



COMMITTEE OF ADJUSTMENT NOTICE OF PUBLIC HEARING APPLICATION NO. A-058-2023

TAKE NOTICE that an application has been received by the Town of Innisfil from Saba Al Mathno, Applicant, on behalf of 2820510 Ontario Inc., Owner, for a minor variance from Zoning By-law 080-13, pursuant to Section 45 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

The subject property is described legally as PLAN M37 LOT 13, is known municipally as 7982 Yonge Street, and is zoned as "Commercial Village EXCEPTION 3 (CV-3)".

The applicant is proposing to construct an addition to the existing medical building with a deficient landscape strip. The applicant is seeking relief from Section 3.25 (b) of the Zoning By-law which requires a landscape strip with a minimum width of 3 m.

The Committee of Adjustment for the Town of Innisfil will consider this application in person at Town Hall and virtually through Zoom on **Thursday**, **November 16**, at **6:30 PM**.

To participate in the hearing and/or provide comments, you must register by following the link below or scanning the above QR code: <u>https://innisfil.ca/en/building-and-development/committee-of-adjustment-hearings.aspx</u>

Requests can also be submitted in writing to: Town of Innisfil Committee of Adjustment, 2101 Innisfil Beach Road, Innisfil, Ontario, L9S 1A1 or by email to planning@innisfil.ca.

If you wish to receive a copy of the decision of the Committee of Adjustment in respect of the proposed minor variance, you must make a written request to the Secretary-Treasurer of the Committee of Adjustment by way of email or regular mail. The Notice of Decision will also explain the process for appealing a decision to the Ontario Lands Tribunal.



Additional information relating to the proposed application is available on the Town of Innisfil website. Accessible formats are available on request, to support participation in all aspects of the feedback process. To request an alternate format please contact Planning Services at <u>planning@innisfil.ca</u>.

Dated: November 1, 2023

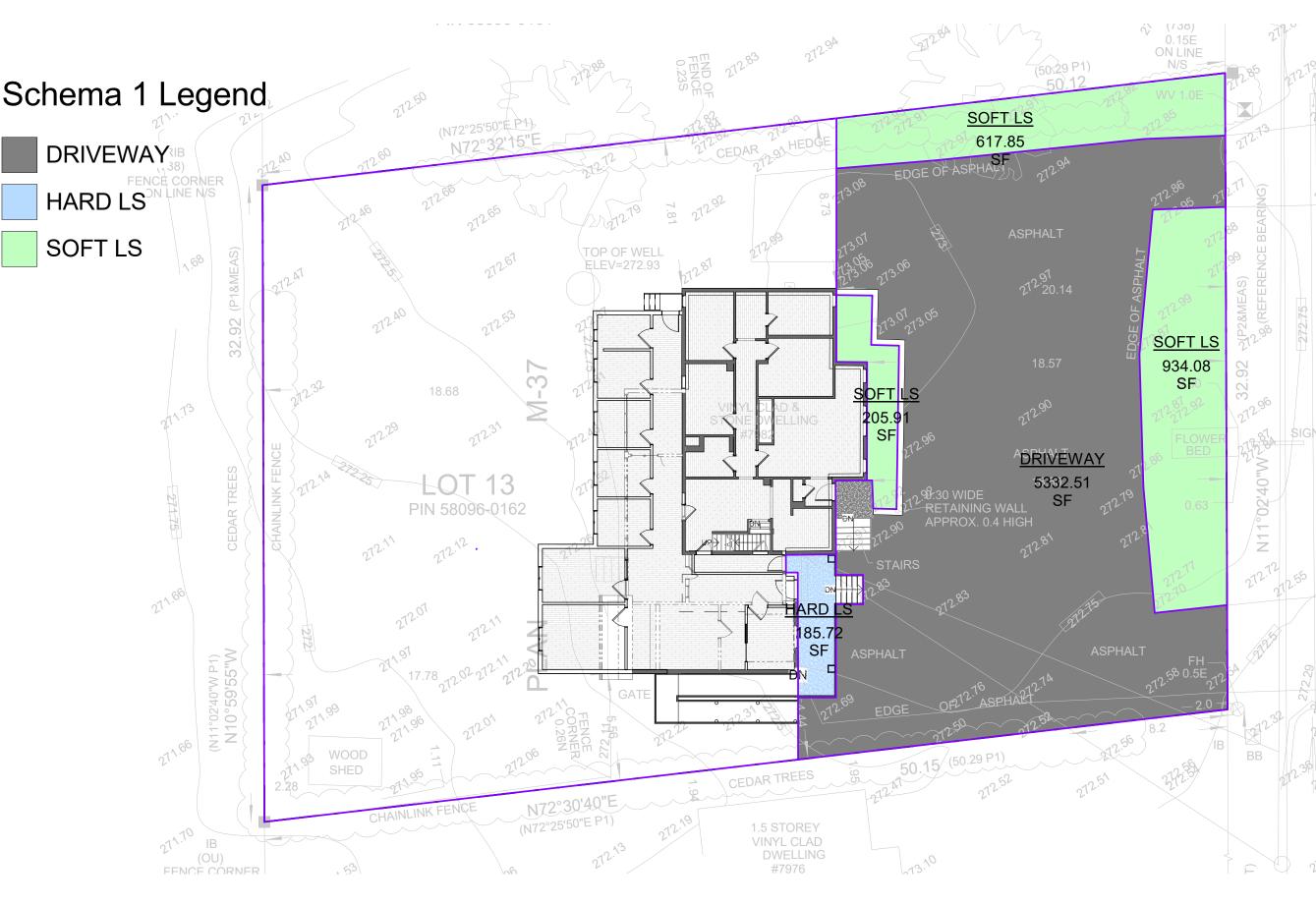
Toomaj Haghshenas, Secretary-Treasurer thaghshenas@innisfil.ca 705-436-3710 ext. 3316

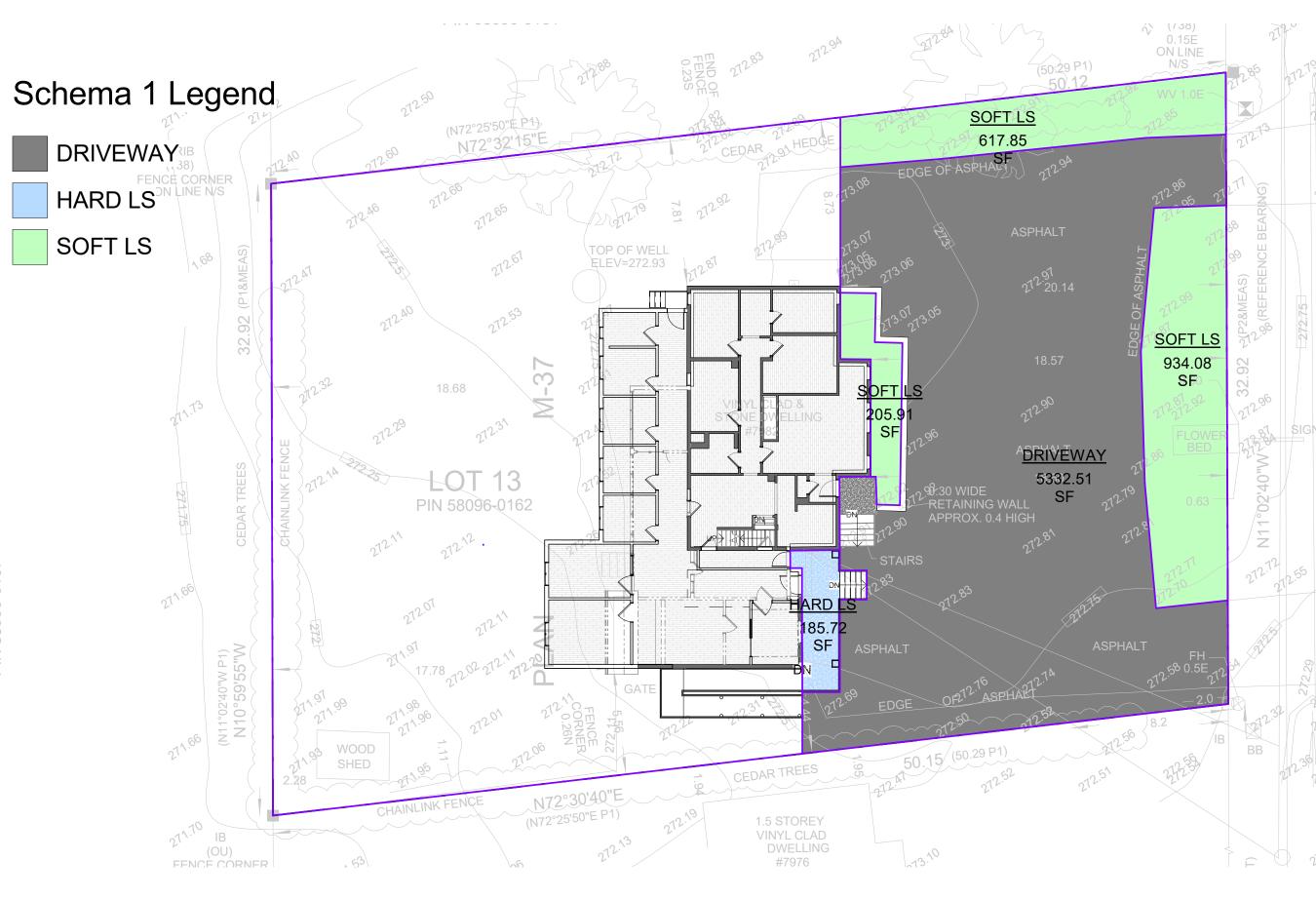
Town of Innisfil • 2101 Innisfil Beach Rd., Innisfil ON L9S 1A1 • 705-436-3710 • 1-888-436-3710 • Fax: 705-436-7120 www.innisfil.ca

		ARCHITECTURAL Sheet Number Sheet Name	Revision	
		A0-00 COVER A0-01 LANDSCAPE AREA PLAN	0420/23 3	
		A0-02 LOT AREA A0-03 LOT COVERAGE A0-04 SITE PLAN	0420/23 3 0420/23 3	
		A0-05 FLOOR AREA PLAN AND STATISTICS. A0-07 SURVEY A0-08 CONSTRUCTION NOTES A1-01 EX. BASEMENT	0420/23 3	
		A1-02EX. GROUND FLOORA1-03EX. SECOND FLOORA1-04EX. ROOF PLAN	0420/23 3 0420/23 3 0420/23 3	
		A1-05 PROPOSED BASEMENT A1-06 PROPOSED GROUND FLOOR A1-07 PROPOSED SECOND FLOOR	02/27/23 3 02/27/23 3 04/20/23 3 04/20/23 2	
_		A1-08 PROPOSED ROOF PLAN A2-01 EX. FRONT AND REAR ELEVATIONS A2-02 EX. SIDE ELEVATIONS A2-03 PROPOSED FRONT AND REAR ELEVATIONS		
		A2-04 PROPOSED SIDE ELEVATIONS A3-01 SECTION 1 Grand total: 21	04/19/23 3 0420/23 3	
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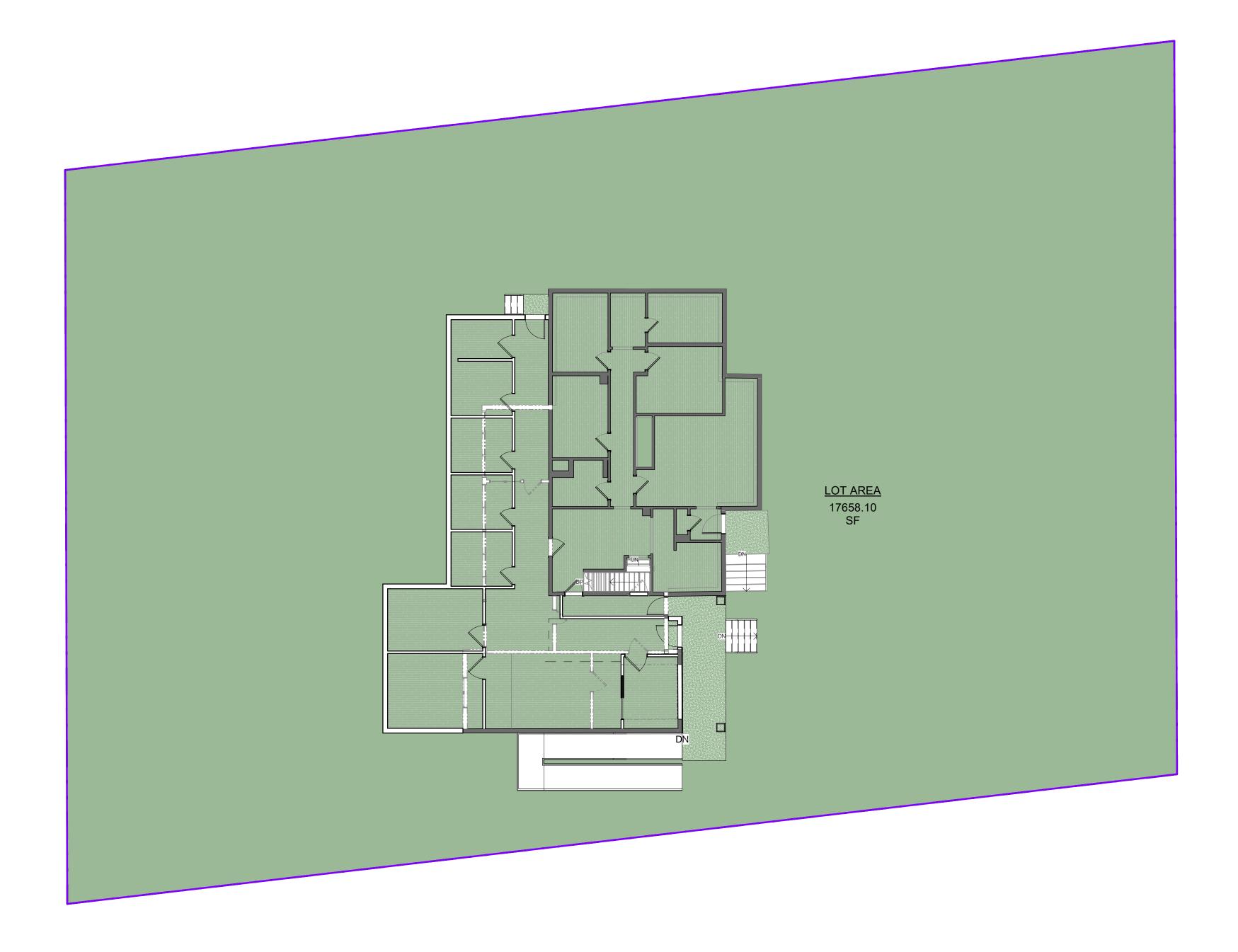
01 - FRONT YARD AREA CALCULATION					
Name	Area	AREA SF			
SOFT LS	86.78 m ²	934.08 SF			
SOFTLS	57.40 m ²	617.85 SF			
SOFTLS	19.13 m ²	205.91 SF			
HARD LS	17.25 m ²	185.72 SF			
DRIVEWAY	495.41 m ²	5332.51 SF			
FRONT YARD AREA	675.97 m²	7276.07 SF			

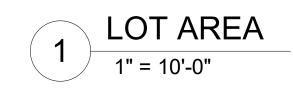


01 - REAR YARD AREA		
Name	Area	AREA SF
HARD LS	165.79 m ²	1784.53 SF
SOFTLS	246.84 m ²	2656.99 SF
HARD LS	120.02 m ²	1291.90 SF
TOTAL REAR YARD AREA	532.65 m ²	5733.42 SF

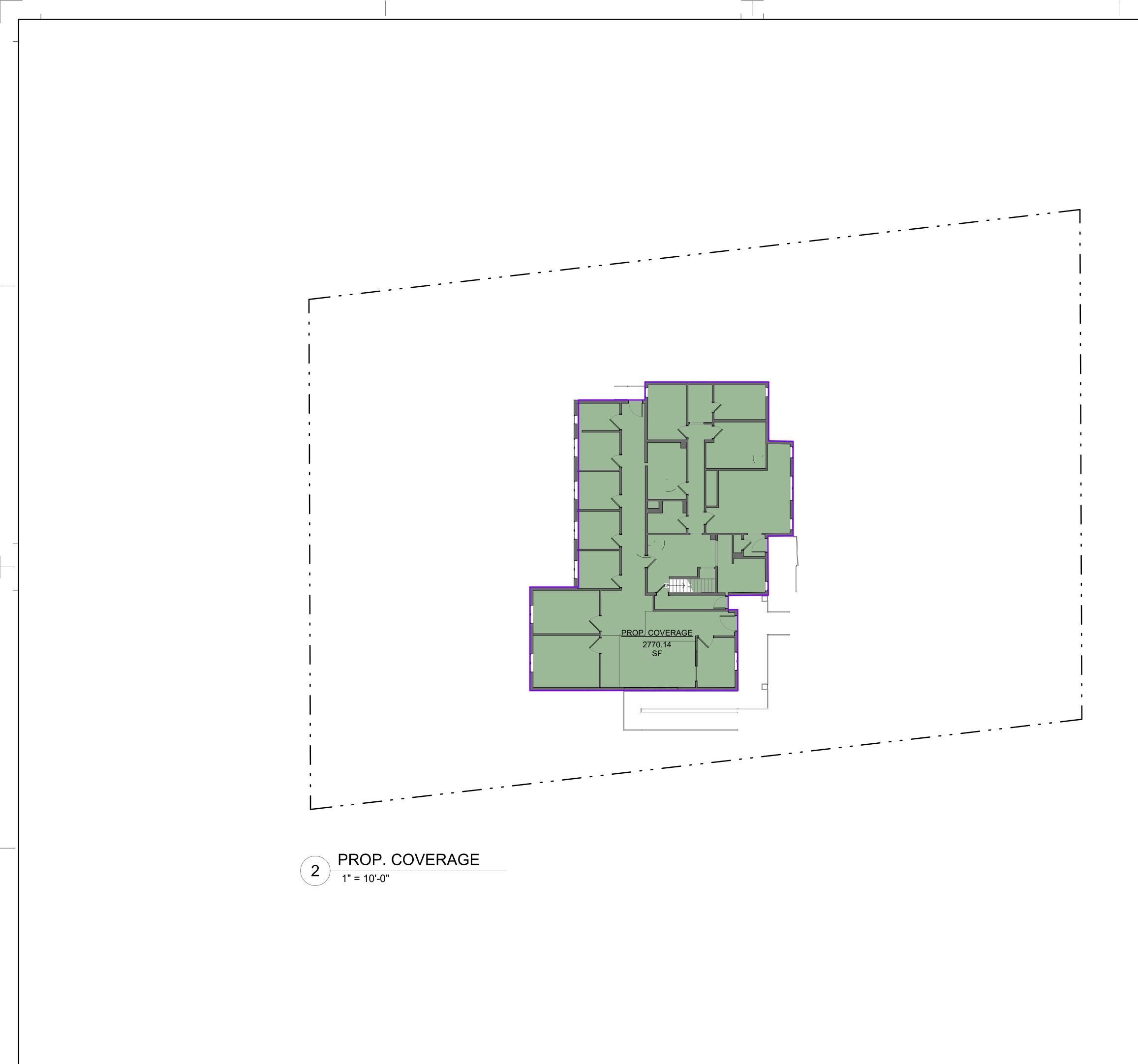
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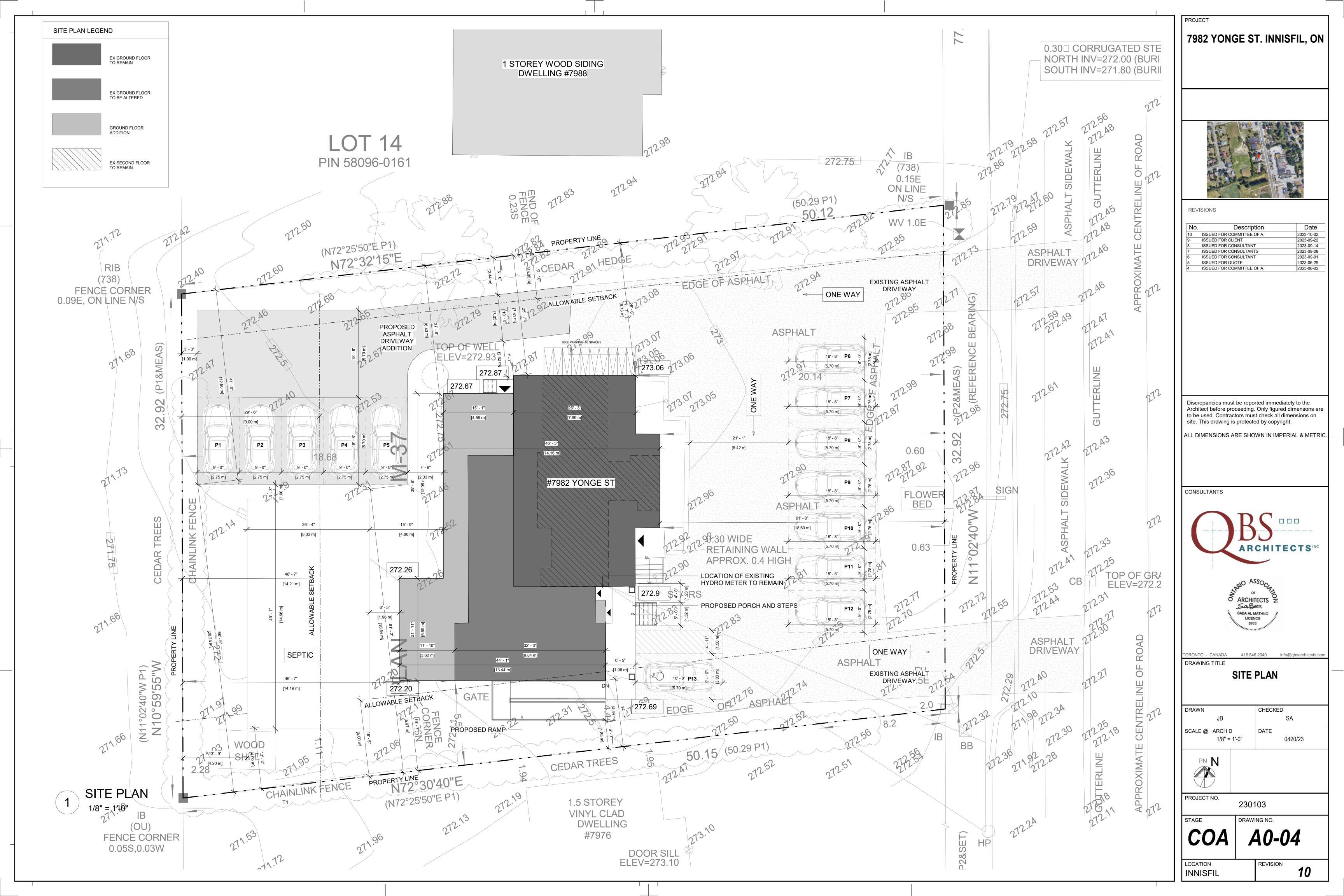


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Schema 1 Legend

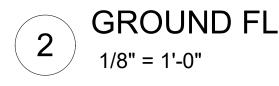
EX GROUND FLOOR TO BE ALTERED



EX GROUND FLOOR TO REMAIN

GROUND FLOOR ADDITION





ZONING INFORMATION FOR 7982 YONGE ST. INNISF	IL, ON			
			(sq.m)	(sq.ft)
LOT AREA PROPOSED GROUND FLOOR PROPOSED SECOND FLOOR PROPOSED TOTAL GFA			1640.49 m² 245.7 63.7 309.4	17658.10 SF 2645.2 685.5 3330.6
PROPOSED TOTAL COVERAGE 15.68%:			257.35	2770.14
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 63.68 m²
 685.45 SF

 113.94 m²
 1226.48 SF

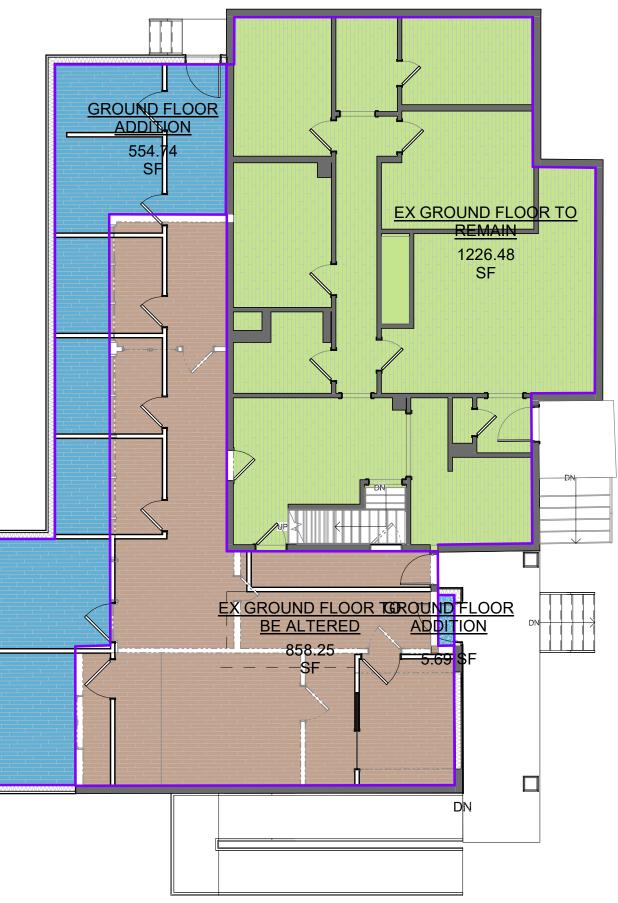
 79.73 m²
 858.25 SF

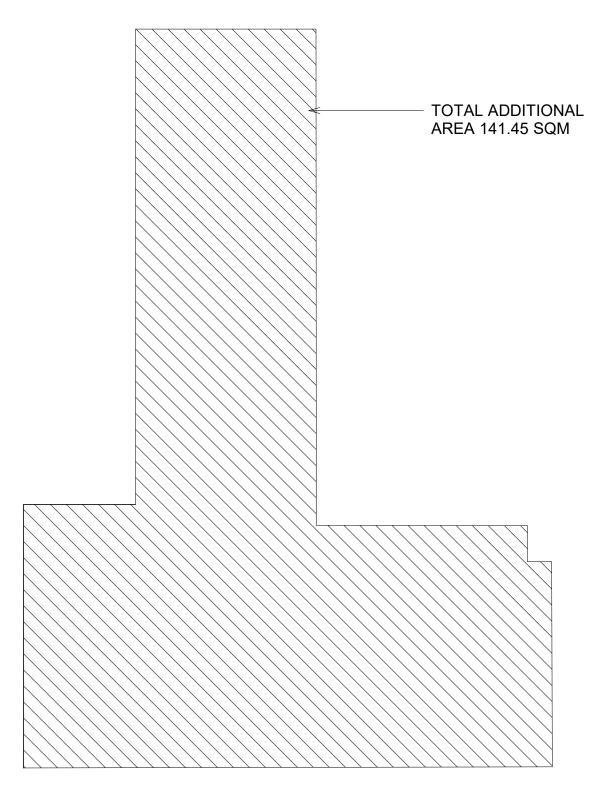
 51.54 m²
 554.74 SF

 0.53 m²
 5.69 SF

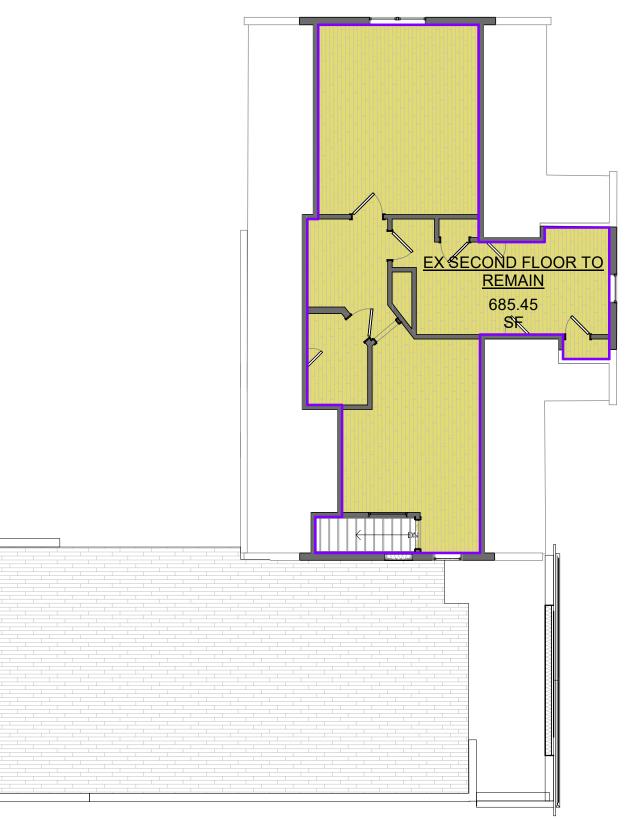
 309.42 m²
 3330.62 SF

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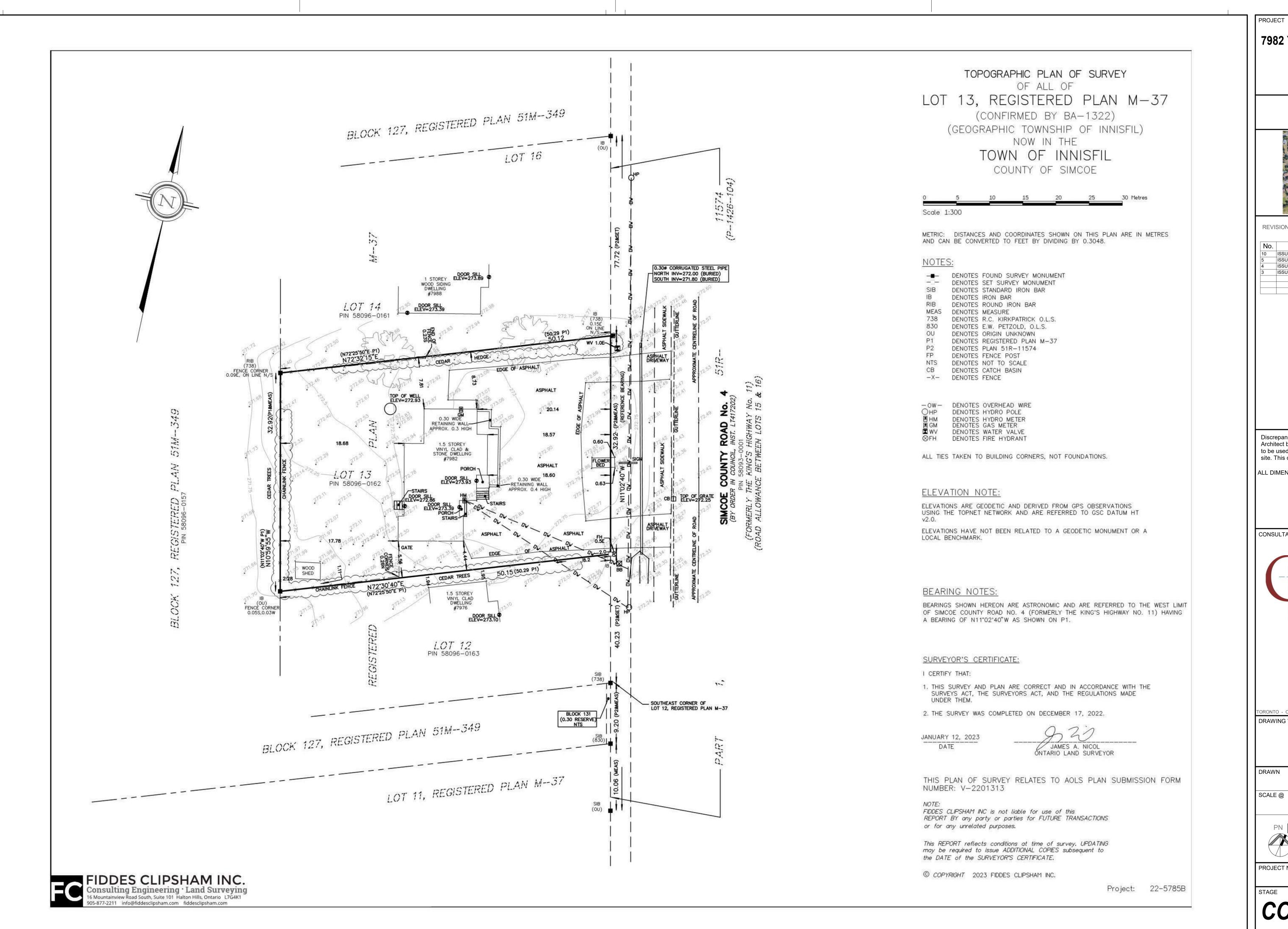




GROUND FLOOR-PROPOSED

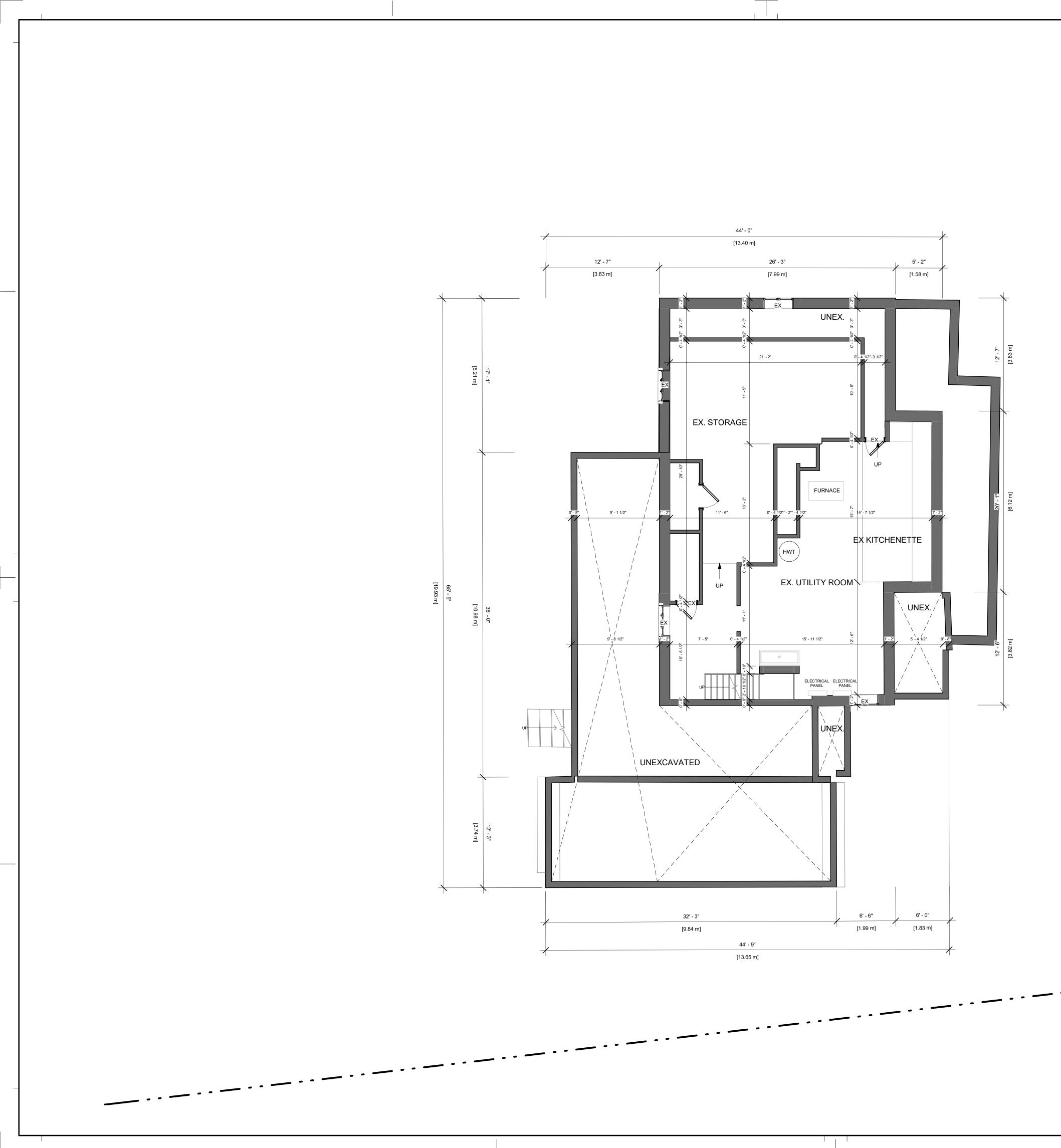


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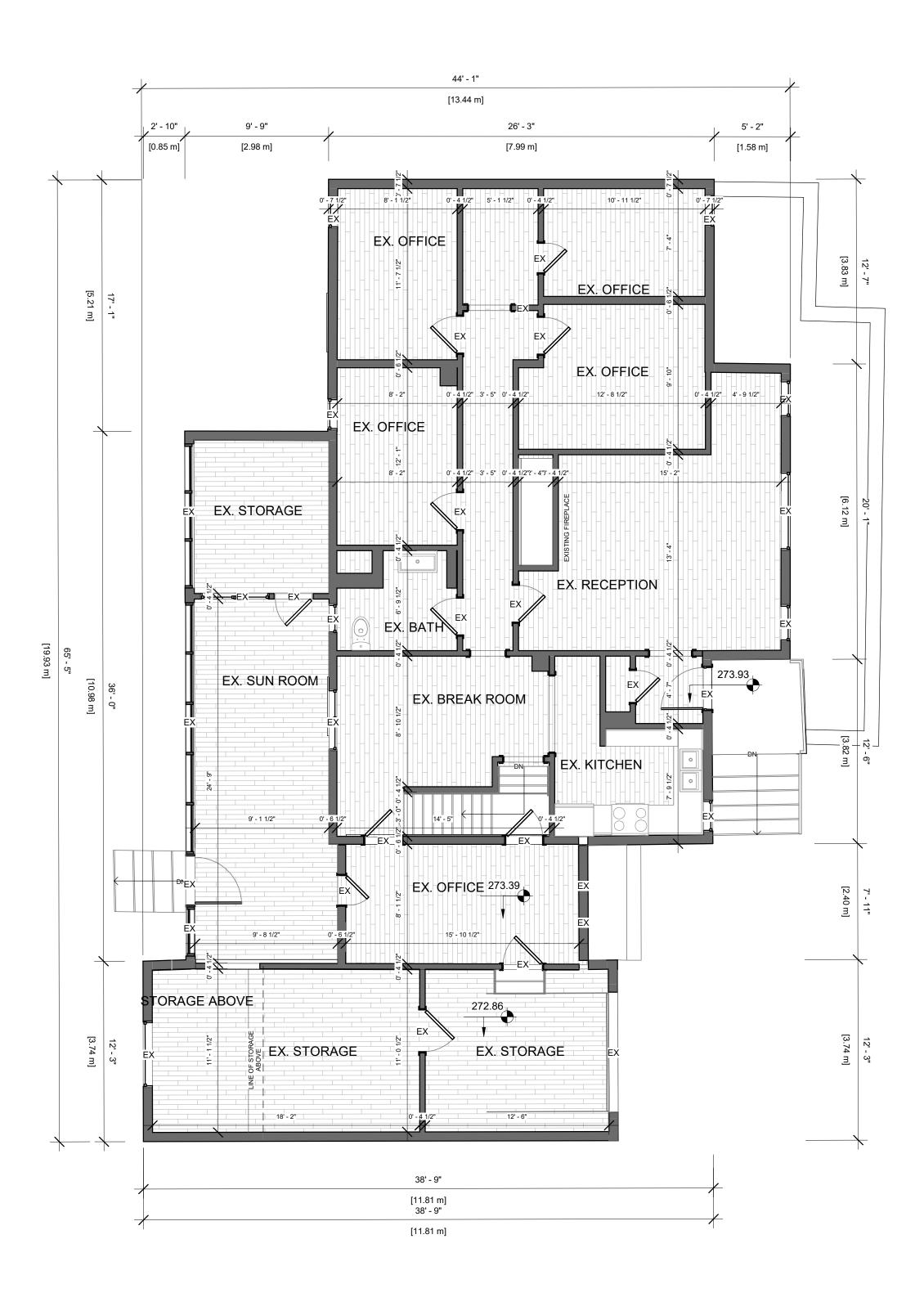


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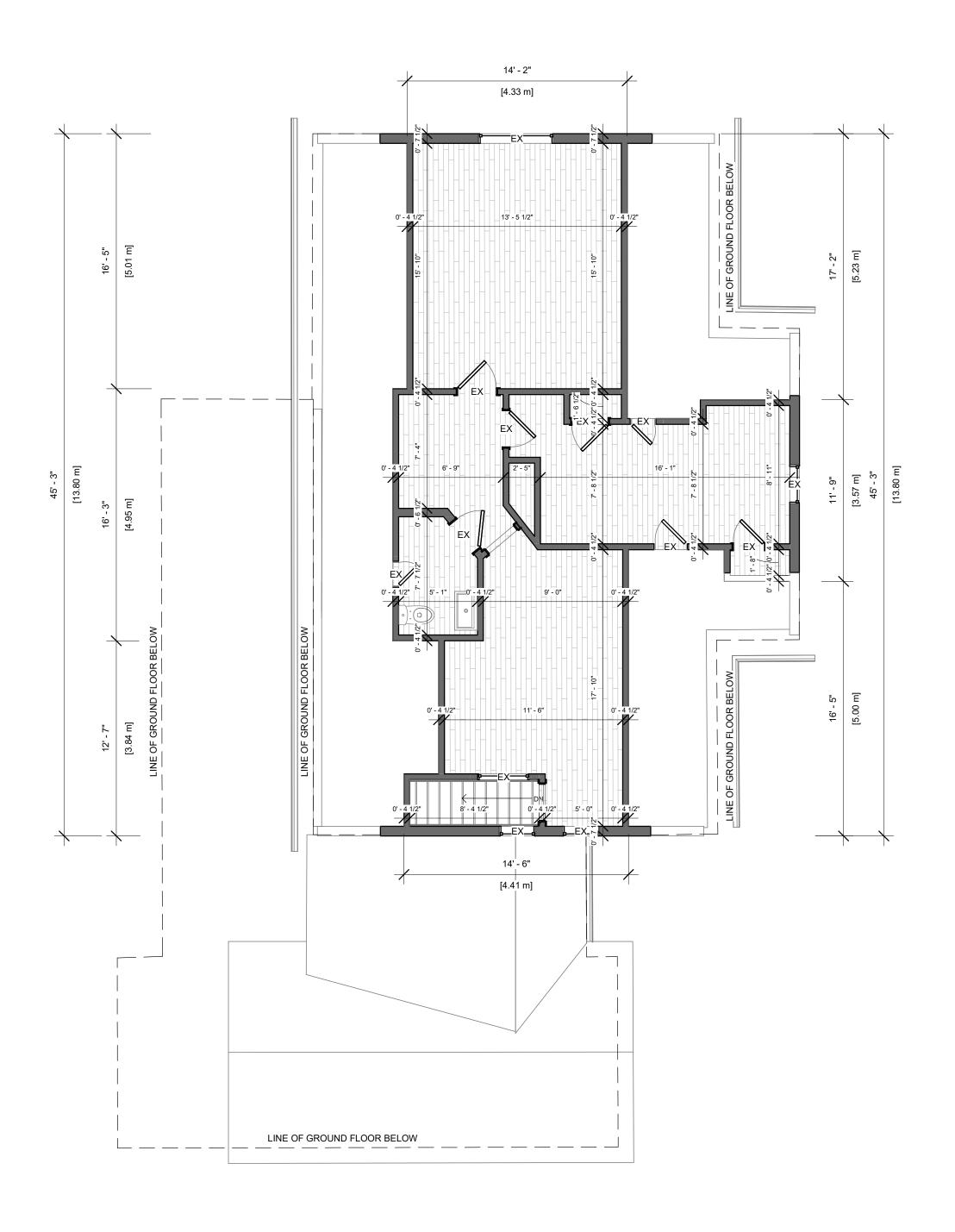
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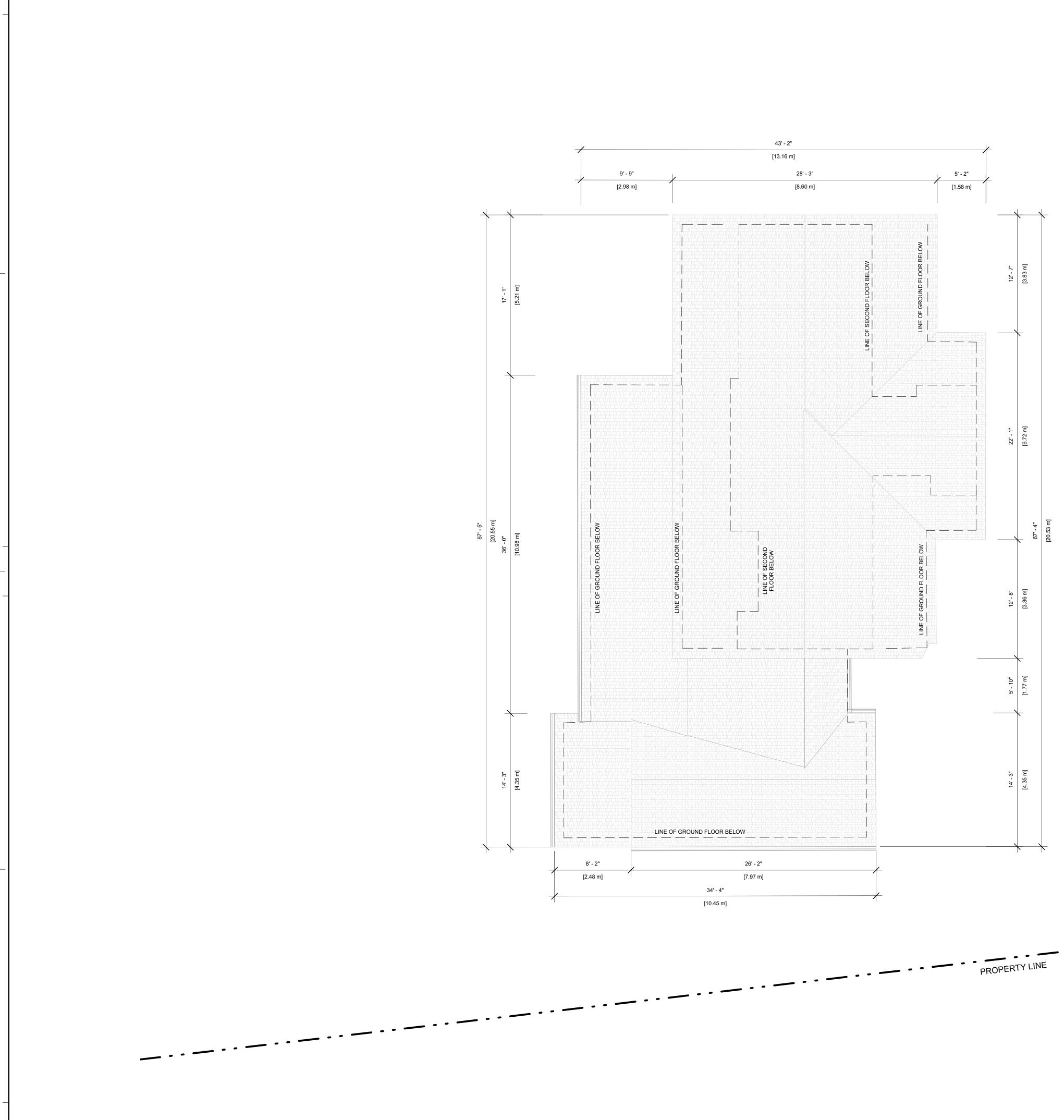
				
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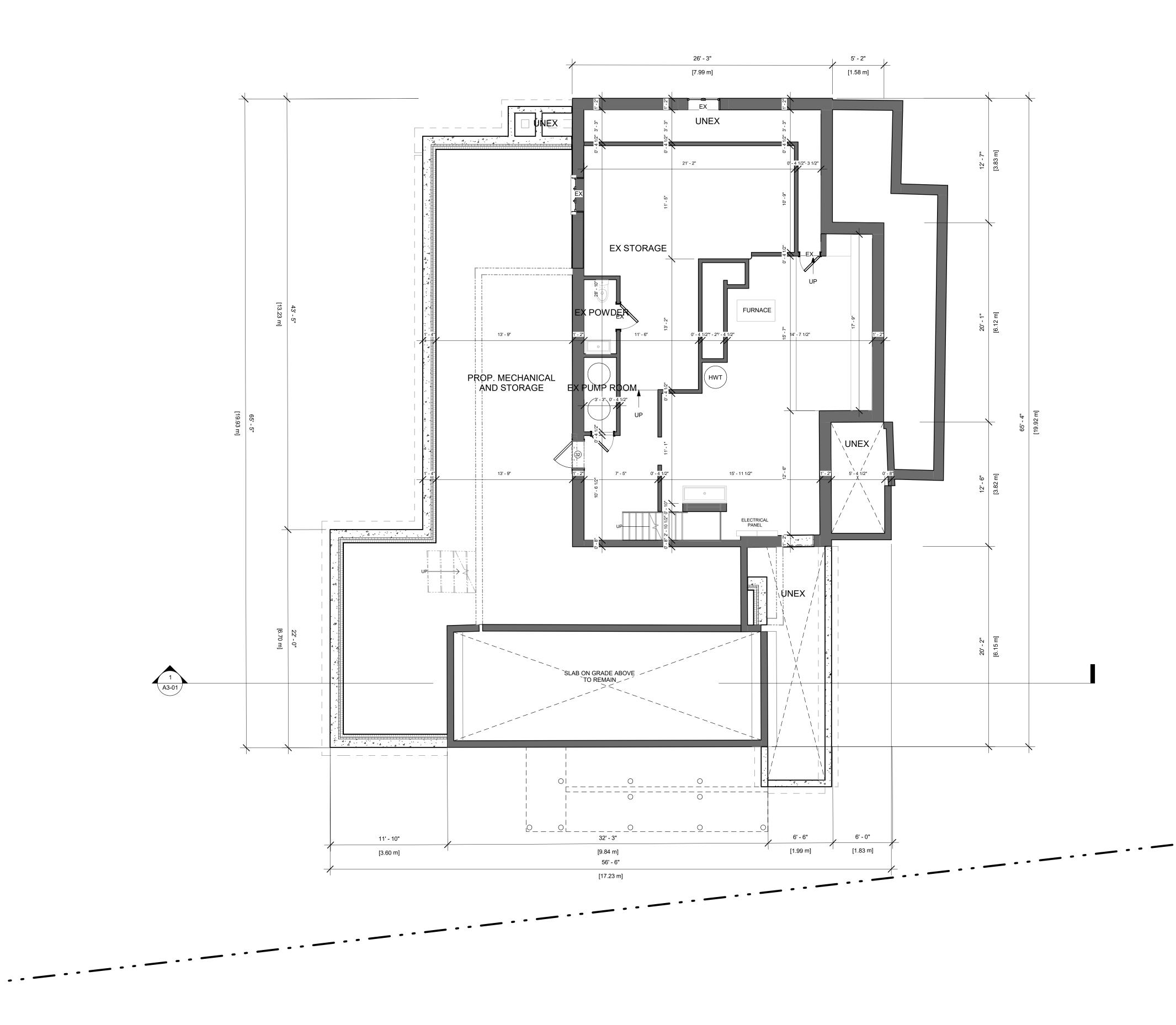


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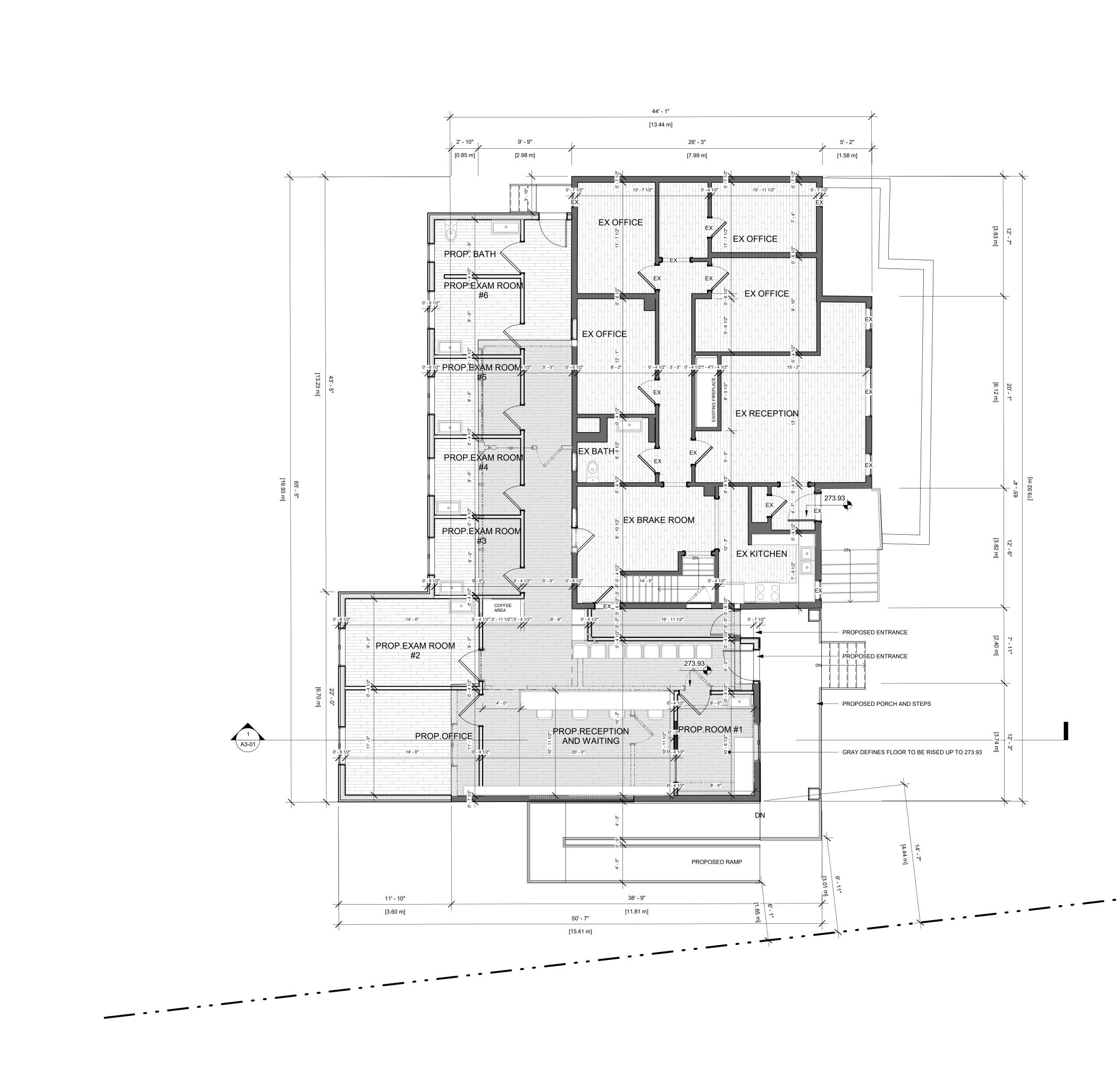
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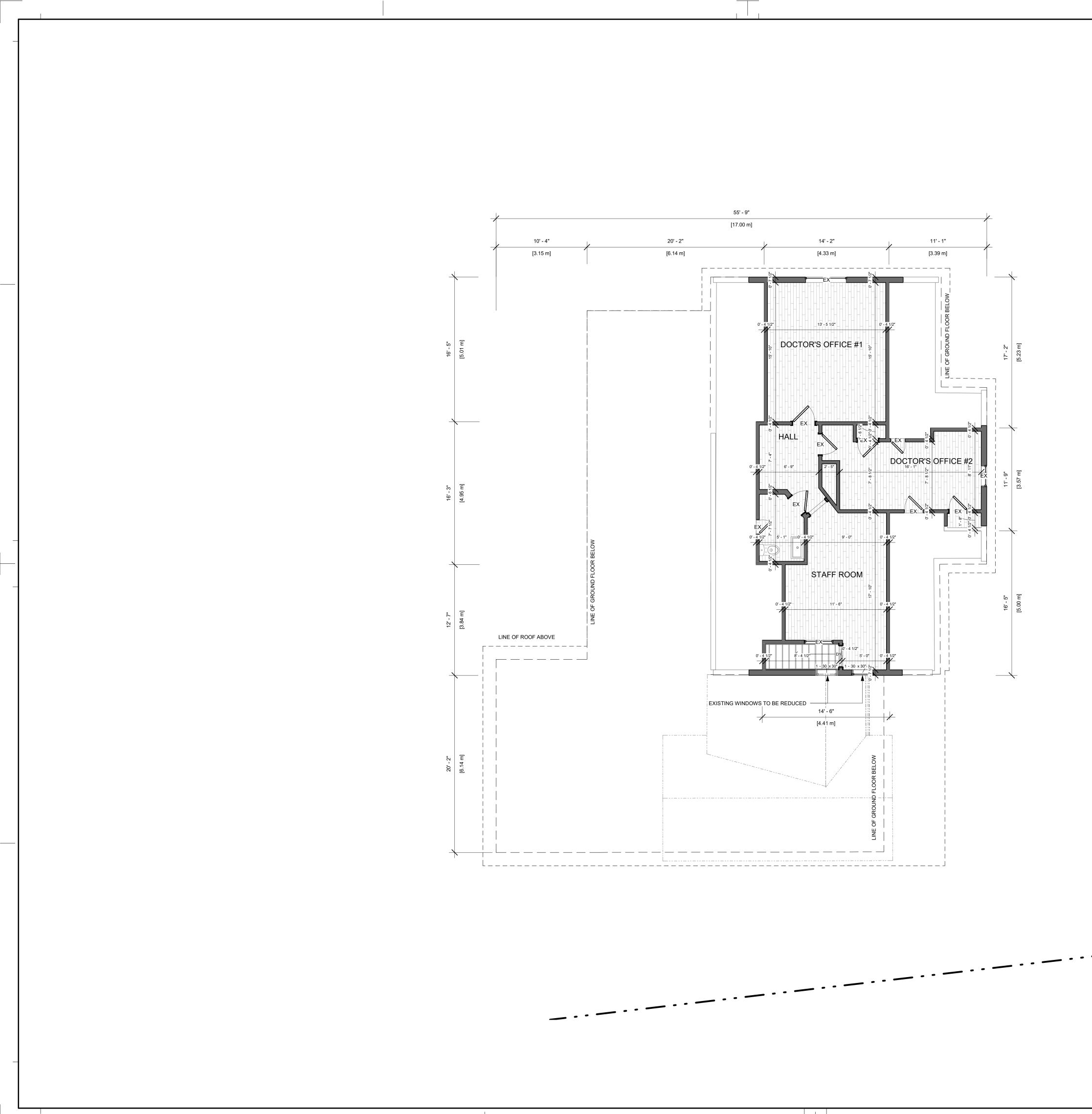
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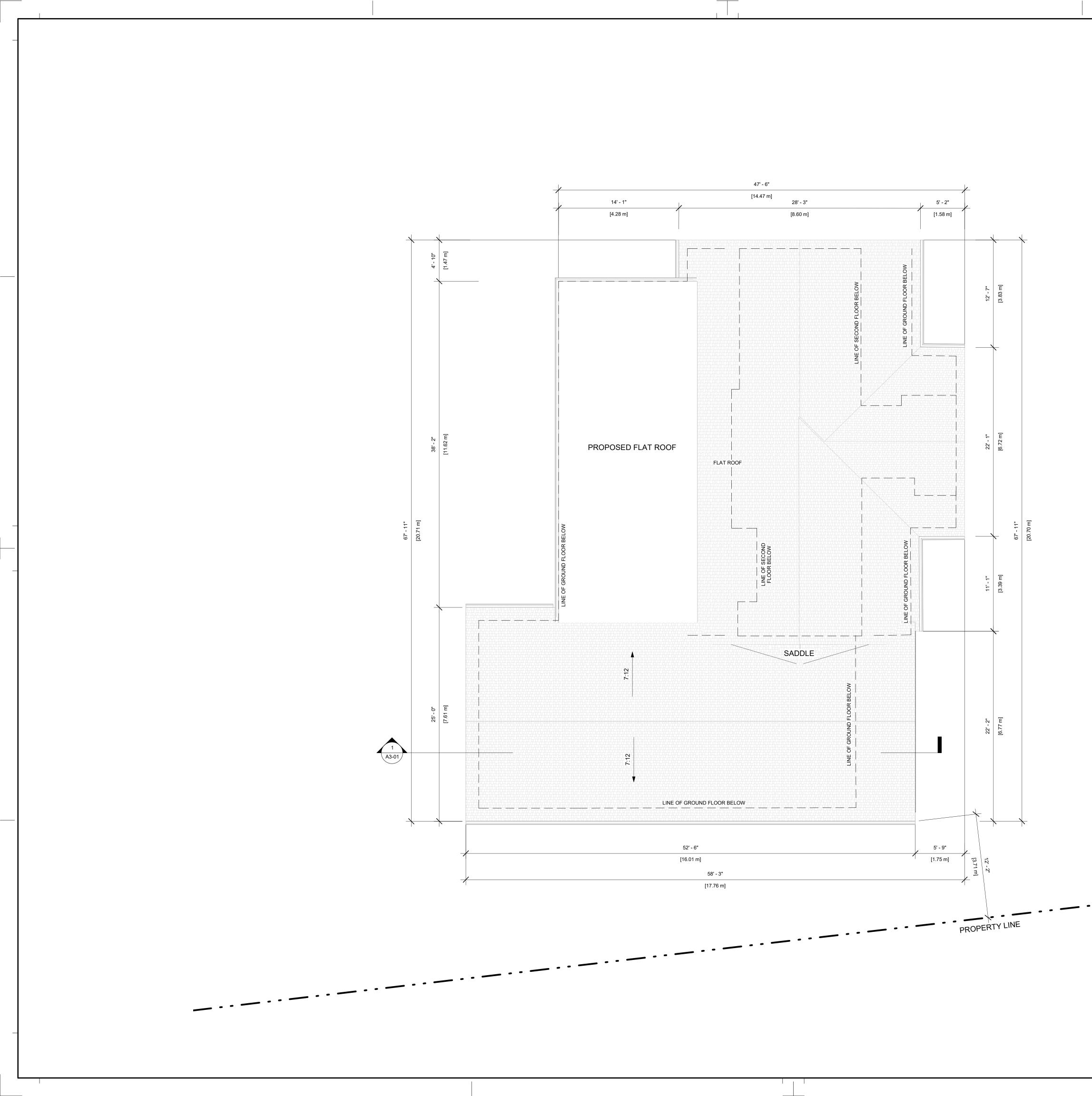
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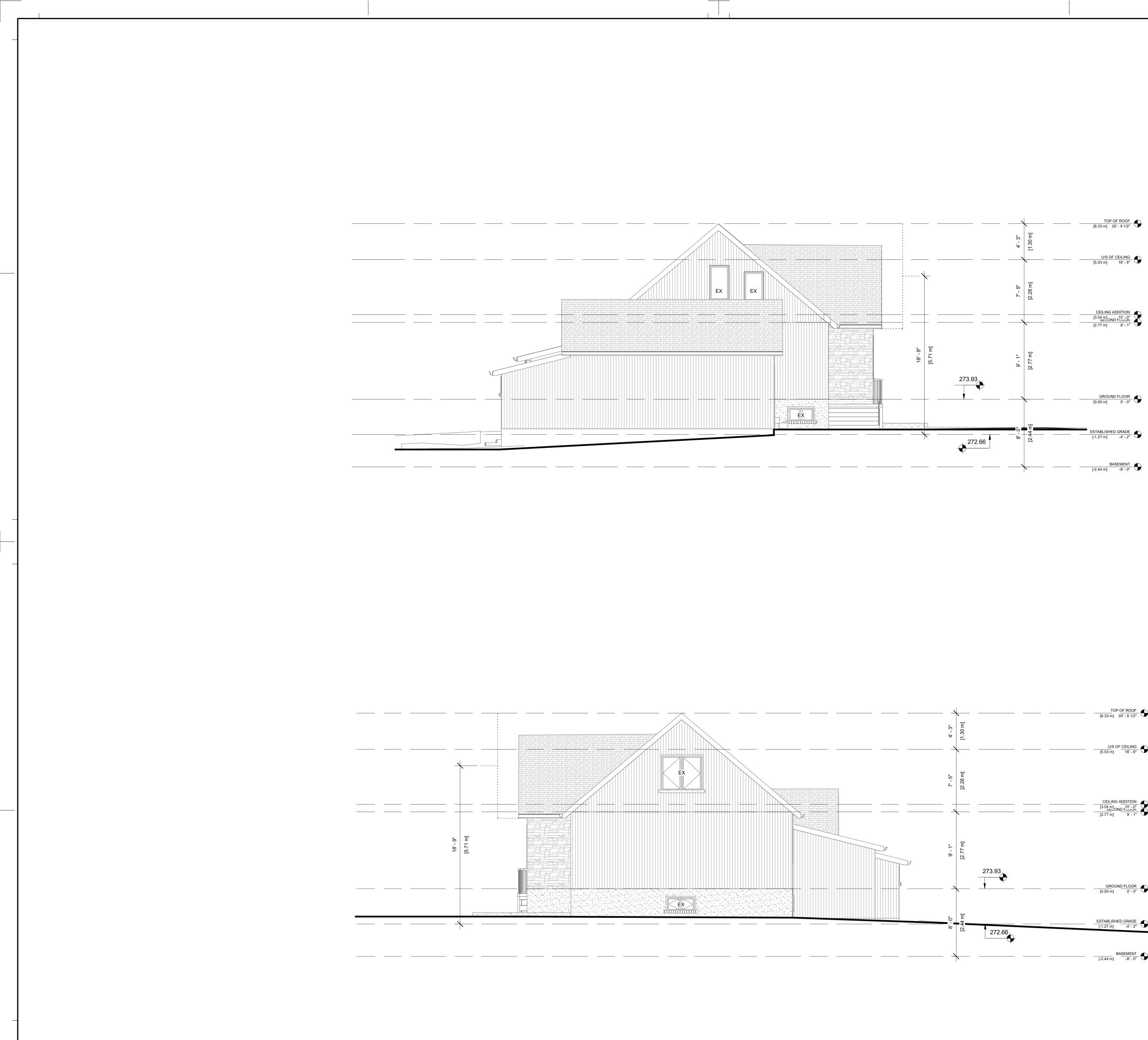


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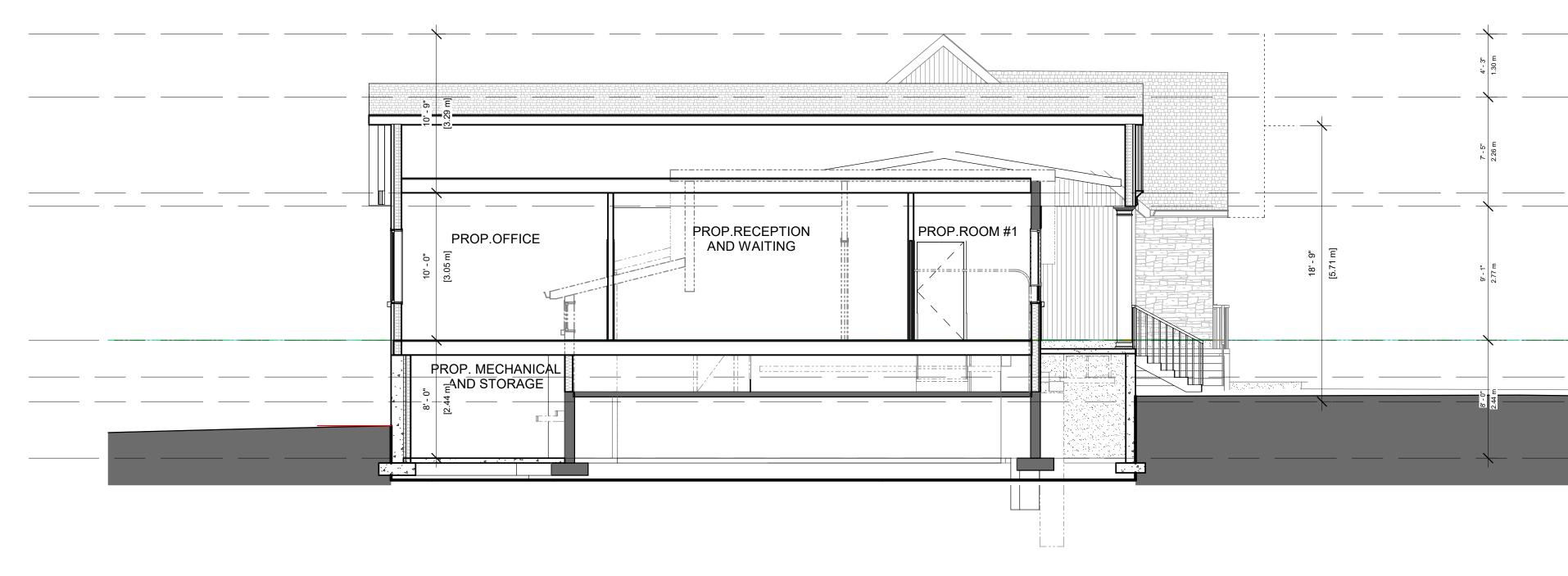
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June 06, 2023

2820510 Ontario Inc. 7982 Yonge Street Innisfil, ON L9S 1L5

Attention: Mr. Kamran Dashti

Re: Parking Study 7982 Yonge Street – Proposed Medical Office Town of Innisfil SP-2023-008

1.0 INTRODUCTION

CGE Consulting was retained to prepare a Parking Study in support of a Site Plan Control application for the conversion and extension of an existing real estate office into a medical office building. The property is located at 7982 Yonge Street, in the Town of Innisfil, and the study was requested by Town Staff during the preliminary consultation stage.

The intention of the owner is to slightly expand the southern façade and the rear section of the existing one-storey building by approximately 50 m². Upon completion, the renovated building will operate as medical office building that will include a total gross floor area (GFA) of 306.28 m² (3,296.8 ft²).

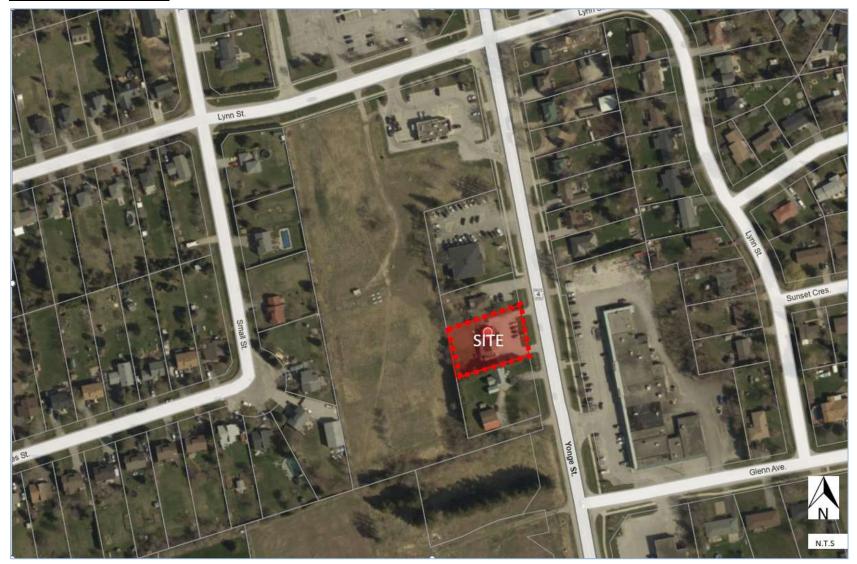
Discussions with the owner indicate that the proposed medical office building will house a practice that is run by two gynecologist specialists/doctors, assisted by a team of five full-time staff. It's important to note that the two specialists predominantly attend to their duties at hospital settings, thereby limiting their visits to this medical office to once per week, with each specialist alternating their availability.

Operating strictly on an appointment-only basis, the medical office will offer services from 9:00 a.m. to 4:00 p.m. on weekdays. Considering the nature of the practice, the typical duration of appointments (15-20 minutes), and the specialists' availability, it is anticipated that the medical office will cater to a maximum of three to four patients per hour.

The site plan shows the provision of a total of 13 parking spaces including one barrierfree space. Access to the site will be maintained via a one-way ingress and one-way egress loop connection to Yonge Street.

The location of the site property is illustrated in **Figure 1** and is currently zoned as *Commercial Village* (CV). The site plan is shown in **Figure 2**.

Figure 1 Site Location



Source: Town of Innisfil

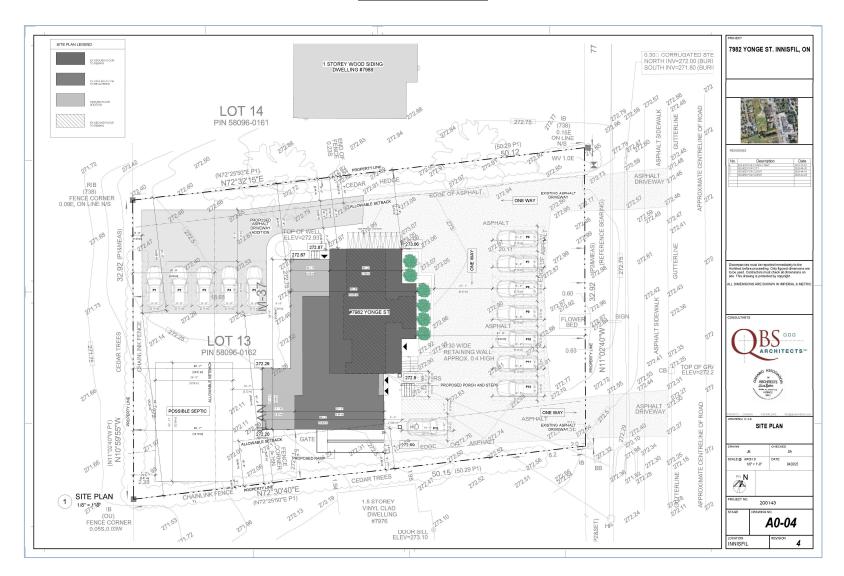


Figure 2 Site Plan

2.0 PARKING ASSESSMENT

2.1 **Proposed Development Characteristics**

The site statistics and proposed building operations are as follows:

- The existing building has a total GFA of 257.35 m².
- The anticipated building extension will add an additional 48.92 m² to the building.
- The total GFA after the addition will be 306.28 m² and includes the following areas:
 - Five dedicated office spaces
 - Six examination rooms
 - Two reception/waiting areas
 - o A multifunctional break room with kitchen facilities
 - Two separate bathroom facilities
- **Staff Allocation**: The office will have 5 staff members and 2 rotating doctors, with one doctor present at a time.
- Patient Flow and Operational Hours: The office will operate from 9:00 a.m. to 4:00 p.m. on weekdays., with each appointment lasting about 15-20 minutes. Consequently, the facility can accommodate a maximum of 4 patients per hour. It's important to note that, given the appointment durations, it's unlikely all these patients will be present simultaneously. At any given moment, a maximum of 4 patients could be accommodated within the premises.

2.2 Town of Innisfil Parking By-law

Based on the Comprehensive Zoning By-law 080-13, the proposed use is categorized as a Medical Office. The minimum parking rate for this use is 1 parking space per 15 m². **Table 1** summarizes the minimum parking requirement calculations for the proposed development.

Type of Use Total		Zoning By-la	Proposed	
	GFA (m²)	Rate	Minimum Parking Supply Required	Parking Supply
Medical Office	306.28	1 space 15 m ²	21	13

The Zoning By-Law indicates that 21 parking spaces are required. The site plan depicts 13 parking spaces resulting in a deficiency of eight spaces.

2.3 Parking Reduction Justification

To justify the proposed reduced parking supply for the proposed medical office building, the following methodologies were analyzed:

- Computation from First Principles: Calculation of parking demand specific to the medical office/practice was performed.
- Institute of Transportation Engineers (ITE) Standards: A review of parking rates as stipulated in the ITE's Parking Generation Manual was conducted.
- Assessment of non-auto/ Transportation Demand Management (TDM) opportunities within and in the vicinity of the site.

2.3.1 First Principles Calculation

The First Principles Approach is an analytical method used to estimate parking demand, focusing explicitly on the distinctive characteristics and operational dynamics of the proposed development.

By scrutinizing the medical office's operating parameters, the parking demand can be ascertained through the following potential scenarios:

Scenario 1: Rotational presence of one doctor, five staff members, and a maximum of four patients present concurrently.

Staff: The office will have 5 staff members and 2 doctors, with one doctor present at a time. Discussions with the owner suggest that one staff member does not possess a personal vehicle. Nevertheless, for the purposes of this first principles analysis, a conservative approach is adopted, assuming that all staff members will commute using personal vehicles. Consequently, a maximum of six parking spaces would be required to accommodate the staff and doctor.

Patients: The office will operate from 9 am to 4 pm, with each appointment lasting about 15-20 minutes. Thus, a maximum of 4 patients can be seen per hour. However, not all these patients would be at the office at the same time. Given the appointment duration, there would be a maximum of 4 patients present at any one time.

Combining the parking needs of the staff/doctors and patients, a maximum of 11 parking spaces would be needed at peak times. This is less than the 13 spaces being provided, suggesting that the proposed number of parking spaces may be adequate.

Scenario 2: Simultaneous presence of two doctors, five staff members, and a maximum of six patients present concurrently.

This conservative scenario anticipates a rare eventuality where both doctors are in rotation, all five staff members are engaged, and a patient occupies each of the six examination rooms.

In this scenario, seven parking spaces would be required to accommodate the staff members and doctors, while an additional six parking spaces would be needed for the patients. The cumulative total equates to 13 parking spaces. Therefore, the proposed parking supply of 13 spaces appears to be sufficient to meet the anticipated demands of the proposed development, even in this rare eventuality.

2.3.2 Institute of Transportation Engineers (ITE)

The Institute of Transportation Engineers publication *Parking Generation Handbook, 5th Edition* was reviewed to determine industry accepted parking demand rates for a Medical-Dental Office Building are summarized in **Table 4**.

Table 1 ITE Parking Generation 5th Edition – Weekday

ITE Equation/Rate	Recommended Parking Supply	Proposed Parking Supply	Difference
Equation: 3.34(X) – 5.21	7 spaces	13 spaces	+6 spaces
Average Rate: 3.23	11 spaces	13 spaces	+2 spaces

According to ITE, the proposed parking supply of 13 spaces will exceed the demand rate requirements for a medical office building.

3.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to variety of strategies to reduce congestion, minimize the number of single-occupant vehicle, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. In short, TDM works to change how, when, where, and why people travel.

3.1 TDM Strategy Options

TDM strategies that can be applied to the subject site including the followings:

- Promoting the use of transit among staff and patients could help to reduce parking demand at the medical office. Providing information
- Encourage and promote internal carpool programs among the employees and consider joining the local/regional carpool programs by providing dedicated carpool parking spaces.
- The development proposes 10 bicycle parking spaces. Providing bicycle parking at the medical office could encourage some staff and patients to bike to the office.

3.2 Existing Transit Service

Within the vicinity of the proposed site, GO Transit operates Route 63-65-68 Barrie during weekdays and weekends. Two bus stops are located within walking distance from the subject site. However, it should be noted that this transit route operates more as an intercity route than a local one.

The town has partnered with Uber to provide subsidized public transit for residents. There are seven hubs within the town for flat-rate travel. One hub includes the GO transit bus stops on Yonge Street. Two transit stops on Yonge Street are within walking distance from the proposed redevelopment site, which qualifies for Uber transit discounts. This on-demand service could provide affordable and flexible transit for the facility's staff and patients, reducing the need for personal vehicles and parking demand.

Implementing TDM strategies, such as transit advocacy, carpool initiatives, and bicycle parking provision, can help mitigate parking deficiencies at the proposed medical office site.

4.0 **CONCLUSIONS & RECOMMENDATIONS**

The key findings of the parking study conducted for the proposed conversion and extension of the existing real estate office at 7982 Yonge Street into a medical office building are summarized below:

- The owner intends to extend the southern and rear sections of the existing onestorey building, adding roughly 50 m². After renovations, the updated building, functioning as a medical office, will cover a total area of 306.28 m² (3,296.8 ft²).
- The medical office will host a practice with two gynecologists, supported by five staff, with each doctor visiting weekly due to their other main hospital responsibilities.
- According to the Zoning By-Law, the medical office building requires a minimum of 21 parking spaces. However, the proposed site plan accommodates only 13 parking spaces, indicating a potential parking deficiency of eight spaces.
- The anticipated patient flow, appointment durations, and the rotational presence of the doctors suggest that at peak times, a maximum of 11 parking spaces would be needed. This is less than the 13 spaces being provided, thus the proposed number of parking spaces may be sufficient.
- According to the Institute of Transportation Engineers publication *Parking Generation Handbook, 5th Edition*, the proposed parking supply of 13 spaces will exceed the demand rate requirements for a medical office building.
- In addition to recommended TDM strategies such as transit advocacy and carpool initiatives, ten bicycle parking spaces are provided can help mitigate parking deficiencies at the proposed medical office site.

It is our opinion that the subject site will have sufficient parking supply to accommodate the developmental needs. Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,

CGE TRANSPORTATION CONSULTING

Casey Ge, P.Eng. President