

## **6.6 TALL BUILDINGS**

### **6.6.1 CRITERIA**

The policies contained within Section 6.6 will be applicable to any building proposed to be greater than three (3) storeys in height.

### **6.6.2 LOCATION**

Policies found within Section 6.6 are applicable across the entire City, but it is anticipated that the majority of this type of development will occur within the Urban Growth Centre and in the Intensification Nodes & Corridors as identified on Schedule I. As such, a number of the following policies have greater applicability in the Urban Growth Centre or Intensification Areas than in other parts of the City. However, all policies will be considered when reviewing applications to increase height or site plan applications proposing buildings in excess of three (3) storeys.

### **6.6.3 GENERAL POLICIES**

- (a) Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.
- (b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.
- (c) Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.
- (d) Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60% of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.
- (e) Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.

### **6.6.4 POLICIES**

- (a) **BUILDING SHADOWING**
  - i.) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications

located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.

- ii.) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.

(b) VIEWS AND ACCESS TO KEMPENFELT BAY

- i.) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publically accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.
- ii.) Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.
- iii.) Buildings adjacent to Kempenfelt Bay will also be designed to maintain physical accessibility to the waterfront for all City of Barrie residents along existing streets and trails, and may include the requirement for pedestrian access through development proposals.

(c) MICROCLIMATIC IMPACTS

- i.) Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.
- ii.) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.

(d) STREET LEVEL ACTIVITY

- i.) The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.
- ii.) New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.

- iii.) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses.
  - iv.) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.
- (e) LOCAL AREA COMPATIBILITY
- i.) Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.
- (f) VIEWS OF THE ALGONQUIN RIDGELINE, LANDMARKS, AND LOOKOUTS
- i.) All development proposals shall preserve major public views of the Algonquin ridge, geographical and building landmarks, and principal viewing areas such as the Nelson Street and Vancouver Street Lookouts.
  - ii.) For tall buildings located within the Urban Growth Centre, adequate spacing should separate building towers in order to maximize views of the Algonquin ridge.

### 6.6.5 HEIGHT CONTROL

Those areas which are designated as areas subject to height control on Schedule C of this Plan will be governed by the height provisions of the Zoning By-law.

### 6.6.6 TALL BUILDING APPLICATION SUBMISSION REQUIREMENTS

- (a) The City may require the following to accompany any Zoning By-law Amendment or Site Plan applications for tall buildings; **(Mod G (w))**
  - i) A BLOCK PLAN defined as the block on which the proposed development is to be built. The Block Plan shall have regard for: servicing, grading and drainage; land use; building form and massing (including shadow, and noise analysis and may have regard for wind analysis); traffic circulation; parking/loading; ingress/egress; through-block pedestrian connections at grade and above grade; public spaces with facilities; visual enhancement of existing views, and street and

internal landscaping (including lighting, planting, furniture and surface treatments).

- ii) A CONTEXT PLAN defined as including all adjacent blocks to the site such that the plan can have sufficient regard to traffic circulation, pedestrian connections, open space linkages, view corridors, shadow/wind/noise impacts, and land use compatibility.
- iii.) A SHADOW IMPACT STUDY demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21.
- iv.) A MICROCLIMATIC IMPACT REPORT may be required wherever there is potential for adverse microclimatic impacts on the local pedestrian environment. The report will determine the severity of these microclimatic impacts, and will identify measures to be taken to mitigate them.