



**City of Kingston
Report to Committee of Adjustment
Report Number COA-24-022**

To: Chair and Members of the Committee of Adjustment
From: Genise Grant, Senior Planner
Date of Meeting: February 26, 2024
Application for: Minor Variance
File Number: D13-071-2023
Address: 300 Bayfield Lane
District: District 8 - Meadowbrook-Strathcona
Owner: Frontenac Shopping Centre Inc.
Applicant: Patry Group

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.2 Promote increase in purpose-built rental housing.

Executive Summary:

This Supplemental Report provides a recommendation for minor variances to facilitate the development on a six-storey residential building on the property located at 300 Bayfield Lane.

Previously, the applicant applied for a variance for minor relief from the minimum rear setback and the minimum visitor parking setback requirements of the Kingston Zoning By-Law. This relief is described in detail in Report Number [COA-24-013](#) (Exhibit B) and was included on the agenda for the January 22, 2024 Committee of Adjustment meeting. The applicant requested that the Committee defer the agenda item in order to assess and apply for additional relief related to bike parking configuration. The applicant intended to consolidate the variance request for the benefit of the Committee. The Committee approved the deferral request.

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This Supplemental Report recommends approval of the initial variances as described in Report Number [COA-24-013](#), as well as additional variances to the minimum stacked bike space width and the minimum percentage of long-term bike parking spaces provided in a single-tier configuration.

The requested minor variances are consistent with the general intent and purpose of both the City of Kingston Official Plan and Kingston Zoning By-Law Number 2022-62. The requested minor variances are desirable for the appropriate development or use of the land, building or structure and is minor in nature. As such, the proposed application meets all four tests under Subsection 45(1) of the Planning Act and is recommended for approval.

Recommendation:

That minor variance application, File Number D13-071-2023, for the property located at 300 Bayfield Lane to support redevelopment of the site with a six-storey residential building, be approved, as described below:

Variance Number 1:

By-Law Number 2022-62: 21.1.1.E122.(h) – Minimum rear setback
Requirement: 20 metres
Proposed: 18.75 metres
Variance Requested: 1.25 metres

Variance Number 2:

By-Law Number 2022-62: 7.4.9.3(a) – Minimum visitor parking setback
Requirement: 3.0 metres from any lot line
Proposed: 2.25 metres from rear lot line
Variance Requested: 0.75 metres;

Variance Number 3:

By-Law Number 2022-62: 7.3.8 – Long-term bike parking spaces
Requirement: 30% required to be horizontal bike spaces
Proposed: 2% provided as horizontal bike spaces
Variance Requested: 28%

Variance Number 4:

By-Law Number 2022-62: 7.3.12.1 – Stacked bike spaces
Requirement: 0.6 metres wide
Proposed: 0.5 metres wide
Variance Requested: 0.1 metres

That approval of the application be subject to the conditions attached as Exhibit A (Recommended Conditions) to Report Number COA-24-022.

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Authorizing Signatures:

ORIGINAL SIGNED BY PLANNER

Genise Grant, Senior Planner

In Consultation with the following Management of the Community Services Group:

Tim Park, Director, Planning Services

Meghan Robidoux, Supervisor, Development Approvals

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Options/Discussion:

On November 30, 2023, a minor variance application was submitted by Patry Group, on behalf of the owner, Frontenac Shopping Centre Inc., with respect to the property located at 300 Bayfield Lane. The variance requested relief from the minimum rear setback and the minimum visitor parking setback requirements of the Kingston Zoning By-Law to facilitate development of the property with a six-storey residential building. The requested relief was described in detail through Report Number [COA-24-013](#) (Exhibit B).

After publishing of the Committee agenda, and prior to the January 22nd Committee meeting, the applicant submitted a written request for deferral of the application, indicating that they were further reviewing their bike parking configuration on the site and anticipated further relief would be requested. The applicant intended to consolidate the variance request for the benefit of the Committee's review. The Committee approved the deferral request.

The applicant subsequently confirmed that relief is requested from long-term bike parking provisions of the zoning by-law in order to accommodate the majority of required long-term bike parking in their intended racking system which is 0.1 metres narrower than required by the Kingston Zoning By-Law. The applicant is providing long- and short-term parking at a rate consistent with the Kingston Zoning By-law.

In support of the additional relief requests, the applicant has submitted the following:

- Planning Opinion Letter (Exhibit C);
- Bike Rack Specifications (Exhibit D); and
- Underground Parking Floor Plans (Exhibit E).

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using "Look-up a Specific Address". If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

Site Characteristics

No changes are proposed through this report that impact the previously described site characteristics. Please refer to Exhibit B – Report Number [COA-24-013](#) for details.

Provincial Policy Statement

No changes are proposed through this report that impact the consistency with the Provincial Policy Statement. Please refer to Exhibit B – Report Number [COA-24-013](#) for details.

Minor Variance Application

The review of an application for minor variance is not a simple mathematical calculation, but rather a detailed assessment of whether the variances requested, both separately and together,

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meet the four tests of a minor variance outlined in Subsection 45(1) of the *Planning Act*. The following provides this review:

1) The general intent and purpose of the Official Plan are maintained:

No changes are proposed through this report that impact the conformity with the Official Plan. Please refer to Exhibit B – Report Number [COA-24-013](#) for details.

2) The general intent and purpose of the Zoning By-Law are maintained:

The subject property is zoned the Urban Multi-Residential 8 (URM8) zone in Kingston Zoning By-Law Number 2022-62, with Exception Overlay E122 applied (Exhibit E – Zoning By-Law Map). The URM8 zone permits apartment buildings, stacked townhouses and a variety of community uses. The E122 Exception Overlay provides a number of site-specific provisions to generally implement the site layout reviewed and approved through the recent zoning by-law amendment application (File Number D35-013-2021). The exception overlay was approved by Council on August 8, 2023 in order to facilitate the proposed 6-storey residential development.

As the applicant has proceeded through Site Plan Control review and prepared detailed site designs, minor areas requiring relief from the zoning by-law were identified and are being sought through this application. The proposal requests the following variances.

Variance Number 1:

By-Law Number : 21.1.1.E122.(h) – Minimum rear setback

Requirement: 20 metres

Proposed: 18.75 metres

Variance Requested: 1.25 metres

Variance Number 2:

By-Law Number 2022-62: 7.4.9.3(a) – Minimum visitor parking setback

Requirement: 3.0 metres from any lot line

Proposed: 2.25 metres from rear lot line

Variance Requested: 0.75 metres

Please refer to Exhibit B – Report Number [COA-24-013](#) for a review of variances number 1 and 2 against the Kingston Zoning By-Law.

Variance Number 3:

By-Law Number 2022-62: 7.3.8 – Long-term bike parking spaces

Requirement: 30% required to be horizontal bike spaces

Proposed: 2% provided as horizontal bike spaces

Variance Requested: 28%

Variance Number 4:

By-Law Number 2022-62: 7.3.12.1 – Stacked bike spaces

Requirement: 0.6 metres wide

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Proposed: 0.5 metres wide
Variance Requested: 0.1 metres

The Kingston Zoning By-Law permits vertical and stacked bike parking configurations but requires that at least 30% of bike parking spaces are provided in a non-stacked, horizontal configuration. The intent of this provision is to provide options for users who may not be capable or comfortable with stacking or lifting their bikes.

The applicant is proposing to accommodate 98% of their required long-term bike parking spaces in a stacked configuration within the underground parking area, with just over 2% (7 spaces) being provided in a standard horizontal configuration. This configuration allows the applicants to maximize efficiency of the underground parking footprint, which was largely designed prior to adoption of the Kingston Zoning By-Law which introduced bike parking requirements to this area of the City. The provision of some horizontal bike parking spaces maintains the intent of the by-law by providing racking options for users who may not want to use a stacked space, while also providing long-term parking at a rate consistent the Kingston Zoning By-Law. It is noted that all required short-term bike parking is provided in a standard horizontal configuration, providing additional non-stacked options for site users.

The applicant has demonstrated through submission of the specifications of the intended racking system (Exhibit C) that stacked bike spaces can be accommodated at a 0.5 metre width on the site. The minimum width and vertical clearance requirements of the by-law will be maintained. As such, the intent of the by-law provision to provide bike spaces at a functional size is maintained through the relief request.

The requested variances maintain the general intent and purpose of the zoning by-law.

3) The variances are minor in nature:

The variance is considered minor as the site will continue to provide appropriate setbacks to support land use compatibility and required functional site elements, and will provide adequate long-term bike parking spaces for residents.

4) The variances are desirable for the appropriate development or use of the land, building or structure:

The proposed variances are desirable as they will facilitate development of the subject lands with a six-storey purpose-built rental building which will provide 338 new homes into the local housing market. The proposed development has been supported by Council through the approved Official Plan and zoning by-law amendments as good land use planning in the public interest. The variances will support the desirable and appropriate use of the land.

Technical Review: Circulated Departments and Agencies

No additional circulation was completed related to the bike parking relief. Please refer to Exhibit B – Report Number COA-24-013 for previous circulation list.

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Technical Comments

This application was circulated to external agencies and internal departments for their review and comment and there were no comments or concerns raised that would preclude this application from moving forward. Any technical comments that are received after the publishing of this report will be included as an addendum to the Committee of Adjustment Agenda.

Public Comments

At the time this report was finalized no public comments had been received on the application. Any public comments received after the publishing of this report will be included as an addendum to the Committee of Adjustment Agenda.

Previous or Concurrent Applications

- Official Plan Amendment and Zoning By-Law Amendment application to establish redevelopment permissions for the mall (File Number D35-013-2020)
- Consent application to establish new lot and access and servicing easements (D10-011-2023)
- Site Plan Control modification application to demolish part of the mall (D11-027-2022)
- Site Plan Control application for new 6-storey apartment building (File Number D11-026-2022)

Conclusion

The requested variances maintain the general intent and purpose of both the City of Kingston Official Plan and Kingston Zoning By-Law Number 2022-62. The proposal is desirable for the appropriate development or use of the land, building or structure and the requested variances are minor in nature. As such, the proposed application meets all four tests under Subsection 45(1) of the *Planning Act* and the application is being recommended for approval, subject to the proposed conditions.

Approval of this application will facilitate development of the subject lands with a six-storey apartment building.

Existing Policy/By-Law:

The proposed application was reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes would be consistent with the Province's and the City's vision of development. The following documents were assessed:

Provincial

Provincial Policy Statement, 2020

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Municipal

City of Kingston Official Plan

Kingston Zoning By-Law Number 2022-62

Notice Provisions:

A Committee of Adjustment Meeting is going to be held respecting this application on February 26, 2024 Pursuant to the requirements of the *Planning Act*, a notice of Statutory Public Meeting was provided by advertisement in the form of signs posted on the subject site 10 days in advance of the meeting. In addition, notices were sent by mail to owners of the 8 properties (according to the latest Assessment Roll) within 60 metres of the subject property and a courtesy notice was placed in The Kingston Whig-Standard (Exhibit H – Public Notification Map).

Once a decision has been rendered by the Committee of Adjustment, a Notice of Decision will be circulated in accordance with the provisions of the *Planning Act*.

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

Meghan Robidoux, Supervisor, Development Approvals, 613-546-4291 extension 1256

Genise Grant, Senior Planner, 613-546-4291 extension 3185

Other City of Kingston Staff Consulted:

None

Exhibits Attached:

Exhibit A Recommended Conditions

Exhibit B Report Number [COA-24-013](#)

Exhibit C Planning Opinion Letter

Exhibit D Bike Rack Specifications

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Exhibit E Underground Parking Floor Plans

Recommended Conditions

The approval of minor variance application, File Number D13-071-2023, to obtain relief from setback and bike parking configuration requirements of Kingston Zoning By-Law 2022-62 to facilitate development of the site with a six-storey residential building, shall be subject to the following recommended conditions:

1. Limitation

That the approved minor variances apply only to development of the property with a six-storey residential building as shown on the approved drawings attached to the notice of decision.

2. No Adverse Impacts

The owner/applicant shall demonstrate to the satisfaction of the City that there are no adverse impacts on neighbouring properties as a result of any modifications to on-site grading or drainage.

3. Building Permit Application Requirements

The owner/applicant shall provide to the Building Services a copy of the decision of the Committee of Adjustment, together with a copy of the approved drawings, when they make application for a Building Permit.

The drawings submitted with the Building Permit application must, in the opinion of the City, conform to the general intent and description of the approved drawing(s), including any amendments and conditions approved by the Committee of Adjustment, as stated in the decision. It must be noted that additional planning approvals may be required should further zoning deficiencies be identified through the Building Permit application process.

4. Standard Archaeological Condition

In the event that deeply buried or previously undiscovered archaeological deposits are discovered in the course of development or site alteration, all work must immediately cease and the site must be secured. The Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism (archaeology@ontario.ca) and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.

In the event that human remains are encountered, all work must immediately cease and the site must be secured. The Kingston Police (613-549-4660), the Office of the Chief Coroner as a part of the Ontario Ministry of the Solicitor General (1-877-991-9959), the Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism (archaeology@ontario.ca), and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.



January 22, 2024

City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3

Attention: Genise Grant, Senior Planner

**Re: Minor Variance Application
Frontenac Shopping Centre Inc. and Patry Group
City File: D13-071-2023
300 Bayfield Lane, City of Kingston**

Our File: BRA/KNG/18-01

On behalf of Frontenac Shopping Centre Inc. and Patry Group, Zelinka Priamo Ltd. is pleased to submit this planning opinion letter with regard to the Minor Variance Application D13-071-2023 relating to the proposed development at 300 Bayfield Lane (the "Site").

BACKGROUND

Zelinka Priamo Ltd. was retained by the ownership group as the planning consultant in relation to the Frontenac Mall redevelopment project and has participated in the prior planning approvals for the Site including Official Plan and Zoning By-law Amendment applications (File Number D35-013-2021). These applications were approved by the City of Kingston Council on August 8th, 2023 and established the land use policies for development of the phase one lands for a six-storey mid-rise apartment building comprised of 338 residential suites.

As a result of the ongoing Site Plan Control Application (File Number D11-026-2022), various site elements have been slightly reconfigured, resulting in minor deviations from the approved Zoning By-law. Accordingly, Patry Group submitted a Minor Variance Application on November 27, 2023 to request relief from the Zoning regulations where needed.

Zelinka Priamo Ltd. submits this planning justification letter to supplement the application materials and evaluate the proposal with regard to the four (4) tests of a minor variance.

SITE AND SURROUNDINGS

The Site is located at the northeast corner of the intersection of Bath Road and Centennial Drive in the City of Kingston. The Site is currently developed for a single-storey, enclosed shopping centre (27,381.24m² GLA) and three stand-alone, single-storey commercial buildings located along the Bath Road frontage (combined 1,325.28m² GLA). The remainder of the lands are used for parking (1,352 spaces), loading, and vehicular circulation areas, as well as landscape strips along the front and side yards.

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Consent Application (File Number D10-011-2023) to sever the lands, filed in April 2023, was approved and created a new lot, now municipally known as 300 Bayfield Lane, being 1.55 hectares in area.

The Site, forming the northeast quadrant of the Frontenac Mall lands, are located adjacent to a mix of land uses, including the shopping mall to the south. Medium-density residential areas abut a portion of the rear (east) yard of the Site and occupy the lands to the north, opposite the Canadian National Railway corridor which directly abuts the site.

PROPOSAL

The proposed development includes the partial demolition of the shopping mall, and construction of a six-storey apartment building with two (2) floors of underground parking. A variety of surface parking and amenity space is provided at grade. As noted, an Official Plan Amendment and Zoning By-law Amendment were approved by City Council on November 27, 2023, which established the land use permissions for the proposed development of the site as a six-storey apartment building. The proposed Minor Variance application is a result of further review and refinement of the development through the Site Plan Approval process.

REQUESTED VARIANCES

In order to permit the modifications to the proposed development, the following minor variances are required from Zoning By-law 2022-62, as amended by By-law 2023-157:

1. Notwithstanding Exception Number E122.(h) in Section 21, the minimum rear yard setback shall be 18.50 metres, whereas a minimum rear yard setback of 20.0 metres is required; and
2. Notwithstanding Section 7.4.9.3., visitor spaces may be located in any yard, provided the visitor space is not closer than 2.25 metres to any lot line, whereas a minimum distance from lot line of 3.0 metres is required.
3. Notwithstanding Section 7.3.8., all long-term bike spaces may be stacked bike spaces, whereas a minimum of 30% are required as horizontal bike spaces.
4. Notwithstanding Section 7.3.12., stacked bike spaces must have minimum width of 0.4 metres, whereas a minimum width of 0.6 metres would be required.

THE FOUR (4) TESTS OF MINOR VARIANCE

Section 45(1) of the *Planning Act* provides that the Committee of Adjustment may authorize minor variances that meet the four (4) tests. As it relates to the proposed development, it is our opinion that the application meets the four (4) tests and should be approved. Further detail on the tests is provided below.

1. Is the application minor in nature?

It is our opinion that the proposed variances are minor in nature. The reduction of the required minimum rear yard setback is numerically minor, representing only a 6% decrease in this value. The Site maintains sufficient area in the rear yard for vehicular access, parking, snow storage, and landscaped area. The rear yard setback adjustment is not expected to have any adverse impacts such as shadowing or overlook on adjacent properties.

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With regard to the location of visitor parking, the proposed variance is minor and is not expected to have an adverse impact on the development or adjacent properties. The landscape strip between parking and lot line is as wide as 3.15 metres to the north, but due to the slight irregularity in the lot line, the strip narrows to 2.37 metres at the far south of the property. Nevertheless, the proposed landscape strip will provide an appropriate buffer between the parking area and neighbouring property.

The proposed bike parking variances seek would allow for a more compact bike parking storage facility than what is permitted by the zoning by-law. No variance is proposed for the overall required number of bike parking spaces, which is a total of 338 (one per unit). The proposed variance seeks to reduce the requirement of long-term horizontal bike spaces from 30% to 0%. This would not change the total required number, but would allow for all the required long-term bike spaces to be stacked bike spaces, whereas only 70% may be stacked as per the current zoning regulations. In our opinion, this is a minor and technical variance that allows for a more compact and efficient bike parking arrangement for spaces intended for long-term bicycle storage. All short-term bike spaces will be provided in accordance with the applicable zoning policies and remain as horizontal bike spaces.

2. Is the development desirable for the appropriate development of the lands?

The proposed development is desirable for the appropriate development of the lands, and has been approved for Official Plan and Zoning By-law Amendments by City of Kingston Council. The proposed variances do not impact the general form and nature of the development and we maintain our opinion that the development is desirable and represents good land use planning, and is consistent with the form of development considered by Council.

3. Is the general intent and purpose of the Official Plan maintained?

In our opinion, the proposal conforms with the Official Plan, as amended by By-law Number 2023-156 (Amendment 83). The Official Plan identifies the property as site-specific policy area 74, designated *District Commercial*. The area is intended to transition to a high-density, mixed-use community over time. The proposed development conforms with the policies therein and maintains the intent of this designation. The proposed minor variances, being minor in nature, do not detract from the overall development's conformance to the Official Plan.

4. Is the general intent and purpose of the Zoning By-law maintained?

It is our opinion that the general intent and purpose of the Zoning By-law is maintained through the proposed minor variances. The result of a previous Zoning By-law Amendment was Exception E122, which is applicable to the site and is intended to facilitate redevelopment of the site for a six-storey apartment building. Through refinements to the plans through a more detailed design process, specific zoning metrics require variance. Such variances meet the intent of Exception E122 by allowing further evolution of the plans while still facilitating redevelopment.

The approved Zoning By-law Amendment zones the property as URM8, with site-specific provisions as described by Exception Number E122. The base URM8 zone provides a minimum rear yard setback of 10.0 metres and minimum interior yard setback of 3.0 metres. As such, the intent of this zone is for buildings to generally have a modest setback from interior lot lines, allowing an appropriate buffer for landscaping, access, and to limit overlook or shadowing impacts. Through the Zoning By-law Amendment process, a rear yard setback of 20 metres was introduced to reflect the proposed development plans. As described above, due to various minor changes from the detailed design process, the

January 17, 2024

proposed building face has shifted eastwards by approximately 1.25 metres. In our opinion, the reduction from a 20-metre minimum rear yard setback to 18.75 metres is still in accordance with the general intent and purpose of the Zoning By-law, being in significant excess of the 10 metres required by the parent by-law. Sufficient space for access, landscaping, parking, and to limit overlook/shadowing is provided in this 18.75-metre yard.

Regarding the reduced visitor parking setback requirement, it is our opinion that the reduction fulfills the intent and purpose of the Zoning By-law, by still allowing enough space for a landscape strip, providing adequate separation and buffering between the visitor parking area and the neighbouring property. As per regulation 12.9.2.1, a minimum rear planting strip of 2 metres is required, with a minimum tree/hedge height of 1.5 metres. Accordingly, an appropriate screening is provided, and this condition is not expected to be adversely impacted by locating parking 0.75 metres closer to the lot line, considering this minimum tree/hedge will still bisect the parking area and neighbouring property.

Finally, the bike space requirements are intended to ensure adequate facilities for the storage, both long- and short-term, of resident's bicycles. Short-term bike spaces are intended to be located in convenient locations that are readily and frequently accessible, provided at a rate of 0.1 per dwelling unit. Long-term bike spaces are intended for longer-term storage, and to be located in secure locations, provided at a rate of 0.9 per dwelling unit. The requested variance seeks to permit that all long-term spaces may be stacked bike spaces, whereas the zoning by-law requires 30% of these long-term spaces to be horizontal bike spaces. The requested variance also seeks a minor reduction in required width of these bike spaces. In our opinion, the proposed variances maintain the intent of the zoning by-law, as the minimum quantity of bike parking is provided, though in a slightly more compact form. A stacked configuration is more appropriate for spaces intended for long-term storage, as the bicycles will be less frequently stored and withdrawn. The proposed configuration simply allows for a more compact and efficient layout.

We trust that the enclosed information is complete and satisfactory. Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

ZELINKA PRIAMO LTD.



Connor Wright
Planner

cc. Patry Group (c/o Kamila Seitkhanova)

QUAD-RACK™ HI-DENSITY RACK

by CycleSafe



Cycle-Safe Hi-Density Rack System:

For minimum space requirement, the Quad-Rack™ offers maximum bike parking with two tier capacity. Easy to load, simply place bike into the innovative wheel guide and roll along the channel to secure the wheel and frame in place. Bicycles can be locked with a pivot locking bar for added security with high quality cyclist provided U/Lock.

EASY LOADING
EASY LIFTING
EASY LOCKING



Each Quad-Rack™ allows double-tier parking to hold (4) bicycles, the modular design allows for one or two sided capacity with multiple configurations to customize for any location. Easy to assemble and reconfigure, constructed with zinc primer silver TGIC polyester powder coat finish steel tubing and UV plastic wheel gutters for durability.

Minimal moving parts also reduce access aisles needed with less maintenance or liability concerns associated with moveable tray racks. The Quad-Rack™ requires less lifting when the bike wheels are rolled on to the top channel rather than lifting a tray and full bike.

Space efficient with minimum clearance required above, 96 inches. Recommended aisle widths of 6 ft, center to center bike dimensions are 18 inches. This high-low staggered two tier system organizes most bikes with a user friendly compact design.

(2) Quad-Rack Systems shown.
4-bike capacity each.
Total 8-bike capacity.

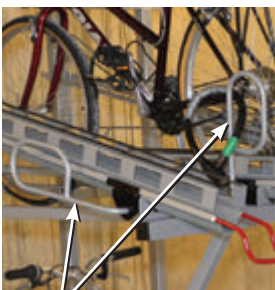
These racks are the perfect solution for bike rooms or covered bike parking when combined with our bike shelters. The ideal way to organize bikes in compact areas such as employment sites, multi-family, train stations, shopping centers or campuses.

FEATURES

- Space efficient high capacity bike parking
- Standard zinc primer silver TGIC polyester powder coat
- Modular for many configurations
- 45 degree parking | single-sided | double-sided parking
- 4-bikes each side are offset high-low
- Duo-Rack™ single-floor level parking
- Shelter options are available

BENEFITS

- Cost effective
- Long product life
- High security and stability
- Easy to operate
- Flexible design
- Suitable for indoor or outdoor use
- Compatible with Cycle Safe Bicycle Shelters
- Accommodates most types of bikes



Pivoting Lock Bar



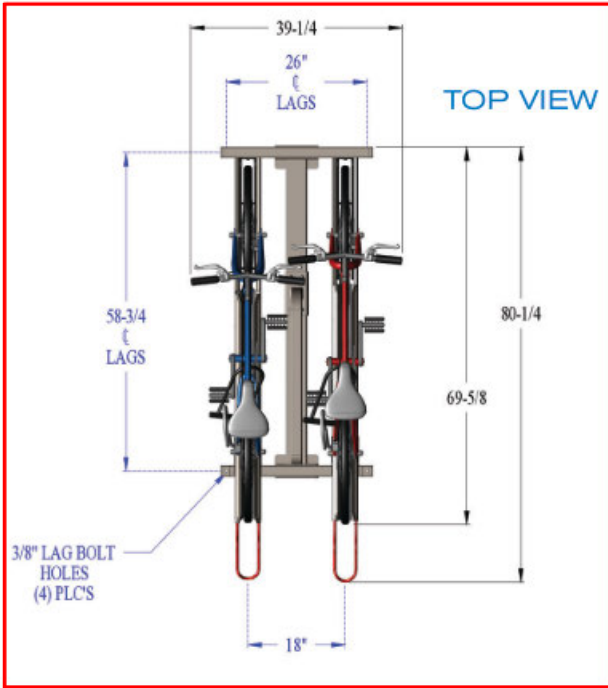
Staggered High-Low Design



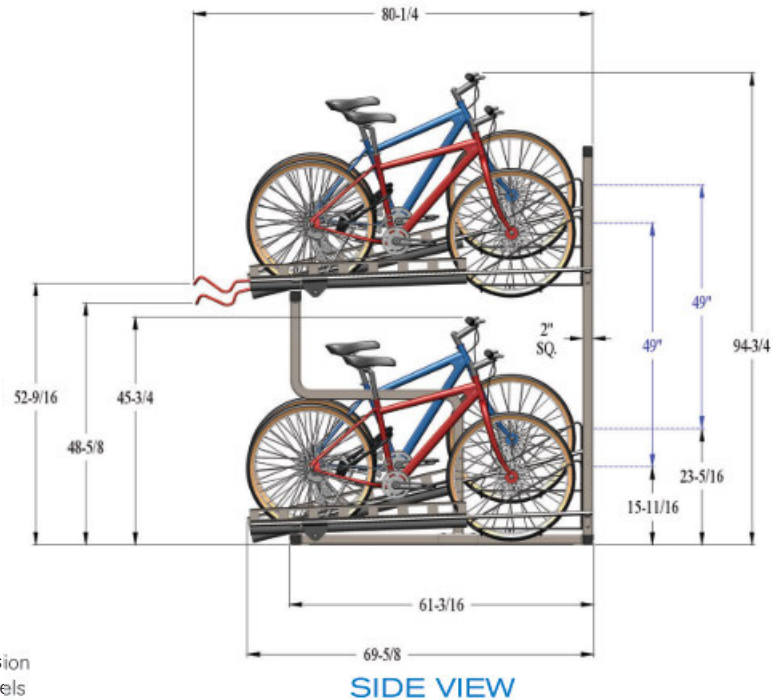
QUAD-RACK™

DIMENSION DRAWINGS:

Exhibit D
 Report Number COA-24-022
 HI-DENSITY RACK
 by CycleSafe



FRONT VIEW



SIDE VIEW

Product: Quad-Rack Hi-Density Rack
 Capacity: Each section holds 4 bicycles, modular for expansion
 Material: Silver Powdercoat steel with extruded PVC channels
 Recommended Lock: High quality U/Lock or chain
 Custom Colors: On request

ORDER INFORMATION:

- Quad-Rack Hi-Density Rack: Part# 18000

Contact us for quote or more information

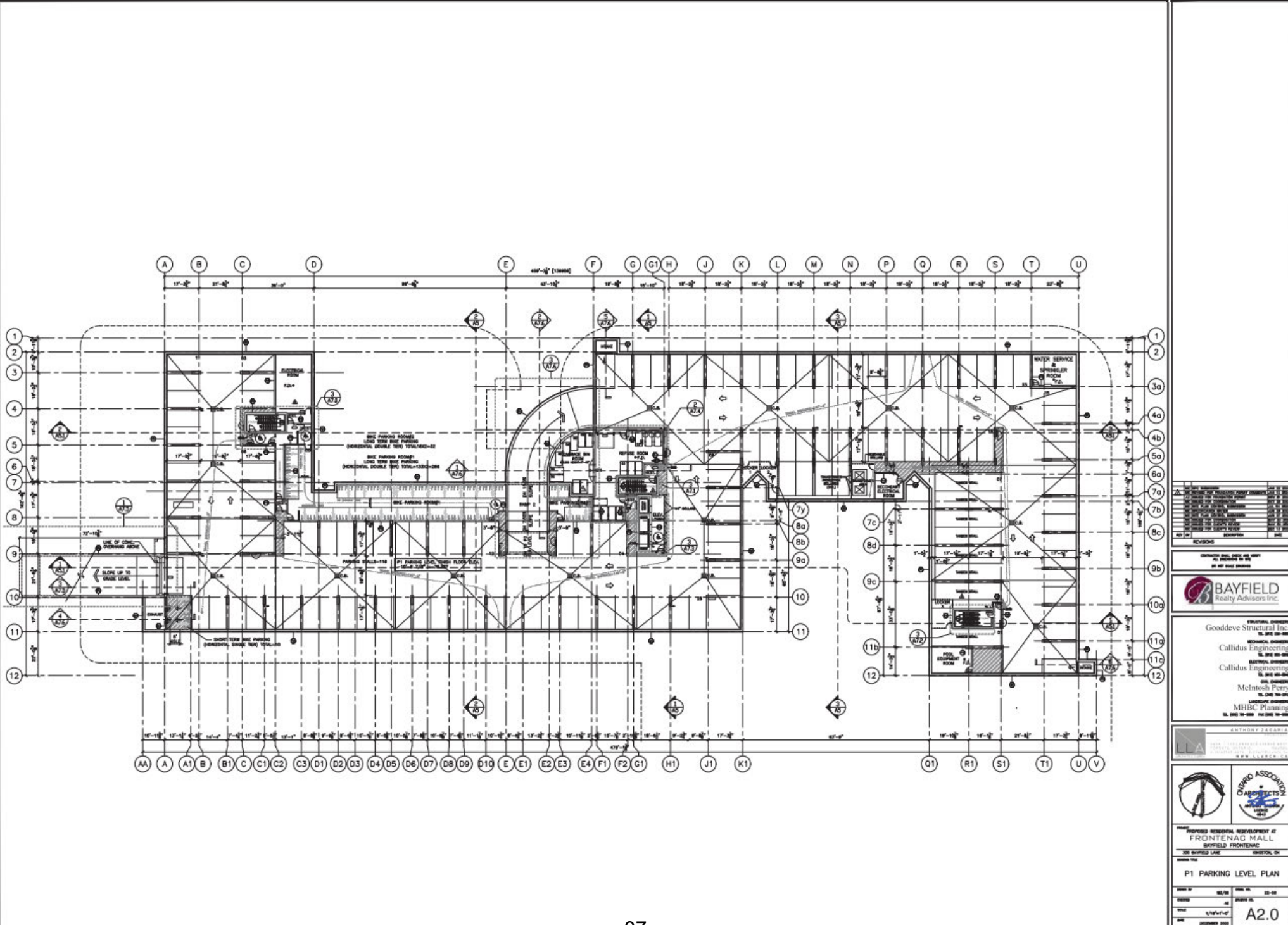


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Bicycle Lockers
Bicycle Shelters
Bicycle Racks

LR4.1.017-B
 Rev. 7-6-16



PROPOSED RESIDENTIAL DEVELOPMENT AT FRONTENAC MALL
BAYFIELD, PENNSYLVANIA

300 BAYFIELD LANE
BAYFIELD, PA

P1 PARKING LEVEL PLAN

DATE: 12/15/23
SCALE: AS SHOWN
DRAWN BY: WJ
CHECKED BY: WJ
DATE: 12/15/23

A2.0