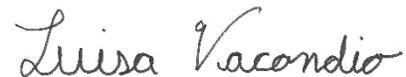
We trust the above satisfies your requirements. If you have any questions, or require any further information, please do not hesitate to call.

Yours truly,

MHBC



Pierre Chauvin, MA, MCIP, RPP
Partner



Luisa Vacondio, BES
Planner

cc. *Eric Van Grootheest*
Jim Fryett
Danielle Gignac