URBAN DESIGN BRIEF

667-675 YONGE STREET

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: TRAN GROUP

APRIL 2023

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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INTRODUCTION

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Innovative Planning Solutions has been retained by the Tran Group to complete an Urban Design Report relative to an application for a Zoning By-law Amendment (ZBA). This Urban Design Report will address the various guidelines and policies to guide urban design within the City of Barrie. The City's Urban Design Guidelines and policies have been reviewed relative to the proposed development concept to demonstrate consistency with the intent and objectives of the City's direction for Urban Design.

The project is a collection of properties located along the Yonge Street Intensification Corridor between the Big Bay Point Road Intensification Node and the Mapleview Drive East Intensification Node. The properties are known municipally as 667 Yonge Street, 671 Yonge Street, 673 Yonge Street, and 675 Yonge Street (hereby referred to as the subject lands). See Figure 1.

The proposed Zoning By-law Amendments (ZBA) seeks a change in zoning from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor 2 with Special Provisions' (MU2-SP-___). This zone is intended to facilitate the future development of an 11-storey mixed use building with 249 residential units and ground floor commercial space.

This Urban Design Report will review the Urban Design Guidelines of the Official Plan as well as the Intensification Area Urban Design Guidelines relative to the proposed development of the subject lands.

The design and scale of the proposed development will align the Zoning By-Law with the vision of the Official Plan for Intensification Corridors. The proposed will contribute to the diversity of housing options within the surrounding area to support the achievement of population, intensification, and housing targets. The nearby commercial and intensification nodes will also benefit from the increased population and consumer base. The development presents opportunities to increase the modal share of active and public transportation users within the community based on its connections to current transit and pedestrian networks.

This report is intended to be read in conjunction with the Planning Justification Report provided by Innovative Planning Solutions dated April 2023.

This Report addresses various items of urban design, including:

- Land use;
- Urban built form, housing types, and densities;
- Building placement;
- High quality design and materials;
- Streetscape and landscaping; and
- Pedestrian scale and walkability.

Figure 1. Subject Site

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LOCATION & CONTEXT

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2.1 Subject Site

The subject lands are designated 'Residential' in the City's Official Plan (Schedule A). The subject lands are zoned 'Residential Single Detached Dwelling First Density' (R1) in the City's Zoning By-Law.

In order for the proposed development to proceed, a ZBA is required to rezone the lands to the Mixed Use Corridor (MU2) zone with special provisions related to the proposed residential development.

The subject lands are located within the Built-up Area of the City of Barrie, and along a Primary Intensification Corridor between two Primary Nodes. The subject lands have an approximate area of 0.55 hectares with approximately 63.3 metres of frontage on Yonge Street and 52.6 metres of frontage along Montgomery Drive.

The subject lands currently hold four (4) single detached dwellings with various accessory structures. The site is largely comprised of manicured lawn. Trees and vegetation can be found along the northern boundary of the site, as well as intermittently scattered within the interior. The subject site is within the Lake Simcoe watershed, and thereby subject to the Lake Simcoe Protection Plan (LSPP), and is within an Intake Protection Zone (IPZ-2). The topography of the site is generally flat with little change in elevation.

Yonge Street is considered an arterial road and a Primary Intensification Corridor, with public transit (Route 8) and a 34 metre right-of-way for a projected road widening. Located along Yonge Street, and within a 500 metre walking radius of the subject lands, are schools, institutional uses, retirement homes, parks, a public library, commercial plazas, restaurants and other commercial uses. A number of these uses are associated with Defined Policy Area E (Figure 3) of the City Official Plan, which provides specific direction for this area to be developed as a community level shopping centre.

Figure 2. Aerial View of Subject Site

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A Primary Intensification Node exists at the intersection of Yonge Street and Big Bay Point Road (400 metres north). A second Primary Intensification Node is located just 1 kilometre south of the site at the intersection of Yonge Street and Mapleview Drive East, and is anticipated to accommodate for a mix of uses in alignment with the Barrie South GO Major Transit Station Area. Parks and greenspace are located close by with Painswick Park approximately 5 minutes walking distance north of the site and Madeline Park located within the residential subdivision to the south. Close access is provided to the Lovers Creek and Hewitt's Creek Ravine systems. The Barrie Public Library Painswick Branch is also located approximately 10 minutes walking distance from the site. Along with the public transit route along Yonge Street, the subject property has access to the Barrie South Go Station (1.0 kilometre south), and access to Highway 400 (4.0 kilometres southwest off Mapleview Drive).

In summary, the location of the subject lands provides convenient access to necessary amenities including commercial uses, transit, parks, recreation, and schools. The surrounding land uses are depicted in Figure 2.

Barrie Public Library - Painswick Branch

Commercial Plaza at the Southeast Corner of Yonge Street and Big Bay Point Road

Commercial Plaza at the Southwest Corner of Yonge Street and Big Bay Point Road

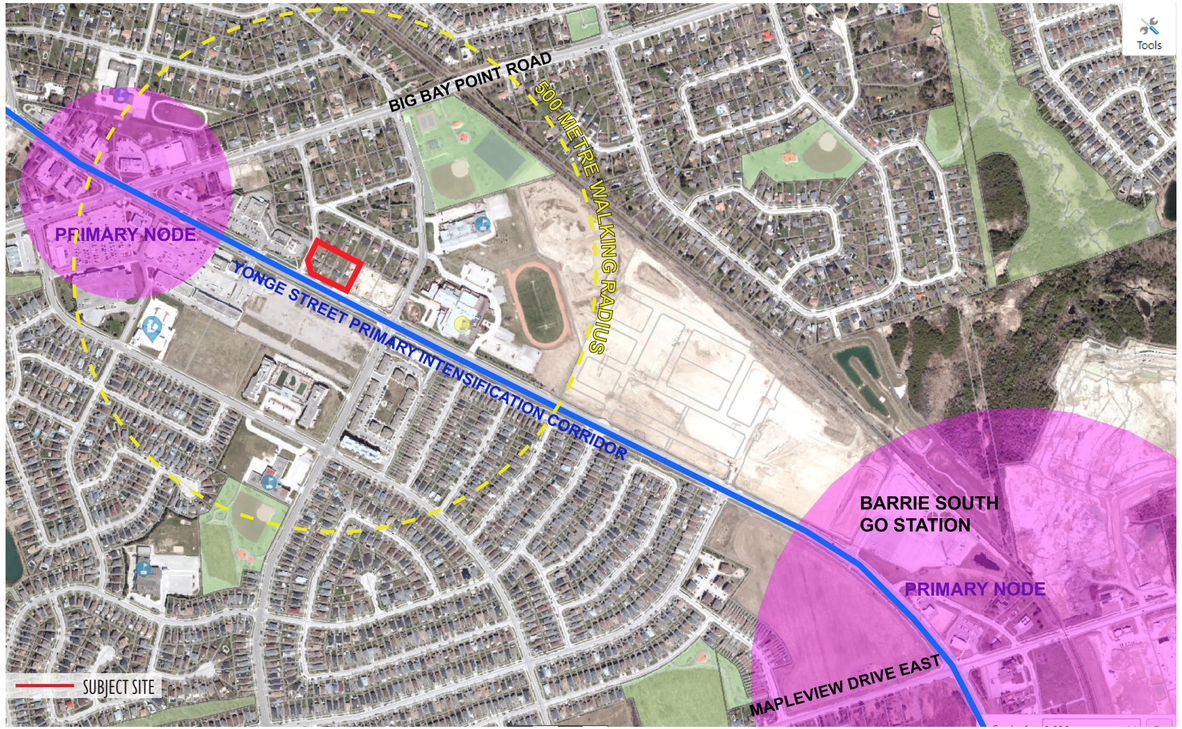

Figure 3. Aerial View of Surrounding Context

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DESCRIPTION OF THE PROPOSAL

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3.1 The Proposal

The intent of this application is to obtain approval for a Zoning By-Law Amendment to rezone the subject lands from 'Residential Single Detached Dwelling First Density (R1)' to 'Mixed Use Corridor with Special Provisions (MU2-SP-___). The proposal represents an opportunity to provide for redevelopment and intensification along the Yonge Street Primary Intensification Corridor.

The proposal comprises of an 11-storey, mixed-use condominium providing a total of 249 residential units and 797.3m^2 of ground floor commercial space. The proposal will result in a total gross floor area (GFA) of approximately 17,298.6m^2, comprised of 16,501.3m^2 of residential GFA and 797.3m^2 of retail/commercial GFA. The proposal will also provide approximately 4275.9m^2 of total amenity space and a total of 321 parking spaces to meet the parking requirements of the Zoning By-law.

The development is proposed as a rectangular-shaped building, sited towards the intersection of Yonge Street and Montgomery Drive. The building thereby provides building face along both street frontages. Vehicular access is provided through a single private condominium road accessed off Montgomery Drive. Two levels of underground parking are provided for residents, with some surface level parking available. Access to the underground parking is provided internally to the site. A total of 321 parking spaces will be provided which includes 14 accessible spaces. The spaces will be comprised of 249 required residential parking spaces, 27 commercial parking spaces, and an additional 45 parking spaces to be allocated towards visitor parking or other uses as needed.

Amenity space is provided through a combination of ground level outdoor and indoor amenity spaces, terraces, and balconies. The ground level outdoor amenity space is located internally to the site, north of the building. Terraces are provided along the building frontages and towards Kenneth Avenue, in keeping with the design and building articulation for the South District Condominiums. A total of 3,851.7m^2 of outdoor amenity space will be provided. Indoor amenity areas provide an additional 424.2m^2 of amenity space for the site.

The proposed density for the site of approximately 446 units per net hectare facilitates development that is transit-supportive and encourages active transportation along the Yonge Street Primary Intensification Corridor. As mentioned previously, the development will have access to a public transit route along Yonge Street, while municipal sidewalks along Yonge Street will facilitate pedestrian access to nearby shops, schools, parks and trails.

3.2 Architecture Design

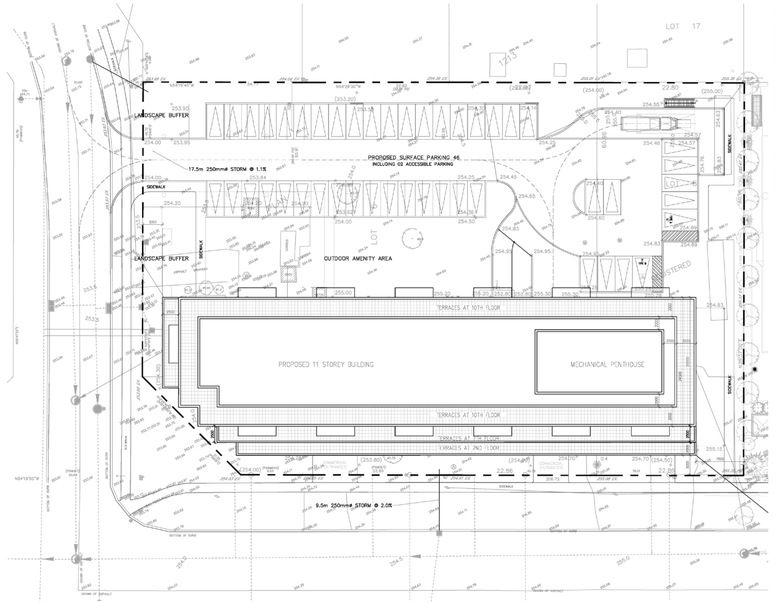

Figure 4. Proposed Site Plan

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Approach

The architectural approach to the proposed development takes into account the existing and planned character of the area. City of Barrie policies continue to guide new growth and development along the Yonge Street Corridor, that is intended to result in more compact and higher density, mixed-use development that can contribute to the creation of a vibrant and complete community. The architectural approach embraces this vision for Yonge Street and overall seeks the implementation of good urban design principles.

The interior design of the buildings provides a range of unit options including: one bedroom units, one bedroom plus den, two bedroom units, two bedroom plus den, and three bedroom units. Along with the various unit types , the proposal also aims to provide indoor amenities that contribute to resident enjoyment and supplement the uses in the surrounding area, including:

- Lobby/Reception
- Centrally Located Mail Room
- Bicycle Storage
- Walk-in Clinic
- Indoor Amenity Areas.

The massing and siting of the proposed building demonstrates consideration for the principles of good urban design. The building has been brought forward and sited towards the intersection of Yonge Street and Montgomery Drive, to support separation from the existing residential uses along Kenneth Avenue while also providing opportunities for an activated street edge at this intersection. To ensure that the proposed development will lend to a comfortable and attractive pedestrian environment along both Yonge Street and Montgomery Drive, building step-backs are implemented to support adherence to the City's angular plane provisions and to reduce the visual and physical impact of the built form. Additional step-backs are implemented along the interior side yard (north), to offer transition to and separation from the abutting residential uses.

The proposed step-backs will be leveraged to provide terraces for resident amenity use.

The exterior design focuses on a clean, timeless appearance that will fit seamlessly into Barrie's evolving neighbourhoods, while still being an original development for surrounding neighbours to appreciate and utilize. A large emphasis has been placed on the pedestrian realm. The design encourages pedestrian use through internal connections between multiple indoor and outdoor amenity areas, through ground level commercial uses fronting onto Yonge Street, and through walkways that connect the private and public realms. The development proposes to be 11 storeys in height with stepbacks and height transitions to support a comfortable pedestrian-scaled streetscape and to support compatibility with adjacent residential uses.

Multimodal transportation is encouraged through the proposed design. To prevent a build-up of traffic along Yonge Street, vehicular site access is provided off Montgomery Drive, with access to the underground parking provided internally to the site. Multiple pedestrian entrances to the building are incorporated into the design for resident convenience and access. Commercial entrances are provided off Yonge Street and are well-defined through signage and street-facing windows. A main resident entrance is also provided off Yonge Street for pedestrian ease of access. Another main entrance is provided at the rear of the site to support vehicular pick-up and drop-off.

A rendering demonstrating the proposed architectural design is provided in Figure 5.

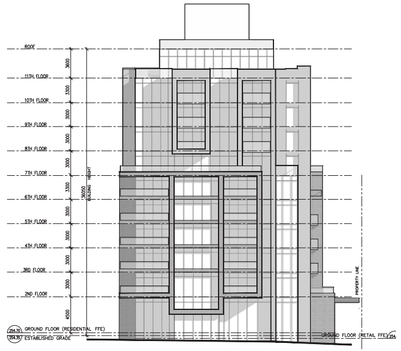
3.3 Landscape Design

Figure 5. Rendering From Yonge Street

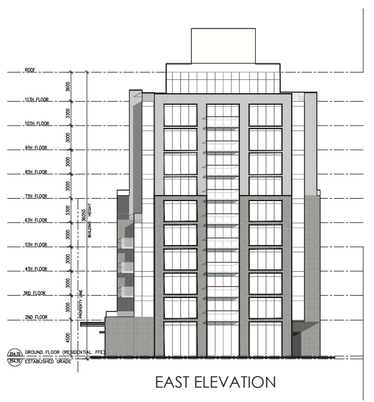
SOUTH ELEVATION

NORTH ELEVATION

Figure 6. Elevations



WEST ELEVATION



EAST ELEVATION

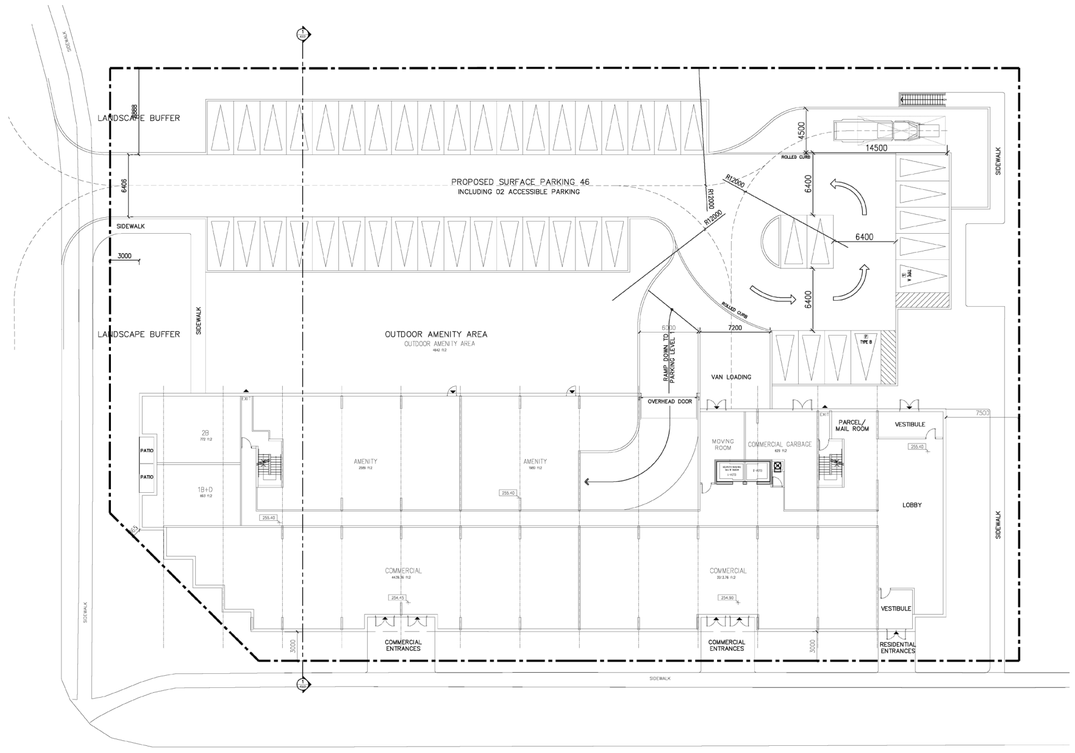


Figure 7. Level 1 Floor Plan

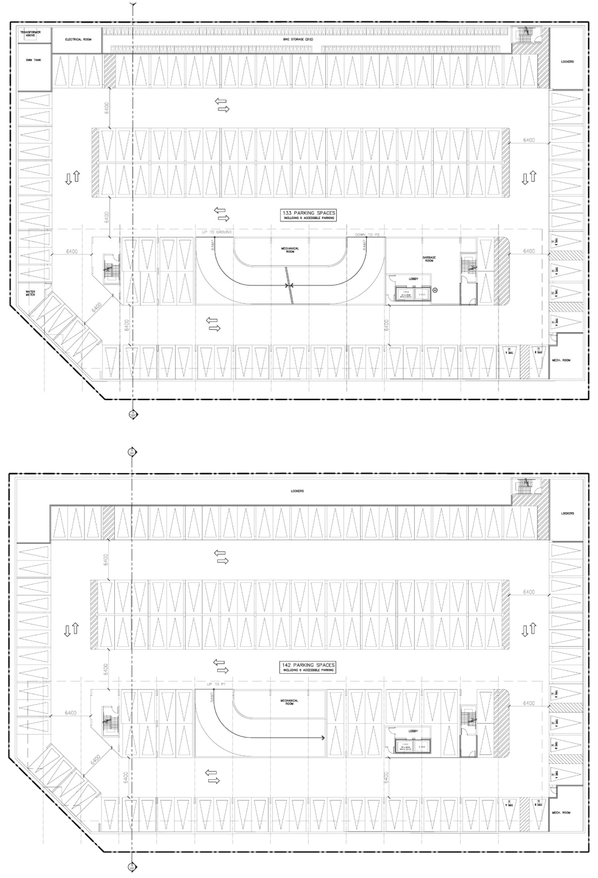


Figure 8. Underground Parking Levels 1 & 2

Approach

The approach for the conceptual landscape design is to support pedestrian gathering and enjoyment along the Yonge Street Corridor. In this regard, the design intends to provide continuity with the adjacent uses to offer an extensive pedestrian experience along Yonge Street. The conceptual landscape plan also works in conjunction with the siting and massing of the built form to support appropriate buffering and separation from the existing residential uses along Kenneth Avenue.

To support an activated pedestrian realm along Yonge Street, the conceptual landscape plan contemplates plantings of small-sized flowering trees, ornamental shrubs, and low growing hedges to frame the commercial frontages. Deciduous tree plantings are proposed within the boulevard to provide visual interest and shading to further support a comfortable and attractive pedestrian realm. Street furniture such as benches and bike racks are also incorporated into the design, to support pedestrian movement and active transportation along the corridor.

A private outdoor amenity area is located interally on the site, along the north side of the building and offers reprieve from the activity along the Street corridor. This outdoor amenity area is designed for resident leisure, with seating benches provided underneath a wood pergola alongside attractive blossom tree plantings and ornamental planting beds. Additional privacy is offered through screening shrub plantings.

Important consideration was had for landscaping opportunities along the interior side yard setback, to support buffering and separation from the existing residential uses along Kenneth Avenue. Existing boundary trees are retained where feasible through the conceptual landscape plan. Tree plantings are proposed along this property boundary (north boundary) to provide additional shade and screening. Furthermore, a 1.85 metres overlapping board fence is to be installed as per City of Barrie standards.

The conceptual landscape plan offers compatibility with the architectural design of the building, offering riverstone mulch on overhang areas and border foundation plantings in the space between the building face and daylight triangle. Additional tree, shrub, and perennial plantings are incorporated throughout the site, with emphasis along pedestrian pathways and to interrupt building face. Overall, the conceptual landscape plan works cohesively with the architectural design to create an attractive and welcoming pedestrian realm.

URBAN DESIGN POLICY

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4.1 City of Barrie Official Plan

The City of Barrie Official Plan establishes a long range planning blueprint for land uses and resource management within the municipality. It establishes a set of goals, objectives and policies for proposed developments and provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development," defined as development that does not jeopardize opportunities for future generations.

The Official Plan envisions new residential development as providing a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification is to represent an essential component of the City's Growth Management Strategy to minimize infrastructure requirements and to utilize existing services including transit and open space.

The Official Plan designates the subject land as:

- 'Residential' - Schedule A - Land Use
- Yonge Street is considered an Arterial Street on Schedule D - Road Plan
- Yonge Street has a planned right-of-way width of 34m on Schedule E - Road Widening
- Yonge Street is considered a Primary Intensification Corridor on Schedule I - Intensification Areas

The Official Plan includes policy provisions related to Urban Design, in Section 6.5, and Tall Buildings, Section 6.6. The policies are to be applied, where applicable, to development proposals throughout the City. The relevant policies are outlined below and are reviewed in reference to the proposed development concept.

4.1.1 General Design Guidelines

The City of Barrie has developed Urban Design Guidelines, which are found in Section 6.5 of the Official Plan. The Urban Design Guidelines identify goals which are "to provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment". The policies are intended to improve the appeal of developments throughout the City through provisions and features such as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development.

The following policies are relevant to the development applications.

6.5.2.2 a) BUILDING AND SITING

i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

Comment: The building provides a high density design complementary of the goals and vision of the Official Plan for Intensification Corridors. The building is proposed at 11 storeys and has been sited and massed towards the intersection, providing building facades adjacent to the street in support of an activated street edge along the Yonge Street corridor. Attention is paid to the architectural detailing of the building at the corner to create a visual

landmark. Step-backs are provided to minimize the impact the building has along the street and in adherence to the City's angular plane provisions for good urban design.

ii. The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.

Comment: Mechanical equipment will be screened where required and an attractive streetscape is maintained.

iii. Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

Comment: Large exposed blank walls have been avoided. All sides of the building have been finished and treated to match the front facade. Landscaping has been incorporated into the design of the building to break up building face and allow for a cohesive design.

v. Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

Comment: Commercial entrances are well defined with signage and street-facing windows along Yonge Street. Multiple residential entrances are provided for resident convenience, including an entrance off Yonge Street emphasized with signage and an overhang. A residential has also been provided internally to the site to support resident drop-off and pick-up. All entrances, both residential and commercial, have been designed to provide accessibility for all pedestrians and residents of all disabilities.

(b) PARKING AREAS

i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.

Comment: Access to the site is provided off Montgomery Drive, to reduce vehicular turning movement along Yonge Street. In this respect, access to the underground parking, loading areas, and garbage staging area have been located along the private condominium road.

ii) Adequate disability parking spaces will be provided where required.

Comment: The proposed development will provide accessible parking spaces in accordance with City Standards.

iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.

Comment: The subject lands are deeper than 60 metres and the parking areas have been reduced by providing underground parking for residents, minimizing the visual impact. Landscaped islands have been provided to soften the visual impact of the private condominium road.

iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

Comment: Parking and loading areas are screened from Yonge Street and are located along the private condominium road.

(c) LANDSCAPING

i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.

Comment: The landscape design planting strategy conforms to the City's Guidelines and provides plantings and street furniture (benches, bike racks, etc.) along Yonge Street. A detailed landscaping plan will be provided through Site Plan Control.

iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

Comment: A Conceptual Landscape Plan is provided with this submission in accordance with this guideline. A detailed landscaping plan will be provided through Site Plan Control to ensure landscaping utilizes native vegetation and water conservation practices, where feasible.

(d) ENVIRONMENTAL FEATURES

iv) Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.

Comment: A Tree Inventory and Preservation Plan has been prepared by Landmark Environmental Group in support of this application, identifying the boundary trees that are to be maintained through the development. A Conceptual Landscape Plan was also prepared by Landmark Environmental. The Conceptual Landscape Plan identifies where new plantings are contemplated to support an attractive design, including street tree plantings within the Yonge Street boulevard. New trees are proposed to be planted where possible.

(e) SIGNAGE

i) Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.

Comment: A Signage Plan will be provided through detailed design, to be complimentary to the architectural design and materials of the building.

(f) UTILITIES

i) Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages

utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

Comment: The specific locations of the utilities will be detailed through the Site Plan Application process.

(g) ENERGY EFFICIENT URBAN DESIGN

i) Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.

Comment: Specific energy conservation and sustainable design techniques will be considered in detail during the Site Plan Application process. It is noted that there are opportunities to incorporate energy efficiencies.

iv) Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.

Comment: The proposed development creates a compact built form that encourages the use of transit and active transportation. The subject lands are located on an existing transit route and are in close proximity to a Major Transit Station, lending to transit ridership and many other amenities (nearby and regionally). The proposed development also provides sidewalk connectivity to municipal sidewalks, further encouraging active transportation.

4.1.2 Tall Buildings And Height Control

Section 6.6 of the Official Plan provides policies for buildings above 3-storeys. The following policies are relevant to the development applications.

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.

Comment: The proposed development has been designed with a focus placed on pedestrian use. At-grade commercial is provided along front street to provide an interactive pedestrian realm with the facade of the building. A slight step-back is provided at the 2nd, 7th, and 11th storeys along Yonge Street to limit the impact of height on the pedestrian realm and to support adherence to the City's angular plain provisions for good urban design.

(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.

Comment: The building has been thoughtfully massed, sited, and designed to reduce the impact of the tall building. The building provides step-backs at the 2nd, 7th, and 10th storeys along Yonge Street to help in reducing the visual and physical impact of the building. The building has been massed and sited to increase separation from and reduce impact to the lower density uses along Kenneth Avenue. The building design uses building articulation, balconies, terraces, and varying materials to break up the building facade to reduce the greater visual and physical impact of the building.

(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 aboveground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.

Comment: The proposed development includes underground parking for residents, and some surface level parking. Loading areas are located along the private condominium road and are screened from Yonge Street.

(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.

Comment: The proposed building will provide an architecturally significant addition to the skyline of the City of Barrie. The buildings have been designed to provide visual interest to the skyline, through the combination of different facade materials, building articulation, balcony and terrace placement, and designed step-backs.

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.

Comment: A shadow analysis has been prepared by Architecture Unfolded and submitted with this application. The study indicates that adequate sunlight and skyviews are being provided at full build out. Minimal impact is seen on surrounding sites through typical use hours. The shadow study is further discussed in Section 6 of this Report.

(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 channeling, 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.

Comment: A Pedestrian Level Wind Impact Study was completed by Gradient Wind in support of the development application. Please refer to the report for full details regarding impacts. Features for weather protection for pedestrians, such as canopies and awnings will be detailed through Site Plan Control.

(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 streetfacing 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 publicly 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.

Comment: The proposal supports street level activity as it provides at-grade commercial along Yonge Street. The uses at-grade incorporate transparent windows and doors to allow for an interactive streetscape. The primary building facades are oriented along the property line with main commercial entrances off Yonge Street. The building massing and materials respect the pedestrian scale through step-backs and active transparent at-grade commercial.

(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.

Comment: As the subject lands are located along a Primary Intensification Corridor, it is expected that other high density development will take place on adjacent properties in the future, resulting in taller buildings on the neighbouring properties. The subject site is ideal to support the initial phases of the transition into higher density development along the Yonge Street Corridor, being adjacent to a 7-storey mixed-use building and a community level shopping centre. Appropriate design elements have been

incorporated into the architectural design to support height transitions to the existing residential uses along Kenneth Avenue.

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.

Comment: The above noted reports have all been prepared and submitted with this application.

4.2 City of Barrie Urban Design Manual

The City of Barrie's Urban Design Manual (UDM) was revised in 2014 and provides direction for design elements within urban developments. The UDM has been established to implement the existing urban design policies contained within the OP to provide a framework for establishing Barrie's future urban form, and to ensure that new development is consistent with the City's vision for urban design. The proposed concept incorporates many of the design directives found within this document. Particular emphasis is put on those directives related to; the physical environment and building siting; pedestrian and vehicular circulation; site servicing; architectural design; and public transit accessibility.

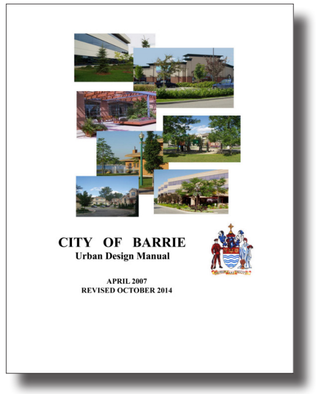
PHYSICAL ENVIRONMENT AND BUILDING SITING

The proposed structure and associated density is considered appropriate for the subject lands as they have been planned for in a manner that is sensitive to the surrounding uses and are located in an identified intensification area within the City.

The proposed buildings front Yonge Street and contribute to a pedestrian scaled area which incorporates landscaped features and visual interest from the street. Commercial uses are provided at-grade to encourage pedestrian activity and interaction between internal spaces and the public realm.

The site is located in close proximity to various uses, including commercial, retail, restaurants, open and amenity spaces. The site is positioned with direct access to existing and planned transit routes.

The built form of the proposed development is considered appropriate



for the subject lands, given that they are located within the Primary Intensification Corridor where such density is possible.

SITE CIRCULATION

Pedestrian access has been incorporated into the design in order to provide safe and convenient access to and from all building entrances, amenity spaces, and parking areas. The pedestrian network also connects to the municipal sidewalk. Building entrances are located along Yonge Street as well as the private condominium road to facilitate ease of access.

The private condominium road accessed off Montgomery Drive minimizes additional traffic along Yonge Street. Access to the underground parking is provided off the private condominium road. An adequate number of parking has been provided on site. An adequate amount of barrier free parking spaces are provided within the surface level parking and within the underground parking. These parking spaces are located close to accessible barrier free entrances. All required safety features will be provided in the underground parking with stairwells and elevators located in high visible areas.

SITE SERVICES

Site circulation routes for service vehicles are designed to direct traffic in a logical and orderly fashion. Vehicular areas have been designed to limit the possibility of cars reversing/maneuvering on public streets. All required vehicle movements will be conducted within the internal private road.

Loading areas have been located along the interior condominium road of the buildings. Loading spaces located outside will be adequately screen from the street. All utilities are intended to be located underground or in the interior; placement to be confirmed during detailed design.

ARCHITECTURAL DESIGN

The building has been situated to provide for at-grade commercial uses along Yonge Street. The at-grade commercial are oriented towards the street with large windows providing active storefronts and breaking up the building mass. The main entrances for the commercial uses are prominent along Yonge Street, provide direct pedestrian access, and are clearly identifiable. Above the commercial uses, at the 2nd storey, there is a slight building step-back to minimize the impact the building height may have on the pedestrian realm. The main residential entrances are provided off Yonge Street as well as off of the internal private road. These main entrances are prominent and clearly identifiable.

The proposed building uses a high degree of architectural quality. The change in materials creates visual architectural interest while also maintaining a consistent design.

The buildings use step-backs to reduce the massing of the built form. Balconies and terraces have been designed to provide usable amenity and personal space. Parking is located underground with limited surface parking provided. Barrier free accessibility standards have been adhered to. Mechanical equipment will be hidden from all municipal rights-of-way. Further details will be provided during the Site Plan Application process.
Further details regarding the architectural plans can be found in Section 3 of this report.

TRANSIT

The site is located in an ideal location for access to regional and local transit options. The subject site lies along a public transit route and approximately 1.0 kilometre from the Barrie South GO Station. The site will also be linked to the municipal sidewalk network, further promoting active transportation.

LANDSCAPE DESIGN

The conceptual landscape design looks to accentuate the streetscape along the Yonge Street Corridor, while also providing private amenity areas for resident reprieve and relaxation away from Yonge Street. the Conceptual Landscape Plan also provides strong consideration for compatibility with the existing residential uses along Kenneth Avenue, contemplating landscaping opportunities that increase screening and buffering in respect of these uses.

Further details regarding the conceptual landscape plan can be found in Section 3 of this report.

4.3 City of Barrie Intensification Area Urban Design Guidelines

The Intensification Area Urban Design Guidelines direct new development within the Intensification Nodes and Corridors, Urban Growth Centre, and Major Transit Station Areas identified in the City of Barrie Official Plan. The Guidelines present a vision and a set of priority directions, to ensure that new development is; compatible with the existing built fabric, creates an attractive and safe pedestrian realm, supports alternative modes of transportation (i.e. walking, cycling and transit), and is environmentally sustainable.

As the subject lands are located within the Primary Intensification Corridor in Yonge Street, the urban design guidelines apply to the subject lands. The guidelines identify the intensification typology as a mixed-use and residential avenue. Key opportunities for mixed-use and residential avenues include redevelopment of underutilized parcels for street-oriented mixed-use development in low to mid-rise buildings. This is to be achieved by providing active pedestrian supportive streetscapes, human scaled buildings, and wide boulevards that accommodate landscaping, sidewalks, and other pedestrian oriented design features.

The proposed development is reflective of the mixed-use residential avenue. The design is pedestrian oriented, offering active streetscapes with landscaping and sidewalks, and building step-backs to support the pedestrian scale. The proposed development provides taller buildings and stays within the limits of the common urban design idea of a 1:1 ratio for avenues and buildings (the width of the avenue being equivalent to the height of the building). With a road widening of 34 metres planned along Yonge Street, a building height of approximately 36.5 metres is appropriate for the subject lands.
Section 2.5.1 describes the priority directions that will guide all new development within the mixed-use and residential avenues. These

include:

- *Establish building height transitions where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas.*
- *Recognize the long-term evolution/change of these mixed-use corridors, through short-term design that supports longer term development opportunities.*
- *Focus initial development at the street edge and at key Intensification Nodes*
- *The design of the street right-of-way should balance the requirements for vehicles, transit, and cycling while providing pedestrian amenities on the boulevards.*
- *Consider long-term options to subdivide large/deep land parcels into smaller blocks. These blocks may initially be drive aisles within surface parking areas*
- *When surface parking lots are developed for new buildings or public open space, plan for the relocation of parking in structured facilities, including parking decks and below grade.*

4.3.1 Public Realm Urban Design Guidelines

Section 3.2 provides direction on streets and streetscapes. It states that streets within the intensification areas should be pedestrian-supportive, include landscaping, wide boulevards, and accommodate opportunities for active uses. Implementing tree plantings, street furniture and wide boulevards that encourage active transportation.

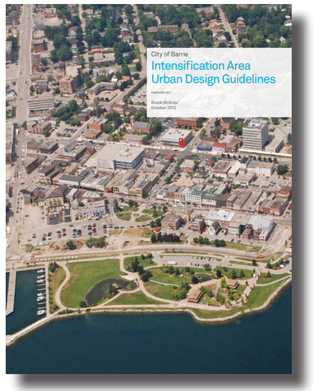
The proposed development incorporates at-grade commercial, tree plantings, and street furniture (benches, bike racks, etc.) to create a pedestrian supportive streetscape.

4.3.2 Private Realm Urban Design Guidelines

Section 4.0 provides policy direction for the private realm, including community structure, transit supportive design, parking considerations, building orientation, and site layout. The proposed development is transit supportive, providing residential uses along a public transit route. The guidelines encourage the use of underground parking and screened parking areas. The proposed development implements an underground parking structure with limited surface parking which is screened from Yonge Street.

Section 4.3 speaks to General Building Guidelines, including building orientation, site layout, and building height. The proposed development is situated along Yonge Street, providing an active public realm with at-grade commercial, contributing to a positive interactive streetscape (Section 4.3.2). Step-backs have been implemented to reduce the impact on the public realm and neighbouring properties. The proposed development contributes to the character of Yonge Street as a Primary Intensification Corridor, providing an appropriate density to the area.

Section 4.3.7 provides direction for transition to neighbourhoods



to provide "transition in height from mid-rise buildings to low residential homes to reduce the shadow impacts on the residential properties, as well as the perception of height". The proposed development has been sited and massed towards Yonge Street to support separation from the existing residential uses along Kenneth Avenue and reduce shadow impacts. Building step-backs have also been implemented to support this transition in height. In addition, a Shadow Impact Study has been prepared and submitted in support of this application. The study demonstrates shadowing impact on the neighbouring properties.

4.3.3 Mixed-Use and Residential Avenue Guidelines

Section 5.1 sets out policies relating to the Mixed-use and Residential Avenue typology. The guidelines state that Yonge Street and other such corridors should evolve into "major transportation corridors that balance functional requirements of the street with the provisions for an active, pedestrian-supportive streetscape". Specifically, development should be oriented to the public realm, have a high degree of architectural quality, and make use of design features such as landscaping, special paving, unique light standards and public art. Emphasis is placed on creating streets that are attractive pedestrian supportive destinations.

As mentioned, the proposed development is mindful of the guidelines of the Mixed-use and Residential Avenue for the Yonge Street Intensification Corridor area. It proposes a pedestrian oriented structure with active at-grade frontages; it makes use of landscaping features; reduces the amount of surface parking; is in close proximity to transit stops; and is linked to the established municipal sidewalk network.

For the reasons stated above, the proposed development satisfies the guidelines set forth in the Intensification Area Urban Design Guidelines.

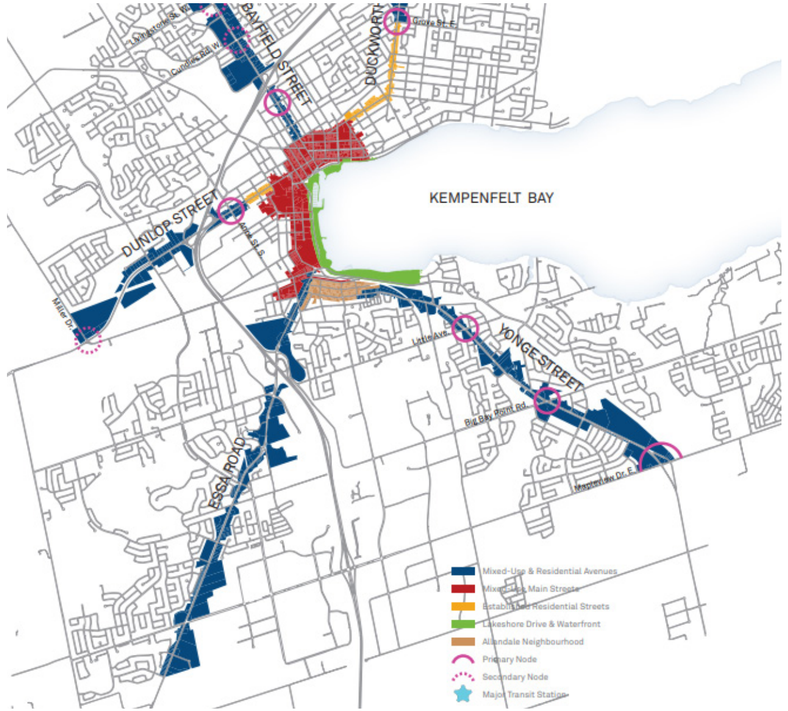


Figure 9. Intensification Typologies - Intensification Area Urban Design Guidelines

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BLOCK PLAN

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The following figures comprise the Block/Context Plan for the proposed development.

Figure 11 offers imagery to demonstrate the proposal (superimposed) in relation to the surrounding block and context. Aerial imagery illustrates the existing surrounding road network and parking areas. Sidewalk infrastructure is noted in yellow linework to illustrate pedestrian connections. Transit stops, schools, and libraries are also identified. Coloured blocking depicts future surrounding developments, at 681 Yonge Street, 759 Yonge Street, 521 Big Bay Point Road, and Stage 3 of the Heritage Mall development.

Figure 12 depicts the proposed site plan in relation to the site plan for adjacent development at 681 & 685 Yonge Street. This figure is meant to illustrate the emphasis placed on ensuring compatibility with the adjacent site, to support continuity in the pedestrian experience and streetscape along Yonge Street.

The overall intent of this plan is to demonstrate how the proposed development contributes to the streetscape and is consistent with both the planned and existing character of the Yonge Street Intensification Corridor. An inventory, assessment, and understanding of the physical features of the existing site context is included in Section 2 of this report. The plan also demonstrates why higher densities should be considered appropriate in this location given the properties context to abutting lands. A Shadow Impact Study and Microclimate Assessment (Pedestrian Level Wind Study) are discussed in Sections 6 & 7 of this Report to further support the appropriateness of the proposed development.

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Figure 10. Connectivity & Future Developments

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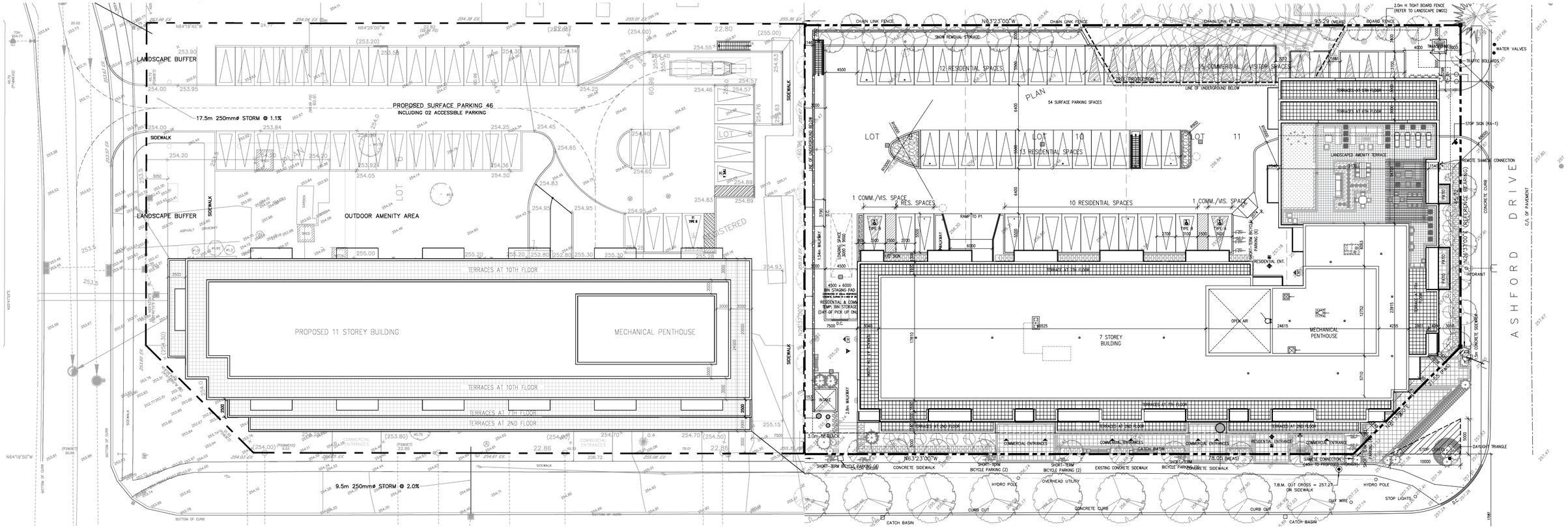

Figure 11. 667-685 Yonge Street

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SHADOW STUDY

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A Shadow Study was completed by Architecture Unfolded for the proposed development. This study demonstrates the shadows cast by the proposed development during several times throughout the year. The Study determines whether shadows generated will impact adjacent properties, streets and public spaces, and to what extent.

The month of April affects the properties located southwest and northwest, identified as a commercial plazas, as well as lands to the southeast at 681 & 685 Yonge Street. Through the simulation, the morning hours between 8:00-9:00am are the only times where a shadow is cast to the commercial plazas. Considering the shadows are cast at early hours, there is little to no anticipated impact to this commercial plazas. Furthermore, the area impacted is noted to consist of surface parking. Through the simulation, the evening hours between 5:00pm-6:40pm are the only times where a shadow is cast to the lands at 681 & 685 Yonge Street. Through a review of the site plan for these lands, it is noted that the areas impacted largely consist of private condominium roads and surface parking. As such, little to no impact is anticipated to these lands.

The month of June affects the properties located to the south within the Heritage Mall and lands to southeast at 681 & 685 Yonge Street. Through the simulation the morning hours between 7:00-8:00am are the only times where a shadow is cast to the Heritage Mall lands. Considering that the affected lands are currently vacant of any uses, and that the hours are cast before typical business hours, there is little to no anticipated impact to this use/future use. Through the simulation, the evening hours between 5:00-7:37pm are the only times where a shadow is cast to the lands at 681 & 685 Yonge Street. Through a review of the site plan for these lands, it is noted that the areas impacted largely consist of private condominium roads and surface parking. As such, little to no impact is anticipated to these lands.

The month of September affects the properties located to the northwest, identified as a commercial plaza, lands to the north, and lands to the southeast at 681 & 685 Yonge Street. Through the simulation, the morning hours between 8:30-10:30am are the only times where a shadow is cast to the commercial plaza to the northwest. Considering that this area impacted consists primarily of surface parking, there is little to no anticipated impact to the use of these lands. Through the simulation, the hours between 4:30-5:50pm impact the residential lands to the north. Angular plane provisions have been implemented and adhered to, to minimize impact to these adjacent residential uses. Considering the lands affected consist of open lawn/yard, there is little to no anticipated impact to the residential uses to the north, with appropriate access to sun maintained to these lands. Through the simulation, the evening hours between 4:30pm-5:50pm are the only times where a shadow is cast to the lands at 681 & 685 Yonge Street. Through a review of the site plan for these lands, it is noted that the areas impacted largely consist of private condominium roads and surface parking. As such, little to no impact is anticipated to these lands.

The month of December affects the properties located northwest and north of the site. Through the simulation, minimal shadowing occurs on the surrounding built form. Considering that majority of shadowing occurs on lands identified as surface parking, open lawn/yard and that appropriate angular plane provisions have been adhered to along the north property line of the proposed building, impact to the affected uses have been minimized.

The Shadow Study is shown in Figure 13.

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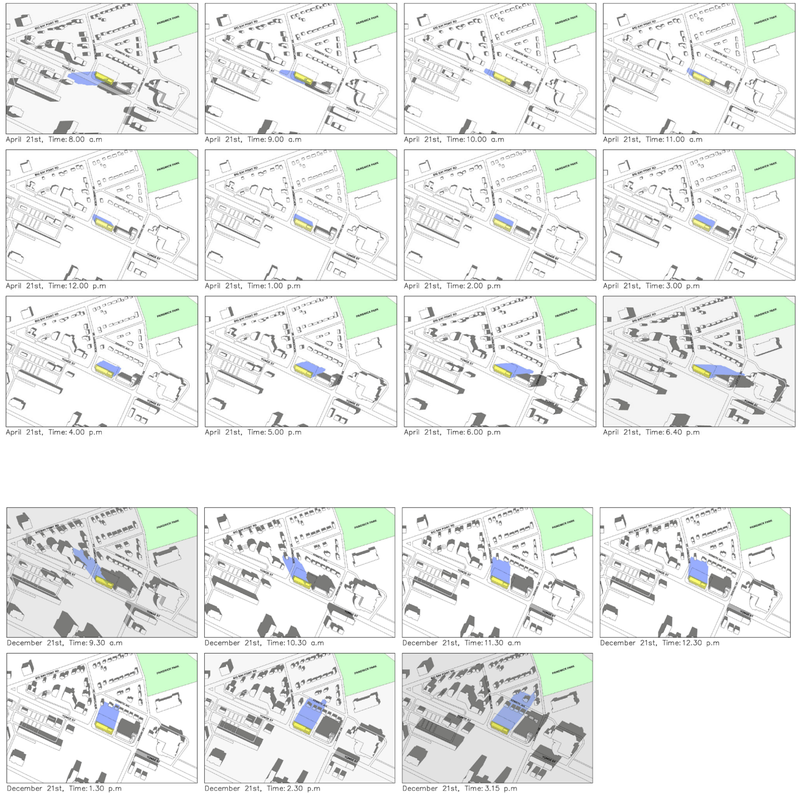

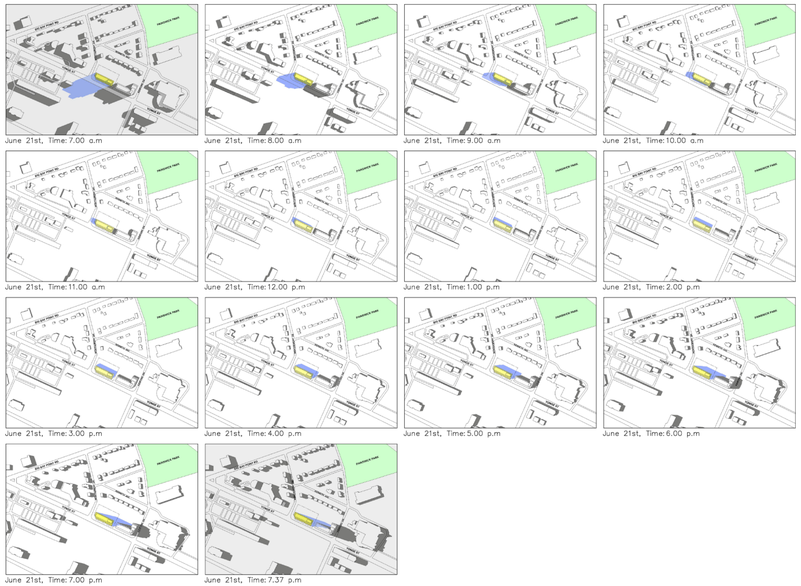

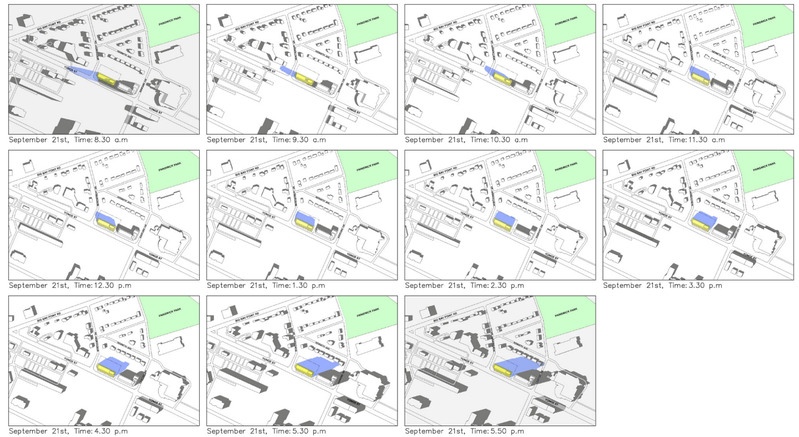

Figure 12. Shadow Study

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MICROCLIMATE

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A Pedestrian Level Wind Study was completed by Gradient Wind Engineering Inc. for the proposed development. This study investigates pedestrian wind comfort and safety within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The Pedestrian Level Wind Study concludes the following:

1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, the proposed outdoor amenity area, surface parking, and in the vicinity of building access points, are considered acceptable.

2) Regarding the rooftop terrace, wind conditions during the typical use period of late spring through early autumn are predicted to be suitable for sitting over the west half of the roof and suitable for standing over the east half. Depending on the programming of the space, the noted conditions may be considered acceptable. If an amenity terrace is to be accommodated over the east half, sitting conditions may be extended with perimeter wind barriers and in-board wind barriers installed around seating areas. If necessary, mitigation strategies will be developed and confirmed in collaboration with the design team for the future Site Plan Control application.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Images and figures from the Pedestrian Level Wind Study are included in Figure 14.

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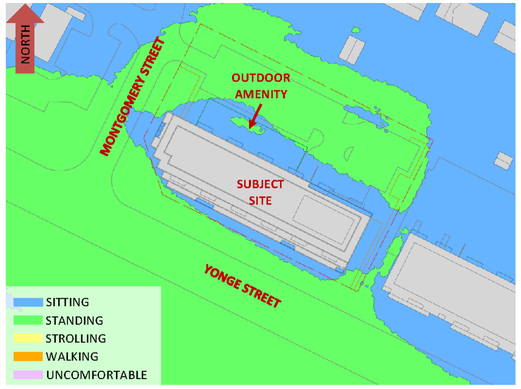

FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

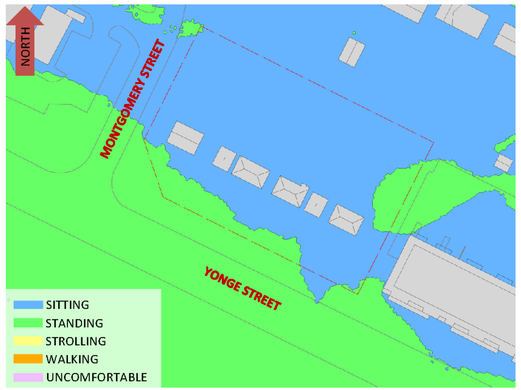

FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

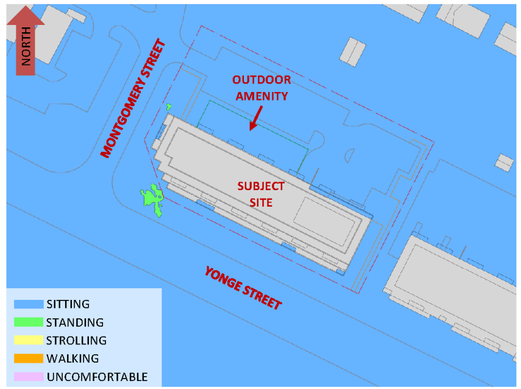

FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

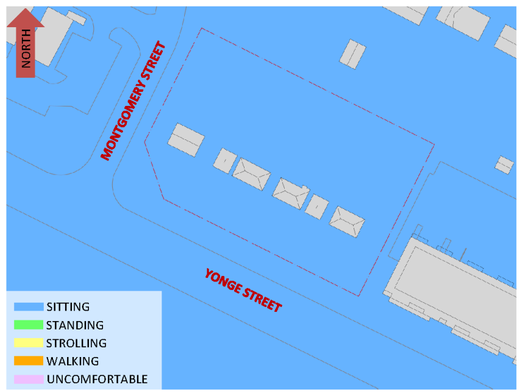

FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

Figure 13. Microclimate Assessment

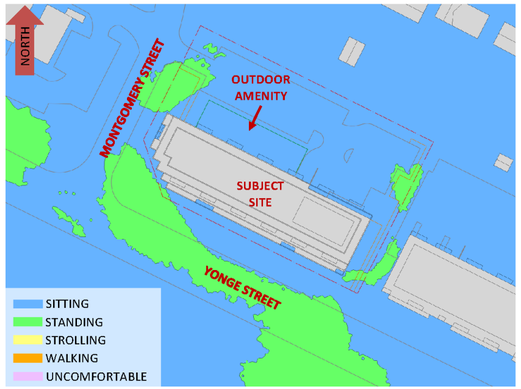

FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

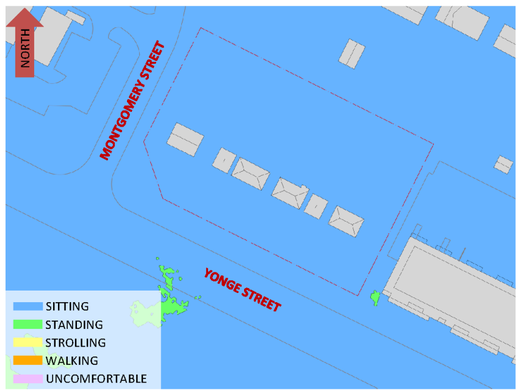

FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

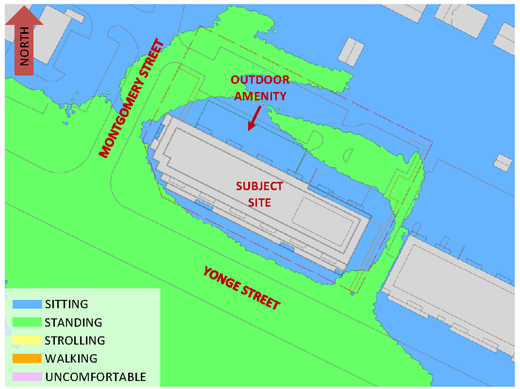

FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

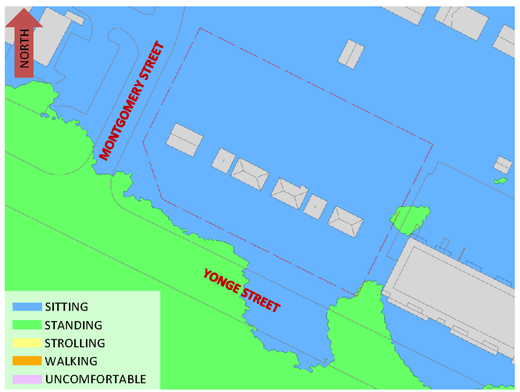

FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

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CONCLUSION

8

The proposed Zoning By-law Amendment (ZBA) seeks a change in zoning from 'Residential Single Detached Dwelling First Density' (R1) to 'Mixed Use Corridor 2 with Special Provisions' (MU2-SP-___). This zone is intended to facilitate the future development of an 11-storey mixed use building with 249 residential units and ground floor commercial space.

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development. The City of Barrie Urban Design Guidelines have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives.

The site is considered appropriate for intensification and is in accordance with the established locational criteria. A strong urban streetscape, pedestrian supportive design, and high quality site design creates a development that aligns with the vision of the Yonge Street Intensification Corridor.

The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

It is our professional planning opinion that the Zoning By-law Amendment application, and development in general, adequately satisfy the City's urban design guidelines and goals.

Respectfully submitted,
Innovative Planning Solutions

Darren Vella, MCIP, RPP
President & Director of Planning Planner

Karla Tamayo, M.Pl.
SeniorPlanner

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