



OUR SPRINGWATER, OUR FUTURE  
OFFICIAL PLAN REVIEW

# BAYFIELD STREET CORRIDOR STUDY

June 2021





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# 1 INTRODUCTION

The Township of Springwater (the “Township”) is undertaking an Official Plan Review (OPR), which offers an opportunity to evaluate the Official Plan’s existing policy framework related to managing growth, improving transportation systems, capitalizing on economic development opportunities, and protecting and enhancing natural heritage features and water resources over the next 25 years. The OPR will address the opportunities and challenges of planning and building in the Township and will result in a new Official Plan that implements Provincial and County of Simcoe policies that have been introduced or amended recently.

The Township’s Official Plan has undergone a number of years, including Secondary Plans for the Midhurst, Hillsdale, Centre Vespra, and the Snow Valley Settlement Areas. Due to delays attributed to ongoing policy revisions at the Provincial level and the County Official Plan conformity/update, the Official Plan has not undergone a major revision/update in nearly 20 years. The OPR project stems from the need for local planning documents to evolve in-parallel with the issues and matters of upper-tier municipal and Provincial interests, in order to provide a consistent policy framework that guides growth and development. As a result, the Township of Springwater Official Plan is being reviewed to ensure consistency with provincial policy, and conform to the updated Growth Plan for the Greater Golden Horseshoe (2020, Consolidated), the Provincial Policy Statement (2020), and specifically the Simcoe Sub-Area, as well as the new County of Simcoe Official Plan (2016).

As part of this process, the Township has undertaken the Bayfield Street Corridor Study to evaluate the potential intensification opportunities for this important community area and spine road, to align with recent updates in Provincial and County policies. The intersection of Bayfield Street and Snow Valley Road is an important intersection in the Midhurst settlement area, and along with Bayfield Road, serves as appropriate locations to promote sensitive intensification. The intensification, in keeping with the Midhurst Secondary Plan, will be achieved through mixed-use residential and commercial uses and specific urban design guidelines will be required to implement the vision for the Corridor. This Study will:



- Clearly define the Corridor boundary;
- Outline the Study purpose and approach;
- Review the Provincial, County and Township policy context;
- Analyze the existing conditions of the Corridor and its adjacent areas;
- Identify opportunities and challenges for the study area: and,
- Provide final recommendations, policy direction and urban design guidelines to achieve the goals and objectives of the Bayfield Street Corridor.

# 1.1 STUDY AREA

The Bayfield Street Corridor study area is located in the Midhurst settlement area, spanning Bayfield Street for the entirety of the settlement area. The study area is shown below, highlighted in purple in Figure 1.

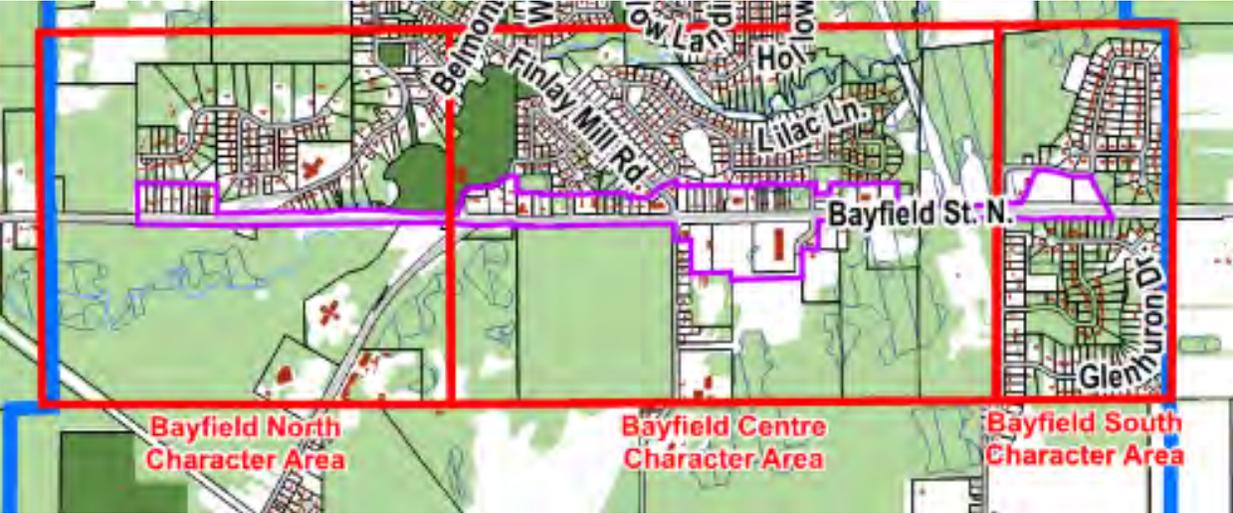


Figure 1: Study Area

The study area covers distinct areas along the Bayfield Street Corridor of Midhurst, including parts of Midhurst Village, the intersection of Bayfield Street and Snow Valley Road and environmental protection areas. As such, the Bayfield Street Corridor has been divided into three Character Areas to reflect the existing conditions and to provide a framework that addresses each of the areas. Each of the character areas have a distinct context with respect to existing land uses. The North and South character areas are predominantly comprised of surrounding low density and estate residential housing. The Centre character area is distinct from the other areas as it includes a range of low density residential uses as well as a range of scale and type of commercial, retail, and employment uses. The low density residential buildings generally front onto Bayfield Street and some include commercial activities.

The location and general description and characteristics of the three character areas are discussed below. A more detailed description of their existing conditions is discussed in Section 3 of this Study.

### 1.1.1 BAYFIELD CENTRE CHARACTER AREA

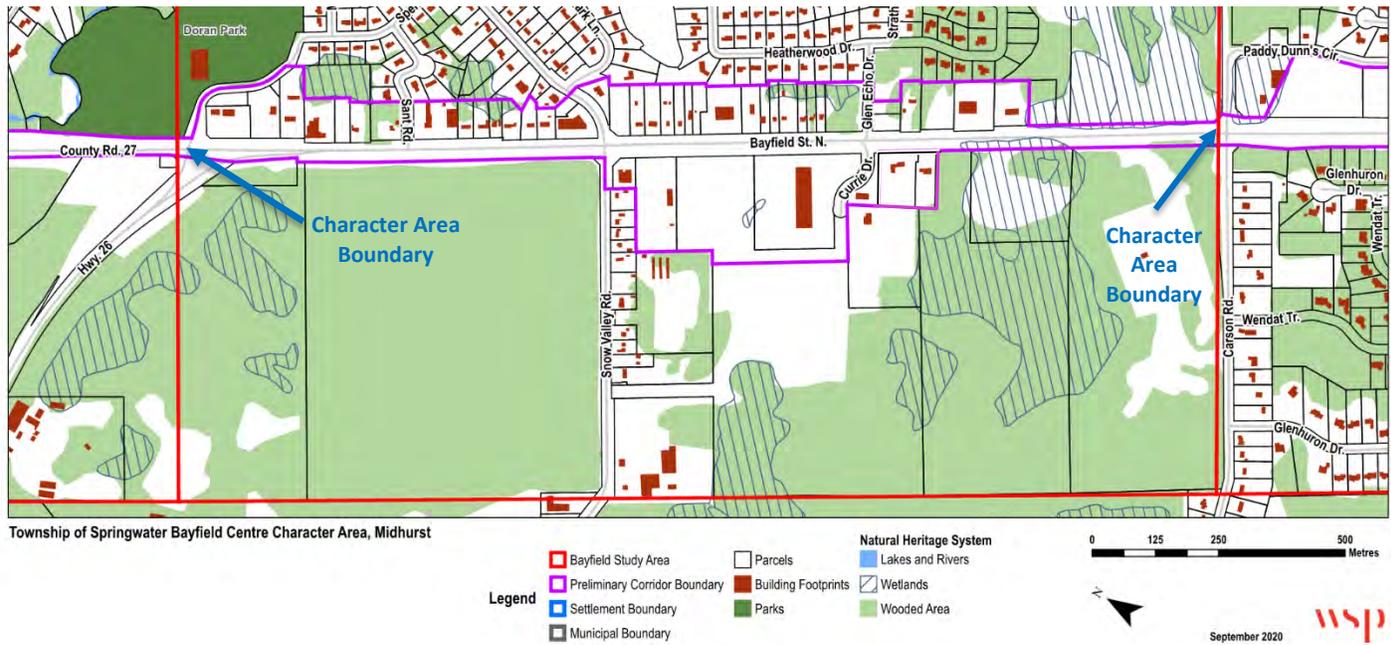


Figure 2: Bayfield Centre Character Area

- Bound by Carson Road / Paddy Dunn's Circle to the south, and the intersection of Highway 26 / County Road 27 to the north
- Existing uses include commercial, residential, outside storage, institutional, and agricultural
- Adjacent uses include open space (Doran Park), agricultural, institutional, outside storage and rural residential



## 1.1.2 BAYFIELD SOUTH CHARACTER AREA

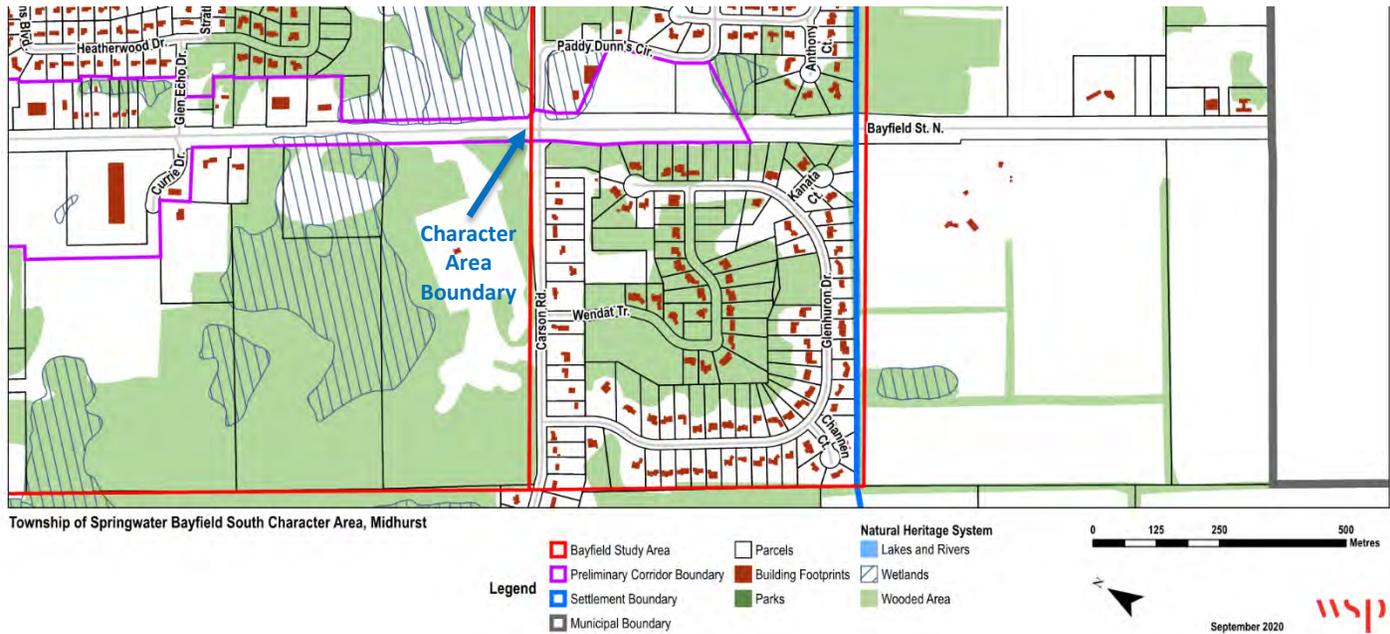


Figure 3: Bayfield South Character Area

- Bound by Carson Road / Paddy Dunn's Circle to the north
- Existing uses include commercial
- Adjacent uses include residential and commercial



### 1.1.3 BAYFIELD NORTH CHARACTER AREA

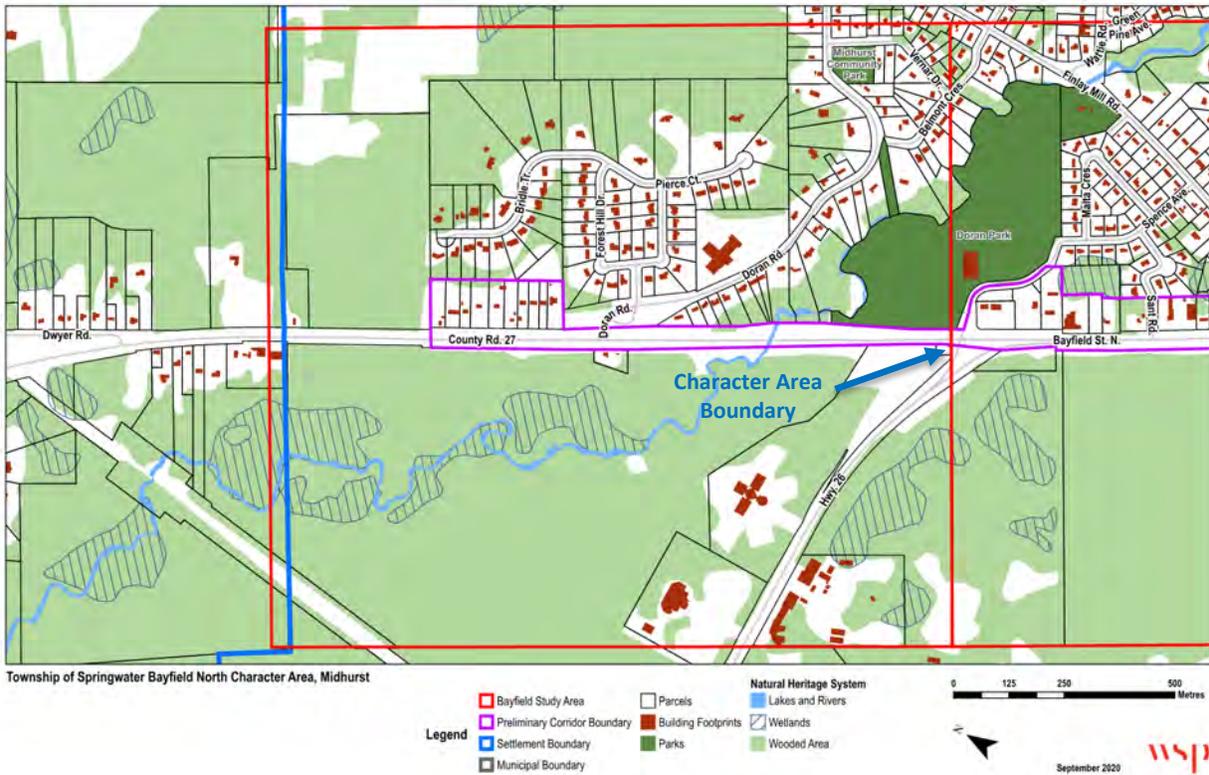


Figure 4: Bayfield North Character Area

- Bound by the intersection of Highway 26 / County Road 27 to the south
- Existing uses include residential and agricultural
- Adjacent uses include open space (including Doran Park), agricultural and residential



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## 1.2 STUDY OBJECTIVES

The purpose of this Study is to serve as a land use analysis, a demonstration plan of the permitted mixed-uses as indicated in the Midhurst Secondary Plan and to provide further urban design criteria to guide future land use and built form changes for the Bayfield Street Corridor. The objectives of the Study include:

- To support the major intersection of Bayfield Street/Snow Valley Road/Finlay Mill Road to establish a community focal point and support the Community Hub on the Hasty Tract property;
- Identify land uses considered appropriate for the high order community focus area;
- Provide general time horizons to achieve the vision for the Corridor;
- Accommodate a mix of retail, commercial and residential uses scaled to pedestrians and cyclists with urban cross sections;
- Establish appropriate intensification and higher density development forms;
- Consolidate and limit the number of vehicular access locations; and
- Further develop urban design guidelines specific to the Corridor in addition to the Secondary Plan guidelines.

The analysis and resulting demonstration plan for the Corridor will result in the development of a planning framework for the Corridor, inclusive land use designations and policies, and associated urban design guidelines.

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## 1.3 STUDY APPROACH

The approach for completing the Bayfield Street Corridor Study involved the following:

- An overview of the existing policy context, including Provincial, upper-tier and lower-tier documents;
- A review of the existing physical context such as existing land uses, built form and streetscape within the study area and its immediate surroundings;
- Identifying opportunities and challenges regarding land use and urban design within the study area;
- Developing recommendations and a land use framework to encourage the Corridor's objectives and vision; and
- Proposing an implementation strategy, such as Official Plan and Zoning By-law amendments and developing an Urban Design Checklist, to achieve the recommended vision for the Corridor.

This approach also included consultation with Township staff and will be further informed by Council and public comments as well as input that may be received from other stakeholders.

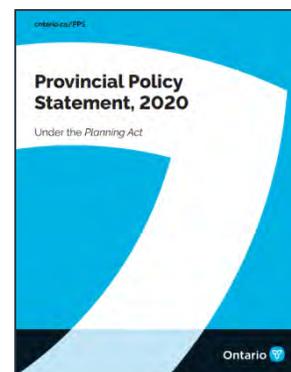
## 2 POLICY CONTEXT

An overview of the policy context, including Provincial, County and Township planning policies, was completed to demonstrate how each document supports the objectives of the Corridor Study. This review also identified any gaps between the local policies and upper tier or provincial policies.

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### 2.1 PROVINCIAL POLICY STATEMENT, 2020

The current Provincial Policy Statement (the “PPS”) came into effect on May 1, 2020 and provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use decisions are required to be consistent with the PPS. A central policy direction of the PPS is to create strong, healthy communities through efficient development and land use patterns.



Policies under section 1.1.3, Settlement Areas, state that settlement areas, which are comprised of urban and rural areas, shall be the focus of growth and development. This will be achieved by ensuring that land use patterns within settlement areas are based on a range of uses and opportunities for intensification and redevelopment. Policy 1.1.3.2 further promotes density and a mix of land uses to efficiently use infrastructure and public service facilities, support transit and active transportation, and avoid uneconomical expansion. Policy 1.1.3.3 promotes opportunities for transit-supportive development, such as accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated. It considers existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. These policies also state that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (policy 1.1.3.4). Policy 1.6.7.4 encourages efficient land use pattern, density and mix of uses to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The study area has been identified as a focus area for the Midhurst community, and provides an opportunity for further enhancement by implementing Provincial policies as they relate to intensification within existing settlement areas, encouraging a mix of uses and promoting active transportation and public transit.

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### 2.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020, CONSOLIDATED

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) came into effect on May 16, 2019 and was consolidated on August 28, 2020. The Growth Plan contains policies regarding population and employment projections that form the basis for managing growth in municipalities within the Greater Golden Horseshoe Area, including the Township of Springwater (shown in Figure 5). The Growth Plan guides decisions on a wide variety of issues, including transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity, increasing housing supply, creating jobs and building communities.





**Figure 5: Township of Springwater within Greater Golden Horseshoe (Schedule 8: Simcoe Sub-Area)**

corridor with a mixed use residential and commercial land uses, urban design guidelines and proposed streetscape enhancements, this provides an opportunity to implement the overarching goals of the Growth Plan and other Provincial policies; namely, to achieve complete communities, a thriving economy, a clean and healthy environment and social equity.

## 2.3 COUNTY OF SIMCOE OFFICIAL PLAN

The County of Simcoe Official Plan (2008), was adopted by County Council in November 2008, and appealed to the Ontario Municipal Board (the “OMB”) in December 2009. The OMB approved the Official Plan in December 2016. The County Official Plan conforms to the PPS and Growth Plan and is responsible for land use planning decisions of County interest, such as setting intensification and density targets.

In the Township of Springwater, the County has set a minimum intensification target of 15% of all new residential units occurring annually be developed within the built boundaries of settlement areas by the year 2015 and for each year thereafter (policy 3.5.24). As noted, the study area is located within the Midhurst settlement area.

The County’s objectives for settlement areas, as stated under Section 3.5 of the Official Plan, are the following:

- Policy 3.5.1

For the Township of Springwater, the Growth Plan projects a population growth of 24,000 residents and 5,600 jobs to the year 2031. The Bayfield Street Corridor is located within the Midhurst Settlement Area, which has been identified by the Township as one of Springwater’s two major community focus areas. The Growth Plan defines settlement areas as built up areas where development is concentrated and which have a mix of land uses, and lands which have been designated in an official plan for development in accordance with the policies of the Plan.

Policy 2.2.1.2. a) states that the vast majority of growth will be directed to settlement areas that:

- have a delineated built boundary;*
- have existing or planned municipal water and wastewater systems; and*
- can support the achievement of complete communities.*

Given the forecasted population and employment growth for the Township, and the study area being located within a settlement area, the Growth Plan’s policies relating to directing growth within settlement areas with existing infrastructure are supported by the objectives of this Study. By establishing the Bayfield Street Corridor as an intensification

*To focus population and employment growth and development within settlements, with particular emphasis on primary settlement areas, in accordance with the policies of this Plan.*

- Policy 3.5.2

*To develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services.*

- Policy 3.5.3

*To develop mixed use settlements as strong and vibrant central places and to create healthy settlements and communities that are sustainable.*

- Policy 3.5.4

*To promote development forms and patterns which minimize land consumption and servicing costs.*

Further, policy 3.5.26 states that settlements, and the downtowns and main streets of primary settlement areas, shall be promoted as focal points for residential, commercial, and institutional uses, through the following:

- *Establishing safe and pleasant pedestrian environments which encourage movement by foot and bicycle and transit;*
- *Protection of heritage buildings and structures;*
- *Development of attractive streetscapes;*
- *Encouragement of downtown economic development initiatives; and*
- *Development of a range of housing types and costs.*

Under policy 3.5.30 of the Plan, the County states that a range of types of housing, including detached, semi-detached, townhouse, and apartment units, be provided, along with a mix of affordable housing, to meet a variety of housing needs. Further, the County has set a target that a minimum of ten percent (10%) of all new housing units created each year will be affordable housing units (policy 4.3.9).

Given the County's direction on intensification targets and the type of intensification that should be implemented within settlement areas, this supports the objectives of the Corridor Study. With regards to promoting intensification and development within built up areas, mixed use residential and commercial uses are envisioned along with housing typologies that increase the range of variety and tenure in the Midhurst community. These uses will be supported and guided by and urban design guidelines and proposed streetscape enhancements.

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## 2.4 TOWNSHIP OF SPRINGWATER OFFICIAL PLAN

The Township of Springwater's Official Plan outlines the existing objectives and policies with respect to growth and development of urban lands, the protection of agricultural lands, the conservation of natural heritage areas, and the provision of necessary infrastructure. The Township's current Official Plan took effect on February 19, 1998, with a planning horizon to the year 2016. As such, the Township is currently in the process of updating the Official Plan in consideration of recent provincial legislation, policies and plan, and the new County Official Plan.



The Official Plan states that most growth in the Township is to be directed to urban settlement areas, which refers to Springwater's two major communities and six minor communities (S.5.1.3). The Plan states that the major communities of Midhurst and Elmvale are preferred locations to accommodate projected growth in the Township, due to the characteristics of these settlement areas, as well as the wide range of existing municipal services and facilities available in these communities.

Conforming with Provincial and upper-tier plans, the Township of Springwater Official Plan states the following goals:

- *To ensure the maintenance, protection and enhancement of natural heritage features;*
- *To preserve and protect prime agricultural areas;*
- *To encourage business investment and to foster a positive investment climate in the Township;*
- *To ensure that all land use planning decisions have regard for the conservation of significant built heritage features, cultural heritage landscapes and archaeological resources;*
- *To create efficient, cost effective development and land use patterns;*
- *To promote the development of strong and economically viable urban communities;*
- *To preserve and protect the high quality of life in Springwater Township for the long term future;*
- *To direct new growth to existing urban settlement areas to encourage and provide every opportunity to create a vibrant community planning context in our villages and small urban places; and*
- *To ensure that all new development shall avoid creating adverse circumstances with existing and future development.*

Specific to the study area, Bayfield Street North (Highway 26/County Road 27) is recognized as a major transportation facility where new land uses in the area must be properly planned in regard to access, function and high quality of use and design (policy 8.6.1.9). Further, the Official Plan states that significant commercial/light industrial mixed-use development be directed to this area (policy 8.6.1.8).

To help achieve these goals, a Secondary Plan was developed outlining specific land use and urban design guidelines for the Midhurst Settlement Area.

## 2.5 MIDHURST SECONDARY PLAN

The Midhurst Secondary Plan (the “Secondary Plan”) articulates the land use policies set forth in the Official Plan for the Midhurst settlement area. The Secondary Plan was adopted by Council in November of 2008 as OPA 38 and approved by the County of Simcoe in 2011. However, it was appealed to the Ontario Municipal Board by several parties. The consolidated version of the Plan was approved on October 2, 2018.

The Midhurst settlement area is planned to accommodate growth of approximately 10,000 new dwellings, plus additional growth within mixed use and commercial designations. Three new neighbourhoods were established as part of this Plan, where the majority of growth would occur. The study area is located in the center of the settlement area, outside of the three new neighbourhoods, as shown in Figure 6.

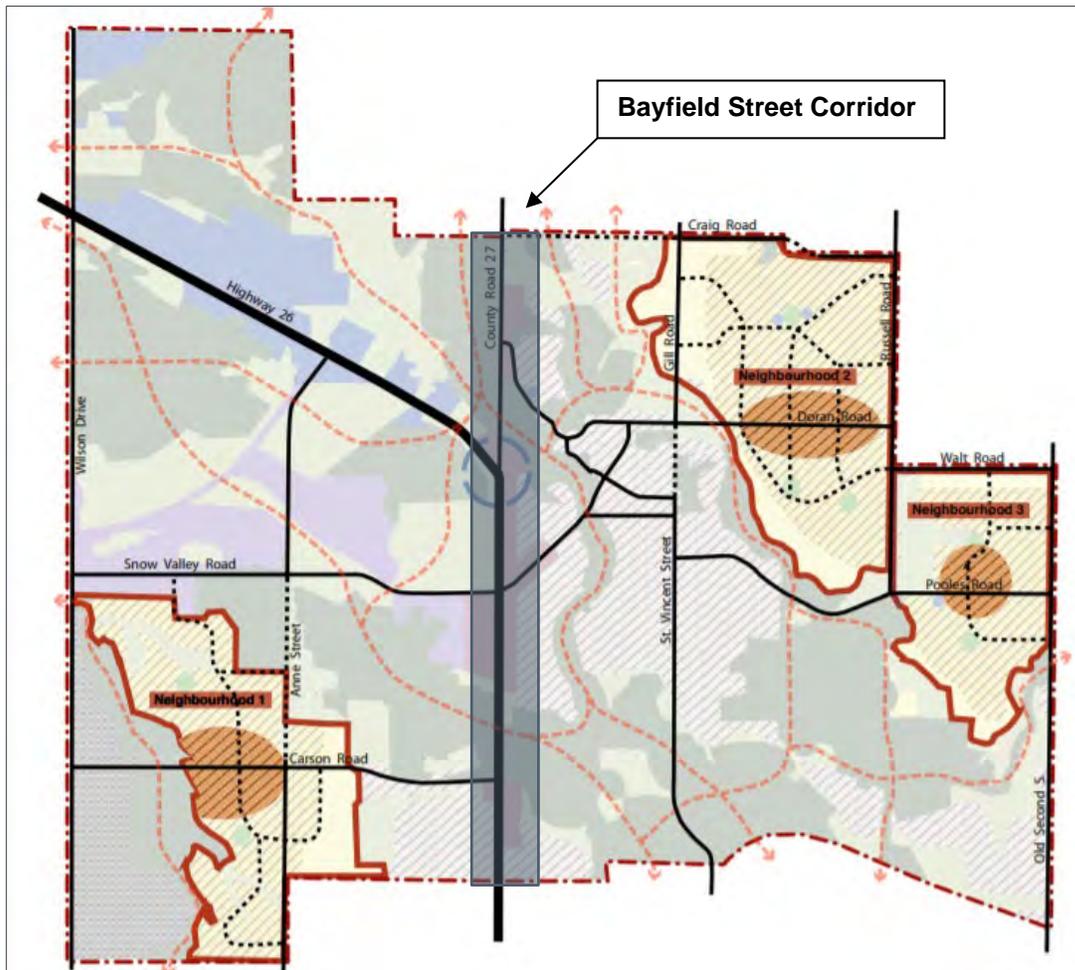


Figure 6: Study Area within Midhurst Settlement Area (Midhurst Secondary Plan, 2008)

The principles of the Secondary Plan are based on achieving Provincial and Township policies with respect to developing sustainable land use patterns, conserving natural and cultural heritage features, protecting public health and safety, promoting active transportation opportunities and achieving minimum development densities. Further, the Plan is based on a community structure that is diverse in use and

population, is scaled to the pedestrian, can accommodate transit as well as private automobiles and has a well-defined and high quality public realm, roads and Greenlands system. Structurally, the principles of the Plan include:

- *Providing a diversity of housing types ranging from single detached houses to low rise apartment buildings to achieve densities anticipated in municipal and provincial policy;*
- *Plan for a density of development that will help to promote more affordable forms of housing, and will support the provision of public transit and a range of commercial activities; and*
- *Provide a mix of uses so that residents have the choice to work, shop and enjoy community facilities within the Midhurst community.*

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## 2.5.1 STUDY AREA FOCUS

It is the intent of the Secondary Plan to promote sensitive intensification within the Corridor with a mixture of uses, including higher density forms of housing. The Intersection of Bayfield Street and Snow Valley Road is identified as a major community focus for the Midhurst community, which is intended as the location for higher order retail and other employment generating uses, including community facilities.

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## 2.5.2 STUDY AREA LAND USE DESIGNATIONS

For the Bayfield Street Corridor, the Secondary Plan identifies lands within the study area as *Commercial/Mixed Use*. The intersection of Bayfield Street, Highway 26 and County Road 27 within the study area is identified for *Future Intersection Improvements*. Lands designated as *Environmental Protection Area I* and *Environmental Protection Area II* are located adjacent to the study area.

The following outlines permitted uses and regulations within land use designations established in the Plan:

### 5.1 Commercial / Mixed Use Designation

- The principal uses permitted within the Commercial/Mixed Use designation include all existing uses and a variety of business, retail, service, institutional, open space and utility uses.
- Residential uses may be permitted within the Commercial/Mixed Use designation provided they are wholly integrated as part of mixed use development.
- Maximum height of any building shall be 6 storeys or 22 metres, whichever is less.
- All buildings will be oriented to face the front of the site and on corner lots face the higher order roadway.
- The number of access points to public roads shall be minimized and the use of a joint of shared access point is encouraged.

### 5.4 Environmental Protection Area I

- Any proposed development within, or adjacent to the Environmental Protection Area I shall be required to prepare an Environmental Impact Study.

### 5.5 Environmental Protection Area II

- Prior to any lands being considered for development within or abutting any area within the Environmental Protection Area II, an Environmental Impact Study is to be undertaken.

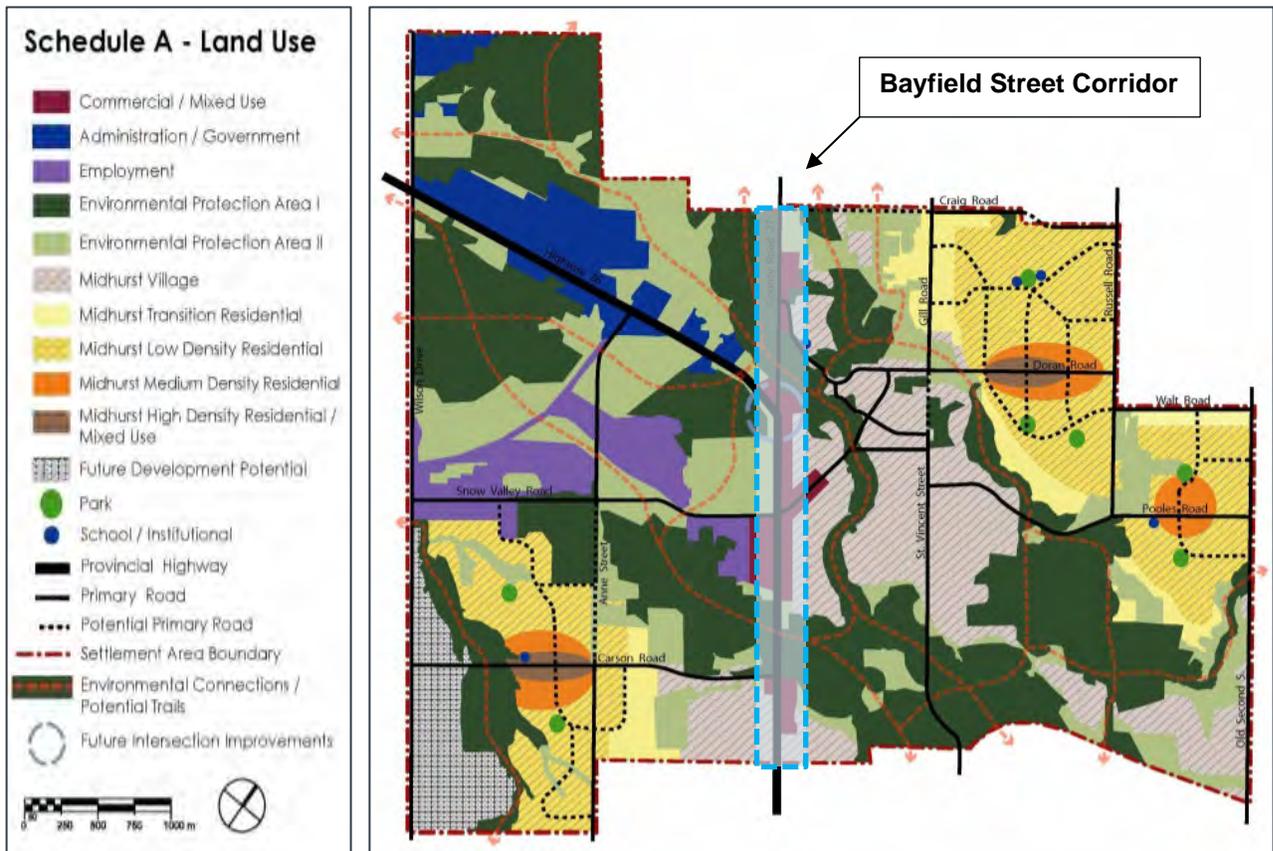


Figure 7: Land Use Designations in Midhurst (Midhurst Secondary Plan, 2008)

### 2.5.3 URBAN DESIGN GUIDELINES

To achieve the Plan’s objectives, it is premised on high quality urban design. As such, the urban design guidelines include measures to ensure the following:

- The provision of a clearly defined public realm;
- A standardized and highly interconnected pattern of lotting for development blocks;
- Consistent built form;
- Safety, accessibility, and comfort in the pedestrian environment;
- Energy efficient neighbourhood and building design; and
- Support for active transportation including transit services throughout the community.

As it relates to the adjacent environmental features within the Corridor, Section 6.2.2 (Views and Focal Points) of the UDGs state the following:

*“The preservation, enhancement and creation of significant views and focal points shall be encouraged by preserving and enhancing views to natural heritage features, including woodlots, cultural heritage landscapes, water bodies, and across parks and open spaces.”*

Policies within the Midhurst Secondary Plan align with the objectives of the Study as it promotes the Corridor as an area for sensitive intensification, mixed use development, denser housing typologies and urban design features.

## 2.6 TOWNSHIP OF SPRINGWATER ZONING BY-LAW

The Township of Springwater Comprehensive Zoning By-law 5000 was approved by Council in 2003 and by the OMB in 2004. The approximate boundary of the Corridor study area is shown in Figure 8 (purple outline) and indicates that it is comprised of a variety of land use zoning designations. They are shown in the figure below and are indicated, with general zoning criteria and standards in Table 1, that follows.

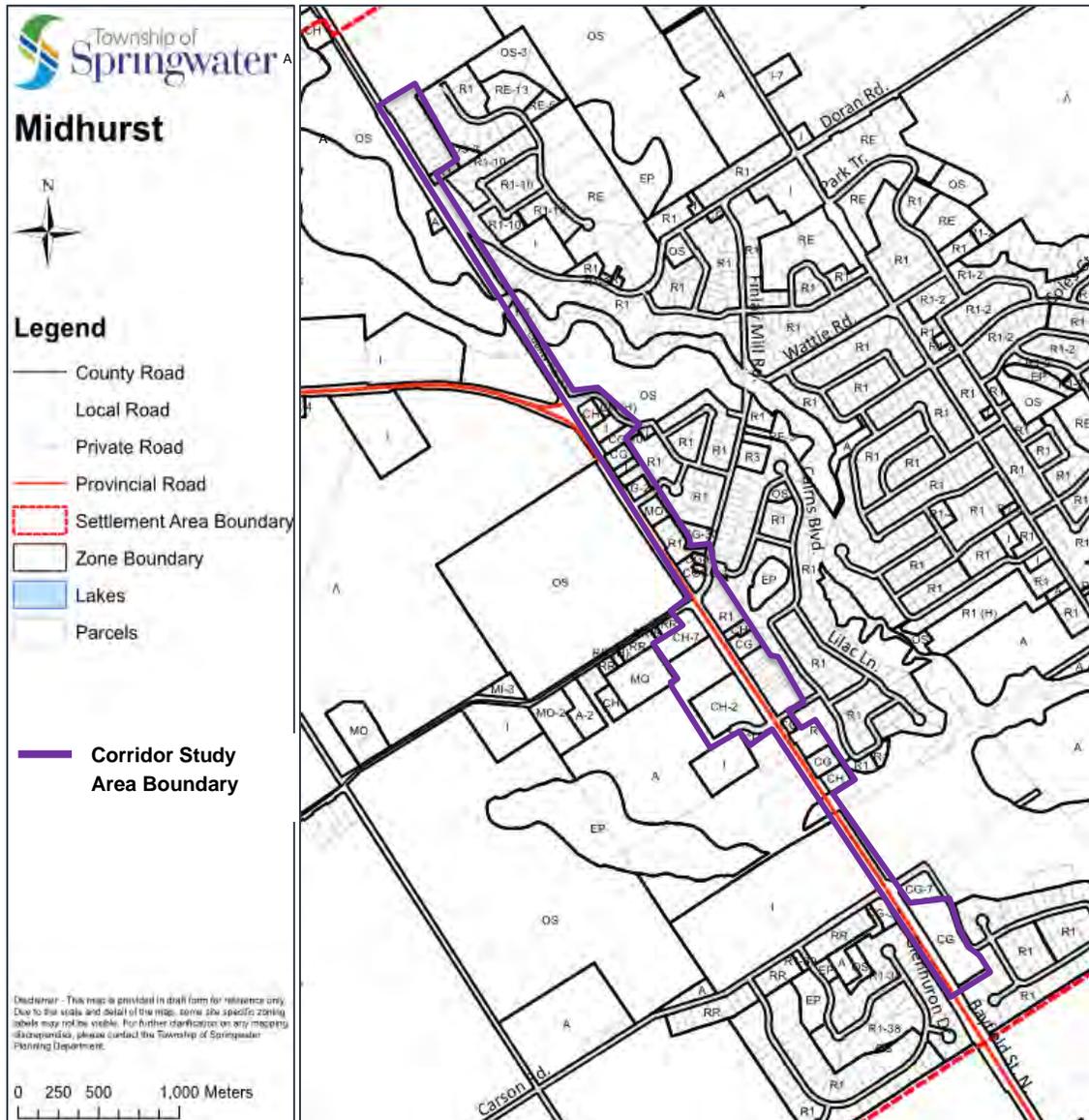


Figure 8: Existing Zoning Provisions within the Study Area

Table 1: Summary of relevant Zoning By-law 5000 standards

ZONE	RELEVANT PERMITTED USES	KEY LOT & BUILDING STANDARDS
<b>RESIDENTIAL (R1)</b>	<p><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Single detached dwelling</li> </ul> <p><b>Non-Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Bed and breakfast</li> <li>– Home occupation</li> </ul>	<p>Minimum Lot Area – 555 sq. m. to 1855 sq. m.</p> <p>Minimum Lot Frontage – 18 m to 30 m</p> <p>Minimum Front Yard Depth – 6 m to 9 m</p> <p>Minimum Rear Yard Depth – 7.5 m</p> <p>Minimum Interior Side Yard Width – 1.2 m to 3 m</p> <p>Minimum Exterior Side Yard Width – 6 m to 9 m</p> <p>Maximum Lot Coverage – 20% to 35%</p> <p>Minimum Dwelling Unit GFA – 100 sq. m.</p> <p>Maximum Building Height – 11 m</p>
<b>GENERAL COMMERCIAL (CG)</b>	<p><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Dwelling unit in a non-residential building</li> </ul> <p><b>Non-Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Retail store or commercial use</li> <li>– Personal service shop</li> <li>– Government, business or professional office</li> <li>– Clinic</li> <li>– Service repair shop</li> <li>– Restaurant</li> <li>– Commercial recreational establishments</li> <li>– Day nursery/nursery school</li> <li>– Public use</li> </ul>	<p>Minimum Lot Area – 930 sq. m. to 1390 sq. m.</p> <p>Minimum Lot Frontage – 23 m to 30 m</p> <p>Minimum Front Yard Depth – 7.5-9 m</p> <p>Minimum Rear Yard Depth – 7.5 m</p> <p>Minimum Interior Side Yard Width – 4 m to 4.5 m</p> <p>Minimum Exterior Side Yard Width – 9 m</p> <p>Maximum Lot Coverage – 40%</p> <p>Maximum Building Height – 11m</p> <p>Minimum Setback from Residential Zone – 9 m</p> <p>Minimum GFA (Residential Dwelling) – 42 sq. m</p>
<b>HIGHWAY COMMERCIAL (CH)</b>	<p><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Attached accessory dwelling</li> </ul> <p><b>Non-Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Motor vehicle service station</li> <li>– Motor vehicle repair garage</li> <li>– Motor vehicle sales or rental establishment</li> <li>– Food confectionary sales</li> </ul>	<p>Minimum Lot Area – 790 sq. m. to 1390 sq. m.</p> <p>Minimum Lot Frontage – 20 m to 30 m</p> <p>Minimum Front Yard Depth – 6 m to 9 m</p> <p>Minimum Rear Yard Depth – 3.5 m to 7.5 m</p> <p>Minimum Interior Side Yard Width – 3.5 m to 4.5 m</p> <p>Minimum Exterior Side Yard Width – 6 m to 9 m</p> <p>Maximum Lot Coverage – 30% to 40%</p> <p>Maximum Building Height – 11 m</p>

ZONE	RELEVANT PERMITTED USES	KEY LOT & BUILDING STANDARDS
	<ul style="list-style-type: none"> <li>– Service repair shop</li> <li>– Restaurant</li> <li>– Building supply outlet</li> <li>– Recreational trailer sales, service and display</li> <li>– Fruit and vegetable market</li> <li>– Public use</li> </ul>	<p>Minimum Landscaped Open Space – 10%</p> <p>Minimum Setback from Residential Zone – 9 m</p> <p>Minimum GFA (Accessory Dwelling) – 42 sq. m</p>
<p><b>GENERAL INDUSTRIAL/ OUTSIDE STORAGE (MO)</b></p>	<p><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Attached accessory dwelling</li> </ul> <p><b>Non-Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Motor vehicle body shop or repair garage</li> <li>– Building supply outlet</li> <li>– Yard for storage, display or sale of goods</li> </ul>	<p>Minimum Lot Area – 700 sq. m. to 1855 sq. m.</p> <p>Minimum Lot Frontage – 30 m</p> <p>Minimum Front Yard Depth – 10 m to 15 m</p> <p>Minimum Rear Yard Depth – 10 m (15 m where the lot line abuts a Residential Zone)</p> <p>Minimum Interior Side Yard Width – 4 m to 6 m (15 m where the lot line abuts a Residential Zone)</p> <p>Minimum Exterior Side Yard Depth – 9 m</p> <p>Maximum Lot Coverage – 40%</p> <p>Maximum Building Height – 11 m</p>
<p><b>INSTITUTIONAL (I)</b></p>	<p><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Attached accessory dwelling</li> </ul> <p><b>Non-Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Clinic</li> <li>– Hospital</li> <li>– Nursing home</li> <li>– Home for the aged/senior citizens home</li> <li>– Place of worship</li> <li>– Community centre</li> <li>– School</li> <li>– Public recreational use</li> <li>– Government or civic building</li> <li>– Museum</li> </ul>	<p>Minimum Lot Area – N/A (1855 sq. m. where the lot is not served by a public water and sanitary sewer system)</p> <p>Minimum Lot Frontage – N/A (30 m where the lot is not served by a public water and sanitary sewer system)</p> <p>Minimum Front Yard Depth – 6 m to 9 m</p> <p>Minimum Rear Yard Depth – 7.5 m</p> <p>Minimum Interior Side Yard Width – 4 m to 7.5 m (3 m where the lot line abuts a Commercial or Institutional Zone, 15 m where the lot line abuts a Residential Zone)</p> <p>Minimum Exterior Side Yard Width – 6 m to 9 m</p> <p>Maximum Lot Coverage – 30% to 40%</p> <p>Maximum Building Height – 11 m</p>
<p><b>AGRICULTURAL (A)</b></p>	<p><b>Residential Uses</b></p> <ul style="list-style-type: none"> <li>– Single detached dwelling</li> </ul>	<p>Minimum Lot Area – 35 ha.</p> <p>Minimum Lot Frontage – 150 m</p> <p>Minimum Yard (All) – 30 m</p> <p>Maximum Height (Non-Agricultural) – 11m</p>

ZONE	RELEVANT PERMITTED USES	KEY LOT & BUILDING STANDARDS
	<ul style="list-style-type: none"> <li>– Accessory single detached dwelling</li> <li><b>Non-Residential Uses</b></li> <li>– Agricultural use</li> <li>– Bed and breakfast</li> <li>– Home occupation</li> <li>– Passive outdoor recreation use</li> <li>– Public use</li> </ul>	Maximum Height (Agricultural) – N/A

The existing zoning regulations within the study area do not align with the land use designations outlined in the Midhurst Secondary Plan, the objectives for the intersection of Bayfield Street and Snow Valley Road, nor the overall objectives of the Bayfield Street Corridor Study as they relate to establishing intensification, higher density development and accommodating a mix of commercial and residential uses, including a range of housing typologies. Although there can be the ‘grandfathering” of existing zoned uses, the ZBL will need to be updated to not only reflect the uses as outlined in the Midhurst Secondary Plan but also the amendment of it as a result of this Study and the review of the Springwater Official Plan Review.

# 3 STUDY CONTEXT: EXISTING CONDITIONS

The study area is located within Midhurst, which has been identified as one of the Township's major settlement areas. This section describes the existing conditions within the study area, including an examination of existing land uses, built form and streetscape in each of the identified Character Areas. This section also discusses recent and proposed developments, transportation conditions, infrastructure and services, as well as natural areas and environmental conditions within the Corridor.

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## 3.1 EXISTING LAND USES

There are currently a range of existing uses within the study area, including low density single-detached residential dwellings and estate style homes on large lots, a variety of commercial uses, auto servicing, outside storage and open space. Within the study area, there are just over 50 properties that front onto the east side of Bayfield Street, and just over 10 properties that front onto the west side of Bayfield Street.

The three neighbourhoods along Carson Road, Doran Road, and Pooles Road within Midhurst, where the majority of future growth will occur, are located to the west and east of the study area, as shown in Figure 11 in Section 3.4.2 of the Study. Surrounded by these neighbourhoods and along a major roadway, the Bayfield Street Corridor is well suited to provide a focused mixed-use corridor that serves as a central transition area between the western neighbourhood of Carson Road and the eastern neighbourhoods of Doran Road, and Pooles Road.

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### 3.1.1 BAYFIELD SOUTH CHARACTER AREA

The Bayfield South Character Area extends from the southern boundary of the Midhurst Settlement Area north to Carson Road, which is designated as Midhurst Village in the Secondary Plan. This character area is generally represented by low density residential uses and estate properties that are visible from but do not front onto Bayfield Street. At the northern limit of the area there are commercial uses with offices, services and a medical facility. It is also comprised of woodland and wetland areas that are located within this character area.

Directly south and adjacent to the character area are lands designated for agricultural uses.



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### 3.1.2 BAYFIELD CENTRE CHARACTER AREA

The Bayfield Centre Character Area extends north from Carson Road to the intersection of Bayfield Street, Highway 26 & County Road 27. It is located in the centre of the study area, is the most significant contiguous portion of the Corridor and has the greatest potential for continuous built form and intensification comprised of mixed use development that is scaled to pedestrians and active transportation. The existing land uses within this character area include a mixture of commercial, low density residential, institutional and outdoor storage. There are also adjacent and surrounding lands designated as open space, agricultural, and environmental protection.



The Hydro One Midhurst Transmission System is located at the southern boundary of the area. Across from the transmission station are environmentally protected lands. Single-detached homes, with various front yard setbacks, are interspersed within the character area alongside commercial uses such as gas stations and auto shops, retail, rental services, radio station, a truck dealership and commercial strip mall uses.



The intersection of Bayfield Street and Snow Valley Road currently contains commercial uses on the northeast and southwest corners, low density residential uses on the southeast corner and open space on the northwest corner.



To the east of this intersection is Finlay Mill Road, which is an established residential and mixed-use area. Finlay Mill Road connects Bayfield Street to the interior of Midhurst, the historic part of Midhurst and towards the new neighbourhoods of Doran Road and Pooles Road, which are designated as low, medium and high

density residential. The west side of this intersection along Snow Valley Road includes lands designated as employment within the Midhurst settlement area.

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### 3.1.3 BAYFIELD NORTH CHARACTER AREA

The northern character area extends from the intersection of Bayfield Street, Highway 26 & County Road 27 to the northern limit of the Midhurst Settlement Area, defined as the Bayfield North Character Area. The existing land uses within this character area consists of a mixture of low density residential, open space, environmental protection and agricultural. At the northern limit of the character area there is one property designated as a commercial use.



Also within the character area is the recently revitalized Doran Park that is located at the southern boundary of the character area, at the northeast corner of the intersection of Bayfield Street, Highway 26 & County Road 27. The residential uses within the character area consist of single detached homes with deep front yard setbacks located to the north of Doran Rd. Much of this character area is represented by open space, environmental protection, and agricultural uses with limited opportunity for development.



To the west of the intersection of Bayfield Street, Highway 26 and County Road 27, along Highway 26, are significant large properties designated as Administration/Government which include the Simcoe County Administration Centre and District School Board.

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## 3.2 BUILT FORM AND STREETSCAPE

The Bayfield Street Corridor is characterized by one to two-storey single-detached residential dwellings and commercial buildings on large lots with varying landscaping and setbacks from the road. There are numerous vacant or underutilized properties and woodland and greenland spaces located along the Corridor. The streetscape reflects the current function of the street as a highway commercial corridor with built form and parking access focusing on private vehicle access and accommodation.

The streetscape treatment is minimal within the study area, as Bayfield Street functions as a four-lane two-way highway with a shoulder on both sides of the street and is absent of a dedicated sidewalk or boulevards treatments. There are catch basins located on either side of the road and a drainage ditch between the

road and many of the properties that front onto the Corridor. Hydro poles, with major overhead infrastructure, line the length of the Corridor on both sides of the street and are primarily located beyond the shoulders on either side. Other overhead utility cables and illumination poles are present and mostly located at major intersections.

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### 3.2.1 BAYFIELD SOUTH CHARACTER AREA

Within the Bayfield South Character Area, much of the streetscape and built form includes open spaces and forested vegetation fronting the road. There is a noticeable change in grade descending on the northward approach to Carson Road. Residential estate properties are visible from Bayfield Street but do not have direct access to or from the Corridor. At the intersection of Bayfield Street and Carson Road, there is a one-storey commercial plaza at the southeast corner (Del Trend Plaza) and a three-storey medical office services building on the southwest corner (Springwater Health Centre) that are highly visible from Bayfield Street and are accessed from Carson Road.



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### 3.2.2 BAYFIELD CENTRE CHARACTER AREA

The built form and streetscape within the Bayfield Centre Character Area is the most diverse and includes a mixture of single-detached homes, comprising predominantly of one- to one-and-a-half-storeys, with deep front yard setbacks on the east side of the road, one- to two-storey commercial properties for various uses, a hydro corridor, and many lots consisting of open space and forested areas on both sides of Bayfield Street.

Most of the commercial uses within this character area are comprised of standalone buildings with surface parking lots for services such as a truck dealership (Currie Truck Centre Property), auto shops, storage yards, retail uses, a radio station and gas stations. There are also two one-storey commercial strip malls with large paved parking areas fronting Bayfield Street located within this area.

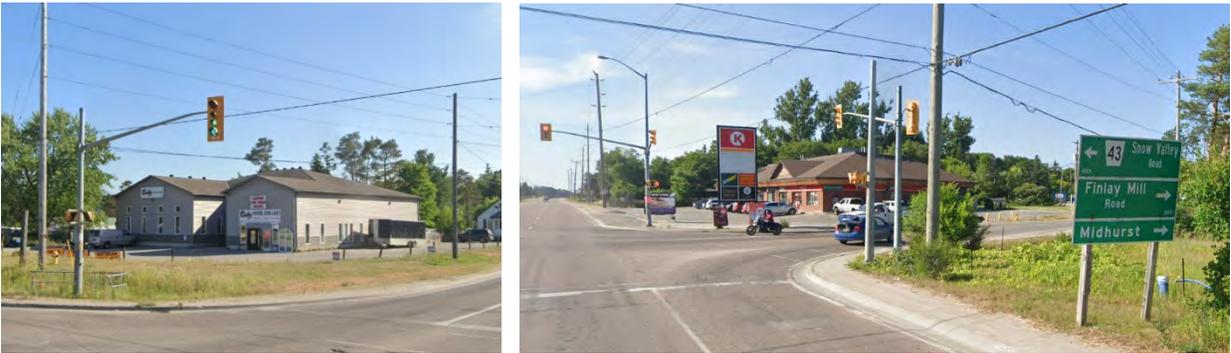




At the southern boundary, on the west side of the character area is the Hydro One Midhurst Transmission System, which has a buffer of trees and shrubs from Bayfield Street. A hydro corridor runs east from the transmission system, crossing Bayfield Street and extending into an open space area on the east side of the road. Much of this area consists of open green space and woodland areas fronting the Corridor.



The intersection of Bayfield Street and Snow Valley Road is comprised of a one-storey commercial strip mall, a one-storey standalone commercial building, a vacant lot that appears to be serviced by underground utilities, and designated open green space. There is minimal streetscape treatment at this major intersection, with a narrow median for streetlights and a curbed, raised shoulder on the east side of the road for pedestrians.



**3.2.3 BAYFIELD NORTH CHARACTER AREA**

The Bayfield North Character Area is primarily characterized by open space, environmental protection and agricultural lots, with the entire west side of Bayfield Street a woodland and natural heritage area. There are approximately twelve one- to two-storey single-detached dwellings located near the northern boundary of this area, most of which have a deep front yard setback from Bayfield Street. To the east and southeast of the properties facing onto Bayfield Street, are estate lot residential properties.



The most prominent amenities and natural heritage features within the Bayfield Street Corridor are located within this area, which are Doran Park, Ganaraska Trail and Willow Creek. Doran Park is located on the east side of the road at the intersection of Bayfield Street, Highway 26 and County Road 27, with access from Bayfield Street. The Willow Creek waterway runs below Bayfield Street just north of Doran Park, with recreational trails alongside.

Similar to the rest of the Corridor, the streetscape is minimal within this area. However, there is a small median (“rumble strip”) in the road that starts from the southern boundary of the character area (at Doran Park) north just past Doran Road. Unlike the other character areas, the section north of the intersection of Bayfield Street, Highway 26 and County Road 27 is reduced from a four-lane, two-way highway to a three-lane, two-way highway in close proximity to the northern boundary of the Settlement and Character Area.



### 3.3 RECENT AND PROPOSED DEVELOPMENTS

Data related to active development applications found within the Midhurst settlement area were collected and analyzed for the Intensification Strategy (November 2020), see Figure 9 below. The threshold for active development applications that were analyzed include proposed residential developments of more than six dwelling units, or non-residential applications with a GFA greater than 1000sq.m.

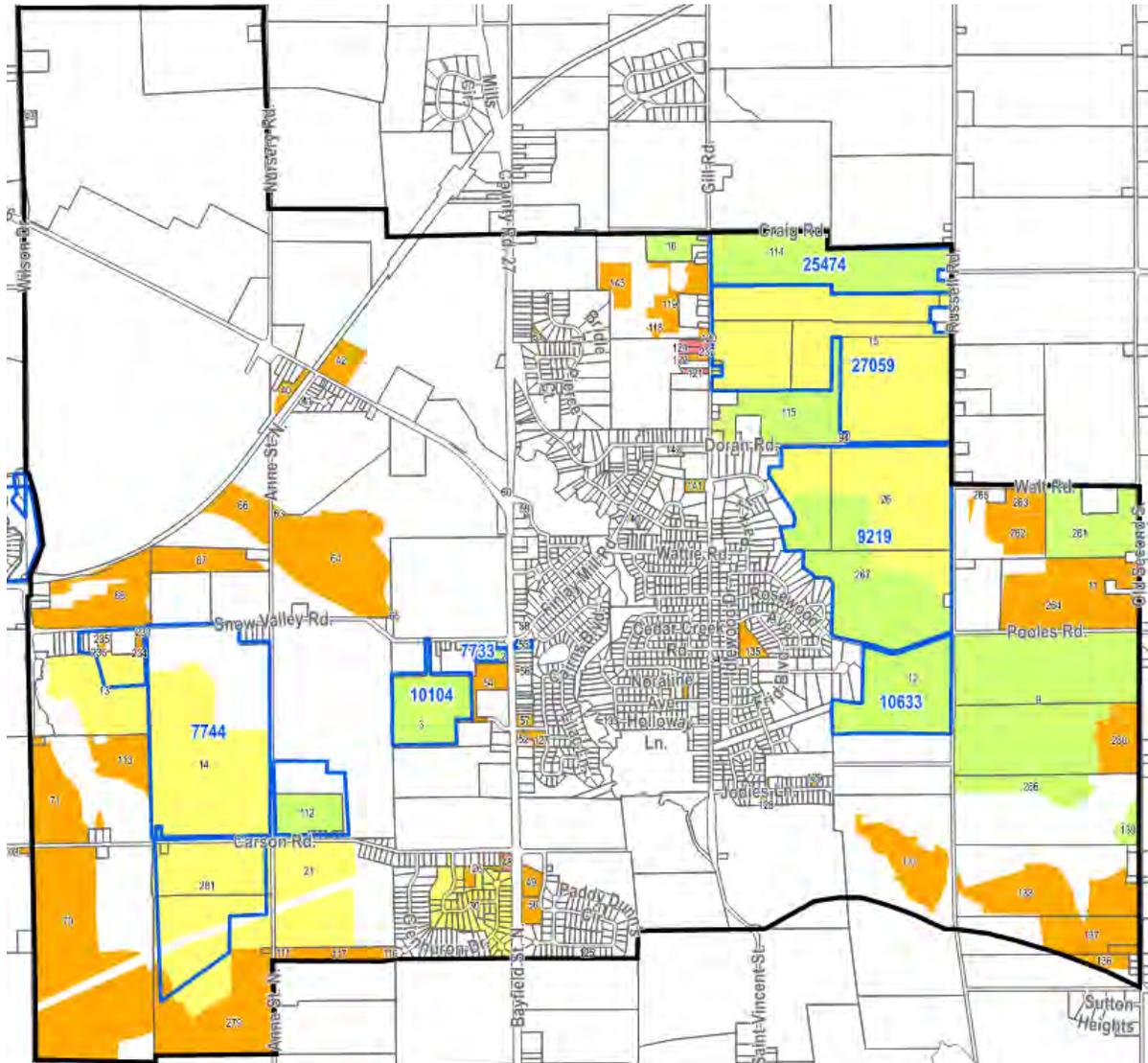


Figure 9: Development Activity in Midhurst

From this analysis we were able to assess that of the current seven proposed development applications that meet the threshold for analysis in Midhurst, two were located along or in close proximity to the Bayfield Street Corridor, as outlined in Table 2.

**Table 2: Development Applications in the Bayfield Corridor Area - Summary**

<b>KEY NUMBER</b>	<b>TYPE OF USE</b>	<b>LOCATION</b>	<b>APPLICATION DETAILS</b>
<b>7733</b>	Retail	1152 Bayfield Street North	To permit the construction of two commercial buildings, providing a total of fifteen service commercial units.
<b>10104</b>	Commercial	1093 Snow Valley Road	To permit future mixed-use/commercial uses (7.97ha land area) and employment uses (6.83ha land area).

In addition to the proposed developments listed above, an application has been submitted to permit a restaurant and drive-thru at the southeast corner of Finlay Mill Road and Bayfield Street.

It is understood from this review that Bayfield Street currently has modest redevelopment activity but at the same time, based on the mixed use designation in the Midhurst Secondary Plan, many of them are underutilized lots and properties given their development potential. For the purpose of this study, it will be demonstrated how the Corridor properties fronting onto Bayfield Street could potentially be developed, based on their context and the vision for a focal area outlined in the Secondary Plan.

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## 3.4 TRANSPORTATION

As shown on Schedule B of the Midhurst Secondary Plan (Figure 11), the Corridor, Bayfield Street is designated as a Provincial Highway (Highway 26) from the southern boundary of the study area to the intersection of Bayfield Street, Highway 26 and County Road 27. Bayfield Street is considered a Primary Road (County Road 27) for the remainder of the study area.

As shown on Figure 8.3-1 (County Community Connections and Linkages) of the County of Simcoe Transportation Master Plan Update (2014), Bayfield Street is identified as a County Connector Route, spanning from the City of Barrie to the south and through the Township of Springwater to the north.

According to provincial highways annual average daily traffic (AADT) data, this section of Bayfield Street is also considered a Commuter Tourist Recreation (CTR) Type road with peak traffic expected in the month of July. This was analyzed by WSP in August 2019 as part of an ongoing road widening project.

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### 3.4.1 TRANSIT

The existing transportation system within the Bayfield Street Corridor is predominantly used and designed for personal and commercial vehicles. Following the 2008 County of Simcoe Transportation Master Plan, transit service was established to connect multiple municipalities within the County, travelling between the Town of Penetanguishene and the City of Barrie. The Simcoe County Linx bus route passes through the Bayfield North and Centre Character Areas before continuing south towards the City of Barrie or north towards Town of Wasaga Beach. The Midhurst bus stop is located at the Midhurst Library, approximately 200m east of the intersection of Bayfield Street and Finlay Mill Road. The 2014 update to the County's Master Plan identified this stop as the Barrie & Midhurst Community Transit Node Area to support transit demand based on existing settlement patterns, population projections and anticipated travel characteristics.

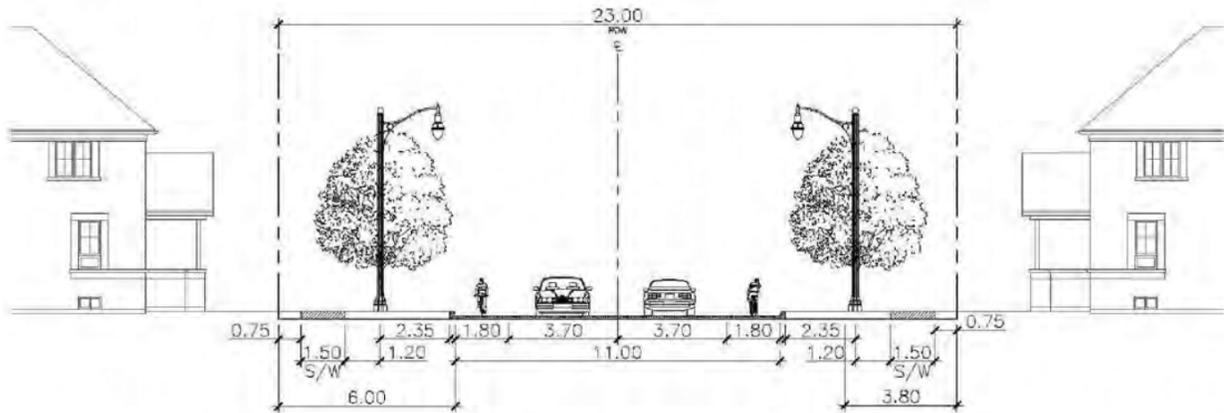


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### 3.4.2 ACTIVE TRANSPORTATION

Currently there is minimal infrastructure supporting active transportation within the Corridor. Although its existing conditions are limited, the County of Simcoe Transportation Master Plan (2008, updated in 2014), states a vision of improvements to infrastructure to encourage walking and cycling as alternative modes of transportation within the County. The County's Transportation Master Plan also guides municipalities to develop an Active Transportation Plan. However, as noted during correspondence with Township staff, an Active Transportation Plan is not currently being developed for the Township of Springwater.

In 2014 a Neighbourhood Design Plan was completed for the Doran and Pooles neighbourhoods located within Midhurst, east of the Bayfield Street Corridor. This plan developed a detailed street block and land use plan, comprehensive streetscape and open space plan, and urban design and architectural control guidelines for roads within the neighbourhoods. While the road cross section in Figure 10 does not reflect the conditions and function of Bayfield Street, it does suggest the elements or components that are required for an urbanized street design that supports active transportation. Namely, the inclusion of boulevard comprised sidewalks and tree planting/street furniture zones, the inclusion of a dedicated cycling lanes, and vehicular travel lanes.



**Figure 10: Neighbourhood Collector Road with Bike Lanes (Neighbourhood Design Plan, 2014)**

While the Bayfield Street Corridor does not currently have typical sidewalks or cycling infrastructure as part of the roadway, there are environmental connections and trails that cross Bayfield Street. As outlined in the Township of Springwater Trails Master Plan (2008) and Figure 11, the Ganaraska Trail and Hunter Russel Trail are connected to, or pass through Bayfield Street, and is located within the north character area of the Corridor. The Ganaraska Trail, which spans multiple municipalities within Simcoe County, crosses Bayfield Street, connecting the Corridor to other areas of Midhurst and Springwater. The Hunter Russel Trail connects the Corridor to residential areas to the east. There are also proposed trails that would pass through the intersection of Bayfield Street and Snow Valley Road, and just south of Bayfield Street and Doran Road.

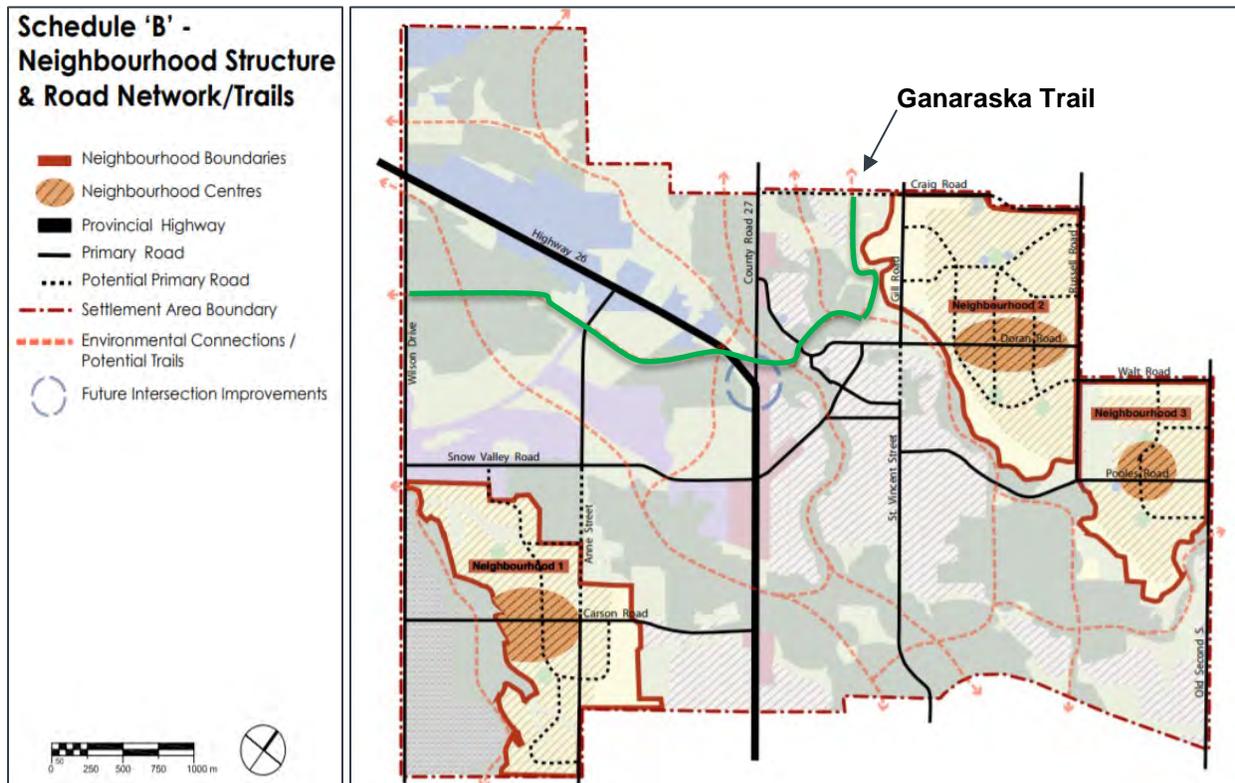


Figure 11: Existing and Proposed Road/Trail Network in Midhurst (Midhurst Secondary Plan, 2008)

### 3.4.3 ACCESS LOCATIONS

An objective of this Study is to consolidate and limit the number of access locations along the Bayfield Street Corridor. This serves to address the near-term function of Bayfield Street as an important major road that ensures vehicular circulation and traffic flow while it also provides continuous building frontages that create a better pedestrian streetscape and cycling environment by limiting the number of driveway access interruptions in the mid- and long-term.

The Bayfield Street Corridor is accessible from various notable access points, each connecting to a neighbourhood or primary local road and County or Provincial roadways, such as:

- Highway 26 to the south, connecting to the City of Barrie
- Carson Road
- Snow Valley Road
- Finlay Mill Road
- Highway 26 as it extends to the west from the intersection of Bayfield Street, Highway 26 and County Road 27
- Doran Road

There are also a number of local roads that connect to Bayfield Street, including: Spencer Avenue, Sant Road, Currie Drive, Glen Echo Drive and Paddy Dunn's Circle.

There are approximately 34 residential driveways and 15 other private entrances that front onto Bayfield Street. Most private entrances are located on the east side of Bayfield Street, with only 6 located on the west side of the road. Future growth along this Corridor will consider alternative access options to limit the number of access locations along the road.

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### 3.4.4 PARKING

Existing parking options within the study area consists of surface parking lots located primarily in the front or side of all non-residential buildings. Due to the nature of the highway use on-street parking is absent within the study area. The Township's Traffic and Parking By-law 2005-018 is silent regarding specific parking regulations within the Corridor.

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## 3.5 INFRASTRUCTURE AND SERVICES

In July 2019, WSP identified that the existing infrastructure and servicing along the Bayfield Street Corridor include:

- Municipal watermain;
- Private on-site septic systems;
- Hydro One poles and major overhead infrastructure lining both sides of the road;
- Underground gas infrastructure;
- Streetlights and overhead cables at major intersections;
- Overhead utility cables for Bell and Rogers;
- Underground utility cables for Bell, Rogers and Alectra, as well as ground-level telecommunications boxes;
- Catch basins and roadside ditches for drainage; and
- Underground Trans Canada Pipeline.

The 2009 Class Environmental Assessment Study for the Midhurst Water, Wastewater and Transportation Mast Plan document completed by Ainley Group identified that the majority of the existing population within Midhurst are provided with municipal water services and the remainder of the population is serviced by private wells. Based on information available, it is unclear whether the properties within the Corridor are serviced by a municipal watermain. According to the Ainley document, all of the developed properties within Midhurst are serviced by private, on-site septic systems, thus including existing properties within the Corridor. Regarding drainage, roadside drainage ditches are located along the Corridor.

A number of underground utilities are located along the Corridor such as Hydro One, Bell, gas, Alectra, and Rogers, as well as the Trans Canada Pipeline. Overhead cables are located along the Corridor for Hydro One, Bell and Rogers. A Ministry of Transportation Ontario Right-of-Way is also located within the study area.

The Township of Springwater is currently undergoing a road widening and resurfacing project for a portion of Bayfield Street within the study area, which will relocate some of the existing utilities.

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## 3.6 NATURAL AREAS AND ENVIRONMENTAL CONDITIONS

There are various natural heritage features within the Corridor, with many lands designated as Environmental Protection. These lands include existing and proposed recreations trails, such as the Ganaraska Trail Hunter Russel Trail, as well as the Willow Creek waterway that runs under Bayfield Street north of Doran Park.



# 4 OPPORTUNITIES & CHALLENGES

The following section identifies opportunities and challenges presented through the policy review and analysis of existing conditions, such as land use, urban design, transportation and access locations within the Corridor. Market conditions were also reviewed to identify the Corridor's potential to serve the Township's retail and commercial needs.

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## 4.1 OPPORTUNITIES

Opportunities identified to implement the Study's objectives as they relate to land use, urban design, transportation, access and market demand are discussed below.

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### 4.1.1 LAND USE

From a land use perspective, the Bayfield Street Corridor offers opportunities for sensitive mixed-use intensification, as it already permits a variety of land uses including residential, commercial, open space and environmental protection areas.

Under the Midhurst Secondary Plan, the Bayfield Street Corridor is identified as a location to promote sensitive intensification through mixed use development, including higher density forms of housing. The Secondary Plan also identifies the intersection of Bayfield Street and Finlay Mill Road / Snow Valley Road as a major focus for the Midhurst community. This intersection is intended for higher order retail and other employment generating uses, including community facilities. Due to the limited number of existing buildings, underutilized properties and some vacant lands it offers an opportunity to introduce and implement intensification and retail/employment uses as outlined in the Secondary Plan.

The existing residential zoning designation permits low-density housing which does not reflect the proposed mixed-use corridor identified in the Midhurst Secondary Plan. Given that the corridor is generally centrally located in the Midhurst Settlement Area, it could provide a focal area for the community and for the three neighbourhoods designated for growth. There is an opportunity to better connect the study area to these three neighbourhoods, Doran Road, Pooles Road and Carson Road, through gentle intensification and public realm improvements.

Doran Park is a destination within the corridor and offers many amenities to the community. There is an opportunity to further establish this area as a community hub, by encouraging additional community facilities to be located in the area. This could be provided through additional residential intensification and retail activity located opposite and in close proximity to the park along the corridor.

The most significant and contiguous collection of properties in the study area are located between Finlay Mill Road / Snow Valley Road and Currie Drive / Glen Echo Drive. In particular, the properties currently occupied by the Currie Truck Centre and properties to the north provide the opportunity to introduce a denser form of development that could include mixed use built form along the corridor and conventional and lane based townhouse development. The potential to provide focused intensification in this manner may provide the critical mass of residents to further support a mixed use-corridor but also be within short walking distances of a new community.

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### 4.1.2 URBAN DESIGN

Under the Midhurst Secondary Plan, there are existing Urban Design Guidelines (UDGs) that apply to the study area. As noted in Section 2.5, the UDGs include objectives such as creating a clearly defined public realm, consistent built form, support for active transportation, and the achievement of an overall density of

approximately 40 residents and employees per gross hectare. Through implementation, these guidelines can encourage a more uniform approach for future developments to create a corridor with its own identity within Midhurst.

The UDGs provide a framework for creating a continuous built form edge along the corridor frontage and a supporting, more urbanized road section that could provide the components or program that supports active transportation. There is an opportunity to provide urban design elements that reinforce each other and are pedestrian-scaled while creating the conditions that will support the envisioned at-grade retail and commercial use along the corridor.

In addition to built form, the potential intensification will also provide the opportunity to create new programmed and modestly sized park spaces. Providing parks in key locations along the corridor or in close proximity will provide for areas of respite and visual relief while linking with existing park spaces, open spaces and natural heritage area to contribute to a system and 'circuit' of park spaces.

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### 4.1.3 TRANSPORTATION

Various transportation opportunities exist within the Bayfield Corridor, as it is located along a Provincial highway with existing transit service, is connected to an existing trail network, and has considerable space on either side of the road to create enhanced boulevard features that support generous sidewalks, street trees, furniture zones and cycling infrastructure such as separated cycle tracks.

Given the existing transit service that runs along Bayfield Street, which connects the corridor to surrounding areas, there is potential for further transit expansion as a result of potential intensification. This is further supported by the fact that the Simcoe County Linx Midhurst station is located at the Midhurst Library, which is in close proximity to the corridor (e.g. approximately 200m or 2 to 3 minute able bodied walking distance).

As noted, opportunities exist to enhance and promote active transportation options within the corridor. Considering the road width and additional space on either side of Bayfield Street, this provides an opportunity to install sidewalks and cycling infrastructure, which would greatly improve the experience and accessibility for pedestrians and cyclists. There is also an opportunity to leverage the existing trail network when enhancing the Corridor, as it connects Bayfield Street to other areas of the Midhurst community.

Further, the Simcoe County Transportation Master Plan envisions improved infrastructure to encourage walking and cycling as alternative modes of transportation, thus expanding active transportation options within the Corridor, which aligns with Provincial, upper-tier and lower-tier municipal policies.

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### 4.1.4 ACCESS

Opportunities for access consolidation and improvements along the Corridor could be achieved for both existing properties and future developments. For existing properties, there is an opportunity to consolidate existing driveways. On the east side of the Corridor, many of the existing driveways are for residential properties, thus consolidating these access points would require the merging or consolidation of lots. Introducing built form that relies on single access points to a large number of residential units could assist in achieving this objective and to minimize the interruptions along the corridor and fragmentation of a potential future pedestrian boulevard along the Corridor. In addition, for future developments, access improvements can be implemented through site plan control. This could include limiting access points by building a new public road with proper traffic controls rather than only private entrances for properties that front onto Bayfield Street.

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#### 4.1.5 MARKET DEMAND

Market analysis conducted by Watson & Associates Economists Inc. identified potential opportunities for the Bayfield Street Corridor. Their analysis focused on retail and commercial supply and needs in the Township of Springwater, identifying the Corridor as a possible central gathering place for Midhurst. Given that Midhurst is anticipated to accommodate a large portion of the Township's population over the next 10 to 20 years, there's an opportunity to establish the Corridor as a community hub and to focus mixed use development. The future hub could accommodate a higher density with office and retail uses, similar to the Royal Courtyards in Bolton, ON, pictured below.



Currently, the Bayfield Street Corridor accommodates low-order retail uses (e.g. building supply stores) and retail sites with low building coverage. Market analysis determined that the corridor's land capacity can accommodate much higher densities of retail and commercial service development, in fact more than the demand for retail and commercial service space within Midhurst to 2031.

Understanding that the Corridor area boundary stretches over 3.5km and the Centre Character Area is approximately 1.5km in length, the development of at-grade retail will occur in phases to ensure that there is a critical mass of new residents within short walking distances or in upper storeys to provide support in addition to existing residents within Midhurst. Given current activities and the potential for contiguous development and available developable land the initial development could be focused on Bayfield Street between Finlay Mill Road / Snow Valley Road and Currie Drive / Glen Echo Drive.

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## 4.2 CHALLENGES

Challenges identified to implement the Study's objectives as they relate to land use, urban design, transportation, access and market demand are discussed below.

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### 4.2.1 LAND USES

Although there is currently a mix of uses permitted, many are not pedestrian-focused or encourage the type of intensification as outlined in the Study's objectives. For example, the existing commercial uses are focused and centred around private vehicles such as retail plazas, offices and employment uses with parking areas in the foreground, gas stations, and auto mechanic shops. This results in a fragmented corridor environment that relies on the use of a vehicle to gain access and leads to a lack of destination places or contiguous retail spaces that connect to other uses or retail uses in close walking distances within the Corridor.

Currently, the only residential use permitted within the Corridor under the Township's Comprehensive Zoning By-law 5000 is single-detached dwelling units. Thus, a Zoning By-law amendment would be required to permit additional housing typologies that support intensification such as mixed use residential, apartment buildings and townhouses.

Much of the Corridor is designated as an Environmental Protection area, thus development opportunities are limited on these lots, particularly along the western side of Bayfield Street. Due to long stretches of these Environmental Protection areas, there are portions of the Corridor at the north and south ends of the study area that are removed from the more active land uses in the Centre Character Area.

Overall the current land uses are not supportive of a pedestrian-friendly and scaled streetscape that is essential to creating a vibrant and focal destination area in Midhurst. The land uses and access, circulation and transportation planning will need to take into consideration public transit, pedestrians, cyclists as well as private vehicles to achieve a successful mixed use corridor.

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### 4.2.2 URBAN DESIGN

Although urban design guidelines that apply to the Corridor exist under the Midhurst Secondary Plan, there is a lack of enforcement in place to implement these guidelines. The UDGs provide general guidelines for the Corridor but to achieve a more consistent approach along the Corridor a demonstration with more specific guidelines should be provided that envisions an effective built form and streetscape that supports mixed use developments.

As noted, there is currently limited streetscape and public realm features, as well as major aerial infrastructure that lines either side of the road. Further, many of the existing lots are very large with varying setbacks, which creates an inconsistent relationship between properties and Bayfield Street.

Existing park spaces are generally accessed by vehicles and there is a lack of varied park spaces along the Corridor. This is most likely due to the fact that there are extensive Environmental Protection areas and natural heritage areas surrounding the study area. Due to the lack of significant residential development in the Corridor there is also a lack of park space that would support such development.

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### 4.2.3 TRANSPORTATION

The Bayfield Street Corridor is an auto-dominated major roadway for local and regional travel. Thus, there are potential challenges to transforming the road into a multi-modal corridor that accommodates private vehicles, public transit, cyclists and pedestrians.

To create a more pedestrian focus and dense mixed use area will require the provision of a public realm and streetscape that would lead to reduced speed limits. There will need to be support from both the County of Simcoe and the MTO in order to realize the potential of a mixed use corridor.

Due to the number of “gaps” of vacant lots within the study area, this could prove difficult to implement infrastructure to encourage active transportation, as there are currently limited destinations to attract those not travelling by private vehicle.

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#### **4.2.4 ACCESS**

The main challenge regarding consolidating and improving access within the Corridor lies with the existing properties, as it could be very difficult or impossible to merge lots that front onto Bayfield Street, particularly residential lots.

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#### **4.2.5 MARKET DEMAND**

Market analysis identified potential challenges to attract retail and commercial growth, which could impact the extent of intensification opportunities within the corridor. With a vacancy rate among retail and commercial building spaces at 17% (a vacancy rate of 5% to 10% is considered balanced), it may be challenging to attract and retain high order retail uses within the corridor. The corridor requires a greater intensification and increase in population, residences and jobs that could support and create new opportunities for retail.

Further, there is an existing commercial corridor along Bayfield Street in the City of Barrie. This commercial area is as short as a 5-minute drive from residents living in Midhurst and offers a variety of restaurants and retailers, including two shopping centres. It may be challenging for new commercial uses within the Bayfield Street Corridor to compete with the existing commercial corridor in Barrie especially if they are geared to private vehicles.

The market analysis conducted by Watsons & Associates did not assess residential demand and the potential to provide a range of housing typologies within the Corridor.

# 5 VISION, GUIDING PRINCIPLES & RECOMMENDATIONS

The recommendations of the Corridor Study present a vision for the Bayfield Corridor and a planning framework to help implement this vision and its objectives. This includes potential mixed use residential and office/commercial developments, with complementary green amenity spaces and the introduction of residential densities that support the corridor through sensitive intensification within the study area. The demonstration plans and massing concepts provided in this section are modest in nature and are meant to illustrate a potential approach for the Corridor while meeting future intensification requirements within the Midhurst Settlement Area. In addition to the vision, guiding principles and high level recommendations included in this section, a compendium of urban design guidelines specific to the Corridor, and in addition to those found in the Midhurst Secondary Plan, shall be provided in the final version of this report.

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## 5.1 VISION FOR THE BAYFIELD STREET CORRIDOR

The proposed vision for the Bayfield Street Corridor builds on the mixed use corridor that was put forward in the Midhurst Secondary Plan. The Bayfield Street Corridor is envisioned to provide a new focal point for the Midhurst community and a destination place for the Township as a whole. It will be transformed to provide support for pedestrian and cycling uses, future increased public transit as well as private vehicles. It will be a tree lined, walkable and accessible mixed use corridor providing for residential, commercial / retail, and employment uses with public realm improvements that facilitate these uses. It will introduce new green amenity and park spaces that will be linked into the network of the existing parks, natural heritage areas and trails. Built form and densities will provide the pedestrian scaled environments and the critical mass of residents, within or in close proximity, that will support the Corridor and its envisioned mixed uses and at-grade commercial / retail activities. The proposed vision for Bayfield Street will be transformative evolving from a highway corridor with highway commercial activities to a more urbanized street that supports active transportation and an enhanced pedestrian experience that will create for current and future residents a focus for the community and for future intensification. Understanding that the extent of the Corridor outlined in the study area is quite large, the development of the Corridor will occur over a period of time and that key locations within will provide the catalyst for future development along Bayfield Street.

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## 5.2 GUIDING PRINCIPLES & OBJECTIVES

In order to implement the proposed vision for the Bayfield Street Corridor the following guiding principles were established to provide a framework for land use, urban design, and transportation uses:

- Provide for active transportation uses and facilities as well as those for private vehicles;
- Provide a new vibrant street section with safe and accessible tree-lined pedestrian boulevard spaces that include street furniture and landscaping;
- Provide a separated cycling facility that is safe and clearly defined to support cycling activity for health and travel;
- Provide at-grade retail and commercial uses that are scaled to and supportive of pedestrian activity and to contribute to vibrancy along the corridor;
- Consolidate access to parking areas and vehicular access points along the Corridor to mitigate fragmentation of the streetscape and for a more efficient use of land;

- Ensure all parking areas are behind buildings fronting onto the Corridor, or where constrained due to property shape or orientation, on the side for not more than 1/3 of the frontage;
- Provide for new residential development and densities that can contribute to supporting mixed use activities and transit services while creating new neighbourhoods;
- Add to the variety of residential building types and tenure in the municipality along with opportunities to accommodate affordable residential uses;
- Provide new public park and private amenity green spaces to support the residential intensification and population growth along the Corridor;
- Provide mixed uses that are within short able bodied walking distances (i.e. 5 to 10 minutes or 400 to 800 metres) that can provide for local focal points along the Corridor;
- Emphasize the key intersection or gateway of Finlay Mill Rd./ Snow Valley Rd. and Bayfield St. N. through architectural and landscape enhancements at the corners (Areas 'A', 'B', 'C' and 'D'); and,
- Minimize potential impacts to adjacent existing and stable areas through separation distances, transitioning of building massing and form, and landscaped buffers.

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## 5.3 PROPOSED CORRIDOR DEMONSTRATION PLAN

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### 5.3.1 CORRIDOR CHARACTER AREAS

As noted in Section 1.1 of the Study, the study area has been divided into three discrete Character Areas:

- **Bayfield Centre Character Area** (Bayfield Street between Carson Road and the intersection of Highway 26 /, County Road 27);
- **Bayfield South Character Area** (Bayfield Street between the southern Midhurst boundary and Carson Road); and
- **Bayfield North Character Area** (Bayfield Street between the intersection of Highway 26 & County Road 27 and the northern Midhurst boundary).

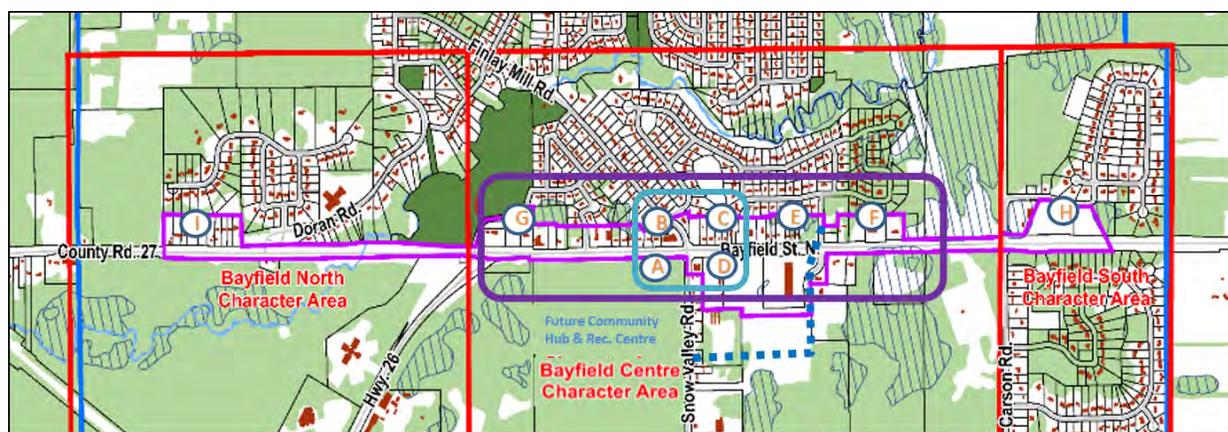


Figure 12: Character Areas, Corridor Study Boundary and Sub-Areas

The Bayfield North and South Character Areas are distinct as they are separated from the Centre Character Area by either wetlands, natural heritage and environmental protection areas or large lots that back onto Bayfield Street. The purple outline in Figure 12 indicates the portions of the Corridor Study Boundary or the portions of the Corridor within the Character Areas that remain for the purpose of demonstrating a potential development scenario for the purposes of this Study.

Within the Corridor Study Boundary, the Character Areas have been further broken down into ten (10) sub-areas, one located each in the Bayfield North and Bayfield South Character Areas, with the remaining seven located in the Bayfield Centre Character Area.

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### 5.3.2 DEVELOPMENT ASSUMPTIONS

To develop the demonstration plans for each of these areas and for the Corridor as a whole, the guiding principles outlined in Section 5.2 were applied and the following high level development assumptions were made based on best practice and the Intensification Strategy that is being prepared concurrently with this Study as part of the Official Plan Review. The demonstration plans took into consideration the following assumptions:

- The concepts and resulting development yields are based on 4-storey heights for mixed use buildings and 3-storey heights for townhouses blocks;

- The proposed buildings are not discretely located within specific properties and assume assemble or consolidation of lots;
- Buildings are to be placed at a zero lot line and have a flanking or side yard 10.0m separation distance;
- A minimum of 5% park space has been accounted for in the plans of each area for amenity and /or public park space;
- Parking for all areas is noted at-grade for the near-term with the exception of sub-areas 'F' and 'H' which have grade conditions or property constraints that require one level of parking below grade;
- Parks have been located wherever possible along the Corridor and are generally within 500m of each other;
- Where through lots are present and are immediately adjacent to low density residential dwellings, townhouses have been sited to serve as a transition from the proposed built form on the Corridor;
- Sub-areas 'B', 'C', and 'D' will provide built form that addresses and defines the intersection of Finlay Mill Road and Bayfield Street. The future Community Hub and Recreation envisioned for sub-area 'A' will further define the intersection and Bayfield Street by introducing built form close to the intersection corner and the corridor frontage.
- Area 'D' includes a townhouse community concept as the properties fronting onto Bayfield Street have generous depths that could accommodate a new residential development block sizes and local road widths. Further discussion is required in respect to this sub-area.
- The mixed use residential / apartment gross floor area (GFA) average for calculating unit yield is assumed to be 100 sq. m., which is generally large, and results in a conservative unit total. The occupancy was calculated at 1.78 persons per unit;
- For the townhouse units, occupancy was calculated at 2.6 persons per unit;
- The Jobs yield in the mixed use buildings was assumed to be the majority of the space on the ground level and calculated at a conservative rate of 1 job per 60 sq. m.; and,
- The gross average size for determining parking areas within each sub-area is based on 40 sq.m. per parking space.

Based on these development assumptions the conceptual demonstration plans for the ten sub-areas within the Corridor study boundary resulted in approximately 1,800 residential units, 3,400 persons and 42,000 sq. m. of retail and commercial space with a potential for 690 new jobs within the Bayfield Street Corridor. These are conservative estimates based on four-storey built form. Should the Corridor be developed with six-storey mixed use buildings with below grade parking and a more typical retail job calculation of 1 job per 30 sq.m. it may result in a development yield of 2700 to 2800 residential units, accommodate 5,000 to 5,200 persons and provide up to 1,400 new jobs. It should be noted that these estimates do not include the development potential of the envisioned Area 'A' Community Hub and Recreational Facility and the potential retail space and jobs that it would contribute to the Corridor.

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### 5.3.3 CONCEPTUAL DEMONSTRATION PLANS

Based on the Development Assumptions noted above and the Guiding Principles established in Section 5.2, result in the conceptual demonstration plans that follow for each of the Character Areas and sub-areas within them; Areas 'A' through 'J'. The concepts reflect the Corridor specific urban design guidelines that will be provided in the final version of this report.

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### 5.3.4 OVERALL CORRIDOR PLAN VIEW & CHARACTER SUB-AREAS

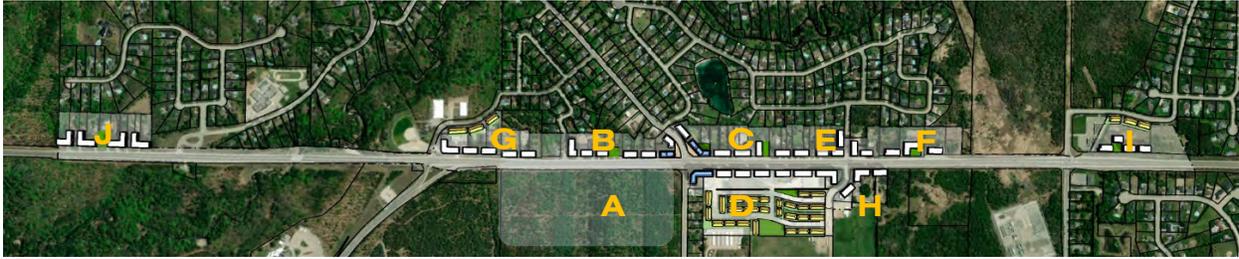


Figure 13: Corridor View and Character Sub-Areas

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### 5.3.5 CENTRE CHARACTER AREA

The Centre Character Area is the most significant portion of the study area Corridor as it is the largest, generally uninterrupted property frontages along Bayfield Street and currently would be the focal area in the Corridor as it also includes the important entry intersection, Finlay Mill Road and Bayfield Street, to the historic Midhurst community. In addition, there are opportunities to demonstrate how a denser residential community could be introduced in a neighbourhood adjacent to the Corridor on the existing deeper properties to the west of Bayfield Street (i.e. Currie Truck Centre Property). Due to the extent of this key Corridor character area, and to more clearly illustrate key areas and their context within the Centre Character Area, this portion of the corridor was divided into two major areas: 1) Gateway Intersection Area comprised of sub-areas 'A' through 'D' and 2) Centre Shoulder Area comprised of sub-areas 'E', 'F' and 'H' south of the gateway intersection and sub-area 'G' to the north of it.



Figure 14: Overall Conceptual Massing Plan for Centre Character Area

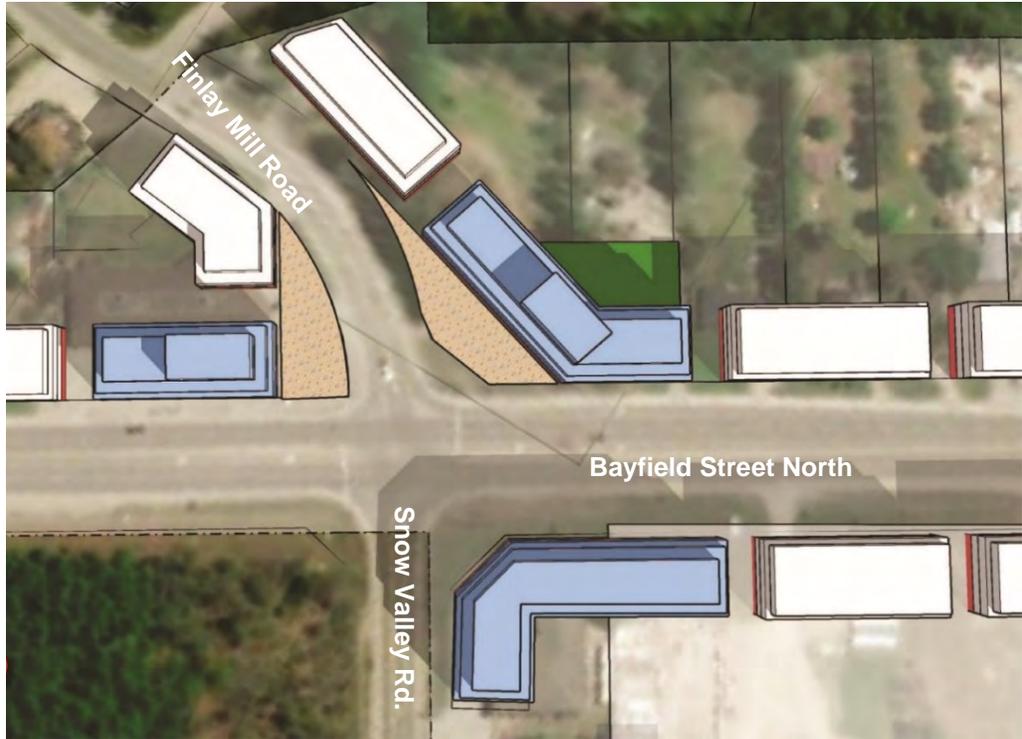
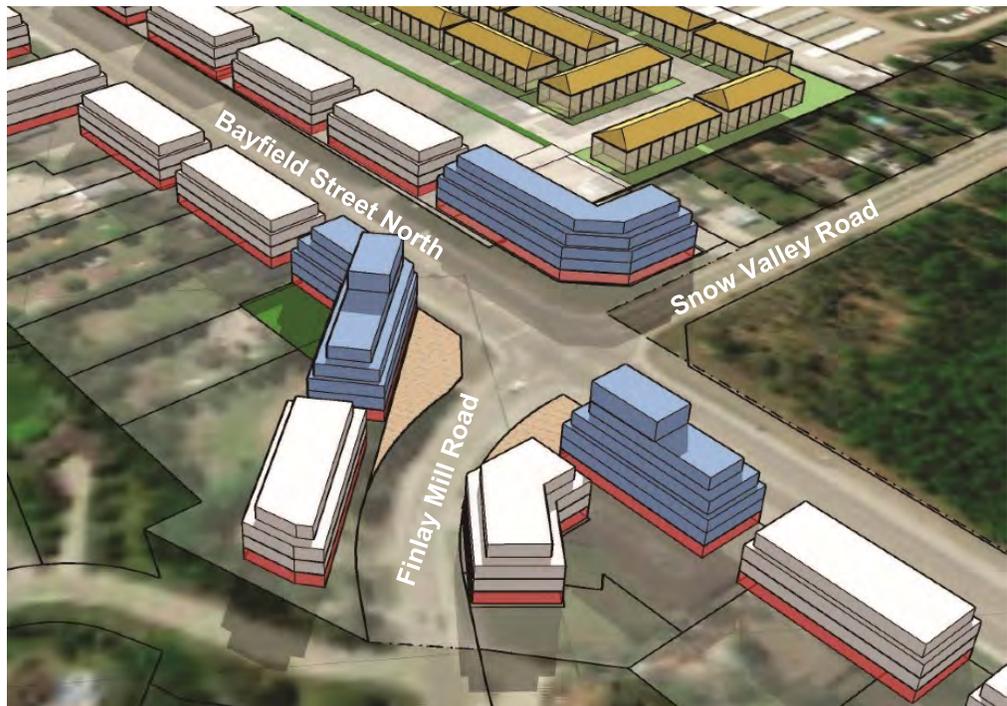


Figure 15: Community Focus Intersection Concept – Plan View





**Figure 16: Community Focus Intersection Concept - View Looking Northeast**

### 5.3.6 CENTRE CHARACTER AREA – AREA ‘A’

Area ‘A’ is part of the gateway entry to Midhurst as described above and will serve as the north edge of the Gateway Intersection Area at the northwest corner of the key intersection of Bayfield Street and Snow Valley Road. This area is currently a vacant, wooded lot and is envisioned to be the future location of a municipal Community Hub and Recreation Centre. The area is located opposite Area ‘B’ and will complement the other corners at the intersections of Finlay Mill Road and Bayfield Street to define the gateway into Midhurst through a combination of built form and landscaping.

### 5.3.7 CENTRE CHARACTER AREA – AREA ‘B’

Area ‘B’ is located opposite Area ‘A’ and is also part of the gateway entry to Midhurst as well as the Gateway Intersection Area. This area currently includes a retail plaza at the corner and is in close proximity to the Midhurst Library, transit stops and trails further east. It is opposite of extensive natural heritage lands on the west side of Bayfield Street.



The properties along Bayfield Street are not as deep as Area ‘C’ and are generally 75 metres in depth with some properties including extensive woodland areas. The depths allow for the siting of mixed use buildings along the street edge with a generous separation distance to existing residential dwellings to the east and the provision of at-grade parking. In the long term, the lot depths will also permit for future infill and redevelopment with appropriate separation from the surrounding residential neighbourhoods. The length of this section of the Corridor is also just under 400 metres in length and the location of access points and

park space should be carefully considered. Area 'B' includes the north side of Finlay Mill Road, part of the gateway entrance to Midhurst. The proposed concept is comprised of:

- Seven buildings, six 4-storey mixed use residential buildings, facing onto Bayfield Street Finlay Mill Road and Sant Road, and one 5 to 6-storey building at the corner of the gateway intersection; all with ground floor retail / office / commercial uses;
- A central green park amenity space is envisioned and placed in between buildings and the shared access point from Bayfield Street. The park will also provide a visual link to the adjacent woodlands;
- Buildings at the gateway corner are oriented and sited to reinforce the plaza, to create a node at the intersection, and provide transition to the Baywood Animal Hospital and Springwater Library to the east;
- A hardscaped plaza fronting onto Finlay Mill Road is also proposed and should complement the proposed plaza on the south side to complete the feeling of entry to the community; and,
- Parking that is situated at-grade for the extent of this area. Parking areas will be easily accessed by pedestrians through the provisions of 10.0m access/patio areas in between buildings.

This concept results in approximately 220 - 230 residential units, 6,600 sq.m. of retail / office / commercial space, 400 people and 100 jobs.



Figure 17: Conceptual Plan View - Area 'B'



Figure 18: Conceptual Massing View - Area 'B'

### 5.3.8 CENTRE CHARACTER AREA – AREA 'C'

Area 'C' is part of the core and focal point of the Centre Character Area and is envisioned to be the initial focus of the Corridor development because of its proximity to the existing Midhurst community, it is part of the gateway entry to the historical community and will be opposite the significant conceptual development proposed on the Bayfield Street west side properties.



The properties along Bayfield Street are deep, approximately 95 to 100 metres in depth allowing for the proposed mixed use building to be generally located along the street edge with a generous separation distance to existing residential dwellings to the east which allows for the provision of at-grade parking, in the near term, for all the proposed mixed use buildings. In the long term, the lot depths will permit for future infill development and still be able to provide appropriate separation from the stable residential areas while making more efficient use of the properties. In addition, the generous depths allow for the provision of both private green amenity spaces and public park space either internally or along the Corridor frontage. Given the length of this section of the Corridor, just under 400 metres, new access points should be considered as well as the provision of public park space. This will allow for better pedestrian and vehicular circulation and in the long-term access points could be converted to local roads to allow for servicing of future development and to provide a more urban experience with pedestrian scaled block lengths and to regulate traffic speeds in the future core. Area 'C' also includes the south side of Finlay Mill Road that for the purpose of this Study, acts as part of the gateway entrance to Midhurst and signifies this important community intersection. The proposed concept is comprised of:

- Seven buildings, six 4-storey mixed use residential buildings facing and framing both Bayfield Street and Finlay Mill Road and one 5 to 6-storey building on the corner of the gateway intersection; all with ground floor retail / office / commercial uses;

- There are three amenity spaces envisioned including a centralized park space fronting onto Bayfield Street in between a major access point and built form edge the gateway building's internal rear green amenity space and hardscaped plaza fronting onto Finlay Mill Road; and,
- Parking will be primarily situated at-grade in the near term, behind buildings fronting Bayfield Street and easily accessed from both buildings and 10.0m wide pedestrian access points between them.

This concept results in approximately 270 residential units, 8,700 sq.m. of retail / office / commercial space, 490 people and 140 jobs.



Figure 19: Conceptual Plan View - Area 'C'



Figure 20: Conceptual Massing View - Area 'C'

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### 5.3.9 CENTRE CHARACTER AREA – AREA ‘D’

Area ‘D’ is the most significant group of properties in the Centre Character Area and along with Areas ‘A’, ‘B’ and ‘C’ forms part of the focal point for the Gateway Intersection Area and helps to complete the gateway intersection. It is also significant as it is the only grouping of properties identified as developable on the west side of Bayfield Street. In addition, the properties are very deep, 185 to 210 metres (e.g. Currie Truck Centre property), providing an opportunity to create a more complete core in this character area by creating a new residential neighbourhood and park space. The extent of these properties can provide a critical mass of people (residents) and jobs that contribute to supporting the envisioned mixed use Corridor activities.



The deep lots can be divided to permit appropriate development blocks and road patterns. Development proposed for this area should provide a comprehensive plan to illustrate how development can be phased over time and indicate a possible development layout or pattern for future phases. In addition, the generous depths allow for the provision of public park space that is less than 200 metres from Bayfield Street. As per Area ‘C’ the length of this section of the Corridor, just under 500 metres, will require an additional access point in the form of a new local road approximately at the mid-point of the block to create better pedestrian-scale blocks. There are currently parking access points from Snow Valley Road and road access from Currie Drive at the south end of the area. The surrounding area is mainly comprised of standalone commercial and retail service uses as well as a range of employment and highway commercial uses so the constraints to mixed use and residential development will differ from the areas adjacent to existing residential areas and could potentially be more conducive to redevelopment. Area ‘D’ also includes the southwest corner of the Finlay Mill and Snow Valley Roads intersection, which combined with the opposite corners could be developed in a manner that emphasizes this important community intersection. The proposed concept is comprised of:

- Seven 4-storey mixed use residential buildings facing and framing both Bayfield Street, Snow Valley Road and Currie Drive; all with ground floor retail / office / commercial uses. The building at the Snow Valley Road corner includes added feature height to emphasize the gateway intersection;
- A proposed townhouse neighbourhood comprised of primarily 6 to 8 unit townhouse blocks with both front loaded and rear lane accessed garages. The proposed blocks use conventional lot depths and setbacks and could be from 2- to 3-storeys in height. Right-of-way widths have been limited to 16.5m allowing for pedestrian boulevards on either side of the road and two travel lanes;
- Two new park spaces; a 0.4 hectare central park space that is within a 400 metre radius of the majority of the Centre Character Area and a smaller 0.12m parkette is at the centrally located behind the proposed mixed use block parking areas and less than 70 metres from Bayfield Street;
- The properties have been divided so that the mixed use properties can be redeveloped in the long term. In the future, the proposed at-grade parking could be transformed into below grade parking and lane access with townhouses or low-rise apartment buildings facing onto the new internal streets and the parkette; and,
- In the near term, the mixed use buildings will be accommodated through at grade parking as illustrated in the concept with a continuous planted buffer, in the interim, to address the new streets and townhouse blocks. Parking areas will be easily accessed by pedestrians through the provision of 10.0m access/patio areas in between buildings.

This concept results in approximately 430 - 440 residential units (including 146 townhouse units), 8,100 sq.m. of retail / office / commercial space, 890 people and 140 jobs.

The Study is cognisant that a large part of this sub-area is within what is referred to as the Currie Lands which have a site specific Official Plan amendment. The proposed concept for Area 'D' would introduce a combination of mixed uses, including live-work townhouse units that permit at-grade retail and stand-alone townhouse blocks. This proposed concept should be further considered with respect to any updates / amendments to the Official Plan and Zoning By-law.



Figure 21: Conceptual Plan View - Area 'D'



Figure 22: Conceptual Massing View - Area 'D'



Figure 23: Conceptual Massing View Looking East - Area 'D'

### 5.3.10 CENTRE CHARACTER AREA – AREA ‘E’

Area ‘E’ is located just north of Area ‘F’ and on either side of the Glen Echo Drive intersection. Area ‘E’ is one of four sub-areas that comprise the Centre Shoulder Area south of Gateway Intersection Area. The properties and proposed building layouts allow built form to act as an entry into the existing residential area while providing residential units and retail focus at the corners. The properties front onto Bayfield Street and Glen Echo Dr. and back onto existing residential areas to the east and natural heritage areas. The mixed use buildings proposed Glen Echo Drive will transition to the existing residential properties on Heatherwood Drive through a combination of separation distances from the adjacent properties and the stepping of built form massing. Due to the compactness of the area and the desire to provide building frontages along Glen Echo Drive, this concept may require some below grade parking or alternatively reducing building size, on Glen Echo Drive, to address parking requirements. Parking areas are screened by built form and are accessed from Glen Echo Dr. The proposed concept is comprised of:



- Five buildings, four 4-storey mixed use residential buildings and one low rise apartment building on the north side of Glen Echo Drive facing onto Bayfield Street with ground floor retail commercial uses; and,
- Parking will be primarily situated at grade, behind buildings, with some below grade parking as required.

This concept results in approximately 150 to 160 residential units, 3,200 sq.m. of retail / office / commercial space, 280 people and 50 jobs. The proposed concept will not only provide for housing variety and type but also contribute to the Centre Character Area as a focus for the Corridor and the community, reinforce the corner through built form, and continue the at-grade retail environment envisioned along Bayfield Street.



Figure 24: Conceptual Plan View - Area ‘E’

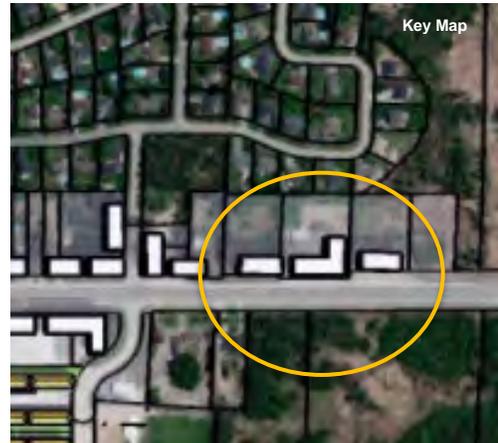


Figure 25: Conceptual Massing View - Area 'E'

### 5.3.11 CENTRE CHARACTER AREA – AREA 'F'

This is the most southern portion of the Centre Character Area identified in the Corridor and is separated from the South Character Area by a wooded / environmental protection area. South of Area 'E', it is also part of the Centre Shoulder Area. Area 'F' properties all front onto Bayfield Street and back onto existing residential areas to the east. The concept is comprised of:

- Three 4-storey mixed use residential buildings facing onto Bayfield Street with ground floor retail commercial uses;
- A green amenity/park space fronting onto Bayfield Street and framed by buildings; and,
- Parking will be situated at-grade at the rear of the area and will be accessed by a singular shared driveway.



This concept results in approximately 120 to 130 residential units, 3,400 sq.m. of retail / office / commercial space, 220 people, and 60 jobs. The proposed concept will continue the built wall face along the corridor, provide a green space that will be reinforced by surrounding retail uses envisioned and will be situated at a separation distance of 50.0m from the adjacent residential property boundaries.



Figure 26: Conceptual Plan View - Area 'F'

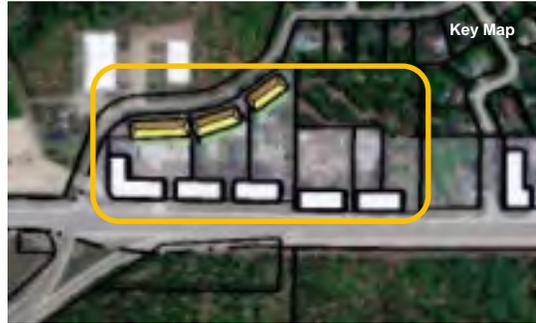


Figure 27: Conceptual Massing View - Area 'F'

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### 5.3.12 CENTRE CHARACTER AREA – AREA ‘G’

Area ‘G’ is north of Area ‘B’ and is defined by a woodland area in the south and Spence Avenue and Doran Park to the north and east. Area ‘G’ is the third of the sub-areas that comprise the Centre Shoulder Area, but it is north of Gateway Intersection Area. The majority of the properties are through lots providing multiple street frontages. Given the significant park space of Doran Park and the significant intersection of Highway 26 and County Road 27, this area serves as the northern portion of the Centre Character Area. To the east and southeast are stable residential areas that need to be addressed through transition of built form and dwelling type. Given the location, access to parks and trails, and proximity to residential uses, the current commercial activity with outdoor storage and residential uses underutilizes the overall area and could be intensified. The proposed concept is comprised of:



- Five 4-storey mixed use residential buildings facing onto Bayfield Street and Spence Avenue with ground floor retail commercial uses;
- Three 2 to 3-storey Townhouse blocks along Spence Avenue to provide a built form transition and dwelling type to the residential dwellings further east and south; and,
- Parking that will be situated at-grade for the mixed use buildings fronting onto Bayfield Street and the with townhouse parking provided either through front-loaded or lane-based garage access from Spence Avenue; and,
- There will be three vehicular access points, two from Spence Avenue and one from Bayfield Street. Parking areas will be easily accessed by pedestrians through the provisions of 10.0m access/patio areas in between buildings.

This concept results in approximately 210 residential units, 5,700 sq.m. of retail / commercial space, 400 people and 95 jobs. The proposed concept provides for housing variety and built form transition while addressing Doran Park and the major Township intersection with more significant built form. The added population and potential retail commercial spaces will also support activities and program in Doran Park.



Figure 28: Conceptual Plan View - Area 'G'



Figure 29: Conceptual Massing View - Area 'G'

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### 5.3.13 CENTRE CHARACTER AREA – AREA ‘H’

Area ‘H’ is south of Area ‘D’ and opposite Area ‘E’. The area is defined by the southwest corner of Bayfield Street North and Currie Drive, the Barrie Soccer Club and soccer pitches to the west and a dense woodland area to the south. Area ‘G’ is the fourth of the sub-areas that comprise the Centre Shoulder Area and is south of the Gateway Intersection Area. The properties and proposed building layouts allow for the built form to define the street edges and the entry shared with Area ‘D’ from Currie Drive. Combined with Area ‘E’ to the east this intersection will serve as a secondary node within the Centre Character Area and provide an appropriate interface with the proposed surrounding built form. The proposed built form and their configuration on the properties front onto Bayfield Street and Currie Drive. Parking areas at the rear are screened by built form and are accessed from Currie Drive at the west edge of the area. The proposed concept is comprised of:



- Three 4-storey mixed use residential buildings facing onto Bayfield Street and Currie Drive with ground floor retail commercial uses;
- The placement of the buildings, in conjunction with the Area ‘D’ corner to the north, to create an entry into the existing area and proposed development to the west;
- Parking that will be situated at-grade for the mixed use buildings fronting onto the surrounding streets and is envisioned to be accessed from the Currie Drive edge; and
- Either two vehicular access points from Currie Drive or upon further study could include one ingress/egress from Currie Drive and one “right-out” access along Bayfield Street.

This concept results in approximately 105 residential units, 3,500 sq.m. of retail / commercial space, 185 people and 55 jobs. The proposed concept will continue the built wall face along the corridor and define the corner while contributing to the envisioned at-grade retail/commercial uses along the Corridor.



Figure31: Conceptual Plan View - Area 'H'



Figure 32: Conceptual Massing View - Area 'H'

### 5.3.14 SOUTH CHARACTER AREA – AREA ‘I’ CONCEPT PLAN

The South Character Area identified in the Corridor is comprised of an existing retail plaza at the southeast intersection of Carson Road and Bayfield Street and is bordered to the east by Paddy Dunn’s Circle. The developable property identified extends the full depth of the lot and the Paddy Dunn’s Circle frontage is at a significantly lower grade that allows for below grade parking and for access to occur from an internal local road than from Bayfield Street. The concept is comprised of:

- Four 4-storey mixed use residential buildings facing onto Bayfield Street with ground floor retail commercial uses;
- A centralized and framed green amenity/park space fronting onto Bayfield Street;
- Three townhouse blocks located along Paddy Dunn’s Circle to provide a built form and dwelling type transition to the existing residential neighbourhood to the east; and,

Parking that will be situated both at and below grade with townhouse parking provided either through front-loaded or lane-based garage access.

This concept results in approximately 160 residential units, 2,500 sq.m. of retail / commercial space, 300 people and 40 jobs. The proposed concept will not only provide for housing variety and type but also provide a focus for this immediate area and reinforces the existing retail, service and office uses at the intersection.

As the Centre Character Area includes the Gateway Intersection and Centre Shoulder Areas and will be the near and midterm focus for the Corridor development, Area ‘I’ within the South Character Area should be considered for development in the long-term.



Figure 3330: Conceptual Plan View – Area ‘I’



Figure 34: Conceptual Massing View – Area ‘I’

### 5.3.15 NORTH CHARACTER AREA – AREA ‘J’

The North Character Area is isolated from the rest of the Corridor areas and represents the northern portion of the Bayfield Street Corridor. Area ‘J’ properties are currently comprised of single detached residential dwellings with deep lots and are adjacent to large lot single dwelling neighbourhoods to the east and south. The properties along Bayfield Street have an approximate depth of 109 metres which can not only accommodate mixed-use and apartment buildings with their required parking in the near term but could potentially be developed in the long-term with internal townhouse blocks or low-rise apartment buildings with below grade parking. Because of the isolation of this area it will require a focused centre that includes modest retail amenities for future residents and for existing residents in the surrounding neighbourhood areas. This area will probably not be able to support the same level of activity as the mixed uses in the Centre Character Area and should include more residential uses in the form of low rise apartment buildings and limited mixed use built form. The concept is comprised of:



- Four buildings, two 4-storey apartment buildings at the north and south ends of the area and two 4-storey mixed use residential buildings with retail/commercial areas limited to the Bayfield Street frontage and green amenity space;
- A centralized and framed green amenity/park space fronting onto Bayfield Street and framed by built form and addressed through at-grade retail uses;
- Two access points that provide a local road right-of-way width of 16.5 metres. This will allow for a future loop road that could service future internal residential development and provide a width that accommodates a tree lined pedestrian boulevard leading to Bayfield Street; and,

- Parking that will be situated at-grade for all the buildings fronting onto Bayfield Street.

This concept results in approximately 220 to 230 residential units, 2,600 sq.m. of retail / commercial space, 400 people and 40 jobs. Similar to Area 'I', Area 'J' in the North Character Area should also be considered for development in the long-term and is envisioned to be the last of the developable Corridor areas due to its distance from the Centre Character Area.

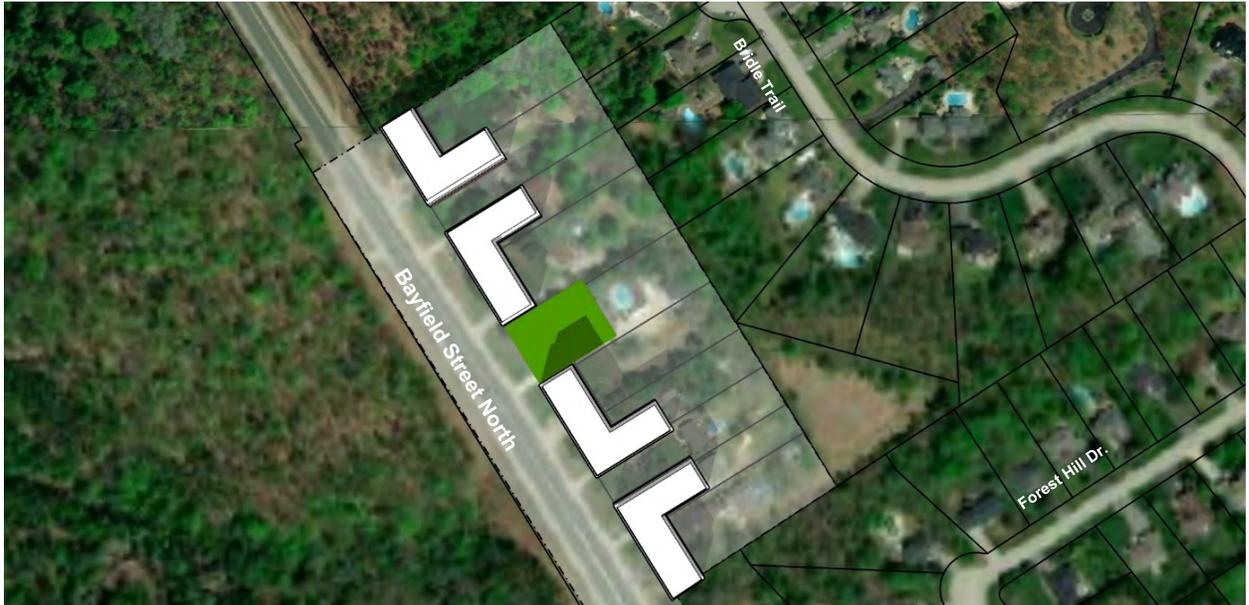


Figure 35: Conceptual Plan View – Area 'J'



Figure 3631: Conceptual Massing View - Area 'J'

## 5.4 BAYFIELD CORRIDOR CONCEPTUAL STREETScape

In order to fully envision the potential built form and mixed use character of the Bayfield Street Corridor the quality and transformation of the existing streetscape must be considered. To be able to realize the mixed use and denser residential development, a streetscape section that includes programming and defined zones to support pedestrians, cyclists, transit, as well as private vehicles.

The Bayfield Corridor is very wide and varies in width along the extent of the Corridor. Within the core area, between Finlay Mill / Snow Valley Road and Glen Echo Drive, the right-of-way width is approximately 43.6 metres. Such road widths can be programmed in a variety of ways depending on the objectives for the Corridor and potential constraints, indicated by the Township's Transportation team or from upper tier government and agencies (i.e. Simcoe County and the Ministry of Transportation). The streetscape section, illustrated below, is one approach that emphasizes the guiding principles of accommodating active transportation and creating safe and pedestrian-scaled environments.

The conceptual streetscape illustrates the mixed use built form on either side of Bayfield Street between Areas 'D' and 'H' in the Centre Character Area and includes the following potential streetscape zones:

- Pedestrian boulevards with 2.0m sidewalks and a 3.0m street tree and street furniture areas on both sides of the street;
- Separated cycle tracks with 2.8m widths and street tree and street tree / layby parking buffers between pedestrian areas and vehicle drive lane, on both sides of the street;
- Layby parking and intermittent tree planting area with 3.0m widths, to provide support for at-grade retail while introducing a buffer to the drive lanes;
- Four drive lanes, with 2 lanes in each direction with 7.5m widths, that will accommodate a range of vehicles sizes and types; and,
- A planted and tree lined centre median with a 7.5m width that can accommodate both the landscaped feature that further emphasizes the core of the Bayfield Corridor and the provision of functional left turn lanes.

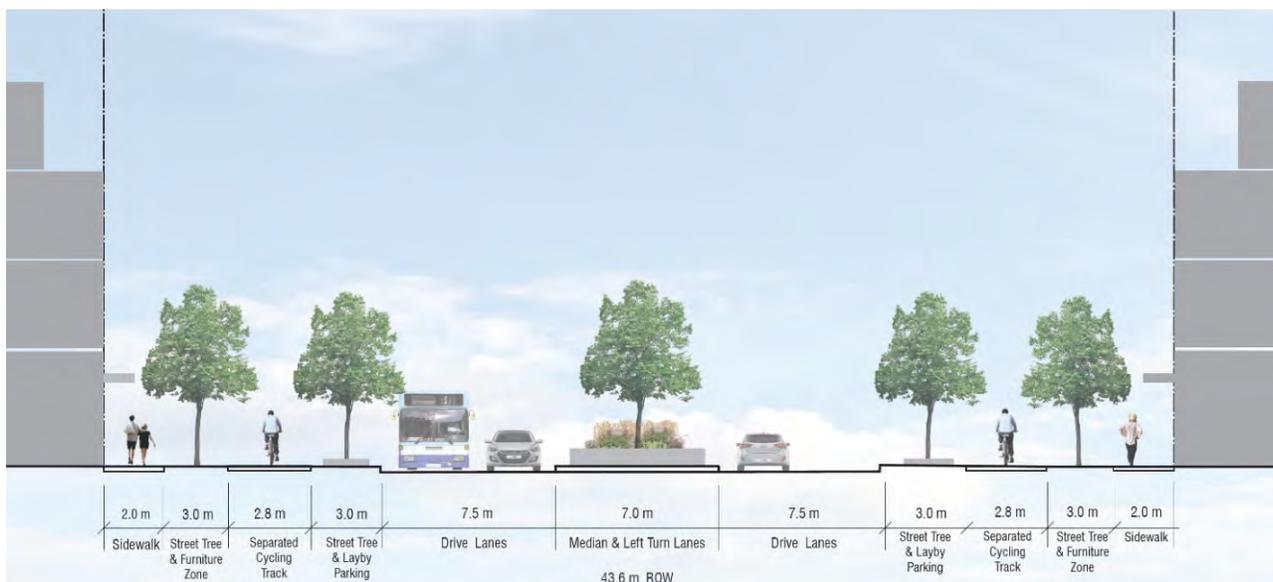


Figure 3732: Bayfield Corridor Conceptual Streetscape

# 6 POLICY DIRECTION

This section of the Study outlines preliminary policy directions for the Township of Springwater to consider. In order to achieve the Study's objectives to create a vibrant Bayfield Street Corridor, amendments to the existing Zoning By-law and Midhurst Secondary Plan are required.

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## 6.1 AMENDMENTS TO ZONING BY-LAW 5000

As noted in Section 2.6, the Township's Zoning By-law currently permits the following range of uses within the Corridor:

- Residential (R1);
- Highway Commercial (CH);
- General Commercial (CG);
- General Industrial/Outside Storage (MO);
- Institutional (I); and
- Agricultural (A).

These existing permitted uses greatly limit the ability to implement the Study's objectives, as it limits residential uses to single detached dwellings or accessory dwelling units to commercial uses. Further, the existing commercial uses favour auto-dependent uses such as motor vehicle service stations and repair garages and permit a maximum height of 11 metres (approx. 2-3 storeys in height). Most notably, the Zoning By-law does not permit a mix of uses within the Corridor more exhaustive than an accessory residential dwelling unit within a commercial use.

Thus, to achieve the proposed vision for the Corridor, a Zoning By-law amendment is required to permit:

- A more comprehensive mix of residential and commercial/office uses
- Higher density housing typologies such as townhouse dwellings and apartment building dwellings
- Higher density commercial/office uses

In addition to permitting the above uses, a Zoning By-law amendment is proposed to remove certain permitted uses within the Corridor, such as General Industrial/Outside Storage (MO), Agricultural (A) and Highway Commercial (CH). Existing properties with these designations would be "grandfathered" as permitted uses.

Finally, it is recommended that the Township consider adding a Bayfield Street Corridor Overlay Zone to identify the specific provisions within the Corridor.

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## 6.2 AMENDMENTS TO MIDHURST SECONDARY PLAN

The Midhurst Secondary Plan currently designates lands within the Corridor as Commercial / Mixed Use. This permits a variety of business, retail, service, institutional, open space and utility uses, which aligns with the objectives of the Study and the recommended Zoning By-law amendments listed above.

One limitation of the Plan as it relates to the Study is found in Policy 5.1 c), which states:

*Residential uses may be permitted within the Commercial / Mixed Use designation provided they are wholly integrated as part of mixed use development. Stand-alone residential buildings are not permitted.*

Thus, the following amendments to the Midhurst Secondary Plan are proposed to best implement the vision of the Study:

- Permit standalone residential buildings of higher density typologies such as townhouse dwellings and apartment building dwellings
- Provide policy guidance to support a Community Hub and Community Focus at the intersection of Bayfield Street and Snow Valley Road
- Encourage high order retail uses at the intersection of Bayfield Street and Finlay Mill and Snow Valley Roads
- Acknowledge the Bayfield Street Corridor boundary within the Plan and its Schedules
- Acknowledge the Corridor vision, guiding principles and demonstration plan
- Acknowledge the Corridor Urban Design Guidelines

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### 6.2.1 PROVISION OF URBAN DESIGN GUIDELINES

In addition to the UDGs established for Midhurst as part of the Secondary Plan, UDGs have been prepared that specifically address the objectives and vision for the Bayfield Corridor shall be reflected in the guidelines of the final version of this report.

These UDGs in the Secondary Plan will serve as the base document for the Bayfield Corridor overall and the Bayfield Corridor UDGs will provide more specific guidelines as they relate to the Character Area concepts or demonstration plans illustrated in Section 5.0.

In addition, some preliminary guiding urban design recommendations to inform the guidelines include:

- Emphasizing the key intersection of Finlay Mill Rd./ Snow Valley Rd. and Bayfield St. N. with architectural and landscape enhancements at the corners and public art encouragements
- Generating a road cross section that incorporates active transportation, generous landscaped boulevards and appropriate buffers to vehicular activity on Bayfield Street North
- Ensuring green amenity space / park space are provided at a minimum of 5% of each area and be located centrally or adjacent to natural heritage areas and their potential trail system
- Providing guidelines specific to informing building orientation and placement of the Community Hub Recreation Centre buildings to reinforce the gateway focal community intersection
- Emphasizing that no parking will be permitted between the Bayfield Street property edge and building frontage and ensure it is located behind the buildings

# 7 CONCLUSION

As evaluated and discussed in this Study, the Bayfield Street Corridor offers an opportunity within the Township of Springwater to provide potential intensification opportunities for this important community area and spine road, to align with recent updates in Provincial and County policies. The intensification, in keeping with the Midhurst Secondary Plan, will be achieved through mixed-use residential and commercial uses, complementary green amenity spaces, pedestrian and cycling supportive street design, and site specific urban design guidelines will be required to implement the vision for the Corridor.

The proposed vision for the Bayfield Street Corridor builds on the mixed use corridor uses that was referenced in the Midhurst Secondary Plan. The Bayfield Street Corridor is envisioned to provide a new focal point for the Midhurst community and a destination place for the Township as a whole. It will be transformed to provide support for pedestrian and cycling uses, future increased public transit as well as private vehicles.

To better understand the variety of context along Bayfield Street and within the Corridor Study Boundary, the three (3) Character Areas have been further broken down into ten (10) sub-areas, one located each in the Bayfield North and Bayfield South Character Areas, with the remaining seven located in the Bayfield Centre Character Area. The demonstration plans developed for each sub-area respond to their context and have been developed in keeping with the guiding principles outlined in this Report, best practice in urban design and planning, and the assumptions outlined below.

The following high level development assumptions were made based on best practice and inputs from the Intensification Strategy that is being prepared concurrently with this Study as part of the Official Plan Review. The demonstration plans took into consideration the following assumptions:

- The concepts and resulting development yields are based on 4-storey heights for mixed use buildings and 3-storey heights for townhouses blocks;
- The proposed buildings are not discretely located within specific properties and assume assemble or consolidation of lots;
- Buildings are to be placed at a zero lot line and have a flanking or side yard 10.0m separation distance;
- A minimum of 5% park space has been accounted for in the plans of each area for amenity and /or public park space;
- Parking for all areas is noted at-grade for the near-term with the exception of sub-areas 'I' and 'B' which have grade conditions or property constraints that require one level of parking below grade;
- Parks have been located wherever possible along the Corridor and are generally within 500m of each other;
- Where through lots are present and are immediately adjacent to low density residential dwellings, townhouses have been sited to serve as a transition from the proposed built form on the Corridor;
- Area 'D' includes a townhouse community concept;
- The mixed use residential / apartment gross floor area (GFA) average for calculating unit yield is assumed to be 100 sq. m., which is generally large, and results in a conservative unit total. The occupancy was calculated at 1.78 persons per unit;
- For the townhouse units, occupancy was calculated at 2.6 persons per unit;
- The Jobs yield in the mixed use buildings was assumed to be the majority of the space on the ground level and calculated at a conservative rate of 1 job per 60 sq. m.; and,

- The gross average size for determining parking areas within each sub-area is based on 40 sq.m. per parking space.

Based on these development assumptions the conceptual demonstration plans for the ten sub-areas within the Corridor study boundary resulted in approximately 1,800 residential units, 3,400 persons and 42,000 sq. m. of retail and commercial space with a potential for 690 new jobs within the Bayfield Street Corridor. These are conservative estimates based on four-storey built form. Should the Corridor be developed with six-storey mixed use buildings with below grade parking and a more typical retail job calculation of 1 job per 30 sq.m. it may result in a development yield of 2800 to 2900 residential units, accommodate 5,200 to 5,400 persons and provide up to 1,450 new jobs. As noted earlier in this report, these estimates do not include the development potential of the envisioned Area 'A' Community Hub and Recreational Facility and the potential retail space and jobs that it would contribute to the corridor.

In order to permit the proposed vision for the Bayfield Street Corridor, the following key recommendations should be considered for implementation:

- Zoning By-law Amendment
  - Permit more comprehensive mix of residential and commercial/office uses
  - Permit higher density housing typologies such as townhouse dwellings and apartment building dwellings
  - Permit higher density commercial/office uses
  - Develop a Bayfield Street Corridor Overlay Zone
  - Remove certain permitted uses within the Corridor (e.g. General Industrial/Outside Storage)
- Midhurst Secondary Plan Amendment
  - Permit standalone residential buildings of higher density typologies such as townhouse dwellings and apartment building dwellings
  - Acknowledge the Bayfield Street Corridor boundary within the Plan and its Schedules
  - Acknowledge the Corridor vision, guiding principles and demonstration plan
  - Acknowledge the Corridor Urban Design Guidelines

