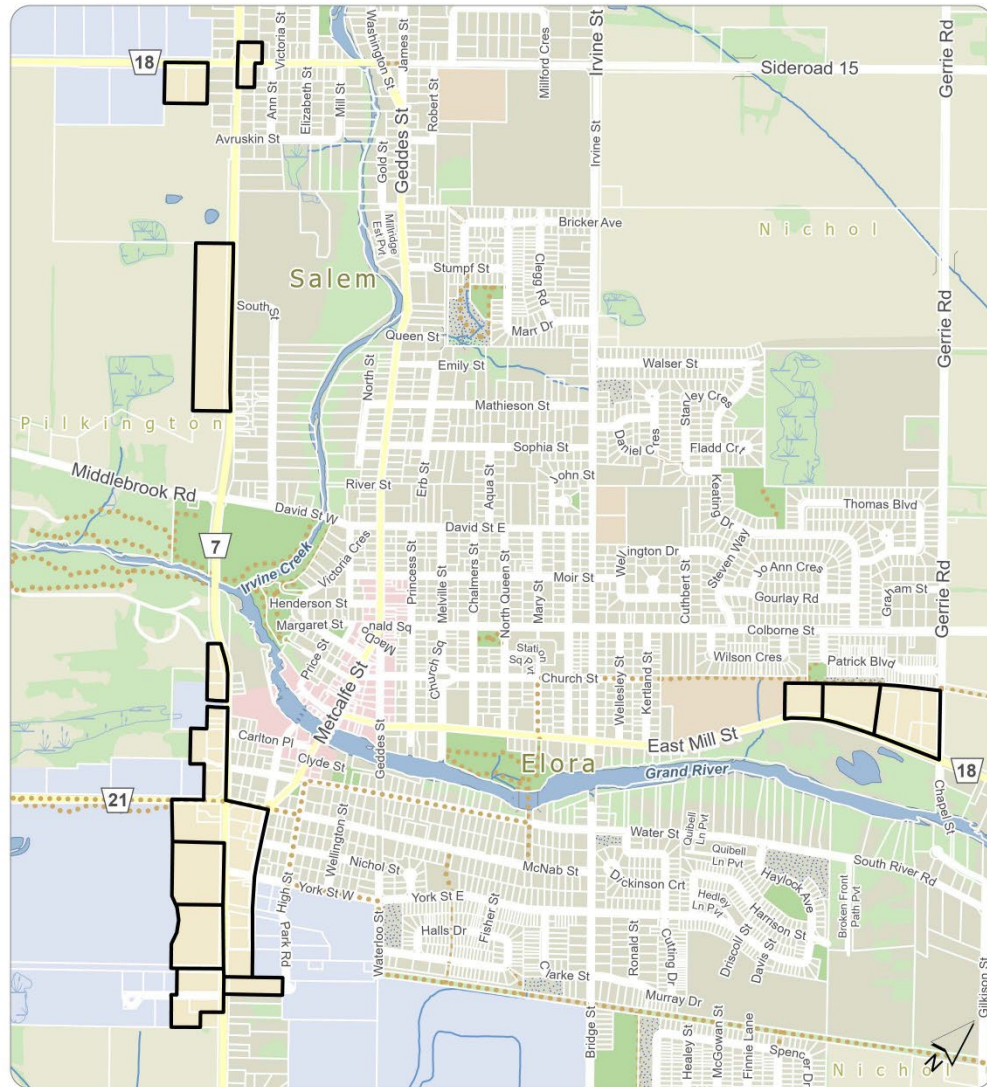


# Highway Commercial (C2): Proposed Zoning Amendment



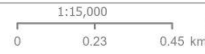
Centre Wellington



Elora

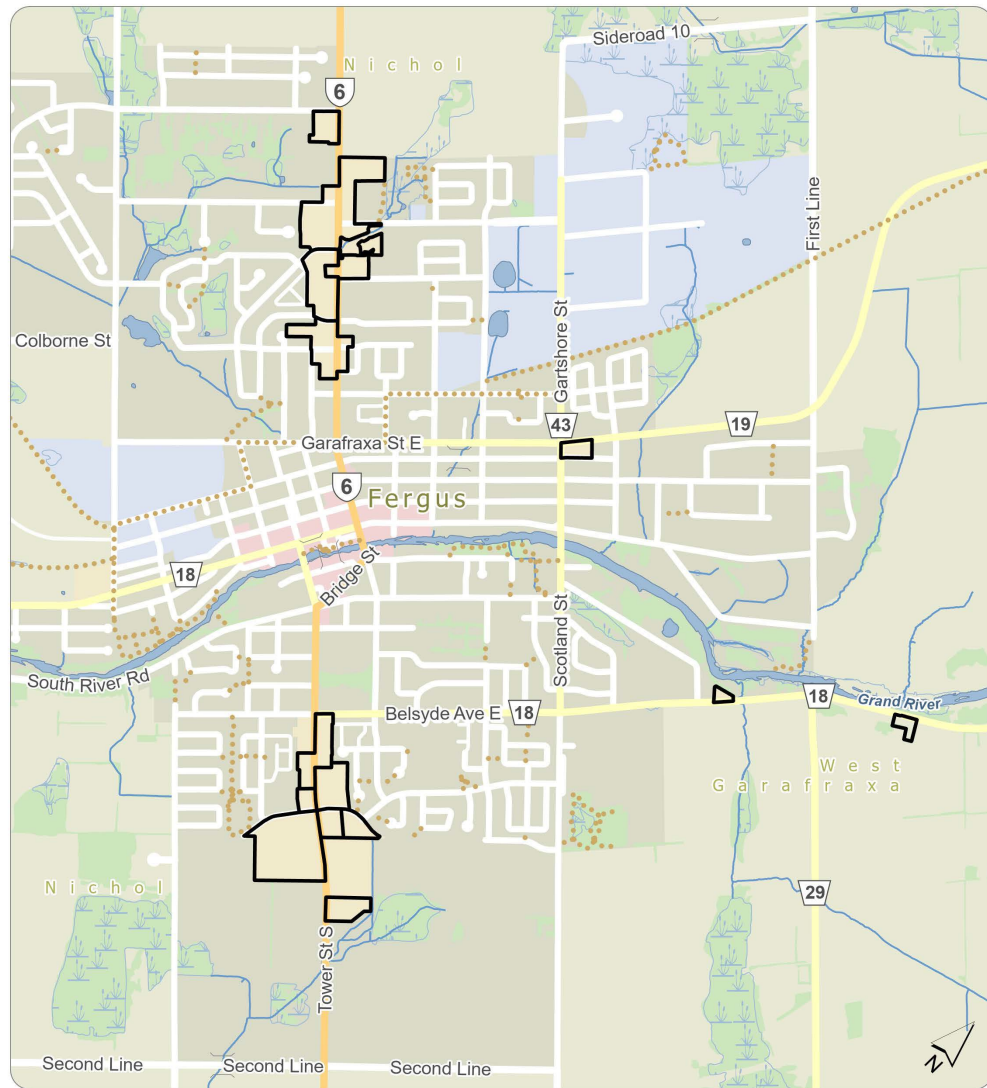
 C2 (Highway Commercial) Zones

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Fergus Overview

 C2 (Highway Commercial) Zones

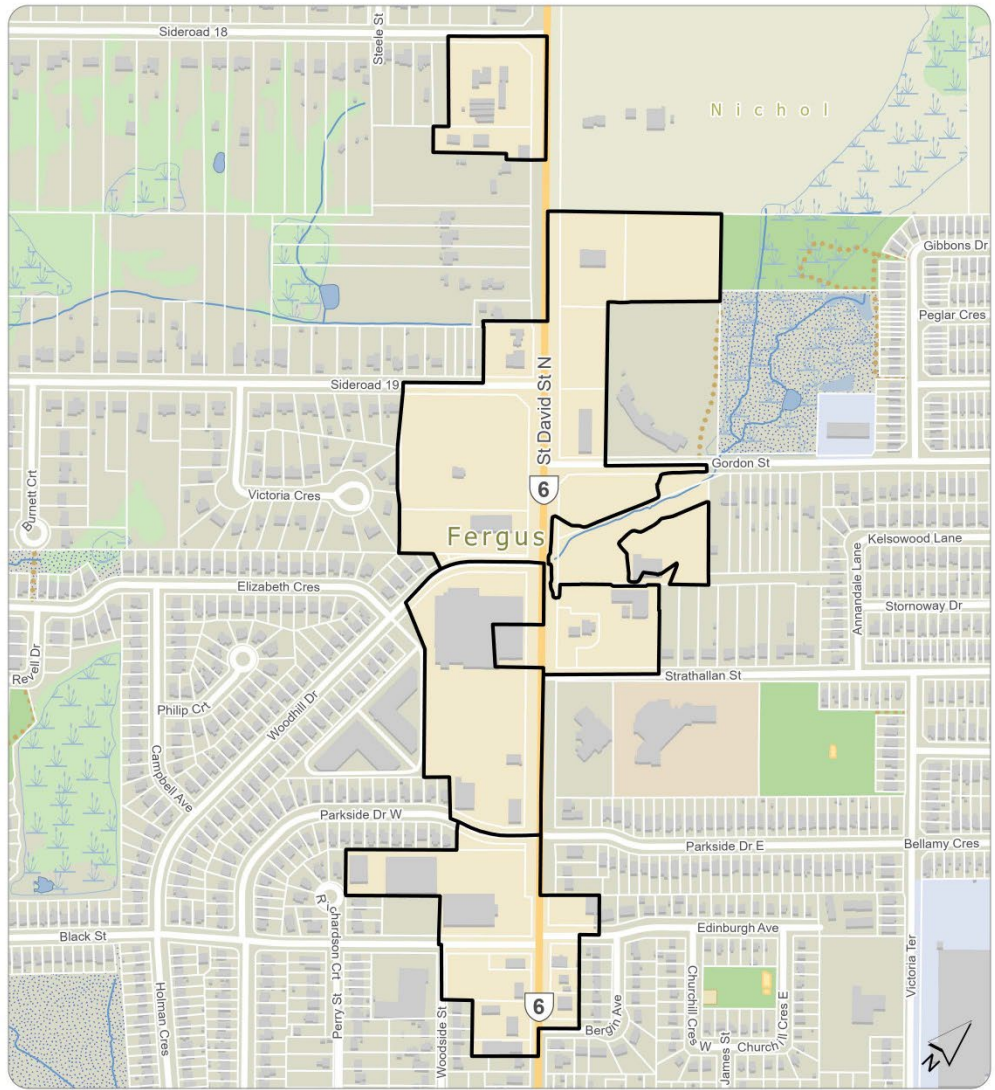
Source: May include data from the Grand River Conservation Authority, County of Wellington, Terrest (2004) and © 2022 of the Queen's Printer For Ontario. Data provided herein is derived from sources with varying levels of accuracy and currency. This is not a survey product. The Township of Centre Wellington declines all responsibility for the accuracy or completeness of information contained herein. The Township of Centre Wellington assumes no responsibility for errors arising from use of these mapping products. All rights reserved. May not be reproduced without permission. © 2022 The Township of Centre Wellington. Path: C:\PLANNING\_DATA\Planning\_Projects\WACANT\_LAND\_SUPPLY\Growth\_Strategy\HighwayCommercial\_C2\_Zones.aprx

1:23,437

0 0.35 0.7 km

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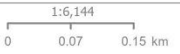




Fergus North

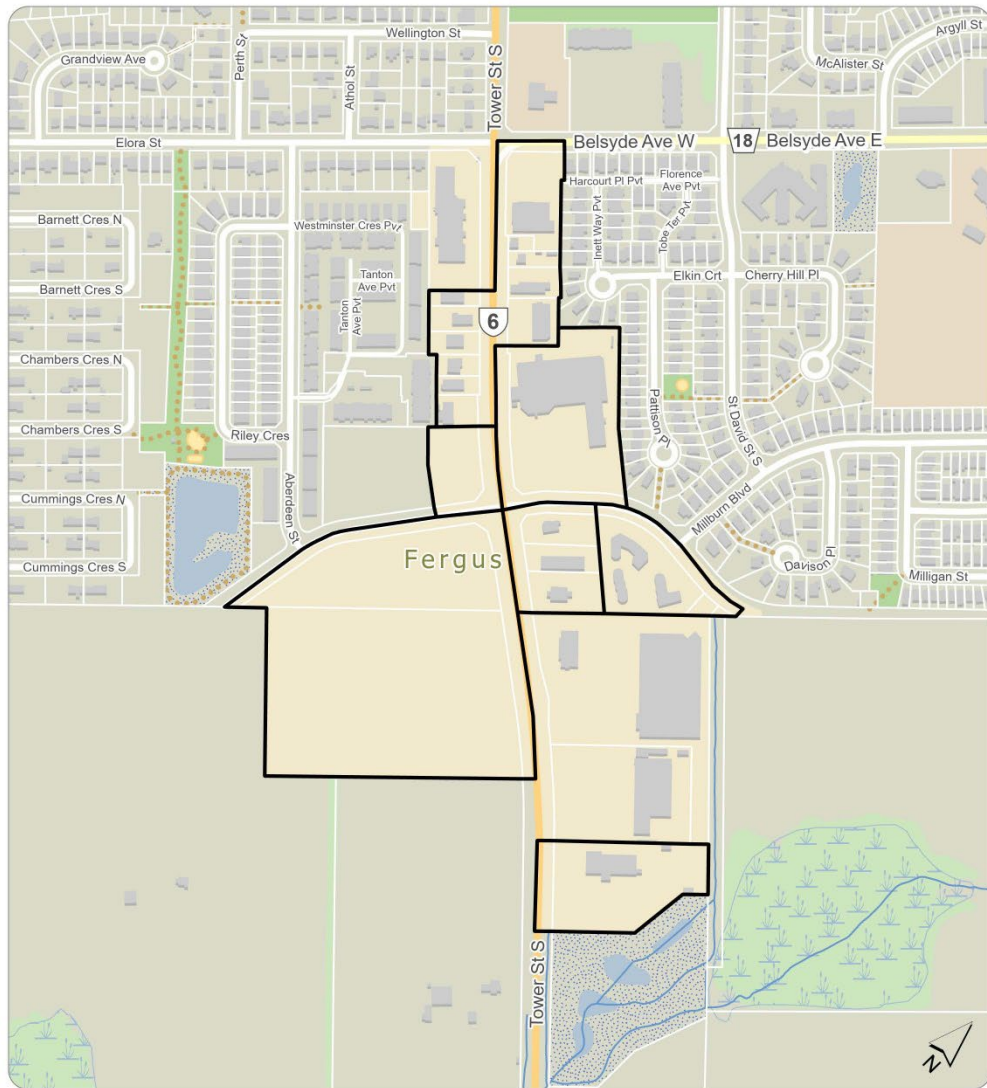
 C2 (Highway Commercial) Zones

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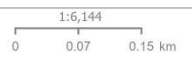




Fergus South

 C2 (Highway Commercial) Zones

Sources: May include data from the Grand River Conservation Authority, County of Wellington, Teraset (2014) and ©2022 of the Queens Printer For Ontario. Data provided herein is derived from sources with varying levels of accuracy and currency. This is not a survey product. The Township of Centre Wellington declines all responsibility for the accuracy or completeness of information contained herein. The Township of Centre Wellington assumes no responsibility for errors arising from use of these mapping products. All rights reserved. May not be reproduced without permission. © 2022 The Township of Centre Wellington. Path: C:\P\ADMIN\DATA\Planning\Projects\MCANT\_LJ\AND\_SUPPLY\_Growth\_Strategy\Highway Commercial\_C2\_Zones.aprx



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Regulation	Current	Proposed	Comments/Additional Regulations
a) Minimum Lot Area	1,000m <sup>2</sup>	700m <sup>2</sup>	Aligns with other multi-unit zones and increases opportunity on smaller properties
a) Minimum Lot Frontage	30m	20m	Reflects smallest C2 properties
a) Minimum Front Yard	3m	No change	New: 2m step back for each storey above 3 <sup>rd</sup> (to reflect typical development within an acceptable angular plane to minimize impacts of massing and shadowing) New: 3m landscape strip New: Residential uses not permitted within 9m of street and shall not occupy more than 50% of total ground floor area of a building within 30m of street line. New: Buildings set back at least 30m from the street line can be fully occupied with residential units
a) Minimum Rear Yard	7.5m	No change	New: 2 m step back for each storey above 3 <sup>rd</sup> where abutting residential
a) Minimum Side Yard	3m	No change	New: 2 m step back for each storey above 3 <sup>rd</sup> where abutting residential
a) Maximum Lot Coverage	40%	No change	
a) Minimum Landscaped Area	20%	No change	Private or common amenity area not required for mixed use buildings
a) Maximum Building Height	3 storeys but not more than 11 m	18 m but not more than 5 storeys	New: Minimum building height 7.5 m and 2 storeys Maintains a 2-3 storey street wall
a) Buffer Strip	Along side lot line which abuts residential or institutional lands (1.5 m)	2.5 m buffer strip where abuts land zoned residential or institutional	Allows trees and plantings greater space to survive (1.5 m insufficient)
a) Outdoor Storage	Section 4.29	No change	
a) Outdoor Display Areas	Section 4.28	No change	
Permitted Uses	As per Table 10A	Excludes specific uses (see by-law)	To reduce nuisances resulting from incompatibility with residential uses in the same building or on same site
Parking	As per Section 5	No change	Relief to be considered on site specific basis, if needed

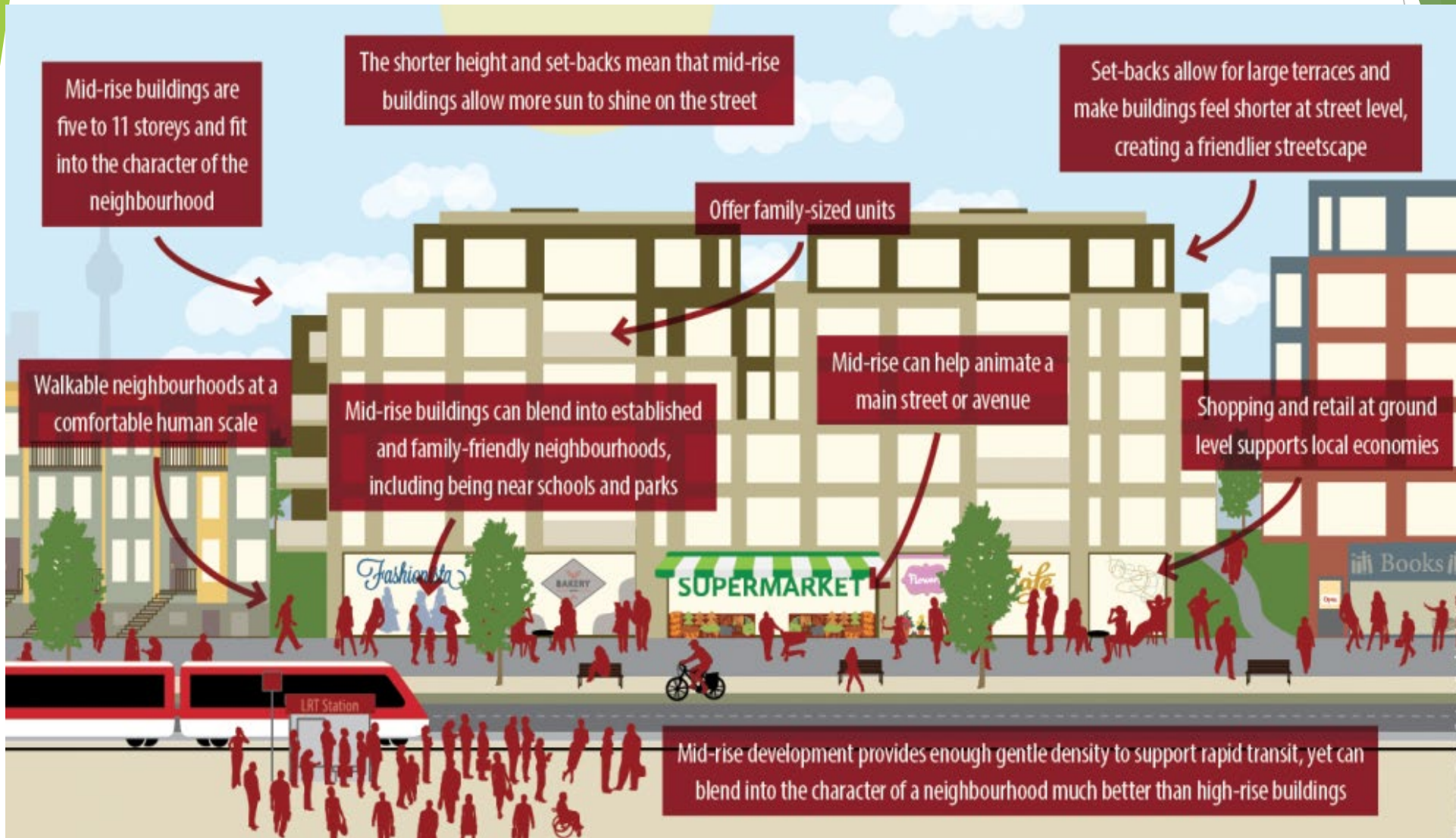
# Defining Attainable Housing

*“Housing that costs up to 30% of a household’s gross income, with the household income ranging from 80 to 120 percent of local median income. Beyond financial considerations, the housing should accommodate all people through all stages of life as needs and means change while being both available and sustainable.”*

## Why Highway Commercial Areas?

- Increases housing supply on larger scale with fewer impacts
- Addresses land needs for larger mixed use developments
- Access to major arterial roads along future transit corridors
- Wide range of supportive uses (i.e. retail and service commercial for day-to-day needs of residents)
- Opportunities for shared parking among uses at different times of day
- Servicing capacity is available to support intensification
- Encourages “Main Street” feel when residential uses introduced
- Encourages pedestrian and cycle-friendly environment and street
- Underutilized sites with empty space and vast parking areas
- Ease of short term implementation
- Details can be addressed through site plan process and design guidelines

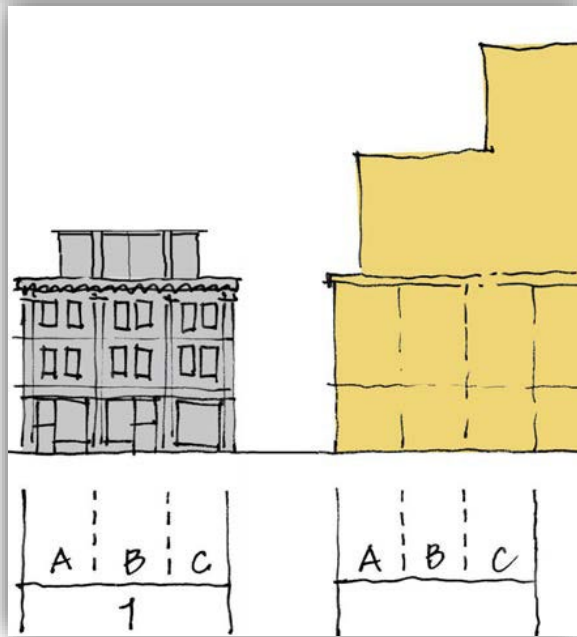
# The Liveable Mid-rise Neighbourhood



Source: GTA Housing Action Lab, "Make Way for Mid-rise", April 30, 2015 publication



# Examples of Building Step Backs on Upper Storeys



Source: Town of Erin Urban Design Guidelines, April 2021 (The Planning Partnership)

# Examples of Mid-rise Mixed-use Developments on Major/Arterial Roads

SkyDev Site Plan for Talisman Gate in Gravenhurst ON



Source: Skyline/Sky Dev (Talisman Gate, Gravenhurst), skydev.ca

# Examples of Mid-rise Mixed-use Developments on Major/Arterial Roads

Tennis Court Rendering View of Talisman Gate in Gravenhurst ON



Source: Skyline/Sky Dev (Talisman Gate, Gravenhurst), skydev.ca

## Examples of Mid-rise Mixed-use Developments on Major/Arterial Roads



Source: Diamond Schmitt Architects, Wonder Condos, BILD Awards (Best Mid-rise Design), Toronto, May 8, 2019

## Examples of Mid-rise Mixed-use Developments on Major/Arterial Roads



Source: KTG Architecture + Planning (SummerHill Apartment Communities, San Francisco)