



# Community Sustainable Design Report

## North Part of 800 Yonge Street

Schlegel Villages – Campus of Care

City of Barrie

July 2024

The Jones Consulting Group Ltd.

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## 1.0 INTRODUCTION

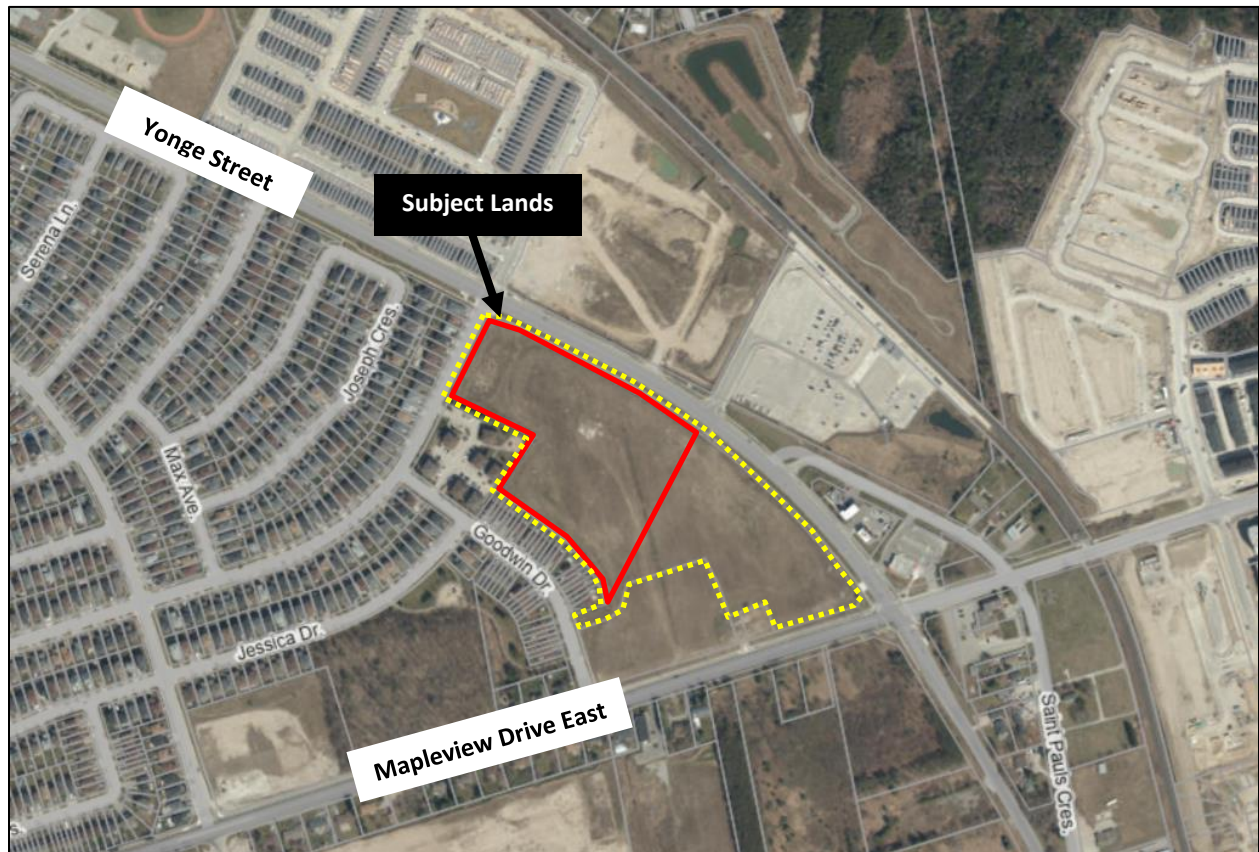
On behalf of our clients, Schlegel Villages Inc., we provide this Community and Sustainable Design Report, formerly known in Barrie as an Urban Design Report, in support of a Site Plan Control Application for lands located to the north of 800 Yonge Street.

The subject lands, outlined in red on **Figure 1**, are the northern portion of 800 Yonge Street, outlined in yellow on **Figure 1**. The subject lands comprises 4.1 hectares (10.13 acres) with 260 metre of road frontage on Yonge Street and 95 metres of road frontage on Country Lane.

The **purpose** of the Site Plan application is to develop a range of care/housing types comprising a total of 1,157 suites/beds and dwelling units and accessory uses. The site is subject to a pending Minister's Zoning Order.

The **purpose** of this report is to assess and evaluate how the proposed development responds to the surrounding physical site context and community and how the proposal conforms to local urban and sustainable design policies. This Report concludes that the proposed design is guided and informed by good community design principles and best practices.

**Figure 1. Aerial Photography of Subject Lands**



## 2.0 SITE & CONTEXT ANALYSIS

### 2.1 Site Context

The subject lands comprise approximately 4.1 hectares and are a corner lot with frontage on Country Lane and abutting Yonge Street. The southeast boundary of the site abuts a private roadway that will service the adjacent commercial development. The site is located northwest of the Barrie South Go Station. The lands are vacant with no existing natural features or vegetation **(Figure 2)**.

**Figure 2. Subject Lands along Yonge Street**



#### Transportation Networks

The lands have approximately 95 metres of road frontage on Country Lane and 260 metre of exterior sideyard on Yonge Street. Yonge Street is an arterial street and contains pedestrian sidewalks. The site is located along the public transit routes of 8A and 8B, as well as within 1 kilometre of the public transit route of 12A and 12B. The site is also directly adjacent to the Barrie South GO Station, and within a Major Transit Station Area.

#### Linkages to Public Realm

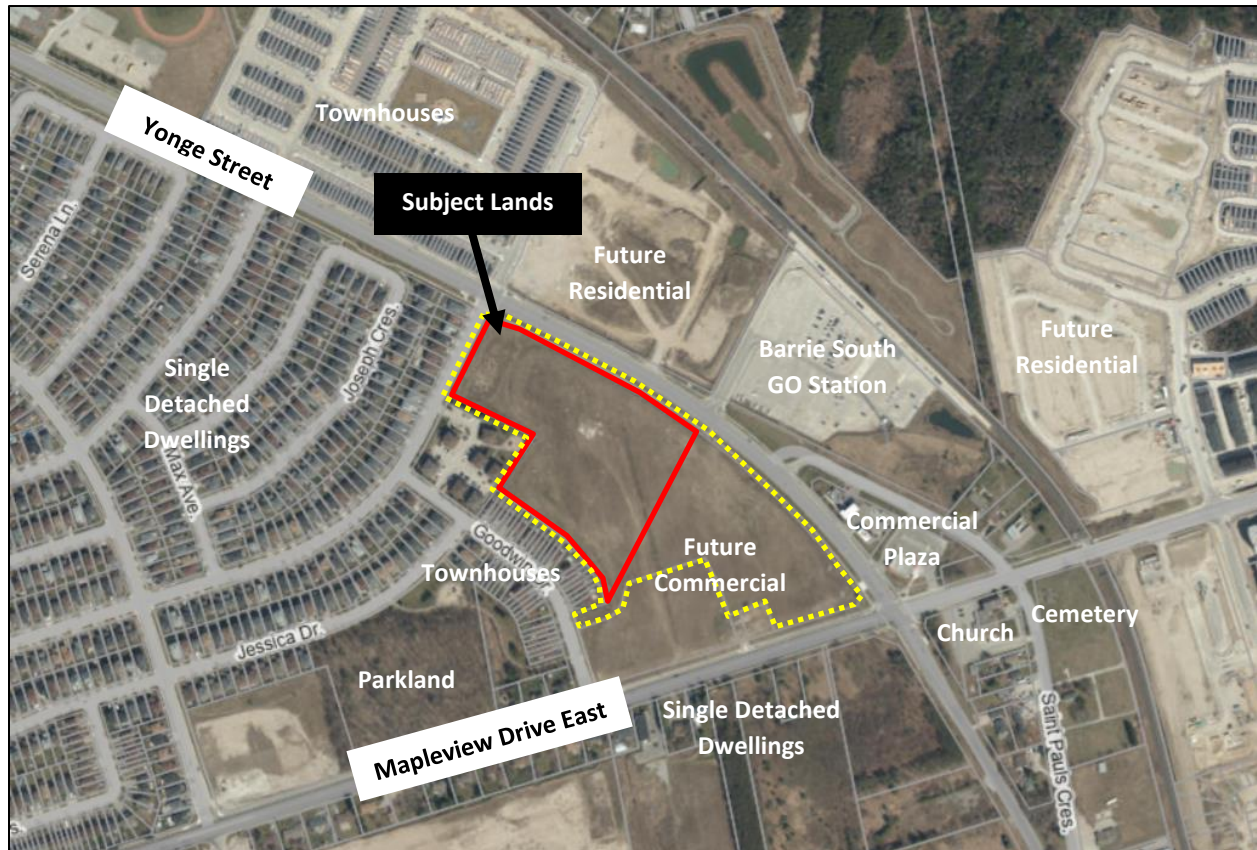
The site is surrounded by pedestrian sidewalks along Yonge Street and Country Lane and are within one kilometre of multiple City parklands, including D & J Fralick Park, Madelaine Park, Painswick Park, and Bayshore Park. The site will contain a private open spaces and courtyard areas for the residents.



## 2.2 Surrounding Land Uses

The subject lands are the northern portion of 800 Yonge Street, as outlined as red on **Figure 3**. The surrounding land uses consist of existing and proposed residential, community, institutional and commercial uses (**Figure 3**).

**Figure 3. Surrounding Land Uses**



The immediate surrounding land uses are as follows:

- **North:** The lands to the north consist of existing and proposed townhouses (**Figure 4**).
- **East:** The Barrie South GO Station is located directly east of lands (**Figure 5**). A future residential subdivision is located further east.
- **South:** The lands immediately south are the remainder of 800 Yonge Street and are proposed to contain commercial uses. An existing commercial plaza, church, cemetery and single detached dwellings are located future south (**Figure 6**).
- **West:** The lands to the west consist of townhouses, single detached dwellings and a municipal park (**Figure 7**).

**Figure 4. Townhouse Development to the North along Yonge Street**



**Figure 5. Barrie South GO Station to the Southeast**





**Figure 6. Commercial Plaza to the South**



**Figure 7. Single Detached Dwellings located to the West**





### 3.0 Design Plan

The proposed development includes a range of care/housing types comprising a total of 1,157 suites/beds and dwelling units and accessory uses, built in four phases as outlined below:

- **Phase I:** Long-Term Care, 1 building, 6 storeys, 192 beds.
- **Phase II and III:** Retirement Home/Assisted Living Facility, 2 buildings, 1-12 storeys, 485 suites and 120 dwelling units.
- **Phase IV:** Residential Apartments, 2 buildings, 18-26 storeys, 360 dwelling units.

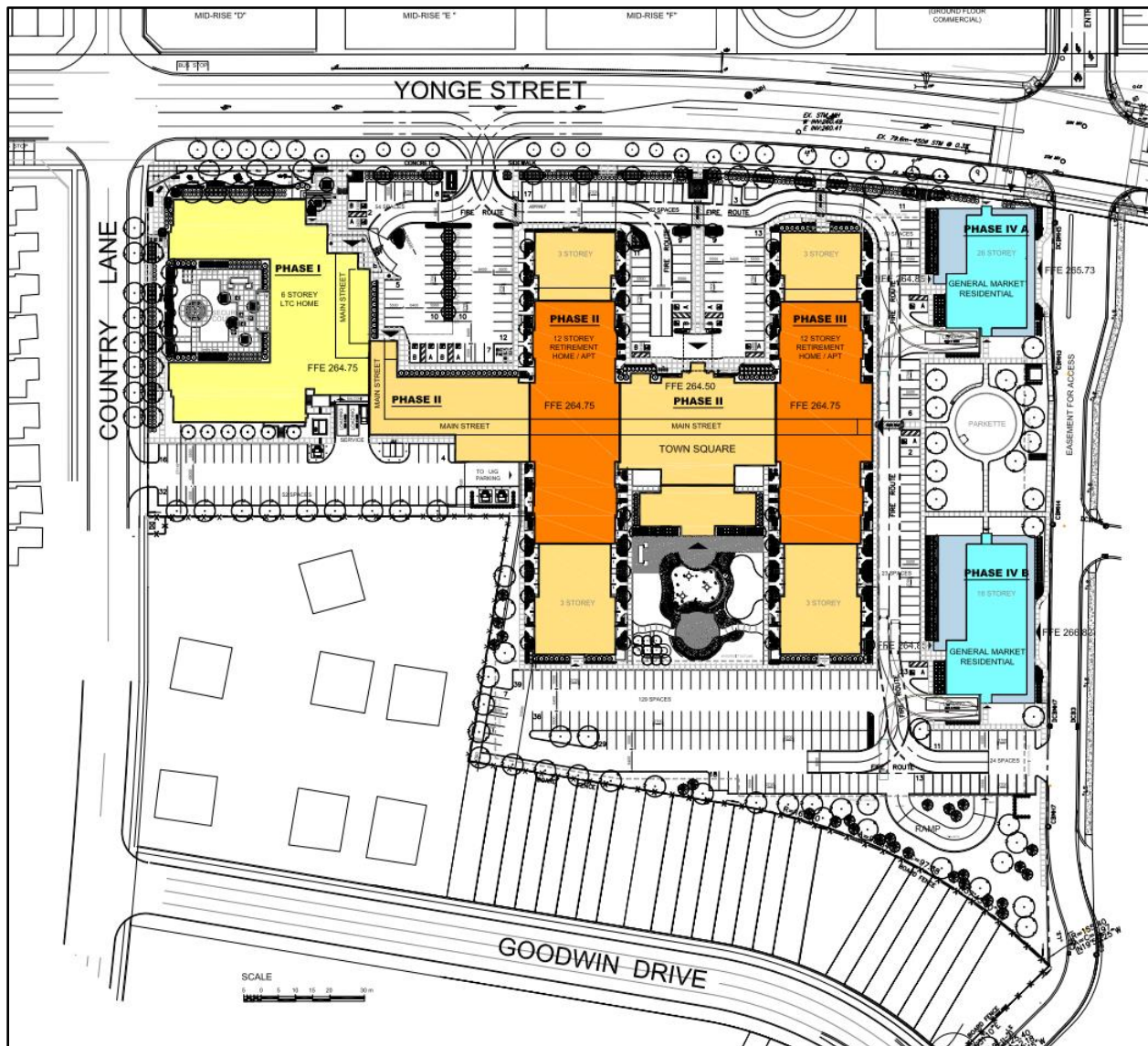
The Site Plan provides a detailed illustration of the intended location, configuration and orientation of the buildings, parking, access and pedestrian connections on the site. The Site Plan has been designed based on function, related specifically to the delivery of the Schlegel Villages seniors continuum of care, Ministry regulations, programming and activities, community integration, planning and urban design (**Figure 8**).

Primary site access will occur via a right-in/right-out entrance from Yonge Street, in addition to an entrance from Country Lane which provides access to a parking area and underground parking for the retirement home. A third access to surface and underground parking is obtained off of the private access road abutting the adjacent property. Approximately 60% of proposed parking is located underground. The site also contains courtyard areas and pedestrian sidewalks throughout the plan.

The site has been designed to graduate and transition density, with the lowest at Country Lane towards the tallest at the intersection with the Barrie South GO Station. A six-storey Long-Term Care facility is oriented towards and located at the intersection of Yonge Street and County Lane. The Long-Term Care facility is physically connected to the Retirement Home through a ground-oriented building extension that serves as an internal "main street" to connect to the key resident hub known as the 'Town Square'. The main street and Town Square are designed to provide a variety of services and daily needs to residents; however, this space will also be accessible to visitors.

The retirement home transitions from three to 12 storeys and is located adjacent to two residential apartment buildings (18 and 26 storeys). These buildings may provide rental housing for site employees, as well as market residential units. The tenure of the two residential buildings has not been determined at this stage; however, if condominium tenure is proposed then a subsequent condominium application will be submitted to the City.

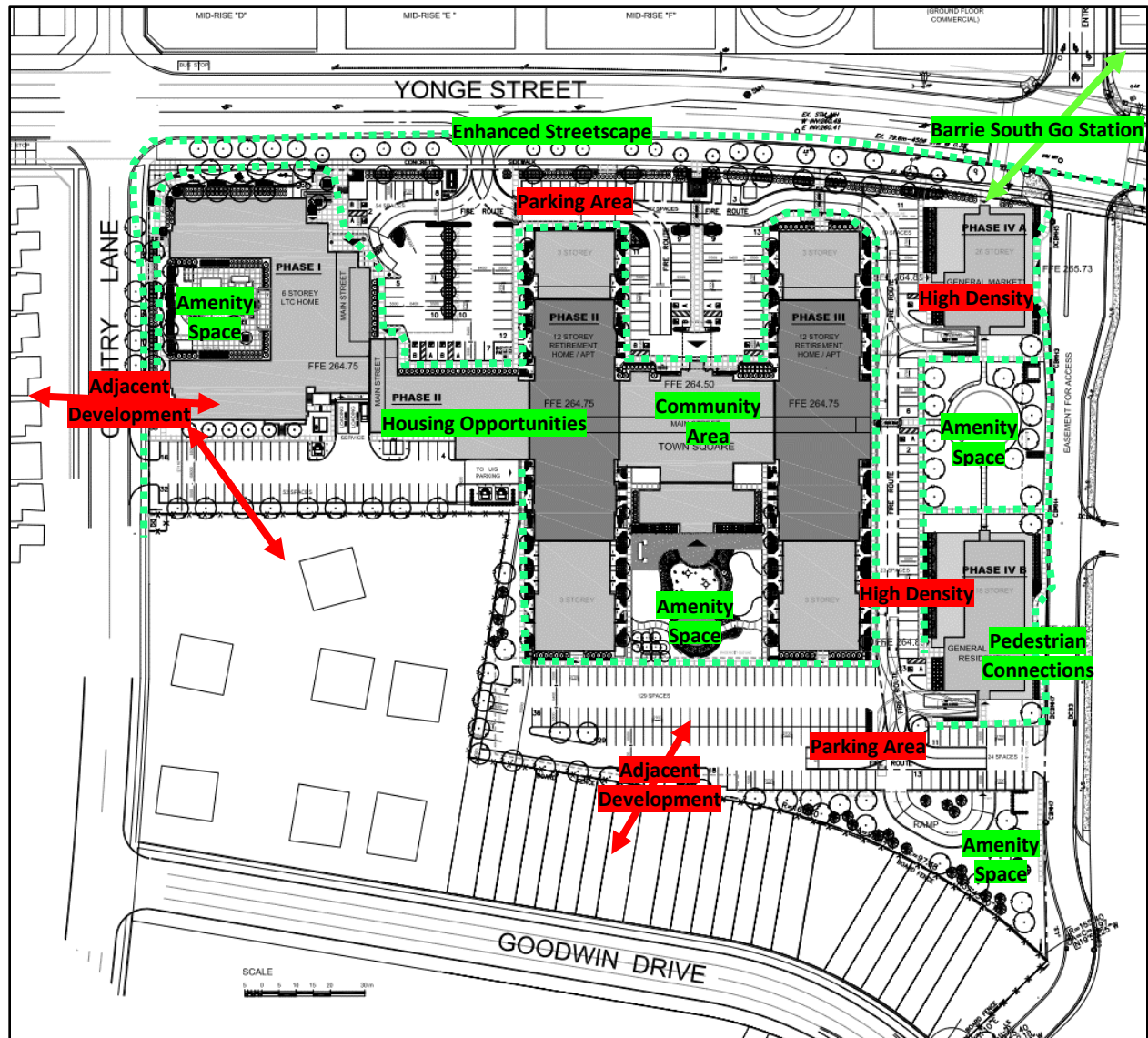
**Figure 8. Proposed Site Plan**



### 3.1 Opportunities and Constraints

Based on the site and surrounding context, the proposed development has a number of opportunities and constraints, as shown in **Figure 9**. Opportunities are highlighted in green, and constraints are highlighted in red.

**Figure 9. Opportunities and Constraints Map**



In our opinion, the design of the proposed development has addressed these items as summarized below:

#### 1. Opportunities

- a. Additional housing options, including the provision of long-term care.

The development includes a range of care/housing types comprising a total of 1,157 suites/beds and dwelling units and accessory uses. The Minister of Long-Term Care



has confirmed that there is a shortage of Long-Term Care beds in Ontario, including the City of Barrie.

- b. [Incorporating a Town Square to encourage community connections, as well as various amenity spaces.](#)

The Town Square is the main entrance, as well as the central resident meeting and service hub of the site. The 'Town Square' and 'Main Street' at the Retirement Home are designed to connect all the buildings, encouraging residents to engage in the various spaces throughout the site. Further, the site contains various amenity spaces including balconies, patios, seating areas and courtyards.

- c. [Access to pedestrian and transit networks.](#)

The site will provide multiple pedestrian accesses and pathways throughout the site to encourage active transportation. Further the pathways provide direct access to Yonge Street which has public transit stops for the City of Barrie public transit system, as well as the Barrie GO Station directly across from the site to the east.

- d. [Enhanced Streetscape along Yonge Street and Country Lane](#)

The proposed buildings will have a significant presence, prominence and will directly frame Yonge Street to enhance the streetscape. Landscaping will be provided screen the limited surface parking visible from Yonge Street. Further, the Yonge Street and Country Lane intersection has been framed by the Long-Term Care.

## **2. Constraints**

- a. [High Density development.](#)

The site proposes a range of building heights ranging from 3 to 26 storeys. The site is located on an arterial street and within a Major Transit Station Area, which encourages higher density development.

- b. [Surface parking area between the buildings and Yonge Street.](#)

Approximately 60% of the proposed parking is located underground, and there are surface parking areas proposed along the northern and southern portions of the site. Landscaping has been proposed to screen the parking from Yonge Street and adjacent residential dwellings.

- c. [Ensuring sufficient transition to adjacent developments to the north, east, west, and south.](#)

The highest density is located at the south-east portion of the site, which provides spatial separation from ground-oriented dwellings in the general neighbourhood, while also locating the majority of independent dwelling units closest to future planned commercial buildings on the adjacent property. To minimize building massing, two point towers are proposed with provide landmark interest and range in height from 18 to 26 storeys.

## 4.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

### 4.1 Vision Statement

According to the City's Terms of Reference for this Study, a vision statement should be provided that *"clearly states a broad mission for the function, look and feel of the proposed design solution. It builds on the site's inherent assets and potential strengths to set the overarching intent and objective for community and site design, and is a direction-setting tool that establishes the basis for all subsequent design initiatives."*

The vision for this site is summarized in the following statement:

To create a high-quality Campus of Care that will directly respond to matters of Provincial Interest and the City of Barrie shortage of long-term care beds and retirement home beds/suites. The design of the site activate the streetscape and create landmark interest within Barrie South Go Station major transit station area. Building heights will transition from north to south as conceptually illustrated in **Figure 10**.

**Figure 10. Proposed Building Rendering**



### 4.2 Design Principles

The City of Barrie Official Plan includes design objectives in Section 3.1.1 to ensure high standards in the physical design of the built and natural environment in the City of Barrie. The design of the site addresses these objectives as outlined below:

- a) *Design for excellence by:*
  - i. *Prioritizing people;*
  - ii. *Elevating standards of sustainability and resilience; and,*
  - iii. *Celebrating local culture and place.*

The proposed development directly responds to matters of Provincial Interest and the City of Barrie shortage of long-term care beds and retirement home beds/suites. The building configuration provides a transition between the public, semi-public and private spaces throughout the site. Multiple access points allow for pedestrians to enter the site at various locations. The lands do not contain any cultural resources, and the density promotes transit use and active transportation.

*b) Design for human scale by:*

- i. Creating compact, complete, and connected neighbourhoods;*
- ii. Scaling built form appropriately to its context and providing appropriate transitions between different types of built form; and,*
- iii. Creating a connected and vibrant public realm.*

The development will result in a range of housing types with various building heights to ensure an appropriate transition between adjacent built forms. The site has been designed to graduate and transition density, with the lowest at Country Lane and the tallest at the intersection with the Barrie South Go Station. The main street and Town Square, which is located in the central area of the site, are designed to provide a variety of services and daily needs.

*c) Design for diversity, equity, and inclusivity by:*

- i. Designing with equity as the goal, and breaking through biases;*
- ii. Accommodating all users of public and private space;*
- iii. Creating diversity and choice; and,*
- iv. Incorporating universal design standards.*

The purpose of the development is to provide additional housing opportunities for the elderly and senior population through a mixed-use site. Further, the site has been designed to encourage interaction within the community, including both the elderly as well as the general public, through various community spaces and areas. The site will be constructed to comply with the accessibility standards in the Ontario Building Code.

*d) Design for climate resiliency, sustainability, mitigation and adaptability by:*

- i. Optimizing resource use and minimizing greenhouse gas emissions;*
- ii. Maximizing energy efficiency through building performance; and,*
- iii. Improving building and landscape performance and resiliency.*

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), protecting the natural heritage system, and being a compact high-density site within a major transit station area. The site has been designed at an appropriate density with direct street connections to promote public transit use and active transportation.



## 5.0 POLICY CONTEXT

A summary and analysis of relevant design-related policies and direction within City documents is provided below.

### 5.1 Council's Strategic Plan Priorities

On December 3, 2022, City Council identified five strategic priorities for the 2022–2026 term, which are reviewed below:

#### 1. *Affordable Place to Life*

- *Encourage a range of housing options to make housing attainable*
- *Open for business environment to help encourage job creation*
- *Develop and attract talent to support our employers*

The development will result in a compact institutional/residential site with a range of care/housing types to provide long-term care beds, retirement home beds/suites, and residential units.

#### 2. *Community Safety*

- *Support neighbourhood safety and crime prevention*
- *Address speeding and aggressive driving to ensure street and pedestrian safety*
- *Work with our partners to implement community safety and well-being plan*
- *Support community-based policing initiatives*

The proposed development has been designed in consideration of Crime Prevention through Environmental Design principles. Further, a Traffic Impact Study has been prepared to ensure the site design manages street or pedestrian safety.

#### 3. *Thriving Community*

- *Champion equity, diversity, and inclusion*
- *Create and foster programs and opportunities to support community wellness*
- *Foster growth in arts and culture*
- *Expand and maximize access to parks and recreation opportunities*
- *Continue to support a vibrant downtown*

The built form will contribute to the range of land uses in the area, as well as allowing the City of Barrie to become a complete community and provide additional housing options for the elderly. No negative impacts to the downtown are anticipated.

#### 4. *Infrastructure Investments*

- *Make it easier to move around the city*
- *Fix roads that need attention*
- *Update and improve infrastructure*
- *Support active transportation and pedestrian connections*
- *Implement climate action plans*

The development will enhance the streetscape along Yonge Street, as well as the intersection of Yonge Street and Country Lane. The development will encourage active transportation through

the location of higher densities along an arterial road and within a Major Transit Station Area, and providing pedestrian connections throughout the site.

#### 5. Responsible Governance

- Support the services our community needs while keeping tax increases low
- Maintain focus on city core services
- Financial stewardship which includes finding efficiencies and innovation
- Advocating to other levels of government for support
- Ensure accountability and transparency

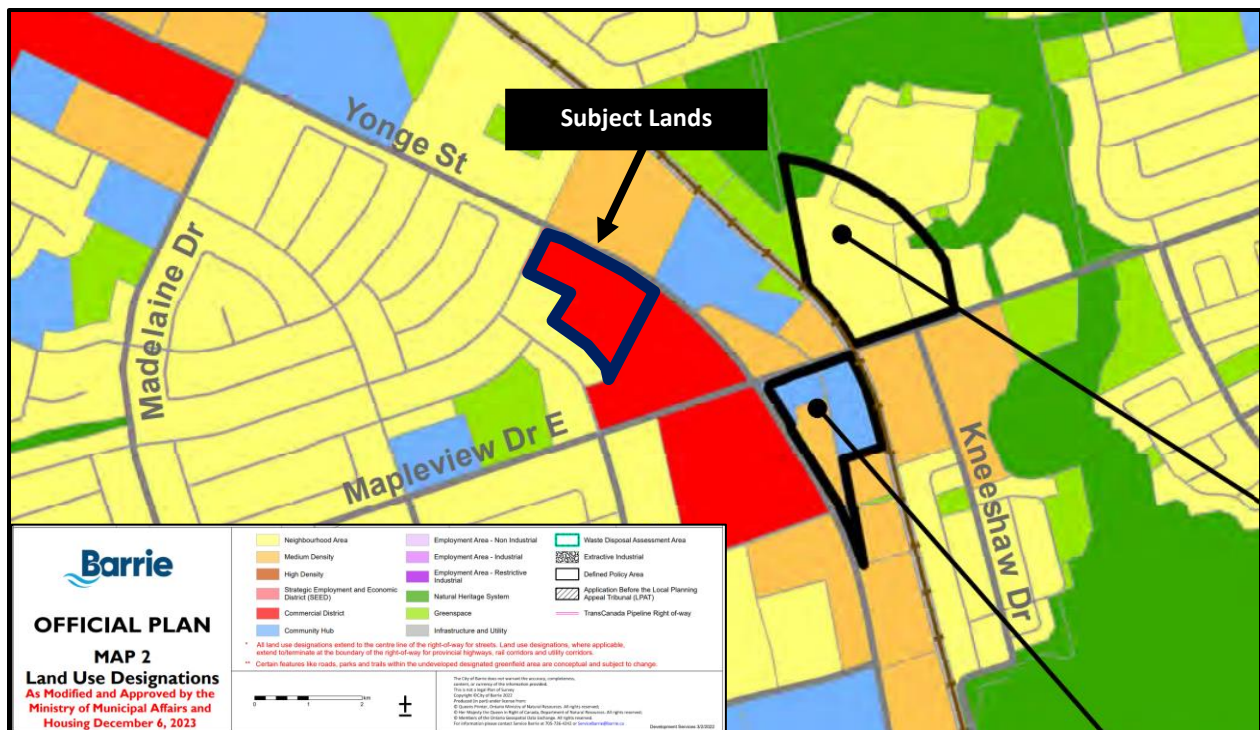
The development of the lands has met all public consultation requirements, and will continue to be reviewed by City of Barrie Staff.

## 5.2 City of Barrie Official Plan Policies

Bill 162, the Get it Done Act, 2023 received Royal Assent on May 16, 2024, bringing into effect the new City of Barrie Official Plan 2051. The subject lands are designated Commercial District according to Map 2: Land Use Designations, (**Figure 11**).

Section 2.6.5.1 of the new Official Plan contains policies on the Commercial District designation, which permits all forms of commercial uses, residential as part of a mixed-use development, and assisted living, long term care homes, and other co-housing opportunities as part of a mixed-use development.

**Figure 11. City of Barrie Official Plan, Map 2: Land Use Designations**



Specific to density, Section 2.6.5.3 (c) states: *Development with a residential component shall have a minimum residential density of 125.0 units per hectare.*

The proposed development will achieve 125 residential units per hectare, be that either in terms of the various institutional and residential dwelling units divided by the total site area, or the residential only density

divided over that residential area of the site.

Further, Section 2.6.5.3 (d) states: *Maximum heights for buildings outside of the Urban Growth Centre, Major Transit Station Areas and Strategic Growth Areas shall be limited to 12 storeys.*

The lands are located within a Major Transit Station Area on Map 1, Community Structure. The proposed buildings range in height from 3 to 26 storeys.

### 5.2.1 General Urban Design Guidelines

Section 3.2 of the Official Plan contains general urban design policies for all land use designations, which are generally reviewed below:

#### 1) Policy 3.2.1 Human Scale Design

- a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:*
- i. *A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:*
    - a. *Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in intensification areas;*
    - b. *Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,*
    - c. *Contribute to the city's legibility (meaning the coherent organization of the built environment), navigability and sense of place;*
  - ii. *A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;*
  - iii. *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;*
  - iv. *Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including active transportation and public transit; and,*
  - v. *Appropriate transitions between the private and public realm. This should 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.*

The site will contain a compact development that will provide a continuous build form along Yonge Street. The location of building entrances along Yonge Street and the use of high-quality materials contributes to the pedestrian environment and experience. There is an appropriate transition between the private and public realm through the incorporation of landscaping and lighting to create a diverse streetscape along Yonge Street and Country Lane. A Traffic Impact Study was prepared to ensure the site design manages traffic and pedestrian safety.

- 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.*

The site will contain high density residential uses, which will be compatible with the surrounding lands. The highest density is located the south-east portion of the site, which provides spatial



separation from ground-oriented dwellings in the general neighbourhood, while also locating the majority of independent dwelling units closest to future planned commercial building to the south. To minimize building massing, two buildings are proposed with heights ranging from 18 to 26 storeys.

- 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, recognizing that areas including intensification corridors, Strategic Growth Areas, Major Transit Station Areas and the Urban Growth Centre are the focus for increased heights and densities and will experience built form changes to achieve the City's stated goals of evolving into a medium-sized City.*

The subject lands are within a Major Transit Station Area, which encourages increased heights and densities. The proposed development will provide a mixed-use site at an appropriate density on lands located along an arterial roadway. The proposed transition in building heights to be compatible with the surrounding area.

- d) *The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. The determination of over-development should be weighed across a variety of characteristics that include:*
- i. demands on city infrastructure and services;*
  - ii. impacts on public realm and local character;*
  - iii. height or density;*
  - iv. shadow impacts, over-look conditions, or access to daylight; and,*
  - v. impacts to a site's functionality or the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.*

The proposed development will be efficiently serviced by municipal infrastructure, and shadow study has been prepared. Further, the gradual change in building heights mitigates impacts to adjacent sites. A Traffic Impact Study was also prepared to review the proposed accesses and circulation of the site.

## **2) Policy 3.2.2 Complete Neighbourhood Design**

- a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:*
- 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;*
  - viii. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,*
  - ix. Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.*

The site will contain a range of unit types and sizes to contribute to the housing options in the area for long term care and retirement living. Further, the building will contain a Town Square in the central area of the site to provide services to residents and the public that will assist with activating

the area and streetscape. The site contains various pedestrian connections to integrate with the area and encourage active transportation. The site has been designed in consideration of Crime Prevention through Environmental Design principles.

### **3) Policy 3.2.3 Sustainable and Resilient Design**

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

No development is proposed on natural heritage features. All new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code.

### **4) Policy 3.2.4.1 General Public Realm Design**

- a) *To design and develop a connected and vibrant public realm, the City will:*
- i. Ensure that all streets and open spaces have a clearly distinguishable purpose and function and that their design prioritizes the pedestrian experience and active transportation;*
  - ii. Create design standards for each street type within the street network;*
  - iii. Create design standards for each park and open space type within the Greenspace network;*
  - iv. Require that development, if possible, improve connectivity between existing and planned open spaces;*
  - v. Design, build, and support public spaces that create a "sense of place" and foster a pedestrian-friendly environment that encourages walkability and active transportation;*
  - vi. Encourage activation and animation of public spaces;*
  - vii. Identify and protect key views and vistas related to landmarks and natural areas, as well as views to and from Community Hubs, parks, and other community facilities; and,*
  - viii. Encourage sustainable development practices and enhancement/restoration of degraded natural heritage features (e.g., sustainable forest management, etc.).*

The site contains pedestrian connections and walkways throughout to encourage active transportation. The site also contains various amenity areas including courtyards. The lands are also located within 1 kilometre of multiple City parks, including D & J Fralick Park, Madelaine Park, Painswick Park, and Bayshore Park.

### **5) Policy 3.2.4.4 Accessible Design**

The City, as an employer and provider of services, is committed to barrier-free access and universal design. Accordingly, the City will:

- a) *Encourage the modification of new and existing private buildings and facilities, including parking, to improve the level of accessibility beyond the minimum AODA standards and policies.*

The associated beds/suites will be designed for accessibility. Further, the buildings will adhere to all accessibility requirements in the Ontario Building Code.

#### 6) Policy 3.2.4.5 Access, Circulation, Loading and Storage

- 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.

The building has pedestrian walkways surrounding the site to ensure safe connections to all amenities. The loading area is located at the southern side of the 6-storey building to the east of the site which is adequately screened from the street by landscaping, built form and parking area.

#### 7) Policy 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.

The proposed development will provide amenity space in the form of courtyards, seating areas and a parkette (**Figure 12**). Landscaping is proposed along Yonge Street and Country Lane to provide a visual buffer to the built form and parking areas.

**Figure 12. Courtyard adjoining Long Term Care Facility**





#### 8) Policy 3.2.4.7 Lighting and Displays

- a) Amenity Signs, display areas and lighting should be compatible in scale and intensity to the proposed activity and tailored to the size, type, and character of a development or the space to be used.

An electrical site plan and photometric plan has been submitted with the application.

#### 9) Policy 3.2.4.8 Bird-Friendly Design

To protect the bird population in Barrie, the following bird-friendly design best practices are encouraged:

- a) The City will develop bird-friendly design guidelines.
- b) All windows should be constructed (e.g., of the proper material) and oriented in a way to reduce bird collisions.
- c) Lighting should be oriented in a manner that is friendly to bird migratory patterns, behaviour and habitat.

We will await the City of Barrie's completion of bird-friendly design guidelines.

#### 10) Policy 3.2.5 Heritage Conservation

- a) *Development in Barrie's historic neighbourhoods should conserve and appropriately manage the character of each individual neighbourhood, subject to the appropriate studies and the City-Wide Urban Design Guidelines.*

The subject lands are not within a historic neighbourhood.

- d) *Indigenous heritage preservation will be a consideration for future development, and consultation with Indigenous Nations on proposed development within Treaty 16, Treaty 18, and Williams Treaty lands, as applicable and where appropriate, shall be undertaken.*

The subject lands are within Treaty 18 as identified on Map 8. Archaeological Assessments have been completed for the site.

### 5.2.2 Built Form Types and Development Criteria

Section 3.3 of the Official Plan contains general design policies for all built form, which are generally reviewed below:

#### 1) Policy 3.3.1 General Built Form Development Criteria

- a) *Buildings should be oriented to create a strong street presence, with main entrances located to face the street.*
- b) *Corner buildings should address both streets by providing two articulated façades facing the street.*
- c) *Blank facades facing a street, open space, or park are strongly discouraged.*
- d) *Buildings adjacent to the street edge and at sites with high public visibility should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.*
- e) *Intersections of major streets should be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.*
- f) *Buildings should be designed to completely screen roof-top mechanical equipment from public view.*
- g) *Long building facades that are visible along a public street may incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the façade to*

*create articulation and visual interest in the mass of such facades. (MMAH modification No.44).*

The proposed buildings have been oriented to frame Yonge Street, and the placement will contribute to the streetscape along Country Lane and the existing access road to the east. The articulation of the building façades will compliment the area by providing a range of materials and high-quality architectural design. The mechanical equipment on the roof will be screened from public view.

## **2) Policy 3.3.3 Mid-Rise Buildings**

Section 3.3.2 states low-rise development includes low-rise residential and mixed-use development, such as detached houses, semi-detached houses, townhouses, and walk-up apartment buildings.

Section 3.3.3 states mid-rise buildings should generally be a minimum of six storeys in height and should be limited to 12 storeys. In our opinion, the buildings proposed in Phases 1, 2 and 3, are defined as mid-rise buildings, and have been reviewed in the context of the policies below:

- a) *The building, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties.*
- b) *Mid-rise buildings should be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further:
  - i. *The base should generally be between three and six storeys in height; and,*
  - ii. *Building elements above the base should incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.**
- c) *Mid-rise buildings should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.*
- d) *In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building should be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.*
- e) *Where buildings front onto a public street and are greater than 30.0 metres in length, entrances should be located at regular intervals.*
- f) *Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.*
- g) *The first storey should generally be taller in height to accommodate a range of non-residential uses.*
- h) *The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.*

The site will contain a 6 storey Long-Term Care Facility, and two 12-storey retirement home/assisted living facility buildings. The Long-Term Care facility is physically connected to the Retirement Home by a ground-oriented building extension that serves as an internal “main street” to connect to the key resident hub known as the ‘Town Square’ (**Figure 13**). The buildings have multiple entrances that are connected to pedestrian pathways and walkways. The building façades will implement various materials to complement the visual character of the area. The buildings have been designed to connect together to encourage pedestrian activity, and allow for an appropriate transition of building heights across the site.

**Figure 13. Town Square and Main Entrance**



### 3) Policy 3.3.4 High-Rise Buildings

Section 3.3.4 states high-rise buildings are over 12 storeys. In our opinion, the buildings proposed in Phase 4 are defined as high-rise buildings, and have been reviewed in the context of the policies below:

- a) *The High-rise buildings should 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 should incorporate specific design treatments so that it effectively integrates with the development on the other side of the street to create 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 should consider a setback of 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, should 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 should consider a 30.0 metres separation;*
  - g. Towers shall provide appropriate transition from lower-scale neighbourhoods and buildings;*
  - h. The first storey should 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; (Approved as Modified - MMAH Modification No. 48)*
- 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 should 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, should 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 may 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 two buildings proposed for Phase 4 and located along the eastern boundary of the site are an 18 storeys and 26 storeys with 360 apartment residential units. As shown in **Figure 16**, the base the towers will have a building façade that is consistent the adjacent built form, and transitions to the upper tower portion. The buildings are separated by over 30 metres between an open space area and located along the existing access road to enhance the streetscape. The two towers are the tallest proposed buildings on the site and have been located to the southeast of the site adjacent to future commercial development.

### 5.2.3 Parking Design for Developments of All Types and Areas

Section 3.4 of the Official Plan contains general policies for parking areas, which are generally reviewed below:

- 1. 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.*

The lands are located within a Major Transit Station Area, and the site will contain two underground parking garages that will contain 60% of the proposed parking.



2. *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.*

The site contains a surface parking area located in the side yard between the buildings and Yonge Street that will be screened by landscaping and trees. A second parking area is located on the southern portion of the site southwest of the retirement home and residential towers. The surface parking area adjacent to Yonge Street is the minimum size necessary to allow for access and drop-offs/pick-ups at the Town Square and the entrance to the Long-Term Care facility.

3. *Surface parking lots should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking lots should be designed in a manner that contributes to an attractive public realm by providing screening and landscaping.*

The surface parking area located along Yonge Street will contribute to an attractive public realm through high quality building design, materials, building placement, patio's, balconies, pedestrian walkways and landscaping.

4. *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.*

The site contains pedestrian connections throughout the parking areas to connect to the municipal sidewalks, built form and amenity areas. Landscaping is proposed along the walkways to enhance the pedestrian environment.

5. *Large surface parking areas should be divided into smaller and defined sections using landscape strips, islands and/or pedestrian walkways.*

The surface parking areas incorporate islands and landscaping strips to provide separation for pedestrians. A gazebo and other sitting areas are proposed within the surface parking area to the north, that are connected by walkways, to allow safe pedestrian access from Yonge Street.

6. *Surface parking lots adjacent to low-rise residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.*

The surface parking areas to the south are adjacent to residential uses and are separated by landscaping and fencing.

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

The site provides bike racks and bike storage options. Bike racks are provided adjacent to the surface parking area to the north.

8. *Surface parking lots should incorporate the use of pervious surfaces where feasible.*

The surface parking areas incorporate various landscaping where feasible to provide a buffer to the street and adjacent land uses.

9. *To prepare for the widespread use of electric vehicles, the City will investigate and plan for the installation of Level II electric vehicle charging stations at parking stalls across the city, including for residential, commercial and industrial buildings.*

The underground parking will contain electric vehicle supply equipment (EVSE) rough-ins.

## 5.3 Current City of Barrie Urban Design Manual

The current City of Barrie Urban Design Manual was prepared in April 2007, and revised in October 2014, to implement Section 6.4, Urban Design Guidelines, of the previous Official Plan. In our opinion, the proposed development generally conforms to the Guidelines as evidenced by the following:

1. **Physical Environment and Building Siting:** The built form has been designed to frame Yonge Street, Country Lane and the existing private road access to the east. The built form will be compatible with the character of the area through implementing a transition in building heights, a range of materials for the building facades, and landscaping to enhance the physical environment.
2. **Site Circulation:** Vehicular access to the site is proposed from Yonge Street, Country Lane and the existing private access road to the east. A Traffic Impact Study has been prepared to ensure the site manages site traffic and pedestrian safety. Further, traffic calming techniques such as islands and various pedestrian sidewalks have been incorporated into the design to allow for a safe walkable pedestrian-friendly development. The site contains a parking area at the front of the built form, which will be screened from Yonge Street by landscaping and amenity areas, and parking areas to the rear of the built form which will not be visible from Yonge Street.
3. **Site Services:** All utilities will be located underground, and a Functional Servicing Report and a Detailed Stormwater Management Report have been prepared for the application.
4. **Lighting:** An electrical site plan and photometric plan have been prepared for the submission which demonstrates the proposed lighting on the site.
5. **Fencing:** The site plan shows the variety of fencing proposed which includes, but is not limited to, a chain link fence along the southern property line adjacent to the parking areas, and ornamental fencing along the other property boundaries and throughout the site.
6. **Architectural Design:** In our opinion, the proposed development incorporates a range of materials that will achieve a high standard of design, detailing and variety, and that will complement the surrounding area.
7. **Signage:** Signage is proposed to provide an entryway to the site. The signage has been designed to complement the building façade materials. All signage will need to comply with City of Barrie Sign By-law.
8. **Landscape Design:** Landscaping areas have been proposed around the exterior edges of the site, as well as incorporated throughout to enhance the pedestrian environment. Please refer to the Landscaping Plans for further details.
9. **Waterfront:** The site is not located on the waterfront.
10. **Development Adjacent to Railways:** The site is not located adjacent to the Canadian National Railway. However, a noise and vibration analysis has been completed given the location of the Metrolinx line located approximately 230 metres to the northeast.
11. **Transit:** The site is located along a public transit route, and directly adjacent to the Barrie GO Station. The site provides multiple pedestrian sidewalks and walkways to allow access to public transit routes.

## 5.4 Current In-Effect Zoning By-law 2009-141

The subject lands are zoned General Commercial with Special Provisions (C4)(SP-348) in the City of Barrie Zoning By-law 2009-141. The subject lands are subject to a request for a Minister's Zoning Order that is pending final approval. The Order, as proposed, would permit the built form contained in the Site Plan.

The Minister's Zoning Order is expected to follow the form approved by Council in their Community Infrastructure and Housing Accelerator (CHIA) Order (001-2023). The CHIA process is no longer authorized under the Planning Act as a result of recent legislative changes, so the CHIA has been converted to a proposed MZO.

## 6.0 DESIGN DIRECTIONS AND CONSIDERATIONS

The following is an analysis of how the following design principles has guided the design of the development.

### 6.1 Site Design

#### *a) Urban structure (e.g. Urban Growth Centre, Strategic Growth Area, Intensification Corridor etc.)*

The lands are located along an Intensification Corridor and within a Major Transit Station Area, which encourages higher densities. The proposed built form is appropriate as the lands are designated and subject to a pending Minister's Zoning Order. The site abuts Yonge Street which is an arterial roadway, and the lands are directly adjacent to the Barrie South GO Station, a mix of residential uses and future commercial development. The proposed development will contribute to the area developing as mixed-use.

#### *b) Street and block pattern (development permeability and connectivity)*

The site abuts Yonge Street, which is an arterial roadway, and Country Lane, which is a minor collector road, and a private access road to allow additional connections to the built form and parking area to the south.

#### *c) Building placement and orientation;*

The built form will frame the street to ensure the site has a significant presence, prominence and activation of the street. The buildings have been designed to contain numerous at-grade doors and windows, in addition to balconies to provide direct visual connections through the site and to the street.

#### *d) Access and circulation (vehicular, service and loading, emergency, transit, and active transportation etc.);*

Vehicle access to the site is located from Yonge Street, Country Lane and the private access road. A Traffic Impact Study was prepared to ensure the site manages vehicle movement and pedestrian safety.

#### *e) Parking;*

The site will contain two underground parking garages, as well as surface parking areas. The southern parking areas and access to the retirement home parking garage is located behind the building to minimize visibility from Yonge Street. Access to surface parking and the underground garage for the residential towers is gained from Yonge Street or the private access road to the southeast. The northern parking area is proposed to be an active space which includes drop-offs, short-term visitor parking, patio decks on roofs, at-grade doors/windows, and a pedestrian

oriented main entrance. This area will also incorporate significant landscaping to provide a buffer from Yonge Street

*f) Public open spaces;*

The site contains public spaces through the incorporation of the Town Square, which is the central main entrance to the site. This space is designed to provide a variety of services and daily needs to residents; however, this space will also be accessible to visitors and residents.

*g) Landscaping and amenity areas; and,*

The site will incorporate landscaping and plantings around the exterior of the site as well as throughout the parking areas and built form to enhance the pedestrian environment and provide buffers to the streets and adjacent development (**Figure 13**).

*h) Lighting.*

An electrical site plan and photometric plan has been prepared for the submission which demonstrates the proposed lighting on the site.

## 6.2 Massing

*a) Building height(s);*

The built form will range in height. A six-storey Long-Term Care facility is oriented towards and located at the intersection of Yonge Street and County Lake to anchor the north-west portion of the site. The Long-Term Care facility is connected to the Town Square and retirement buildings which are three to 12 storey's. Further east of the site contains two residential apartment buildings that are 18 and 26 storeys in height.

*b) Transitions in massing and scale (compatibility with adjacent buildings and open spaces);*

The proposed built form has been strategically located to ensure appropriate transitions to adjacent land uses and buildings. The site allows the greater density to be located at the intersection of the Barrie South GO Station, and the lower density be located closer to existing ground related housing forms.

*c) Setbacks from adjacent properties and streets; and,*

The proposed setbacks are appropriate as Council has supported same through the approval of their CHIA request to the Minister.

*d) Building step-backs.*

The proposed 12 storey retirement home building heights include step-backs, articulation and variations in materials to create pedestrian friendly and interesting building massing at the street level.

## 6.3 Building Character, Design and Sustainable Materials

*a) Building interface with streetscape;*

The building will have direct connections to Yonge Street by proposing multiple entrances, amenity spaces and a pedestrian network that traverses the entire site.

*b) Enhancing corner locations;*



The Yonge Street and Country Lane intersection has been framed by both the Long-Term Care facility, with material and colour variation, as well as providing a proposed “Art Park” that is connected to a linear park (village square) for public-private interaction. The private art area or “Art Park” represents a potential Georgian College collaboration (**Figure 14**)

**Figure 14. Framing the Yonge Street and Country Lane Intersection**



*c) Location of garage and driveways;*

Vehicle access to the site is mainly located from Yonge Street, however, additional street access is provided from Country Lane for access to a southern parking area and the parking garage entrance for the retirement home. A third access is located at the existing private road, which will provide access to surface parking and the underground parking for the residential towers. All proposed accesses have been reviewed through the completion of a Traffic Impact Study, and traffic calming measures have been incorporated to protect the pedestrian environment.

*d) Location of utilities and mechanical equipment;*

All utilities will be located underground, and mechanical equipment will be screened from public view.

*e) Location of windows and doors;*

The building incorporates multiple doors and windows on every façade, in addition to balconies, to increase accessibility and to provide visual connections through the site and to the street

*f) Architectural expressions (base, middle, top);*

The building has an overall neutral colour palette with a range of materials and colours to implement a diverse façade. The residential towers show a change in materials from base to the top to provide a transition consistent with the surrounding built form for the human scale (**Figure 15**).

**Figure 15. Residential Towers**



- g) Street wall and architectural treatment at the human scale (i.e. podium and ground floor/street level design, access, height of first storey, level of transparency etc.);*

The site has incorporated a street level design through the Town Square, enhanced landscaping, various amenity areas, courtyard areas and diverse building heights.

- h) Architectural features and details;*

The proposal will result in an interesting built form that will use a variety of materials such as brick, metal and concrete. Further, the building will utilize design details to enhance the built form such as multiple windows and doors, rooftop amenities, balconies, terraces and habitable room windows.

- i) Materials and colour palette (identifying any character and/or sustainable design considerations);*

The proposed façade of the building will provide a neutral colour palette and high-quality materials.

- j) Building lighting (i.e. safety, night-time illumination, etc.); and,*

An electrical site plan and photometric plan has been prepared for the submission which demonstrates the proposed lighting on the site.

- k) Signage.*

Signage is proposed to mark the entryway of the site. The signage has been designed to complement the building façade materials. All signage will need to comply with City of Barrie Sign By-law.

- l) Additional considerations for mid-rise and high-rise building(s)*

- a) Views, unit privacy and accessibility to sunlight;*

- b) Tower location, floorplate sizes, and sky views;*
- c) Massing articulation and visual interest; and,*
- d) Pedestrian comfort (shadow and wind considerations).*

The buildings have been designed to contain numerous at-grade doors and windows, in addition to balconies to provide direct visual connections through the site and to the street. The balconies have railings to provide increased privacy, and minimally project from the building to not negatively impact any views to the sky. The site incorporates various amenity areas and connections to enhance the pedestrian environment. Further, a parkette is proposed directly between the residential towers for increased visibility.

## 6.4 Sustainable Design Features

- a) Intent to apply for LEED certification or alternative certification or rating programs; and,*

The owner has not decided whether any LEED certifications will be applied for. The building will meet all energy requirements in the Ontario Building Code.

- b) Identify sustainable features/programs related to building and/or site design (i.e. bioswales, blue-green systems, green roofs, solar panels, light coloured or permeable paving material, xeriscaping, cycling facilities, car-share programs etc.).*

The development will include best practices with environmentally sustainable measures such as bicycle parking, energy conservation and waste recycling.

## 6.5 Heritage Resources

- a) Where the preservation of a heritage building is incorporated into the overall design solution, the heritage character must be evaluated and an appropriate response to the heritage attributes be provided;*

The site does not contain any heritage resources.

## 7.0 CONCLUSION

The purpose of the report was to assess how the proposed development responds to the surrounding physical site context and community and how the proposal conforms to local policy context.

For the reasons noted above, the development will provide an appropriate built form form and massing, which will be compatible with the surrounding area. The proposed built form will enhance the streetscape along Yonge Street and Country Lane by providing a high level of design and use of high-quality materials. The proposed massing and gradual change in height and density of the development will be appropriate for the area. The consistent use of materials, colours, and treatment will create a cohesive development across the site. Further, the additional landscape features and amenity areas will provide continuity to the street edge, create a visual buffer to the parking areas, and enhance the pedestrian environment.

In our opinion, the proposed design is guided and informed by good community design principles and best practices.

Sincerely,

**THE JONES CONSULTING GROUP LTD.**



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