



April 8th, 2022

JDE Project 19144

Rockap Holdings Inc.

1947 Pagehurst Crt
Mississauga, ON, L4X 1Y8

**RE: Parking Study Addendum
 136 Bayfield Street, City of Barrie**

This addendum letter was prepared by **JD Northcote Engineering Inc.** [JD Engineering] for the account of **Rockap Holdings Inc.** [Client].

PARKING STUDY

1.0 BACKGROUND

The subject site is located at the northwest corner of the intersection of Bayfield Street / Sophia Street West. The existing site includes a four-storey office building and a separate two-storey office building.

The proposed redevelopment includes the construction of the following:

- 282 condominium units:
 - 4 bachelor;
 - 112 one-bedroom;
 - 102 one-bedroom + den;
 - 34 two-bedroom;
 - 11 two-bedroom + den;
 - 19 three-bedroom;
- 8 townhouse units;
- 10 dedicated live/work units; and
- 477m² (5,134ft²) GFA ground floor commercial space.

The proposed development will include 258 parking spaces.

This Parking Study has been prepared as addendum to the *136 Bayfield Street Traffic Impact Study* (dated May 1st, 2020) and the *Parking Study and Vehicle Swept Path Analysis* (dated June 10th, 2021).

2.0 STUDY OBJECTIVE

The purpose of this review is to estimate the parking supply required to adequately service the updated unit count for the proposed development (attached in the **Appendix**).



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2.1 STUDY AREA PARKING INFRASTRUCTURE

On-street parking is generally prohibited along all streets within the study area. On-street parking, where available, is subject to the City's Overnight Parking By-law (2007-209) which limits on-street parking to 3 hours all year long and prohibits on-street parking between 00:01 to 07:00, from December 1st each year until March 31st in the following year.

There are a number of private commercial and residential surface parking lots located within the study area.

Figure 1 illustrates the location of the above-noted existing parking in the study area.

Figure 1 – Proposed Site Location and Study Area Parking Infrastructure



2.2 CITY OF BARRIE BY-LAW

The City's Zoning By-law 2009-141 [Zoning By-law] provides parking requirements for a variety of building types and land uses. The proposed development is currently zoned for C2-1 'Transition Centre-1', in the Zoning By-law. **Table 1** illustrates the parking requirement for the proposed development uses, according to the Zoning By-law.

Table 1 – City Zoning By-Law Requirement

Category	Requirements	Units / GFA (m ²)	Parking Required (spaces)
Resident	1.5 spaces per unit	300 units	450
Commercial	1 space per 24m ² GFA	477 m ²	20
Total			470
<i>Accessible</i>	<i>1 space plus 3% of required parking</i>		<i>14</i>
<i>Bike Parking</i>	-	300 units	-

The Zoning By-law requirement for the Central Area Commercial Zone, which applies to lots on the south side of Worsley Street (approximately 90 metres south of the subject site), includes reduced parking requirements. If the subject site was included in the Central Area Commercial Zone, the parking requirement would be as illustrated in **Table 2**.

Table 2 – City Zoning By-Law Requirement (Urban Growth Centre)

Category	Requirements	Units / GFA (m ²)	Parking Required (spaces)
Resident	1.0 spaces per unit	300 units	300
Commercial	0 spaces	477 m ²	0
Total			300

2.3 OTHER SIMILAR MUNICIPALITIES

A review of parking standards required by other similar municipalities for apartment land uses was undertaken. A summary is provided in **Table 3**.

Table 3 – Similar Municipalities Parking Requirements

Municipality	By-Law	Section	Parking Requirement		
			Resident	Visitor	Total
City of Cambridge	ZBL 150-85	2.2.1	1.0	0 ¹ to 0.25	1.0 to 1.25
City of Kitchener	ZBL 2019-051 (Urban Growth Centre)	Table 5-3	1.0	0	1.0
Town of Newmarket	ZBL 2019-06 (Urban Centre)	5.3.1.1	0.7 to 1.2	0.15	0.85 to 1.40
City of North Bay	ZBL 2015-30 (Commercial Core)	4.14.1	0.5	-	0.5
City of Orillia	ZBL 2014-44 (Downtown Zone)	6.2.2.1	0.75	-	0.75

¹Visitor parking is not required in Special Policy Areas

As shown, the parking requirements for an apartment land use range from 0.75 to 1.2 spaces per unit for resident parking and 0 to 0.25 spaces per unit for visitor parking.

Additional consideration has been given to the City of Vaughan parking review entitled *Review of Parking Standard Contained within the City of Vaughan's Comprehensive Zoning By-law Final Report* (IBI Group, March 2010). The report provides a comprehensive review of the City's existing parking requirements to provide a broader understanding of the role of parking standards in order to promote more sustainable forms of development. The report provides parking supply recommendations for various unit types based on a per-bedroom rate. The review further considered the characteristics of the development area, providing rates based on urban categories.

Table 4 summarizes the recommendations for multi-unit residential dwellings provided in the review.

Table 4 – City of Vaughan Parking Standard Review (Exhibit 4-2)

Description	Parking Requirement						
	Base	High-Order Transit Hubs		Local Centres		Primary Intensification Corridors	
	Min	Min	Max	Min	Max	Min	Max
Bachelor / 1-Bed	0.9	0.7	1	0.8	1	0.85	1.2
2-Bed	1.1	0.9	1.3	1	1.3	0.95	1.4
3+ Bed	1.2	1.0	1.5	1.1	1.5	1.15	1.7
Visitors	0.2	0.15	0.15	0.2	0.15	0.2	0.2

As indicated, the minimum resident park rates range from 0.7 spaces per unit for a bachelor/1-bed unit in a high-order transport hub to 1.15 spaces per unit for the base 3+ bedroom unit in a primary intensification corridor.

When including visitor parking, the total parking requirement is 0.85 spaces per unit for a bachelor/1-bed unit in a high-order transport hub to 1.35 spaces per unit for the base 3+ bedroom unit in a primary intensification corridor.

2.4 ITE PARKING RATES

Parking data provided in the Institute of Transportation Engineers [ITE] Parking Generation Manual (5th Edition) [ITE Parking Generation Manual] has been reviewed and summarized in **Table 5**. The following ITE land use were reviewed:

- ITE land use 222 (Multifamily Housing (High-Rise)) – Centre City Core Setting.

Table 5 – ITE Parking Generation

ITE Land Use	Average Parking Supply	Average Parking Demand	Peak Parking Demand Range	Parking Demand Formula	Units	Estimated Parking Demand
Multifamily Housing (High-Rise) ITE Land Use: 222	0.7 spaces / unit	0.46	0.25 to 0.67	$\ln(P) = 0.94\ln(X) - 0.47$	300	211

As shown, the ITE parking data indicates an average parking demand of 0.46 spaces per unit with a peak parking demand range between 0.25 to 0.67. Based on the ITE parking demand formula, the estimated resident parking demand for the the proposed development is of 211 spaces.

2.5 PARKING PROXY SURVEYS

In order to establish the expected parking demand for the proposed development, parking surveys were conducted at four proxy sites within the City of Barrie on Saturday May 15th and Tuesday May 18th, 2021 from 23:00 to 04:00. The sites were identified through correspondence with City staff, chosen to reflect similar building and transportation characteristics as the proposed development.

The timing of the surveys was chosen to capture the highest parking demand for the residential units (i.e. overnight). Weekday counts were conducted 3 times over the 5-hour period. Weekend counts were conducted once, in recognition of the minimal fluctuations exhibited during the weekday counts. A summary of the parking survey data is provided in **Table 6**. Full parking survey data is provided in the **Appendix**.

Table 6 – Parking Proxy Surveys

Property		Weekday Count			Weekend Count
		23:00 – 00:20	00:30 – 01:35	01:45 – 02:50	23:00 – 04:00
37 Johnson St Units: 192 Parking Supply: 288	Parking Demand	155	155	157	165
	Parking Demand Per Unit	0.81	0.81	0.82	0.86
15 Maple Units: 159 Parking Supply: 245	Parking Demand	156	159	159	142
	Parking Demand Per Unit	0.98	1.0	1.0	0.89
101 Kozlov St Units: 129 Parking Supply: 202	Parking Demand	81	82	79	85
	Parking Demand Per Unit	0.63	0.64	0.61	0.66
262 Rose St Units: 84 Parking Supply: 105	Parking Demand	77	79	79	77
	Parking Demand Per Unit	0.92	0.94	0.94	0.92

As shown, the peak parking demand for the proxy sites ranges from 0.61 to 1.0 spaces per unit.

Additional proxy sites were reviewed, including some existing condominium buildings near Lakeshore Boulevard; however, those buildings were constructed with a different vision for parking and resident clientele. The historic and current sale of those units and the associated parking is

managed in order to maximize value for what was constructed. Consequently, parking demand at these locations do not provide an accurate representation of the residential clientele targeted for the subject site.

2.6 PROXY SURVEYS FROM OTHER STUDIES

Further consideration has been given to parking data collected as part of parking studies completed for similar developments in the City. A summary of the additional parking survey data is provided in Table 7.

Table 7 – Parking Proxy Surveys (Other Studies)

Property		Weekday Count			Weekend Count		
		Count 1	Count 2	Count 3	Count 1	Count 2	Count 3
135/139 Wellington Place¹ Units: 85 Parking Supply: 76	Parking Demand	65	59	57	77	59	59
	Parking Demand Per Unit	0.76	0.69	0.67	0.67	0.69	0.69
35 Blake Street¹ Units: 52 Parking Supply: 55	Parking Demand	44	44	44	45	47	47
	Parking Demand Per Unit	0.85	0.85	0.85	0.87	0.90	0.90

¹As provided in the *Bayside Street Apartments Parking Study* (Tatham Engineering Limited, January 12, 2021)

As shown, the peak parking demand for the proxy sites range from 0.67 to 0.90 spaces per unit.

It is noted that Bayside Street Apartment Parking Study provided justification for a parking supply of 0.82 spaces per unit.

3.0 PARKING ANALYSIS

3.1 LOCAL AREA

The subject site is well-suited for a car-free lifestyle. The subject site is located within typical walking distance (500m) of existing commercial and employment land uses and is well serviced by public transit.

In review of the City's Parking Strategy Update (IBI Group, March 19, 2020), the Maple Avenue / Ross Street Lots (two zones closest to the subject site) are projected to operate below capacity at 81% and 82% through the 2041 horizon year. The off-street parking available on Worsley Street (at Bayfield Street) is projected to operate between 88% and 92% through the 2041 horizon year. The off-street parking available on Bayfield Street (at Collier Street) is projected to operate at 9% to 36% through the 2041 horizon year.

The above parking capacities indicate that the residential visitors and commercial staff / clients of the proposed development will have access to municipal pay-and-display parking (both on-street and within larger lots) within the vicinity of the subject site, if additional parking is required.

3.2 TRANSPORTATION DEMAND MANAGEMENT

The resident parking spaces for the subject site will be sold separately from the units, which will provide a disincentive to private vehicle ownership and a basic level of Transportation Demand Management.

Perspective residents will be made aware that additional residential parking is not available at this site. The majority of the proposed development is not intended to service residents that require or are expected to require multiple parking spaces per unit.

In order to facilitate the reduced dependence on private vehicle travel, the following additional measures are recommended:

- Unbundled parking stalls from unit rentals (as noted above);
- Bicycle parking supply (61 resident parking spaces and 16 visitor parking spaces);
- Pre-loaded transit passes are to be included with the sale of each unit (six-month pass, or equivalent value, per unit);
- Dedicate a car share space (subject to obtaining agreement with car share company);
- Distribution of information packages to new residents, including transit and cycling maps; and
- Provision of an information display board in the lobby of the building to share updated transportation information. The information board shall display travel information such as bicycle maps, local transit map/schedule, Smart Commute and other relevant information.

In summary, the majority of the units in this development are intended to service individuals or families that have one or fewer vehicles and businesses that have a limited parking demand.

3.3 SHARED PARKING

When communicated and monitored correctly, shared parking is way to increase land-use efficiency. Residential visitor parking generally peaks on weekday evenings and weekend afternoons / evenings and is relatively low between 09:00 and 17:00 on weekdays. Conversely, there are many commercial businesses that have their highest parking demand between 09:00 and 17:00 on weekdays and relatively low parking demand on weekday evenings and on weekends.

The commercial and live / work component of this building will appeal to businesses with limited parking demand or businesses with the majority of their client interactions occurring between 09:00 and 17:00, when residential visitor parking demand within the subject site is low.

3.4 SUMMARY

A summary of the parking review and analysis is provided below:

- The City's Zoning By-law requires a provision of 482 parking spaces (or 300 spaces in considering the Central Area Commercial Zone and no dedicated commercial parking).
- Parking requirements for similar municipalities range from 0.75 to 1.2 spaces per unit for resident parking and 0 to 0.25 spaces per unit for visitor parking.

- The City of Vaughan's Parking Standards Review provides recommendations for multi-unit residential dwellings based on a per-bedroom rate with consideration for local area characteristics. The minimum resident parking requirement ranges from 0.7 spaces per unit for a bachelor/1-bed unit in a high-order transport hub to 1.15 spaces per unit for a 3+ bedroom unit in a primary intensification corridor.
- ITE parking data indicates an average parking demand of 0.46 spaces per unit with a peak parking demand range between 0.25 to 0.67. Based on the provided ITE formula, the estimated residential parking demand for the proposed development is 211 spaces.
- Parking surveys were conducted at four proxy sites within the City of Barrie on Saturday May 15th and Tuesday May 18th, 2021 from 23:00 to 04:00. Peak parking demands range from 0.61 to 1.0 spaces per unit.
- The Bayside Street Apartment Parking Study provided justification for a parking supply of 0.82 spaces per unit. Parking surveys contained within the study range from 0.67 to 0.90 spaces per unit.
- The local area is considered well-suited for a car-free lifestyle. The parking capacities projected in the City's Parking Strategy Update indicate that the proposed development will have access to municipal pay-and-display parking (both on-street and within larger lots) within the vicinity of the subject site.
- The proposed transportation demand management measures will facilitate the reduced dependence on private vehicle travel.
- Shared residential visitor parking and commercial parking will allow for increased land-use efficiency and provide higher parking supply for each use.

4.0 RECOMMENDATIONS

The recommended parking supply for the subject site is illustrated in **Table 8**.

Table 8 – Recommended Parking Summary

Category	Requirements	Units / GFA (m ²)	Recommended Parking Supply (spaces)	Provided Parking Supply (spaces)
Residential	0.8 spaces per unit	300 units	240	247
Commercial	1.0 space per 47.5m ² GFA	477 m ²	11	11
Total			251	258
<i>Accessible</i>	<i>1 space plus 3% of required parking</i>		9	9
<i>Resident Bike Parking</i>	<i>0.20 spaces per unit</i>	<i>300 units</i>	60	61
<i>Visitor Bike Parking</i>	-	<i>300 units / 477 m²</i>	-	16

In order to provide the above noted parking supply, the proposed development will allocate parking as per **Table 9**. Commercial and residential visitor parking will be shared to increase efficiency through during peak periods.

Table 9 – Recommended Parking Allocation

Unit Type		Units / GFA (m ²)	Recommended Parking Rate	Provided Parking Supply (spaces)
Live / Work		10 units	1 space / unit	10
Townhouse		8 units	1 space / unit	8
Condominium Units	Bachelor	4 units	0.25 space / unit	1
	One-bedroom ¹	112 units	0.25 space / unit	28
	One-bedroom + den	102 units	1 space / unit	102
	Two-bedroom	34 units	1 space / unit	34
	Two-bedroom + den	11 units	1 space / unit	11
	Three-bedroom	19 units	2 space / unit	38
	<i>Sub-Total</i>	<i>282 units</i>		<i>214</i>
Commercial (shared)		477 m ²	1.0 space per 47.5m ² GFA	11
Residential Visitor (shared)		-		15
Total				258

¹87 of the 116 bachelor and one-bedroom units (75%) will have no parking allocation. The remaining 29 units will include 1 space per unit.

CONCLUSIONS

Based on this Parking Study and Vehicle Swept Path Analysis the following conclusions have been reached:

- 1) A total of 258 parking spaces will provide the necessary capacity to accommodate the anticipated parking of demand for the proposed 136 Bayfield Street development;
- 2) The recommended parking allocation is provided in **Table 9**; and

We trust that you find this letter satisfies your requirements.

Yours truly,
JD Northcote Engineering Inc.



John Northcote, P.Eng.
President

Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. **JD Northcote Engineering Inc.** accept no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this project.

Appendix

Bayfield Street Development

136 Bayfield Street, Barrie, ON

Site Description

Part Of Lots 6 And 10 And All Of Lots 7, 8, And 9 East Side Of Maple Avenue And Part Of Lot 10 And All Of Lots 6, 7, 8, And 9 West Side Of Bayfield Street. Registered Plan 121
City Of Barrie
County Of Simcoe

Subject To Zoning By-Law 2009-141

Existing Zone Category	Proposed Zone Category
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Proposed Zone Category

FFE of Ground Floor

236.15
Commercial Entrances
Main Graphic

236.15
Commercial Entrances
Main Graphic

Average Grade at Ground Floor

Lot Area

100

Lot Frontage

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Condominium Tower

Floor	Storey	Total Units	Units						Live/Work
			Bach	1B	1B+D	2B	2B+D	3B	
1	Parking/Lobby/Amenity/Residential	4	0	0	0	0	0	0	4
1	Parking/Amenity/Residential	16	1	5	1	2	0	0	9
3	Parking/Residential	16	0	8	3	3	2	0	16
4	Amenity/Residential	34	0	8	19	2	2	3	36
5	Parking/Residential	36	0	8	20	3	3	3	43
6	Residential	35	0	8	20	3	2	3	41
7	Residential	32	0	15	8	6	1	2	32
8	Residential	32	0	15	8	6	1	2	32
9	Residential	32	0	15	8	6	1	2	32
10	Residential	18	1	10	5	1	0	1	25
11	Residential	18	1	10	5	1	0	1	25
12	Residential	18	1	10	5	1	0	1	25
	Mechanical	0	0	0	0	0	0	0	0
	Totals	292	4	112	102	34	11	19	160

Through Townhouses

Floor No. Storey		Total Units	1B	1B+D	2B	2B+D	3B	3B+D	Live/Work
1	Townhouses	8	0	0	0	0	8	0	0
2	Townhouses	0	0	0	0	0	0	0	0
3	Townhouses	0	0	0	0	0	0	0	0
4	Roof	0	0	0	0	0	0	0	0
Totals		8	0	0	0	0	8	0	0

Total Site	Units
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Total Site	Units
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Total Units	1B	1B+D	2B	2B+D	3B	3B+D	Live/Work
300	4	112	102	34	19	19	10

Gross Construction Area										
Total GCA (Including Parking)	Total GCA (Including Parking)	Garage Area	Amenity Area	Residential Area	Commercial Area	Live/Work	Locker/Bike Storage	Waste Loading		
(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)	(sq ft)
6,039.12 sq ft	43,627.78 sq ft	1,076.12	107.12	560.31	477.41	265.88	122.33	543.55		
6,578.10 sq ft	68,664.63 sq ft	4,242.16	71.84	1,006.26	0.00	615.65	383.27	0.00		
6,520.23 sq ft	70,183.77 sq ft	4,335.71	0.00	0.00	0.00	349.81	0.00	349.81		
3,077.97 sq ft	33,313.27 sq ft	59.15	186.83	2,826.19	0.00	0.00	0.00	0.00		
3,744.92 sq ft	32,745.92 sq ft	0.00	0.00	3,014.82	0.00	0.00	28.55	0.00		
3,105.21 sq ft	32,360.93 sq ft	0.00	0.00	0.00	0.00	0.00	28.55	0.00		
2,686.40 sq ft	28,076.82 sq ft	0.00	0.00	2,580.05	0.00	0.00	28.55	0.00		
2,590.37 sq ft	27,915.03 sq ft	0.00	0.00	2,565.02	0.00	0.00	28.55	0.00		
2,660.10 sq ft	29,077.68 sq ft	0.00	0.00	2,565.02	0.00	0.00	28.55	0.00		
1,323.20 sq ft	14,422.92 sq ft	0.00	0.00	1,323.20	0.00	0.00	0.00	0.00		
1,323.20 sq ft	14,422.92 sq ft	0.00	0.00	1,323.20	0.00	0.00	0.00	0.00		
1,323.20 sq ft	14,422.92 sq ft	0.00	0.00	1,323.20	0.00	0.00	0.00	0.00		
566.83 sq ft	6,116.36 sq ft	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
34,474.38 sq ft	414,133.23 sq ft	10,613.69	365.59	23,676.57	477.41	1,231.14	996.63	543.55		

*GCA Excludes Balcony Areas

***Live/Work unit is defined as a residential unit that shall utilize a minimum 25% of the total

gross floor area of the street level for office, commercial and/or accessory retail uses

Gross Floor Area		Minimum Building Setbacks Required			
(As Per Section 109-141)		(As Per Law 2022-06)			
Deductions as per by-law	Zoning GFA as per by-law	Zoning GFA as per by-law	Front Yard (Sophia St)	Endorse Side Yard (Bayfield St)	Side Yard (Maple Ave)
2009-141	2009-141	2009-141			
2,460.00 sqm	1,883.12 sqm	20,377.54 sq.ft.	(South)	(East)	(North)
1,612.52 sqm	1,738.58 sqm	18,692.55 sq.ft.	2.0 m	1.50 m	2.00 m
1,189.21 sqm	1,789.21 sqm	19,222.55 sq.ft.	2.0m landsever buffer required around north lot line		
100.65 sqm	2,847.32 sqm	31,724.95 sq.ft.	Minimum Building Setbacks Provided		
1,262.00 sqm	2,841.31 sqm	31,660.28 sq.ft.	Front Yard (Sophia St)	Endorse Side Yard (Bayfield St)	Side Yard (Maple Ave)
1,035.00 sqm	2,854.41 sqm	31,000.17 sq.ft.	(South)	(East)	(North)
106.30 sqm	2,502.10 sqm	26,932.05 sq.ft.	2.71 m	3.65 m	2.25 m
103.30 sqm	2,487.07 sqm	27,070.82 sq.ft.	(South)	(East)	(North)
106.30 sqm	2,487.07 sqm	27,070.82 sq.ft.	(South)	(East)	(North)
45.14 sqm	1,277.06 sqm	13,746.27 sq.ft.			
45.14 sqm	1,277.06 sqm	13,746.27 sq.ft.			
45.14 sqm	1,276.90 sqm	13,744.54 sq.ft.			
531.70 sqm	35.13 sqm	378.14 sq.ft.			
12,884.93 sqm	25,589.45 sqm	275,444.84 sq.ft.			

*balconies, canopies and stairs may project a maximum of 1.5m into required yard as per by-law

*Excludes: Parking Garages (below and at

rooms. Minimum area required for recreational

Gross Floor Area			
Deductions as per by-law 2009-141	Zoning GFA as per by-law 2009-141	Zoning GFA as per by-law 2009-141	Zoning GFA as per by-law 2009-141
(m ²)	(m ²)	(sq ft.)	(sq ft.)
0.00 m ²	383.61 m ²	3,913.90 sq.ft.	
0.00 m ²	385.10 m ²	4,145.22 sq.ft.	
0.00 m ²	366.95 m ²	3,949.85 sq.ft.	
0.00 m ²	171.14 m ²	1,842.15 sq.ft.	
0.00 m ²	1,286.80 m ²	13,851.12 sq.ft.	

Open-Flow Area

	Deductions as per by-law 2009-141 (m ²)	Zoning GFA as per by-law 2009-141 (m ²)	Zoning GFA as per by-law 2009-141 (sq ft)
2	12,884.93 m ²	26,976.25 m ²	289,295.96 sq ft.
*Excludes: Parking Garages (below and at grade), stairwells, mechanical and electrical rooms. Minimum area required for recreational amenity spaces is also excluded.			

O.B.C. MATRIX - APARTMENT

ONTARIO BUILDING CODE DATA MATRIX, PART 3 and/or 9

ONESPACE UNLIMITED
 Certificate of practice #40009
 3700 Steeles Ave. W, Suite 305
 Vaughan, Ontario
 L4L 8K8
 Tel: (416)-848-1245 Fax (416)-848-1246
 email: ideas@onespaceunlimited.com

The certificate of practice number of the holder is the holder's BCIN.

136 BAYFIELD DEVELOPMENT

LOCATION:

136 BAYFIELD STREET, BARRIE, ONTARIO

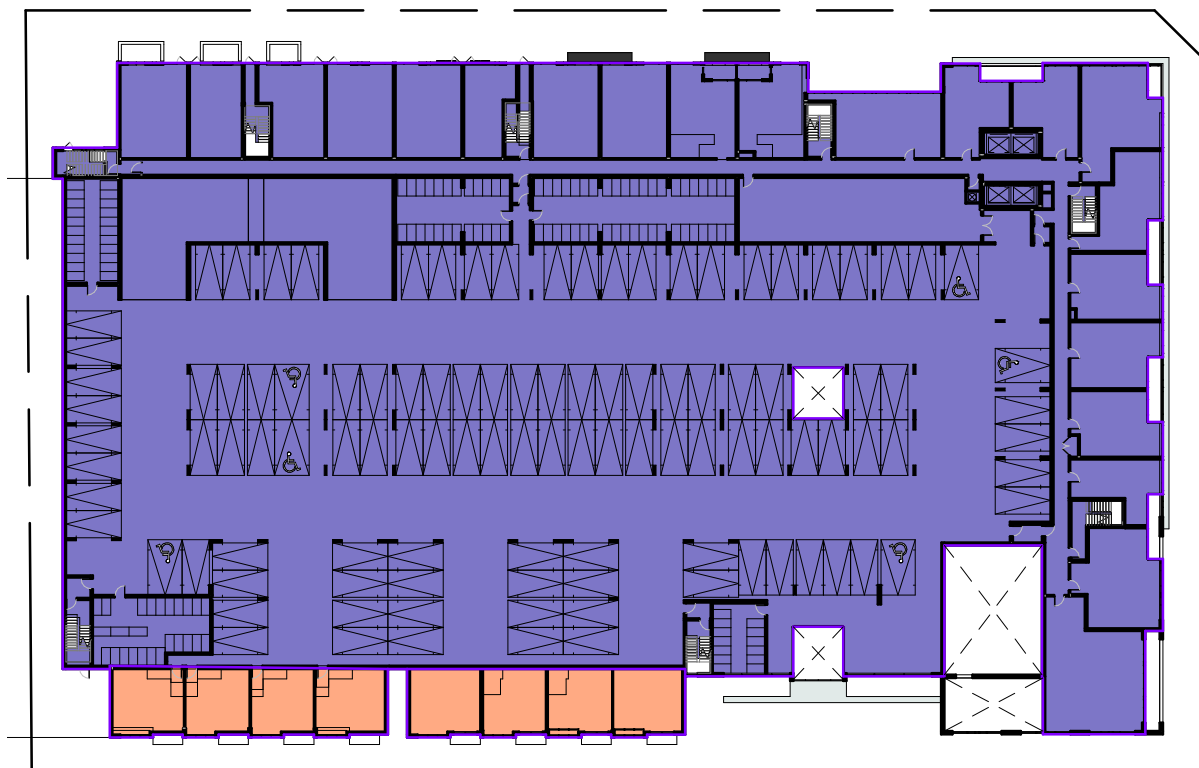
Item

Ontario's 2012 Building Code Data Matrix Part 3 or 9

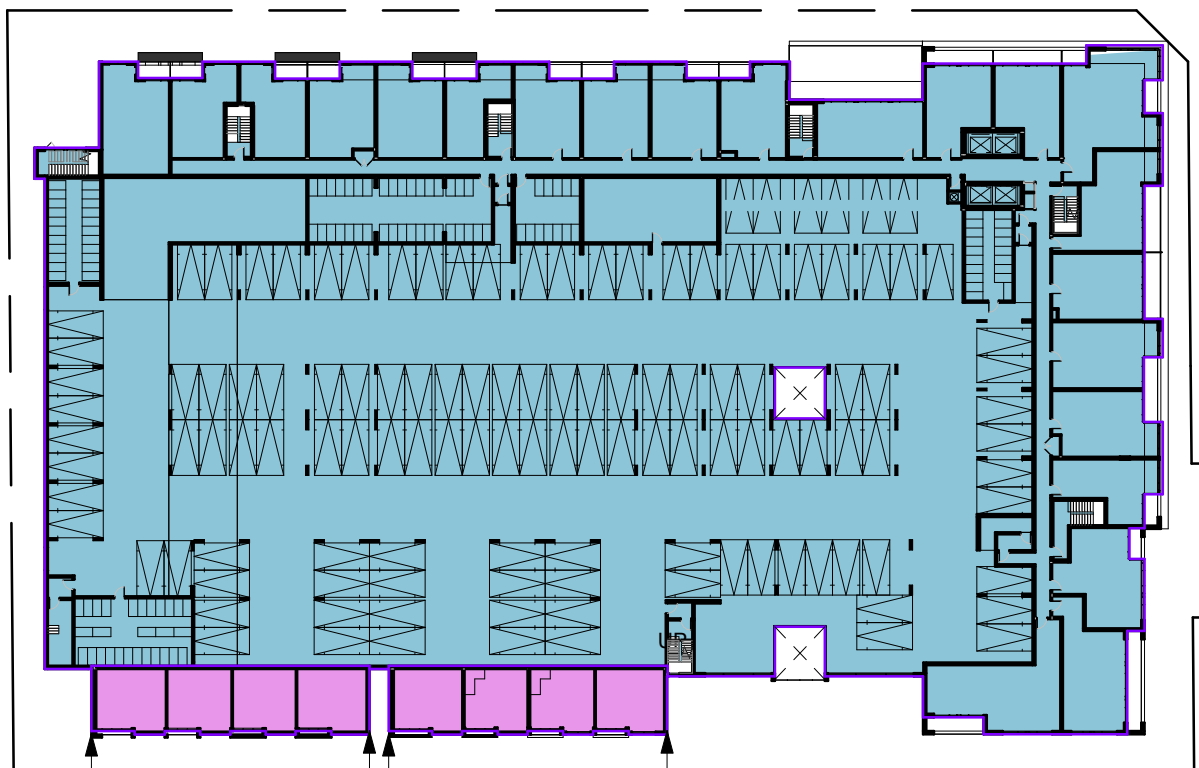
1	Project Description	☐ New ☐ Part 11 ☐ Addition ☐ Alteration ☐ Change of Use				☐ Part 3 11.1 to 11.4		☐ Part 9 1.1.2 (4) & 9.10.13	
		Group	C-RESIDENTIAL	F3-INDUSTRIAL		1.1.2 (4)		1.1.2 (4)	
2	Major Occupancy(s)	Existing	0	New 6,520.23	Total 6502.23	1.1.2 (4)		1.1.2 (4)	
3	Building Area (m2)	Existing	0	New 38,474.38	Total 38,474.38	1.1.2 (4)		1.1.2 (4)	
4	Gross Area	Existing	0	New 38,474.38	Total 38,474.38	1.1.2 (4)		1.1.2 (4)	
5	Number of Storeys	Above Grade	12	Below Grade	0	1.1.2 (4) & 9.2.11		1.1.2 (4) & 9.10.1	
6	Number of Stairs/Fire Fighter Access	3				3.2.2.10 & 9.3.25		9.10.20	
7	Building Classification	3.2.2.42 C-RESIDENTIAL	3.2.2.73 F3-INDUSTRIAL			3.2.2.48 & 3.2.2.73		9.10.2	
8	Sprinkler System Proposed	☒ Entire Building				3.2.2.20-83		9.10.8.2	
		☐ Selected Compartments				3.2.2.17			
		☐ Selected Floor Areas				3.2.2.15			
		☐ Basement	☐ In Use of Roof Rating			INDEX		INDEX	
		☐ Not Required							
9	Standpipe Required	☒ Yes	☐ No			3.2.9		N/A	
10	Fire Alarm Required	☒ Yes	☐ No			3.2.4		9.10.18	
11	Water Services/Supply is Adequate	☒ Yes	☐ No			3.2.5.7			
12	High Building	☒ Yes	☐ No			3.2.6		N/A	
13	Construction Restrictions	☐ Combustible permitted	☐ Non-combustible permitted	☐ Both permitted		3.2.2.20-83		9.10.6	
14	Actual Construction	☐ Combustible	☐ Non-combustible	☐ Both					
	Mezzanine(s) Area m2	0				3.2.1.1 (3)-(8)		9.10.4.1	

The Architect named above has exercised responsible control with respect to design details.
 The Architect's seal number is the Architect's BCIN

Referenced in the Ontario Building Code
 (AS) For Division A (BC) For Division C



OBC CALCULATIONS - GROSS AREA SECOND LEVEL ALLOCATION



OBC CALCULATIONS - BUILDING AREA ALLOCATION

	Maximum as Per Zoning By-law 2009-141 (RA1) (Condo)	Maximum as Per Zoning By-law 2009-141 (RM2) (Townhouse)	Required as Per Zoning By-law 2009-141 Urban Growth Centre	Maximum as Per Zoning By-law 2022-006
Maximum Building Height (From Established Grade)				
Building height is from finished grade to highest point of roof surface, exclusive of mechanical penthouse and elevator overruns	10m	N/A	Varies**	
Density (m ²) (Total of Units / Site Area)	Maximum as Per Zoning By-law 2009-141 (RA1) (Condo)	Maximum as Per Zoning By-law 2009-141 (RM2) (Townhouse)	Required as Per Zoning By-law 2009-141 Urban Growth Centre	Maximum as Per Zoning By-law 2022-006
F.S.1 (Total Zoning GFA / Site Area)	Maximum as Per Zoning By-law 2009-141 (RA1) (Condo)	Maximum as Per Zoning By-law 2009-141 (RM2) (Townhouse)	Required as Per Zoning By-law 2009-141 Urban Growth Centre	Maximum as Per Zoning By-law 2022-006
	100% of Lot Area	80% of Lot Area	N/A	
	Maximum as Per Zoning By-law 2009-141	Required as Per Zoning By-law 2009-141 Urban Growth Centre	Maximum as Per Zoning By-law 2022-006	
Maximum Lot Coverage	35%	N/A	70%	

<u>**Zoning By-Law - Sections 5.3.1 and 5.3.2(b) 2022-006 - Building Height Guidelines</u> - Maximum building height of 12m shall be permitted within 10m of the lot line adjacent to Maple Avenue - Maximum building height of 25m shall be permitted within 40m of the lot line adjacent to Maple Avenue - Maximum building height of 44m shall be permitted beyond 40m of the lot line adjacent to Maple Avenue	
Provided (From Ground (Condo) (FFE 236.15)	Provided (Townhouses) (From Ground Floor of Townhouses FFE Varies)
40.05 m	11.70 m
Provided	
338.87	
Provided	
3.03	
Provided (Above Ground on Sloped Site)	Provided (Full Site Assumed Flat)
49.85%	64.98%