

An aerial photograph of an urban area, showing a mix of residential and commercial buildings, streets, and green spaces. A large body of water is visible on the right side, with a boat on the surface. The text 'URBAN DESIGN REPORT' is overlaid in large, white, sans-serif capital letters on a semi-transparent dark grey background.

URBAN DESIGN REPORT

126-140 BRADFORD STREET
CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: CROWN (BRADFORD) DEVELOPMENTS INC.

FEBRUARY 2024

IPS

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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INTRODUCTION



Innovative Planning Solutions has been retained by Crown (Bradford) Developments Inc. to complete an Urban Design Report relative to an application for a Zoning By-law Amendment (ZBA) for lands located at 126-140 Bradford Street, City of Barrie (hereby referred to as the subject lands). See Figure 1.

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 proposed Zoning By-law Amendments (ZBA) seek a change in zoning from 'General Commercial (C4)' to Central Area Commercial - 2 with Special Provisions (C1-2)(SP-XX). This zone is intended to facilitate the proposed development of a mixed use residential building with commercial uses at-grade.

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 and will increase the stock of housing units within the area. 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 October 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

LOCATION & CONTEXT



2

2.1 Subject Site

The subject lands are located within the Built-up Area of the City of Barrie, and along an Intensification Corridor and within the Urban Growth Centre. The shoreline of Lake Simcoe is located approximately 360 metres east of the site. The subject lands have an approximate area of 0.39 hectares with 89.9 metres of frontage along Bradford Street.

The subject lands currently hold three (3) commercial buildings currently used as a foot clinic, massage therapy, and an auto care centre. The subject lands are completely paved to accommodate for parking, with trees and vegetation located along the west property line. The topography of the site is generally flat.

The subject lands are subject to a 2-metre easement along the north property line. This easement is a vehicular and pedestrian access easement over the lands described as Parts 1 and 2 in Plan 51R-40544 (Figure 3). The existence of this easement means no buildings or structures can be built within this portion of lands that would affect the property to the north. Additionally, the subject lands benefit from an easement over Parts 3-6 of the above-noted reference plan located on the northern property.

Bradford Street is considered an arterial road (Map 4B of the City Official Plan) and is an Intensification Corridor (Map 1). As identified on Map 4A of the City of Barrie Official Plan, Bradford Street is planned to be provided with a cycling route, connecting to the City's Cycling Network. Bradford Street has a range of transit routes (Route 1A/B, 3A/B, 4A/B, 7A/B, 8A-south, and 8B-north) providing direct access to the Barrie Transit Terminal, the Allendale GO Station, and the future Allendale Transit Mobility Hub.



Figure 2. Aerial View of Subject Site

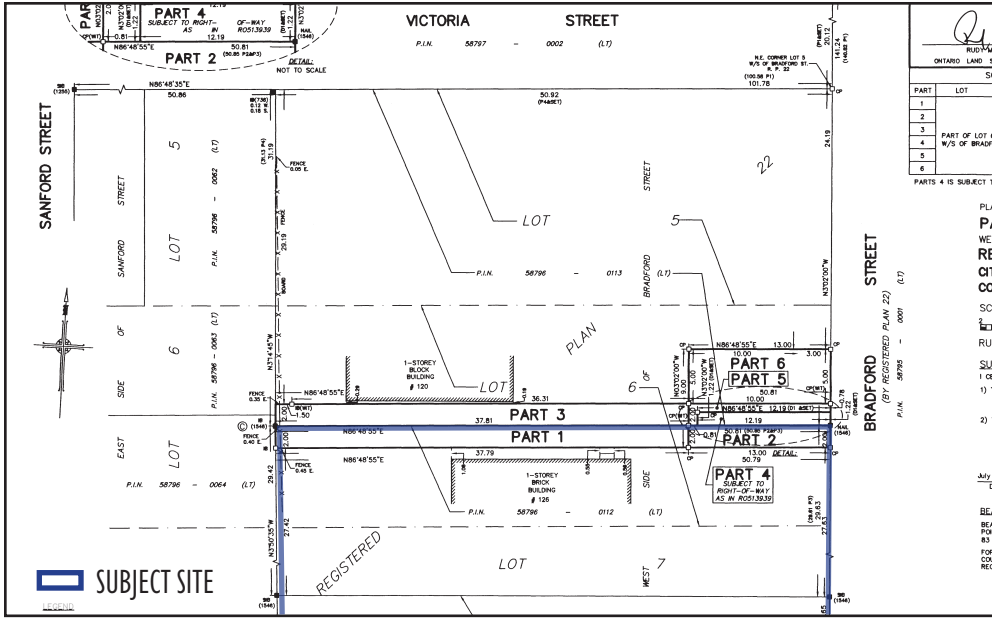


Figure 3. Plan 51R-40544

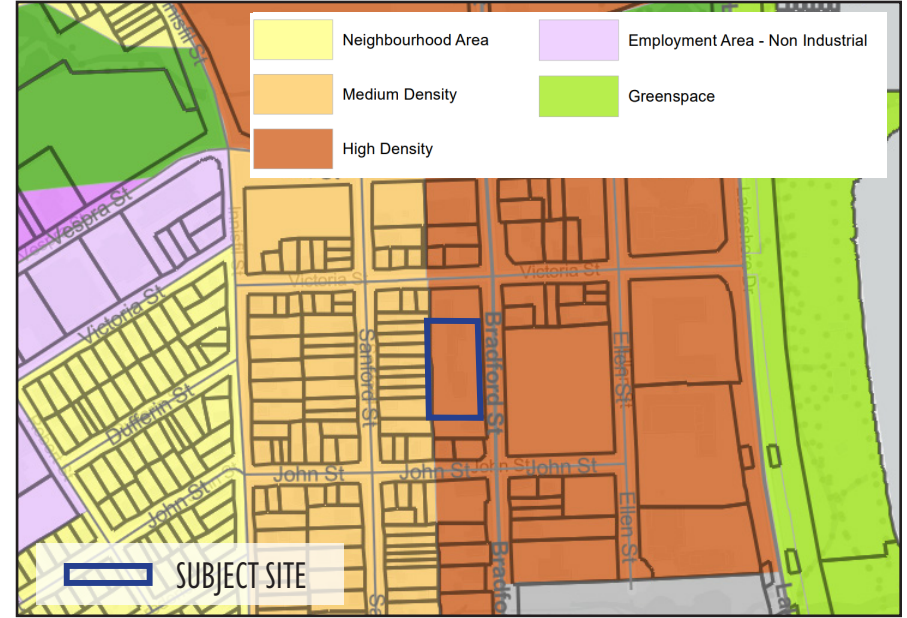


Figure 4. City of Barrie Official Plan Map 2 - Land Use Designation



Figure 5. City of Barrie Official Plan Map 1 - Community Structure

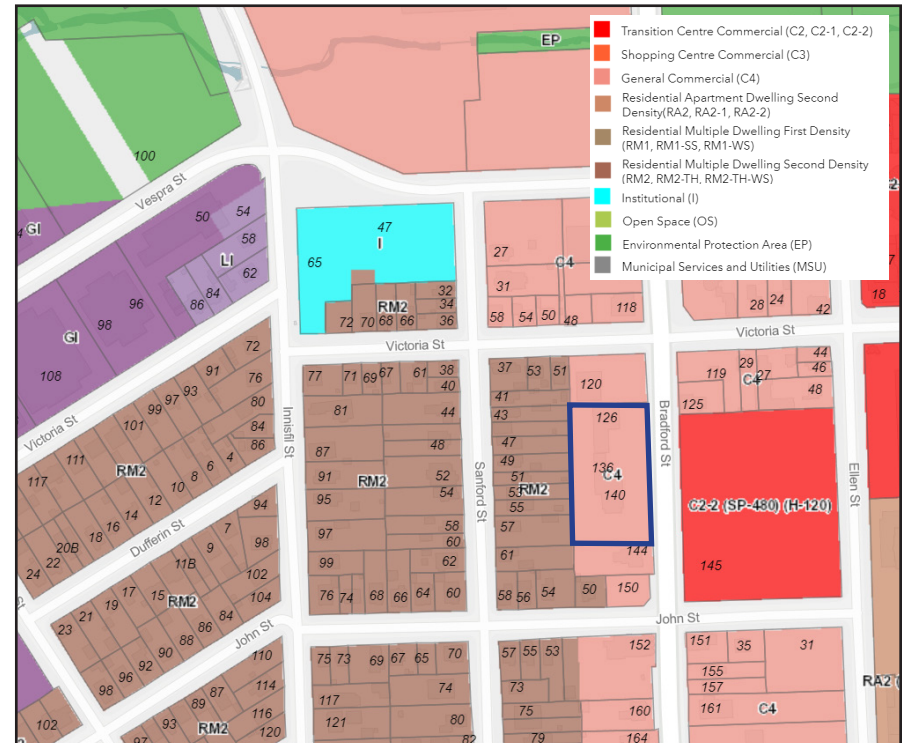


Figure 6. City of Barrie Zoning By-law

The subject lands are currently designated as High Density on Map 2 - Land Use of the City of Barrie Official Plan (Figure 4) and are located within the Urban Growth Centre and an Intensification Corridor on Map 1 (Figure 5). The subject lands are currently zoned 'General Commercial (C4)' in the City of Barrie Zoning by-law (Figure 6).

As per the City of Barrie Official Plan, the Urban Growth Centre is *the premiere hub for business, residences, and visitors*. The area is intended to provide for a range of uses and will be the major focus of economic growth, civic identity, and celebration. The Urban Growth Centre is further planned to be a complete community and will have a concentration of the highest densities and widest mix of uses in the City.

Similarly to the Urban Growth Centre, Intensification Corridors are identified by the City of Barrie Official Plan as being a key intensification area. Intensification Corridors are identified as a Strategic Growth Area, within the Official Plan, where higher densities and taller built forms are encouraged (2.3.3.h). As stated within the Official Plan, Intensification Corridors are intended to support transit-oriented development, providing for development that encourages public transit use and can support current and future investment into planned transit systems. Furthermore, intensification along Intensification Corridors will vary and depend on the applicable land use designation, ensuring high density developments are located within the High Density designation, such as the proposed. As per the City of Barrie Official Plan, policy contemplates that intensification will take place on both sides of the Intensification Corridor (Bradford Street).

Surrounding land uses are depicted in Figure 7 and are as follows:

- North:** Directly north of the subject lands, along Bradford Street, are commercial uses including the Barrie By the Bay Commercial Centre. Two development applications approximately 400m to the north along both sides of Bradford Street have recently been approved to permit the development of high-rise buildings that offer heights of 25 to 46 storeys (additional details provided in following sections). Further north, approximately 730 metres away is the Downtown Barrie Bus Terminal.
- South:** Directly south, along Bradford Street, are commercial uses in the form of offices, restaurants, and personal services. Approximately 760 metres south is the GO Transit Allandale Yard and future Allandale Transit Mobility Hub.
- East:** East of the subject lands are commercial uses, along Bradford Street and Lakeshore Drive. Existing high-rise residential buildings are also located along Lakeshore Dr and provide heights of 16 storeys. Approximately 370 metres east is Lake Simcoe and the Barrie Waterfront, providing recreational and open space opportunities, and access to the lake.
- West:** Residential properties in the form of single-detached dwellings are located directly west; although these lands have been designated Medium Density in the new City of Barrie Official Plan and are expected to be developed with higher density built forms in the future. Further west are industrial land uses.



Figure 7. Surrounding Context

- SUBJECT SITE
- STRATEGIC GROWTH AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM & GREEN SPACE
- URBAN GROWTH CENTRE
- TRANSIT ROUTE
- BUS STOPS
- CYCLING NETWORK
- MULTI-USE TRAIL

2.2 Transit

The Subject Lands are within 1 kilometre of two transit station areas and located along a transit route, providing direct access to each station area. The Downtown Barrie Bus Terminal is approximately 730 metres north and the future Allandale Transit Mobility Hub and Allandale GO Station is approximately 760 metres south of the subject lands.

The Allandale Waterfront station has weekday train service, consisting of 7 trains southbound to Union Station in the morning and 7 trains returning northbound from Union Station in the afternoon. At other times, GO bus route 68 operates hourly to Aurora GO Station where passengers can transfer to the all-day train service to Toronto.

Weekend train service consists of 5 trains in each direction throughout the day. GO bus route 68 also operates hourly to Aurora GO station or East Gwillimbury GO station, where passengers can connect to the hourly weekend train service to Toronto.

The current Barrie Transit System Map is shown on Figure 8. Existing routes located along Bradford Street are Routes 1A/B, 3A/B, 4A/B, 7A/B, 8A-south, and 8B-north.



Allandale Transit Mobility Hub

The Allandale Transit Mobility Hub will be located on Essa Road between Tiffin Street and Gowan Street, approximately 760 metres away from the subject lands, and is positioned to centrally locate a modern inter-regional transit hub with adjacency to the existing rail corridor. The hub is proposed to host seamless transit services and connections between Simcoe County, Muskoka, and the Greater Toronto Area (GTA). The City of Barrie Allandale Transit Mobility Hub project website describes the project benefits as the following:

“There are many anticipated benefits from building a new Transit Mobility Hub within Barrie’s Allandale area. The project will:

- support Barrie Transit growth to best meet the needs and goals of today, and tomorrow.*
- increase transit access to the Allandale GO station to provide a more sustainable travel choice and address parking constraints.*
- provide seamless connections for Transit Riders between GO Trains/Buses and Ontario Northland for integrated transit access to Simcoe County, Muskoka and the GTA.*
- provide a geographically centralized hub within the city.*
- provide a safer transit site by encouraging safe circulation and linkages between bus, vehicular, and pedestrian traffic.*
- provide express bus stops with a lay by on Essa to improve transit travel time.*
- support increased ridership and the City’s Transportation Master Plan with targets to increase transit modal shares.*
- support increased bicycle ridership with covered bike shelters and parking.*
- provide easier access to tourism with multiple modes of transportation.*

- support the City’s Official Plan by building within one of the City’s identified intensification and urban growth centre areas to promote growth as well as transit-centric developments.*
- achieve Leadership in Energy and Environmental Design (LEED) Silver certification.*
- provide an extremely efficient building by targeting Net-Zero design, which will reduce ongoing operating costs over the life of the building.*
- create an aesthetically pleasing and fully accessible facility that is consistent with the Allandale Historic Train Station to augment the heritage of the area.*
- provide backup emergency power necessary to maintain uninterrupted transit services during power outages.”*



Figure 9. Allandale Hub Rendering (City of Barrie Public Information Centre Presentation)

2.3 Adjacent Developments

Figure 10 shows surrounding development applications. Taller buildings and higher densities are proposed, and in some cases have been approved, in the surrounding area. Located in the UGC, along an Intensification Corridor, and within the High Density designation, this area serves as the focal point for higher-density growth and intensification in Barrie. Below provides additional details to surrounding development applications.

51—75 BRADFORD STREET & 20 CHECKLEY STREET

Status: Approved

Located approximately 360 metres north of the subject site, an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control application was recently approved to develop a mixed use project on the property, consisting of 4 towers ranging in height from 25 to 46 storeys.

34-50 BRADFORD STREET AND PART OF 125 DUNLOP STREET WEST

Status: Approved

Located approximately 400 metres north of the subject site, an application for Zoning By-law Amendment was approved on December 14, 2022 to permit two residential apartments buildings with a shared 6-storey podium and towers at a height of 29 and 25 storeys, providing a total of 623 residential units.

220 BRADFORD STREET

Status: Approved

Located approximately 480 metres south of the subject site of is an application for Site Plan Control which received approval in 2020 for the construction of a 14-storey apartment building with ground floor commercial uses.

41 & 43 ESSA RD AND 259 & 273 INNISFIL ST

Status: Under Review

Located approximately 770 metres south of the subject site, an application for Zoning By-law Amendment is currently under review at the City to permit the development of 4 towers at 20, 29, 35, and 37 storeys, with two shared podiums consisting of parking and commercial uses at-grade.

272 INNISFIL STREET

Status: Approved

Approximately 825 metres south from the subject site is an application for Zoning By-law Amendment and Site Plan Control. This application received approval to permit the development of a 17-storey residential building with a townhouse podium that provides for a total of 333 residential units.

17 JACOBS TERRACE

Status: Approved

Approximately 870 metres south of the subject site is an application for Zoning By-law Amendment that has recently received approval to permit the development of a residential building consisting of two towers providing an overall building height of 19 and 23 storeys.

175 & 199 ESSA ROAD AND 50 WOOD STREET

Status: Under Review

Located approximately 1.25 kilometres southwest of the subject site is an Official Plan Amendment and Zoning By-law Amendment application currently under review with the City to permit the development of townhouse units and 9 towers ranging in height from 12 storeys to 35 storeys.

Table 1 and Figure 10 depict the proposed and approved developments on surrounding lands, demonstrating their permitted heights. As demonstrated within Table 1, building heights of up to 46 storeys were permitted on surrounding lands through an Official Plan Amendment to the previous City of Barrie Official Plan. Although the subject application for Zoning By-law Amendment is submitted under the New City of Barrie Official Plan, the New Official Plan continues to recognize high density development and intensification on the subject lands, within the Urban Growth Centre and Intensification Corridor.

ADDRESS	BUILDING HEIGHT	APPROVAL STATUS	
		OLD OP	NEW OP
51–75 Bradford St. & 20 Checkley Street	Tower 1: 25 storeys Tower 2: 39 storeys Tower 3: 46 storeys Tower 4: 36 storeys	✓	
34-50 Bradford Street and Part Of 125 Dunlop Street West	Tower 1: 29 storeys Tower 2: 25 storeys	✓	
220 Bradford Street	Tower 1: 14 storeys	✓	
41 & 43 Essa Rd and 259 & 273 Innisfil St	Tower 1: 20 storeys Tower 2: 29 storeys Tower 3: 35 storeys Tower 4: 37 storeys	Under Review	
272 Innisfil Street	Tower 1: 17 storeys	✓	
17 Jacobs Terrace	Tower 1: 19 storeys Tower 2: 23 storeys	✓	
175 & 199 Essa Road and 50 Wood Street	Tower 1: 12 storeys Tower 2: 20 storeys Tower 3: 25 storeys Tower 4: 30 storeys Tower 5: 30 storeys Tower 6: 35 storeys Tower 7: 30 storeys Tower 8: 25 storeys Tower 9: 18 storeys	Under Review	

Table 1. Surrounding Development Applications

- SUBJECT SITE
- APPROVED
- UNDER REVIEW

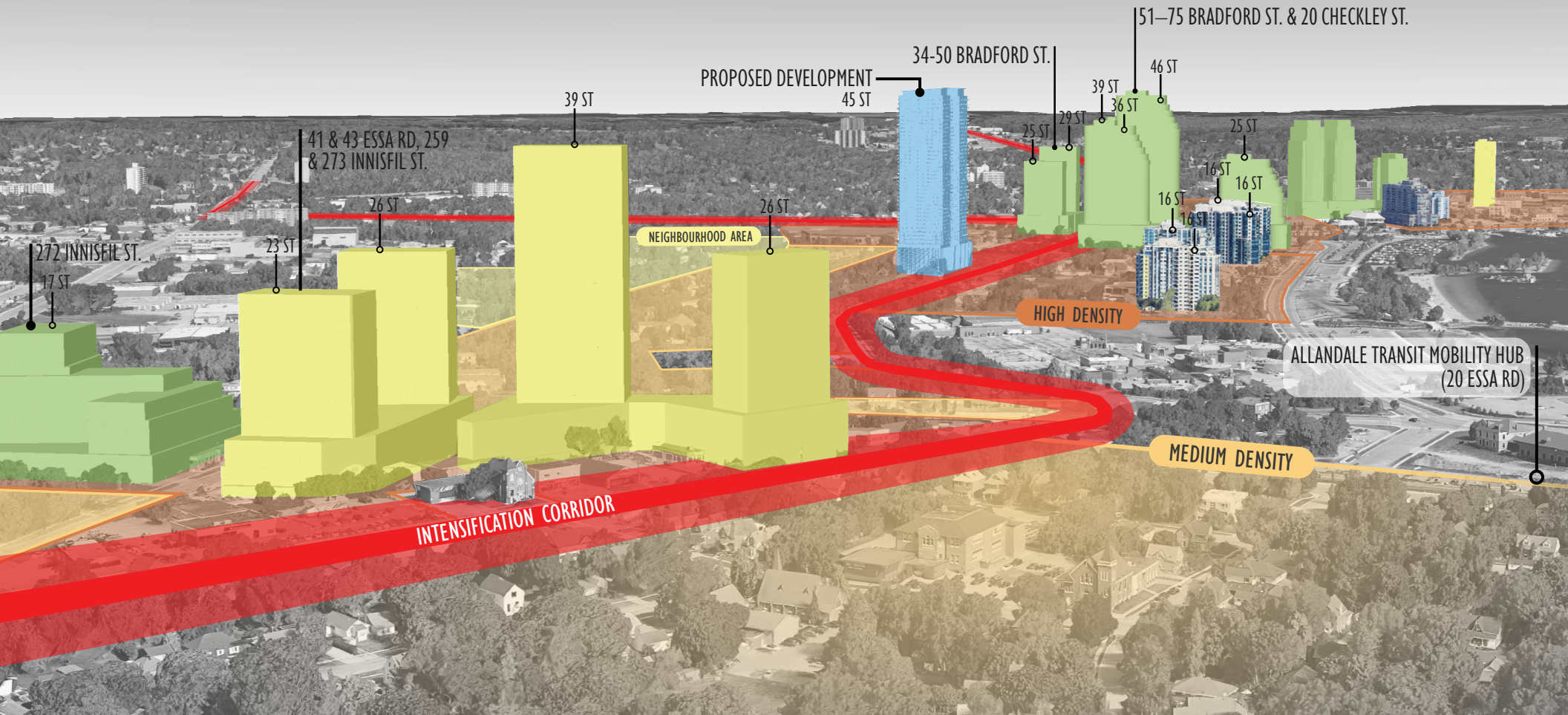


Figure 10. Surrounding Development Applications

DESCRIPTION OF THE PROPOSAL



3

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 'General Commercial (C4)' to 'Central Area Commercial - 2 with Special Provisions (C1-2)(SP-XX)'. The proposal represents an opportunity to provide for redevelopment and intensification along an Intensification Corridor and within the Urban Growth Centre, on lands designated as High Density. The proposed Site Plan is included as Appendix 1.

The proposal includes one (1) mixed-use building with two residential towers, each forty-five (45) storeys in height and a shared six (6) storey podium with commercial at-grade. As a whole, the proposal will result in a total gross floor area (GFA) of approximately 51,383 m², comprised of 51,049 m² of residential GFA and 333 m² of retail/commercial GFA. The proposal will also provide approximately 1,509 m² of indoor amenity space and 14,810 m² of outdoor amenity space (including private balconies). In total, the proposed development offers 912 residential units, in the form of 1-bedroom and 2-bedroom options. The proposed development seeks to provide 15% of units, for a total of 136 units, as affordable housing units. The proposed development offers a total of 364 parking spaces, located within the podium structure (a parking ratio of 0.469 parking spaces per unit, excluding affordable housing units); and 912 bicycle parking spaces (a ratio of 1 space per unit). The proposal is anticipated to be a phased development, with phases to be determined as the project progresses.

The 6-storey shared podium provides an opportunity for vehicle parking, bicycle parking, building services, and mechanical equipment to be located internally and screened from the street. The podium level further activates the streetscape by providing at-grade retail spaces fronting onto Bradford Street. The podium makes efficient use of the land by providing outdoor amenity space for the building residents on the 7th floor, above the podium, and between the two towers.

Located above the shared podium are two towers providing an additional 39 storeys in height. Tower A and Tower B are nearly identical providing slim floor plates of approximately 705 m². A tower separation distance of 25 metres is provided and each tower is set back from the side property lines by 12.5 metres and setback from the rear by 5 metres. Tower A and Tower B each provide a total of 456 residential units, each made up of 304 one-bedroom units and 152 two-bedroom units.

A total of 2,989 m² of amenity space is provided above the podium on the 7th floor. The indoor amenity space (1,509 m²) takes up the entirety of the 7th floor for both Tower A and Tower B and overlooks the outdoor amenity space (1,480 m²) located adjacent and providing direct connection between amenity spaces. The outdoor amenity space provides for a range of programming including outdoor dining, lounge area, shaded seating, and a swimming pool. Individual amenity space is further provided through individual balconies and/or terraces provided to each residential unit, consisting of a total combined area of 13,330.4 m².

Vehicle access is provided through one single entry/exit off Bradford Street; located centrally to the site and providing direct and convenient access to residents of both Tower A and Tower B. Main pedestrian access to retail space and residential lobbies are provided off Bradford Street. Pedestrian access is also provided to the residential towers through each level of the parking podium, ensuring safe pedestrian connections.

The proposed development considers surrounding land uses and designations to provide for a development that complements the area. The overall building height is similar to that of approved developments in the area while the 6-storey podium contributes towards a pedestrian-scaled streetscape while providing for transition to the Medium Density designation located west adjacent.

The adjacent lands designated as Medium Density are expected to be developed at increased densities and heights in the future; the 6-storey podium will contribute towards a transition to these expected developments. Additionally, the proposed development is within the 45-degree angular plane, measured from the Neighbourhood Area lands to the east. The proposed development will enhance the City of Barrie skyline and utilizes architectural techniques to provide for a well designed building.

The proposed density facilitates a development that is transit-supportive and encourages active transportation along the Bradford Intensification Corridor. Located adjacent to numerous City Bus Routes and within 1 kilometre of the Downtown Bus Terminal, Allandale GO transit station, and the future Allandale Transit Mobility Hub, the proposed development is easily accessible to a range of transit options, reducing auto-dependency. Bradford Street has also been identified as part of the City's cycling network, and sidewalks are located on both sides of the street, providing for a development that is conveniently located to encourage active transportation.

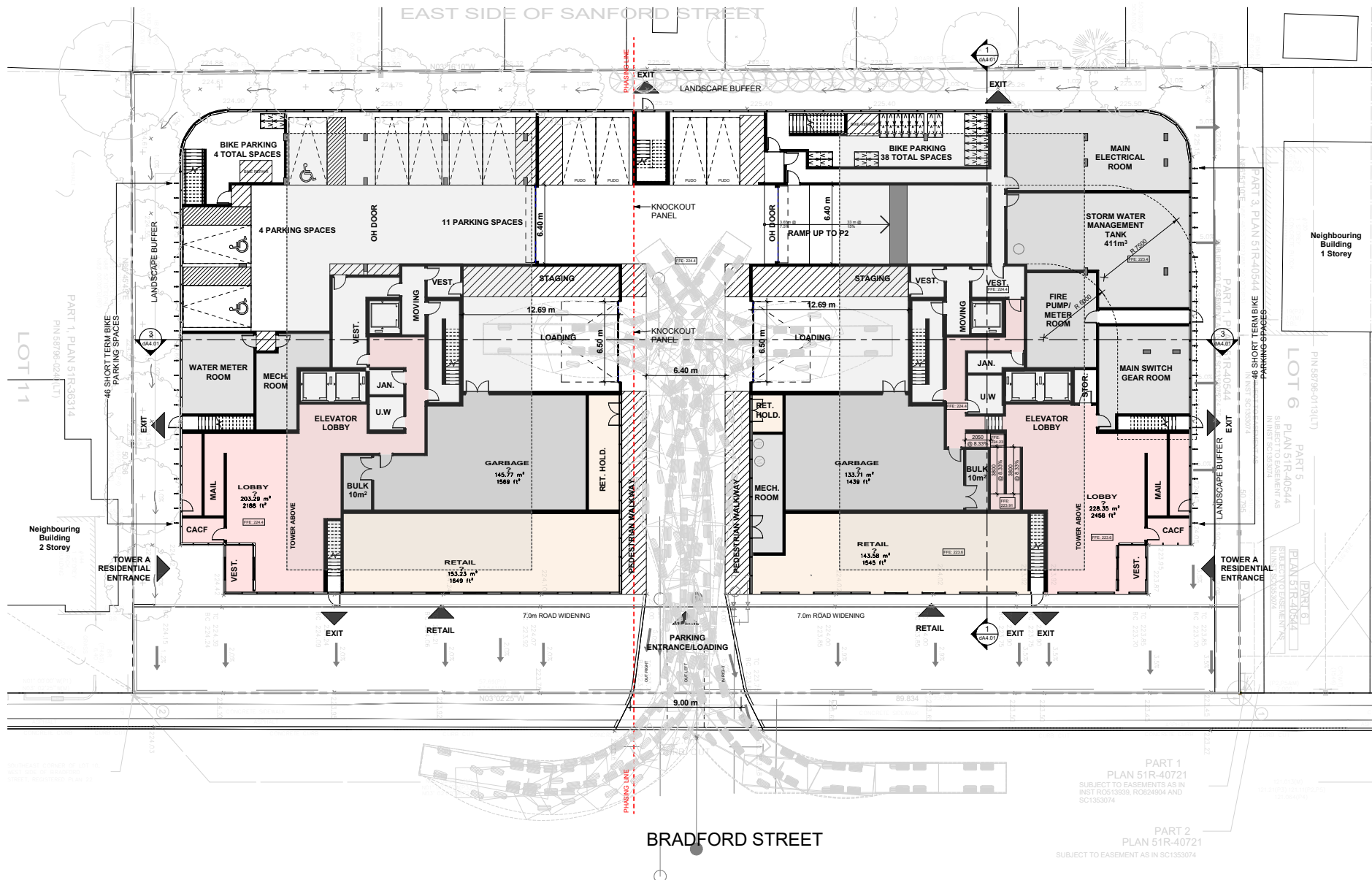


Figure 12. Ground Floor

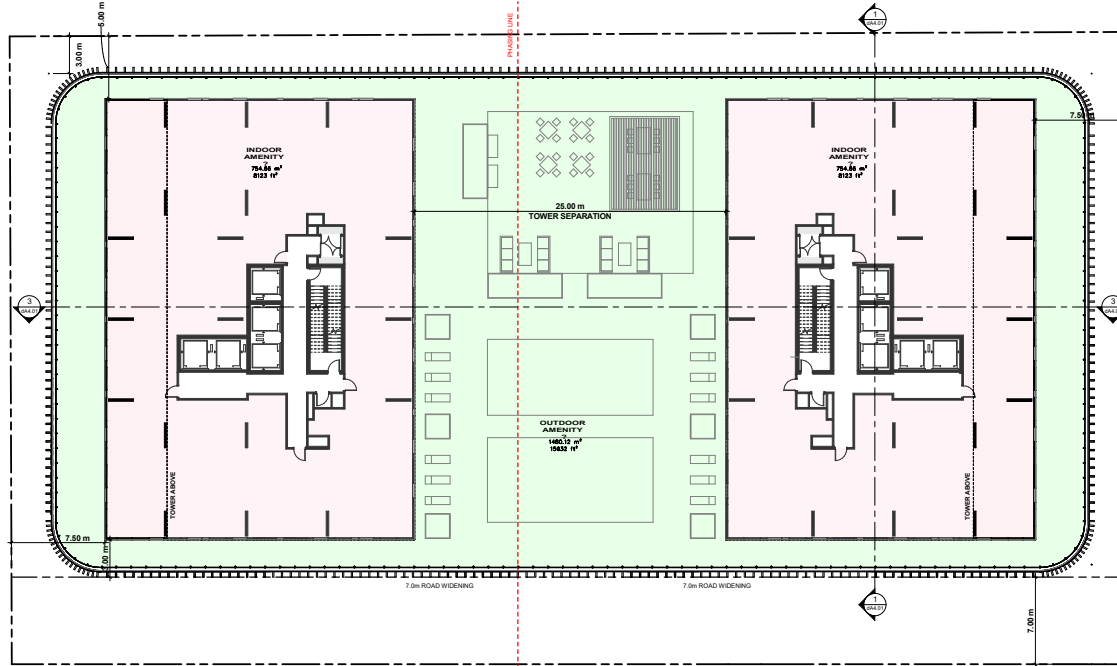


Figure 13. 7th Floor

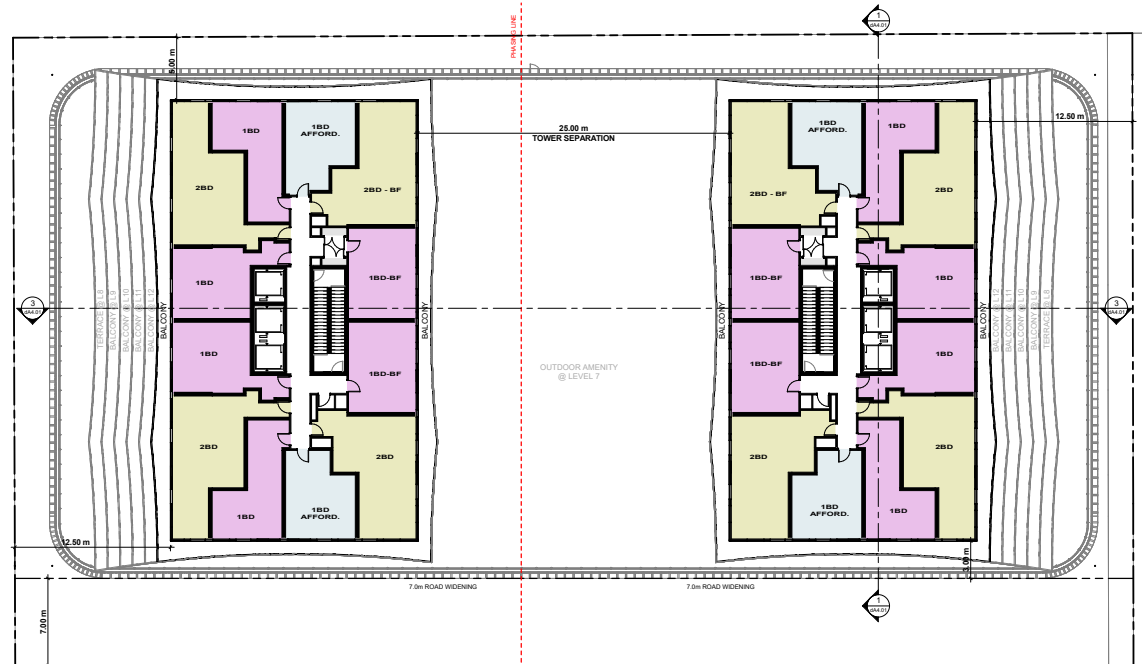


Figure 14. 12th - 41st Floor

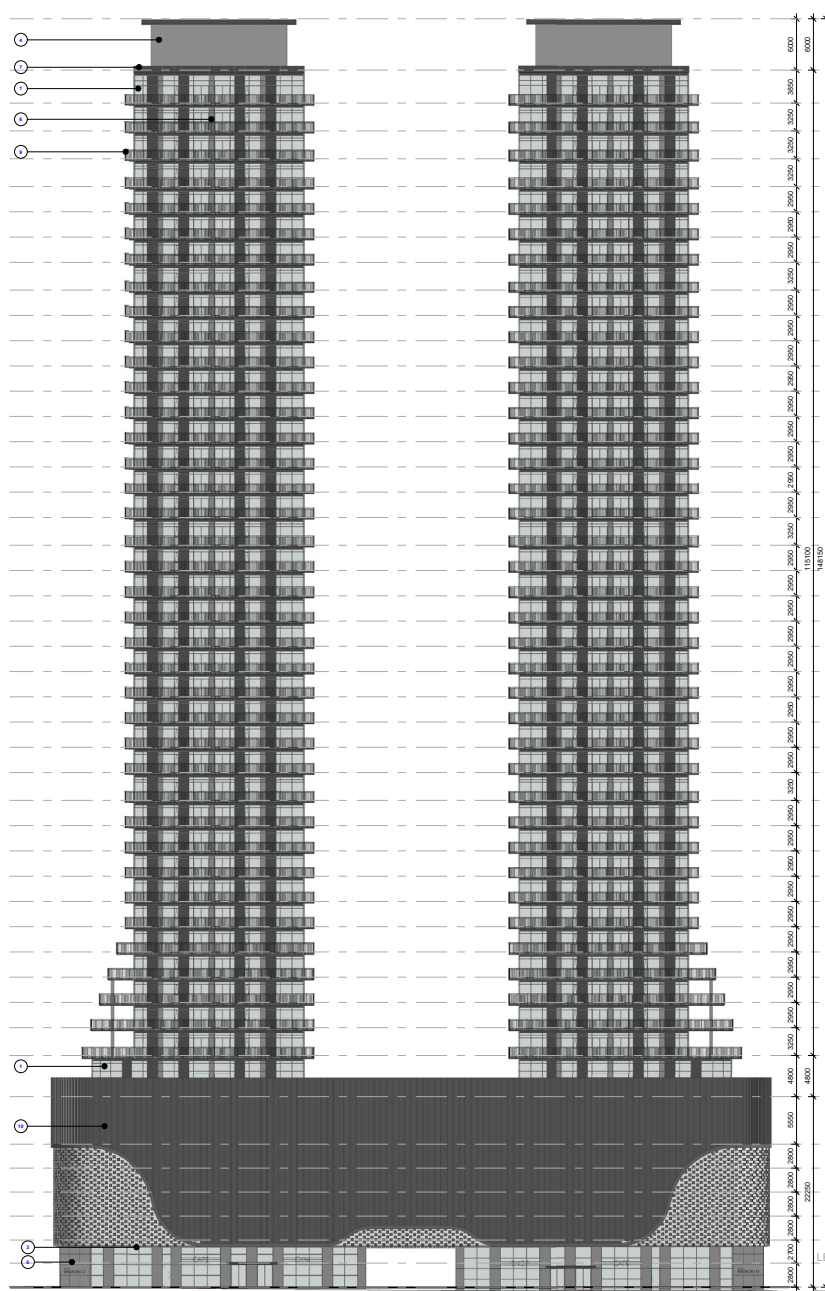


Figure 15. East Elevation

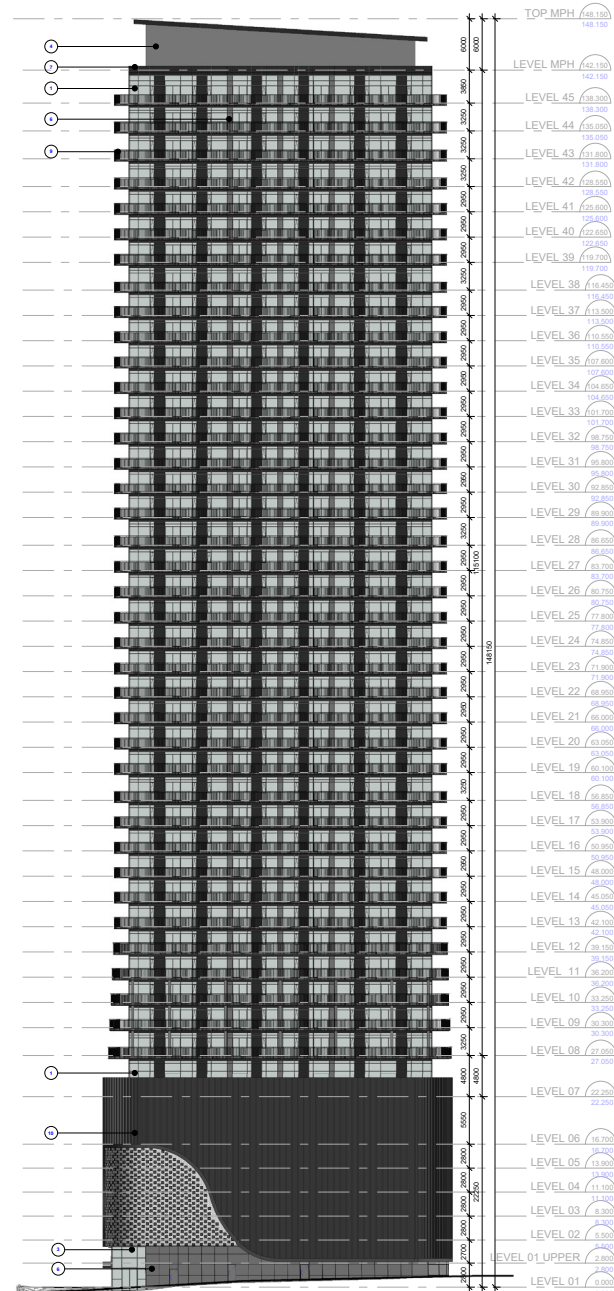


Figure 16. North Elevation

3.2 Architectural Design Intent

The design of the proposed development has been influenced by the surrounding natural features of Lake Simcoe. The waves of Lake Simcoe have inspired the design of this proposal, reflected in the curves of the balcony profiles, and woven into the podium's architectural fabric. The curvilinear design pays homage to the adjacent lake, and creates a sense of fluidity and movement throughout the structure.

At the lower tower levels, the balconies sweep its form outward (similar to that of waves) to provide transition and to create a connection to the podium.

The inspiration of the waves of Lake Simcoe are further reflected throughout the choice and use of materials. The podium boasts an elevated material palette, carefully curated to connect design details to the tower above. This strategic use of materials serves to accentuate access points and pedestrian entrances, creating focal

points of architectural moments that guide residents and visitors into the development.

Residents will enjoy an extensive amenity program that is thoughtfully integrated into the tower and podium. An expansive green roof, amenity and landscape program is providing residents with views to the lake, areas for leisure and respite, and designed to promote sustainability through LID measures.

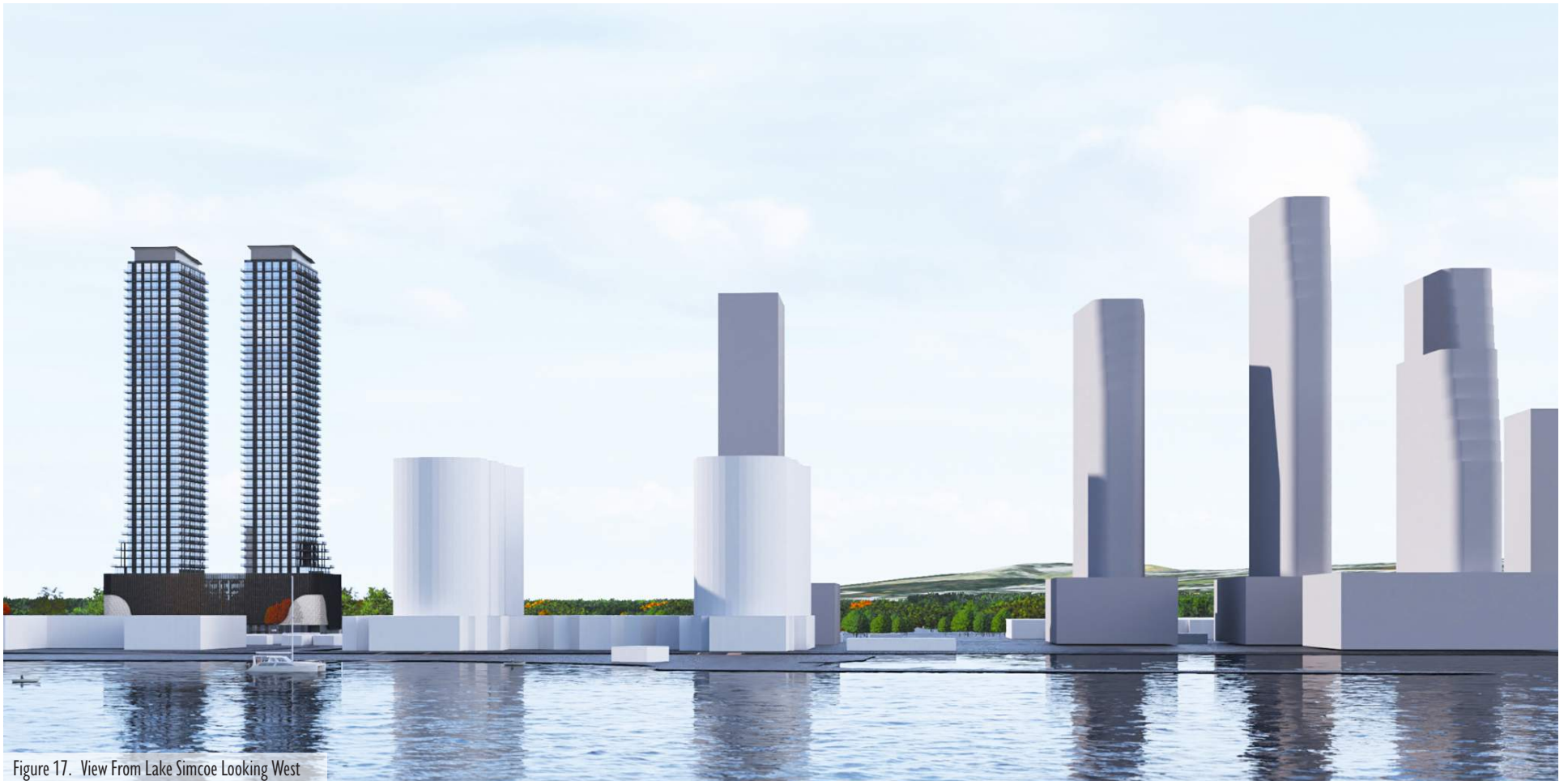


Figure 17. View From Lake Simcoe Looking West



Figure 18. View From Lake Simcoe Looking North West

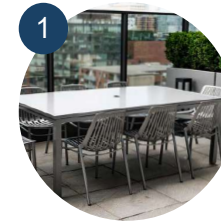
3.3 Landscape Design Intent

The proposed landscape design includes the use of plantings at ground level and a rooftop amenity space, located above the podium level.

At ground level, a variety of trees and shrubs are located at the south and west sides of the building, offering screening from adjacent properties and softening the property boundaries.

The roof terrace offers a number of amenities, providing a total amenity area of 1,480 m². Amenities located on the rooftop include swimming pool, wading pool and associated outdoor lounge areas. The lounge areas accommodate for outdoor BBQ and dining areas, overhead trellis features with additional dining areas, outdoor sofas for gathering, and study areas. Each amenity type is set and defined through the use of landscaped planters.

The overall landscape design provides for a well thought out and efficient use of space.



1
Outdoor Dining Set
Hauser



2
Waste Receptacle
Hauser



3
Shade Structure
Hauser



4
Sofa Set
Hauser



5
Chaise Lounge
Hauser



6
Planter
Columbia Green



7
Swimming Pool



8
Unit Paving
Unilock



9
Bike Rack
Hauser



10
BBQ
Napoleon

URBAN DESIGN POLICY

4

This section analyses the City of Barrie Official Plan, with regards to the Urban Design policies, the City of Barrie Urban Design Manual, and the City of Barrie Intensification Area Urban Design Guidelines to determine alignment of the proposed development. This section demonstrates that the proposed development implements the necessary and appropriate urban design guidelines.

4.1 City of Barrie Official Plan

The City of Barrie has recently updated their Official Plan, which was approved by the Ministry of Municipal Affairs and Housing, with modifications, on April 11, 2023. On October 23, 2023, the new Minister of Municipal Affairs and Housing announced that he would be reviewing the changes made to the Official Plan by the previous minister. On December 6, 2023, *Bill 150, Planning Statue Law Amendment Act, 2023* received royal assent, reversing the Provincial modifications to the City of Barrie's Official Plan and bringing into effect the Official Plan adopted by Council on March 7, 2022. On the same date (December 6, 2023), Mayor Nuttall submitted the City of Barrie's recommendations on the Official Plan to the Minister of Municipal Affairs and Housing. The recommendations submitted by Mayor Nuttall, that represent Council's intent, are not yet reflected in the current Official Plan. An Official Plan Amendment is required to permit the proposed development and seeks to reflect the recommendations of Council.

The City of Barrie Official Plan provides guidance for the consideration of land use, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprises. The Official plan provides direction and guidelines to control growth and to not exceed the City's capacity to provide a healthy community environment. Growth and development within the City of Barrie is guided by the Provincial Planning Instruments, which identify the City of Barrie as a Primary Settlement Area within the Simcoe Sub-Area.

The Official Plan designates the subject land as:

- 'Urban Growth Centre' & 'Intensification Corridor' - Map 1: Community Structure
- 'High Density' - Map 2: Land Use Designations
- Bradford Street is considered a Major Road and forms part of a Cycling Network on Map 4a: Mobility Network
- Bradford Street is considered an Arterial Road on Map 4b: Mobility Network
- Bradford Street has a planned right-of-way width of 34m on Map 5: Right-of-Way Widths
- 'Brock Park Historic Neighbourhood Boundary' & 'Treaty 18, 1818' - Map 8: Cultural City Features

The Official Plan includes policy provisions related to Urban Design in Section 3. 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.

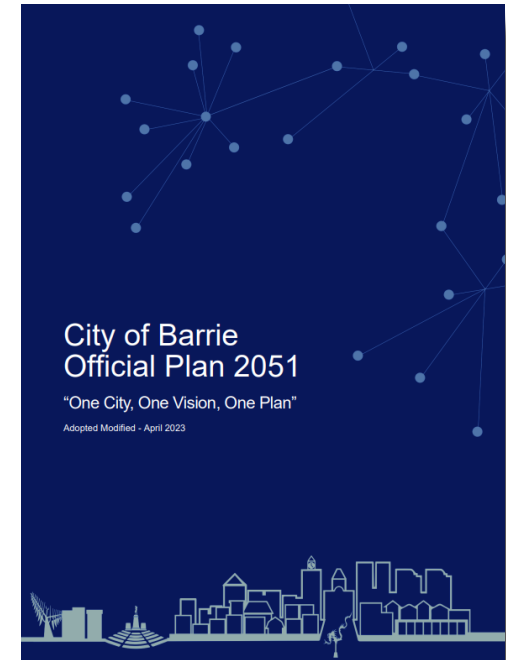
4.1.1 General Urban Design Guidelines

The City of Barrie has developed General Urban Design Guidelines, which are found in Section 3.2 of the Official Plan. The general urban design guidelines provide the following key themes: Human Scale Design, Complete Neighbourhood Design, Sustainable and Resilient Design, Public Realm Design, and Heritage Conservation. The Urban Design Guidelines are meant to guide development to achieve the City's objectives of becoming an attractive city, ensure proper transitions between different types of development, and achieve design excellence.

The following policies are relevant to the development applications.

3.2.1 HUMAN SCALE DESIGN

- To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development*



applications, where appropriate, shall demonstrate the following:

- A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;*
- Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;*
- Appropriate transitions between the private and public realm. This shall be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.*

- b) *Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.*
- c) *Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive.*

The proposed development is context-appropriate as it is located within the 'High Density' designation and provides for high-rise development in proximity to other approved high-rise developments. The proposal incorporates a 6-storey podium that provides for a continuous street wall and accommodates at-grade commercial uses along Bradford Street, which contributes towards an active streetscape and a rich pedestrian environment. The podium provides for a pedestrian scale that seeks to limit the overall impact of height on the pedestrian realm and adjacent lands. The at-grade uses will provide for glazing and building entrances to commercial and residential lobby space along the public street. Adjacent lands are expected to be developed in a similar way in the future, providing for a high density built form with active commercial spaces at-grade along Bradford Street. Transitions to adjacent lands are provided for through the implementation of podium levels, tower setbacks, and through the use of landscape buffers.

The lands to the north and south are also designated High Density and are expected to be developed with high-rise buildings in the future. Lands directly adjacent to the west are designated as Medium Density; these lands are expected to be redeveloped with increased heights. This will provide appropriate transition between the proposed high-rise development and adjacent neighbourhood area (approximately 200 metres away).

3.2.2 COMPLETE NEIGHBOURHOOD DESIGN

- a) *To ensure the development of complete neighbourhoods, development applications outside of Employment Areas, where appropriate, shall generally be designed to contribute to:*
 - i) *The diversity of land uses in the neighbourhood;*
 - ii) *The diversity of housing types and options in the neighbourhood;*
 - iii) *The diversity of, and connectivity between, different open space types in the neighbourhood;*
 - iv) *Connectivity to transit facilities and active transportation networks in the neighbourhood;*
 - v) *Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;*
 - vi) *Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;*
 - vii) *For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;*

The proposed development provides for a mixed-use development of a residential condo building with commercial uses located at-grade. The residential use of the proposed development provides for a range of housing options in the form of 1-bedroom and 2-bedroom options, offering new housing options to the area through a built form with more attainable options. Additionally, the proposed development offers 15% of the total units as affordable housing options, addressing the market needs for affordable and attainable housing. The proposed development is conveniently located in proximity to open spaces, the Barrie Waterfront, and to public transit and active transportation networks. A variety of Bus Routes are located along Bradford Street, with direct connections to the Barrie Bus Terminal and the Allandale GO Station, as well as cycling routes located along

Bradford Street. Additionally, the proposed development activates the public street through the inclusion of at-grade commercial uses and is located within the Urban Growth Centre, where a mix of uses is encouraged and provided.

3.2.3 SUSTAINABLE AND RESILIENT DESIGN

- a) *To support the City's sustainable design priorities, all development applications shall demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:*
 - i) *Optimization of passive and renewable energy design strategies;*
 - ii) *Minimization of non-renewable energy consumption, as well as waste;*
 - iii) *Use of environmentally-friendly products;*
 - iv) *Protection and conservation of water;*
 - v) *Enhancement of the natural environment;*
 - vi) *Mitigation of climate change and major weather events, including through the use of design elements and durable materials;*
 - vii) *Adaptation to Barrie's seasonal changes; and,*
 - viii) *Resource conservation through operational and maintenance practices.*

The proposed development considers the sustainable design priorities and their importance. The proposed compact built form provides for an efficient use of land and resources and provides for transit-supportive densities that will limit auto-dependency. The building design will consider using sustainable development measures and will respond to emerging trends ensuring sustainable and resilient design priorities can be met. Additional details, including the consideration of materials, products, and architectural features will be provided for at Site Plan.

3.2.4 PUBLIC REALM DESIGN

3.2.4.5 Access, Circulation, Loading and Storage

- a) *Shared driveways are encouraged for employment, commercial, and mixed-use sites to reduce access points and reduce conflicts with pedestrians.*
- d) *Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems, as well as to Greenspace.*
- e) *Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall not be located immediately adjacent to an intersection, and will be directed away from a public street, park, river, public open space or residential area. If this is not possible, they will be adequately screened.*

Both the residential and commercial uses are provided vehicle access through one shared access point located central to the site. Pedestrian access is provided off Bradford Street directly linked to the municipal sidewalk system with access to transit stops along Bradford Street. The loading bays, waster services, building utilities, mechanical equipment, and parking are all located internally, within the 6-storey podium, and will be screened from the street.

3.2.4.6 Semi-Public Spaces and Amenity Areas

- a) *Amenity areas are strongly encouraged to be consolidated and centrally located, and indoor/outdoor amenity areas should be co-located wherever possible.*
- b) *Tree planting is strongly encouraged as trees are considered an essential part of the neighbourhood fabric.*
- c) *Where required, buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.*

Amenity space for the residents of the proposed development is consolidated on the 7th floor and consists of indoor amenity space, located within each tower, and outdoor amenity space, located above the podium structure. Landscape buffers are provided along the side and rear yards of the building, providing for a visual barrier and providing new tree plantings to the site that do not currently exist.

4.1.2 Built Form Types and Development Criteria

Section 3.3 of the City of Barrie Official Plan provides guidelines on Built Form Types and Development Criteria. Section 3.3.4 of the Official Plan applies to high-rise buildings, stating high-rise buildings as being over 12 storeys. Applicable policies are provided below.

- a) *High-rise buildings shall be designed with the following elements:*
 - i) *Podium, being the base of a building that frames the public realm to help make the building human scale. It helps enhance the overall building design/ architectural interest and is programmed to provide an active pedestrian streetscape. It should generally be between three and a maximum of six storeys in height.*
 - a. *For a podium on lands in the Urban Growth Centre (on Map 1) across the street from lands designated Neighbourhood or Medium Density on Map 2, the podium shall incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create a harmonious streetscape;*

A 6-storey podium is provided within the proposed development that provides for a street wall along Bradford Street, contributing towards a human scaled building with ground floor activation through the implementation of at-grade commercial uses. Across the street are

additional lands designated High Density, which are expected to be developed to a similar manner in the future; providing for active uses along Bradford Street and providing for a harmonious streetscape.

- ii) *Tower, being the upper portion of a building above the permitted podium height, it is slender in shape to reduce visual and microclimatic impacts of the tower and allows the podium to be the primary element of the public realm. The tower meets the following criteria:*
 - a. *Provide appropriate privacy and daylight conditions for people living and/or working within the building;*
 - b. *Minimize shadow impacts and should contribute to urban design excellence in Barrie;*
 - c. *Unless further direction is provided in the City-Wide Urban Design Guidelines and/or Zoning By-law, the tower will be setback a minimum of 12.5 metres from: (1) the side property line; (2) the rear property line, and; (3) the centre line of an abutting right-of-way. When a lot is adjacent to a natural area, a highway or another use where it may be appropriate to have the building closer to the lot line, an appropriate reduction of the setback may be considered to the satisfaction of the City;*
 - d. *As further directed by the Zoning By-law and Urban Design Guidelines, all parts of a tower, including its balconies, shall be setback from the podium and all public street frontages to ensure an appropriate human scaled pedestrian environment and mitigate wind impacts at street level;*e. *Towers should be sited and oriented to maximize building energy performance, natural ventilation, view corridors, and daylighting;*
 - f. *Where more than one high-rise building is located on the same lot, the distance between the towers at the twelfth storey and above shall be at least 30.0 metres;*

- g. *In order to provide appropriate transition, towers will generally be setback 70.0 metres from lower-scale neighbourhoods and buildings or, as further described in the City-Wide Urban Design Guidelines, contained within an angular plane;*
- h. *The first storey shall generally be taller in height to accommodate a range of non-residential uses; and,*
- i. *Where multiple towers are proposed on the same site, tower heights should generally be staggered by a minimum of five storeys to create visual interest within the skyline, mitigate wind impacts, and improve access to sunlight and sky view;*

Two towers sit above the 6-storey podium and provide for slim floorplates and a 25 metre tower separation distance, meeting the urban design guidelines; this allows for views to the sky to be maintained and minimizes the shadow impact on adjacent lands. Residential units are located entirely within the towers, starting at the 7th storey, ensuring privacy to residents from the street.

As stated above, and detailed in the Planning Justification Report, an Official Plan Amendment is required to address sections 3.3.4(a)(ii)(c) and 3.3.4(a)(ii)(f). The proposed Official Plan Amendment seeks to better align the Official Plan with Council's intent, as detailed through Mayor Nuttall's letter to the Ministry of Municipal Affairs and Housing, dated December 6, 2023. The proposed development does not meet the required 12.5 metre tower rear yard setback (3.3.4(a)(ii)(c)) and it does not meet the required 30 metre tower separation distance (3.3.4(a)(ii)(f)). These policies restrict site development and while the proposed development does not comply with these policies, it provides consideration for an appropriate rear yard tower setback and tower separation distance. Due to the size of the lot, a 12.5 metre rear yard tower setback and a tower separation of 30 metres does not support an efficient built form and would require smaller floor plates which would provide for a costly development. The proposed development considers these setbacks and offers a

reduced rear yard tower setback of 5 metres, which provides for an adequate setback to adjacent lands. The reduced tower separation distance of 25 metres is considered minor and appropriate to accommodate the proposed development.

Additionally, an application for Zoning By-law Amendment is proposed which would permit a minimum tower setback of 5 metres from the rear yard, 12.5 metres from the side yards and from the centre line of Bradford Street, and a tower separation distance of 25 metres. The towers are setback from the podium 3 metres from the rear, 9.5 metres from the sides, and 2 metres from the front, providing for appropriate transition and limiting the impact of height.

iii) Tower top, being the thoughtful architectural design of the rooftop, which provides appropriate expression to the top of the building, and which meets the following criteria:

- a. *The tower top shall be designed to be of architectural interest and contribute to an interesting skyline and cityscape, amenity space, and/or environmental sustainability features, screening any building mechanical or telecommunications equipment from view; and,*
- b. *Amenity space and signage, if provided at the rooftop, shall be integrated into the design and massing of the tower top.*
- b) *Building heights may be evaluated on a site-by-site basis, as determined by the capacity of each site, and in consideration with the policies of Section 3.2 of this Plan and the City-Wide Urban Design Guidelines*
- c) *Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.*

The proposed development will be designed to provide for a thoughtful architectural rooftop. The rooftop of the podium will be used as outdoor amenity space, incorporating appropriate vegetation. The roof top of the towers will consist of a mechanical penthouse, ensuring such services are screened. As demonstrated through the review of Section 3.2 of the Official Plan, and through the rationale provided within the Planning Justification Report, the proposed high-rise building is appropriately located within an Intensification Corridor and aligns with the Urban Design Guidelines, as demonstrated. Additionally, the subject lands are not located along a view corridor, therefore the view of Kempenfelt Bay is maintained.

4.1.3 Parking Design

Section 3.4 of the City of Barrie Official Plan provides guidelines on Parking Design for Developments of All Types and Areas, providing the following:

- a) *Parking areas supporting new development in the Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors should be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking.*
- b) *Above-grade parking structures should be screened from view by development or otherwise designed to provide facades of high architectural quality facing streets. Street related uses on the ground level of the parking structure should be provided where appropriate to contribute to an active pedestrian realm and screen the parking structure.*
- d) *Walkways should be provided directly from parking lots and municipal sidewalks to the main entrance(s) of the building(s). Walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment.*

Landscaping should enhance the walkway.

- g) Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.*

The proposed development locates parking areas within the podium, with the first floor of the podium consisting largely of commercial and lobby uses. This activates the street while ensuring parking areas are screened from the street. Walkways are located within the podium, providing safe and direct pedestrian access from the parking to main building entrances and to Bradford Street. Bicycle parking is provided along the side of the building as well as through sheltered parking located within the podium levels of the development.

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 urban design policies contained within the Official Plan (2018) 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.

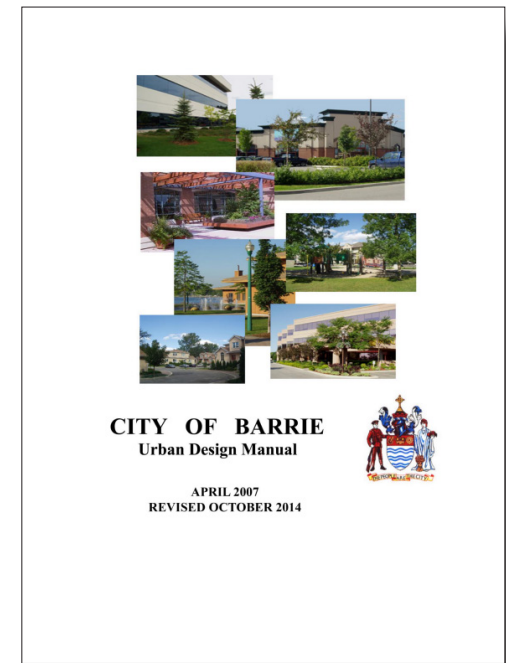
The City is in the process of drafting new Urban Design Guidelines, however these guidelines are currently only in draft format and have not yet been presented to Council. Therefore, the Urban Design Manual (2014) has been utilized.

The proposed concept incorporates many of the design directives found within the UDM. 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 aligns with the land use designation and considers future development of surrounding lands. The subject lands are located within an Intensification Corridor and on lands designated as High Density. Surrounding lands along Bradford Street are expected to be developed with taller building heights and increased densities in the future.

The proposed building fronts Bradford Street and provides for a pedestrian scaled podium, which incorporates landscaped features on the roof, parking within the structure, and at-grade commercial uses. This provides for visual interest from the street, screens parking



areas from the public, and encourages pedestrian activity and interaction between internal spaces and the public realm.

The site is located within the Urban Growth Centre where a range of uses are provided, including commercial, retail, restaurants, open and amenity spaces. The site is positioned with direct access to existing and planned transit routes along Bradford Street and to regional transit options through direct connection to the Allandale GO Station.

The built form of the proposed development is considered appropriate for the subject lands, given that they are located within the Intensification Corridor and designated High Density where such density is possible and encouraged.

SITE CIRCULATION

Pedestrian access has been incorporated into the design in order to provide safe and convenient access to and from all building entrances. Pedestrian walkways are provided from the parking to the residential / lobby entrance, as well as direct pedestrian connections to Bradford Street are provided.

Primary building entrances are located along Bradford Street, providing access to the residential lobby and commercial units. Access to the residential lobby is also provided through the parking area.

Vehicle access to the site is provided through one single entry/exit, ensuring pedestrian and vehicle crossings are limited. The single access minimizes turning traffic on Bradford Street. An adequate number of parking has been provided on site, including Barrier-Free parking spaces, all located within the podium structure. The Barrier-Free parking spaces are located in close proximity to the accessible barrier free building entrances. All required safety features will be provided in the podium parking with stairwells and elevators located in high visible areas.

SITE SERVICES

Service vehicle areas (loading bays, recycling areas, and garbage storage facilities) are all located internally to the podium, ensuring appropriate screening from the street. On-site circulation has been designed to direct such vehicles in a logical and orderly fashion. Furthermore, loading bays have been placed separate from building entrances to limit conflict between service/loading areas and vehicle/pedestrian routes. Locating service vehicle areas within the podium eliminates reversing and maneuvering on Bradford Street. All required vehicle movements will be conducted internal to the site, with one entry/exit access point proposed off Bradford Street. All utilities are proposed to be located underground or in the interior; placement to be confirmed during detailed design.

ARCHITECTURAL DESIGN

The proposed development is compatible with the developing character of the area as the surrounding lands are expected to be developed at higher densities as per the High Density and Medium Density designations. The proposed height aligns with those of approved developments along Bradford Street (approximately 400 metres north). The 6-storey podium provides for a pedestrian scaled podium and will provide for transition with future developments to the west, within the Medium Density designation.

The buildings have been situated to provide for at-grade commercial uses along Bradford Street that 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 Bradford Street, providing direct and identifiable pedestrian access.

The proposed buildings use a high degree of architectural quality, providing for a cohesive visual relationship between the two towers through similar design elements and the mix and use of materials. Balconies and terraces will be designed to ensure usable private amenity space is provided. Parking is located entirely within the podium levels. Barrier-free accessibility standards have been adhered to. Mechanical equipment will be hidden from all municipal right-of-ways. Further details will be provided during the Site Plan Application stage.

Further details regarding the architectural plans can be found in Section 3 of this report.

LANDSCAPE DESIGN

The subject lands currently have no vegetation or landscape features present. The proposed landscape design provides for an attractive landscape treatment of the site through landscape buffers and amenity landscaping features. The proposed landscape design softens the visual impact, improves the visual character of the proposed development, and delineates the site boundaries. The amenity space is located above the podium level, efficiently using the site and ensuring that the amenity space is centrally located for all residents.

Further details regarding the landscape 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. Bradford Street provides access to a variety of public transit routes and is located within 730 metres of the Downtown Barrie Bus Terminal and 760 metres from the future Allandale Transit Mobility Hub / current Allandale GO Station. The proposed development will also be linked to the municipal sidewalk network and Bradford Street cycling network with direct connections to the Barrie Waterfront Multi-Use Trail, further promoting active transportation.

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. It is noted that these Guidelines align with the previous City of Barrie Official Plan (2018). However new Urban Design Guidelines have not yet been presented to Council, therefore these Guidelines have been reviewed.

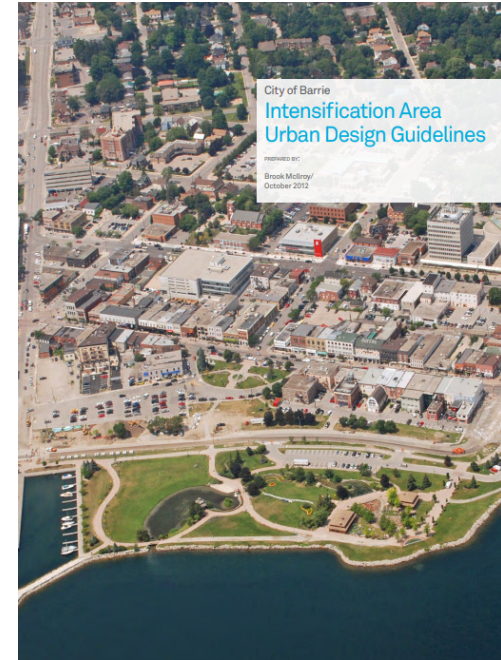
The Guidelines present a vision and a set of priority directions, to ensure that new development is compatible with the existing built fabric, creates an attractive and safe pedestrian realm, supports alternative modes of transportation (i.e. walking, cycling and transit), and is environmentally sustainable.

As the subject lands are located within an Intensification Corridor of Bradford Street, the urban design guidelines apply to the subject lands. The guidelines identify the intensification typology as a Mixed-Use Main Street. Key opportunities for Mixed-Use Main Streets include additions and renovations to existing buildings; the redevelopment of vacant or underutilized sites (i.e. single-storey buildings); and the development of vacant parcels. Developments within Mixed-Use Main Streets should contribute towards active pedestrian-supportive streetscapes; should provide mixed-use buildings with retail at-grade and residential and/or office above; should allow for residents to live, work, and play within the Urban Growth Centre; should create “eyes on the street”; and should enhance safety and activity at all hours.

The proposed development is reflective of the Mixed-Use Main Street as the design is pedestrian-supportive, provides for a mixed-use development that activates the streetscape with retail at-grade, contributes towards a live, work, play environment within the UGC, and provides for “eyes on the street” with residential above, enhancing safety.

Section 2.5.2 describes the priority directions that will guide all new development within the Mixed-Use Main Streets. These include:

- *Ensure a consistent, high-quality urban frontage along the waterfront and Downtown main streets.*
- *New buildings, open space and street design will build on the unique character of the Downtown (i.e. a humanscaled building base, street trees, active at-grade uses, waterfront views, etc.), adjacent neighbourhoods and the waterfront setting by being context specific, appropriately scaled, and containing an appropriate mix of uses.*
- *In the Mixed-Use Main Street areas, Taller buildings above 8-storeys may be appropriate on sites where lot size, setbacks, step-backs and building transitions (i.e. step-backs) can be made to respect the neighbouring properties. Taller building sites are anticipated adjacent to the waterfront where existing tall buildings are located, and at primary street intersections.*
- *Ensure building mass and height, and street and open space design, contributes to compatible development within the existing downtown and waterfront. Additional studies are recommended to ensure new buildings do not limit sunlight access to waterfront parks, or views to Kempenfelt Bay*



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 wide boulevards to allow for tree plantings and street furniture (benches, bike racks, etc.). The building is proposed to be built on the street edge with at-grade commercial uses that seek to create an active pedestrian supportive streetscape with interactive at-grade uses.

4.3.2 Private Realm Urban Design Guidelines

Section 4.0 provides urban design guidelines for the private realm, including community structure, transit supportive design, parking considerations, building orientation, and site layout. The proposed development is transit-supportive as it provides for higher densities in proximity to public transit, along an Intensification Corridor, along the Waterfront, and within the Urban Growth Centre, where a mix of uses is provided (4.1.3). Additionally, the proposed development is located along existing public transit routes and within 760 metres of the Downtown Bus Terminal, the Allandale GO Station, and the future Allandale Transit Mobility Hub. Secure bicycle parking is also provided within the proposed development.

Section 4.2 encourages the use of parking structures, screening parking from the public realm and reducing the amount of land area required. In alignment with the urban design guidelines for structured parking, the proposed development provides for active at-grade uses fronting Bradford Street that screens the parking from the sidewalk and maintains a minimum of 50% of the ground floor to be occupied by non-parking uses. The structured podium parking further provides for a mix of uses, incorporating parking, retail, and residential amenities (i.e. lobby, mail room, etc.). Servicing and loading areas are also screened from the public realm and located within the podium parking structure (4.2.4).

Section 4.3 speaks to General Building Guidelines, including building orientation, site layout, and building height. The proposed development is appropriately located to frame the street, maintaining a streetwall presence along Bradford Street and providing direct connections to main building entrances from public sidewalks; contributing to an active public realm with at-grade uses (4.3.1).

Section 4.3.2 provides guidelines on building heights seeking to ensure proposed developments fit within the existing context of

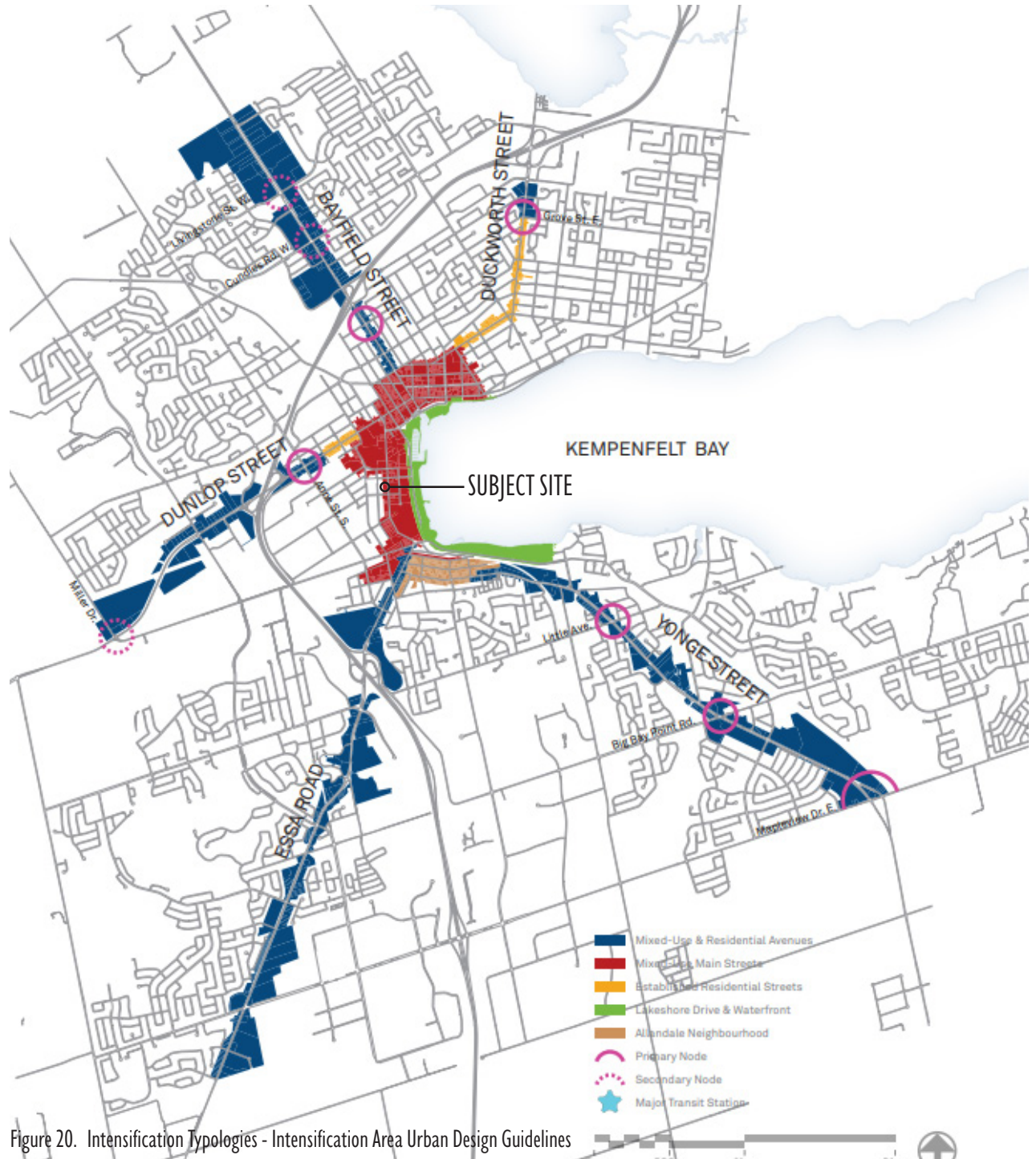


Figure 20. Intensification Typologies - Intensification Area Urban Design Guidelines

the surrounding lands. The proposed development provides for a building height that is taller than the suggested 8-storeys. However an increased building height is considered appropriate due to the location of the subject lands; located within the Urban Growth Centre, along an Intensification Corridor, in proximity to approved developments of similar heights, nearby two Barrie transit stations and GO station, and in an area that can capitalize on views of the lake. The proposed development further provides for additional setbacks from the podium level to the tower levels, to provide for a transition in height and limit the impact of height on the public realm.

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 Intensification Area Urban Design Guidelines were created in 2012 and therefore do not represent the current City of Barrie Official Plan (2023) or the City’s objectives for future planning considerations. Based on this, the proposed development provides for a built form that is considerate of the Official Plan’s objectives and surrounding land uses. The subject lands, and lands fronting onto Bradford Street are designated under the new Official Plan as ‘High Density’ while adjacent lands to the west are designated ‘Medium Density’, demonstrating that the surrounding lands are expected to provide for significant redevelopment in the future. The podium structure provides for transition in height to the existing low-rise residential buildings to the west, while maintaining a similar height to expected future development of the same lands. The proposed development implements building step-backs above the podium level and maintains a 45-degree angular plane to lands designated ‘Neighbourhood Area’ located to the west. Additionally, a Shadow Impact Study has been prepared by Kirkor Architects and submitted in support of this application. The study demonstrates shadowing impact on the neighbouring properties. Additional details on the Shadow Study can be find in Section 6 of this Urban Design Report.

4.3.3 Mixed-Use Main Street Guidelines

Section 5.2 sets out policies relating to the Mixed-Use Main Street typology. The guidelines identify Bradford Street as an Intensification Area within the Urban Growth Centre, stating these streets are to transition into “*downtown commercial streets with active, pedestrian-supportive streetscapes*”.

Section 5.2.5 provides a demonstration plan for Bradford Street between John St and Victoria St, where the subject lands are located. This demonstration plan recognizes and encourages intensification and the use of at-grade commercial uses, as provided through the proposed development. The demonstration plan for this area further states that intensification should generally provide for a mid-rise built form. As mentioned, the Intensification Area Urban Design Guidelines were created in 2012 and are therefore not representative of the current Official Plan which designates the lands as ‘High Density’ and encourages a high-rise built form. Although providing for an increased height, the proposed development considers all other guidelines for the Mixed-Use Main Street typology by providing for a compatible built form, as detailed above.

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

4.4 City of Barrie New Urban Design Guidelines

As stated above, the City of Barrie is in the process of drafting new Urban Design Guidelines, however these guidelines have not yet been presented to Council. As a result, the current Urban Design Manual and Intensification Area Urban Design Guidelines were reviewed in support of the subject application.

Although currently not in effect, the proposed development aligns with the new Draft Urban Design Guidelines.

BLOCK PLAN



5

A Block Plan was prepared by Innovative Planning Solutions for the proposed development. This report demonstrates how the proposed development contributes to the streetscape and is consistent with both the planned and existing character of the neighbourhood. An inventory, assessment, and understanding of the physical features of the existing site context is included within this report.

The Block Plan demonstrates how the planned context (including land use designations, zoning envelopments and other relevant planned context from site specific/city-wide guidelines) could evolve. The plan shows the development proposal in context and includes potential future massings, site circulation, open spaces, and site/block access; demonstrating how the proposed has consideration for transition to adjacent sites, as well as any potential impacts to the development feasibility of the site and its adjacencies.

The intent of the plan is to show how the proposed development fits in with the existing land fabric, current and potential land uses, potential sites for redevelopment, and identify various design improvements that could occur.

The Block Plan is shown in Figure 21 and attached as Appendix 3.

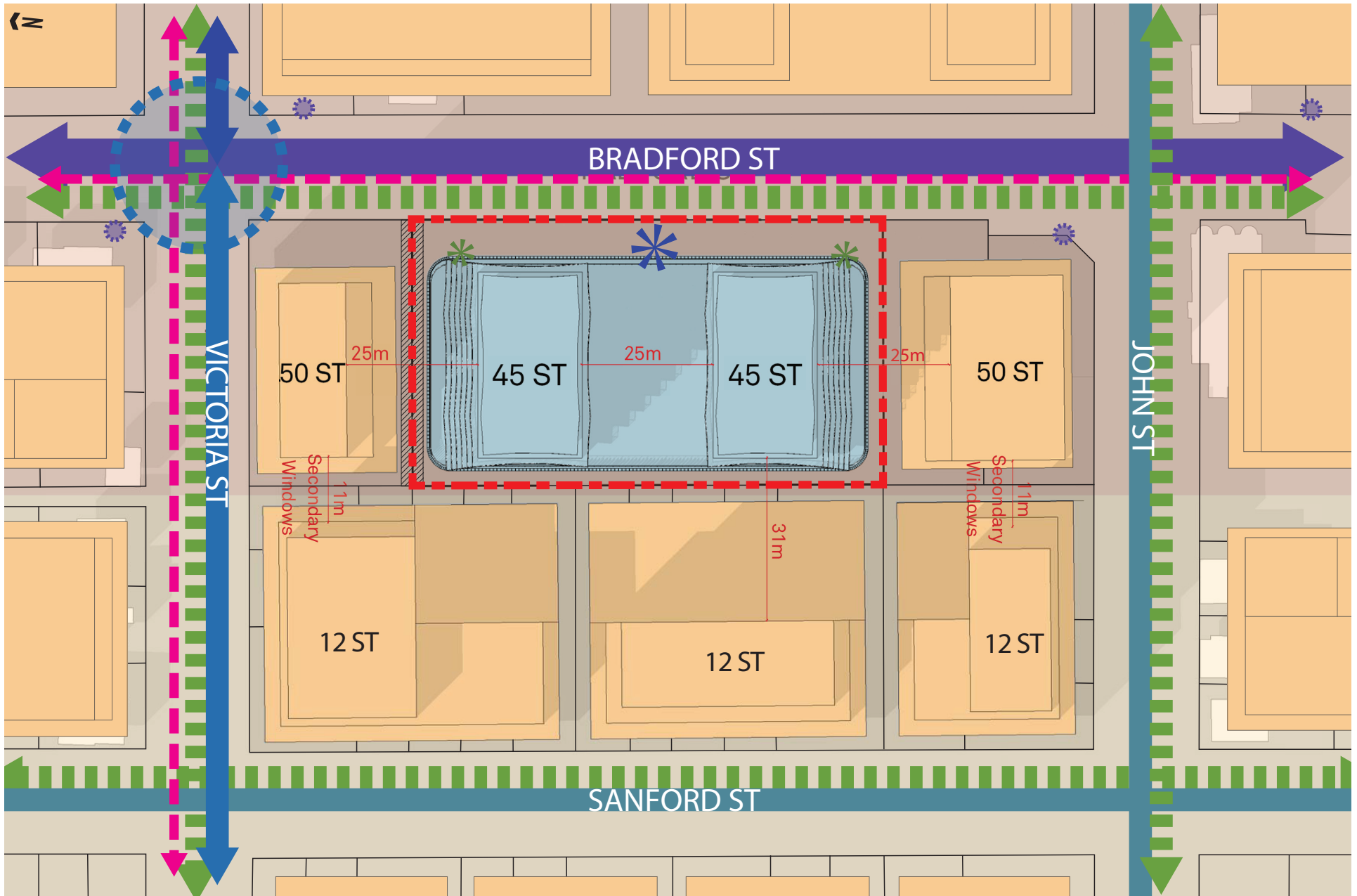


Figure 21. Block Plan

FUTURE MASSING

The subject lands are designated as 'High Density' and are within the Urban Growth Centre intensification area, as per the City of Barrie Official Plan. The lands adjacent to the west are designated 'Medium Density'. Developments consisting of high-rise developments are encouraged to be located within the 'High Density' lands within the Urban Growth Centre; these lands, and the adjacent 'Medium Density' lands are expected to accommodate for a large amount of growth in the future. Surrounding and adjacent lands are therefore expected to develop at increased densities to what currently exist, in order to support the City of Barrie's Official Plan. The Block Plan demonstrates potential future massing of the surrounding lands and are considered appropriate for the area based on current land use designations, policy directives, and angular plane provisions measured from lands designated 'Neighbourhood Area'. Figure 24 demonstrates an appropriate transition from the 'Neighbourhood Area' designation to the increased densities expected along the Bradford Street Intensification Corridor, demonstrating how the proposed development fits within the potential future context. The towers fit below the 45° angular plane, measured from the nearest 'Neighbourhood Area' designation.

BUILDING MASSING

The massing of the proposed built form of the subject lands provides for an increased density while accommodating for appropriate transitions between surrounding areas and land uses. The podium level provides for a lower building height along the street, contributing towards a comfortable public realm, while further providing for transitions to the adjacent 'Medium Density' lands and expected developments. Additional transition is provided to the nearby lands designated 'Neighbourhood Area' through the provision of a 45° angular plane.

The towers provide for an increased density that is consistent with recently approved developments of surrounding lands. The tower separation distances have been implemented for the towers on site

and the proposed towers provide for slim floor plates less than 800 m². Overall, the slim floorplates and tower separation distances provide for sky views, preserve views towards the lake, and seek to reduce the shadow impact on surrounding lands. The proposed built form is appropriate for the site and does not limit the development potential of adjacent sites.

CIRCULATION

Vehicle access is consolidated to one entrance/exit along Bradford Street, limiting traffic impact onto Bradford Street. Pedestrian access is also provided fronting Bradford Street, providing direct access to the municipal sidewalk network.

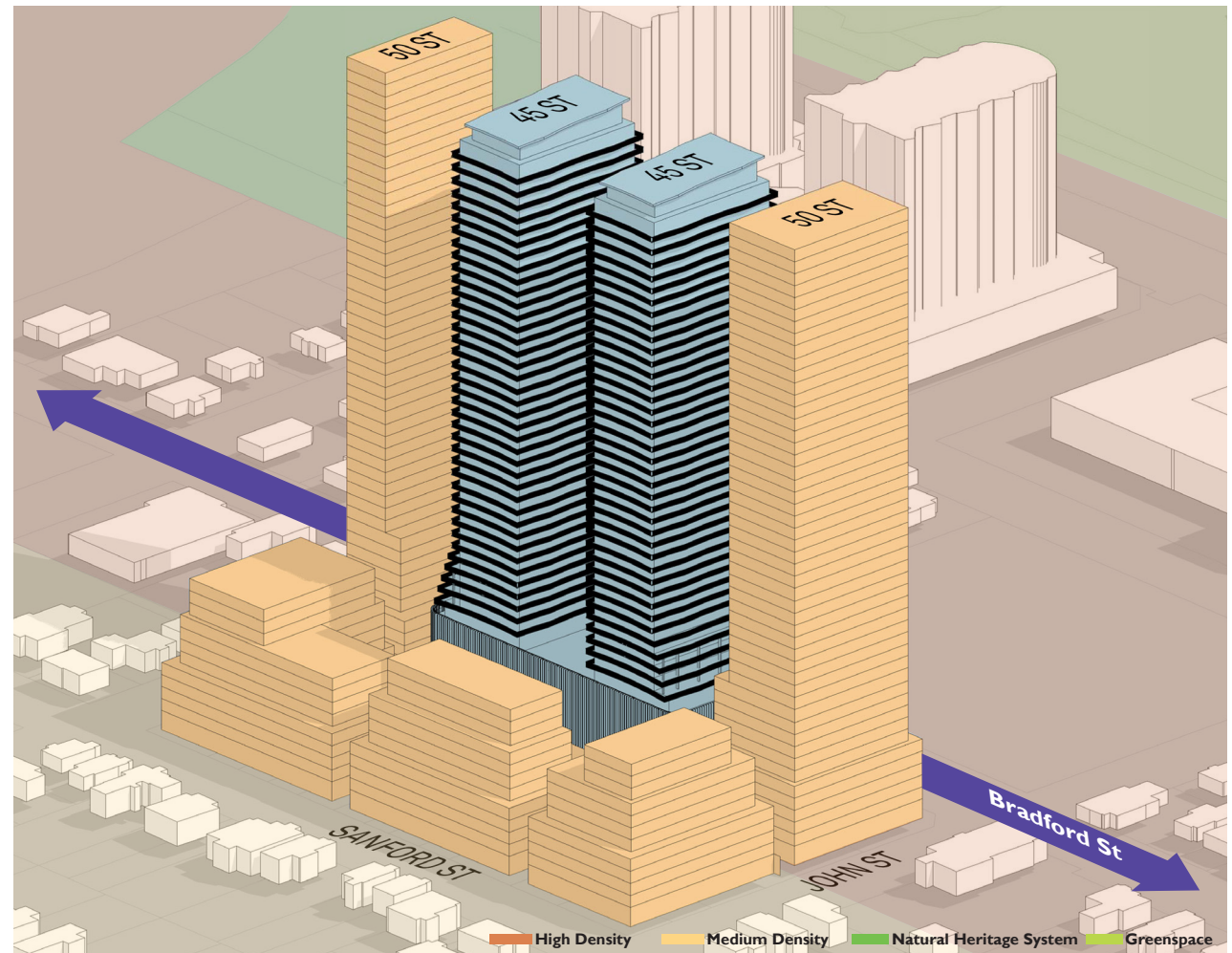


Figure 22. Block Plan - View Looking South West

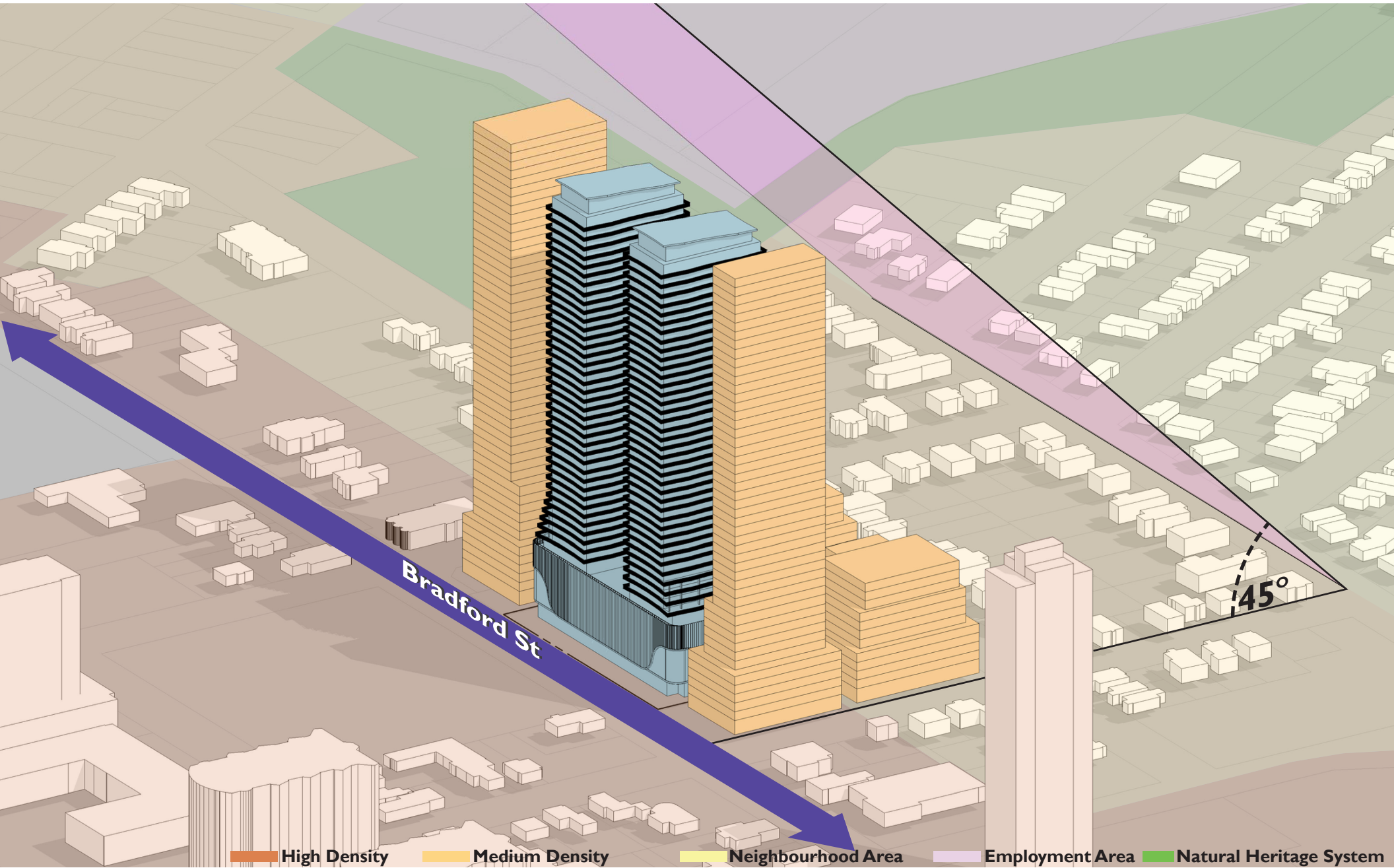


Figure 23. Block Plan - Neighbourhood Area Angular Plane

SHADOW STUDY



6

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

The Shadow Study demonstrates that, with the exception of the morning sun, the shadows fall on lands designated “high Density” and ‘Medium Density’ and onto Bradford Street. Minimal impact is seen to lands designated ‘Neighbourhood Area’, which is reserved to early morning throughout the year. It is our opinion that the shadows cast by the proposed development are limited and acceptable for the surrounding uses.

The Shadow Study is shown in Figure 24 to 27.

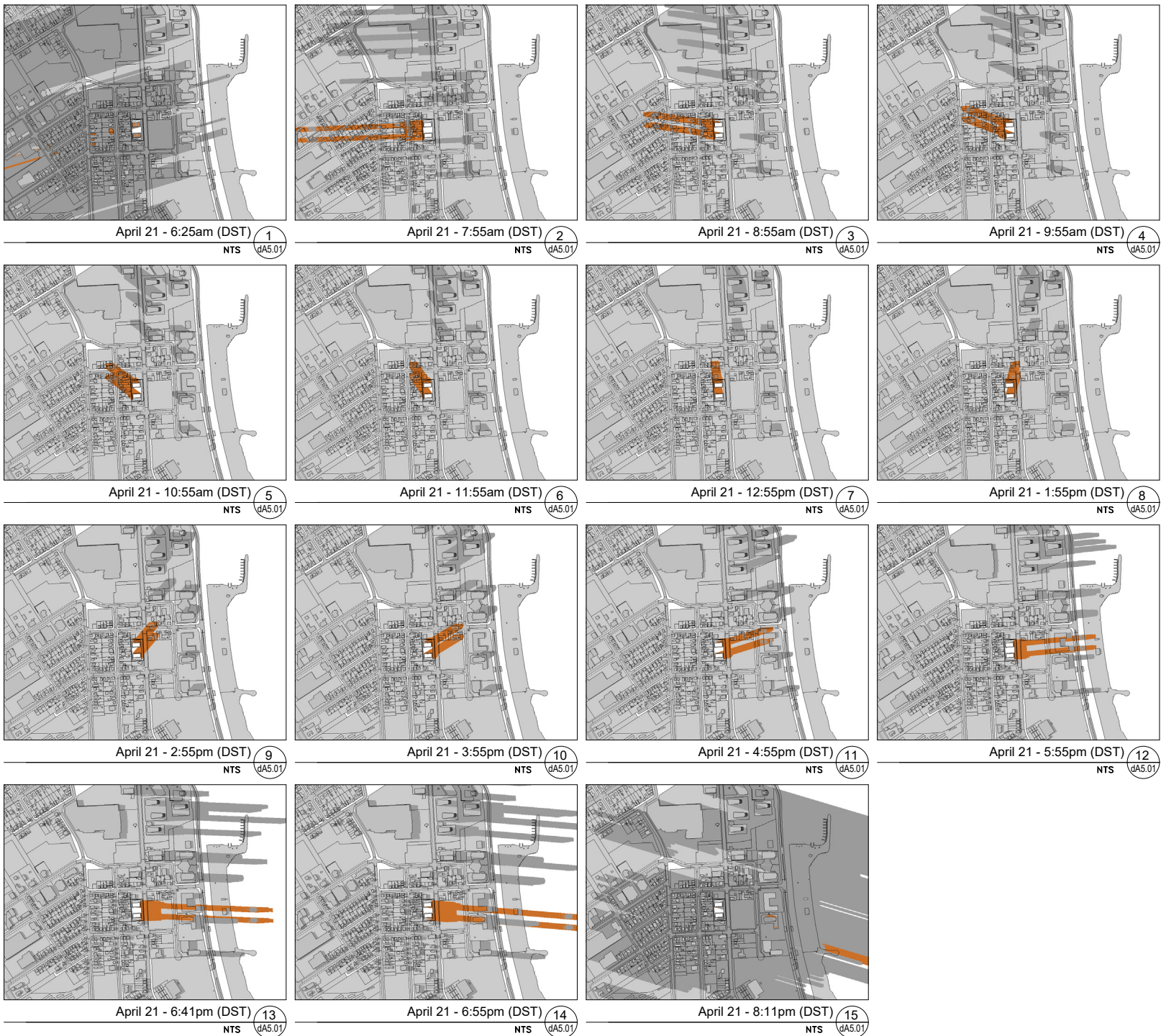


Figure 24. Shadow Study - April

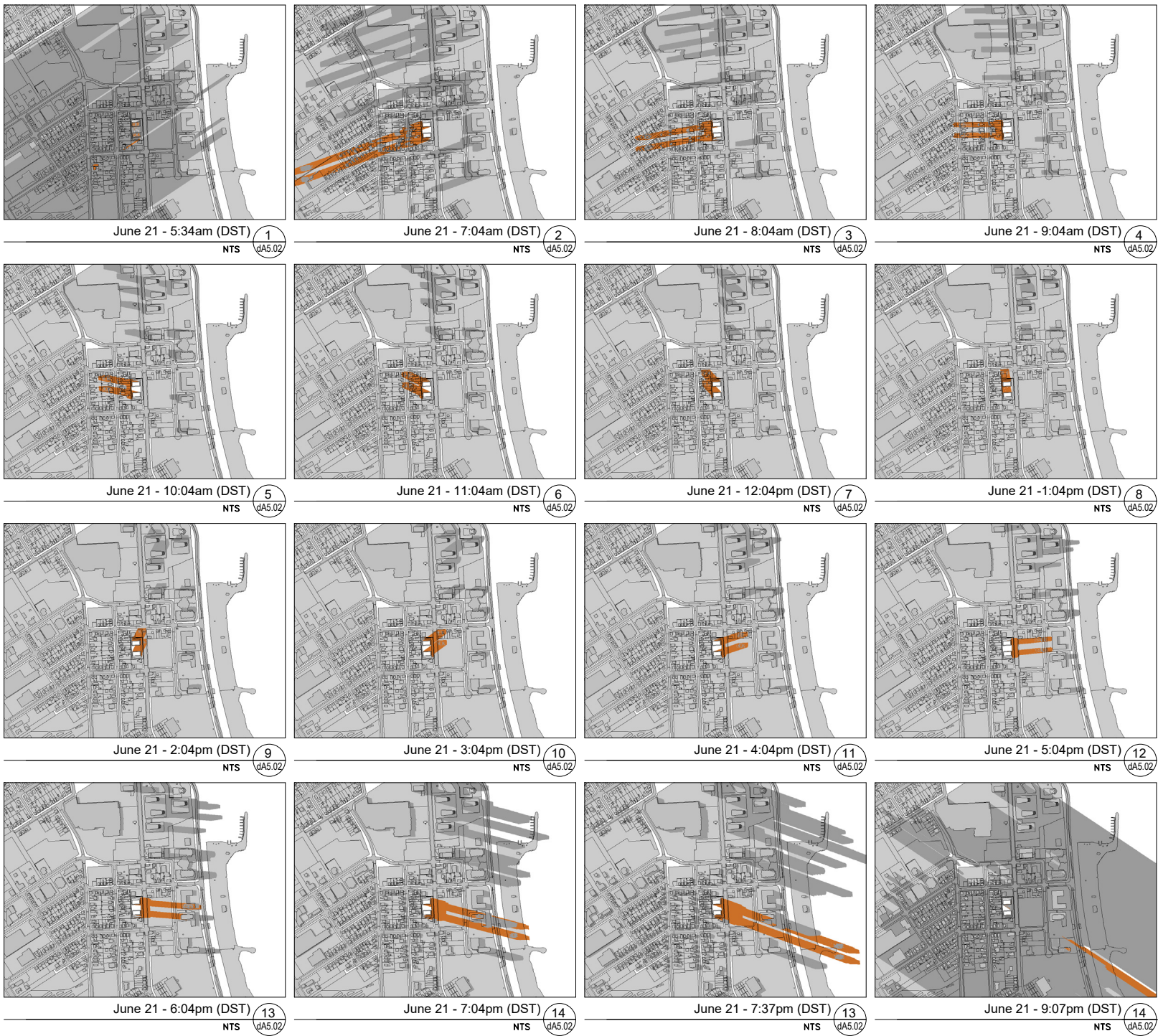


Figure 25. Shadow Study - June

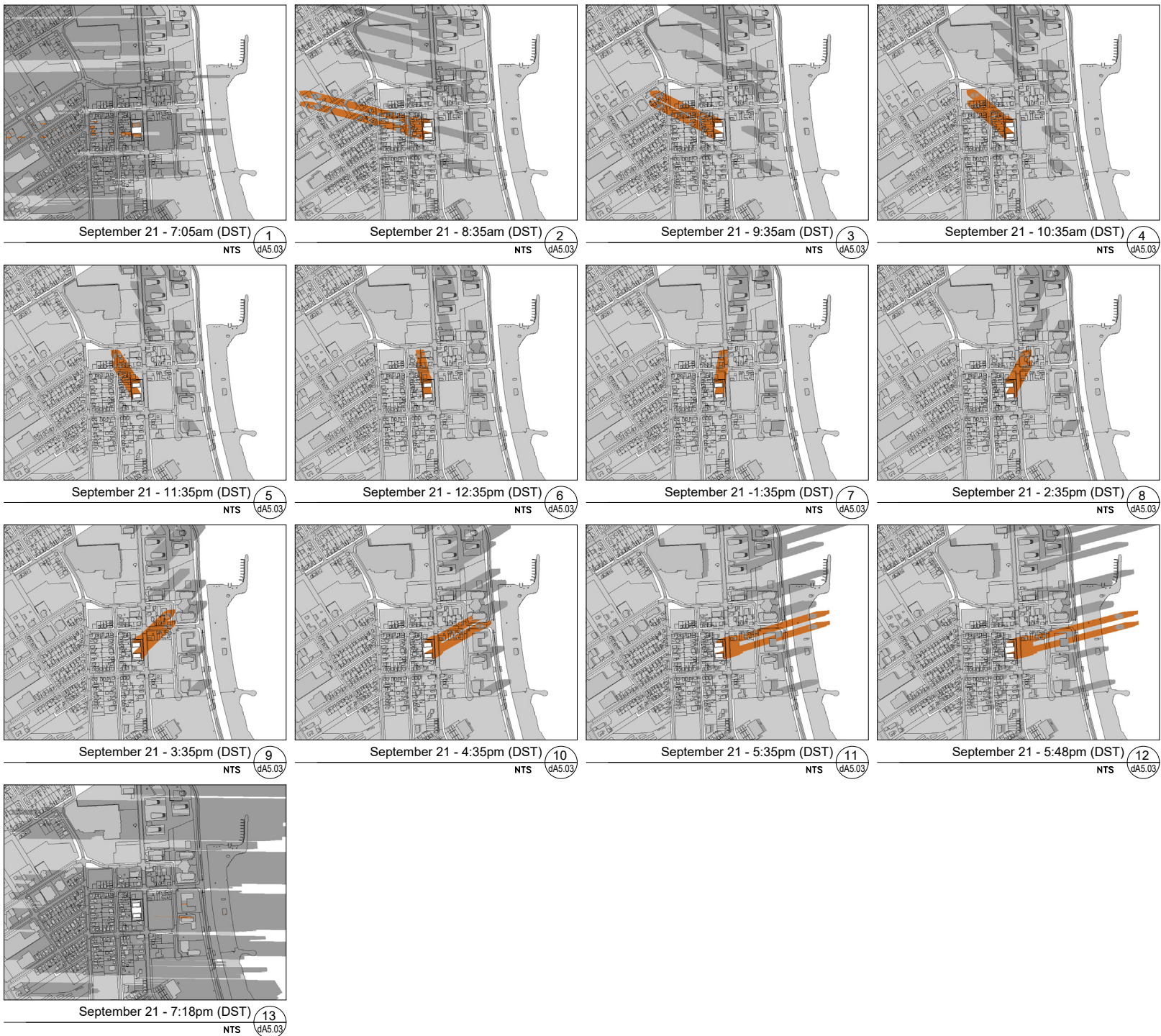


Figure 26. Shadow Study - September

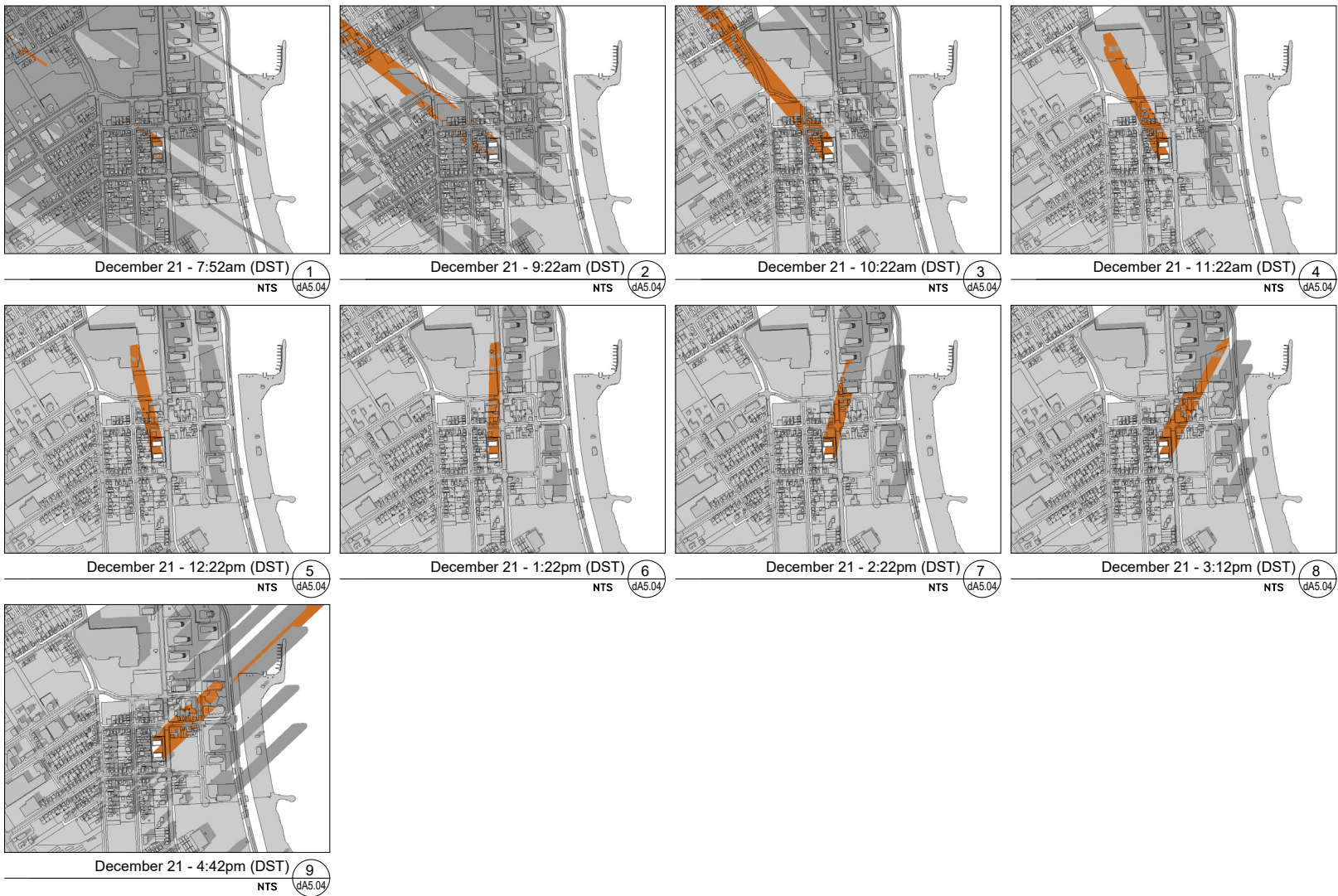


Figure 27. Shadow Study - December

CONCLUSION



7

The proposed Zoning By-law Amendment seeks a change in zoning from 'General Commercial (C4)' to 'Central Area Commercial - 2 with Special Provisions (C1-2)(SP-XX)'. This zone is intended to facilitate the future development of a residential mixed-use development with commercial at-grade, that provides for a total height of 45 storeys.

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 Bradford 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



Kyle Galvin, MCIP, RPP
Senior Planner

Kevin Bechard, BES, M.Sc., RPP
Senior Associate



IPS

INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

APPENDIX I:
Architectural Drawing Package

126 BRADFORD ST

Proposed Residential Development



DRAWING LIST					
Sheet Number	Sheet Name	Issue#1 (Add Date)	Issue#2 (Add Date)	Issue#3 (Add Date)	Issue#4 (Add Date)
dA1.00	Cover Sheet				
dA1.01	Project Information/Site Context/Statistics				
dA1.02	Site Survey				
dA1.03	Overall Site Plan				
dA2.01	Parking Floor - Level 1				
dA2.02	Parking Floor - Level 1 Upper				
dA2.03	Parking Floor - Level 2				
dA2.04	Parking Floor - Level 3-4				
dA2.05	Parking Floor - Level 5				
dA2.06	Parking Floor - Level 6				
dA2.07	Level 7				
dA2.08	Level 8-11				
dA2.9	Level 12-41				
dA2.10	Level 42-45				
dA3.01	Elevations - North & East				
dA3.02	Elevations - South & West				
dA4.01	Sections				
dA5.01	Sun Shadow Study - April 21				
dA5.02	Sun Shadow Study - June 21				
dA5.03	Sun Shadow Study - September 21				
dA5.04	Sun Shadow Study - December 21				
dA6.01	Perspectives				
TOTAL NUMBER OF SHEETS: 22					

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ARCHITECTS AND PLANNERS

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Toronto ON M3J 0H1

Revisions:

No.: Revision: Date:

No.	Issued For:	Date:
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client Logo Here

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Cover Sheet

Scale:

Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

dA1.00

- | | | | | | | |
|--|---|---|---|---|--|--|
| DEVELOPER
CROWN (BRADFORD) DEVELOPMENTS INC.
400 CREDITSTONE RD., UNIT 37,
CONCORD, ON, L4K 3Z3
T: 905-761-7555
ADAM TAVERNA
ANDREA GAMBARDILLA | ARCHITECT
KIRKOR ARCHITECTS & PLANNERS
20 DE BOERS DR, SUITE 400,
NORTH YORK, ON, M3J 0H1
T: 416-665-6060
ROMAN PEVCEVICIUS | PLANNING CONSULTANT
IPS CONSULTING INC.
647 WELHAM RD UNIT # 9, BARRIE,
ON, L4N 9A1
T: 705-812-3281
KYLE GALVIN | CIVIL ENGINEER
GHD
70 YORK ST SUITE 801, TORONTO,
ON, M5J 1S9
T: 416-360-1600
ABRAHAM BARRIOS | LANDSCAPE ARCHITECT
MHBC
113 COLLIER ST, BARRIE, ON,
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T: 705-728-0045
NICK MIELE | GEOTECHNICAL ENGINEER
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ABRAHAM BARRIOS | TRAFFIC CONSULTANT
BA CONSULTING GROUP LTD.
95 ST CLAIR AVE. W SUITE 1000,
TORONTO, ON, M4V 1N6
T: 416-961-7110
TONY CHAO-WEI SHIH |
|--|---|---|---|---|--|--|

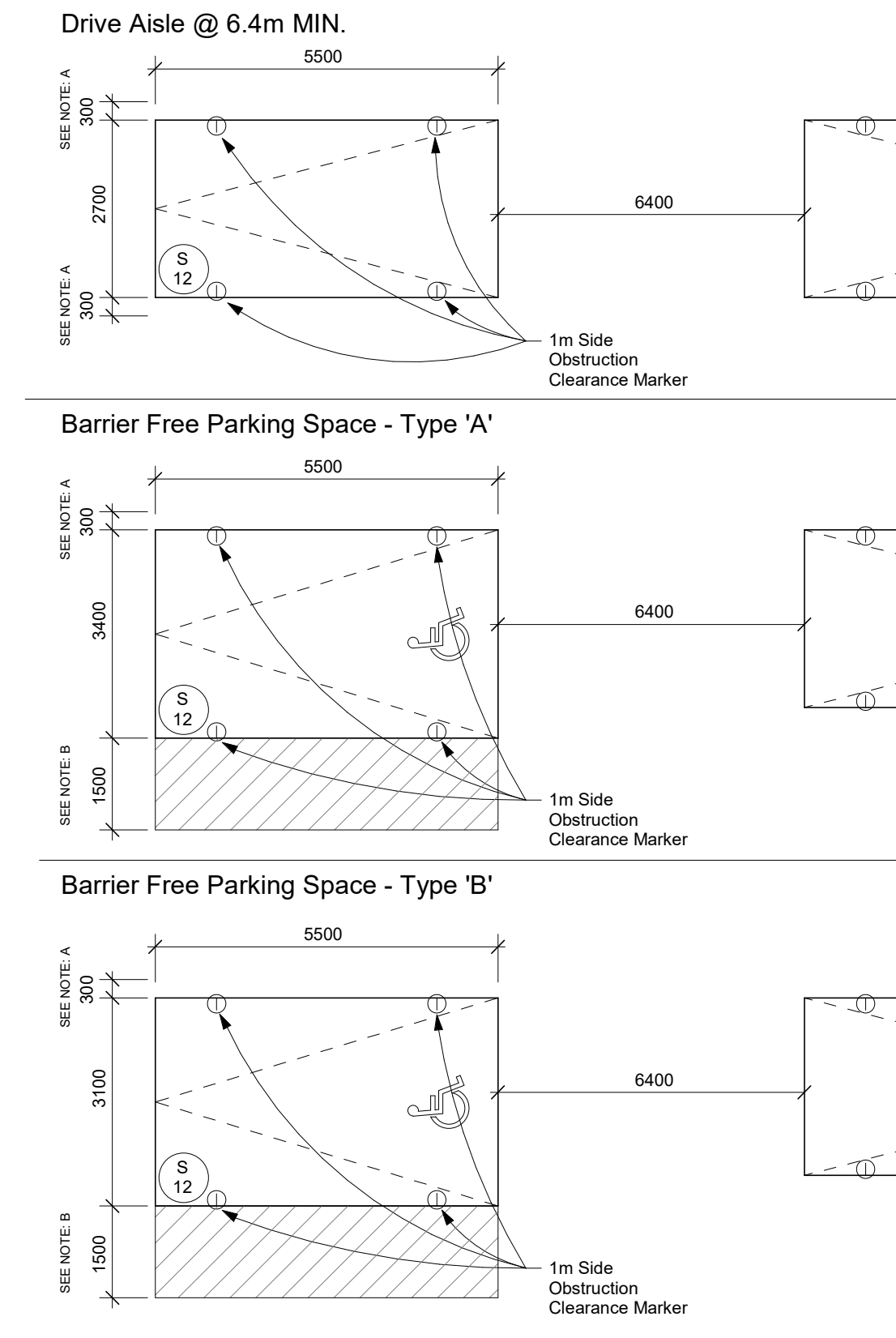
WIND CONSULTANT
THEAKSTON ENVIRONMENTAL
GLENGARRY CRES, FERGUS, ON,
N1M 3E2
T: 519-787-2910
STEPHEN POLLOCK

Plot Date: 2024-02-11 4:28:41 PM File Path: C:\Users\2023\230722\126 Bradford St - 2023\230722.dwg



Site Context Plan 1
NTS dA1.01

TYPICAL PARKING SPACE:



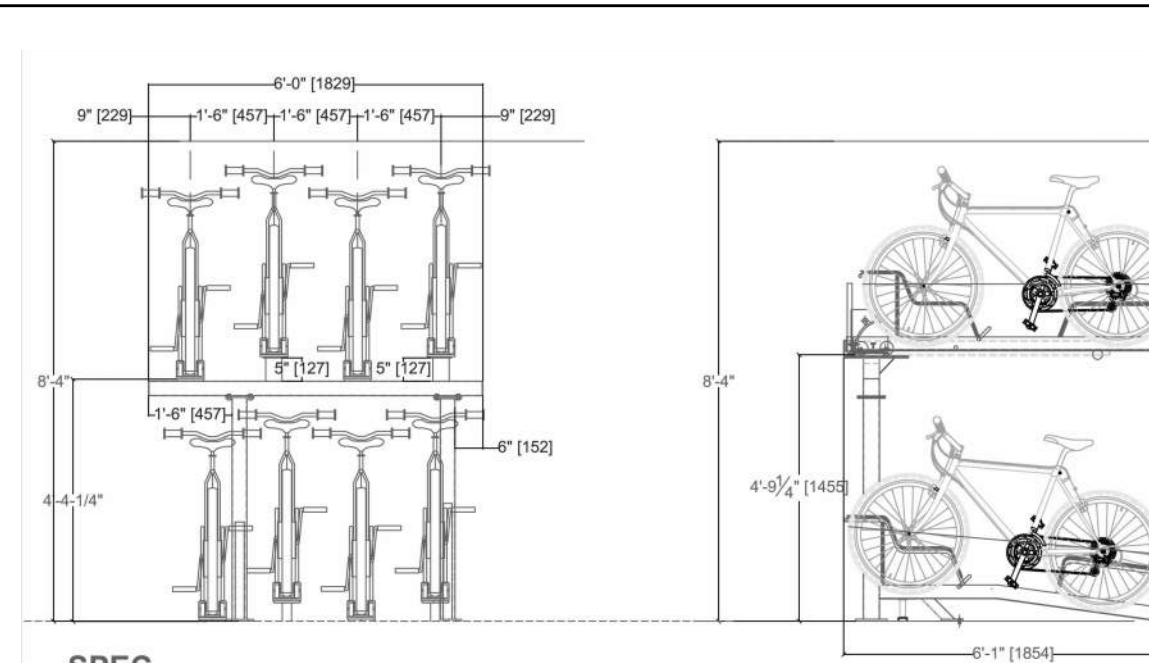
NOTES:
A. PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
B. PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF AN ACCESSIBLE PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING ACCESSIBLE SPACE.

Typical Parking Space Legend 2
NTS dA1.01

GENERAL PARKING LEVEL NOTES:

- FOR ALL PARKING GARAGE REQUIREMENTS FOR PAINTING, LIGHTING, LEVELS, ETC. SEE NOTES 'STORAGE GARAGE CONFORMANCE REQUIREMENTS' ON DWG AB-XX
- ELEVATOR:
 - ELEVATOR SHAFT DIMENSIONS PROVIDED BY THE ELEVATOR CONSULTANT. A COPY OF THIS REPORT CAN BE OBTAINED FROM THE OWNER. COORDINATE SHAFT SIZE AND REQUIREMENTS WITH REVISED ELEVATOR SHOP DRAWINGS.
 - ELEVATOR PITS SHALL BE CO-ORDINATED WITH ELEVATOR SUPPLIER.
 - ELEVATOR SHAFT WALLS TO BE CONSTRUCTED TO ACHIEVE A MIN. FIRE RESISTANCE RATING OF 90 MIN.
 - AN APPROVED FIRE STOP MATERIAL IS TO BE USED TO SEAL INTERSECTION TOP OF CONCRETE BLOCK AT FLOOR SLABS.
 - ELEVATOR PIT LADDERS TO BE GALVANIZED STEEL AND EXTEND 1200mm ABOVE SILL. LADDERS TO BE SUPPLIED & INSTALLED BY GENERAL CONTRACTOR.
- REFER TO INTERIOR DESIGN DRAWINGS FOR VESTIBULES, ELEVATOR LOBBIES, INTERIOR FINISHES AND SPECIFICATIONS.
- ALL AIR SHAFTS SLABS SHOULD HAVE 2% SLOPE TOWARDS DRAIN.
- ELEVATOR PIT SHOULD HAVE 2% SLOPE TOWARDS DRAIN.
- PROVIDE 20X20MM CHAMFER TO ALL CORNERS OF COLUMNS AND CONCRETE WALLS.
- ALL SUMP PITS TO BE PRECAST WITH AIR TIGHT FRAME AND COVER.
- FOR SAW CUT PATTERN, REFER TO STRUCTURAL DRAWINGS.
- FOR UNDER FLOOR DRAINAGE SEE MECHANICAL DRAWINGS.
- UNLESS OTHERWISE NOTED, ALL PARKING SPACES ARE 2.6M X 5.6M DRIVEWAY ISLES 6.0M AND ALL BARRIER-FREE SPACES ARE 3.65M X 5.6M
- PROVIDE INSULATED HEATED PLENUM TO UNDERSIDE OF GROUND FLOOR AS DENOTED BY SHADED AREA.
- PROVIDE SEMI-RIGID NON-COMBUSTIBLE INSULATION TO U/S OF NON-RESIDENTIAL HEATED AREAS AS DENOTED BY SHADED AREA.
- PROVIDE TRAFFIC TOPPING ON LEVELS P1, P2, P3, AND P4 AS SPECIFIED. ADJUST CONCRETE TO SATISFY TRAFFIC TOPPING SYSTEM - AT ALL DOORS FROM PARKING GARAGE TO COMMON AREAS (LOCKER ROOMS, LOBBIES AND VESTIBULES). PROVIDE ALUMINUM THRESHOLD TO ACCOMMODATE TRANSITION FROM TRAFFIC TOPPING TO INTERIOR FINISH AT DOORS TO MECHANICAL ROOMS. FEATHER TRAFFIC TOPPING AS REQUIRED.
- FOR EXHAUST AND INTAKE LOUVER SIZE AND LOCATION IN MECHANICAL, ELECTRICAL AND LOCKER ROOMS REFER TO MECHANICAL AND ELECTRICAL DRAWINGS.
- FOR SHORING AND CAISSON WALL LOCATION AND DETAILS REFER TO DRAWINGS PREPARED BY ISHERWOOD ASSOCIATES.
- PROVIDE PAINTED BLUE 600mm WIDE BAND, 900mm A.F.F., AT ALL COLUMN LOCATIONS WHICH HAVE A SECURITY PANIC ALARM STATION. REFER TO ELECTRICAL DRAWINGS FOR LOCATIONS. ARCHITECT AND ENGINEER TO APPROVE COLOUR.
- LOCKER ROOM NOTES:
ALL LOCKER AISLES WIDTH TO BE 1100mm (TYP.). LOCKERS TO BE CONSTRUCTED WITH 6" WIRE MESH PARTITIONS MINIMUM 2100mm HIGH. PROVIDE WIRE MESH DOOR AND CEILING. ALL WIRE MESH CEILINGS TO BE 450mm BELOW SPRINKLER DEFLECTOR THROUGHOUT.
REVIEW LOCKER ROOM LAYOUT PREPARED BY ARCHITECT AND INSTALLER TO PROVIDE INSTALLATION SHOP DRAWINGS FOR REVIEW BY OWNER AND ARCHITECT.
- LOCKER ROOM NOTES:
ALL BICYCLE SPACES TO COMPLY WITH TORONTO BICYCLE BYLAW STANDARDS.
HORIZONTAL RACKING 600w X 1800dp X 1900h.
VERTICAL RACKING 600w X 1200dp X 1900h.
- BICYCLE LOCKER NOTES:
REFER TO TYPICAL BICYCLE LOCKER DETAIL ON A1 AND A2 SERIES DRAWINGS
- AT ALL STAIR PRESSURIZATION SHAFT ENCLOSURES, NO SERVICES SHALL BE ALLOWED TO PENETRATE, OR PASS THRU THIS ENCLOSURE.
- GARAGE WALLS, COLUMNS, DOORS ECT. SHALL BE PAINTED IN ACCORDANCE WITH TORONTO MUNICIPAL CODE PROPERTY STANDARDS.
- PROVIDE ALL SIGNAGE, IDENTIFYING DEVICES AND HARDWARE AS REQUIRED BY TORONTO MUNICIPAL CODE PROPERTY STANDARDS 629-41, 629-41, 629-42 AND 629-43.

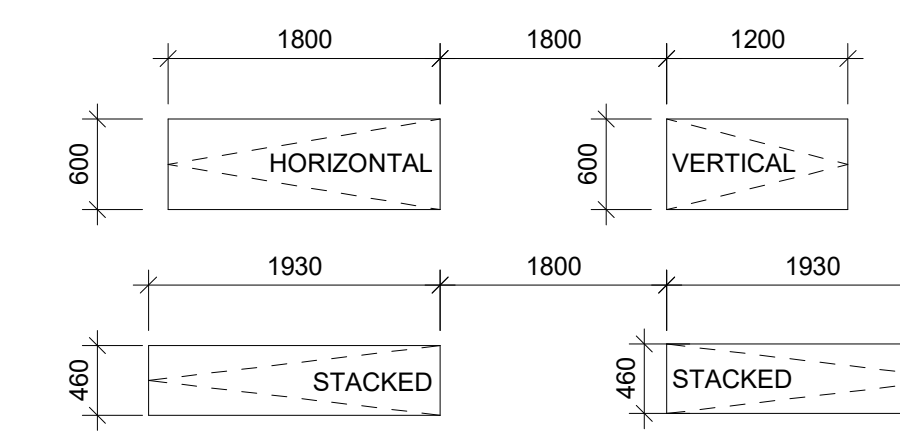
General Parking Levels Notes 3
NTS dA1.01



SPEC PRODUCT: The Lock-up stackable bike rack
Multiple stackable bike rack
SECTIONS: 8' sections, 6' sections + Single sections
CAPACITY: 8 bikes, 6 bikes, or 2 bikes
MATERIAL: HSS steel
FINISHES: Hot Dipped Galvanized
SPACE USE/SETBACKS: 18" center to center

TYPICAL BICYCLE PARKING SPACE:

WALKWAY: 1800mm
VERTICAL PARKING SPACE: 1200mm (L) x 600mm (W)
HORIZONTAL PARKING SPACE: 1800mm (L) x 600mm (W)
STACKED PARKING SPACE: 1930mm (L) x 460mm (W)



Typical Bicycle Parking Space Legend 5
NTS dA1.01

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KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No. Revision Date:

126 Bradford St. Barrie, ON		Barrie, Ontario		Proposed Mixed-Use Development		Project No. 23-072	
1.0 Legal Description							
PLAN OF SURVEY SHOWING TOPOGRAPHICAL INFORMATION OF ALL OF LOTS 1, 2, 3A, 3, 4, 5, 6, PRIVATE LANE AND PART OF RESERVE LYING ALONG WEST SIDE OF PRIVATE LANE AND LOT (B) REGISTERED PLAN 316 AND PART OF LOT 2, SECTION I MILITARY RESERVE CITY OF TORONTO							
2.0 Site Area							
Development Area: 3,300.00 sqm							
Total Gross Site Area: 3,302.14 sqm							
3.0 Proposed Gross Floor Area (GFA)							
Gross Floor Area (GFA) shall mean the total area of all floors in a building, including a basement or a mezzanine, measured from the outside face of the exterior walls, but excluding the area of a building which is used for the storage of parking or other uses for automobiles, provided that in Section 3.0 of the By-Law, for storage, retail, or for recreational or similar equipment providing services for the entire building, in addition to the exceptions, in calculating the gross floor area for "loading, unloading", the part of the gross floor area which is in excess of the maximum number of cars parked shall be excluded.							
3.1 Proposed Residential GFA - Two 41 Storey Towers							
Building A		Floors		sqm		sq ft	
Podium A		Floors		sqm		sq ft	
Level 1		1 x		486.56		5,249	
Level 2		10 x		181.65		1,946	
Level 3		10 x		70.31		754	
Level 4		1 x		45.45		488	
Total Residential Podium A GFA		Floors		1,383.97		14,827	
Tower A		Floors		sqm		sq ft	
Levels 5 to 45		39 x		24,294.16		261,500	
Total Residential Tower A GFA		Floors		24,294.16		261,500	
Total Residential Building A GFA		Floors		25,678.13		276,327	
Building B		Floors		sqm		sq ft	
Podium B		Floors		sqm		sq ft	
Level 1		1 x		486.14		5,217	
Level 2		10 x		181.65		1,946	
Level 3		10 x		70.31		754	
Level 4		1 x		45.45		488	
Total Residential Podium B GFA		Floors		1,488.55		16,005	
Tower B		Floors		sqm		sq ft	
Levels 5 to 45		39 x		24,294.16		261,500	
Total Residential Tower B GFA		Floors		24,294.16		261,500	
Total Residential Building B GFA		Floors		25,782.71		277,505	
Total Residential GFA		Floors		51,460.84		553,832	
3.2 Proposed Retail GFA							
Building A		Floors		sqm		sq ft	
Level 1		1 x		153.07		1,644	
Total Retail GFA		Floors		153.07		1,644	
3.3 Proposed Indoor Amenity							
Building A		Floors		sqm		sq ft	
Level 1		1 x		754.88		8,123	
Total Indoor Amenity Building A		Floors		754.88		8,123	
Building B		Floors		sqm		sq ft	
Level 1		1 x		754.88		8,123	
Total Indoor Amenity Building B		Floors		754.88		8,123	
Total Indoor Amenity Building A&B		Floors		1,509.76		16,246	
3.4 Proposed Outdoor Amenity							
Building A		Floors		sqm		sq ft	
Level 1		1 x		302.53		3,272	
Level 2		1 x		175.45		1,884	
Total Outdoor Amenity Building A		Floors		477.98		5,156	
Building B		Floors		sqm		sq ft	
Level 1		1 x		374.29		4,014	
Level 2		1 x		175.45		1,884	
Total Outdoor Amenity Building B		Floors		549.74		5,898	
Total Outdoor Amenity Building A&B		Floors		1,027.72		11,054	
3.5 Total Indoor Amenity							
Total Indoor Amenity		Floors		1,509.76		16,246	
3.6 Total Outdoor Amenity							
Total Outdoor Amenity		Floors		1,027.72		11,054	
3.7 Total Amenity							
Total Amenity		Floors		2,537.48		27,300	

3.10 Grand Total GFA (Residential + Parking + Retail)		Total Residential GFA		Total Retail GFA		Total Amenity GFA	
Total Residential GFA		51,460.84		1,027.72		2,537.48	
Total Retail GFA		153.07		1,027.72		2,537.48	
Total Amenity GFA		2,537.48		1,027.72		2,537.48	
3.8 Unit Count							
UNIT COUNT TOWER A		No. of Units		AFFORDABLE		MARKET	
Levels 5 to 45		39 x		180		280	
Level 1		1 x		4		0	
Level 2		10 x		28		132	
Level 3		10 x		132		0	
Level 4		1 x		4		0	
Total Unit Count		No. of Units		14,976		416	
Percentage of Total Units		No. of Units		14.97%		0.41%	
UNIT COUNT TOWER B		No. of Units		AFFORDABLE		MARKET	
Levels 5 to 45		39 x		180		280	
Level 1		1 x		4		0	
Level 2		10 x		28		132	
Level 3		10 x		132		0	
Level 4		1 x		4		0	
Total Unit Count		No. of Units		14,976		416	
Percentage of Total Units		No. of Units		14.97%		0.41%	
TOTAL UNIT COUNT TOWER A&B		No. of Units		AFFORDABLE		MARKET	
Total Unit Count		No. of Units		14,976		416	
Percentage of Total Units		No. of Units		14.97%		0.41%	
3.9 Proposed Parking							
3.9.1 Proposed Parking		Units		Ratio		Parking Spaces	
Residential Units		776		0.400 Units		310	
Total Parking Provided		Units		Ratio		Parking Spaces	
Level 1		27		1		27	
Level 2		33		2		66	
Level 3		33		2		66	
Level 4		33		2		66	
Level 5		35		2		70	
Total Parking Provided		161		0.110		229	
Total Parking Ratio Provided		Ratio		Ratio		Ratio	
Total Parking Ratio Provided		0.110		0.110		0.269	
*Parking Ratio is calculated using # of parking spaces / # of market units.							
3.9.2 Bicycle Parking							
3.9.2.1 Required Parking		Residential Units		Ratio Long-term		Parking Spaces	
Residential Units		776		0.50 Units		388	
Total Parking Required		Units		Ratio Short-term		Parking Spaces	
Total Parking Required		821		0.110 Units		90	
3.9.2.2 Parking Provided							
Building A		Long-term		Short-term		Parking Spaces	
Level 1		38		46		84	
Level 2		58		46		84	
Level 3		58		46		84	
Level 4		58		46		84	
Level 5		63		46		84	
Total Parking Provided		215		184		400	
Parking Ratio Provided		Ratio		Ratio		Ratio	
Parking Ratio Provided		0.30		0.19		0.30	

Project Statistics 4
NTS dA1.01

Client Logo Here

CROWN (BRADFORD) DEVELOPMENTS INC.

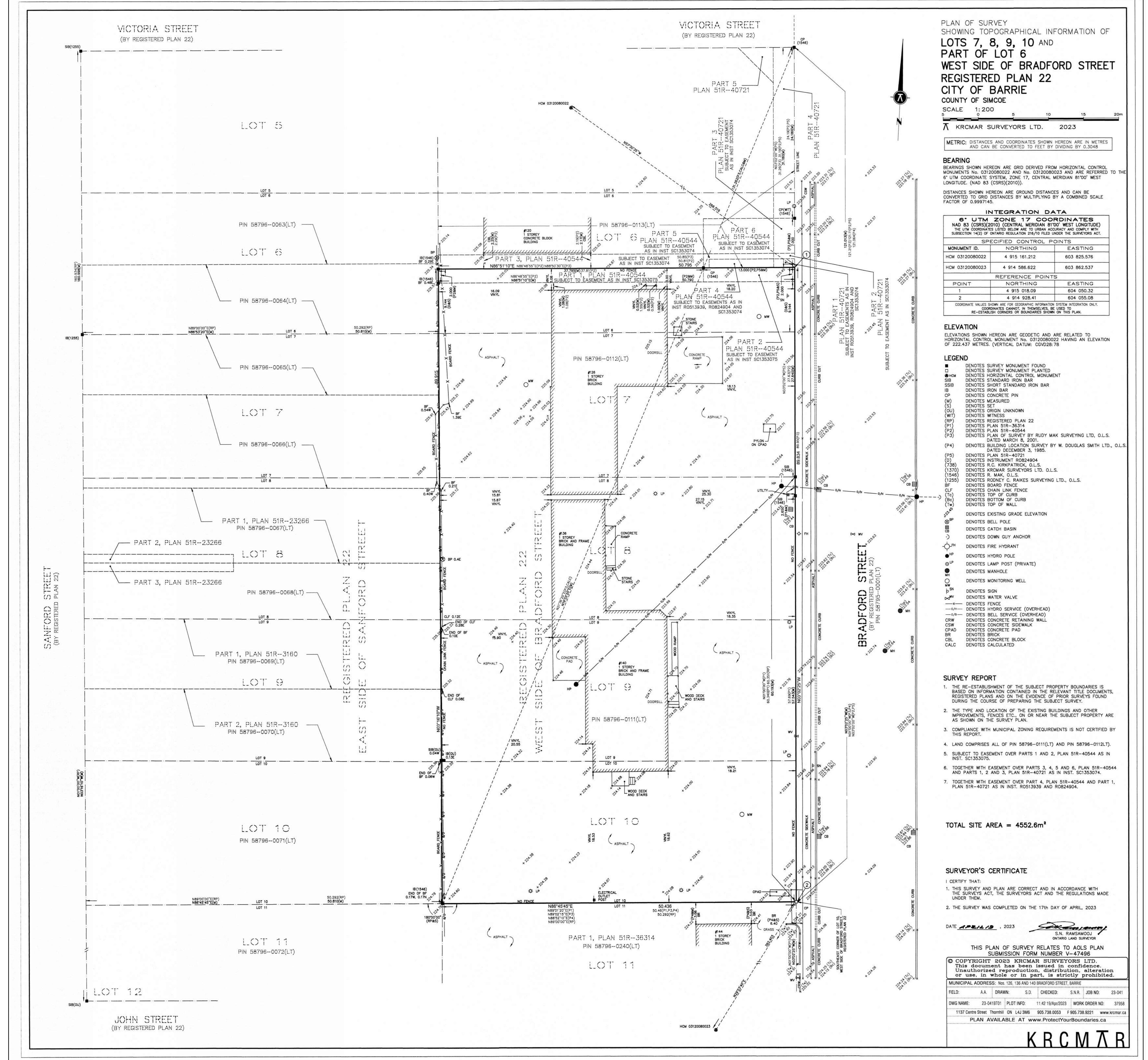
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Project Information/Site Context/Statistics

Scale: 1:50
Drawn by: A.P.
Checked by: R.P.
Project No.: 23-072
Date: NOV 28, 2023
Drawing No.:

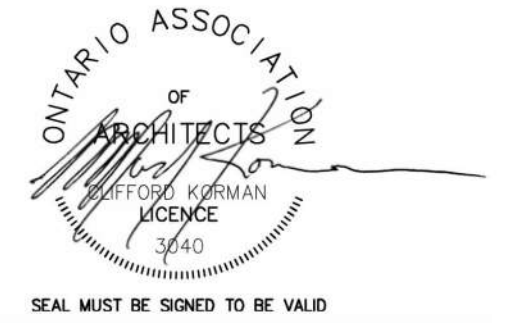
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Plot Date: 2024-03-11 4:28:47 PM File Path: C:\Users\33332979\OneDrive - 33332979\Documents\23-072\23-072\23-072.dwg



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20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No.:	Revision:	Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
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No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Site Survey

Scale:
1:50

Drawn by:
A.P.

Checked by:
R.P.

Project No.:

23-072

Date:
NOV 28, 2023

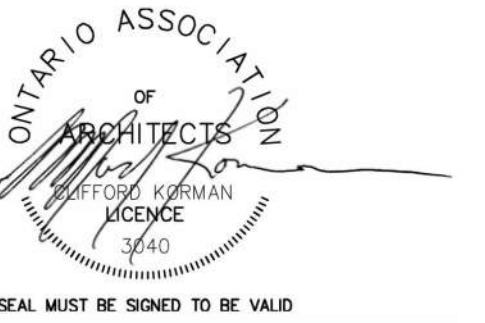
Drawing No.:

Site Survey (2)
NTS dA1.02

dA1.02

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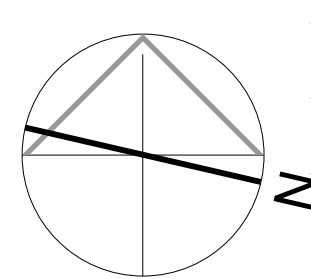
Revisions:
No. Revision: Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.	Issued For:	Date:

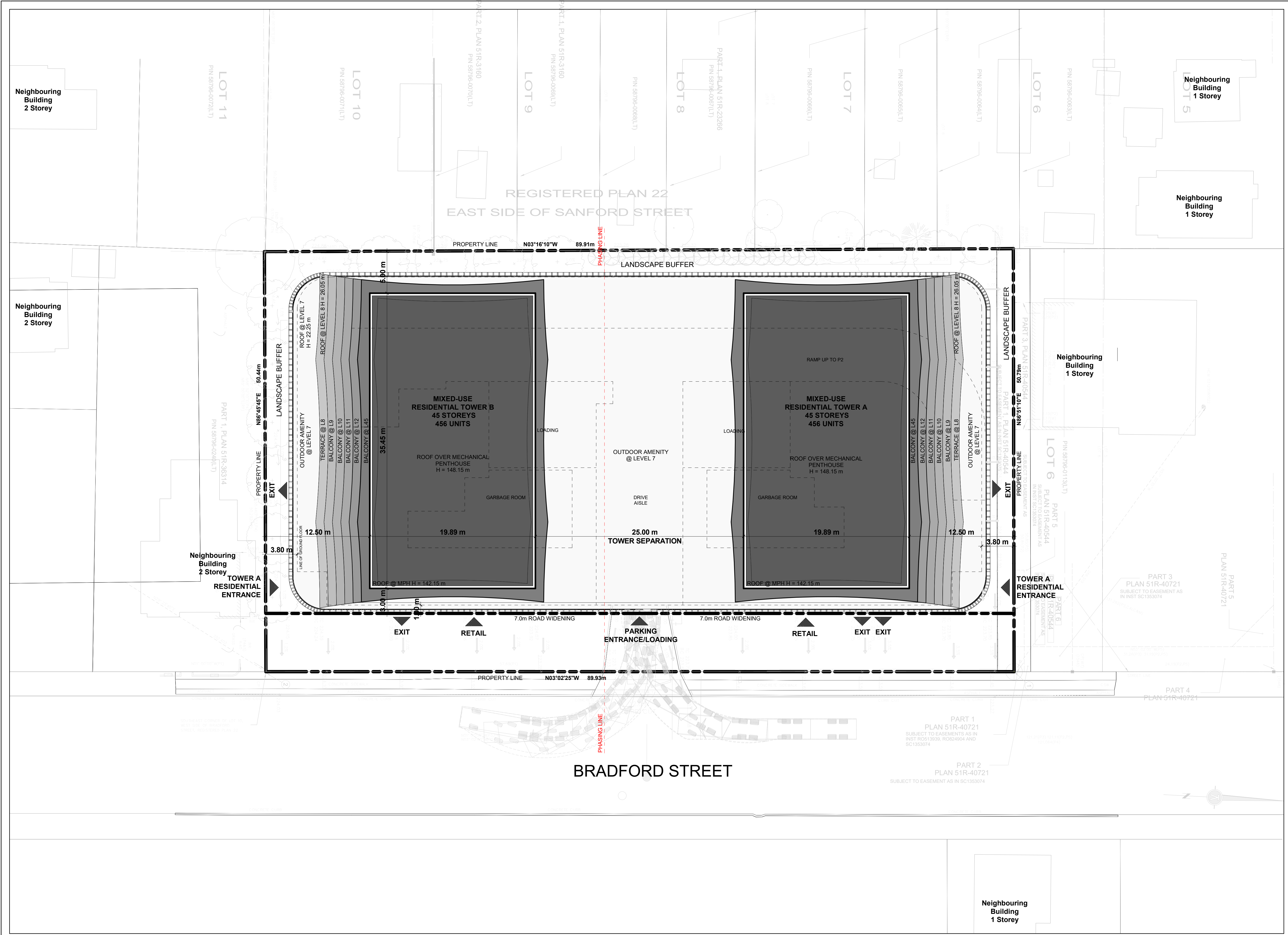
Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Overall Site Plan

Scale:
1 : 200
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA1.03



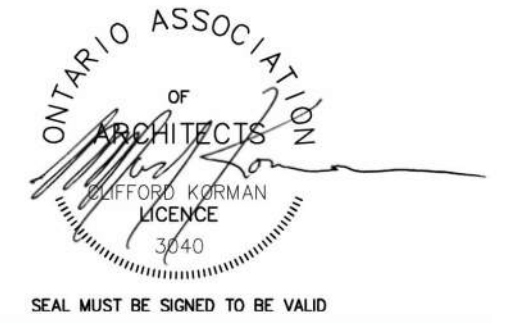
Site Plan 1
1 : 200

Neighbouring Building 1 Storey

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20 De Boers Drive Suite 400
Toronto ON M3J 0H1

Revisions:

No.: Revision: Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 1

Scale:

1 : 150

Drawn by:

A.P.

Checked by:

R.P.

Project No.:

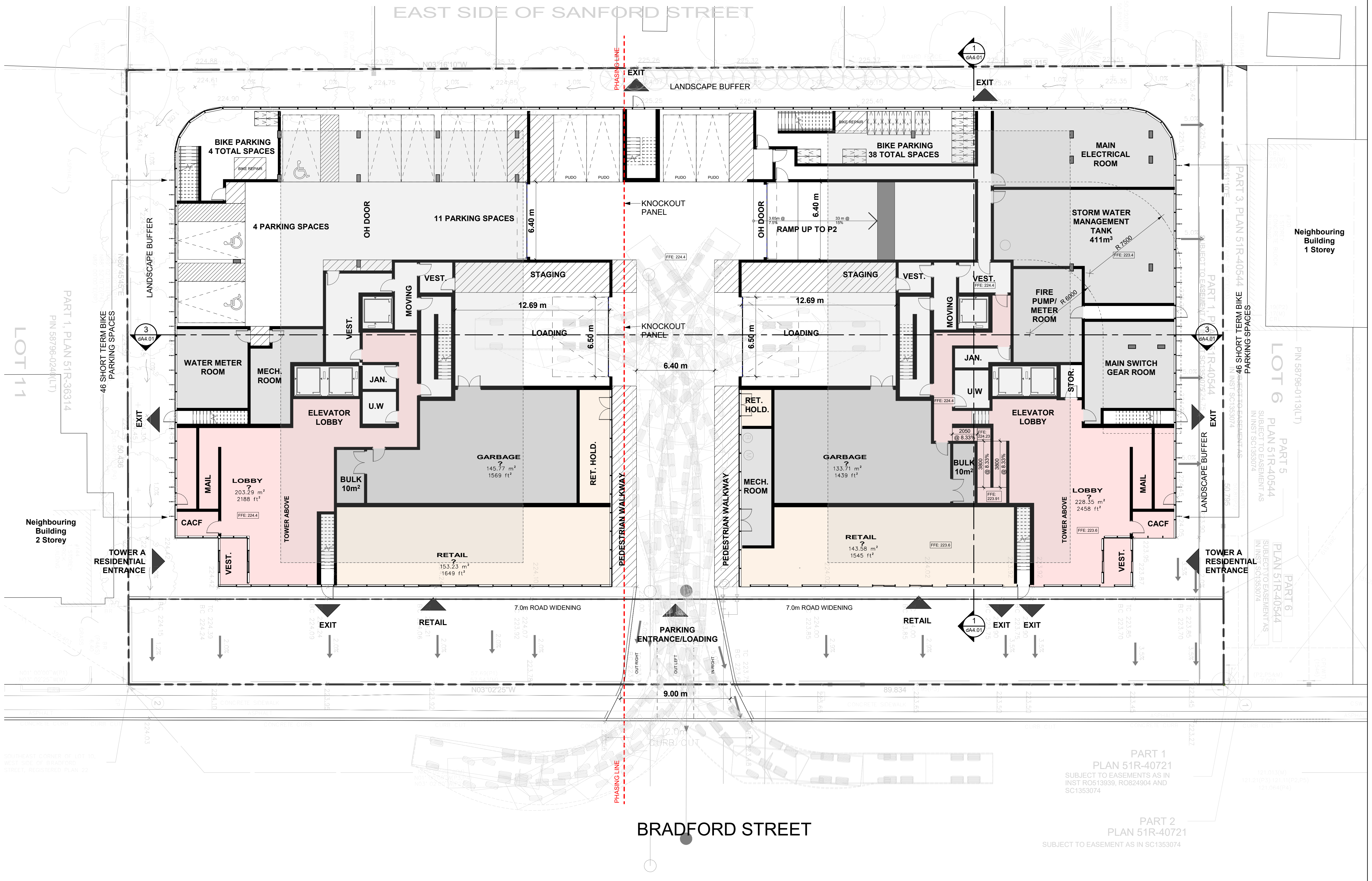
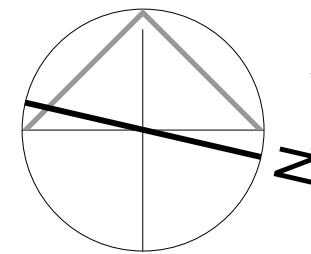
23-072

Date:

NOV 28, 2023

Drawing No.:

dA2.01

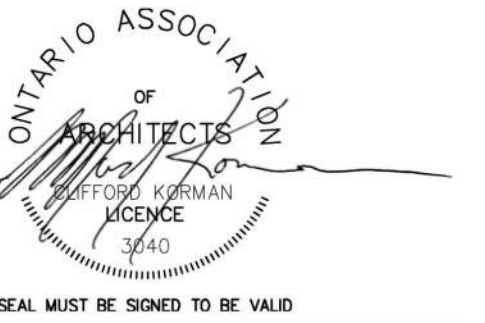


Floor Plan Level 1 1
1 : 150 dA2.01

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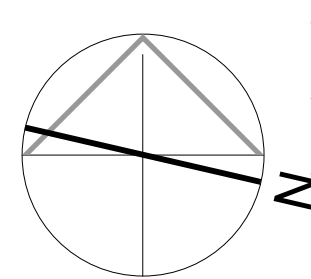
No.	Revision	Date

1	REZONING & OPA SUBMISSION	NOV 28, 2023
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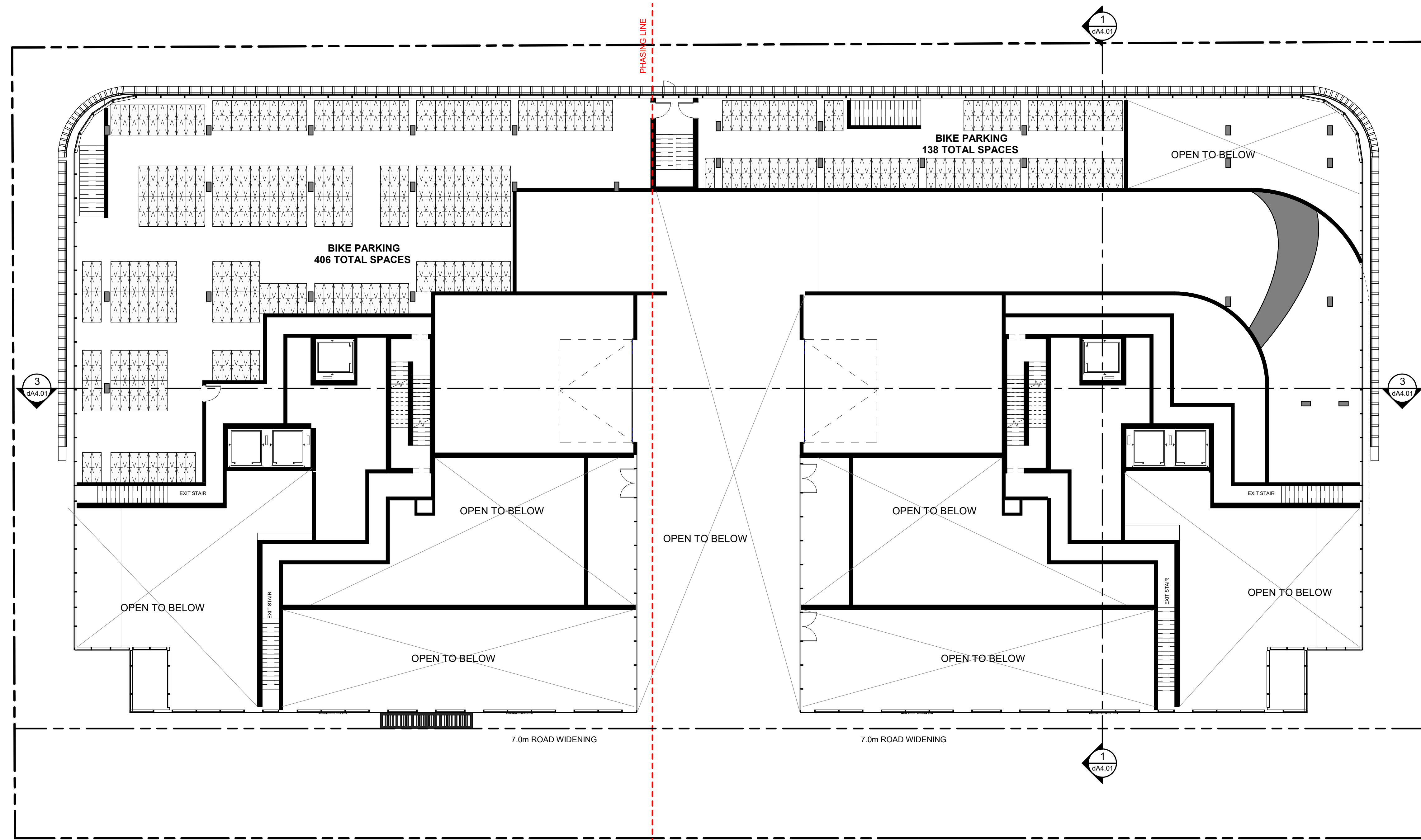
Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 1 Upper

Scale:
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Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



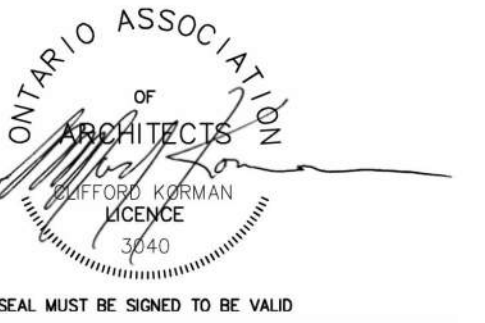
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No.: Revision: Date:

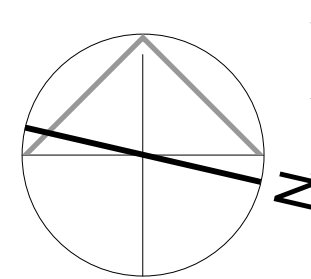
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No.:	Issued For:	Date:

Client:
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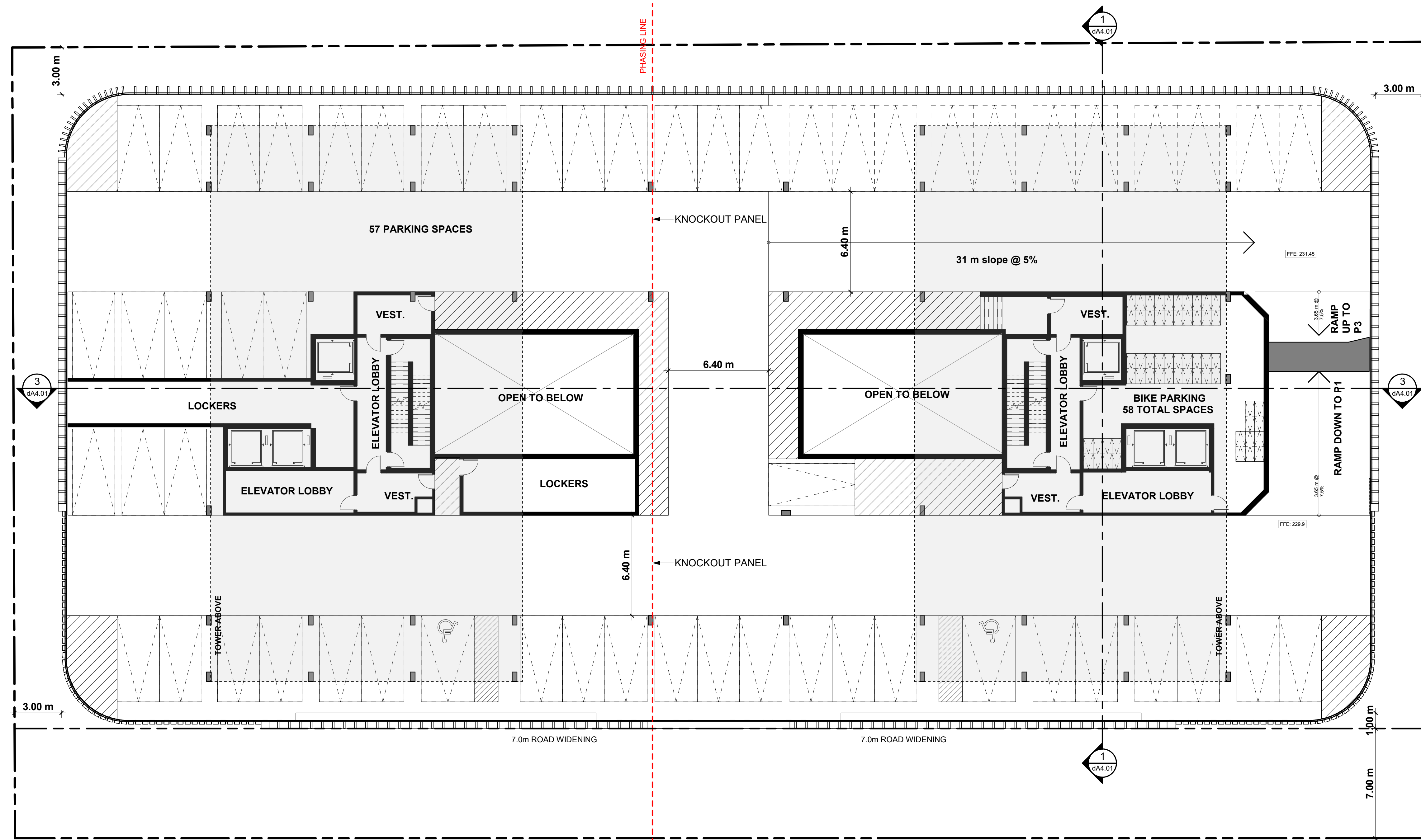
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 2

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



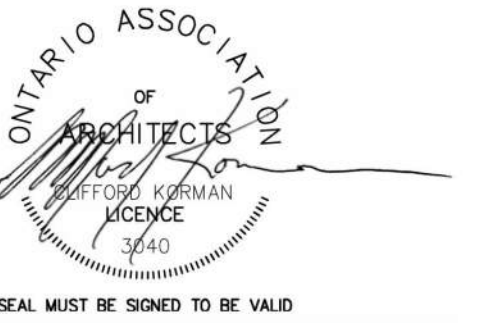
dA2.03



Floor Plan Level 2 1
1 : 150 dA2.03

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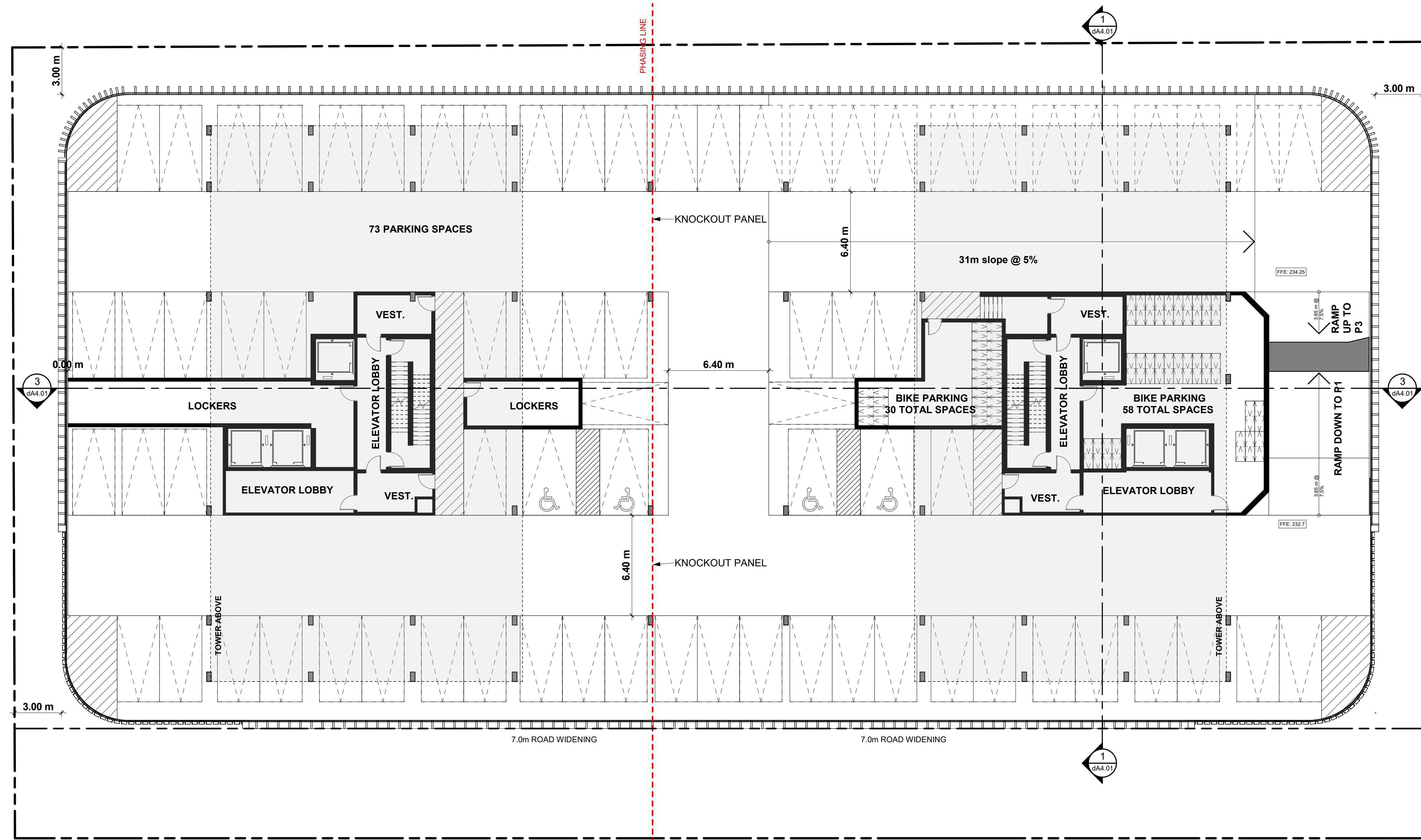
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No.	Revision	Date

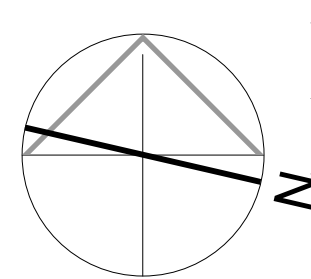


No.	Issued For	Date
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 3-4

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

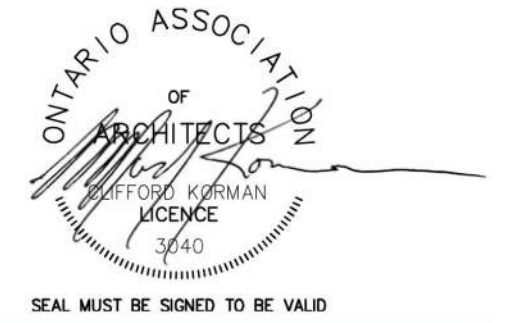


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Revisions:
No. Revision: Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
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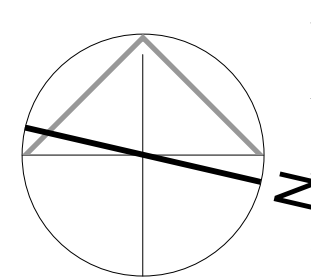
No. Issued For: Date:

Client:
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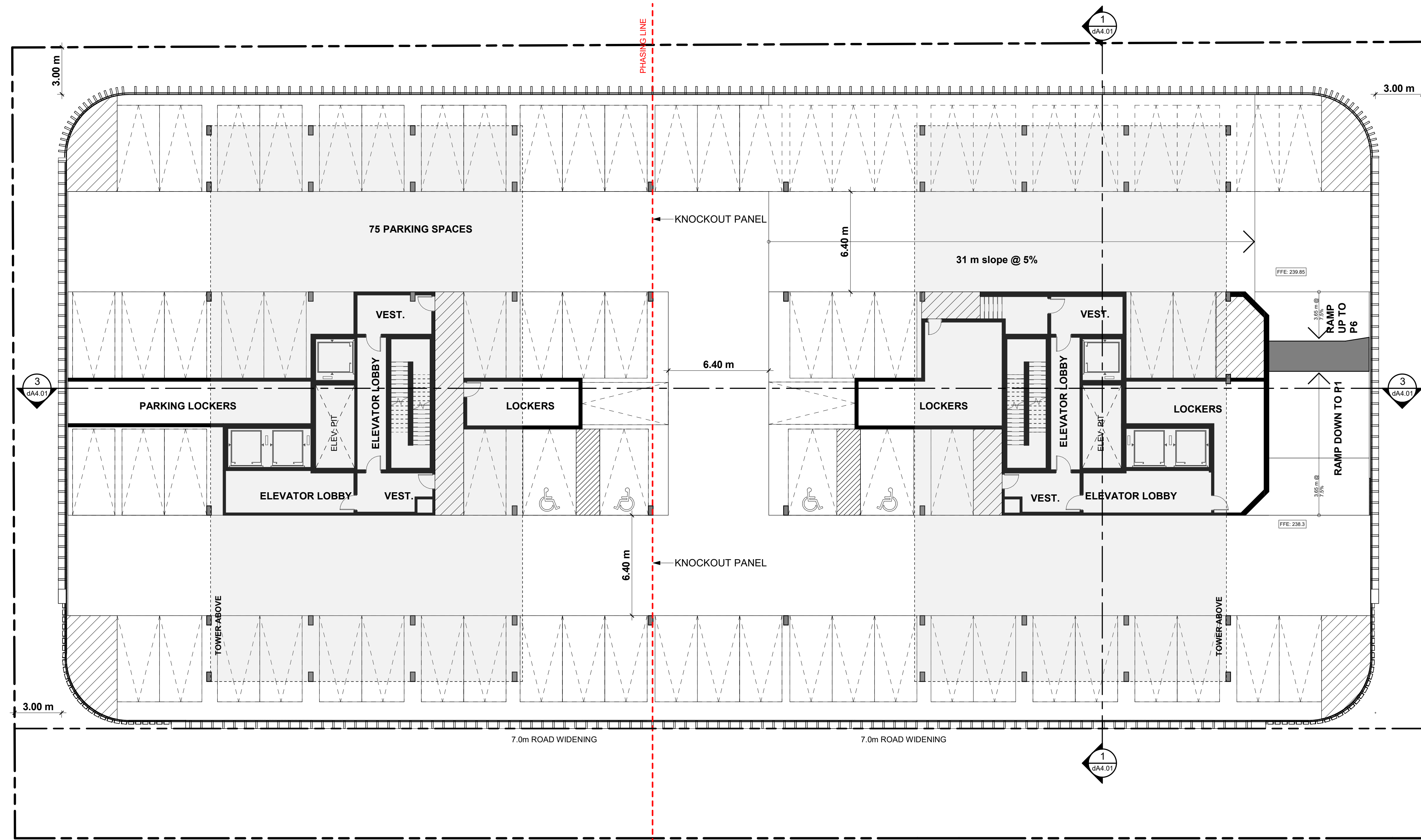
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 5

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.05



12 A2 Floor Plan - Level 5
1 : 150

1
dA2.05

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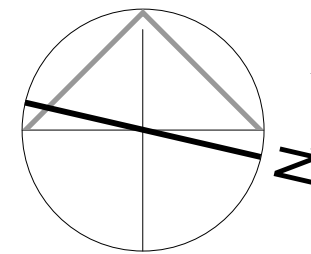
No.	Revision	Date

1	REZONING & OPA SUBMISSION	NOV 28, 2023
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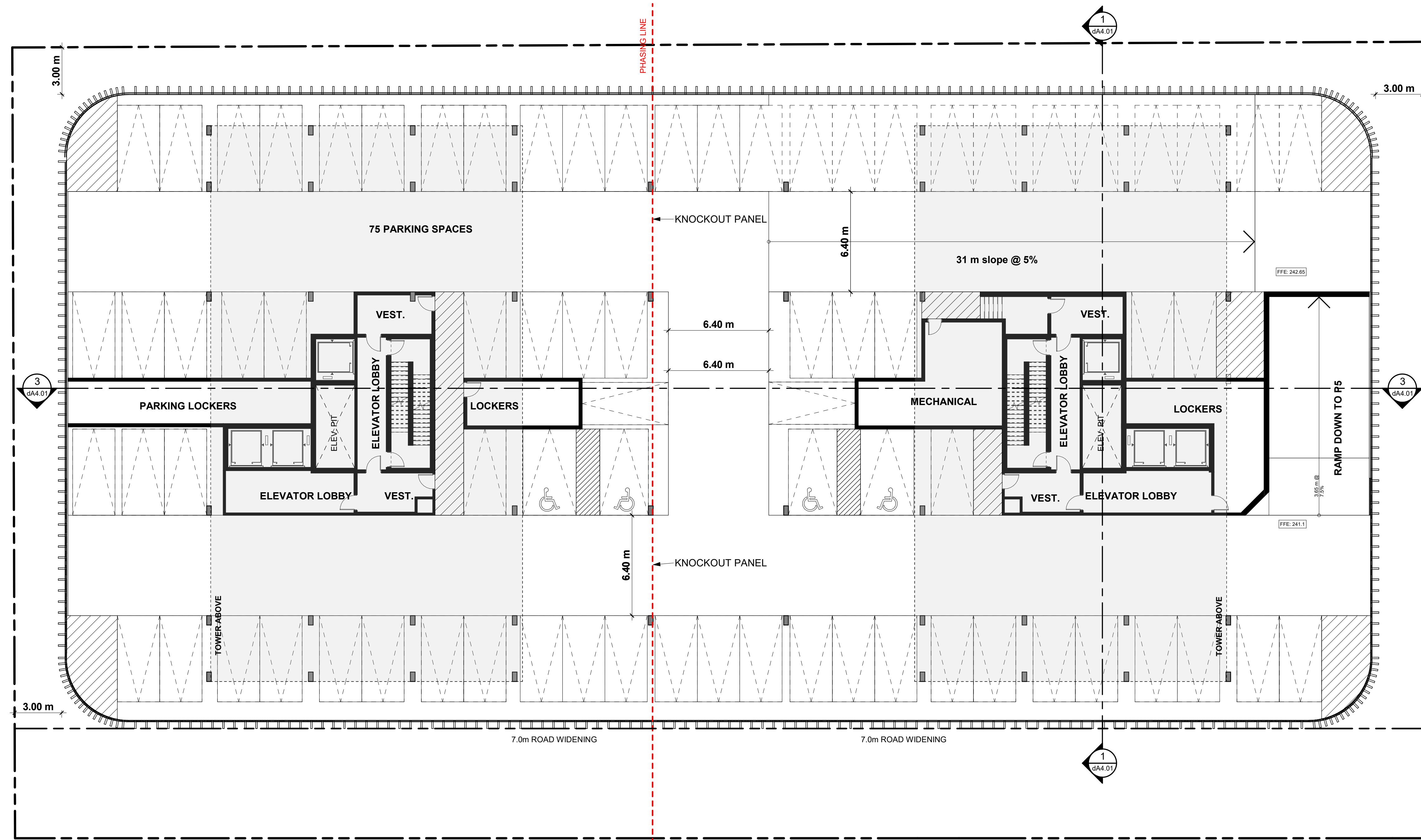
Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Parking Floor - Level 6

Scale:
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Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



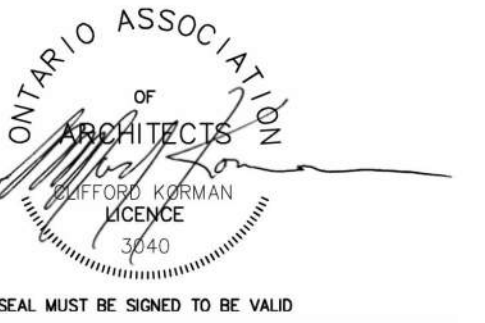
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No.: Revision: Date:

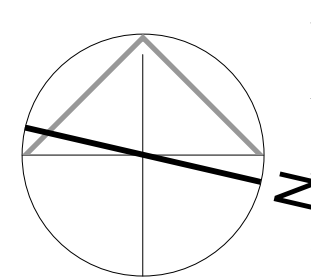
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No.:	Issued For:	Date:

Client:
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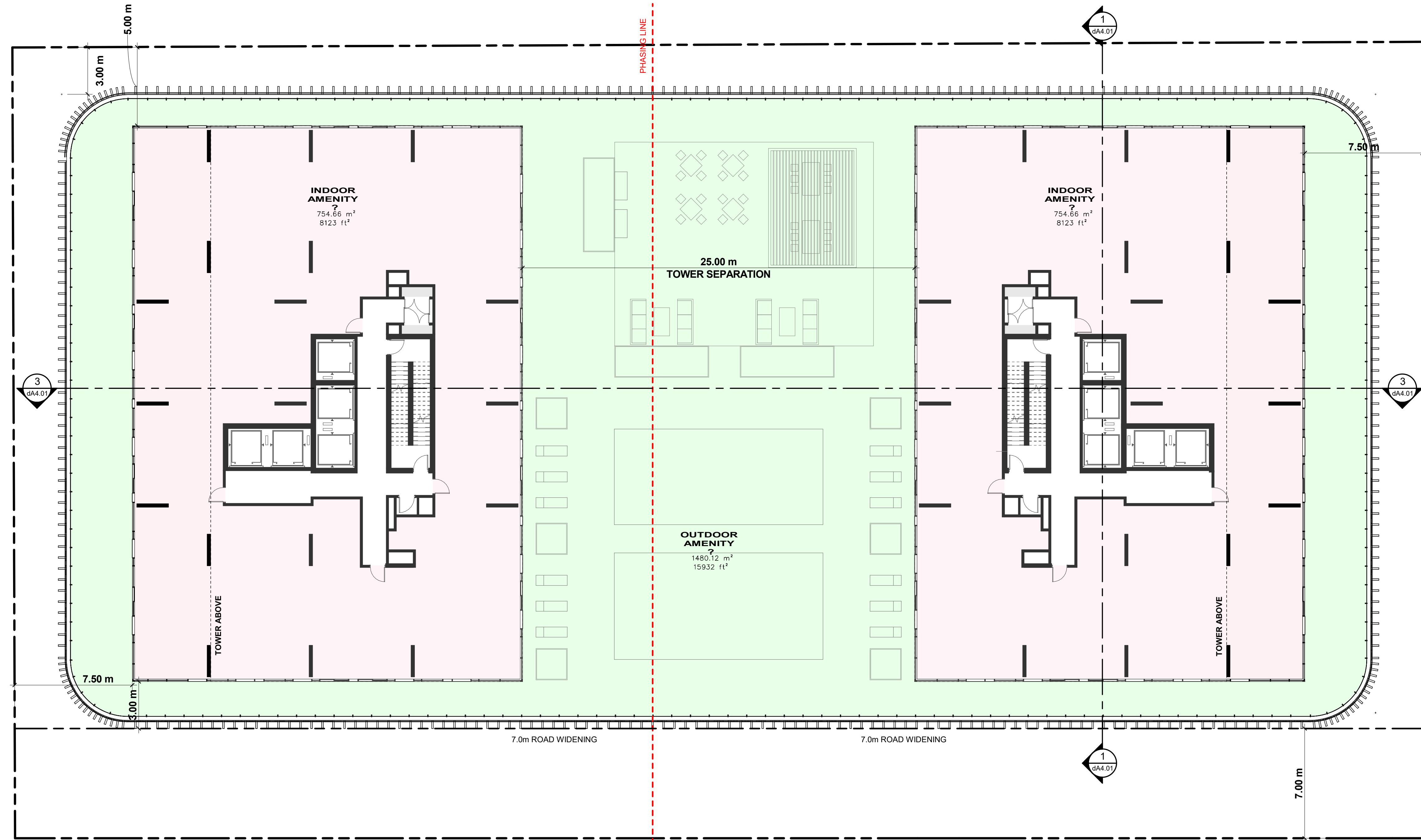
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 7

Scale:
1 : 150
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA2.07



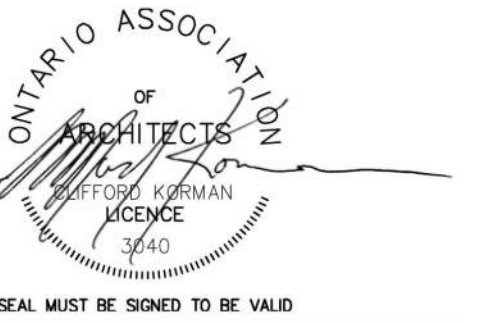
Floor Plan - Level 7
1 : 150

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dA2.07

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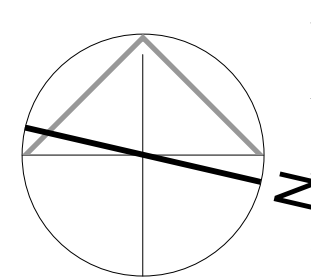
No.	Revision	Date

No.	Issued For	Date
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 8-11

Scale:
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Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

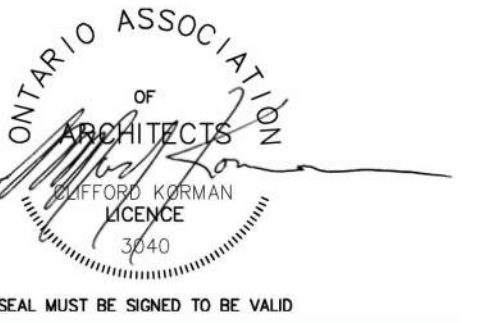


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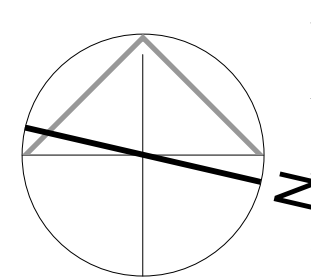
No.	Revision	Date

No.	Issued For	Date
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Level 12-41

Scale:
1 : 150
Drawn by:
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Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



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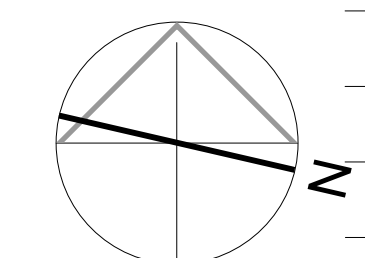
Revisions:
 No. Revision: Date:

1	REZONING & OPA SUBMISSION	NOV 28, 2023
No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
 126 Bradford St, Barrie, ON L4N 3B3
 Proposed Residential Development

Drawing Title:
Level 42-45

Scale:
 1 : 150
 Drawn by:
 A.P.
 Checked by:
 R.P.
 Project No.:
 23-072
 Date:
 NOV 28, 2023
 Drawing No.:



dA2.10

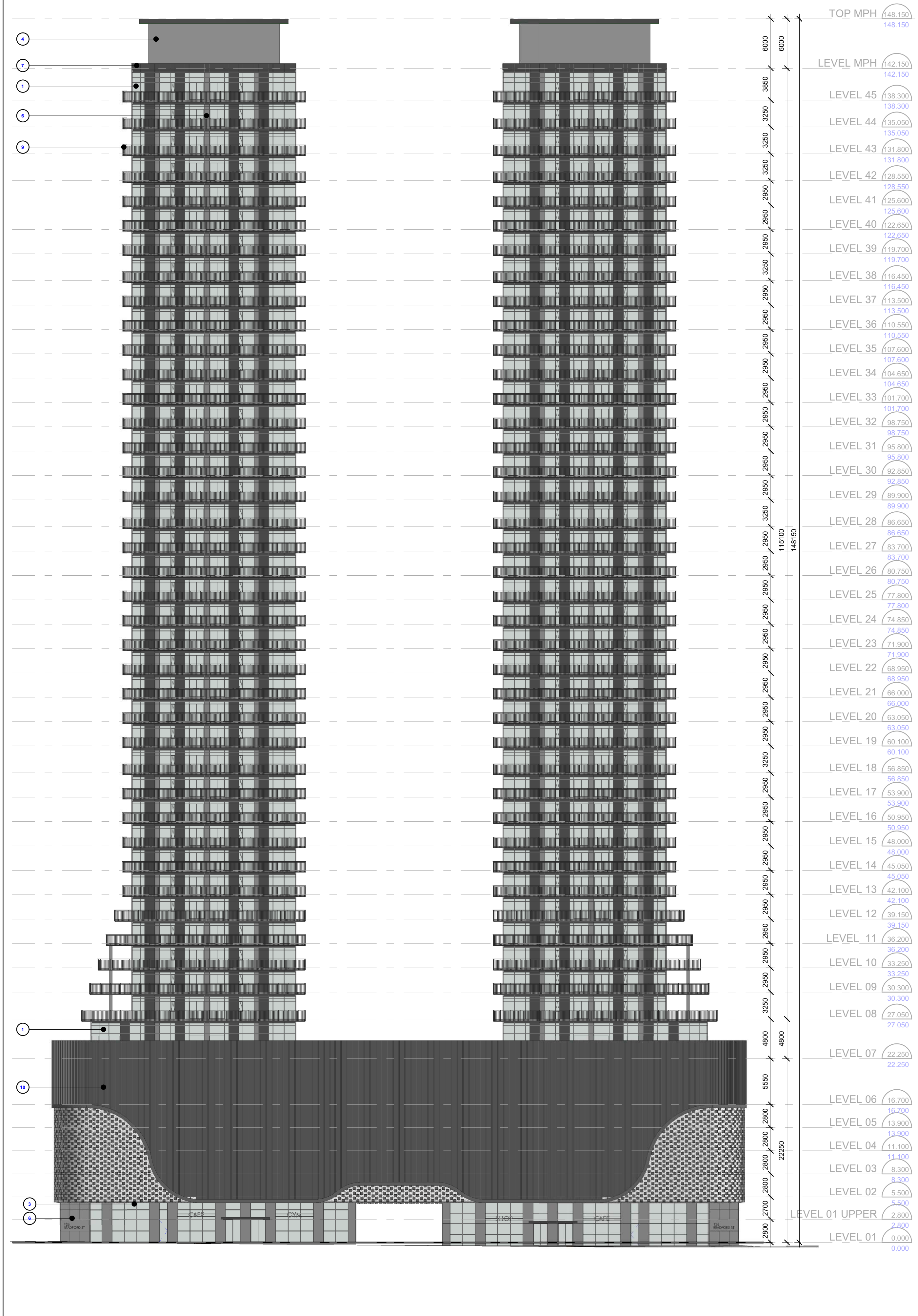


Floor Plan - Level 42-45

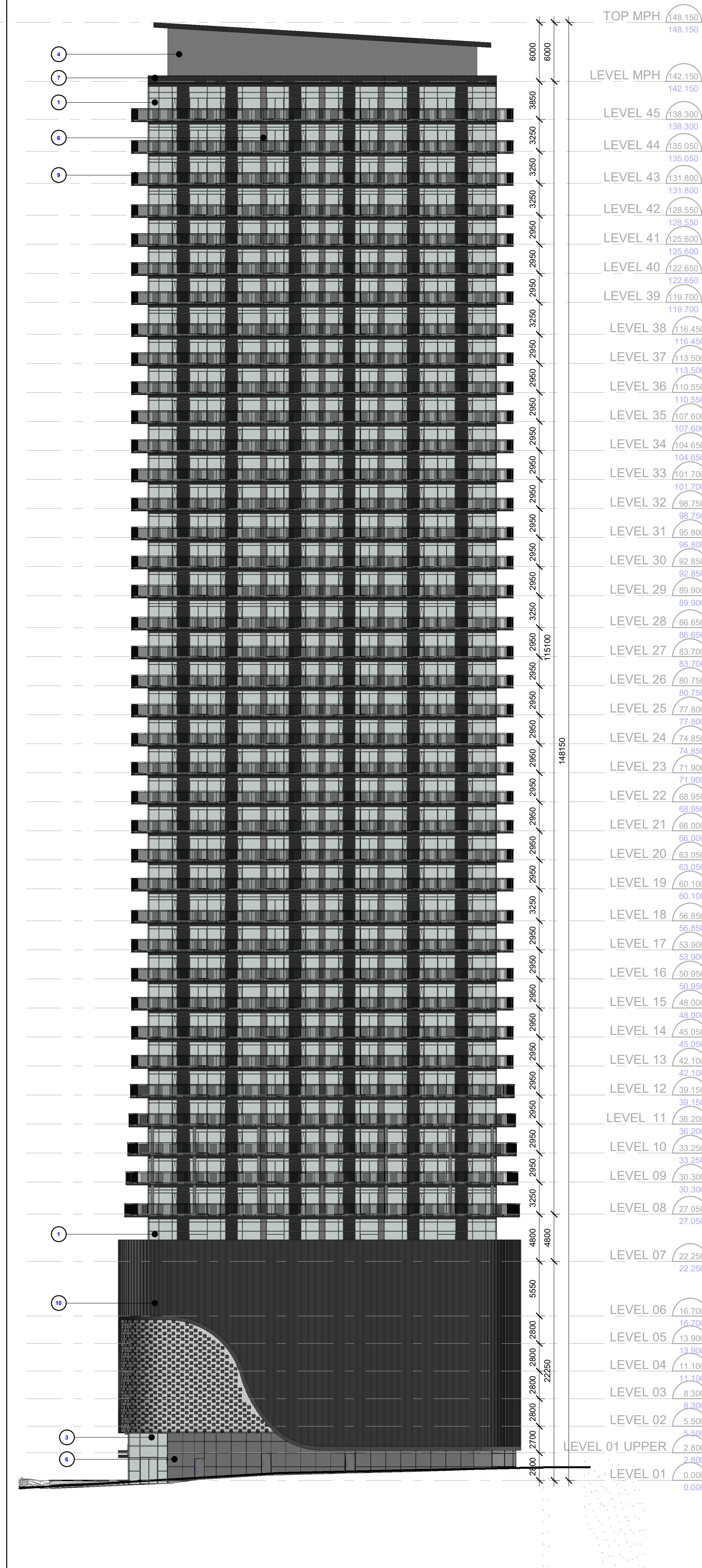
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East Elevation 1
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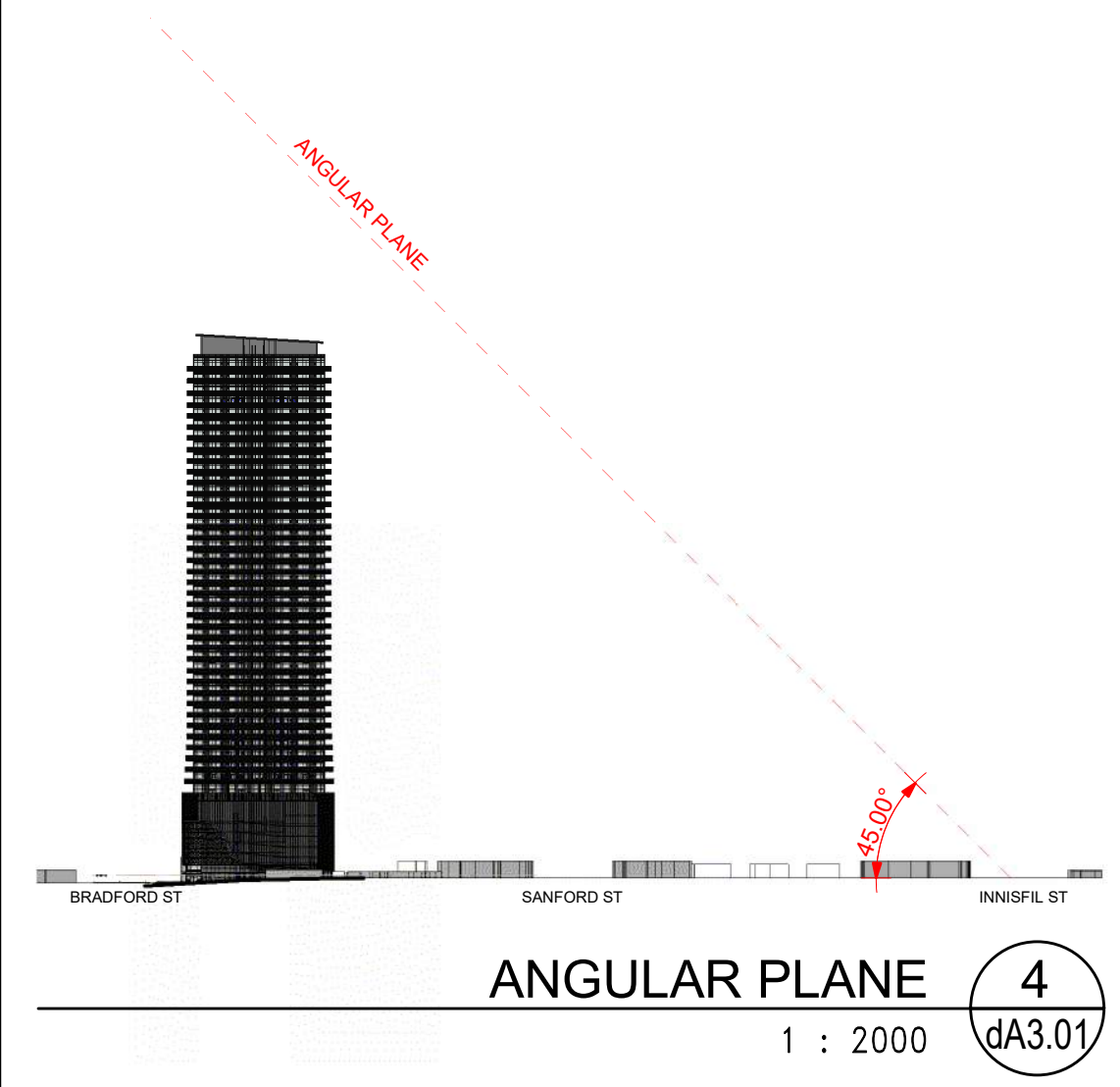


North Elevation 2
1 : 300 dA3.01

EXTERIOR FINISH LEGEND

- 23-072 126 BRADFORD ST
- 1 WINDOW WALL
 - 2 CURTAIN WALL - UNUNITED
 - 3 CURTAIN WALL - STOREFRONT
 - 4 METAL PANEL SYSTEM
 - 5 METAL SIDING SYSTEM
 - 6 METAL PANEL
 - 7 GLASS SPANDREL
 - 8 FLASHINGS & COPINGS
 - 9 METAL PICKET RAILING
 - 10 PERFORATED METAL PANEL
 - X MISCELLANEOUS ITEMS - CONTINUE NUMBERING CONVENTIONS

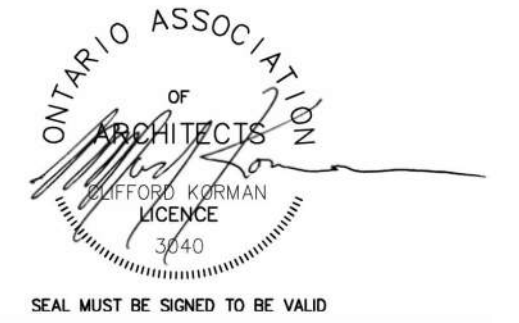
Exterior Finish Legend 3
NTS dA3.01



ANGULAR PLANE 4
1 : 2000 dA3.01

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No.: Revision: Date:

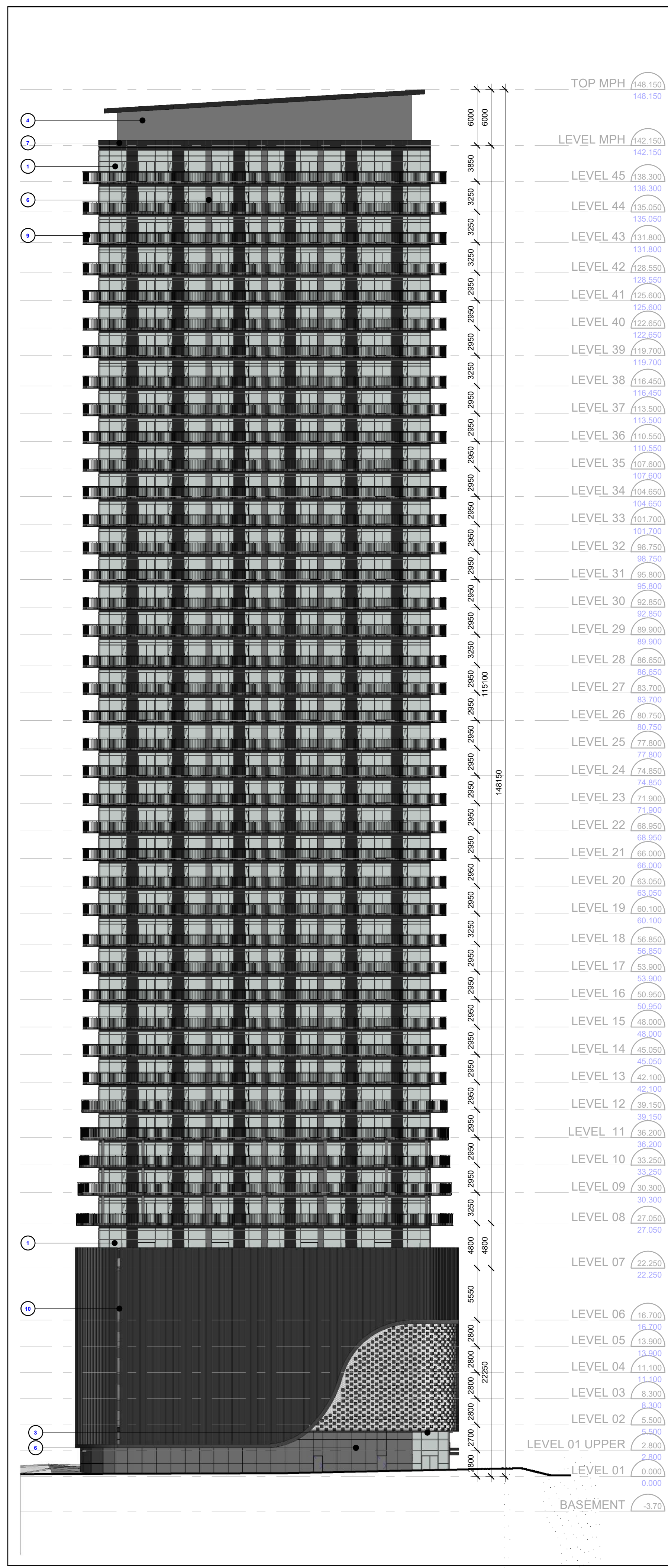
1	REZONING & OPA SUBMISSION	NOV 28, 2023
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Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Elevations - North & East

Scale:
As indicated
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

dA3.01

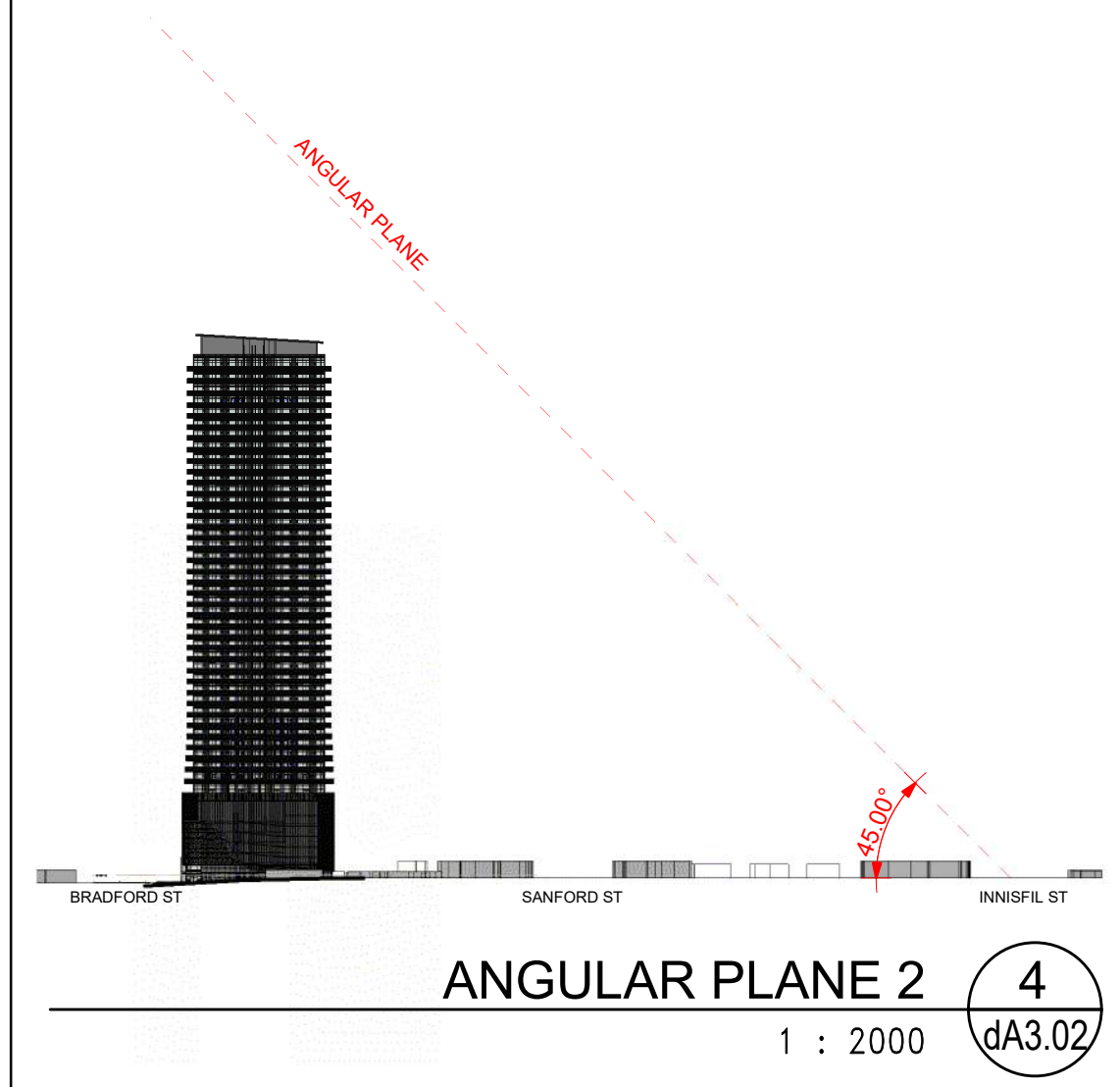


EXTERIOR FINISH LEGEND

23-072 126 BRADFORD ST

- 1 WINDOW WALL
- 2 CURTAIN WALL - UNUNITIZED
- 3 CURTAIN WALL - STOREFRONT
- 4 METAL PANEL SYSTEM
- 5 METAL SIDING SYSTEM
- 6 METAL PANEL
- 7 GLASS SPANDREL
- 8 FLASHINGS & COPINGS
- 9 METAL PICKET RAILING
- 10 PERFORATED METAL PANEL
- X MISCELLANEOUS ITEMS - CONTINUE NUMBERING CONVENTIONS

Exterior Finish Legend 3
NTS dA3.02



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No.:	Revision:	Date:

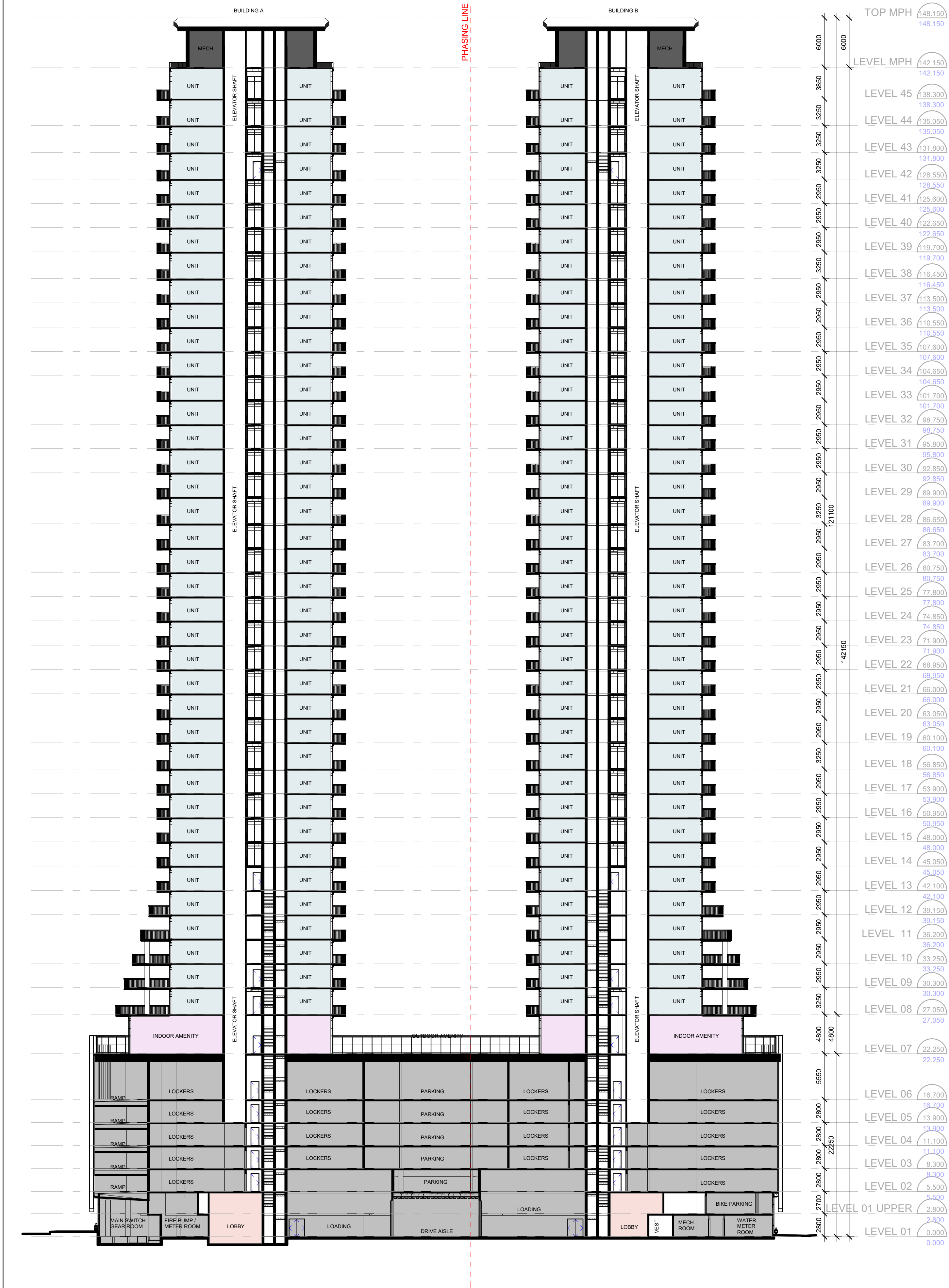
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

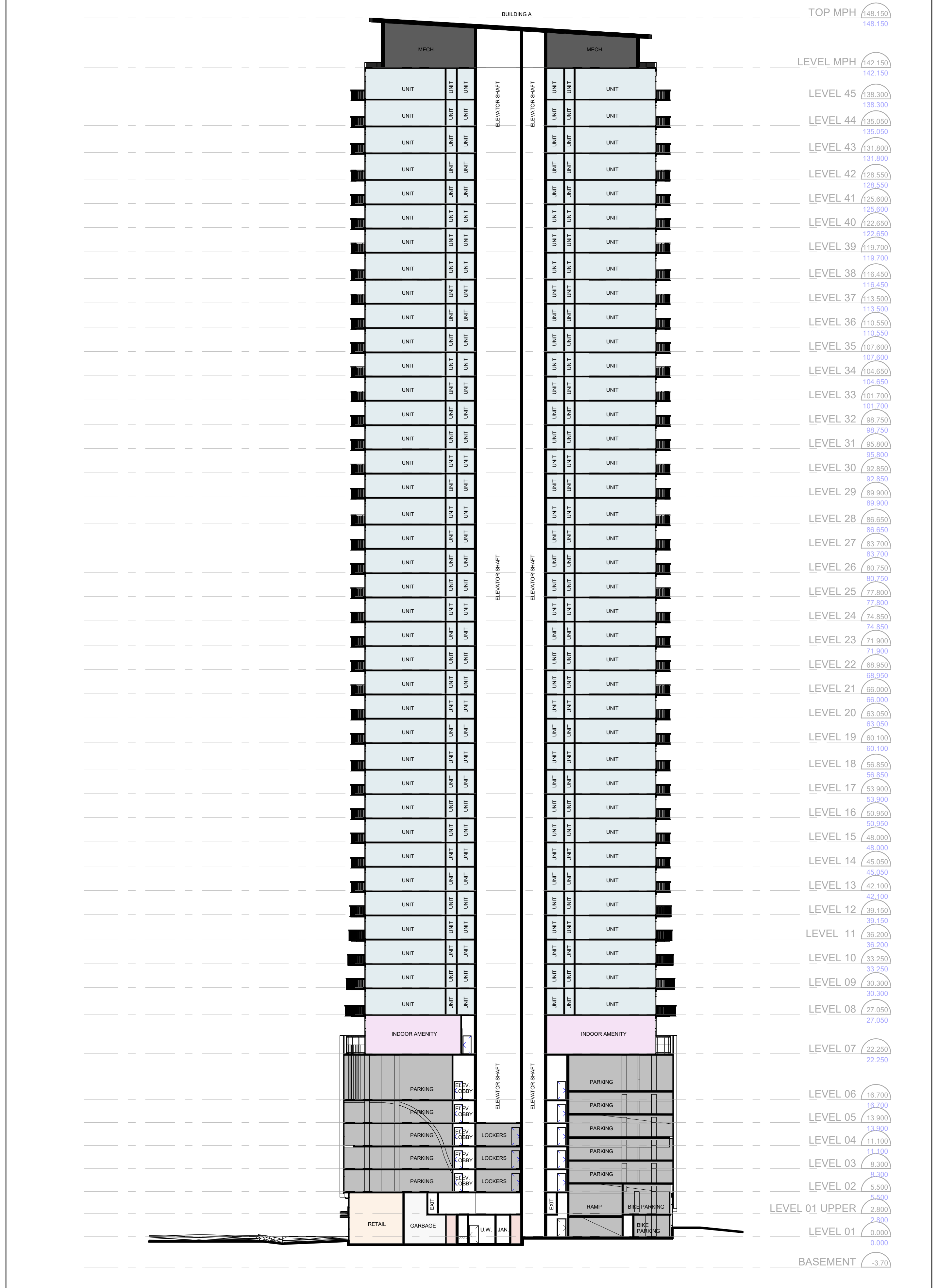
Drawing Title:
Elevations - South & West

Scale:
As indicated
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

dA3.02



Building Section 1 3
1 : 300 dA4.01



Building Section 2 1
1 : 300 dA4.01

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No.:	Revision:	Date:

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1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sections

Scale:
1 : 300
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

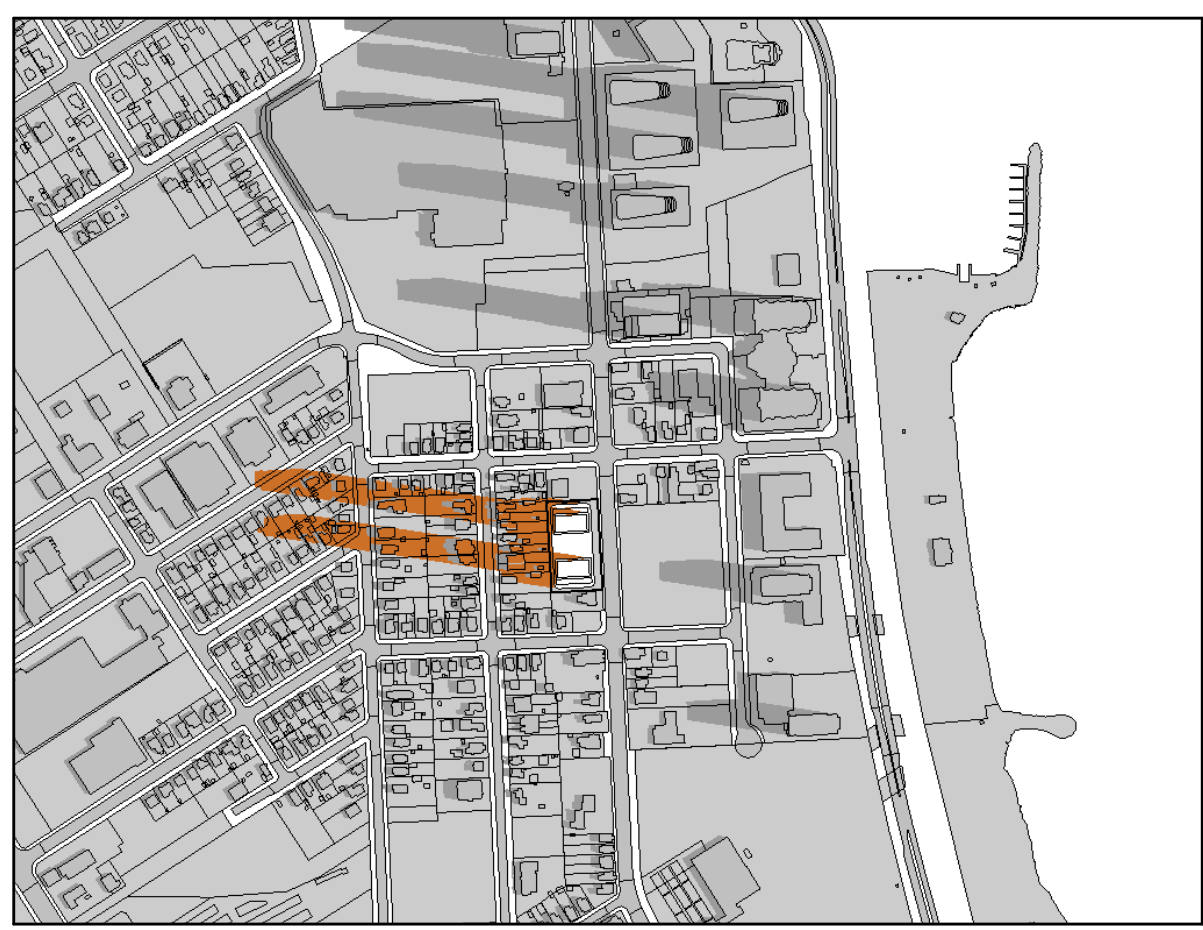
dA4.01



April 21 - 6:25am (DST) 1
NTS dA5.01



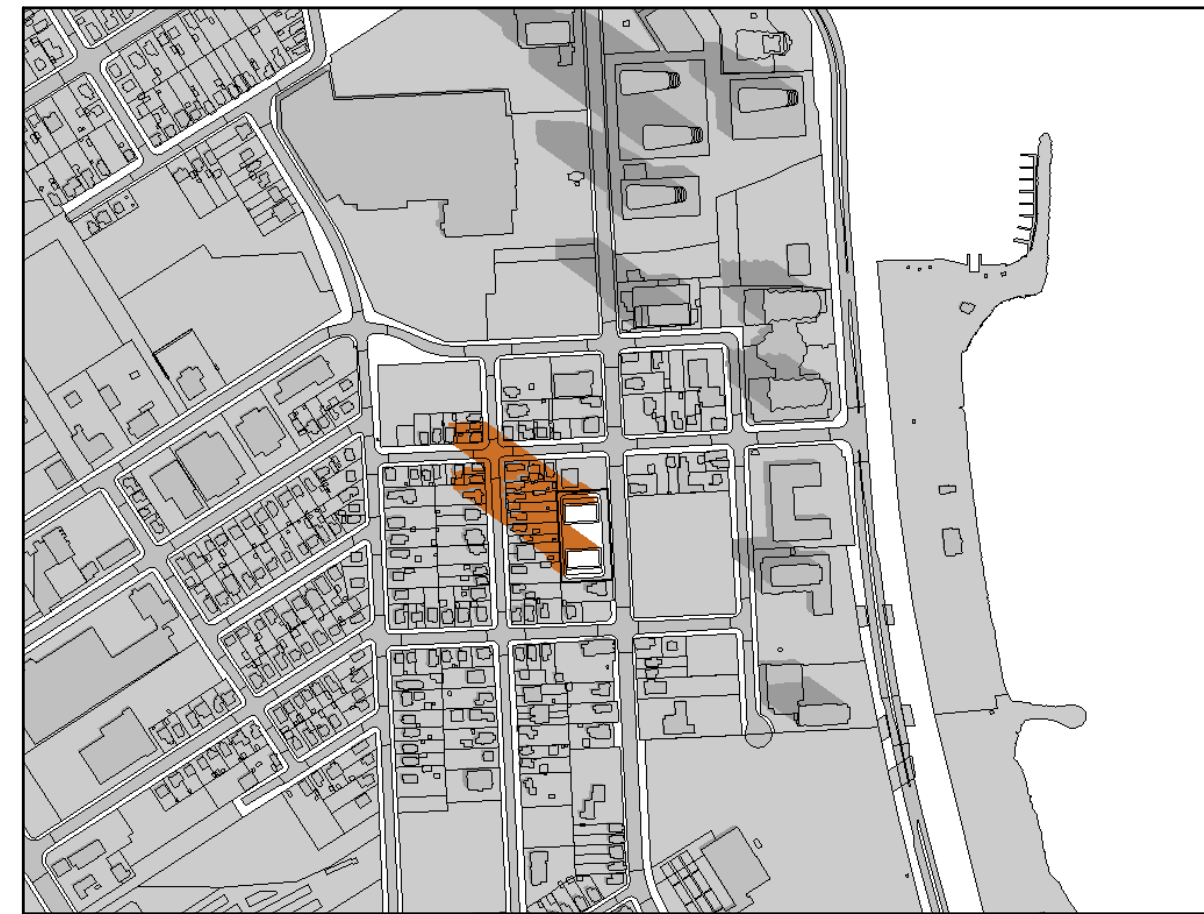
April 21 - 7:55am (DST) 2
NTS dA5.01



April 21 - 8:55am (DST) 3
NTS dA5.01



April 21 - 9:55am (DST) 4
NTS dA5.01



April 21 - 10:55am (DST) 5
NTS dA5.01



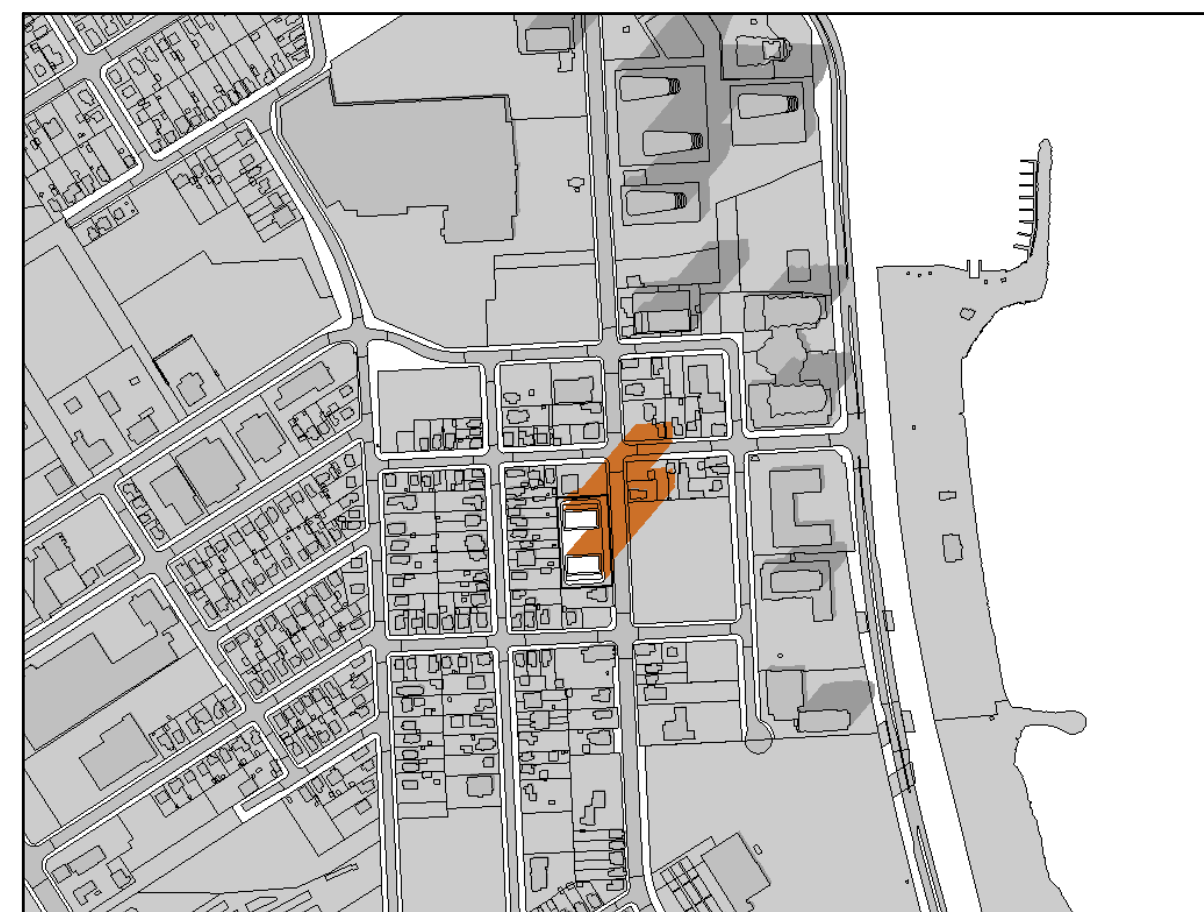
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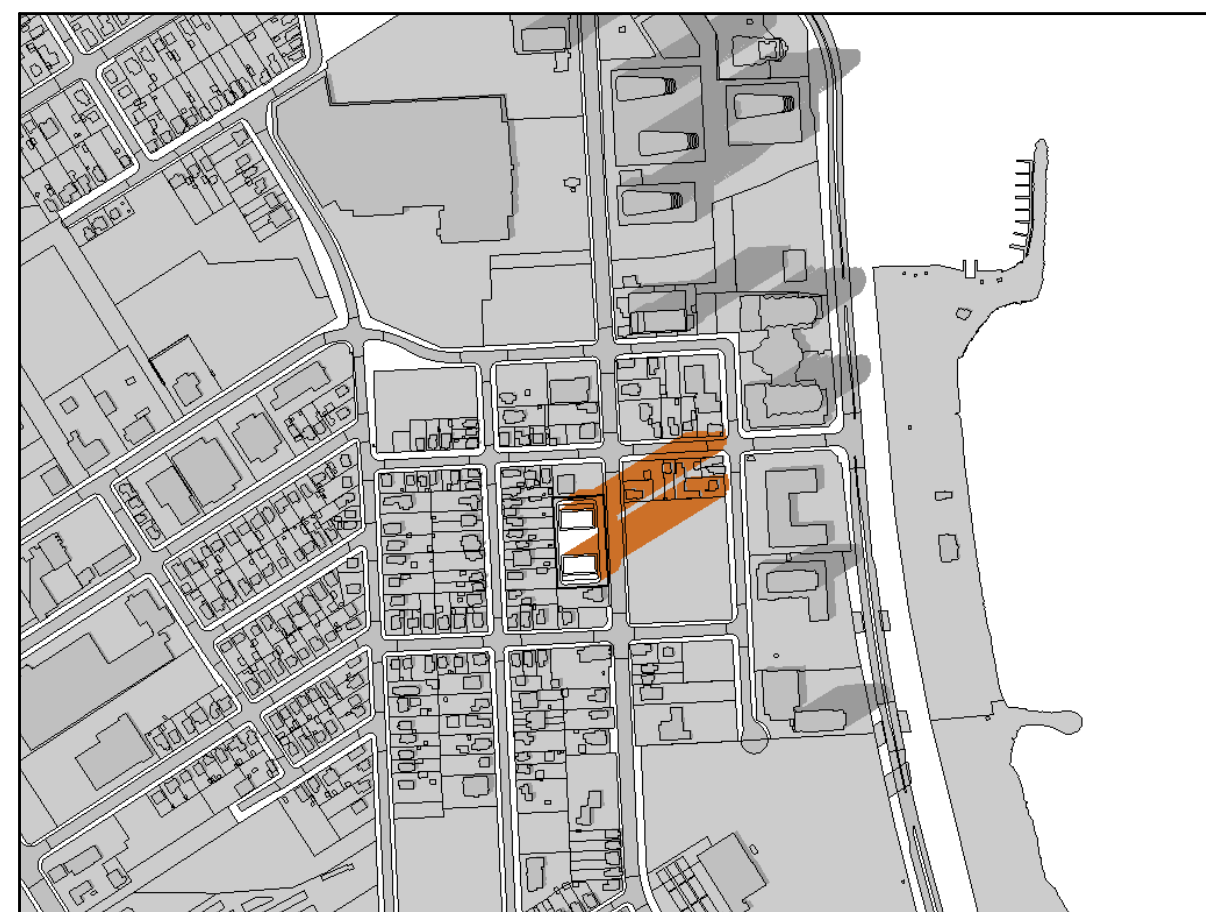
April 21 - 12:55pm (DST) 7
NTS dA5.01



April 21 - 1:55pm (DST) 8
NTS dA5.01



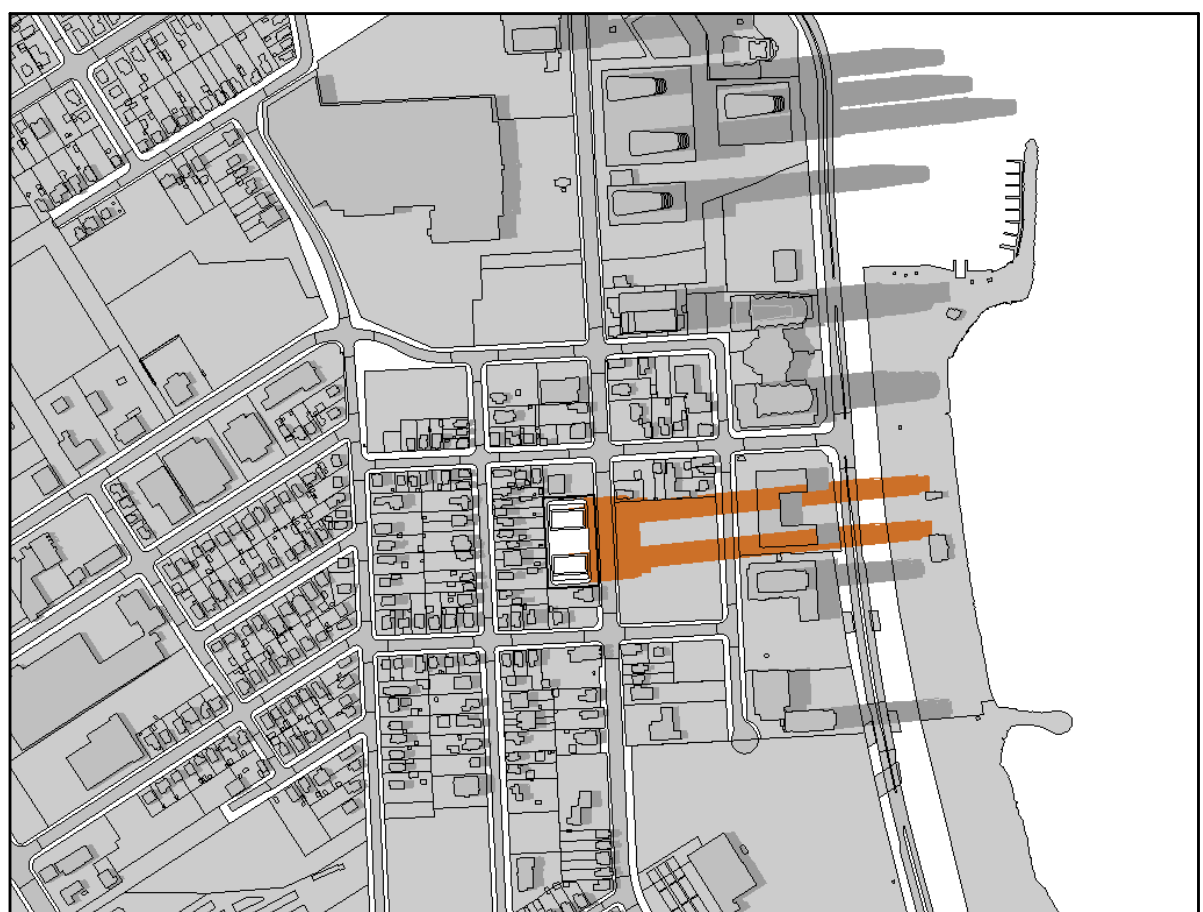
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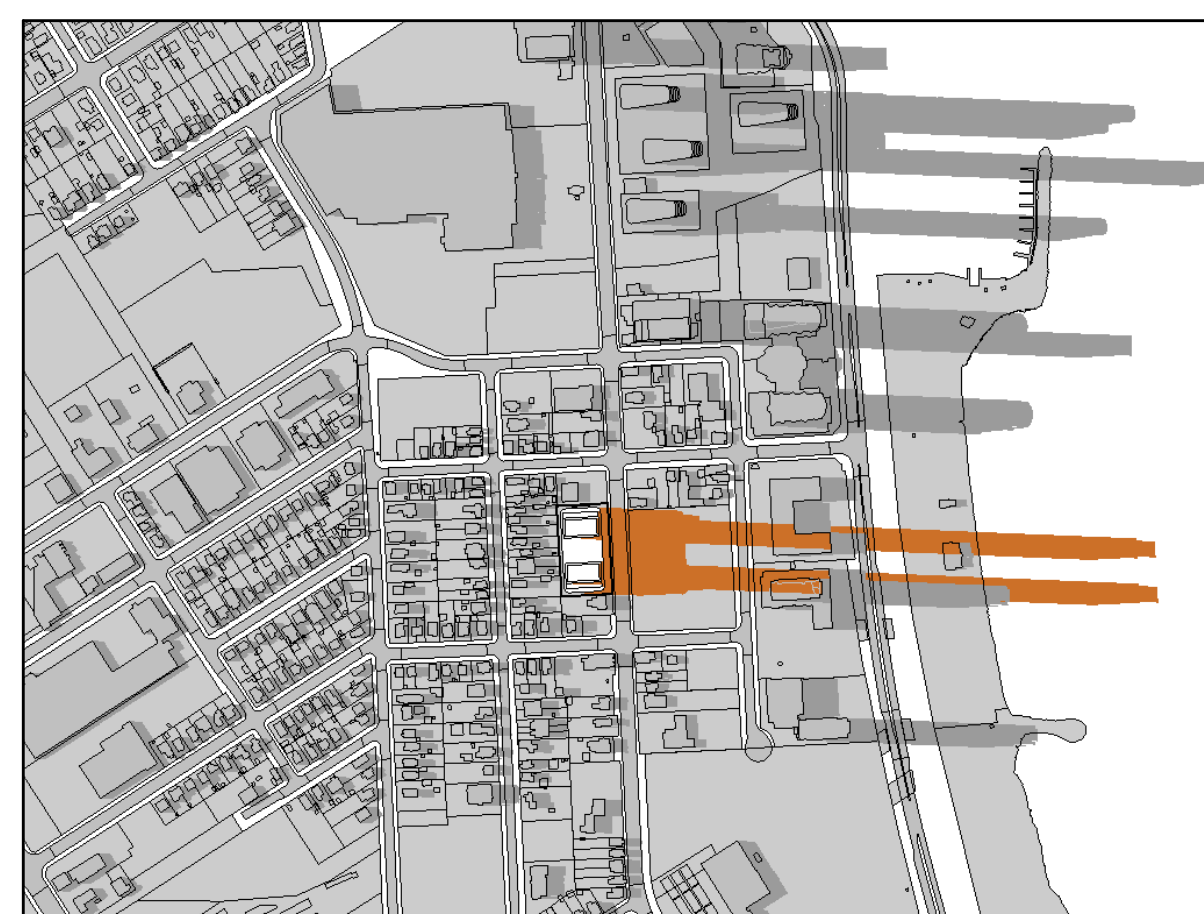
April 21 - 3:55pm (DST) 10
NTS dA5.01



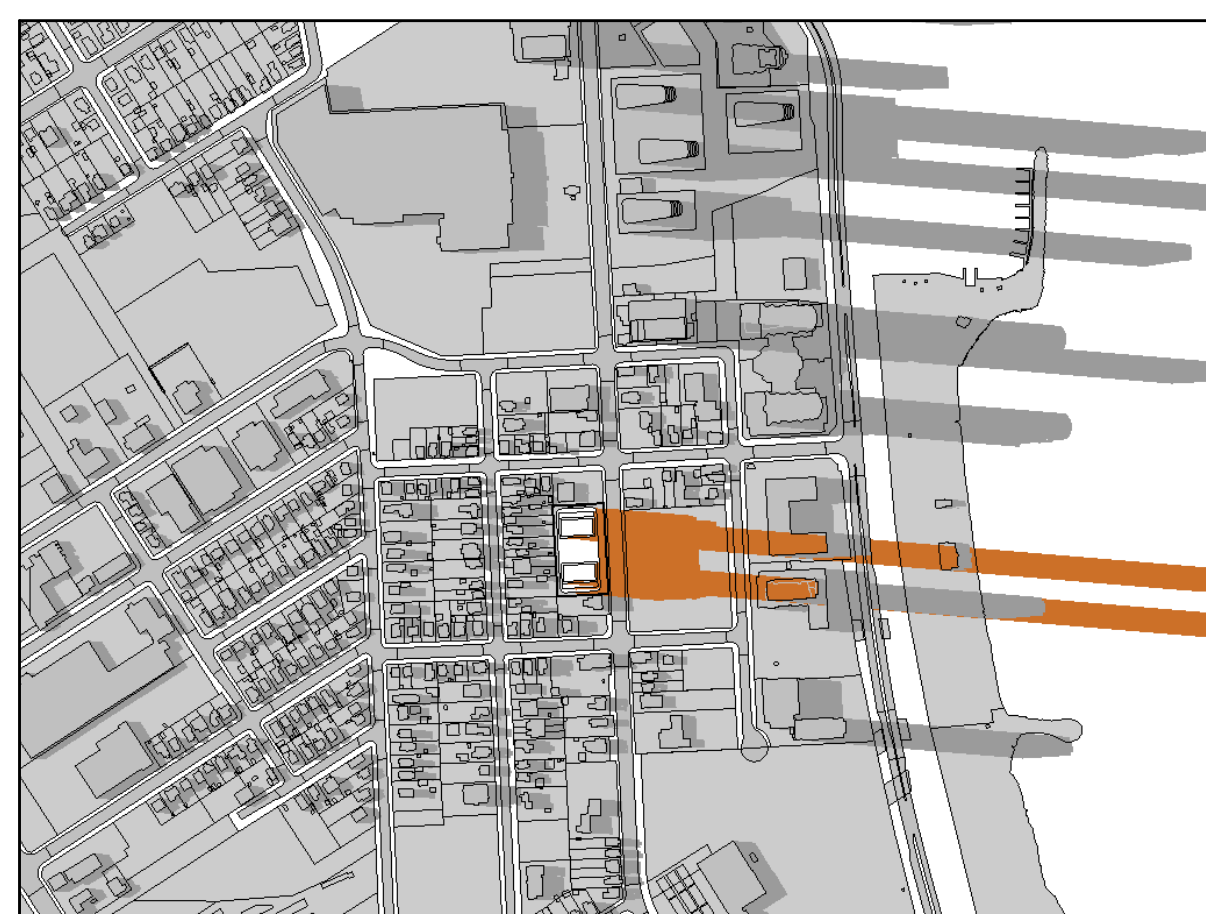
April 21 - 4:55pm (DST) 11
NTS dA5.01



April 21 - 5:55pm (DST) 12
NTS dA5.01



April 21 - 6:41pm (DST) 13
NTS dA5.01



April 21 - 6:55pm (DST) 14
NTS dA5.01



April 21 - 8:11pm (DST) 15
NTS dA5.01

Sun Angles:

Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.

Latitude:
Longitude:

Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours

UT denotes Universal Time
i.e. Greenwich Mean Time

Software Used:
Autodesk Revit Architectural 2021

Shadow Study on APRIL 21

Sun Shadow Timing: APRIL 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
20:11	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21

Sun Shadow Timing: JUNE 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21

Sun Shadow Timing: SEPTEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

Shadow Study on DECEMBER 21

Sun Shadow Timing: DECEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 14
NTS dA5.01

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Date:



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Toronto ON M3J 0H1

No.	Revision	Date
1	REZONING & OPA SUBMISSION	NOV 28, 2023

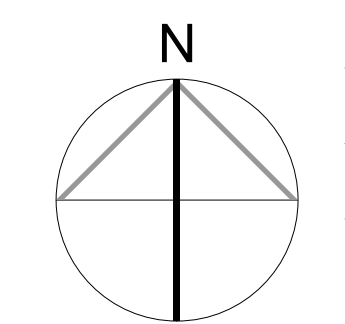
No.	Issued For	Date

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - April 21

Scale:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA5.01



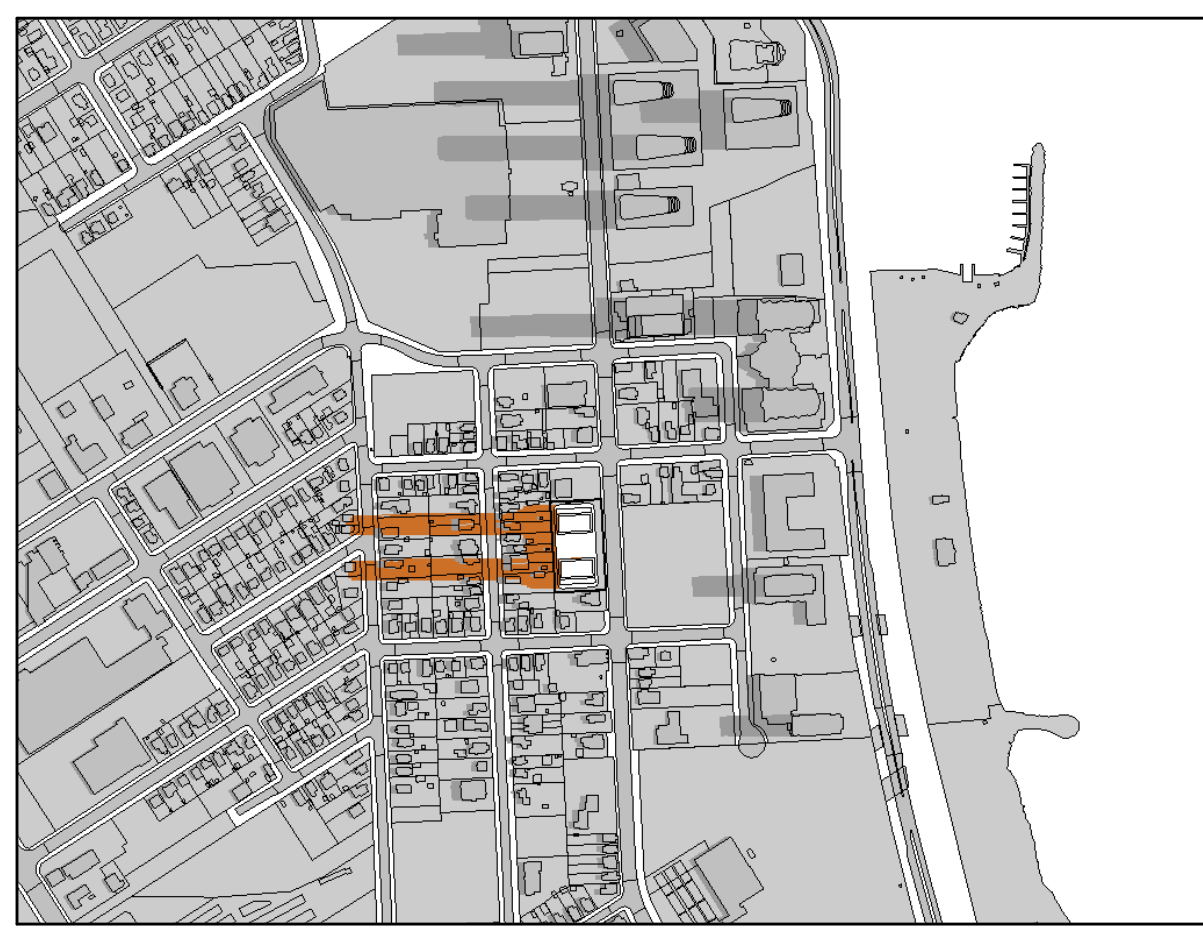
June 21 - 5:34am (DST) 1
NTS dA5.02



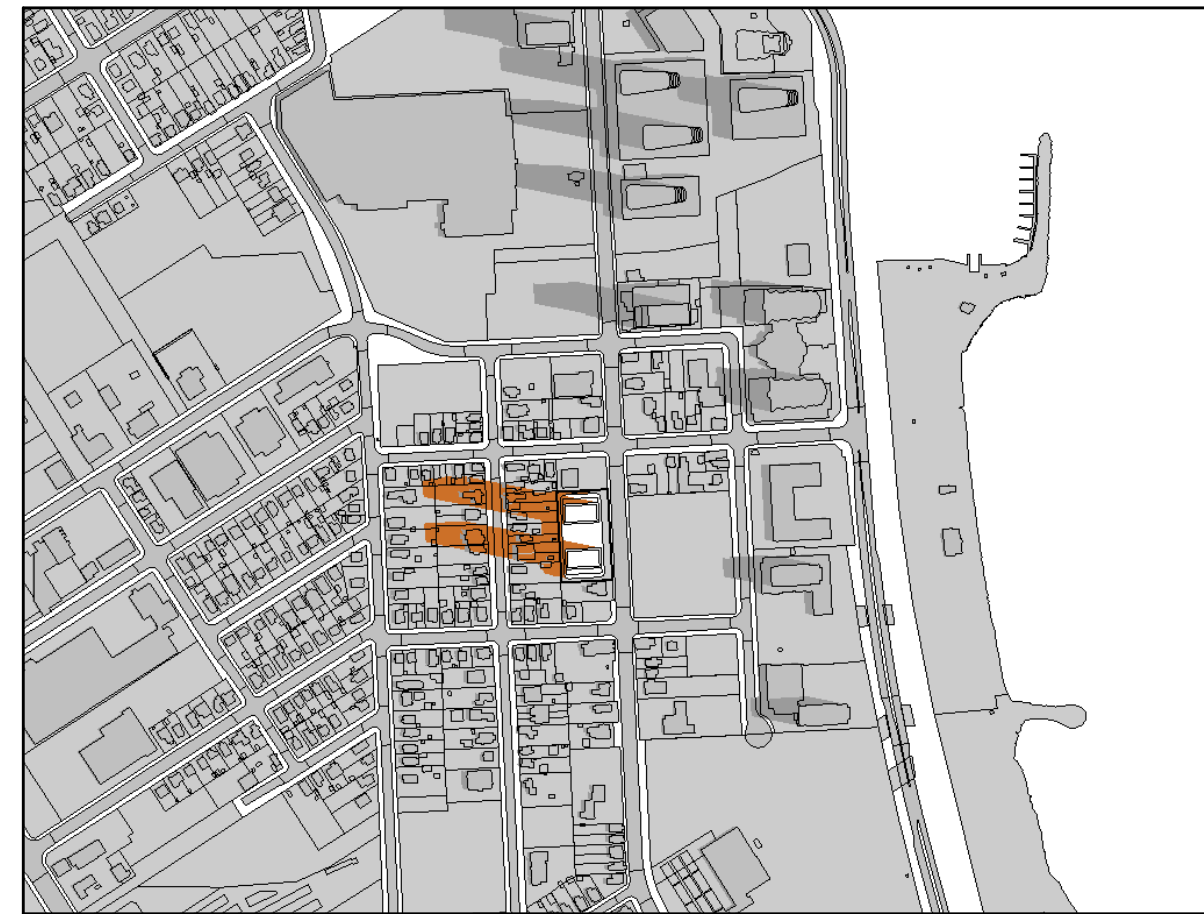
June 21 - 7:04am (DST) 2
NTS dA5.02



June 21 - 8:04am (DST) 3
NTS dA5.02



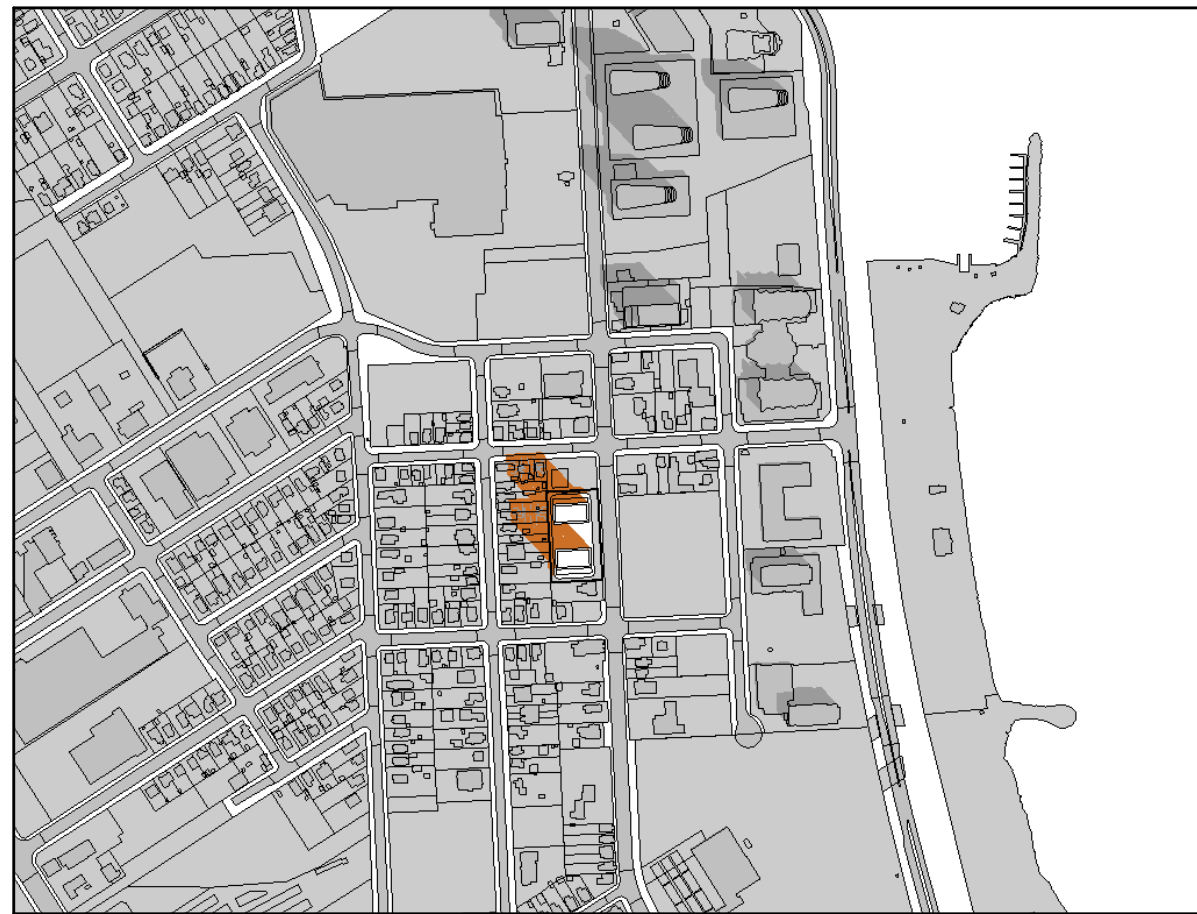
June 21 - 9:04am (DST) 4
NTS dA5.02



June 21 - 10:04am (DST) 5
NTS dA5.02



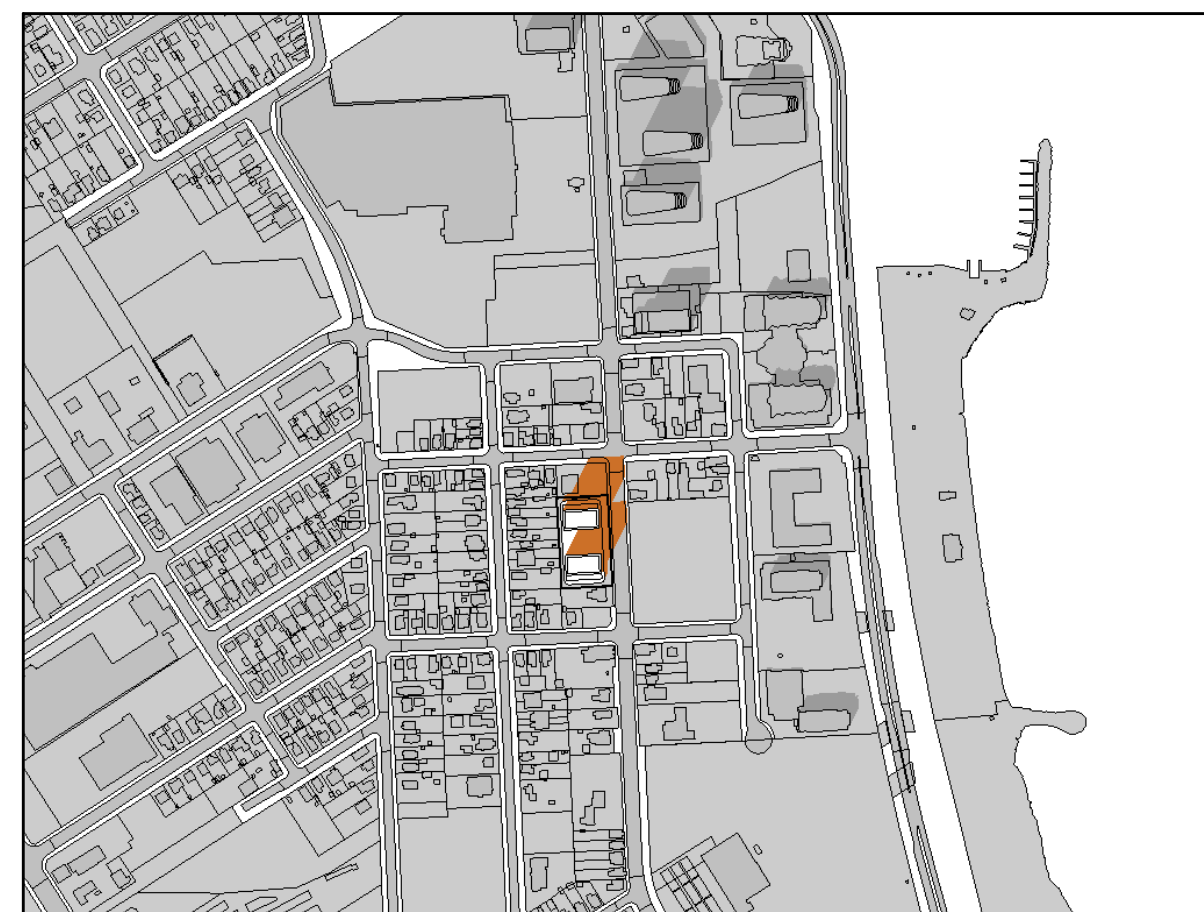
June 21 - 11:04am (DST) 6
NTS dA5.02



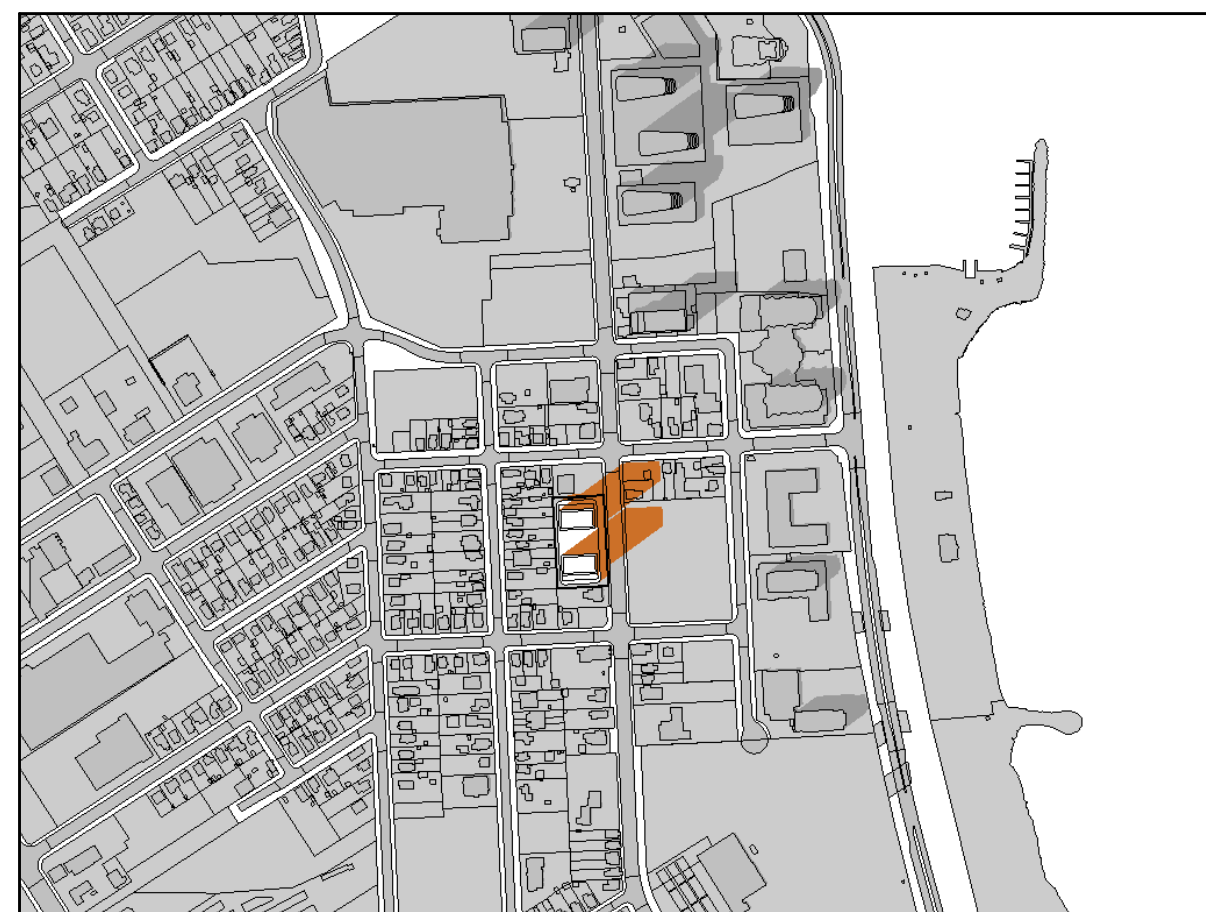
June 21 - 12:04pm (DST) 7
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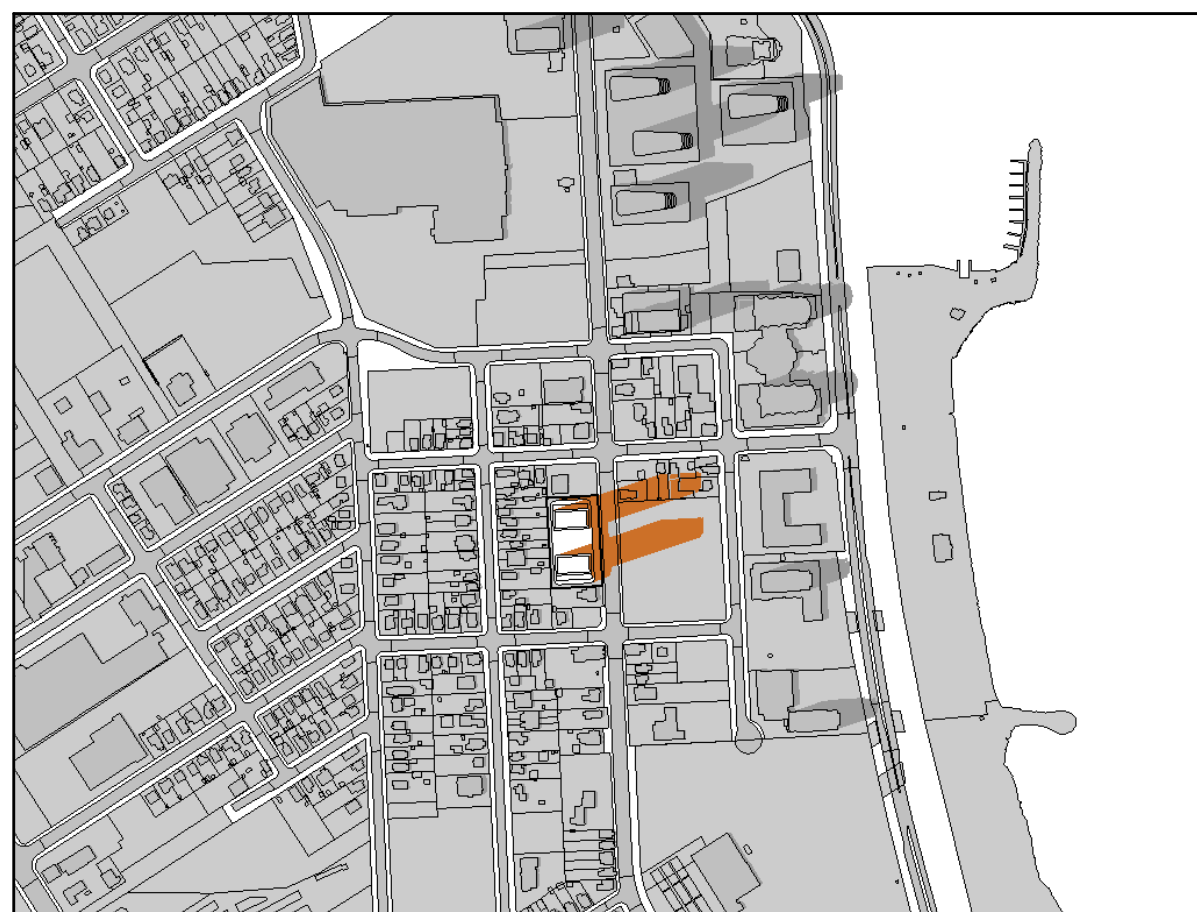
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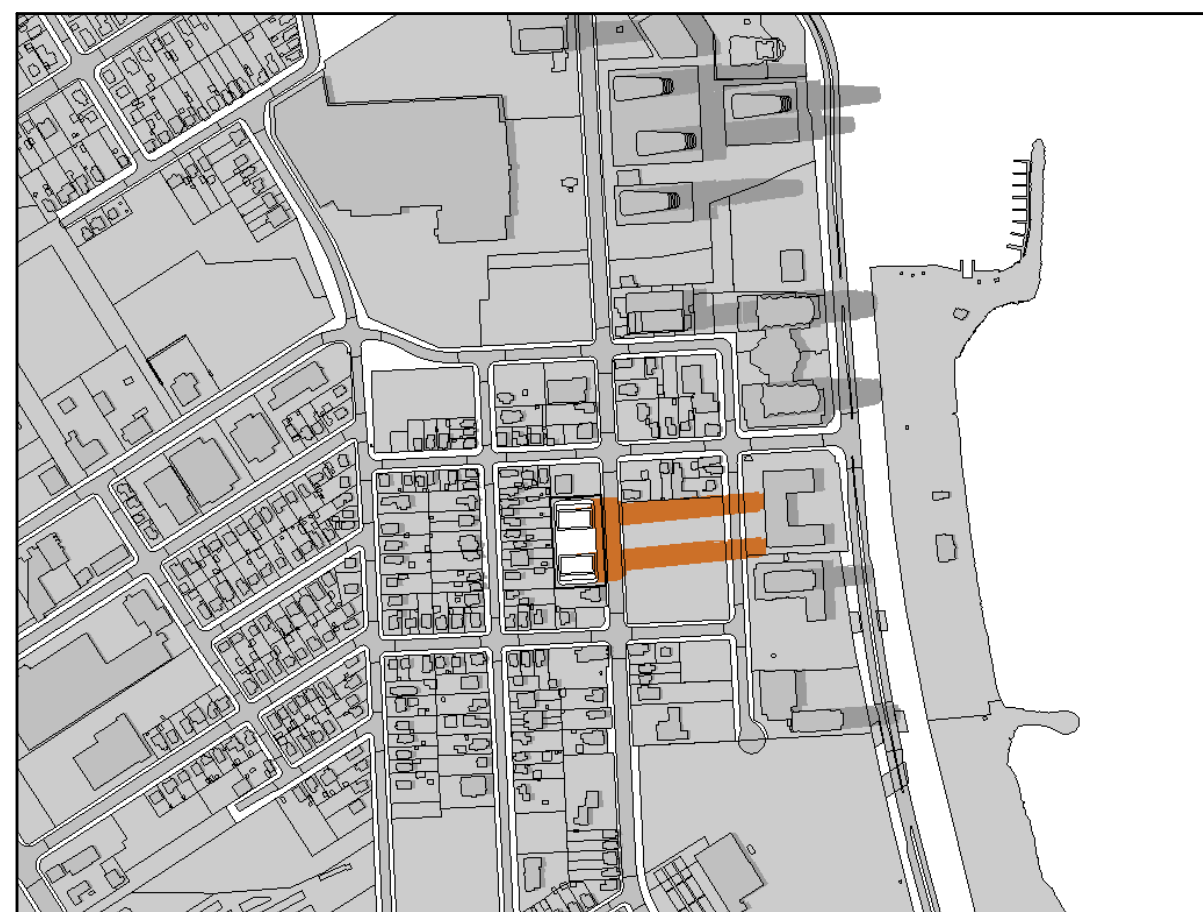
June 21 - 2:04pm (DST) 9
NTS dA5.02



June 21 - 3:04pm (DST) 10
NTS dA5.02



June 21 - 4:04pm (DST) 11
NTS dA5.02



June 21 - 5:04pm (DST) 12
NTS dA5.02



June 21 - 6:04pm (DST) 13
NTS dA5.02



June 21 - 7:04pm (DST) 14
NTS dA5.02



June 21 - 7:37pm (DST) 13
NTS dA5.02



June 21 - 9:07pm (DST) 14
NTS dA5.02

Sun Angles:
Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.
Latitude:
Longitude:
Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours
UT denotes Universal Time i.e. Greenwich Mean Time
Software Used: Autodesk Revit Architectural 2021

Shadow Study on APRIL 21
Sun Shadow Timing: APRIL 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21
Sun Shadow Timing: JUNE 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21
Sun Shadow Timing: SEPTEMBER 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

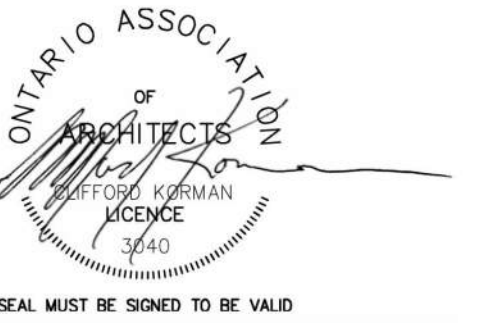
Shadow Study on DECEMBER 21
Sun Shadow Timing: DECEMBER 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 15
NTS dA5.02

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Date:



KIRKOR
ARCHITECTS AND PLANNERS

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Toronto ON M3J 0H1

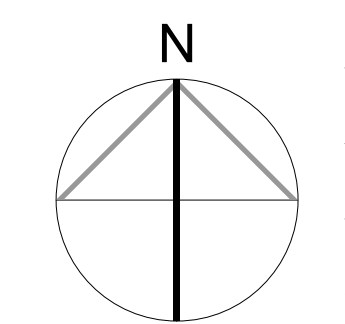
No.	Revision	Date

No.	Issued For	Date
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - June 21

Scale:
Drawn by: A.P.
Checked by: R.P.
Project No.: 23-072
Date: NOV 28, 2023
Drawing No.:



dA5.02

File Path: 2024-02-11 4:30:15 PM File Path: C:\Users\2303\OneDrive\Documents\Sun Shadow Study.dwg
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September 21 - 7:05am (DST) 1
NTS dA5.03



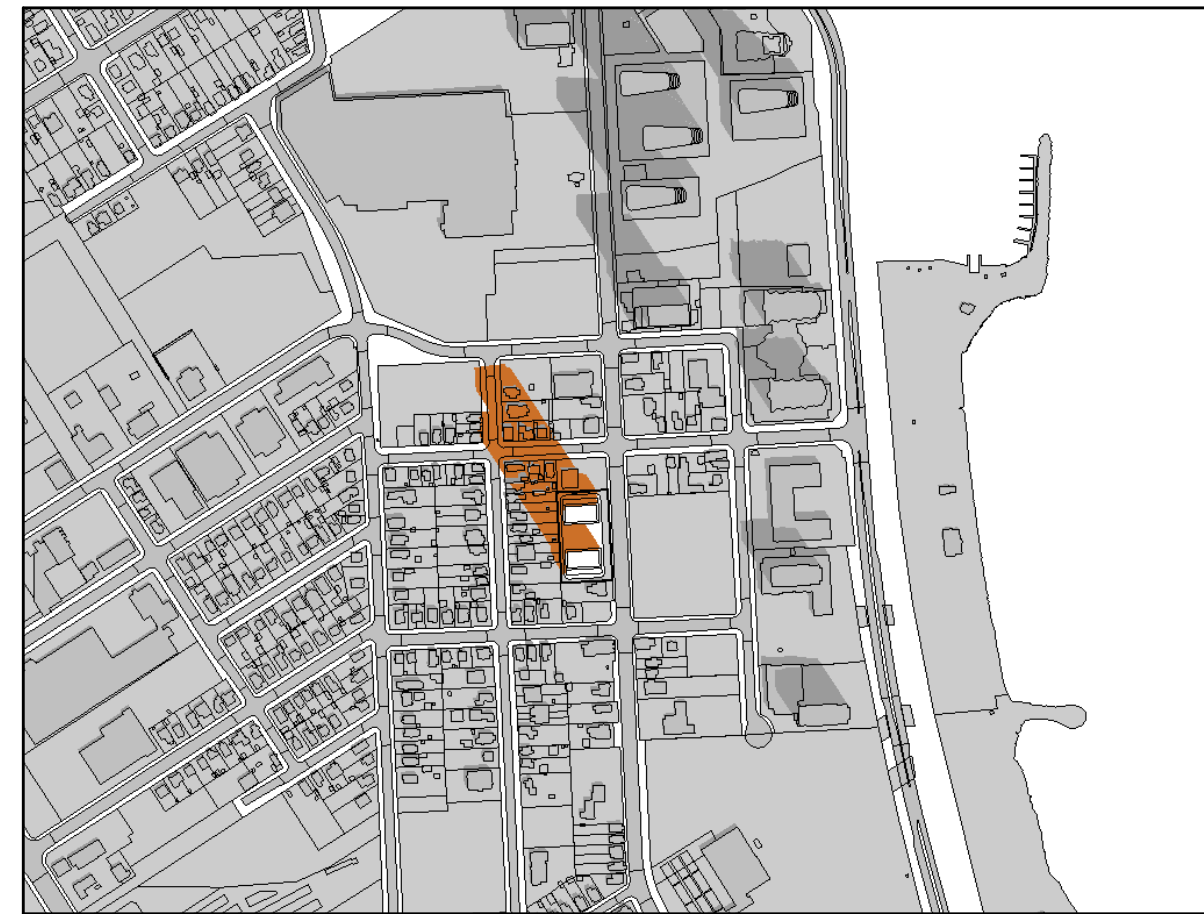
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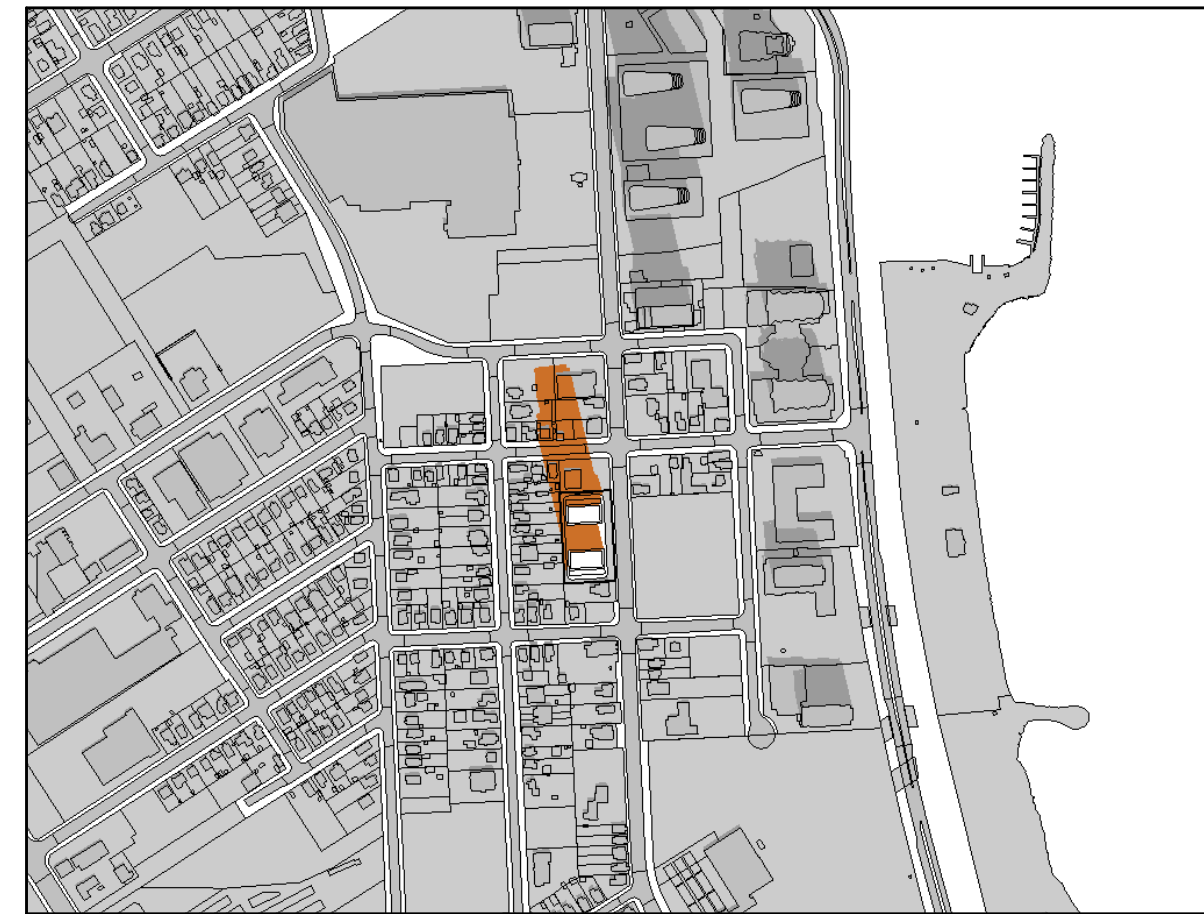
September 21 - 9:35am (DST) 3
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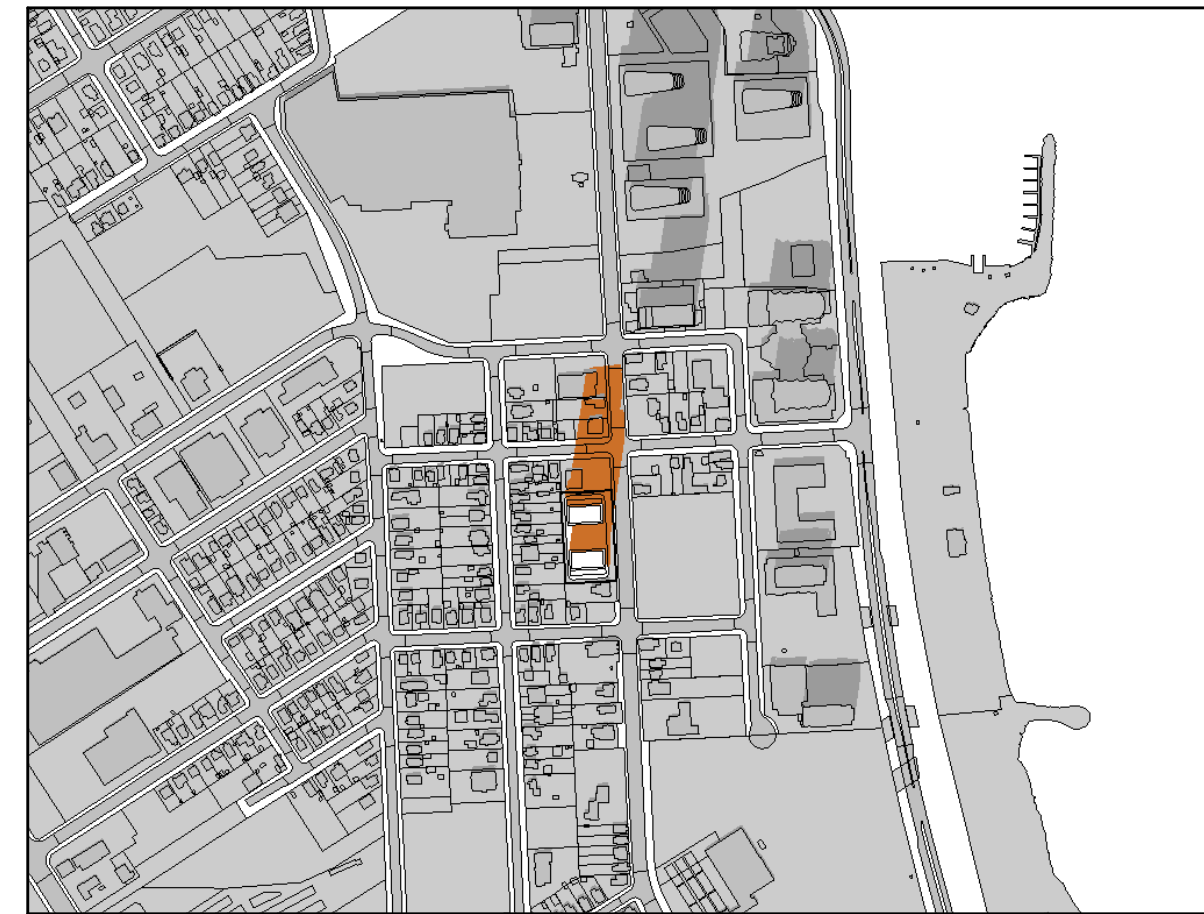
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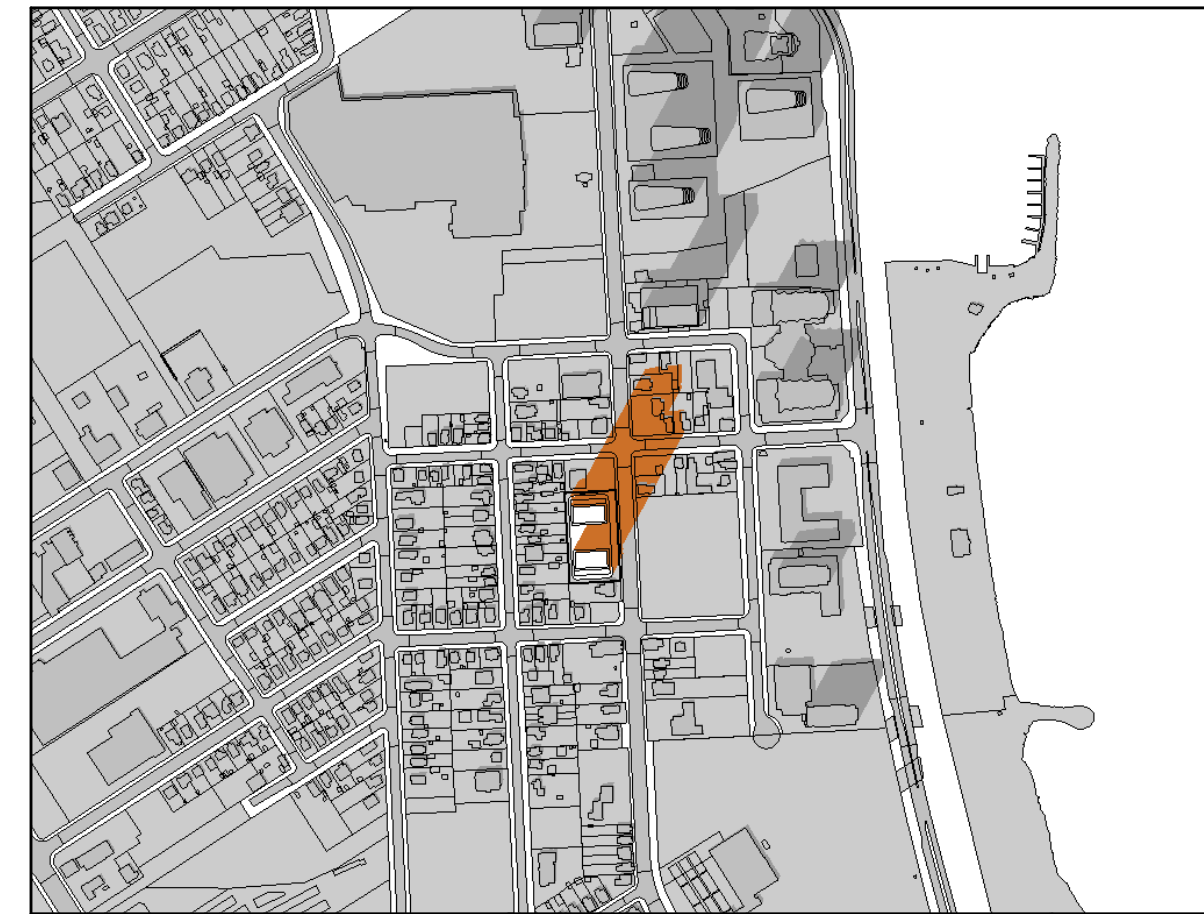
September 21 - 11:35pm (DST) 5
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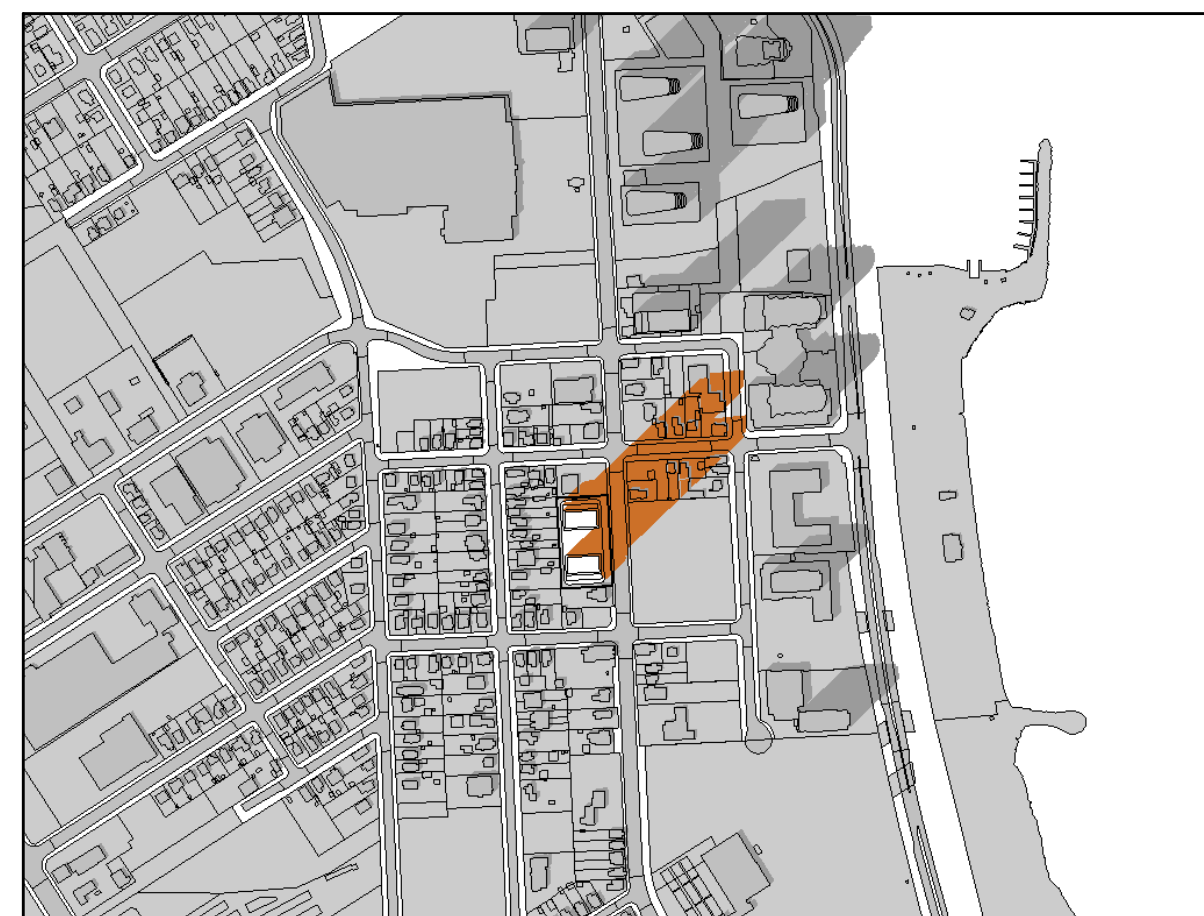
September 21 - 12:35pm (DST) 6
NTS dA5.03



September 21 - 1:35pm (DST) 7
NTS dA5.03



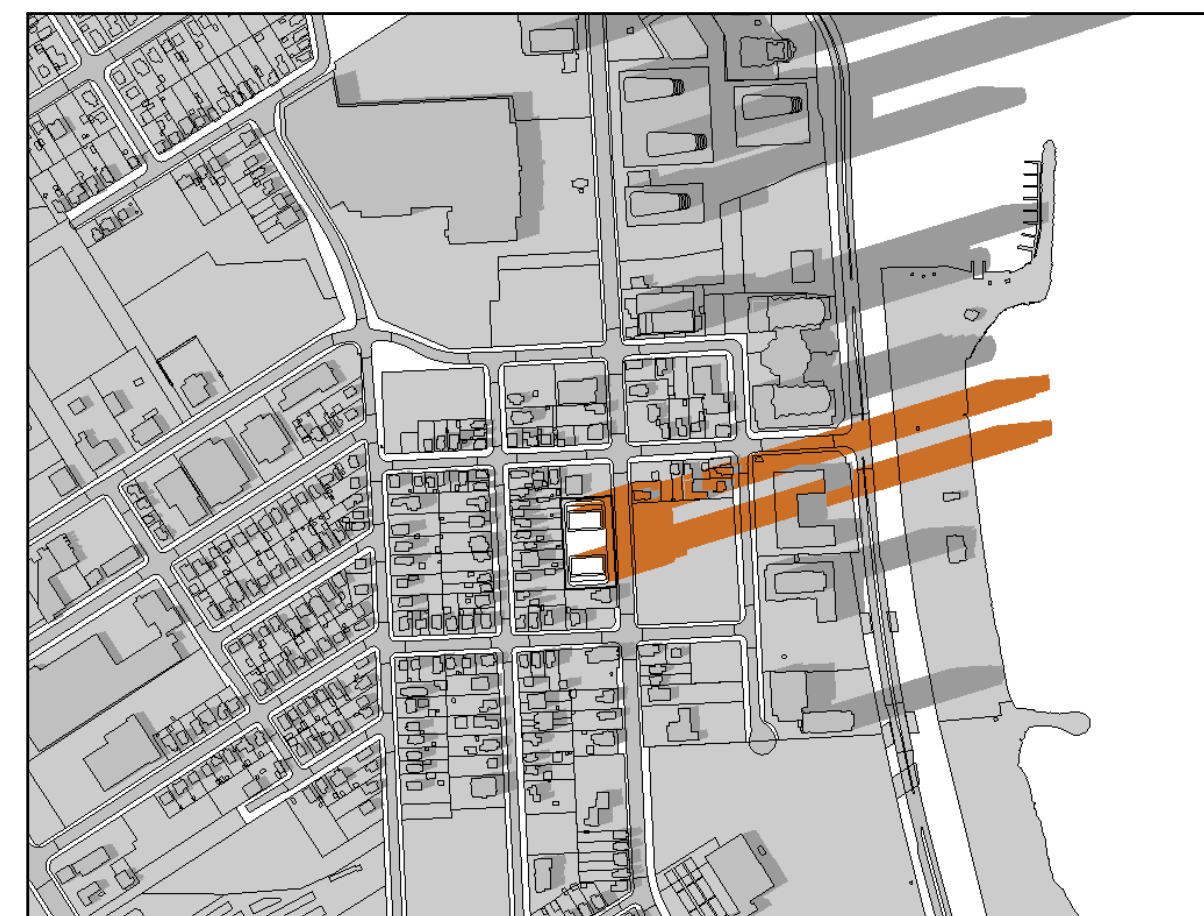
September 21 - 2:35pm (DST) 8
NTS dA5.03



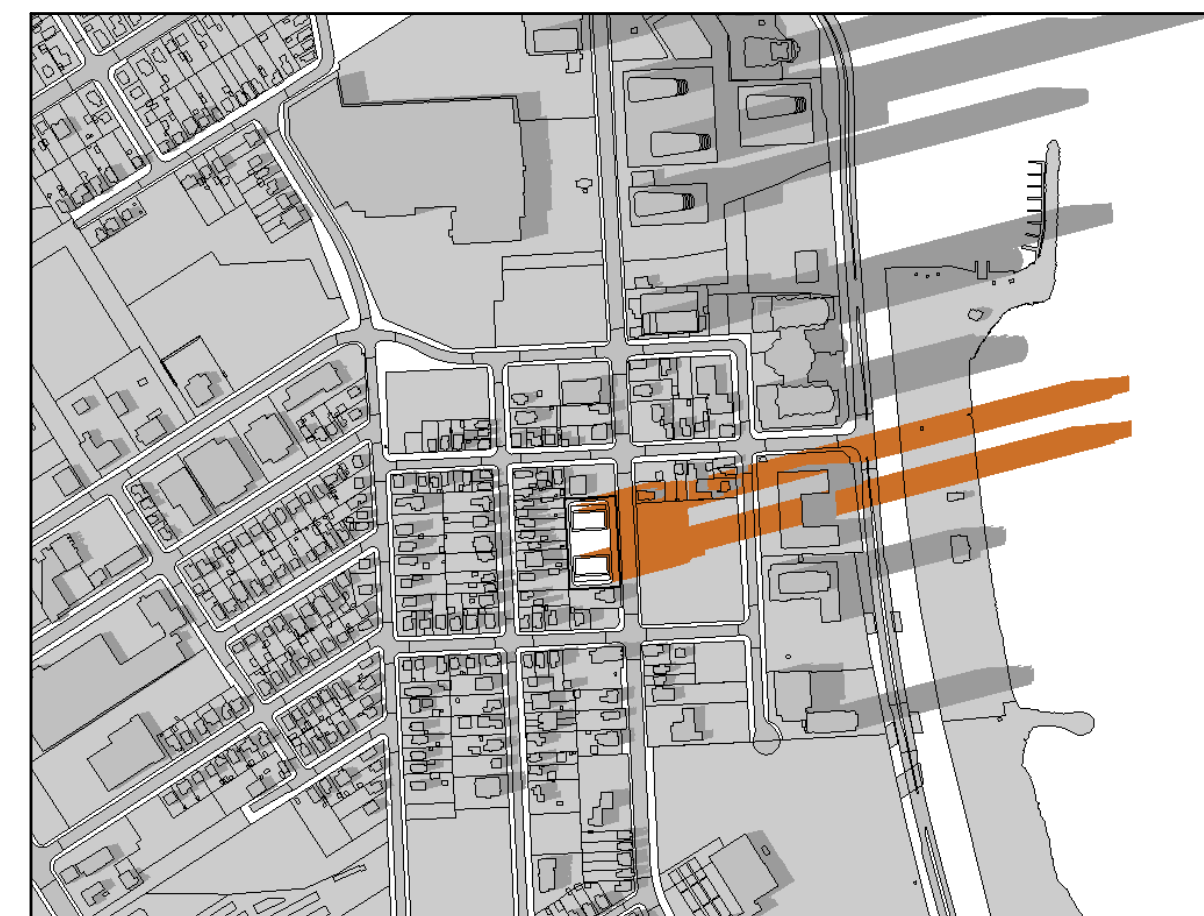
September 21 - 3:35pm (DST) 9
NTS dA5.03



September 21 - 4:35pm (DST) 10
NTS dA5.03



September 21 - 5:35pm (DST) 11
NTS dA5.03



September 21 - 5:48pm (DST) 12
NTS dA5.03



September 21 - 7:18pm (DST) 13
NTS dA5.03

Sun Angles:
Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.
Latitude:
Longitude:
Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours
UT denotes Universal Time i.e. Greenwich Mean Time
Software Used: Autodesk Revit Architectural 2021

Shadow Study on APRIL 21
Sun Shadow Timing: APRIL 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21
Sun Shadow Timing: JUNE 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21
Sun Shadow Timing: SEPTEMBER 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

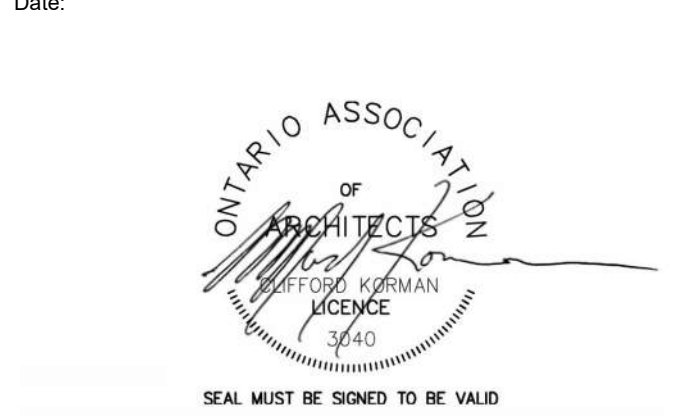
Shadow Study on DECEMBER 21
Sun Shadow Timing: DECEMBER 21 from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 15
NTS dA5.03

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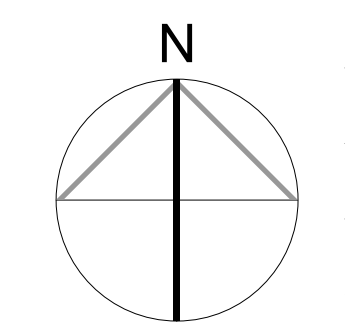
No.:	Revision:	Date:
1	REZONING & OPA SUBMISSION	NOV 28, 2023

No.:	Issued For:	Date:

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.
126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - September 21

Scale:
Drawn by: A.P.
Checked by: R.P.
Project No.: 23-072
Date: NOV 28, 2023
Drawing No.:



dA5.03

Path: Drive - 2024-02-11 - 4:30:15 PM The Path - C:\Users\2023\3307951_02_08_2023\3307951_02_08_2023\3307951_02_08_2023.dwg



December 21 - 7:52am (DST) 1
NTS dA5.04



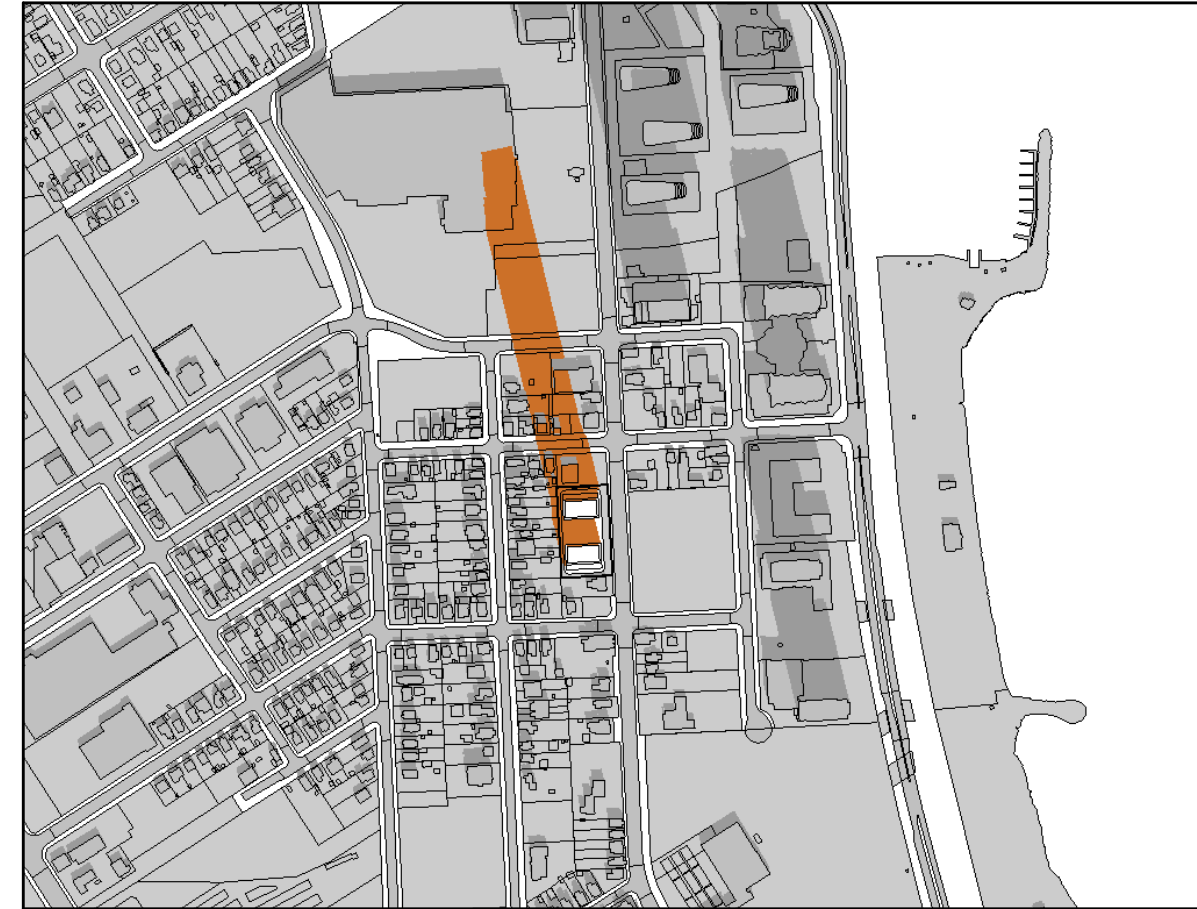
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NTS dA5.04



December 21 - 10:22am (DST) 3
NTS dA5.04



December 21 - 11:22am (DST) 4
NTS dA5.04



December 21 - 12:22pm (DST) 5
NTS dA5.04



December 21 - 1:22pm (DST) 6
NTS dA5.04



December 21 - 2:22pm (DST) 7
NTS dA5.04



December 21 - 3:12pm (DST) 8
NTS dA5.04



December 21 - 4:42pm (DST) 9
NTS dA5.04

Sun Angles:

Sun Angles are based on the Latitude and Longitude of Barrie, Ontario, Canada as defined in the software.

Latitude:
Longitude:

Time Zone: Eastern
Standard Time: UT - 5 hours
Daylight Time: UT - 4 hours

UT denotes Universal Time
i.e. Greenwich Mean Time

Software Used:
Autodesk Revit Architectural 2021

Shadow Study on APRIL 21

Sun Shadow Timing: APRIL 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
6:25	Rise
7:55	Rise + 1.5 hr.
8:55	+ 1 hr.
9:55	+ 1 hr.
10:55	+ 1 hr.
11:55	+ 1 hr.
12:55	+ 1 hr.
13:55	+ 1 hr.
14:55	+ 1 hr.
15:55	+ 1 hr.
16:55	+ 1 hr.
17:55	+ 1 hr.
18:55	+ 1 hr.
18:41	Set - 1.5 hr.
20:11	Set

Shadow Study on JUNE 21

Sun Shadow Timing: JUNE 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
5:34	Rise
7:04	Rise + 1.5 hr.
8:04	+ 1 hr.
9:04	+ 1 hr.
10:04	+ 1 hr.
11:04	+ 1 hr.
12:04	+ 1 hr.
13:04	+ 1 hr.
14:04	+ 1 hr.
15:04	+ 1 hr.
16:04	+ 1 hr.
17:04	+ 1 hr.
18:04	+ 1 hr.
19:04	+ 1 hr.
19:37	Set - 1.5 hr.
21:07	Set

Shadow Study on SEPTEMBER 21

Sun Shadow Timing: SEPTEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:05	Rise
8:35	Rise + 1.5 hr.
9:35	+ 1 hr.
10:35	+ 1 hr.
11:35	+ 1 hr.
12:35	+ 1 hr.
13:35	+ 1 hr.
14:35	+ 1 hr.
15:35	+ 1 hr.
16:35	+ 1 hr.
17:35	+ 1 hr.
17:48	Set - 1.5 hr.
19:18	Set

Shadow Study on DECEMBER 21

Sun Shadow Timing: DECEMBER 21
from 1.5 hours after sunrise to 1.5 hours before sunset

LOCAL TIME EDT	COMMENTS
7:52	Rise
9:22	Rise + 1.5 hr.
10:22	+ 1 hr.
11:22	+ 1 hr.
12:22	+ 1 hr.
13:22	+ 1 hr.
14:22	+ 1 hr.
15:12	Set - 1.5 hr.
16:42	Set

Shadow Study Standards 15
NTS dA5.04

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Toronto ON M3J 0H1

No.:	Revision:	Date:

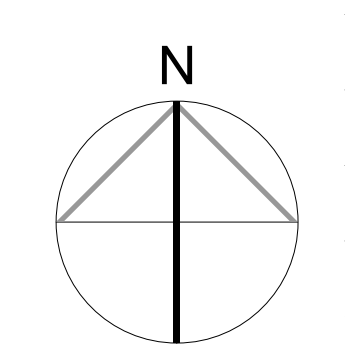
No.:	Issued For:	Date:
1	REZONING & OPA SUBMISSION	NOV 28, 2023

Client:
CROWN (BRADFORD) DEVELOPMENTS INC.

126 Bradford St, Barrie, ON L4N 3B3
Proposed Residential Development

Drawing Title:
Sun Shadow Study - December 21

Scale:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:



dA5.04



VIEW LOOKING NORTH WEST 1
NTS dA6.01



VIEW FROM LAKE SIMCOE LOOKING WEST 2
NTS dA6.01



VIEW FROM LAKE SIMCOE LOOKING NORTH WEST 3
NTS dA6.01

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No.:	Revision:	

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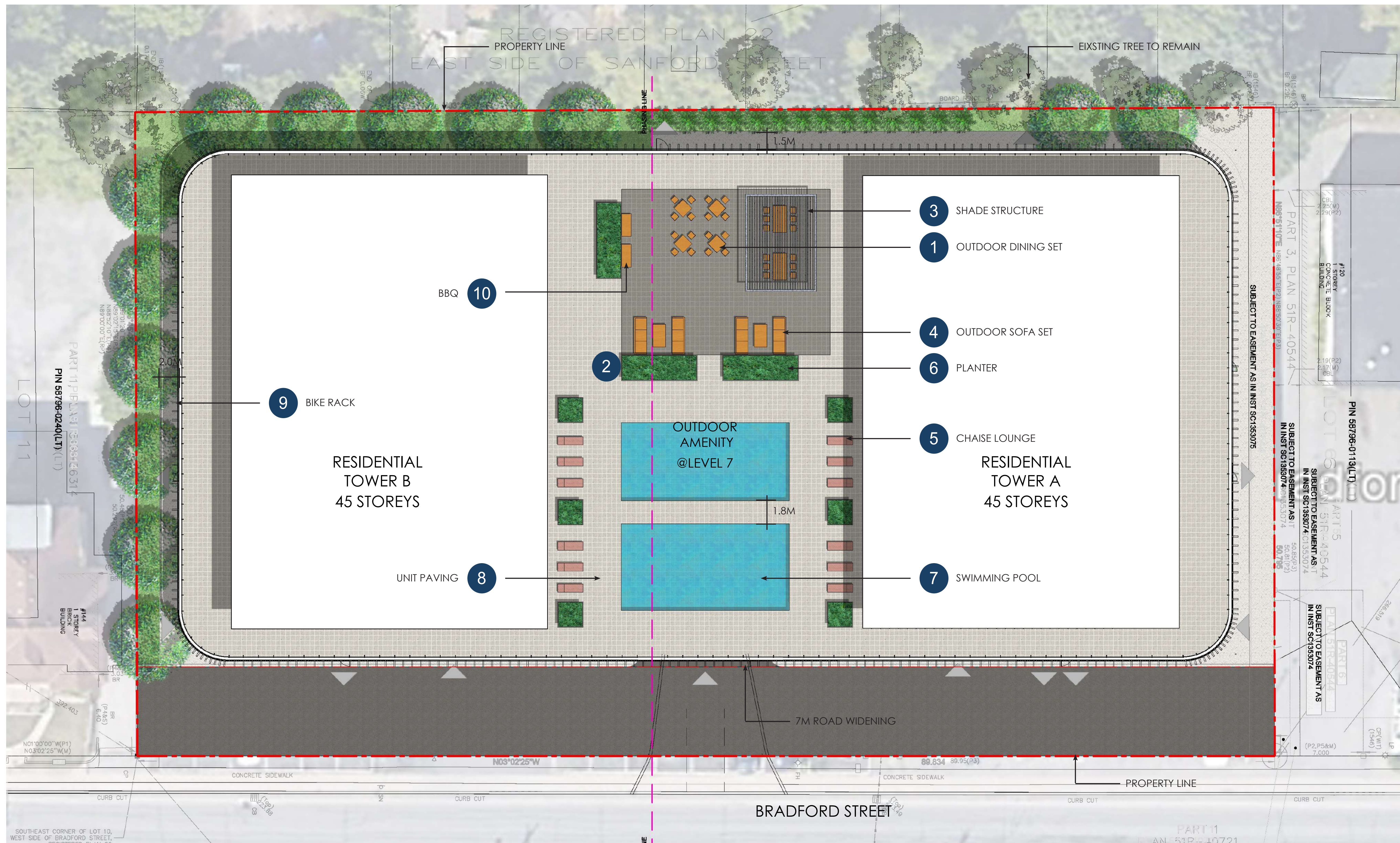
Client:
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Drawing Title:
Perspectives

Scale:
Drawn by:
A.P.
Checked by:
R.P.
Project No.:
23-072
Date:
NOV 28, 2023
Drawing No.:

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APPENDIX II:
Landscape Drawing Package



SITE FURNISHING

- 1 Outdoor Dining Set
Hauser
- 2 Waste Receptacle
Hauser
- 3 Shade Structure
Hauser
- 4 Outdoor Sofa Set
Hauser
- 5 Chaise Lounge
Hauser
- 6 Planter
Columbia Green
- 7 Swimming Pool
- 8 Unit Paving
Unilock
- 9 Bike Rack
Hauser
- 10 BBQ
Napoleon

PLANT PALETTE



Armstrong Maple
Acer rubrum 'Armstrong'



Common Hackberry
Celtis Occidentalis



Shademaster Honeylocust
Glenditsia Tricanthos 'Shademaster'



Eastern White Cedar
Thuja Occidentalis



Dwarf Burningbush
Euonymus Alata 'Compacta'



Dwarf Japanese Yew
Taxus Cuspidata 'Nana'



Bush Cinquefoil
Potentilla Fruiticosa



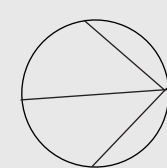
Anthony Waterer Spirea
Spiraea x bumalda 'Anthony Waterer'



Fragrant Bouquet Hosta
Hosta 'Fragrant Bouquet'



Feather Reed Grass
Calamagrostis x acutifolia



**APPENDIX III:
Block Plan**

BLOCK PLAN | 126 BRADFORD STREET

CITY OF BARRIE

NOVEMBER 2023
Project # 22-1254

- LEGEND**
- Subject Sites
 - Shared Easement
- LAND USE DESIGNATIONS**
- High Density
 - Medium Density
- BUILT FORM**
- Proposal
 - Potential Development
 - Existing
- CIRCULATION**
- Intensification Corridor & Arterial Road
 - Major Collector Road
 - Minor Collector Road
 - Local Road
 - Pedestrian Network
 - Cycling Network
- SITE/BLOCK ACCESS**
- Signalized Access
 - Vehicle Site Access
 - Pedestrian Site Access
 - Transit Stop

