



URBAN DESIGN BRIEF

**284 AND 286 DUNLOP STREET WEST AND
119 AND 121 HENRY STREET**

CITY OF BARRIE

**APPLICATION FOR ZONING BY-LAW
AMENDMENT**

PREPARED FOR:

ARTEN DEVELOPMENT GROUP

NOVEMBER 2022

PREPARED BY:

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I TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	SITE DESCRIPTION AND AREA CONTEXT.....	2
2.1	Site Description.....	2
2.2	Topography and Vegetation	2
2.3	Surrounding Land Uses and Built Form Character	3
2.4	Existing Transportation Network	6
2.5	Guiding Vision and Design Principles.....	7
3.0	DESCRIPTION OF PROPOSED DEVELOPMENT.....	8
3.1	Development Summary and Statistics	8
3.2	Site Plan and Organization.....	9
3.3	Built Form and Architecture.....	10
4.0	URBAN DESIGN POLICY CONTEXT AND ASSESSMENT.....	16
4.1	City of Barrie Official Plan, 2018.....	16
4.1.2	City of Barrie Official Plan 2051 (DRAFT - 2021).....	16
4.2	City of Barrie Urban Design Manual, 2014.....	18
4.2.1	City of Barrie City-Wide Urban Design Guidelines (DRAFT - September 2020)	19
4.3	City of Barrie Intensification Area Urban Design Guidelines, 2012.....	21
5.0	SUMMARY CONCLUSIONS.....	29

II LIST OF FIGURES AND TABLES

Figure 1.0a - Rendering of Proposal, southeast corner of building as viewed from Dunlop Street W.....	1
Figure 2.0a - Key Map.....	2
Figure 2.0b - Subject Site Aerial.....	3
Figure 2.0c - Subject site as viewed from Dunlop Street W. looking northeast at 286 and 284 Dunlop St. W.....	4
Figure 2.0d- Subject site as viewed from Dunlop Street looking northwest at 284 Dunlop St. W.	4
Figure 2.0e - Subject site as viewed from Henry Street looking south, 119 and 121 Henry Street.....	4
Figure 2.0f - Subject site as viewed from Henry Street looking southwest, 119 and 121 Henry Street.....	4
Figure 2.0g - 280 Dunlop Street W.....	4
Figure 2.0h - 304 Dunlop Street W.....	4
Figure 2.0i - 290 Dunlop Street W.....	5
Figure 2.0j - 24 and 26 Anne Street N.....	5
Figure 2.0k - Southeast corner of Dunlop St. W and Anne St. S intersection.....	5
Figure 2.0l- 281 Dunlop Street W.....	5
Figure 2.0m - Esso Gas Station at 7 Anne Street N.....	5
Figure 2.0n - Commercial plaza at 285 Dunlop St. W.....	5
Figure 2.0o - Current Barrie Transit Routes around the site.....	6
Figure 2.0p- Barrie Transit Routes bus stops.....	6
Figure 3.0a - Proposed Site Plan.....	8
Figure 3.0b - Proposed Ground Floor Plan.....	9
Figure 3.0c - Proposed Building Elevations, South and East.....	11
Figure 3.0d - Proposed Building Elevations, North and West.....	11
Figure 3.0e - Building Section 1.....	12
Figure 3.0f - Building Section 2.....	12
Figure 3.0g - Proposed Coloured Elevations	13
Figure 3.0h - Building Rendering, looking northeast.....	14
Figure 3.0i - Building Rendering, looking southwest.....	14
Figure 3.0j - Building Rendering, looking southeast from Henry Street.....	15
Figure 4.0a - Proposed build out, aerial view.....	25
Figure 4.0b - Proposed build out, looking north.....	25
Figure 4.0c - Proposed build out, looking south.....	26
Figure 4.0d - Proposed build out, looking east.....	26
Figure 4.0e - Proposed build out, looking west.....	27
Figure 4.0f - Proposed build out, aerial.....	27
Figure 4.0g - Proposed build out, looking northeast.....	28
Figure 4.0h - Proposed build out, looking northwest.....	28
Figure 4.0i - Proposed build out, looking southeast.....	28
Figure 4.0j - Proposed build out, looking southwest.....	28

1.0 INTRODUCTION

M. Behar Planning and Design Limited (MBPD) has been retained by Arten Development Group to provide urban design consulting services for the redevelopment of 284-286 Dunlop St. W. & 119-121 Henry Street, City of Barrie.

The proposed application is for a 16 storey mixed-use residential and commercial building.

This Urban Design Brief provides the urban design justification in support of the required application for Zoning By-law Amendment.

This Brief includes the following topics:

- Site analysis and area context
- The details of the proposal, including proposed development statistics and attributes, site plan organization, built form and massing, and shadow analysis
- Review and assessment of the existing applicable urban design policy framework, including:
 - Barrie Official Plan (2018)
 - Draft City of Barrie Official Plan 2051 (2021)
 - City of Barrie Urban Design Manual (2014)
 - Draft City-wide Urban Design Guidelines (2020)
 - City of Barrie Intensification Area Urban Design Guidelines (2012)
- Design considerations with regard to matters such as site layout, massing, building design, and on site areas for potential landscaped open space.
- Summary conclusions of the urban design rationale for the proposed development

This Urban Design Brief should be read in conjunction with the Planning Justification Report prepared by MHBC Planning.



Figure 1.0a - Rendering of Proposal, southeast corner of building as viewed from Dunlop Street W.

2.0 SITE DESCRIPTION AND AREA CONTEXT

2.1 SITE DESCRIPTION

The site is located within a built-up area of Barrie, approximately 50 metres from the intersection of Dunlop Street West and Anne Street. The site is rectangular in shape with an area of 3,531.20 m² and approximately 36.48 m of frontage along Dunlop Street West and 34.72 m along Henry Street. The site is comprised of four municipal property addresses: 284 and 286 Dunlop Street West and 119 and 121 Henry Street.

Currently, the site contains a two-storey commercial building (284 and 286 Dunlop St W.) and two residences (119 and 121 Henry Street). These buildings are proposed to be removed as part of the redevelopment.

2.2 TOPOGRAPHY AND VEGETATION

The site is generally flat and contains deciduous trees, grass and shrubs within the two lots on the site along Henry Street. However, the two lots along Dunlop Street W. are covered by hard surface paving around the existing commercial building.

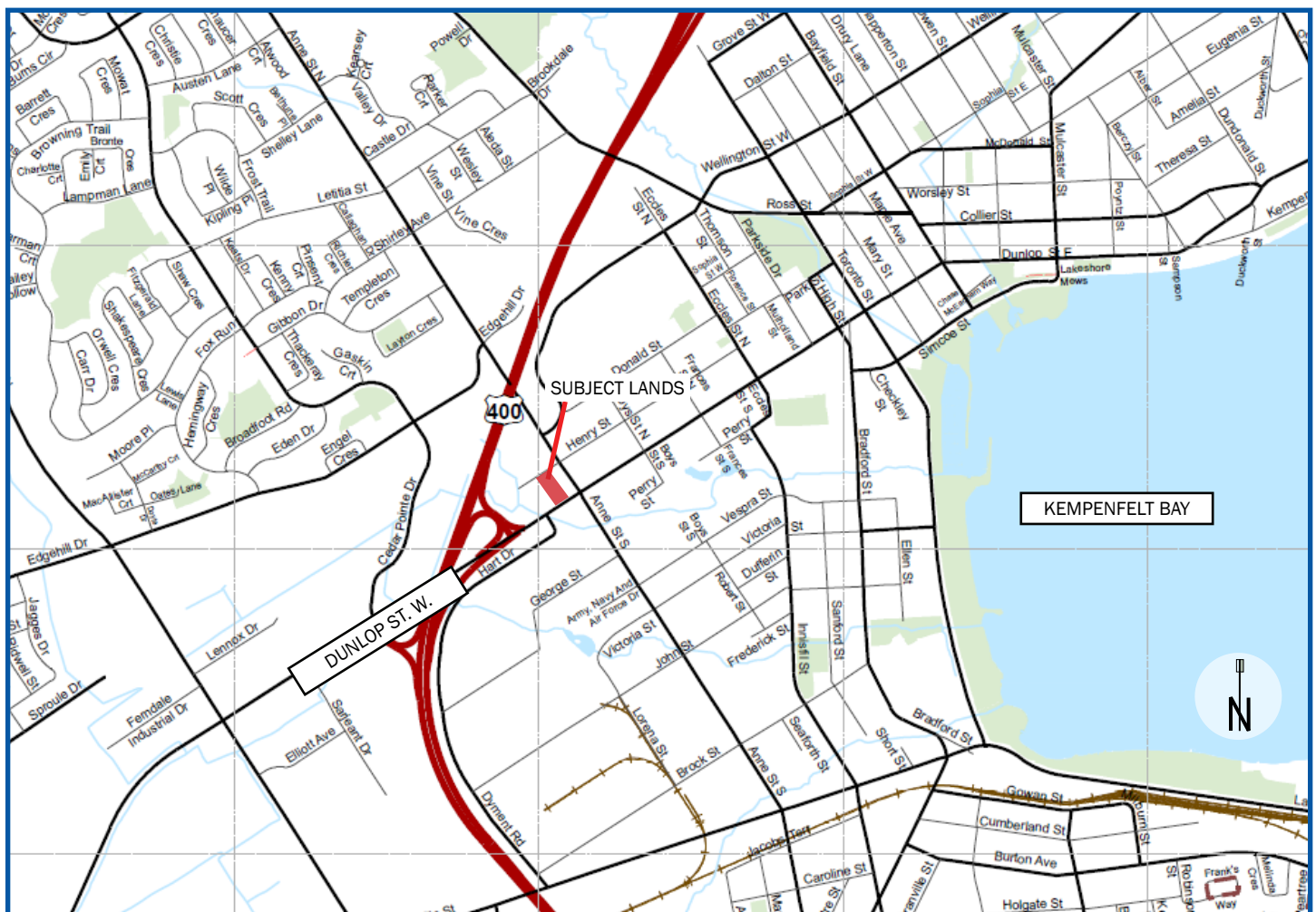


Figure 2.0a - Key Map

2.0 SITE DESCRIPTION AND AREA CONTEXT

2.3 SURROUNDING LAND USES AND BUILT FORM CHARACTER

The area surrounding the site is generally characterized by 1 to 2 storey commercial buildings and detached dwellings.

Further detail on the current land use and built form character of the area is provided below.

2.3.1 North

- One to two storey detached residences

2.3.2 East

- Two storey building containing a used car dealership and residential apartment units
- One and a half and two storey detached residences

2.3.3 South

- Commercial retail uses

2.3.4 West

- One storey used car dealership directly adjacent the site
- One storey commercial plaza known as the Dunlop Village Plaza



Figure 2.0b - Subject Site Aerial

2.0 SITE DESCRIPTION AND AREA CONTEXT



Figure 2.0c - Subject site as viewed from Dunlop Street W. looking northeast at 286 and 284 Dunlop Street W.



Figure 2.0d - Subject site as viewed from Dunlop Street looking northwest at 284 Dunlop Street W.



Figure 2.0e - Subject site as viewed from Henry Street looking south, 119 and 121 Henry Street



Figure 2.0f - Subject site as viewed from Henry Street looking southwest, 119 and 121 Henry Street



Figure 2.0g - 280 Dunlop Street W.



Figure 2.0h - 304 Dunlop Street W.

2.0 SITE DESCRIPTION AND AREA CONTEXT



Figure 2.0i - 290 Dunlop Street W.



Figure 2.0j - 24 and 26 Anne Street N.

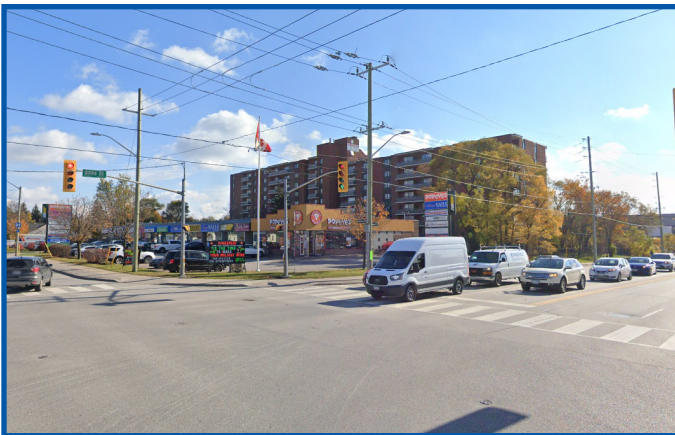


Figure 2.0k - Southeast corner of Dunlop St. W and Anne St. S intersection



Figure 2.0l - 281 Dunlop Street W.



Figure 2.0m - Esso Gas Station at 7 Anne Street N.



Figure 2.0n - Commercial plaza at 285 Dunlop St. W.

2.0 SITE DESCRIPTION AND AREA CONTEXT

2.4 EXISTING TRANSPORTATION NETWORK

Dunlop Street is classified as an Arterial Road as per Schedule D – Roads Plan of the City of Barrie Official Plan.

The subject site is serviced by public surface transit with several stop located within the immediate vicinity along Dunlop Street and on Anne Street. There are seven bus routes that service the area all of which are provided by Barrie Transit.

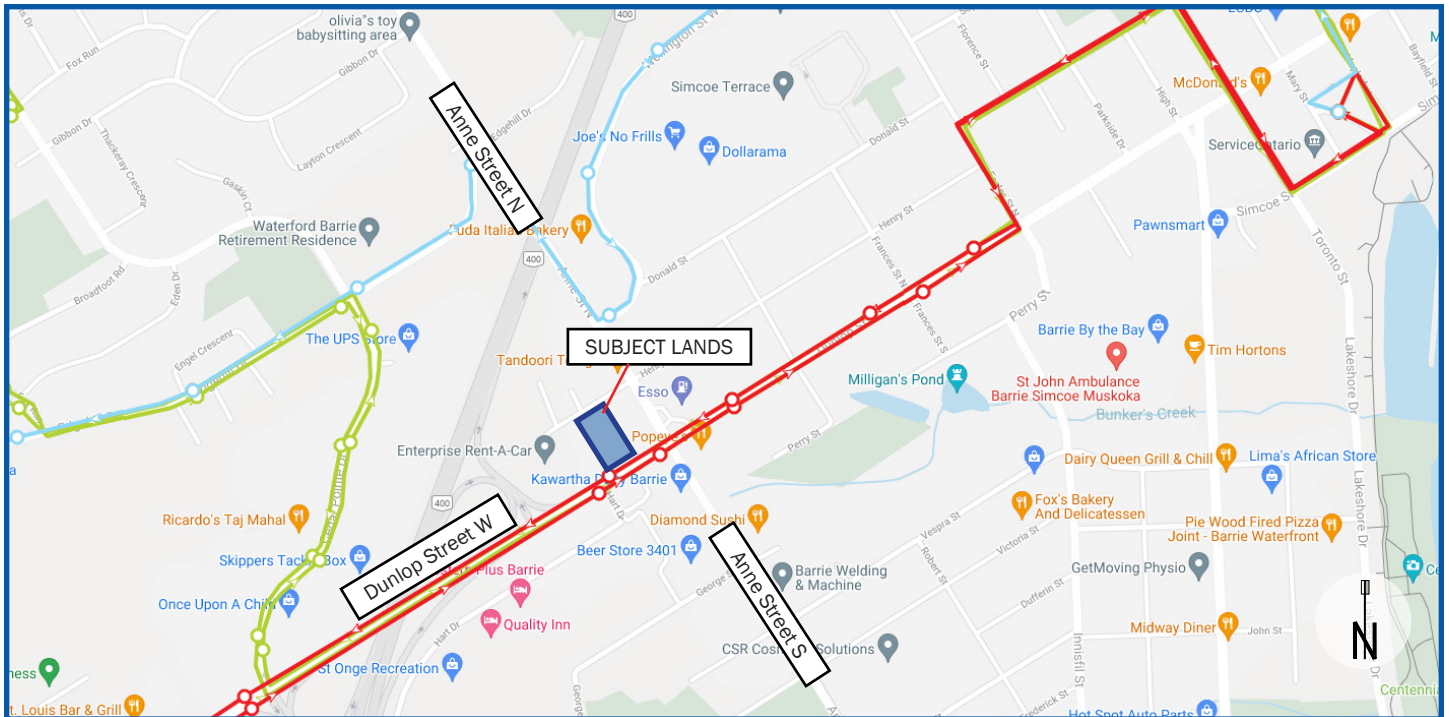


Figure 2.0o - Current Barrie Transit Routes around the site

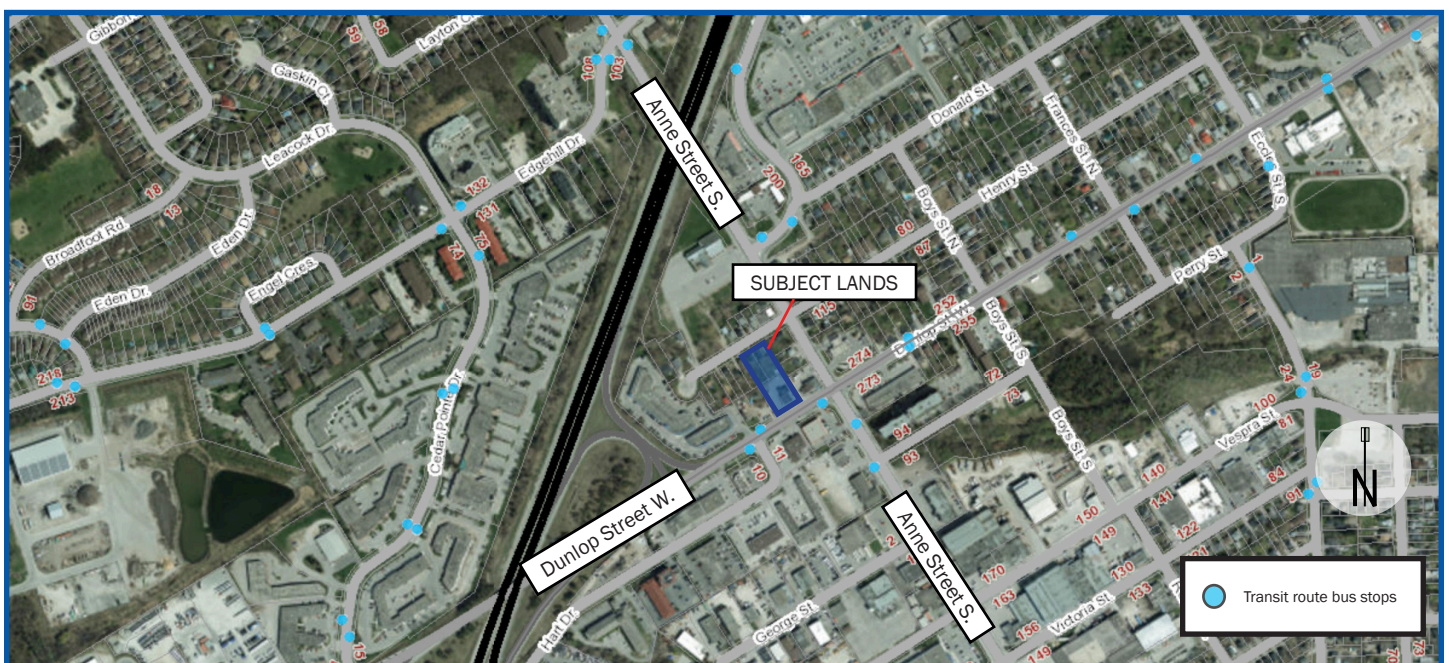


Figure 2.0p- Barrie Transit Routes bus stops

2.0 SITE DESCRIPTION AND AREA CONTEXT

2.5 GUIDING VISION AND DESIGN PRINCIPLES

This proposal will provide a development that is consistent with the City's official plan vision for Dunlop Street as a mixed-use avenue and intensification corridor.

In this regard, the proposal provides a mixed-use building that is indicative of compact urban form and presents an efficient use of land. It also establishes a strong pedestrian scale along an arterial road that is serviced by surface transit, creating a transit-oriented development.

The proposed development is based on principles of sustainable urbanism and good urban design, while ensuring compatibility with the existing and planned built form context of the area. It is noted that many of the design principles noted below are reflected in the urban design policies and guidelines of the City of Barrie Official Plan (2018), Draft City of Barrie Official Plan 2051 (2021), Urban Design Manual (2014), Draft City-Wide Urban Design Guidelines (DRAFT - September 2020), and the Intensification Area Urban Design Guidelines (2012).

The guiding principals include:

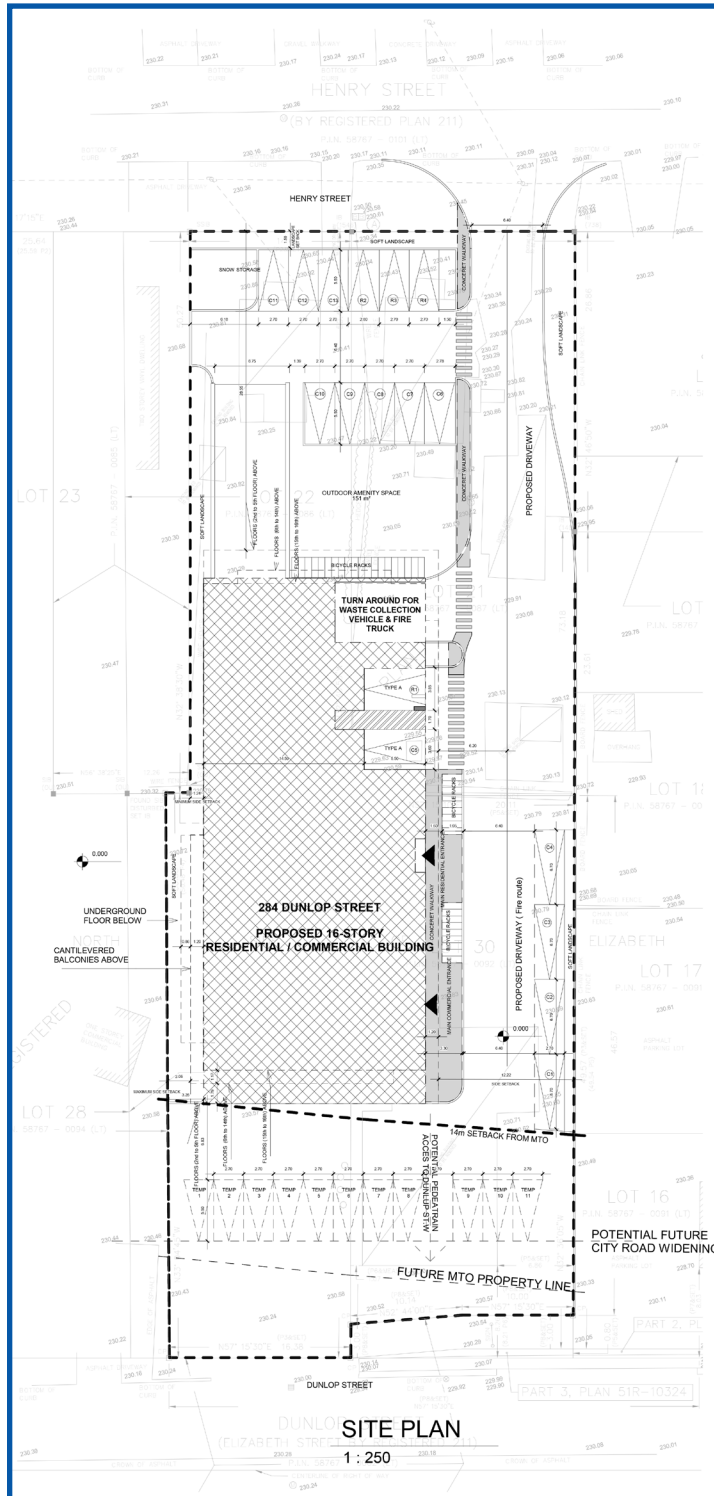
- Employ the vision articulated in the City's policy and guideline documents for a mixed-use and pedestrian and transit supportive development along the intensification corridor of Dunlop Street;
- Ensure compatibility and appropriate transition to adjacent neighbourhoods and land uses;
- Promote a compact, pedestrian and transit-oriented development through appropriate massing, site layout and building articulation; and
- Create a prominent and distinctive architectural expression in the City of Barrie Skyline particularly on Dunlop Street West.

A detailed assessment of these principles is contained in Section 4.0 of this report.

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 DEVELOPMENT SUMMARY AND STATISTICS

The proposal is for a 16 storey mixed-use building, which incorporates a 4 storey pedestrian-scale podium with ground related and second floor commercial uses that front onto Dunlop Street West. A total of 124 residential units are proposed along with 1,058 m² of commercial space.



- Site area of 3531.2 m²
- The total gross floor area of the building is 8,802 m²
- Floor space index of 3.55
- Building height of 50.10 m
- 477 m² of commercial space at the ground level and 581 m² on the second floor
- A total of 839 m² of indoor and outdoor amenity area:
 - Approximately 151 m² of outdoor amenity is provided at grade;
 - A total of 207 m² of indoor and 53 m² of outdoor amenity area is provided on the second floor; and
 - Approximately 571 m² of roof top amenity space is provided on the 17th floor.
- The tower portion of the building is slender with floor plates of:
 - 861.1 m² at the 6th to 14th floors; and
 - 686.3 m² at the 15th and 16th floors.
- A total of 147 parking spaces are provided: 124 residential parking spaces and 23 retail/office spaces
- A total of 94 bicycle parking spaces: 38 short term spaces are provided at grade and 56 long term spaces are provided in the underground parking garage.

Figure 3.0a - Proposed Site Plan

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

3.2 SITE PLAN AND ORGANIZATION

The proposed development has been organized to utilize the geometry of the site as well as accommodate required widenings and setbacks. In this regard, given the proximity of the site to Highway 400, the Ministry of Transportation has imposed a 14 m setback from the future MTO property line. A City widening is also proposed within this 14m setback, creating a new front property line along Dunlop Street.

As a result, the ground floor is set back 12.33 m from the proposed front property line along Dunlop Street. The building is setback 28.55m from Henry Street to comfortably meet the 45-degree angular plan taken from the low-rise residential area on the north side of Henry Street.

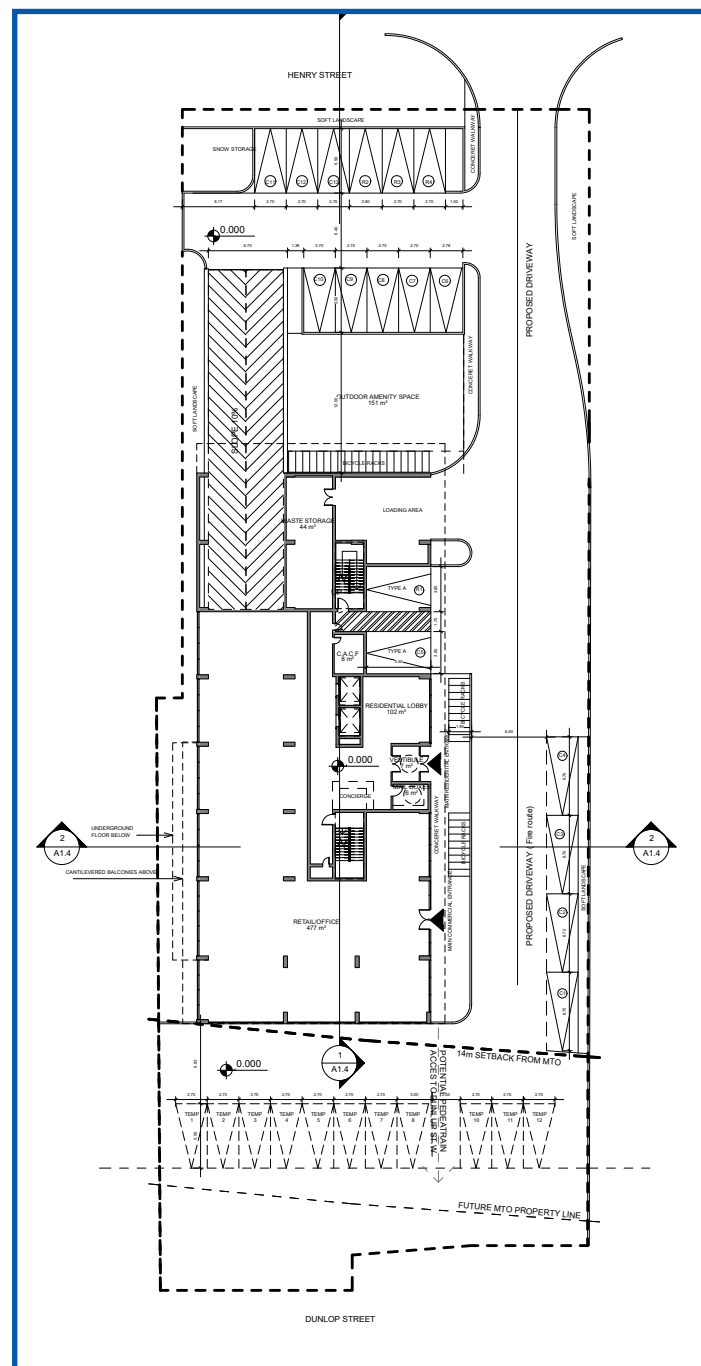


Figure 3.0b - Proposed Ground Floor Plan

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The ground floor of the podium will contain at grade retail/office space, as well as a main lobby for the residential units to help provide a pedestrian supportive streetscape to the full extent feasible given MTO requirements for a substantial setback. The entrances to the commercial and residential units are oriented towards the east side of the ground floor via a pedestrian walkway that is anticipated to connect to the public sidewalk along the street.

Vehicular access to the site is provided at the north east corner by means of a 6.4 m wide driveway from Henry Street. The driveway connects to an entrance ramp for the two-level underground parking garage. The 6.75 m wide entrance ramp is located at the northwest portion of the site. The driveway continues to the south along the east property line providing convenient access to the garbage and loading areas contained within the podium and screened from public view.

Two rows of vehicular parking are provided along with landscaped 1.2 m open space buffer and snow storage along Henry St. Along the west property line of the site, 1.24 m to 3.25 m landscape buffers are also provided. Open space areas for landscaping have also been provided along the east property line at the entrance of the building off Henry Street. At the south along Dunlop St. W., 11 temporary parking spaces and a potential pedestrian connection have been shown.

An outdoor amenity space 151 m² in size is located on the north side of the proposed building.

A detailed landscape plan will be submitted at the site plan stage.

3.3 BUILT FORM AND ARCHITECTURE

The proposed 16 storey building is representative of contemporary architectural design and provides a dynamic presence in the skyline and a pedestrian supportive environment along Dunlop St. West.

The building is massed to provide an elegant and slender tower with a 4-storey pedestrian scaled podium. Step backs at the fifth and the fifteenth floors articulate the tower portion from the podium base. The tower has approximately 861 to 864.9 sq. m² floor plates and is stepped back 3.0 m and 3.2 m from the podium façade at the fifth floor along the Dunlop Street W. and Henry Street frontages.

Floors 2 to 4 of the podium project 1.2 m over the ground floor on the east side and 2.5 on the north side creating overhangs for pedestrian comfort on the site and accesses for building entrances.

The building is intended to be clad predominantly with curtain wall and aluminum composite panels. Balconies contribute to a vocabulary of strong geometry and further articulate the overall massing. They are designed to create a prominent façade pattern adding visual interest and a distinct design theme to the building. Further detail on material selection will be decided on and provided at the site plan application stage.

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

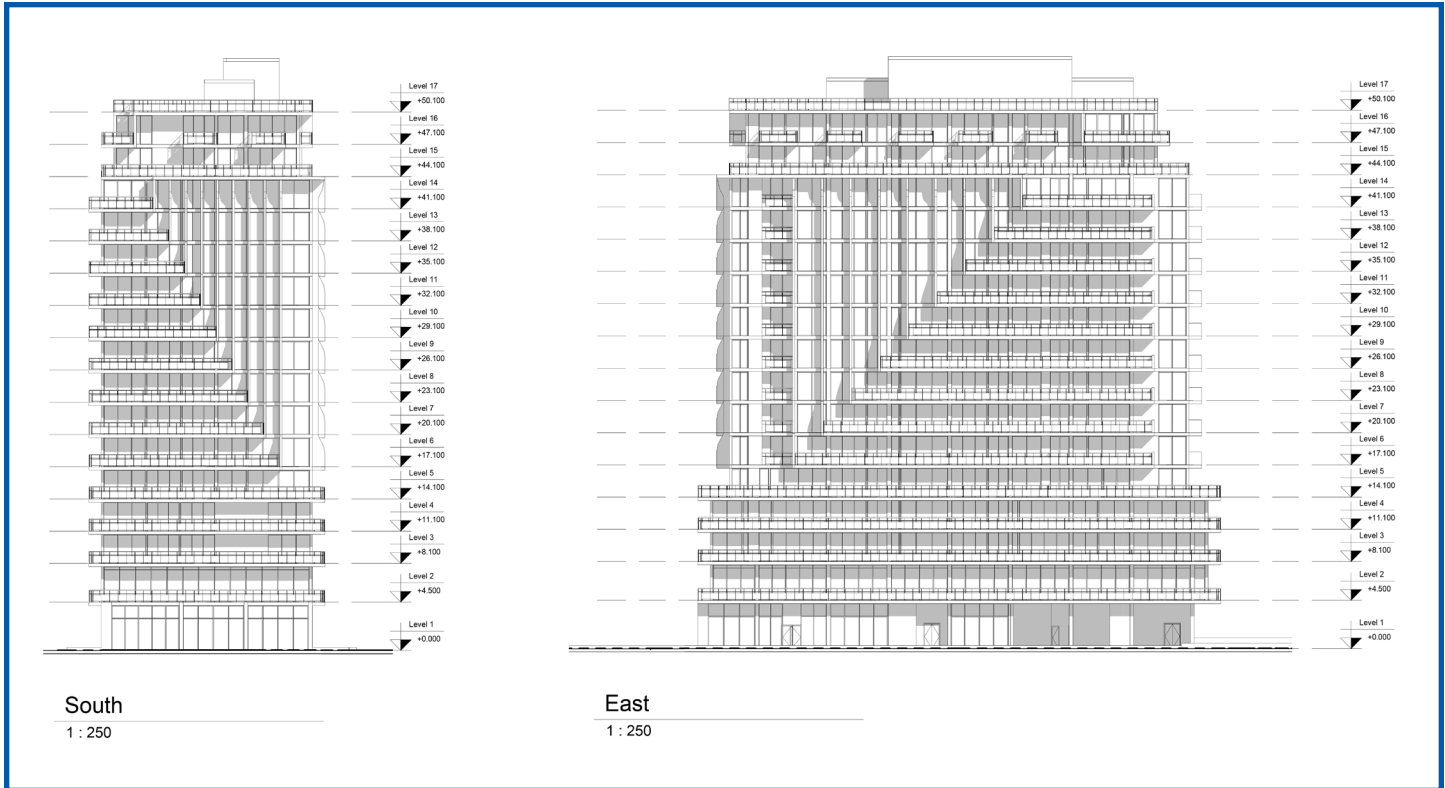


Figure 3.0c - Proposed Building Elevations, South and East

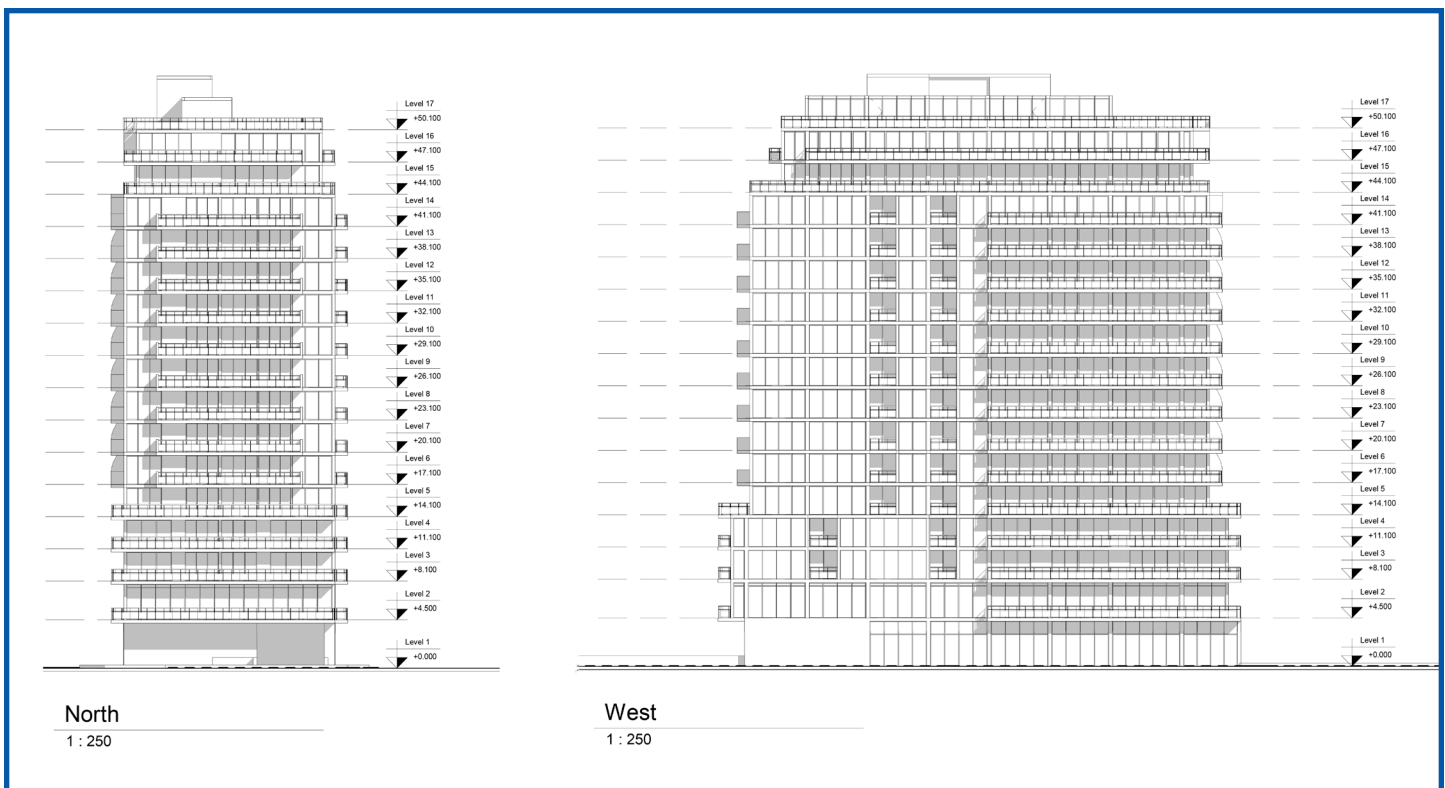


Figure 3.0d - Proposed Building Elevations, North and West

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

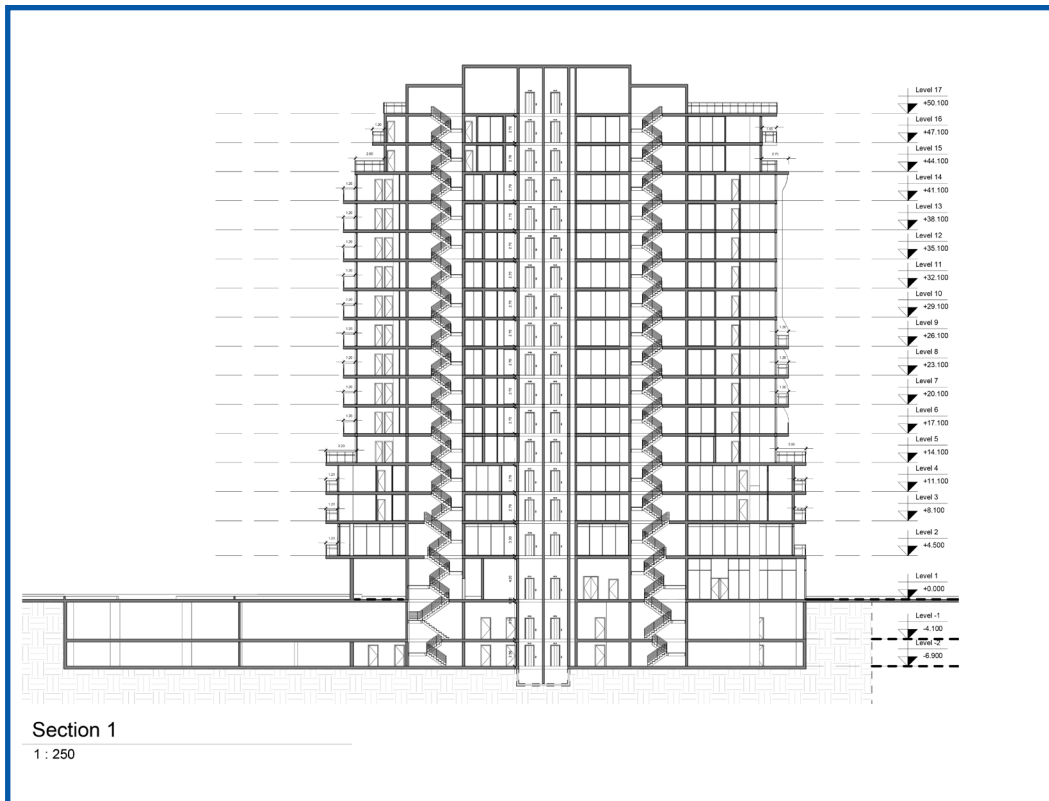


Figure 3.0e - Building Section 1

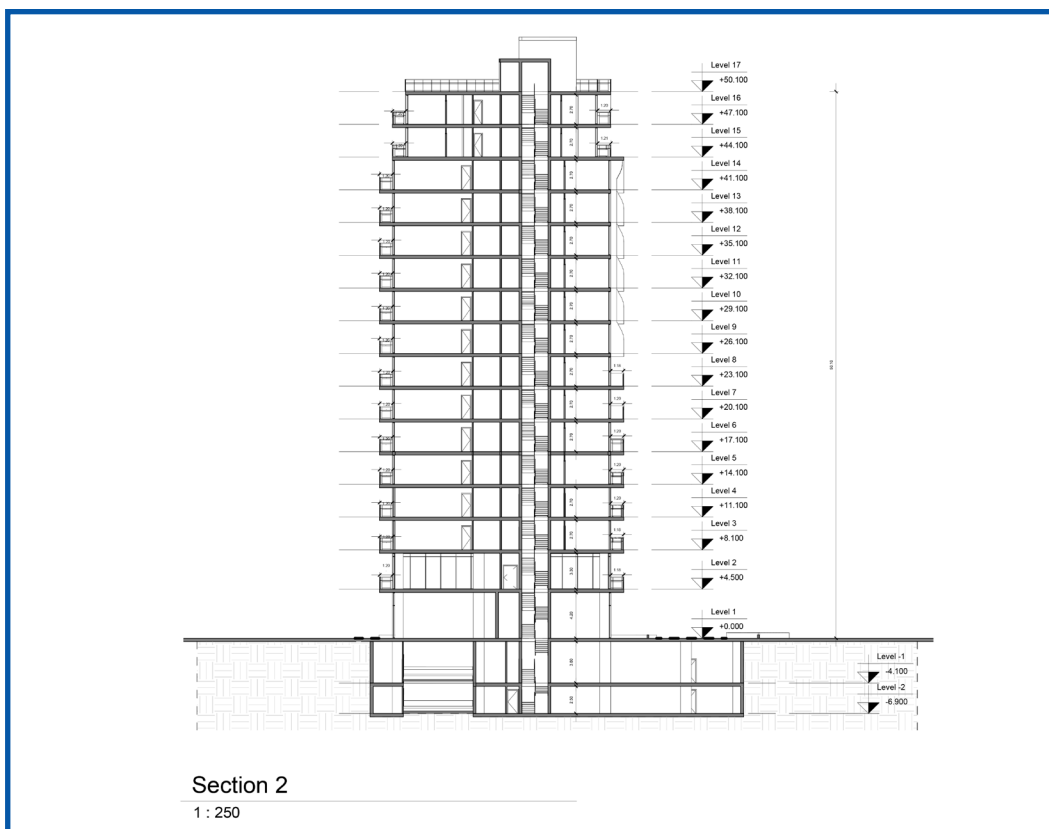


Figure 3.0f - Building Section 2

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT



Figure 3.0g - Proposed Coloured Elevations

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT



Figure 3.0h - Building Rendering, looking northeast



Figure 3.0i - Building Rendering, looking southwest

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT



Figure 3.0j - Building Rendering, looking southeast from Henry Street

4.0 PLANNING & URBAN DESIGN PARAMETERS

4.1 CITY OF BARRIE OFFICIAL PLAN, 2018

The City of Barrie Official Plan provides land use development goals, objectives and policies for the guidance of development decisions within the City of Barrie. Section 6.5 Urban Design Guidelines provides policies which speak to aesthetic matters of development on a site-specific basis. The guidelines provide a framework for the development of a healthy, safe, efficient and aesthetically pleasing urban environment.

General design guidelines under section 6.5 relate to building and siting, parking area, landscaping, environmental features, signage, utilities, and energy efficient urban design. Policies in this section refer to:

- Building design that should compliment and contribute to community character through massing, architectural treatments to large walls to avoid blank walls, well-defined entrances accessible to all, and the promotion of pedestrian linkages between commercial and residential properties;
- Linking mutual entrances to parking areas, driveways and access points, providing accessible parking and location of major parking, loading and delivery areas at the rear of buildings;
- Providing planting strips along street frontages with planting materials and street furniture, using native vegetation and water conservation in landscaping practices, properly screening commercial and abutting residential uses through a combination of landscaping, berming and fencing;
- Protecting, preserving and maintaining natural features as part of development applications;
- Complementing signage with the architectural design of a building in accordance with sign by-laws;
- Clustering and screening utilities in public rights -of-way and on private property to minimize visual impact;
- Using energy efficient building and landscaping design features where possible;

Section 6.6 Tall buildings and Height Control contains specific policies which relate to any building proposed to be higher than three storeys in height. The policies contained in Section apply to the entire City and more specifically to Intensification Notes and Corridors. General policies relate to:

- Innovative architectural design to reduce the visual and physical impact of height on the adjacent pedestrian realm;
- Tower design featuring floor plate sizes that result in slender buildings, reducing the visual and physical impact of tall buildings;
- Separation distance between existing tall buildings and proposed tall buildings or where multiple tall buildings are proposed on the same property;
- Where possible, parking areas, entrances to underground parking, site servicing, loading areas, and building utilities should be located towards the rear of buildings screened from public view.

4.1.2 CITY BARRIE OFFICIAL PLAN 2051 (DRAFT - 2021)

The City of Barrie Official Plan 2051, currently in draft form and has not been approved by Council, will guide development in Barrie over the next 20 years. The draft Official Plan 2051 is currently under review by staff and under public consultation and a second draft has been released for public review on May 19, 2021.

The Draft Official Plan emphasizes design excellence and sets out relevant urban design policies under the heading of Planning an Attractive City. Sections 3.1 to 3.4 have been considered for the proposed development as these policies represent the future direction of the City of Barrie. The draft Urban Design policies ensure that every new development approved by the City will conform to the relevant policies in the Plan.

The Area-Specific Urban Design Standards under Section 3.4 provide guidance related to specific areas of the City.

4.0 PLANNING & URBAN DESIGN PARAMETERS

Section 3.3 Built Form Types and Development Criteria of the Draft Official Plan provides general urban design policies that include: promoting design excellence, human scale design, complete neighbourhood design, sustainable and resilient design and public realm design.

Section 3.3.4 High-Rise buildings provides future policy direction on urban design for buildings over 12 storeys in height to be designed with the following elements:

- Podium, being the base of a building that frames the public realm to help make the building human scale, help enhance the overall building design and is programmed to provide an active pedestrian streetscape. The podium should be between three and six storeys in height.
- A Tower portion that is slender in shape to reduce negative visual impacts of the tower and allow the podium to be the primary element of the public realm.
- Tower Top, being the thoughtful architectural design of the rooftop to provide appropriate expression to the top of the building.

Assessment of Current and Draft Official Plans

The proposed high rise, mixed use development implements the applicable urban design policies of the City of Barrie Official Plan. The development is representative of high-quality urban design that is compact, mixed-use, attractive, sustainable, pedestrian friendly, transit supportive, and compatible with the surrounding area. The tower and podium massing and architectural design complement the emerging character of Dunlop St. W. as an intensification corridor.

Building and Siting

The proposed building is 16 stories in height with an 861.1 m² to 864.9 m² slender floor plate between the 5th and 14th floors, and 686.3 m² at the 15th and 16th floors. Entrance to the building is gained via two entrances from the east side adjacent the drive aisle via a 3.3 m walkway.

The proposed building is setback 12.33 m from Dunlop Street. A 14 m setback is required by the Ministry of Transportation (MTO) as a road widening will be taken by MTO to realign the onramp to highway 400. An additional road widening will be taken by the City of Barrie. Vehicular access to the site is obtained by a 6.4 m driveway from Henry Street. The access to the underground parking garage is located at the rear of the building.

Street Level Activity and Podium

At the street level, the 4 storey podium establishes a human-scaled presence along the Dunlop Street frontage with at grade retail/office uses and main building entrances located on the ground floor. The placement of the vehicular access and driveway from Henry Street allows all parking and service areas of the building to be contained within the site.

The podium extends to the north of the site towards Henry Street at a height of 4 stories to provide a consistent building massing and to compliment the design of the tower.

Parking Areas

A total of 17 surface parking spaces are located on the site: 11 spaces at the back, 2 barrier free spaces and 4 along the east property line. There are 11 temporary parking spots at the front of the site. The parking for the building is largely contained within a 2 storey underground parking structure.

4.0 PLANNING & URBAN DESIGN PARAMETERS

Landscaping and Amenity Space

There is a 1.24 m to 3.25 m landscape strip along the west property line and 1.2 m along the east property line. The parking area along Henry Street has a 1.5 m landscape strip and a 28.55 m rear yard setback has been provided for the building.

An outdoor amenity space of 151 m² has been provided to the north of the building podium adjacent the commercial parking spaces on the ground level. A rooftop amenity space of 571 m² has been provided along with an indoor amenity area of 207 m² on the second floor.

Building Shadowing

A shadow study analysis has been conducted for this proposed development and provided under a separate cover. The shadow analysis prepared by Urbanscape Architects illustrates that the shadows cast from the proposed development are compact and move quickly from west to east with no adverse impacts due to the slender floor plate of the tower. Since the building is located on the north side of the street, the analysis demonstrates that there are no shadowing impacts on public sidewalks along Dunlop Street. Please refer to the Shadow Study plans A1.12 to A1.15 prepared by Urbanscape Architects submitted under separate cover.

Local Area Compatibility

The building has been appropriately setback on the site away from the existing residential properties located on the south side of Henry Street. Due to the constraints imposed by the 14 m MTO setback, the building has been placed as close to Dunlop Street W. as possible. To maintain compatibility with the existing neighbourhood, a 3.0 m and 3.25 m step-back have been provided on the 5th floor from the south side of the building from Dunlop St. W. and north side from Henry St. Additionally the building is setback 28.55 m from Henry Street to the podium.

As part of this report, we have assessed how the proposed building and the neighbouring properties could potentially be developed as part of a larger block plan. This modelling indicates that there is an opportunity to provide a mid-rise building to the east at the corner of Anne Street N. and Dunlop Street W. and a taller building to the west. A future development for another tower to the west would be feasible given the size of the lots to the west. This potential allows any future development proposal to maintain a 25 m tower separation distance and a prominent podium – see figures 4.0a through 4.0j below.

4.2 CITY OF BARRIE URBAN DESIGN MANUAL, 2014

The City of Barrie Urban Design Manual has been established to implement the urban design policies within the City of Barrie Official Plan. The guidelines provide the framework for establishing urban form ensuring that development proposals are consistent with the City's vision for urban design. The Guidelines should be read in conjunction with the City's strategic plan, the Official Plan and other regulatory documents such as the local Zoning By-law. The guidelines are also intended to be flexible and serve as a guide to expressing the preferred design objectives by the City. The following guidelines are noted in relation to the proposed development:

Section 2.0 - Physical Environment and Building Siting

- Ensure compatibility of the development with adjacent area development;
- Design buildings at a scale that is compatible with adjacent structures that respect the established heights and setbacks in the neighbourhood;
- Locate open storage, loading and garbage enclosures and equipment area where they are screened from public view;

4.0 PLANNING & URBAN DESIGN PARAMETERS

- Design the building setback at a pedestrian scale to contribute to a desirable streetscape;
- Locate active uses such as retail at the street level to encourage pedestrian activity;
- Site buildings to reduce the visibility of parking areas or screen parking areas to reduce impact;
- Minimizing shadow impacts on adjacent properties;
- Orient building entrances and windows close to the street to increase surveillance of the street.

Section 3.0 - Site Circulation

- Provide a safe and convenient and accessible pedestrian network from street to building, parking area to building, and building to building;
- Minimize pedestrian and vehicular crossings on site;
- Locate parking areas (particularly barrier free parking spaces) in close proximity to building entrances;
- Provide appropriate snow storage areas that do not interfere with pedestrian and vehicle circulation;
- Visitor parking areas should be located near main entrances of buildings and marked with signage, providing visitors with a direct route to and from the building;
- Provide barrier free parking close to entrances and elevators;
- Parking garages should be designed with maximum visibility and surveillance from the street, adjacent buildings and stairwells;
- Position all pedestrian entrances and exits next to vehicle entrances and in a visible location;
- Locate site access in a manner that reduces traffic conflict and confusion;
- Ensure that emergency vehicles can gain easy access to, within and from the site. A minimum emergency access route width of 6.4 m is required.

Section 7.0 - Architectural Design

- Ensure that the architectural design is compatible with the developing character of the neighbouring area. Design compatibility includes complementary building style, form size, colour and materials;
- Ensure that building heights and scale relate to the existing developed form of the area and unify or enhance the building character of the neighbourhood;
- Locate the main building facade towards a public street or internal courtyard. Principle walls should have windows along the street or interior space to provide casual surveillance and break up the building mass;
- Enclose or screen rooftop mechanical equipment. Integrate roofs and screening with the design of the building in terms of form, materials and colour;
- Ensure that main entrances to buildings are prominent and identifiable from the street to encourage pedestrian use.

Section 12 - Transit

- Locate buildings in commercial areas close to or at the property line to facilitate pedestrian access and encourage transit use;
- Coordinate transit stops with major activities, pedestrian routes and building entrance locations;
- Bike racks should be located near building entrances or in high foot traffic areas to increase pedestrian circulation for deterring potential offenders.

4.2.1 CITY OF BARRIE CITY-WIDE URBAN DESIGN GUIDELINES (DRAFT – SEPTEMBER 2020)

The draft City of Barrie City-Wide Urban Design Guidelines will provide performance standards for urban design throughout Barrie. The guidelines are a development review tool to evaluate the quality of proposals.

4.0 PLANNING & URBAN DESIGN PARAMETERS

With particular relevance to the proposed development, Section 2.0 Built Form and Site Design provides guidelines for: Site Planning and Layout; Architectural Design; Landscape Design; Site Access and Parking; Built Form Interactions with the Public Realm; Section 2.2.C High-rise Built Form has additional guidelines related to urban design in buildings over 12 storeys in height.

The Guidelines in this section generally speak to:

- Siting building frontages close to the street ensuring windows and doors are oriented towards the street for ease of access and increase surveillance;
- Locate buildings with mixed-uses such as retail stores at the street level for visual interest and to facilitate pedestrian activity and active transportation and transit use;
- Site buildings to screen parking areas or treat parking areas with landscaping;
- Architectural design that positions buildings to frame abutting streets, internal drive aisles, parking and amenity areas;
- Where possible include weather protection measures such as overhangs along the building frontage and at main entrances for pedestrian comfort;
- Barrier free building access at the ground level for pedestrians;
- Building height compatibility that minimizes shadow impacts and incorporates transition heights;
- Provide architectural elements and reliefs that provide building articulation enhancing the visual presentation of the structure;
- Transitions to establish residential neighbourhoods should apply a 45 degree angular plan.

Assessment of Urban Design Manual and City-Wide Design Guidelines:

The proposed development meets the intent and implements the applicable guidelines of the City of Barrie Urban Design Manual and City-Wide Design Guidelines.

Height

The 16 storey building measures 50.10 m in height. It is sited and massed to maintain an appropriate distance from the nearest low rise residential properties adjacent the site.

Site organization – Ground Floor and Parking Garage

The ground floor contains the main lobby for the residential use as well as the entrance for the proposed at-grade retail/office use. This ground floor area provides ample fenestration facing Dunlop St. W. and direct entrances from the pedestrian walkway. The building podium is placed as close to Dunlop St W. as possible due to the proposed 14 m setback required from MTO for the road widening and realignment of the on ramp to Highway 400. This creates a significant front yard landscaped area which will be further detailed during the site plan stage. The area will provide some potential landscaping, a potential pedestrian connection to Dunlop Street W. and 11 temporary parking spaces until the road widening is taken for construction works for the realignment.

Furthermore, due to the location of the future 14 m MTO setback, the entrances into the building have been placed on the side of the building, adjacent the 6.4 m drive aisle. The entrances are accessed by a 3.3 m walkway under 1.2 m overhang. The walkway has the potential of being connected to a pedestrian sidewalk through the 14 m setback to Dunlop St. W.

Most of the parking for the building has been placed in a two-level underground garage. Surface parking has been limited for drop offs and retail/office use. All the service spaces such as the ramp to the under-ground parking, loading and garbage pick up are located internal to the site. The waste storage pickup area is located within the podium base accessed from the 6.4 m drive aisle on the east side ensuring that it is screened from

4.0 PLANNING & URBAN DESIGN PARAMETERS

both Dunlop St. W. and Henry St. Accessible parking is located for easy access to the building entrances.

Bicycle parking is provided on the site for a total of 38 short term spaces of which 18 spaces are located immediately outside of the building entrances and 20 spaces under the overhang for weather protection.

Snow storage has been provided in the north east corner of the site directly opposite of the entrance to the underground garage. Outdoor amenity space is located on the north side of the podium.

Building Podium

The 4 storey podium complements the design of the tower which is stepped back 3.0 m at the fifth floor along Dunlop St. W. and 3.2 m from the Henry St. frontage. This provides for an appropriately massed building, which is pedestrian scaled, and which features plenty of large windows. A covered walkway over the main entrances to the ground floor commercial and residential uses will further assist pedestrians on the site.

The podium also features 581 m² of commercial space on the second floor as well as a 207 m² of indoor amenity space that over looks Dunlop Street W.

Tower

The lower floors of the tower provide a slender floorplate of approximately 861.1 to 864.9 m². The tower is further stepped back at the 15th and 16th floors to provide a floor plate of 686.3 m².

The tower has been placed on a podium to address the pedestrian scale as well as create an attractive and dynamic skyline. Additional outdoor rooftop amenity space located above the 16th floor.

Architectural Design

The subject site is located along a visually prominent corridor of Dunlop St. W. and is viewed from both the north and south travelling lanes on Highway 400 and Anne Street North and South. This proposal provides a dynamic building presence in the City of Barrie skyline. The proposed building is designed in a contemporary architectural style with strong geometry that is expressed linearly using vertical fins that tie in with the balconies. These vertical fins are located on the south and east façades and create a corner treatment at the southeast portion of building. The prominent architectural expression at the south east corner of the building provides visual interest along the streetscape on Dunlop St. W. and will be viewed on approach from the south moving north on Anne Street as well as going west on Dunlop St. W. towards the Highway 400 ramp.

4.3 CITY OF BARRIE INTENSIFICATION AREA URBAN DESIGN GUIDELINES, 2012

The Intensification area Urban Design Guidelines provides a vision and design direction for new development within intensification nodes, along corridors, urban growth centres and Major Transit Station Areas. This guidance seeks to eliminate potential issues associated with development compatibility. This document also sets out to create attractive streetscapes and pedestrian realm, support alternative modes of transportation and is environmentally sustainable.

Intensification typologies listed in the guidelines include: Mixed Use and Residential Avenues, Mixed-Use Main Streets and Established Neighbourhood Street.

4.0 PLANNING & URBAN DESIGN PARAMETERS

Section 4.3 - General Building Guidelines:

General building guidelines within Intensification Areas speak to new buildings providing appropriate transitions to residential neighbourhoods with massing and building articulation that address and frame streets, while also providing complimentary adjacent streetscapes.

These guidelines refer to:

4.3.1 Building orientation and site layout – relationship of buildings to one another, and to streets and open spaces. The building to street relationship influences the efficiency of the site, the comfort of pedestrians at the street, and the quality of interior spaces. Buildings should frame streets and open spaces.

4.3.2 Building Heights – new buildings should have heights that promote human scaled environments, minimize adverse impacts on adjacent streetscapes and provide appropriate transitions to existing residential neighbourhoods.

4.3.3 Minimum ground floor height – Floor heights for commercial uses are generally greater than a typically residential floor. A minimum height of 4.5 m is generally required to accommodate retail uses.

4.3.4 Front Façade Step-backs – Podiums that feature step backs create a human-scaled street wall and minimize the impacts of building height on adjacent streetscapes.

4.3.5 Side Building Set-backs – New buildings should apply a minimum distance from existing buildings with side windows.

4.3.6 Side Building Step-backs – Step-backs on upper levels articulate the sides of the buildings and mitigate the “canyon effects” on longer corridors.

4.3.7 Transition to Neighbourhoods – the application of an angular plane to provide a transition in height from mid-rise buildings to low residential homes to reduce shadow impacts on the residential properties, as well as the perception of height.

4.3.8 Building Articulation – The aesthetic qualities of the building and how it impacts public perception and experience of the street.

4.3.9 Roof and Roofscapes – Mechanical penthouses should fall within angular planes, not impact shadowing, and be minimally visible.

4.3.10 Materials – Building material choice should be utilized for their functional and aesthetic qualities with particular attention paid to building podiums as it is the most visible portion from the street.

Section 4.5 - Intensification Node Guidelines:

The guidelines in this section provide direction on how new development should occur on Intensification Corridors. Intensification nodes are key destinations along designated Intensification Corridors and include Primary and Secondary nodes located at the intersection of major transportation corridors. These nodes should develop into areas that feature taller landmark buildings, a mix of land uses, and pedestrian-supportive boulevards with active at-grade uses.

4.0 PLANNING & URBAN DESIGN PARAMETERS

The following Intensification Nodes are identified:

- Primary Nodes - Bayfield Street (at Grove Street), Dunlop Street (at Anne Street), Yonge Street (at Little Avenue, Big Bay Point Road and Maplevue Drive), and Duckworth Street (at Grove Street).
- Secondary Nodes - Bayfield Street (at Cundles Road, and Livingstone Street), and Dunlop Street (at Miller Drive).

Section 5.1 - Mixed-Use and Residential Avenue Guidelines:

Mixed-Use and Residential Avenues contain opportunities for intensification through the redevelopment of underutilized parcels into street oriented mixed-use buildings, the subdivision of larger blocks to create smaller walkable blocks and the change to redefine the existing boulevard within the right-of-way through buildings setbacks or narrowing the street pavement. Priority directions include:

- Building height transitions where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas.
- Focusing development at the street edge and at key Intensification Nodes.
- 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.

Assessment of Intensification Area Urban Design Guidelines:

The proposed development maintains the intent of the vision and direction for new development along the Dunlop Street West intensification corridor. The application proposes a high density, mixed-use development that contributes to the creation of a complete community. It also responds to the intensification vision set out in the guidelines to develop and revitalize the area that results in active, pedestrian-supportive streets that are compatible with adjacent land uses.

The section of Dunlop Street West where subject site is located, lies within the Mixed-Use and Residential Avenue typology and is classified to be within a Primary Intensification Mode. This area is also designated as an Auto-Oriented Commercial District.

Building Orientation and Site Layout

The proposed building has been oriented to follow the natural site geometry and maximize the available frontage to the full extent feasible, while efficiently utilizing the site depth. As a result of the site specific MTO requirements described earlier in this report, the proposed building has been setback at the minimum 14m MTO setback. The building is also set back as much as possible from Henry Street to meet the angular plane form the detached houses on the north side. While a small amount of surface parking is located along the north property line, the majority of the parking is contained underground and screened from public view. Perimeter site and building landscaping has also been provided. This landscaping has also been coordinated with entrances and walkways where possible. As a result of the relatively narrow site frontage, main entrances are provided from the east side of the podium. However, these areas are directly connected to the public sidewalks along Henry Street and Dunlop Street via an on-site walkway.

Building Heights

Primary Intensification Nodes such as the node located at the intersection of Dunlop St. W. and Anne Street encourage taller, landmark buildings greater than 8 storeys in height. The proposed height of 16 storeys is an appropriate urban design solution for the subject lands by proposing a built form that is appropriate for a Primary Intensification Node, while also meeting angular plane requirements. The proposed design of the

4.0 PLANNING & URBAN DESIGN PARAMETERS

building is of a high quality, with a contemporary and strong design vocabulary. Through articulation and strong geometry, the proposal will provide a landmark design that will contribute to the skyline of the area and implement the planned urban design function of the Primary Intensification Node.

Minimum ground floor height

A minimum ground floor height of 4.5 m has been provided to improve the viability of commercial while also ensuring a pedestrian friendly scale at grade.

Front Façade and Side Building Stepbacks

The building provides step backs at the 5th (3.0m to 3.2 m) and 15th (2.75 m to 2.95 m) floors along Dunlop St. W. and Henry Street to create more discernable podium, middle and top sections of the building, resulting in a well-articulated building mass. Side building step backs are currently not proposed as part of a comprehensive design approach for the primary intensification node.

Side Building Set-backs

The building has been set back 12.22 m from the east side yard to the building face and 1.24 to 3.25 m on the west side yard. Given the future development potential on the lots to the west of the site, a new development could accommodate an appropriate setback to this proposed application.

Transition to Neighbourhoods

The proposed development allows for a gradual transition to the existing residential area to the north of the site as evidenced by its ability to meet the required angular plane. While there are residential homes on the east and west side of the site, these homes are located within the Primary Node of Dunlop St. W. and Anne Street N. Over time this area is expected to intensify as intended by the Intensification Area Urban Design Guidelines. Our proposal is in keeping with this emerging direction.

Building Articulation

As previously noted, the proposed building represents a high-quality design, befitting of a Primary Intensification Node. In addition to the strong geometry, the proposal employs additional design elements to further enhance the building articulation. Through the use of balconies, large rectangular windows and vertical breaks, architectural emphasis is placed at the corner of the building fronting onto Dunlop Street West to clearly delineate the 'front' of the building. Given the dual frontage, it is important that the building addresses the primary street.

Roof and Roofscapes

A mechanical penthouse and 571 m² outdoor roof top amenity space have been provided on top of the 16th floor. Details for the outdoor roof top amenity space and mechanical penthouse will be provided at the site plan stage.

Materials

The building is intended to be clad with curtain wall and aluminum composite panels. Further detail on material selection will be decided on and provided at the site plan stage.

4.0 PLANNING & URBAN DESIGN PARAMETERS

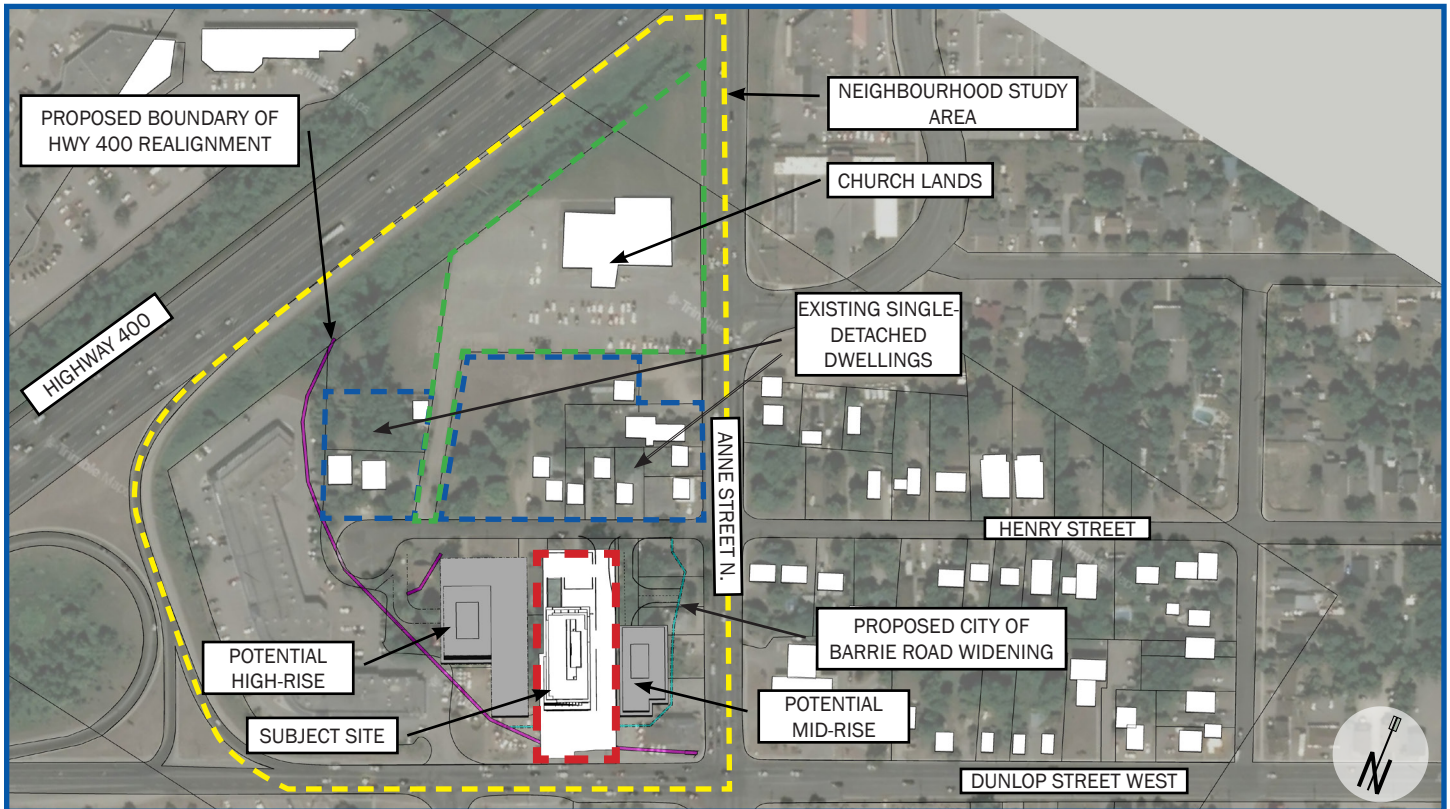


Figure 4.0a - Proposed build out, aerial view

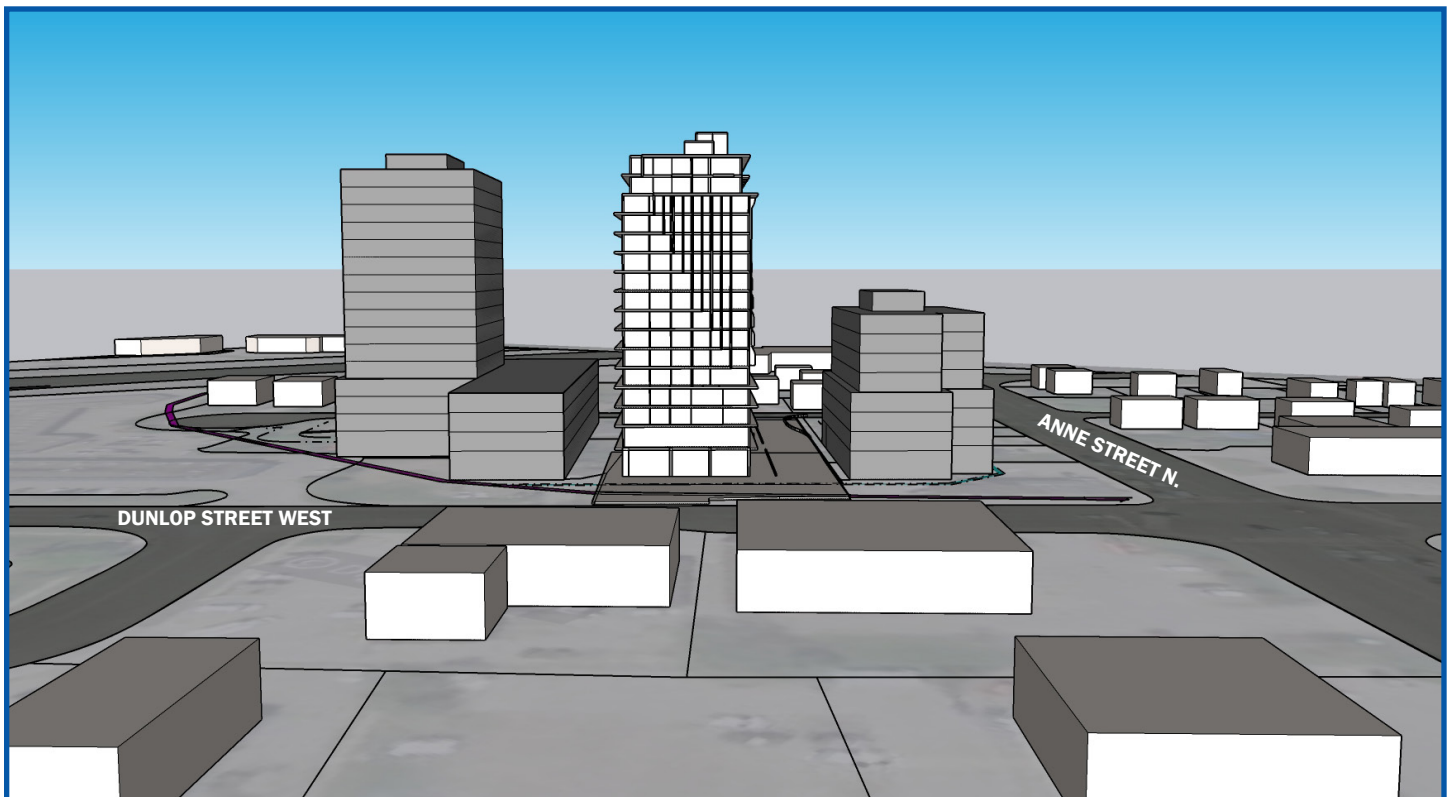


Figure 4.0b - Proposed build out, looking north

4.0 PLANNING & URBAN DESIGN PARAMETERS

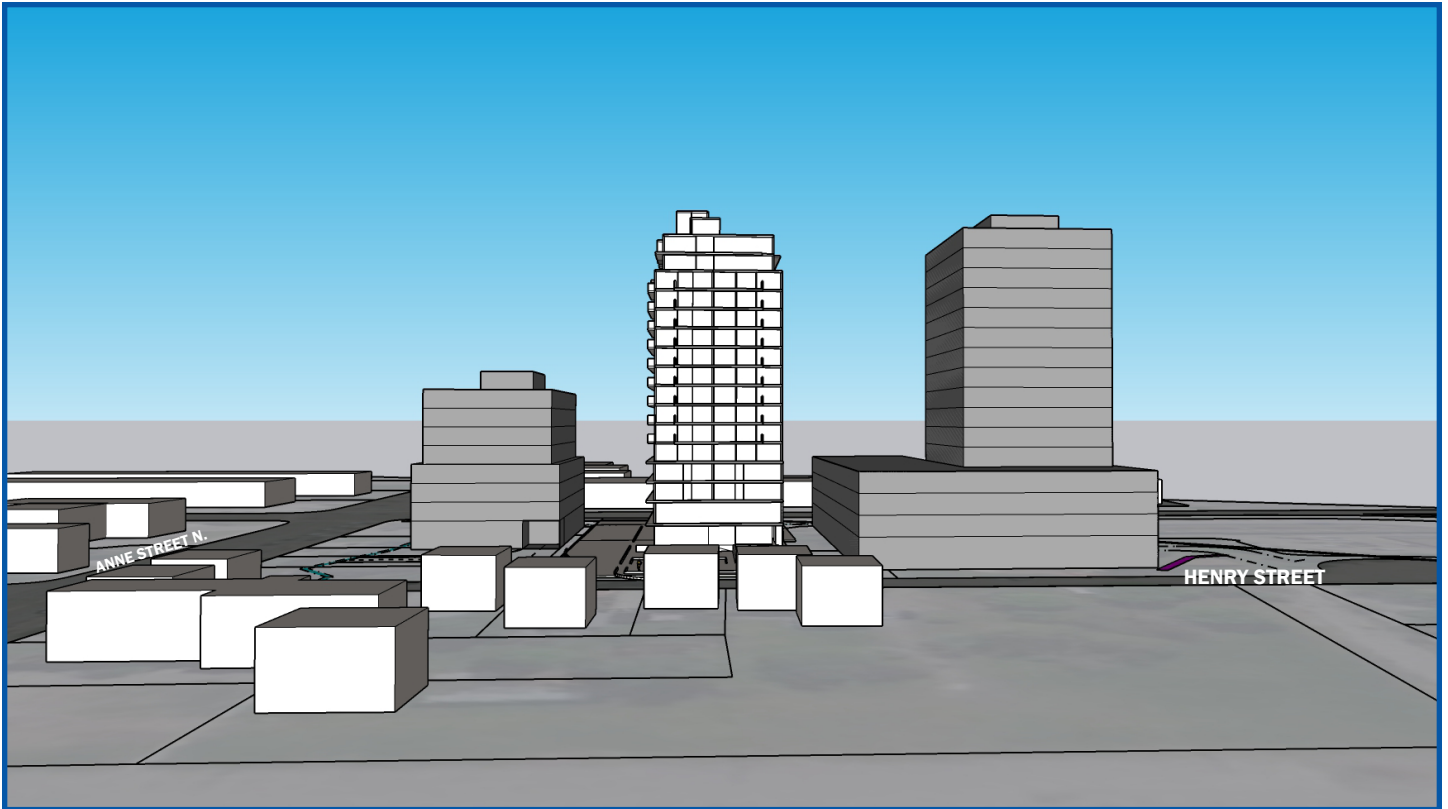


Figure 4.0c - Proposed build out, looking south

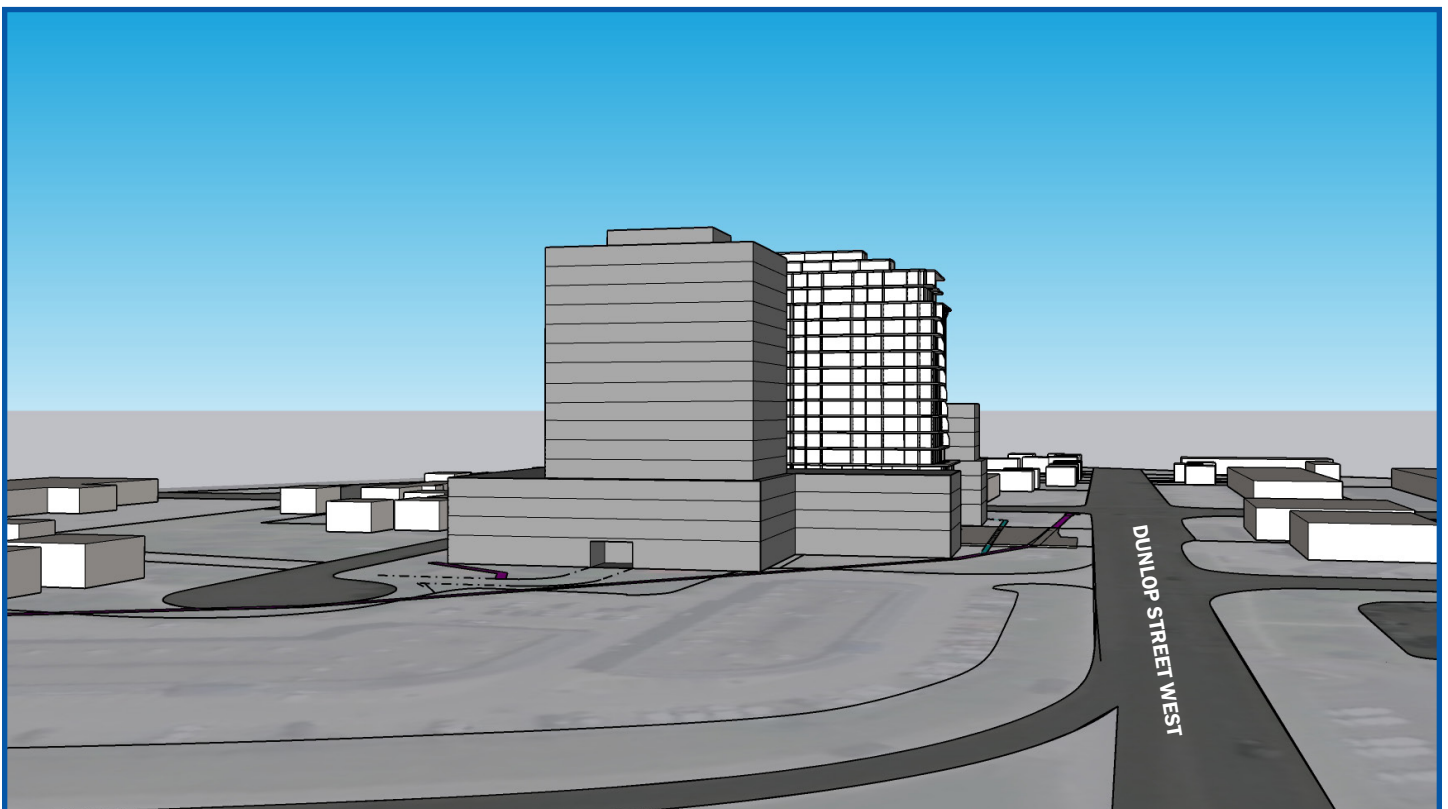


Figure 4.0d - Proposed build out, looking east

4.0 PLANNING & URBAN DESIGN PARAMETERS

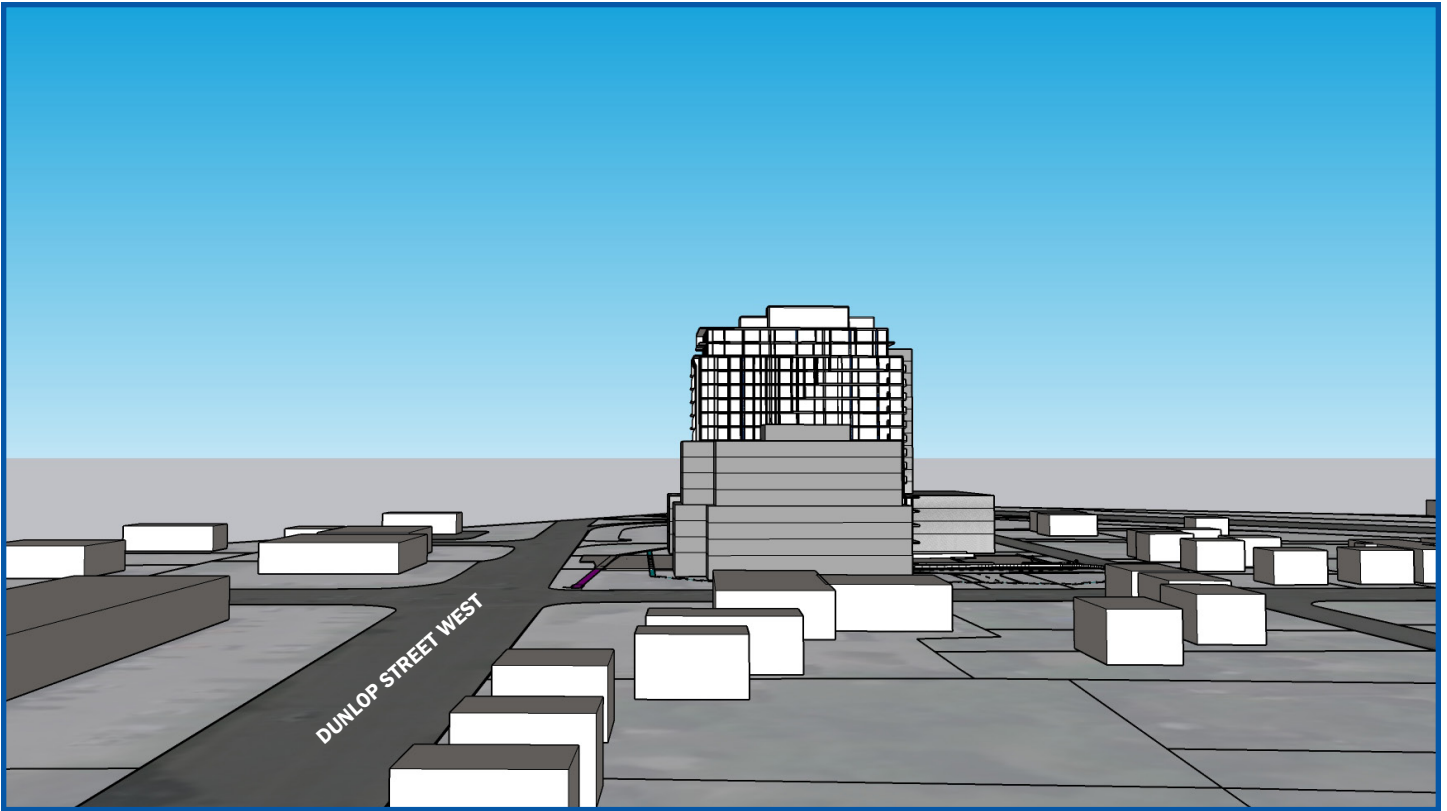


Figure 4.0e - Proposed build out, looking west

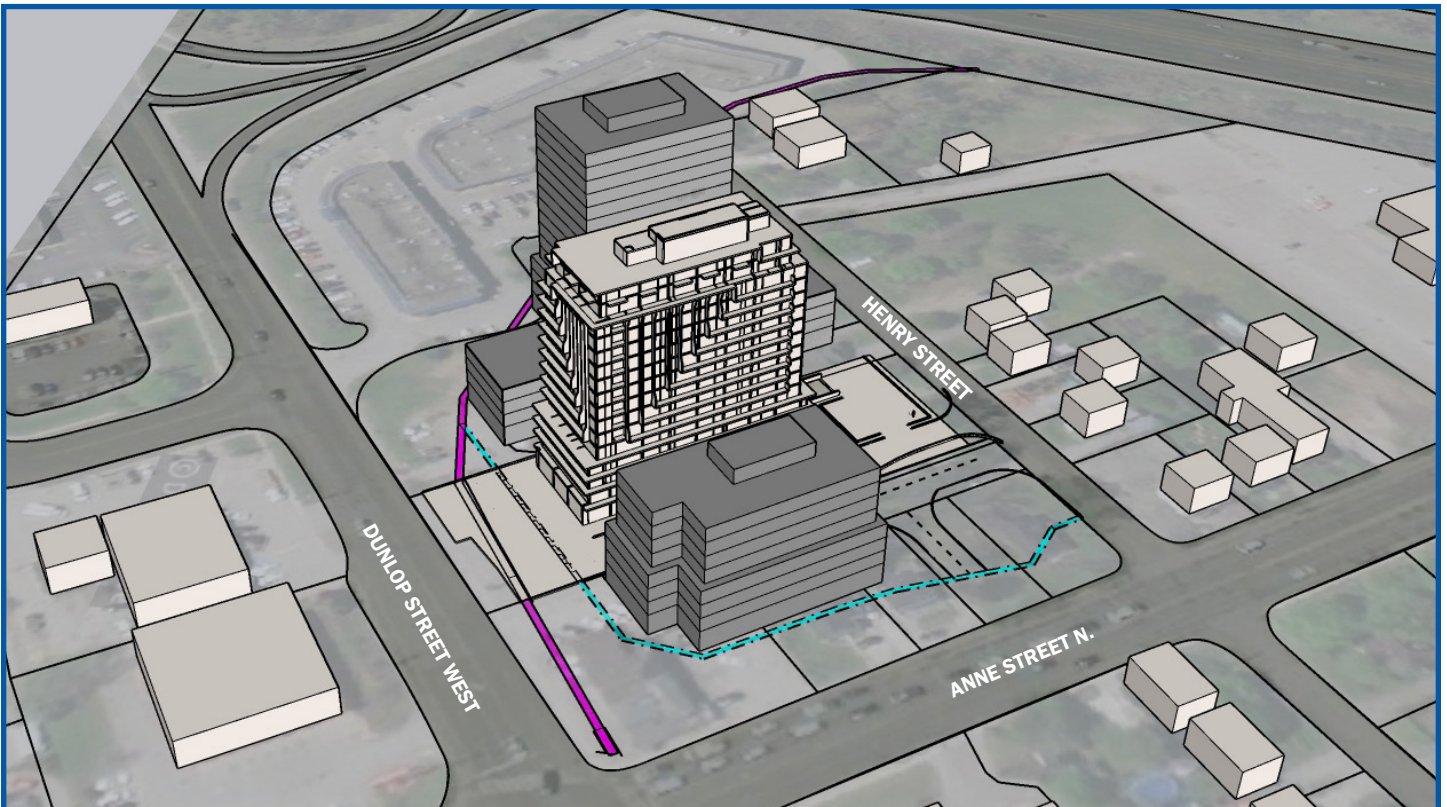


Figure 4.0f - Proposed build out, aerial

4.0 PLANNING & URBAN DESIGN PARAMETERS

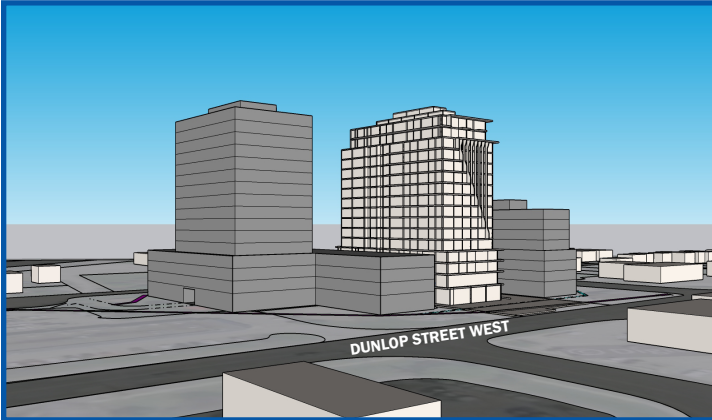


Figure 4.0g - Proposed build out, looking northeast

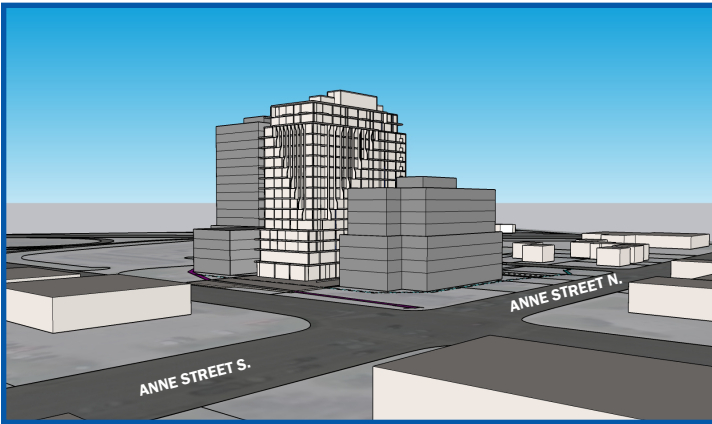


Figure 4.0h - Proposed build out, looking northwest

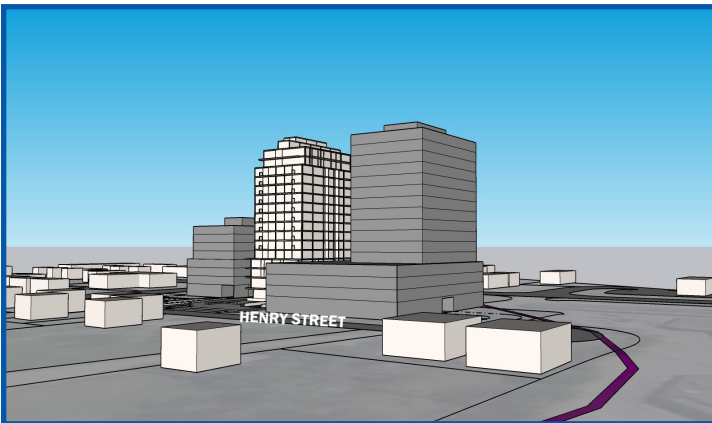


Figure 4.0i - Proposed build out, looking southeast

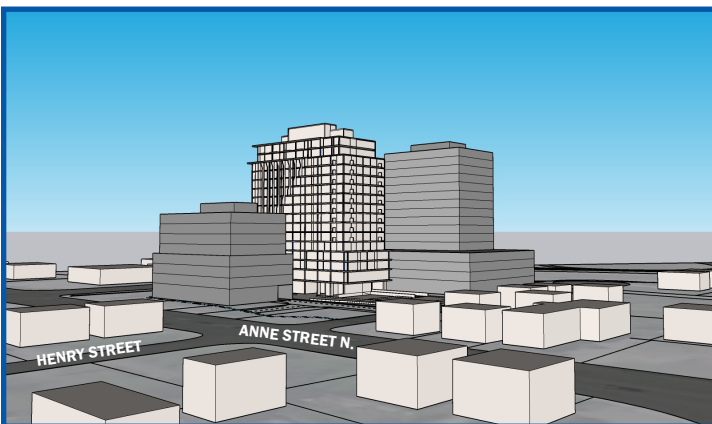


Figure 4.0j - Proposed build out, looking southwest

5.0 SUMMARY CONCLUSIONS

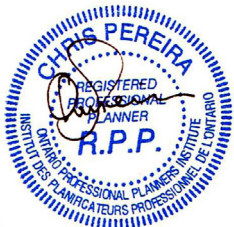
The proposed redevelopment will be a prominent and high-quality addition to the Primary Intensification Node.

The proposal:

- Implements the objectives of the Barrie Official Plan by providing a tall building that is oriented and placed on the site in a manner that ensures compatibility with existing residential areas and the emerging vision of Dunlop Street West.
- Implements the emerging vision for the corridor by providing a development is representative of high-quality urban design that is compact, mixed-use, attractive, sustainable, pedestrian friendly, transit supportive, and compatible with the surrounding area.
- Is consistent with the urban design direction of the City's Urban Design Manual and City-Wide Design Guidelines by providing appropriate site organization, screening functional components of the building to the full extent feasible and providing a compatible built form.
- Maintains the intent of the City of Barrie Intensification Area Urban Design Guidelines by providing a landmark design that is of a high quality, with a contemporary and strong design vocabulary. Through articulation and strong geometry, the proposal will contribute to the skyline of the area and implement the planned urban design function of the Primary Intensification Node.
- Will not result in any adverse impacts on surrounding areas.

It is our conclusion that the proposed development represents good urban design. The proposal is in substantial compliance with the urban design policies applicable to this site in keeping with site specific considerations. As such, from an urban design perspective, we believe the application for Zoning By-law Amendment is supportable.

Respectfully submitted,



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