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URBAN DESIGN REPORT

427, 429, 431, 435, & 437 Yonge Street

CITY OF BARRIE
IPS No. 21-1110

December 2022



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427 – 437 Yonge Street

LOTS 20 TO 25 INCLUSIVE REGISTERED PLAN 885

CITY OF BARRIE

URBAN DESIGN REPORT

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ON BEHALF OF

BARRIE YONGE DEVELOPMENTS GP INC.

December, 2022

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1.0 PURPOSE

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed 7-storey apartment building development on lands known as 427, 429, 431, 435, & 437 Yonge Street. This report is in support of a Zoning By-law Amendment application, required to facilitate the proposed development of a condominium building with 196 residential units and ground floor commercial. This report is intended to be read in conjunction with the full architectural package prepared by Architecture Unfolded.

The following documents have been reviewed relative to the proposed development to demonstrate consistency with the City's design directives:

- City of Barrie Official Plan – Design Policies
- City of Barrie Official Plan – Urban Design Policies
- City of Barrie Urban Design Manual
- City of Barrie Intensification Area Urban Design Guidelines

This Urban Design Report addresses various items of urban design in the context of the proposed development, including:

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

2.0 LOCATION AND SITE DESCRIPTION

The subject lands comprise the properties of 427, 429, 431, 435, & 437 Yonge Street situated at the northeast corner of the intersection of Yonge Street and Maclaren Ave. The lands are legally described as Lots 20 to 25 Inclusive Registered Plan

885. The subject lands contain a total area of approximately 6,682m², with a developable limit of 6,328m² after conveyance of a 3m widening and 5x10m daylight triangle. The site is a corner lot with 60.9m of frontage on MacLaren Ave and 109.7m of frontage along Yonge Street. The lands are currently occupied by four low-density residential dwellings, each with private driveways accessing Yonge Street. The existing homes are intended to be removed to facilitate the proposed development. The subject lands are designated 'Residential' per Schedule A of the City of Barrie Official Plan and are currently zoned 'Residential Single Detached Dwelling First Density (R1)' per the South End Map of the City of Barrie Zoning Bylaw 2009-141.

Notable recent residential development applications in the area include an apartment building at 496 Yonge Street, an apartment building proposed at 481 Yonge Street, and townhomes at 410 Yonge Street and 343 Little Avenue.

The current surrounding land uses include the following:

- North:** Three single detached dwellings are directly north of the subject lands each with direct access to Yonge Street. The lands are currently occupied by low-density single-detached dwellings. Beyond these properties is a commercial plaza at the intersection of Yonge Street and Little Ave which is an identified intensification node per the City's Official Plan.
- East:** A mix of single detached residential dwellings and townhouse units exist east.
- South:** Directly south of the subject lands is MacLaren Ave. Further south are lands subject to a related development application for a similar 7-storey mixed-use residential building, by the same applicant.
- West:** Yonge Street is directly west of the subject lands, which is identified as an Arterial Road and Intensification Corridor per the City's Official Plan. Across Yonge Street is a townhouse block with direct access to Yonge Street. Further west are low-density residential dwellings off Ingram Court.

The site is within walking distance to commercial establishments, recreational amenities, parks, public service facilities, schools, and various other destinations. Many commercial and employment destinations exist along Yonge Street near the intersection of Yonge Street/Little Avenue, as well as the Yonge Street/Big Bay Point intersection. Both intersections are identified as Primary Intensification Nodes per Schedule I (Intensification Areas) of the Official Plan. The property is also located a short drive or bus ride from Barrie's waterfront which offers many trails, parks, open spaces, facilities, and

amenities. Major commercial and employment areas with big box retailers, industry and office parks are located around the areas of Highway 400/Big Bay Point, Highway 400/Essa Road, and Highway 400/Mapleview Drive. Area parks include Willoughby Park, D'ambrosio Park, Highland Park, Brunton Park, and area schools include Assikinack Public School, Warnica Public School, Algonquin Ridge Elementary, Allandale Heights Public School, Innisdale Secondary School, and St. Peter's Catholic Secondary School. Other amenities for everyday living including grocery stores, restaurants, pharmacies and banks are located nearby along Yonge Street.

Public Transit stops for many local and intercity transit routes are within walking distance, including Barrie Transit Routes 8A/8B(RVH/Yonge & Crosstown/Essa), 3A/3B (Bayview/Painswick), 4A/4B (East Bayfield/South Go), and 1B (Southbound-Welham). These transit routes provide convenient access to areas within the City of Barrie. The site is also a short drive or bus ride to Barrie's Downtown Transit Terminal and the Allandale Waterfront GO Station which offer public transit connections to various locations throughout southern Ontario.

The property is located within the Painswick North Planning Area, as identified on Schedule B of the Official Plan. Yonge Street is classified as an 'Arterial' road, while MacLaren Ave is identified as a local street per Schedule D of the Official Plan. Review of Schedule I indicates the subject lands are located within the delineated built-up area, and along a 'Primary Corridor' (Yonge Street).

Therefore, in addition to the City's Official Plan and Urban Design Manual, this report will also review the City of Barrie's Intensification Area Urban Design Guidelines.

Figure 1 illustrates an aerial view of the subject lands. **Figure 2** shows a view of the lands facing north. **Figure 3** illustrates surrounding land uses.

Figure 1. Aerial View of Lands

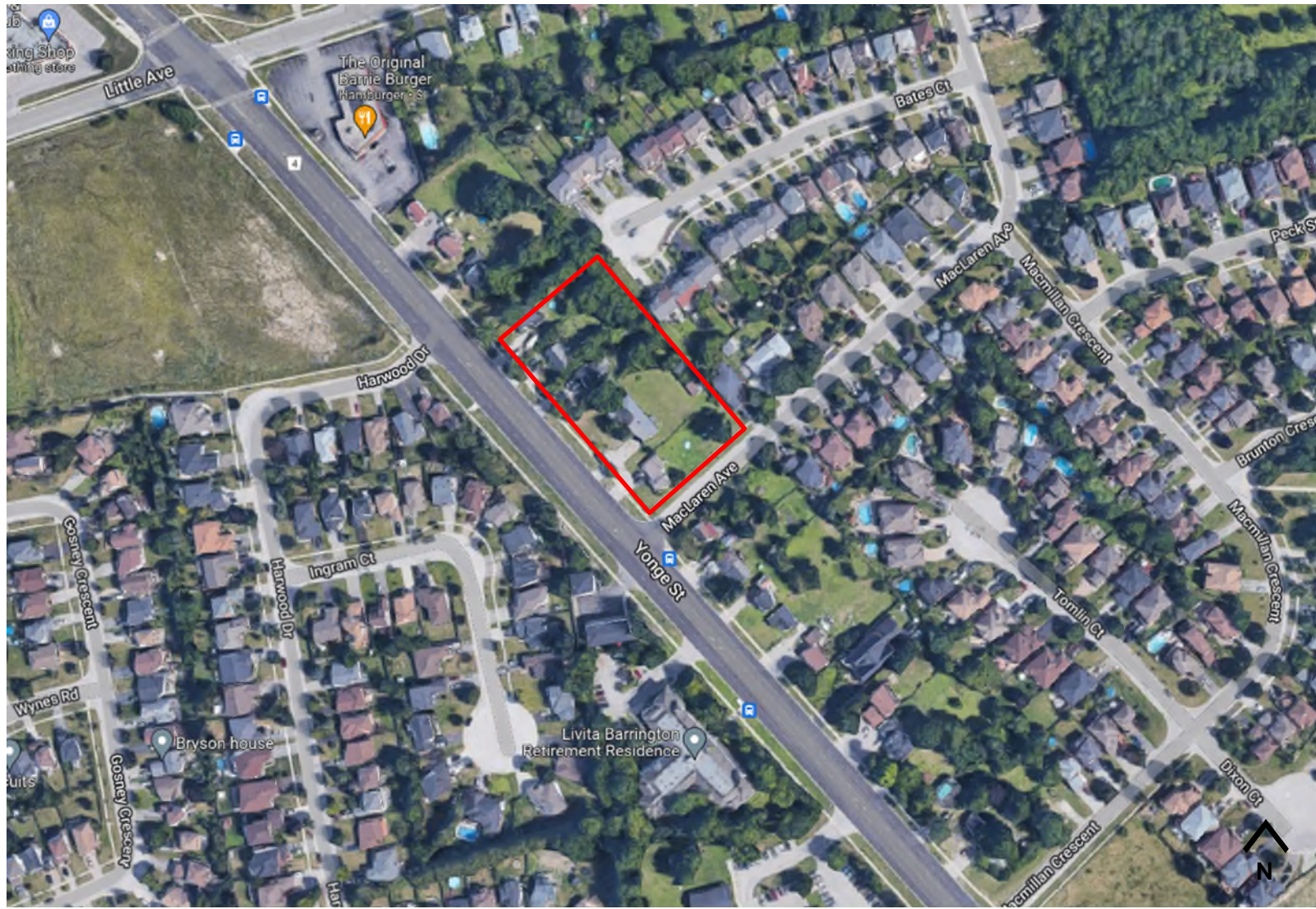


Figure 2. 3D Perseptive View Facing True North

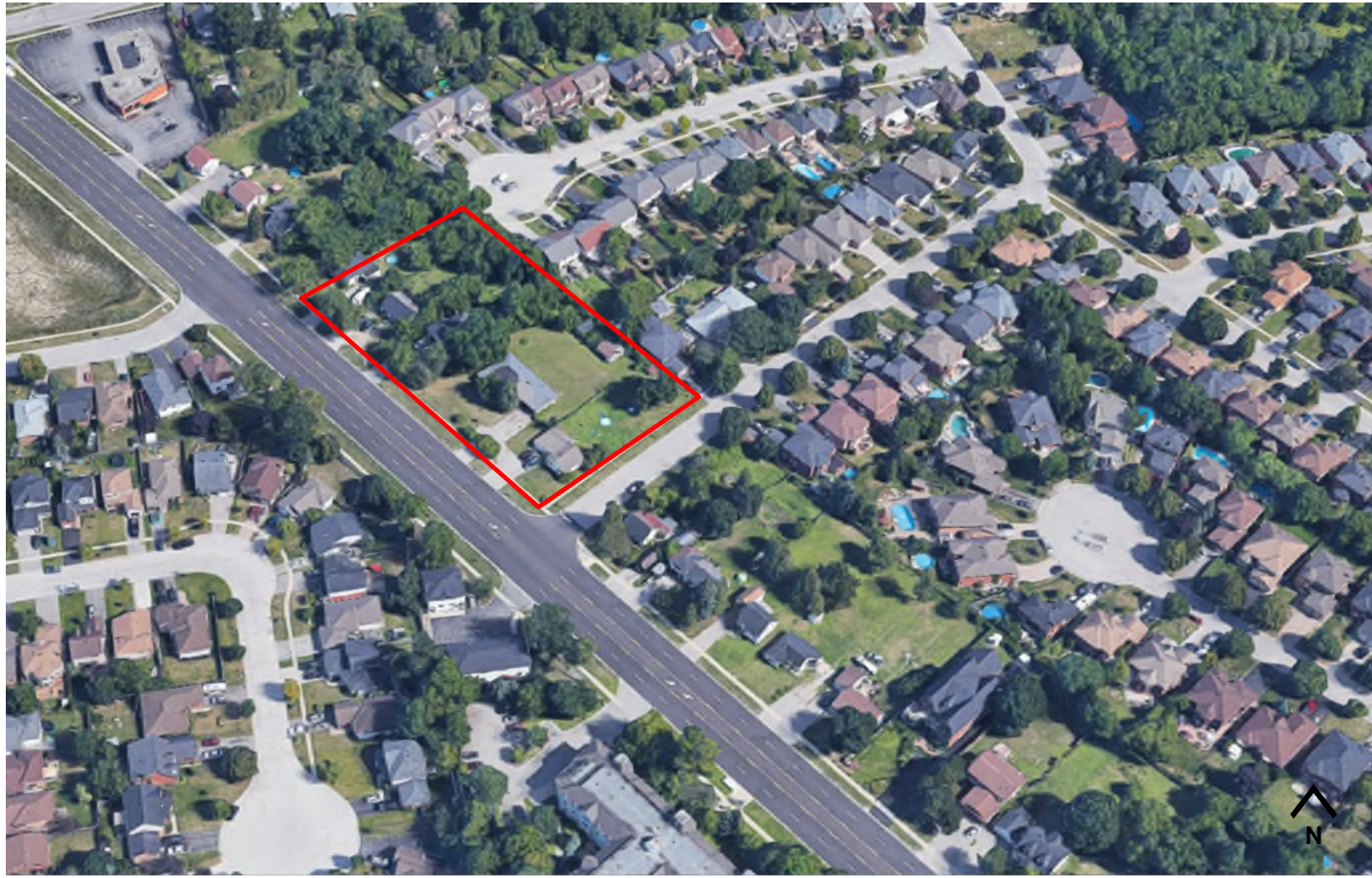


Figure 3. Surrounding Land Uses



3.0 SITE DESIGN – DEVELOPMENT CONCEPT

This area of the City of Barrie is diverse in terms of development patterns, housing types and resident ages. It is also an area identified for residential growth and intensification, primarily along the Yonge Street corridor. To meet housing demand and contribute to the range of housing types and costs in the area, the development proposes to introduce a total of 196 new residential units in a 7-storey mixed-use condominium building with ground floor commercial space. The proposed development intends to intensify the subject lands by redeveloping the lands from existing low-density dwelling units to a compact built form that would contribute to achieving density targets in the City of Barrie.

The proposed concept plan (**Figure 4 & Appendix 1**) features a 7-storey mixed-use condominium building with commercial ground floor space. The proposed residential units will range from one-bedroom to three-bedroom. It is anticipated that the proposed development outlined in this Urban Design Report will complement the adjacent development proposed on lands known as 447-455 Yonge Street, Barrie. While the applications relating to the proposed development for 427-437 Yonge Street and 447-455 Yonge Street are submitted separately, it is important to note materials for each proposed development have been prepared by the same team of consultants and have therefore been designed to complement and incorporate the adjacent built form that is proposed.

The proposed mixed-use apartment building will provide 196 parking spaces for residents, 6 spaces for visitors and allocate 24 parking spaces for the ground floor commercial space. Parking is provided both at grade behind the building and in one level of underground parking. Vehicular access to the site will be provided from an entrance/exit directed off MacLaren Ave. Above ground parking spaces will be mostly screened from the street view due to the L shaped building design that will articulate the building along Yonge Street and MacLaren Ave.

The mixed-use building has been situated in the southwest corner of the site, oriented to give presence to the Yonge Street and MacLaren Ave intersection. The L shaped building will act as a prominent focal point along Yonge Street to enhance a higher density and mixed-use residential character planned for the Yonge Street intensification corridor. The main condominium building entrance will be located at the corner of the building adjacent to the Yonge Street and MacLaren Ave intersection to incorporate a seamless connection to adjacent sidewalks. Additional pedestrian connections are provided parallel to the driveway off MacLaren Ave, and to the commercial uses which front Yonge Street.

Apartment building amenity space includes a mix of common use rooms, a fitness centre, outdoor amenity space, and a rooftop patio. The ground floor party room is available to all future residents intended for shared use. A guest suite is proposed on the ground floor which would provide visitor accommodations available for short term rental. Each unit will have private access to a balcony or personal terrace. Floors 2 through 5 will include balcony space for each unit. The 6th floor will include units with a mix of balconies as well as a private terrace between two end units. The 7th floor also incorporates a mix of units with balconies as well as private terrace space for units facing Yonge Street and MacLaren Street to enhance the aesthetic street view. 150m² of ground floor outdoor amenity space is provided along the northeast lot line. Lastly, a rooftop patio provides an additional 875.4m² of common outdoor amenity space. Further design details for the rooftop patio will be refined and confirmed through the site plan approval/detailed design process.

The ground floor retail space is located toward the southwest side of the building facing Yonge Street to promote the commercial presence along the identified intensification corridor. The proposal includes 717.3m² of ground floor retail space. The proposed ground floor commercial will consist of a mix of retail uses. Specific commercial uses and types will be determined at the time of Site Plan Approval.

Elevation drawings are provided in **Figure 5, 6, & 7**. Building design features, colour palettes and materials used will complement existing homes in the immediate area, which are most often seen with brick, stone and neutral siding finishes. The full architectural drawing set prepared by *Architecture Unfolded* is provided in **Appendix 2**.

Figure 8 shows a conceptual rendering of the proposed building facing north. **Figure 9** illustrates the proposed building for 427-437 Yonge Street with the proposed building at 447-455 Yonge Street.

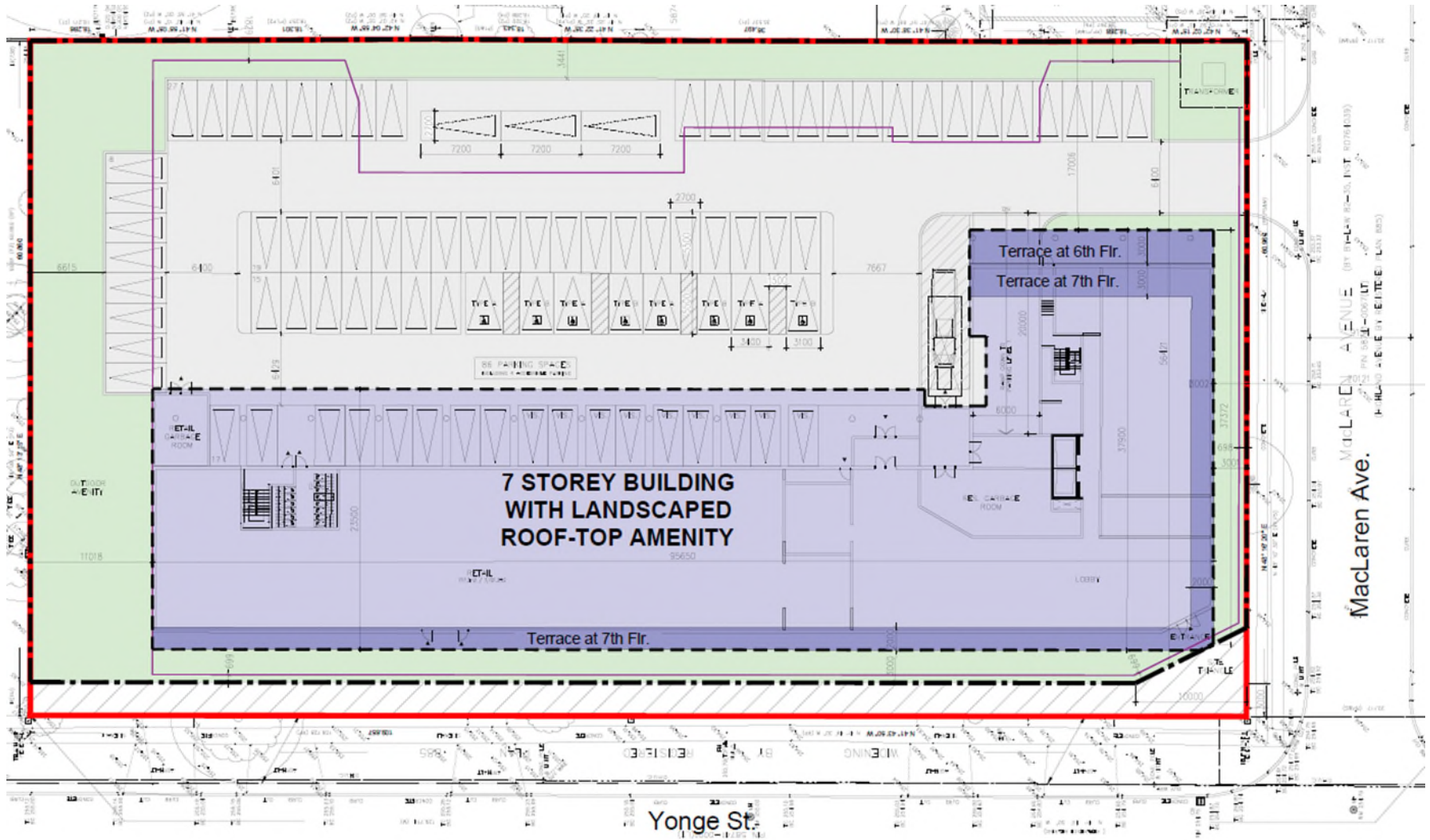
Figure 4. Conceptual Site Plan

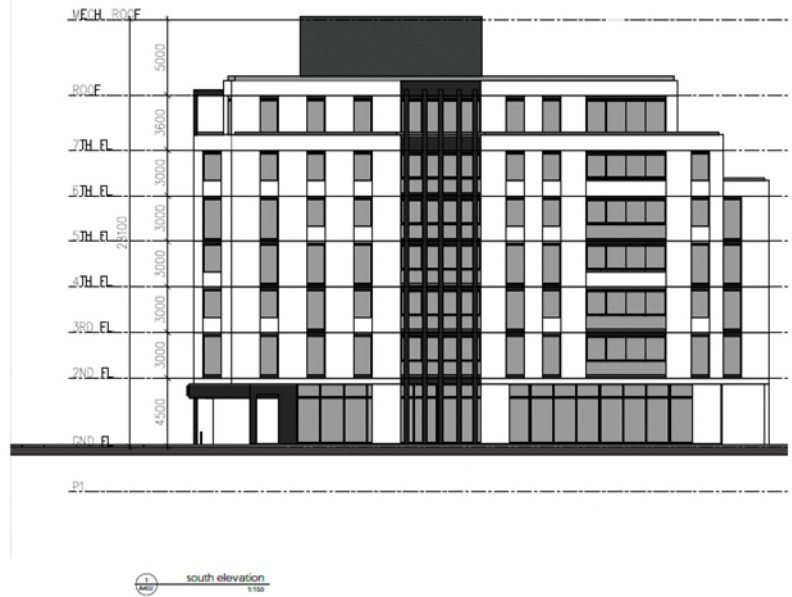
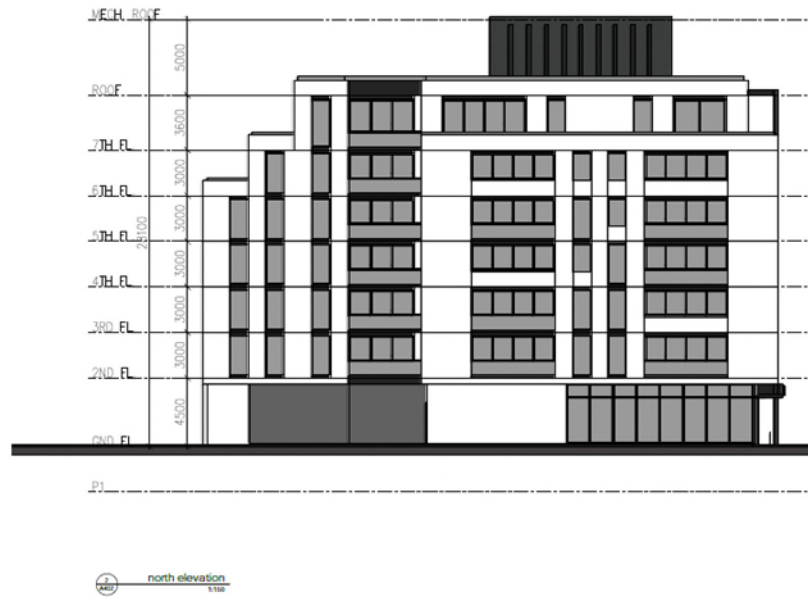
Figure 5. East Elevation



Figure 6. West Elevation



Figure 7. North & South Elevations



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Figure 8. Conceptual Rendering (Facing True North)



Figure 9. Conceptual Rendering of 427-437 Yonge Street & 447-455 Yonge Street



4.0 CITY OF BARRIE OFFICIAL PLAN – DESIGN POLICIES

4.1 DESIGN POLICIES FOR RESIDENTIAL DEVELOPMENT



Section 4 of the City of Barrie's Official Plan relates to lands designated 'Residential'. Policy 4.2.2.4 states the following design policies to guide residential development:

- a) *Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.*

The development provides the appropriate parking spaces allocated for residential use. The proposal includes 196 residential spaces, with an additional 6 visitor spaces and 24 parking spaces for the commercial uses. Four type 'A' and four type 'B' barrier free spaces are included. A functional open space amenity area is proposed on the rooftop, with elevator access and privacy screening through building elevations. An additional outdoor amenity space is proposed at grade with landscaping features, located in the defined rear yard/functional interior side yard. The proposal includes a landscape strip along each lot line to promote the balance of softscape features. Main building entrances are level with the adjacent sidewalks and would seamlessly connect to pedestrian pathways.

- b) *Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low-density nature, buffering protection will be provided to minimize the impact to the lower density uses.*

To achieve compatibility with the adjacent single detached residential to the east, the proposed mixed-use building has is sited toward the southwest corner of the subject lands, toward the intersection of Yonge Street & MacLaren Ave. Through building articulation, the proposed development would provide a 17m setback from the end of the building nearest to the

abutting lot line. The proposed development also incorporates building step-backs in the rear/east side to provide further separation from the adjacent low-density residential land uses. The proposal would maintain compatibility with future medium-high density residential uses currently proposed along Yonge Street.

c) The City will continue to encourage the improvement of the character, and appearance of existing residential areas.

The proposed development is innovative in that it would introduce new unit types suitable for a range of housing needs, incomes, and lifestyles. The proposed development will incorporate a high-quality design to enhance the vitality of uses and aesthetic appearance the City has planned for. The development also provides massing and structure to the Yonge and MacLaren intersection which will emphasize the orientation on the Yonge and MacLaren intersection.

d) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.

The ground floor commercial uses will be sited toward Yonge Street with separate store entrances accessible off the Yonge Street sidewalk. The ground floor commercial uses have been located toward the frontage along Yonge Street to promote the mixed-use residential character planned for the Yonge Street intensification corridor while providing an appropriate separation from the adjacent residential dwellings and separate access to the residential units above.

4.2 INTENSIFICATION POLICIES

a) Intensification can be achieved through residential conversions, infill, and redevelopment to promote an increase in planned or built densities and to achieve a desirable compact urban form.

The proposal provides the intensification of existing low-density residential uses within the delineated built boundary and along an intensification corridor, where higher densities and a mix of land uses is encouraged. Through a desirable and compact built form, the proposal supports the density target along an intensification corridor and contributes to intensification and density targets within the City of Barrie.

- b) *Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of the Official Plan.*

The subject lands are located along an intensification corridor where residential growth and intensification are encouraged.

- c) *Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.*

The proposed development takes a compact form through utilizing underground parking and building higher to increase residential units with no increase to the overall floor area of the building. This compact built form would efficiently use land and optimize new and existing infrastructure such as increasing transit ridership and developing a built form which supports the initiatives for walkable communities.

5.0 CITY OF BARRIE OFFICIAL PLAN – URBAN DESIGN GUIDELINES



Section 6.5 of the City of Barrie Official Plan includes policy provisions related to Urban Design. The Urban Design Guidelines of the Official Plan identify that the goal of the guidelines is “to provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment”.

The provisions of the guidelines are outlined below and are reviewed in reference to the proposed development concept for the subject lands.

Section 6.5.2 of the Official Plan contains General Design Guidelines, in relation to;

- Building and Siting
- Parking Areas
- Landscaping
- Signage
- Utilities
- Energy Efficient Urban Design

5.1 BUILDING & SITING

- Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*
- The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*
- Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front.*
- Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*
- Pedestrian links should be designed to promote the safety of the user.*
- Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features*

The proposed mixed-use building has been conceptually designed to a high standard that would complement and contribute the desirability of the community character by siting the building towards Yonge Street. Desirable and complete communities incorporate a pedestrian friendly environment which are enhanced through a well articulated built form that promotes modes of active transportation within a community. Siting of the proposed building provides a strong central focus and exposure on Yonge Street, and the intersection of Yonge and MacLaren, supporting pedestrian activity by providing visual interest and a sense of community identity. Likewise, the main building entrance is prominent and

identifiable from the street, encouraging pedestrian use and defining the public realm. Building materials, special ground floor design, façade modulation, and building setbacks will complement the variety of housing types and materials used in the surrounding area and help incorporate a desirable transition from the Yonge Street intensification corridor and low-density residential homes to the North. The proposed building design and siting will also demonstrate compatibility for a pedestrian oriented community by locating parking spaces toward the rear of the building and screen such spaces from the street view.

5.2 PARKING AREAS

- i. *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*
- ii. *Adequate disability parking spaces will be provided where required.*
- iii. *Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*
- iv. *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

Conceptual site design provides a single primary entrance directed off MacLaren Ave. This provides for safe and efficient vehicular movements into and out of the site without direct access related impacts to Yonge Street. The required number of barrier-free spaces have been provided. The proposed development will accommodate the appropriate number of parking spaces required for the ground floor commercial uses, as well as provide the appropriate parking ratio to satisfy residential parking requirements. A loading area is provided in the rear corner of the building. Waste collection will be provided by private collection services. All parking spaces, loading spaces, and the underground parking ramp, are located in the rear of the building to provide screening from the street view.

5.3 LANDSCAPING

- i. *Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.*
- ii. *Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.*
- iii. *Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

The proposed development incorporates a planting strip along both street frontages (Yonge St & MacLaren Ave). A Conceptual Landscape Plan has been prepared by Landmark Environmental Group LTD to detail a landscape design and tree planting design for the proposed development. Planting materials proposed along the street frontage of Yonge Street and MacLaren Ave include a mix of tall and narrow growing habitat trees, sod areas, and low growing ornamental shrub planting on mounded planting beds. The proposed mixed-use building will properly screen the ground floor commercial uses from adjacent residential lots through a combination of tall and compact growing Conifer and Deciduous trees and a privacy fence along interior side yard and rear yard property lines.

5.4 SIGNAGE

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

Signage on site will be in accordance with the City's standards and requirements. Location identification (site address) will be incorporated into the site design and the materials will complement the building design. Location identification is proposed on the front of the building toward the adjacent intersection, facing Yonge Street, and a site identification sign incorporated into a planting bed is located along MacLaren Ave, adjacent to the vehicular entrance.

5.5 UTILITIES

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

Hydro, gas and telecommunications infrastructure are available for connection to the site. The transformer is proposed in the functional rear yard, adjacent to the site entrance off Maclaren Ave. Conceptual landscape design includes Conifer tree planting and a site identification sign with a planting bed to screen the transformer to minimize visual impact. Further details for utilities will be determined through the Site Plan review process in accordance with the above guidelines.

5.6 ENERGY EFFICIENT DESIGN

- i. *Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.*
- ii. *Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.*

The proposed mixed-use building is inherently energy efficient as it incorporates a compact built form which makes efficient use of land, resources and building materials. The proposed massing of the built form has been designed to mitigate shadow impact on adjacent lands through a larger functional rear yard setback by orienting the building toward the street. The L-shaped building design provides a further separation to allow natural light the ability to carry throughout the rear yard. Overall, the proposed development promotes an energy efficient environment by incorporating urban design that enhance modes of active transportation, such as building articulation, landscape planting along the street, contributing to increasing residential density, and a mix of commercial uses accessible to residents. Given the location of the subject lands, energy efficiency is further promoted through the encouraged use of public transit. Public transit use is encouraged through the proposed design in terms of the proximity to existing transit routes, as well as the heightened residential density which would increase ridership population and demand. These aspects help reduce reliance on the personal vehicle, energy consumption, and GHG emissions.

5.7 TALL BUILDINGS AND HEIGHT CONTROL

The policies contained within Section 6.6 will be applicable to any building proposed to be greater than three (3) storeys in height. While several of the following policies have greater applicability in the Urban Growth Centre or Intensification Areas than in other parts of the City, all policies will be considered when reviewing applications to increase height or development applications proposing buildings in excess of three (3) storeys.

5.7.1 GENERAL POLICIES

- a) *Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*
- b) *Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.*
- c) *Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening.*
- d) *Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.*

Building design incorporates an L-shaped built form to increase the separation between the proposed high density residential development, and the adjacent low density residential properties to the north. The L-shaped building design also results in a slimmer building which reduces the visual and physical impact of tall buildings. Architectural design also incorporates building step-backs on the 6th and 7th floor to integrate a smoother transition in height. Parking areas have been located in the functional rear yard, behind the proposed building for screening effects. The buildings apply a high standard of design with quality complementary materials, textures, colors and architectural treatments. The proposed

development intends to contribute to the vitality of the Yonge Street intensification corridor and complement the look and feel of the City's existing and planned architectural character.

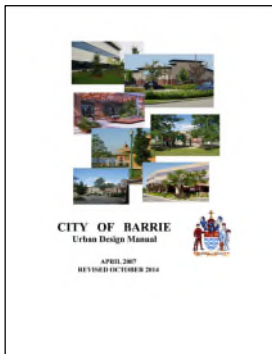
5.7.2 POLICIES

- i. Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day.*
- ii. Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts.*
- iii. Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.*
- iv. Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.*
- v. New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets.*
- vi. The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street facing frontages. Main entrances should be directly accessible from public sidewalks.*
- vii. Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.*
- viii. Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged.*

The proposed development has been designed to minimize any shadow impacts on adjacent lands by orienting the building toward the street which provides a maximum setback from adjacent lands. A shadow study has been prepared by Architecture Unfolded and accompanies this submission. Building design also makes use of step-backs to reduce

shadow impacts. The use of planting and landscape buffers will mitigate microclimatic impacts. A wind study has also been completed, and the report by Gradient Wind is provided under separate cover. The upper floors are designed to provide a building overhang which acts similar to building awnings for further pedestrian protection. The mixed-use building is sited to achieve a continuous street wall and uniform street edge along Yonge Street and MacLaren Ave to foster a pedestrian friendly environment and reinforce the multiple street frontages. As demonstrated in the conceptual elevations and rendering, the proposed development utilizes massing and a vivid architectural design to accommodate a pedestrian scale and interest. The proposed building design provides generous rear yard set back, landscape buffers with tree planting, and building step-backs to incorporate ample buffering and transition in height.

6.0 CITY OF BARRIE URBAN DESIGN MANUAL



The City of Barrie's Urban Design Manual (UDM) provides direction for design elements within urban developments. The proposed concept incorporates many of the design directives found within this document. Particular emphasis is put on those directives related to the physical environment and building siting; site circulation; architectural design; site servicing; landscaping; lighting and signage; and transit accessibility.

The Urban Design Guidelines Checklist has been included as **Appendix 3** of this report.

6.1 PHYSICAL ENVIRONMENT & BUILDING SITING

- o The proposed development incorporates the vision of the Yonge Street intensification corridor and appropriately addresses the surrounding environment through functional setbacks, landscaping, and building design.
- o The site is near various uses, including neighbourhood commercial, retail, restaurants, parks and schools.
- o The site has direct access to existing municipal transit routes on Yonge Street with connections to the Allandale GO Station and downtown Barrie.

- o The proposed development provides appropriate outdoor ground level amenity space as well as a rooftop patio, landscaped open space, and private balconies and terraces to benefit future residents and encourage recreation and social interaction.
- o The built form of the proposed development is appropriate for the subject lands, given that they are located on an intensification corridor and intensification/transit node, where a higher residential density and compact built form are encouraged.
- o Pedestrian scale is appropriate and enhanced through design, massing, and height transitions.
- o Building design screens the visibility of parking spaces.
- o The proposed development incorporates residential and commercial uses to accommodate the mixed-use character along Yonge Street.
- o Architectural elements avoid monotony and create visual diversity and interest.
- o The ground floor commercial uses proposed are located toward Yonge Street with seamless connections to the adjacent sidewalks to encourage pedestrian activity and interaction between internal spaces and the public realm.

6.2 SITE CIRCULATION

- o Pedestrian access has been incorporated into the site design to provide safe and convenient access from the proposed residential building and each ground floor commercial use to the municipal sidewalk.
- o Primary site access for vehicles is limited to a driveway directed off MacLaren Ave, avoiding direct access from Yonge Street and any safety and efficiency impacts to the corridors that may otherwise result.
- o The Traffic Impact Study prepared by Tatham Engineering confirms the intersection of Yonge and MacLaren will continue to operate safely and efficiently.
- o A sufficient number of parking spaces have been provided for the proposed development in accordance with the City Zoning By-law requirements.

6.3 ARCHITECTURAL DESIGN

- o Buildings are situated on the site to frame the Yonge and MacLaren intersection while respecting the purpose and character of each street.
- o Main building entrances are designed to be prominent features, providing direct pedestrian access at ground floor and clearly identifiable from the street, with overhead coverage for weather protection.
- o The architectural design of building establishes visual interest and unity of the site and surrounding area through the design, colours and materials used.
- o The building design is compatible with the existing character of the area.
- o The apartment building lobby will be located in the corner of the building abutting the Yonge and MacLaren intersection for a seamless pedestrian connection, with additional access abutting the rear parking lot.
- o Rooftop terraces, balconies and decks are provided to add usable amenity and personal space and facilitate passive surveillance for community safety.
- o The site has been designed to deemphasize parking areas, with a significant portion of parking within underground parking garage, and the remainder of spaces located behind the building, screened from the street view. This ensures that architecture and landscaping is what is seen from the public street frontages, not parking.
- o Any mechanical equipment will be screened from all municipal rights-of-way.
- o Barrier free accessibility standards have also been applied to the site, including the provision of accessible parking spaces and at grade site entrances.

An assessment of the surrounding building form has been completed, focusing on Yonge Street and MacLaren Avenue. Dwellings in the surrounding area contain a mix of white siding, and brick materials, though it is recognized that many of these dwellings along Yonge Street will be redeveloped over time. The proposed development intends to enhance architectural design along Yonge Street and incorporate attractive building materials and colours that create visual interest. A Context and Block Plan are provided in **Appendix 4** for further details on the development will integrate with the existing and planned character of the area. **Figure 10** shows design concepts of proposed developments in the surrounding area to demonstrate how the subject proposal will complement the high-quality design planned along the Yonge Street intensification corridor.

Figure 10. Architectural Design of Proposed Developments In Surrounding Area



410 Yonge St & 343 Little Ave



505, 511, 515 & 533 Yonge St



481 Yonge St



447-455 Yonge St

6.4 SITE SERVICES

- o Vehicle entrance/exit directed off MacLaren Ave will provide sufficient vertical and horizontal clearance to accommodate all emergency vehicles.
- o All storage/mechanical equipment will be in the interior of buildings, within rooftop mechanical penthouses, or screened with vegetation.
- o Snow storage area is proposed in the rear parking lot.
- o Waste collection will be carried out through private services. A loading space is located in the rear corner of the building, an appropriate garbage/service route identified.

6.5 LANDSCAPE DESIGN

- o Areas of enhanced landscaping including the use of privacy fencing, is provided along the rear and interior side yard lot lines to screen the site from adjacent residential lands and to screen parking and enhance the design of the buildings.
- o Soft landscaping along the perimeters of the site is proposed to help delineate boundaries and establish streetscape appeal.
- o Landscaping has been designed to encourage positive functional relationships between the site uses and their surroundings and help to define public and private spaces.
- o Appropriate plant species have been selected based on their capability and suitability with the space, climate and purpose.
- o The site contains a harmonious integration of planting, hard surfaces and signage.

6.6 LIGHTING & SIGNAGE

- o The design of light fixtures will be designed to complement the architectural design of the building and highlight important architectural elements that enhance building relief and visual interest.

- o Site lighting will consider all users and needs, including vehicles, pedestrians and cyclists.
- o Lighting will be designed with accessibility, safety and convenience in mind.
- o Feature lighting will be included to highlight the building design, landscape features and entrances.
- o Any signage will be minimal to maintain visual appeal, be integrated and not detract from site design or the character of the neighbourhood.
- o All lighting and signage will comply with the Ontario Building Code and the City of Barrie Sign By-law 2005-93.

6.7 TRANSIT

- o The property is in an ideal location as it is provided direct access to City of Barrie transit services with bus stops providing connections to major employment and commercial destinations, the downtown area and the Allandale GO Station. Being able to directly access transit provided by the City's buses, with connection to the Barrie's GO train stations, are significant benefits of this location, which is near a transit node.
- o 8A/8B(RVH/Yonge & Crosstown/Essa), 3A/3B (Bayview/Painswick), 4A/4B (East Bayfield/South Go), and 1B (Southbound-Welham). These transit options provide convenient modes of travel to destinations within Barrie, Simcoe County, the GTA and the GGH.
- o The site is linked to the municipal sidewalk network existing on Yonge Street and MacLaren Ave, promoting active transportation.

Figure 11 shows the City of Barrie transit network, with the subject land's location identified with a red pin. **Figure 12** shows bus stops in close proximity to the subject lands. These maps illustrate that future residents can easily access key transit routes which connect to destinations throughout the City. The Allandale Waterfront GO Station is located approximately 2.6 km from the subject lands, which is a short car or bus ride away. Residents can access a larger transit network through the GO transit system, with trains linking to the Greater Toronto Area and beyond.

Figure 11. Barrie Transit Network Map

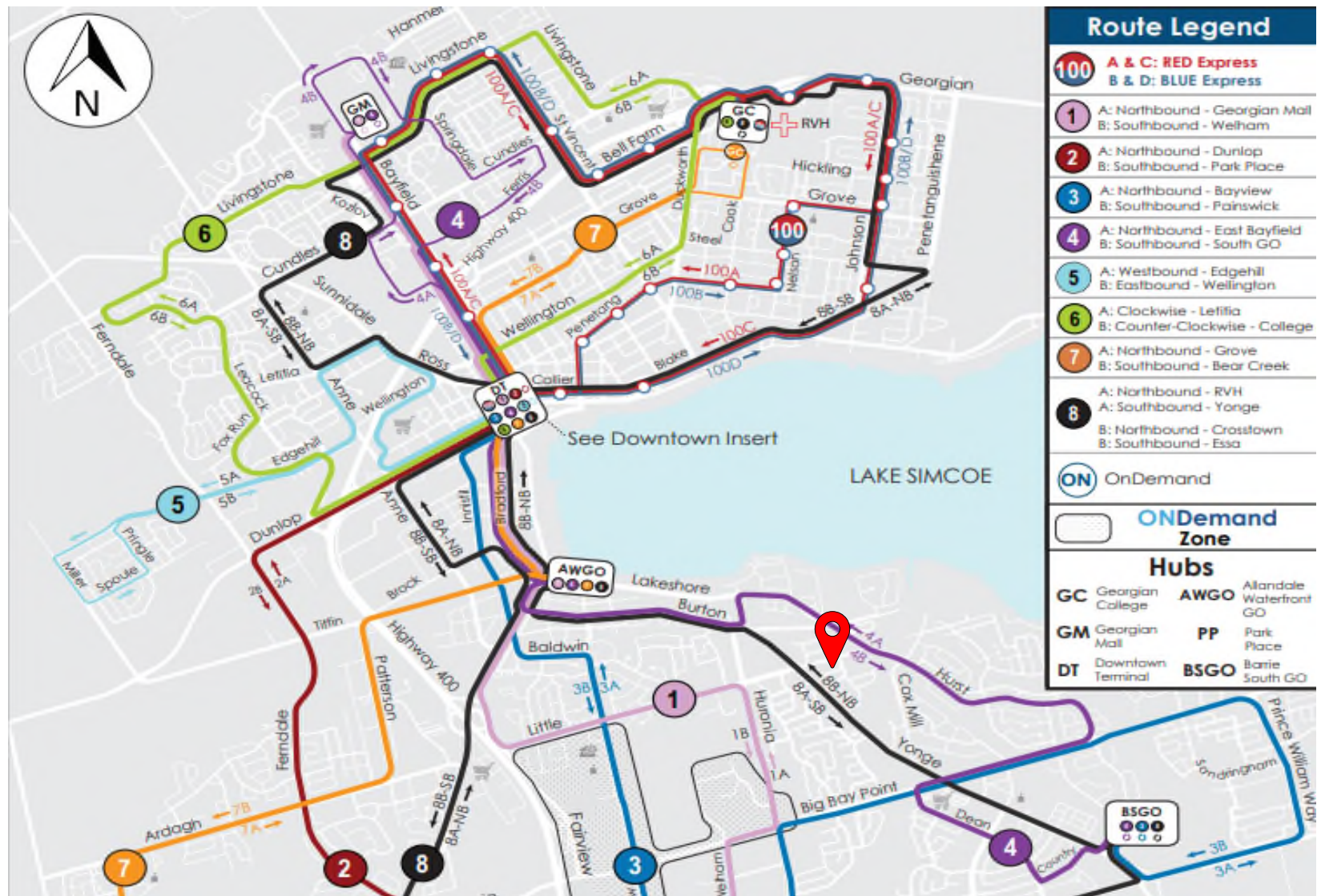
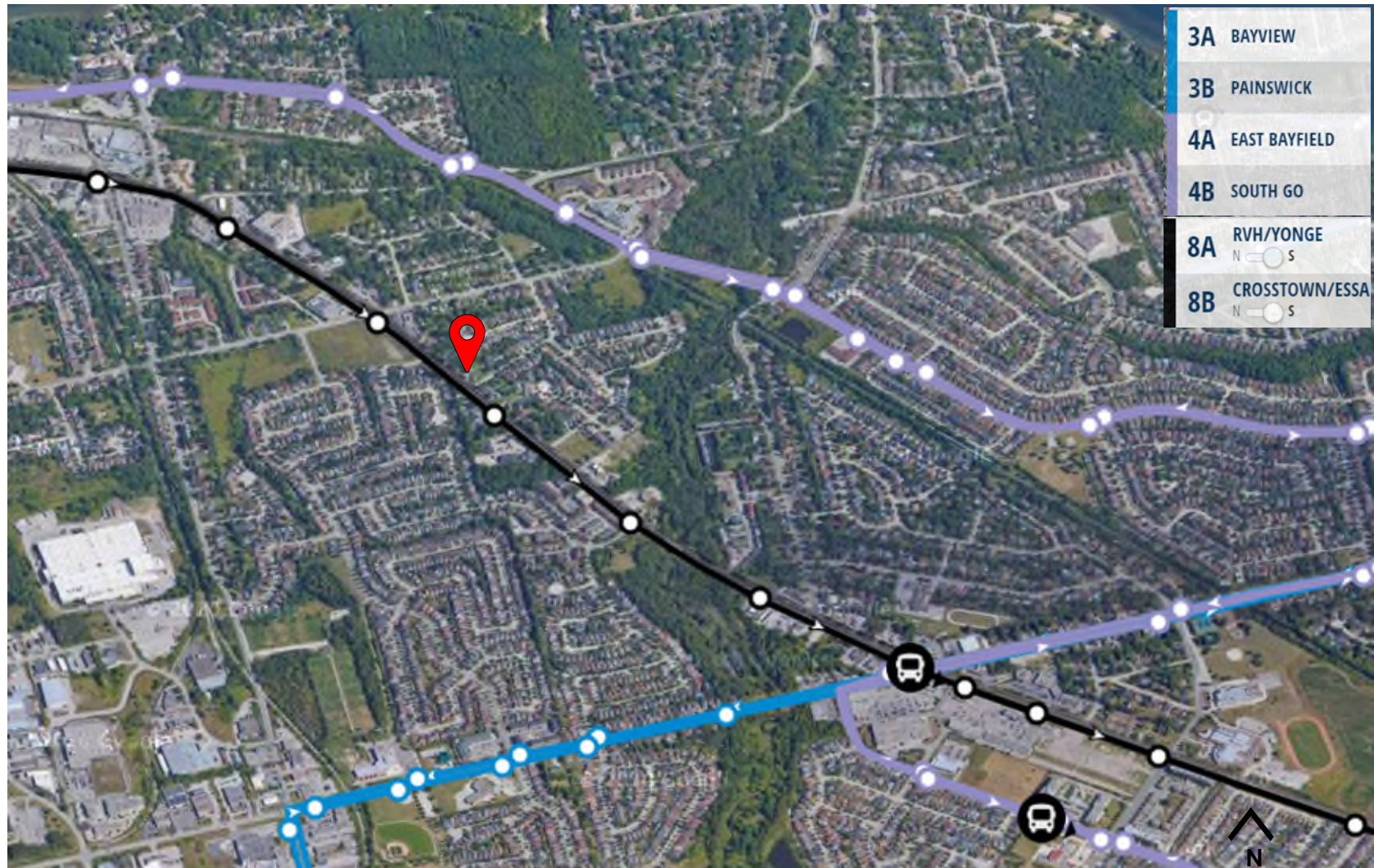


Figure 12. Surrounding Bus Stops



7.0 CITY OF BARRIE INTENSIFICATION AREA URBAN DESIGN GUIDELINES



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

In consultation with the community, the vision/goal for the Intensification Areas is described as *“new development and revitalization within the Intensification Areas will result in active, pedestrian-supportive streets that are compatible with, and enhance, adjacent land uses. Mixed Use and Residential Avenues, Mixed-Use Streets and Established Neighbourhood Street will be characterized by wide boulevards, abundant landscaping, large, mature street trees, public art, and active at-grade uses”*(iv).

The Intensification Area Urban Design Guidelines identify the subject lands to be within a 'Mixed-Use and Residential Avenue', which the majority of Intensification Corridors should evolve into.

7.1 MIXED-USE AND RESIDENTIAL AVENUE GUIDELINES

Section 2.5.1 of the Intensification Guidelines provides opportunities for intensification and outlines priority directions for Mixed-Use and Residential Avenues.

Opportunities for intensification include:

- o *Redevelopment of underutilized parcels (i.e. large surface parking areas, single-storey development) for street oriented mixed-use development in low to mid-rise buildings*
- o *Subdivision of large blocks into smaller, walkable blocks through walkways, drive-aisles, and where feasible, new roads.*
- o *Opportunities to redefine the existing boulevard within the right-of-way through building set-backs, bump out parking, or narrowing of the street pavement where feasible.*

Mixed-Use and Residential Avenues are to in time, accommodate human-scaled mixed-use buildings which line the street, providing “eyes on the street” and enhance safety and activity. Retail uses should be at grade to allow for a ‘spill-out’ design along the streetscape which provide public spaces for pedestrians to gather and socialize.

In accordance with the above, residential intensification is proposed which features a mix of uses including residential units, and commercial ground floor space along Yonge Street. The proposed development would redevelop the subject lands to increase residential density and incorporate a mixed-use presence along Yong Street. The proposed development is sited toward the street, to emphasize street oriented mixed-use development as well as redefine the pedestrian friendly streetscape. The commercial ground floor space has been located toward the portion of the building which fronts Yonge Street to promote an active and vibrant pedestrian supportive streetscape. The proposed development provides a compact built form which is transit and active transportation supportive, while still providing adequate parking and safe, efficient vehicular connections to the municipal street network. Setbacks are provided to maintain an appropriate separation and accommodate a transition from adjacent low-rise residential buildings. The building is oriented to define streets and define the adjacent intersection to provide a more urban environment.

Section 5.1.1 outlines urban design guidelines specific to areas defined Mixed-Use and Residential Avenues. Mixed-Use and Residential Avenues are described as key entrances into the City of Barrie, and the Urban Growth Centre, from Highway 400. As such, they are deemed responsible for forming the first impression of the City for most visitors and should be designed accordingly.

- o *Prominent streets should create a sense of entrance and arrival, contributing to community image and identity. Elements contributing to prominent streets may include: landmark buildings, street trees and other landscaping, feature lighting, special paving, and public art.*
- o *Taller buildings, typically at a 1:1 ratio with the width of the right-of-way, are permitted to concentrate density at key areas along prominent streets (i.e. Highway 400, and the Intensification Nodes) and indicate the prominence of these sites.*
- o *Development on prominent streets should meet a high standard of design and be appropriately oriented to the public realm.*
- o *The most prominent entrance features, including special landmark buildings, should be at the Intensification Nodes. Minor entrances on Yonge Street should signal the transition to the historic Allandale Neighbourhood. Appropriate entrance features include landscaping, special paving, unique light standards and public art.*

The proposal incorporates active at-grade frontages, uses landscaping features, reduces surface level parking, and is within close proximity to transit stops and will connect to the established municipal sidewalks. The continuous pedestrian scaled street wall and ground floor commercial space communicates a sense of arrival and placemaking. The high-quality building provides for an attractive and compatible design with areas of enhanced landscaping to further enhance the attractive streetscape and complement the buildings interaction between the private and public realm.

7.2 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 friendly, include landscaping features with wide boulevards, and accommodate opportunities for active uses. Implementing tree plantings, street furniture and wide boulevards that encourage active transportation is encouraged.

The proposed development incorporates at-grade commercial space, enhanced by landscaping street furniture, and tree planting with pedestrian walkways that will seamlessly connect to the established municipal sidewalk for convenient and accessible public spaces accommodated by a pedestrian supportive streetscape.

7.3 PRIVATE REALM URBAN DESIGN GUIDELINES

Section 4.0 provides policy direction for the private realm, including community structure, transit supportive design, parking considerations, building orientation and site layout. The proposed development is transit supportive, providing residential and commercial uses along a public transit route, promoting a higher density to increase efficiency and ridership, and accommodates bicycle parking. The guidelines specifically encourage the use of underground parking and screened parking areas, both of which are incorporated into the proposed site design. Additionally, lanes and alleys are recommended to service the commercial uses within the Intensification Areas, providing access to structured and underground parking away from primary streets to minimize the interference with pedestrian circulation. Vehicular site access is proposed off of MacLaren Ave to eliminate conflicts with pedestrian pathways along Yonge Street. The proposed vehicular driveway provides access to parking in the rear of the building as well as to the underground parking garage. The building also provides for variety in form and set-backs, as the building is L-shaped and its massing and façade treatments avoid long stretches of blank facing walls.

Section 4.3 outlines General building guidelines, including building orientation, site layout, and building height. The proposed development is situated toward the Yonge Street and MacLaren Ave intersection, providing an active public realm with at-grade commercial along Yonge Street, contributing to a positive streetscape. The main building entrances are directly accessible from public walkways for safe and prioritized pedestrian access. The proposed development will support the creation of a continuous street wall intended for Intensification Areas through siting the building to the front property line and incorporating appropriate setbacks to respect the existing urban environment. The height and form of the mixed-use building maintains a comfortable pedestrian scale while achieving the targeted density and mix of uses recommended for intensification areas.

Section 4.3.7 provides direction for transition to neighbourhoods to provide "transition in height from mid-rise buildings to low rise residential homes to reduce shadow impacts on the residential properties, as well as the perception of height". The proposed development maintains a large building setback to mitigate concerns from the residential areas east of the site. The L-shaped building has been designed to accommodate a large separation between residential densities and give natural light the ability to reach the rear portion of the site and abutting properties. In line with the guidelines for building roofs, mechanical equipment is screened from view in mechanical penthouses located on the roof along with rooftop amenity spaces.

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

8.0 SUMMARY AND CONCLUSIONS

The proposed Zoning By-law Amendment application aims to facilitate a 7-storey mixed-use residential building with ground floor commercial space located at 427, 429, 431, 435, & 437 Yonge Street, in the City of Barrie.

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 Official Plan, City of Barrie Urban Design Manual, and City

of Barrie Intensification Area 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 through redevelopment of the subject lands and is in accordance with the established locational criteria. A strong urban streetscape, pedestrian supportive design, and high-quality site design creates a development that aligns with the vision of the Yonge Street Intensification Corridor.

It is our professional planning opinion that the proposed application demonstrates consistency with the intent and objectives of the reviewed urban design guideline documents and adequately satisfies the City's urban design guidelines and goals.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in black ink, appearing to read 'D. Vella'.

Darren Vella, MCIP, RPP

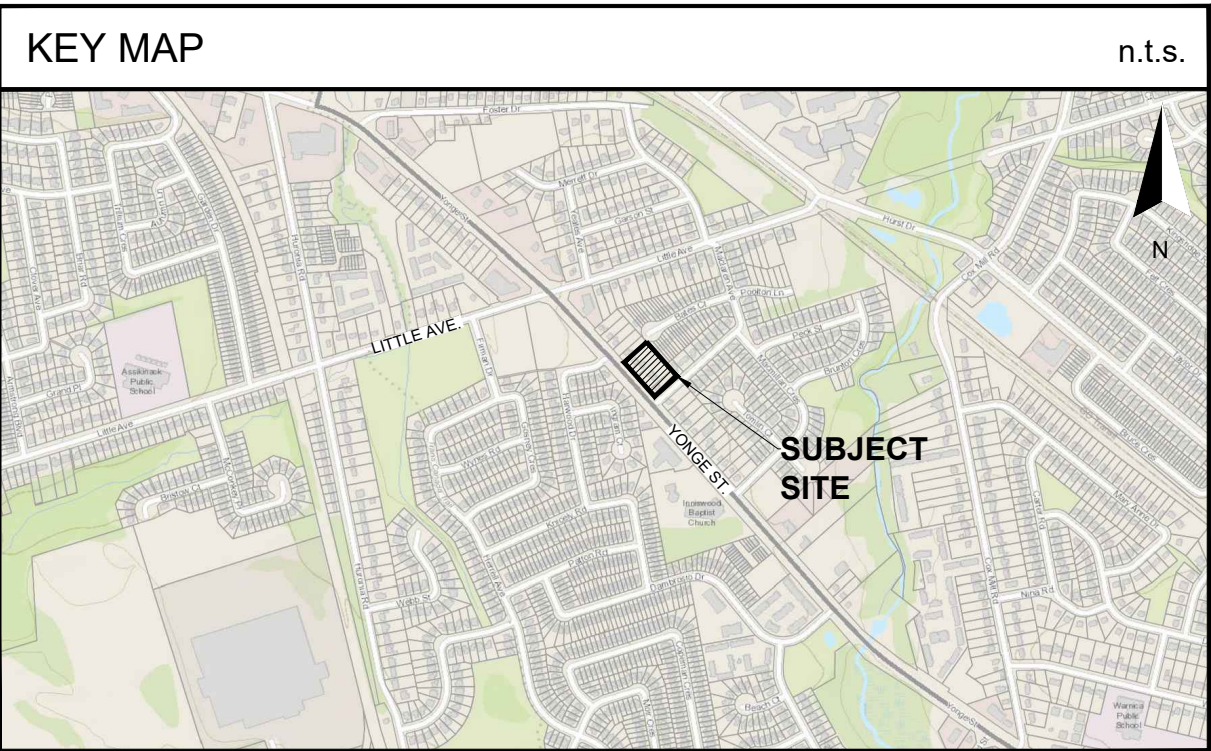
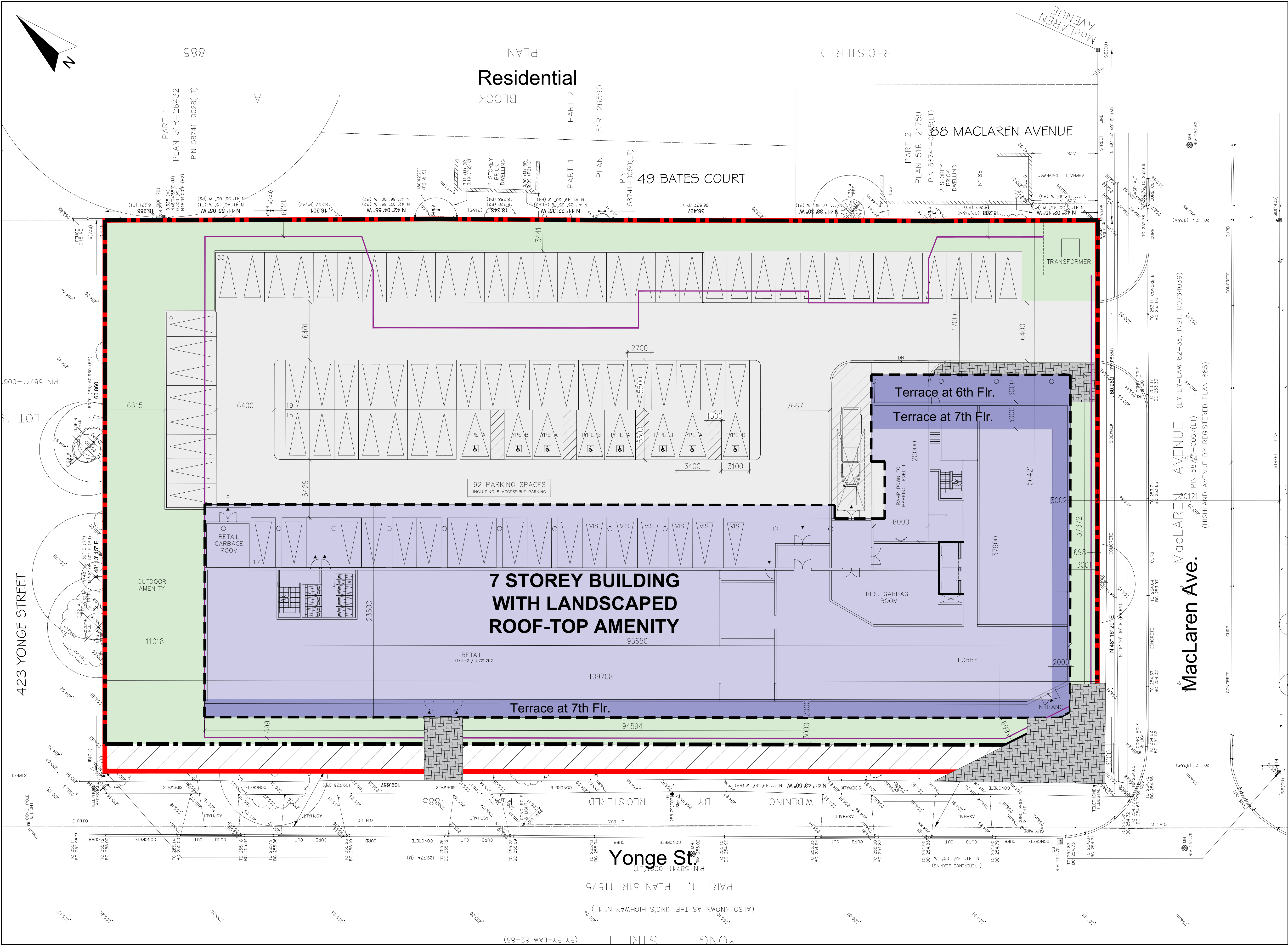
President & Director of Planning

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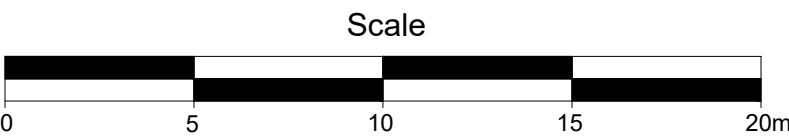
Tyler Kawall, BES

Intermediate Planner

APPENDIX 1
Conceptual Site Plan



CONCEPTUAL SITE PLAN



- LEGEND**
- Subject Site (6,682.20m² - survey)
 - Development Limit (6,328.17m²)
 - Proposed 7 Storey Mixed-Use Building
 - Residential G.F.A.: 14,463.3m²
 - Retail G.F.A.: 717.3m²
 - Limits of Proposed Parking Garage
 - Proposed 3.0m Road Widening and Daylight Triangle

MIXED USE CORRIDOR (MU2) ZONE		
Provisions	Required	Provided
Front Yard	MacLaren Avenue	Yonge Street
Min. Lot Area	--	6,328.17m ² (development limit)
Min. Lot Frontage	--	109.71m (Yonge St.)
Front Yard Setback	Min. - 1.0m for 75% of frontage Max. - 5.0m for 25% of frontage	3.00m (86.22% (94.59m)) (Yonge St.)
Front Yard Setback (5.4.3.2)	Front yard setback areas shall be fully paved and seamlessly connected with abutting sidewalk	Front yard setback will be used for soft landscaping
Side Yard Setback	Min. - 3.0m (abutting a street or laneway) Max. - 3.0m	- 0.00m (daylight triangle) - 3.00m (MacLaren Ave.) 11.02m
Min. Rear Yard Setback	7.0m (abutting Residential, OS or EP zone)	17.01m
Min. Front Facade Step-Back	45° angular plane at height above 80% equivalent right-of-way using 3.0m min. step-backs	Complies
Min. Rear Facade Step-Back	45° angular plane above 7.5m using min. 3.0m step-backs	Complies
Max. Lot Coverage	--	40.28% (2,548.84m ²)
Max. G.F.A.	--	239.89% (15,180.60m ²) - 14,463.30m ² (residential) - 717.30m ² (retail)
Min. Ground Level Floor Height	4.5m	4.50m
Building Height (5.4.3.4)	25.5m	23.20 (7 storeys)
Landscape Buffer Areas (5.4.4.0)	A continuous landscaped buffer area of a min. width of 3.0m shall be provided along the abutting lot line of the lot and a continuous light board fence with a min. height of 2.0m is to be constructed along the lot line	3.44m
Amenity Area (5.4.2.2)	2,352.0m ² (12.0m ² / unit)	2,384.00m ² - Ground Amenity: 150.00m ² - 2nd to 5th Flr. Balconies: 698.80m ² - 6th Flr. Private Terraces & Bal: 231.80m ² - 7th Flr. Private Terraces & Bal: 428.00m ² - Roof-Top Amenity: 875.40m ²
Parking for Apartment Dwellings (5.4.4.1)	35% (max. lot coverage)	38.56% (excl. covered parking) (2,440.39m ²)
Enclosed Parking Areas / Parking Structures (4.6.5.2)	1.8m (min. setback from the street line to the nearest part of a underground parking structure)	0.69m
Required Parking: Residential	196 spaces (1 space / unit)	202 spaces (incl. 6 visitor spaces)
Required Parking: Retail	24 spaces (1 space / 30.0m ²)	24 spaces
Required Barrie Free Parking	4 Type 'A' and 4 Type 'B' B.F. spaces	4 Type 'A' and 4 Type 'B' B.F. spaces
Required Loading Spaces	0 spaces (0.0m ² - 999.0m ²)	1 space

Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN - 196 UNITS

427 - 437 YONGE STREET, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



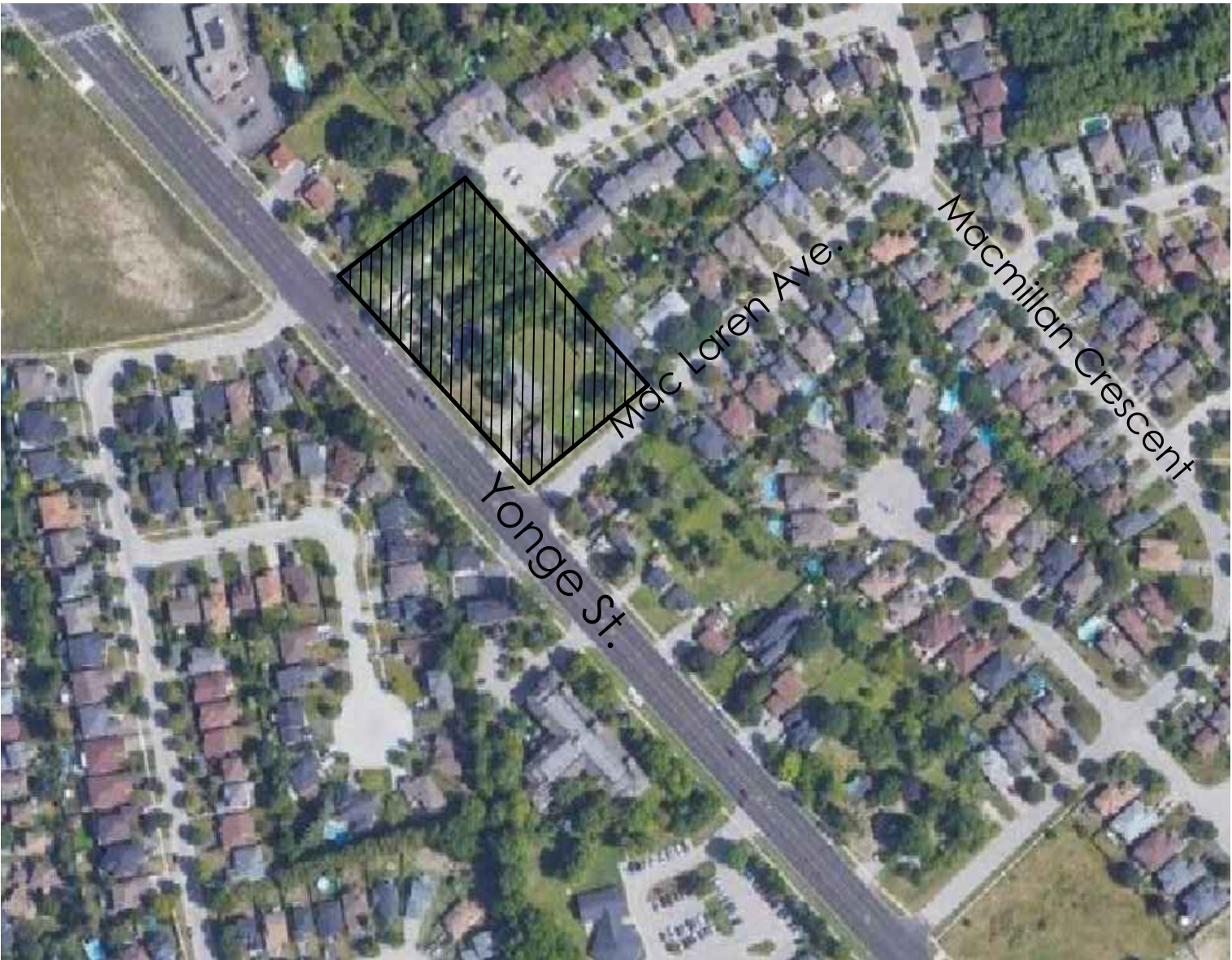
INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	October 28, 2022	Drawn By:	A.S.
File:	21 - 1110	Checked:	T.K.

APPENDIX 2

Conceptual Architectural Package

context plan



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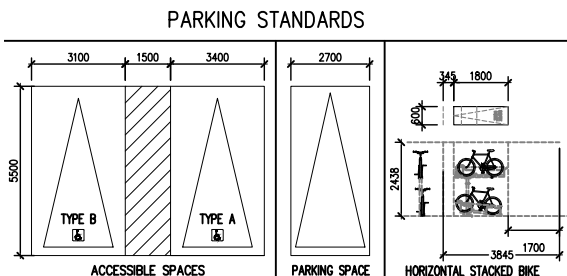
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notes:



Statistics

architectureunfolded

368 dufferin street, toronto, on, m6k 1z8, tel. (416) 601-5416

STATISTICS - 427 YONGE ST., BARRIE, ONTARIO

21-48

August 2, 2022

ZONING								
SITE AREA	TOTAL	m2		ft2		acres	density (FSI)	
		5,577.4		60,035		1.38	2.7	
PROPOSED PARKING	m2		ft2					
	GND							
	P1	4,872.2		52,444				
	TOTAL	4,872.2		52,444.4				
PROPOSED TOTAL FLOOR AREA (TFA)	m2		ft2					
	GR	1,876.3		20,196				
	2ND - 5TH	PER FLOOR	2416.3	9,665.1		104,034		
	6th	2,359.1		25,393				
	7th	2,079.1		22,379				
	TOTAL	15,979.6		172,002.6				
PROPOSED GFA	Residential	14,463.3		155,682				
	Retail	717.3		7,721				
	TOTAL	15,180.6		163,402.5				
Gross floor area approximate 95% of TFA, excluding parking								
PROPOSED SALEABLE AREA	Residential	11,987.8		129,036				
	Retail	717.3		7,721				
	TOTAL	12,705.1		136,756.6				
Residential saleable area approximate 85% of TFA, excluding ground floor & parking								
UNIT BREAKDOWN	BA	1B	1B+D	2B	2B+D	3B	TOTAL	
	GND FLOOR	0	0	0	0	0	0	
	2ND - 6TH FLOOR	0	8	24	92	8	136	
	6TH FLOOR	0	1	6	23	2	33	
	7TH FLOOR	0	1	3	14	9	27	
	TOTAL	0	10	33	129	19	196	
	PERCENTAGE	0%	5%	17%	66%	10%	3%	100%
	PARKING REQUIREMENT	RESIDENTIAL (including Visitors)	1/unit		196			
RETAIL		1/30m2		24				
TOTAL				220				
ACCESSIBLE PARKING		1+3% OF REQUIRED		7				
PROPOSED PARKING	GND.			92				
	P1			134				
	TOTAL			226				
	INCLUDED ACCESSIBLE PARKING			6				
	INCLUDED ACCESSIBLE PARKING			8				
AMENITY	REQUIRED OUTDOOR AMENITY	12m2/unit		2352		m2		
	PROVIDED:							
	GROUND AMENITY			150		m2		
	2nd to 5th FLOOR BALCONIES			698.88		m2		
	6th FLOOR PRIVATE TERRACES			231.86		m2		
	7th FLOOR PRIVATE TERRACES			428.06		m2		
	ROOF AMENITY			875.42		m2		
TOTAL OUTDOOR AMENITY			2384.22		m2			

revisions:

m.d.yr

architectural team :

mark zwicker



project:
427 Yonge St
Barrie, ON L4N 4E1

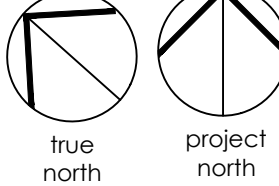
site plan

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scale:

project:

drawing by:

drawing number:

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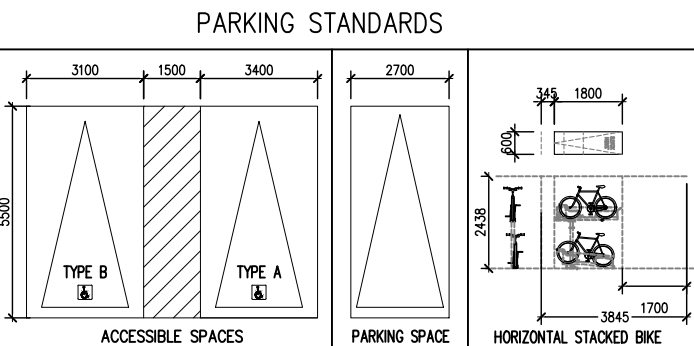
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notes:



revisions:

m.d.yr

architectural team :

mark zwicker

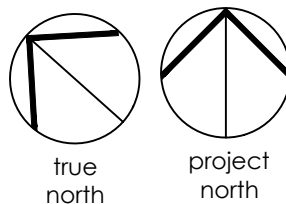


project:
427 Yonge St
Barrie, ON L4N 4E1

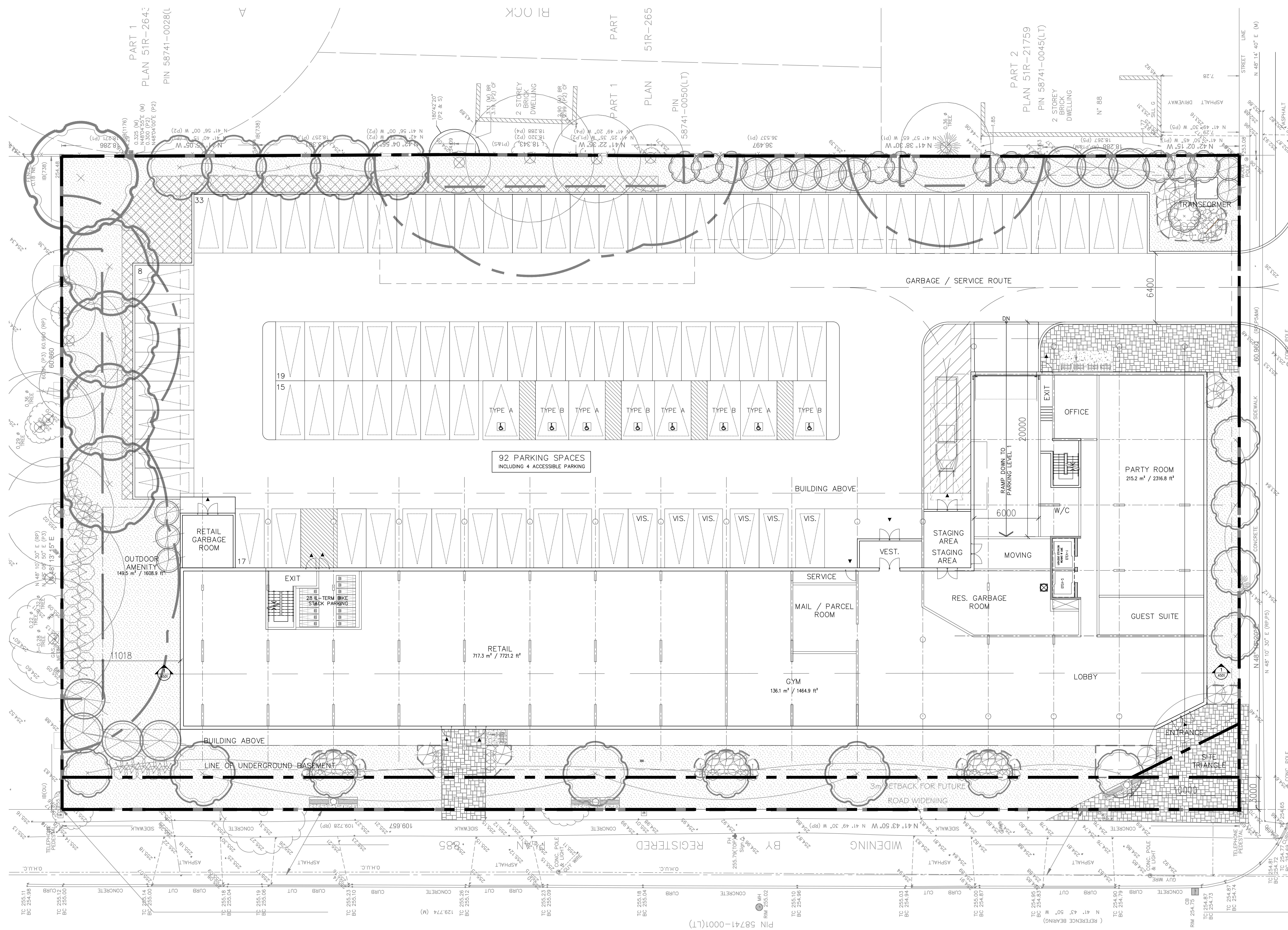
p1 level

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scale:
project:
drawn by:



drawing number:
A201



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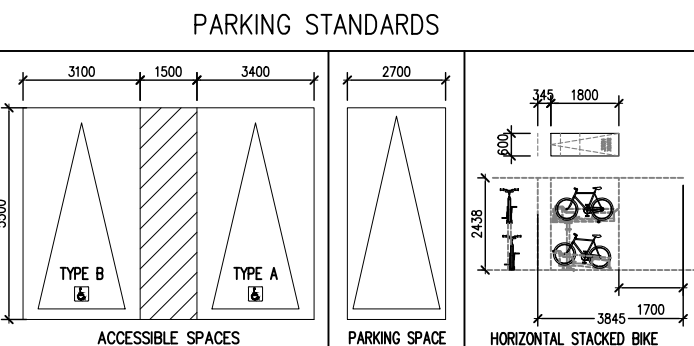
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notes:



revisions: m.d.yr

architectural team : mark zwicker



project: 427 Yonge St
Barrie, ON L4N 4E1

ground floor plan

dec. 06.22
1:150
21-47
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date:
scale:
project:
drawn by:
drawing number:
A301

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architectural team :

mark zwicker



project:
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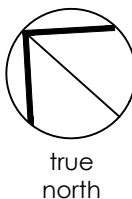
2nd to 5th
floor plans

dec. 06,22

1:150

21-47

nb



date:

scale:

project:

drawn by:

drawing number:

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architectural team :

mark zwicker

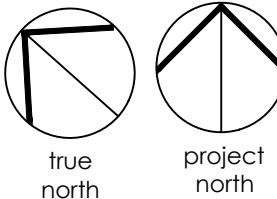


project:
427 Yonge St
Barrie, ON L4N 4E1

6th floor plan

dec. 06,22
1:150
21-47
nb

date:
scale:
project:
drawn by:



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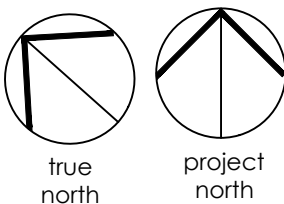
architectural team : mark zwicker



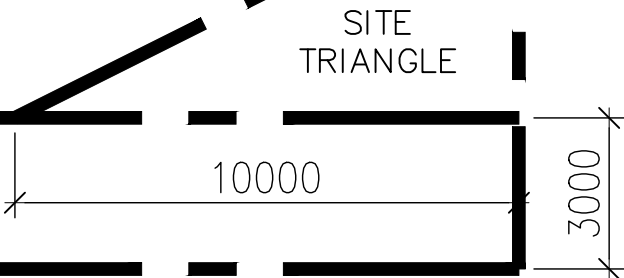
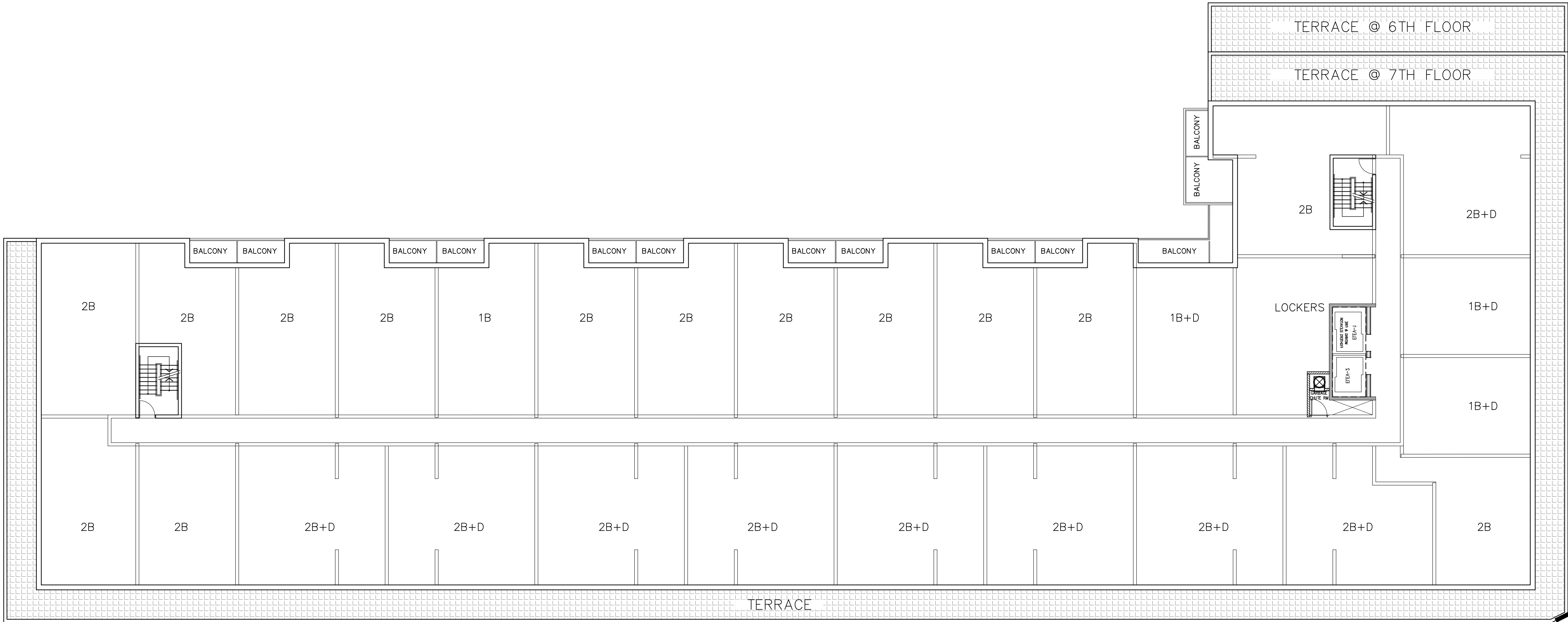
project: 427 Yonge St
Barrie, ON L4N 4E1

7th floor plan

dec. 06,22 date:
1:150 scale:
21-47 project:
nb drawn by:



drawing number:
A304



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architectural team :

mark zwicker



project:
427 Yonge St
Barrie, ON L4N 4E1

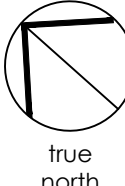
elevations

dec. 06,22

1:150

21-47

nb



date:

scale:

project:

drawn by:

drawing number:

A401



P1

1

east elevation

1:150



P1

2

west elevation

1:150

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notes:



2 north elevation
A402 1:150



1 south elevation
A402 1:150

revisions: m .d .yr

architectural team :

mark zwicker



project:
427 Yonge St
Barrie, ON L4N 4E1

elevations

dec. 06,22

1:150

21-47

nb

date:

scale:

project:

drawn by:

drawing number:

true north

project north

A402

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notes:

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architectural team : mark zwicker

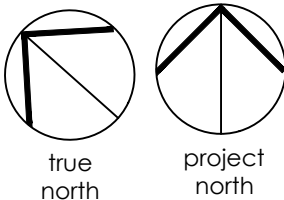


project: 427 Yonge St
Barrie, ON L4N 4E1

section

dec. 06,22
1:150
21-47
nb

date:
scale:
project:
drawn by:



drawing number:

A501

PROPERTY LINE

PROPERTY LINE

MECH. ROOF
5000
ROOF
3600
7TH .EL.
3000
6TH .EL.
3000
28100 5TH .EL.
3000
4TH .EL.
3000
3RD .EL.
3000
2ND .EL.
4500
GND .EL.

11007

P1



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architectural team :

mark zwicker

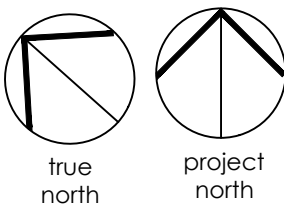


project:
427 Yonge St
Barrie, ON L4N 4E1

render

dec. 06,22
1:150
21-47
nb

date:
scale:
project:
drawn by:



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A410

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architectural team :

mark zwicker

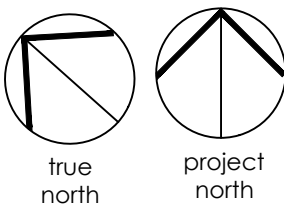


project:
427 Yonge St
Barrie, ON L4N 4E1

render

dec. 06,22
1:150
21-47
nb

date:
scale:
project:
drawn by:



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A411

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April 21st, Time: 8.00 a.m



April 21st, Time: 9.00 a.m



April 21st, Time: 10.00 a.m



April 21st, Time: 11.00 a.m



April 21st, Time: 12.00 p.m



April 21st, Time: 1.00 p.m



April 21st, Time: 2.00 p.m



April 21st, Time: 3.00 p.m



April 21st, Time: 4.00 p.m



April 21st, Time: 5.00 p.m



April 21st, Time: 6.00 p.m



April 21st, Time: 6.40 p.m

notes:

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architectural team :

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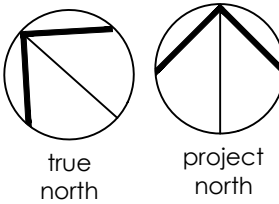


project:
427 Yonge St
Burlington, ON L4N 4E1

shadow study

dec. 06.22
1:150
21-47

date:
scale:
project:
drawn by:



drawing number:
A601



June 21st, Time: 7.00 a.m



June 21st, Time: 8.00 a.m



June 21st, Time: 9.00 a.m



June 21st, Time: 10.00 a.m



June 21st, Time: 11.00 a.m



June 21st, Time: 12.00 p.m



June 21st, Time: 1.00 p.m



June 21st, Time: 2.00 p.m



June 21st, Time: 3.00 p.m



June 21st, Time: 4.00 p.m



June 21st, Time: 5.00 p.m



June 21st, Time: 6.00 p.m



June 21st, Time: 7.00 p.m



June 21st, Time: 7.37 p.m

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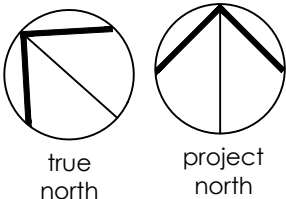


project:
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shadow study

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1:150
21-47

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scale:
project:
drawn by:



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September 21st, Time: 11.30 a.m



September 21st, Time: 12.30 p.m



September 21st, Time: 1.30 p.m



September 21st, Time: 2.30 p.m



September 21st, Time: 3.30 p.m



September 21st, Time: 4.30 p.m



September 21st, Time: 5.30 p.m



September 21st, Time: 5.50 p.m

notes:

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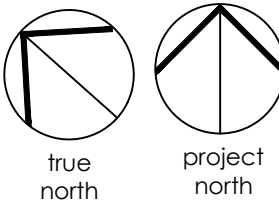


project:
427 Yonge St
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shadow study

dec. 06.22
1:150
21-47

date:
scale:
project:
drawn by:



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December 21st, Time:9.30 a.m



December 21st, Time:10.30 a.m



December 21st, Time:11.30 a.m



December 21st, Time:12.30 p.m



December 21st, Time:1.30 p.m



December 21st, Time:2.30 p.m



December 21st, Time:3.15 p.m

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architectural team :

mark zwicker

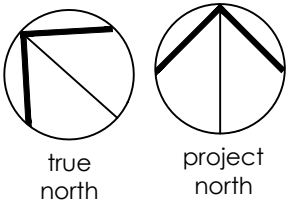


project:
427 Yonge St
Bram, ON L4N 4E1

shadow study

dec. 06,22
1:150
21-47

date:
scale:
project:
drawn by:



drawing number:
A604

APPENDIX 3

Urban Design Guidelines Checklist

APPENDIX 1

URBAN DESIGN GUIDELINE CHECKLIST

2.0 PHYSICAL ENVIRONMENT AND BUILDING SITING

	yes	n/a	Comments
A. Incorporate measures to address the physical environment.	(✓)	()	_____
B. Ensure compatibility with adjacent area development.	(✓)	()	Through design, setbacks & angular planes _____
C. Respect existing scale and setbacks in the neighborhood.	(✓)	()	_____
D. Incorporate natural features, vegetation and topography.	(✓)	()	Refer to tree preservation plan _____
E. Consider the quality of views and influences of sun and wind.	(✓)	()	_____
F. Locate site services away from public & street view.	(✓)	()	_____
G. Design building setback at a pedestrian scale.	(✓)	()	_____
H. Locate active uses at the street level.	(✓)	()	Ground floor retail, amenity area _____
I. Situate buildings to support public transit use.	(✓)	()	Fronts a transit corridor _____
J. Reduce conflicts on multi-use sites.	(✓)	()	_____
K. Site building to reduce visibility of parking areas.	(✓)	()	Parking screened behind building _____
L. Incorporate energy saving designs and features.	(✓)	()	Energy efficient built form _____
M. Minimize shadows cast on adjacent properties and outdoor uses.	(✓)	()	See shadow study _____
N. Provide a variety of reliefs and architectural elements.	(✓)	()	_____
O. Consider future intensification and integration.	(✓)	()	_____
P. Screen external transformers located on major road and areas of high visibility.	(✓)	()	See landscape plan _____

3.0 SITE CIRCULATION

	yes	n/a	Comments
3.1 Pedestrian Circulation			
A. Provide pedestrian network from street to building, parking to building, and building to building.	✓	()	See concept plan
B. Provide pedestrian links to neighboring properties.	()	✓	
C. Provide pedestrian walkways connecting municipal sidewalks to public institutions, offices, commercial, and multi-residential.	✓	()	See concept plan
D. Demarcate major pedestrian routes.	✓	()	
E. Minimize pedestrian/vehicle crossings.	✓	()	Single access driveway
F. Provide shelter and lighting at transit stops.	()	✓	
3.2 Vehicle Circulation and Parking			
A. Design parking plans that are safe, convenient and easily understood.	✓	()	
B. Provide appropriate signage and lighting.	()	✓	Site plan stage
C. Locate parking areas close to building entrances.	✓	()	
D. Include pedestrian circulation within parking areas.	✓	()	
E. Link parking areas on abutting commercial properties.	()	✓	
F. Pave parking and circulation routes.	✓	()	
G. Clearly define primary vehicle routes.	✓	()	
H. Provide right angle parking when possible.	✓	()	Provided
I. Avoid dead-end parking areas.	✓	()	
J. Provide shopping cart corrals	()	✓	
K. Use areas adjacent o buildings for walkways and landscaping.	✓	()	See landscape plan
L. Provide landscaping around parking and laneways.	✓	()	See landscape plan
M. Provide raised traffic islands.	()	✓	
N. Provide ground cover in traffic islands other than sod.	()	✓	
O. Ensure planting does not obstruct driver/pedestrian views.	✓	()	
P. Provide landscaping features to provide shade and influence wind erosion and glare.	()	✓	
Q. Provide areas for snow storage.	✓	()	See landscape plan

	yes	n/a	Comments
3.3 Parking Structures			
A. Integrate ground level, street oriented uses.	✓	()	Ground floor retail
B. Provide barrier free parking close to entrances and elevators.	✓	()	
C. Provide signage to indicate barrier free parking.	✓	()	
D. Include following safety features:			
• adequate & uniform lighting;	✓	()	Site plan stage
• clearly indicated exit route;	✓	()	
• bright paint to improve lighting;	✓	()	Site plan stage
• mirrors and circular columns.	✓	()	
3.4 Access Driveways			
A. Reduce traffic conflict and confusion.	✓	()	
B. Provide mutual driveways where appropriate.	✓	()	
C. Ensure pedestrian safety & maximum visibility.	✓	()	
D. Maximize distance between driveways & intersections.	✓	()	
3.5 Drive-Through Facilities			
A. Provide sufficient stacking spaces.	()	✓	
B. Avoid disruption of internal site circulation.	()	✓	
C. Separate stacking lane from main parking areas.	()	✓	
D. Screen from adjacent residential areas.	()	✓	
E. Position boards & order stations away from residential uses.	()	✓	
3.6 Emergency Access			
A. Provide ease of ingress/egress for emergency vehicles.	✓	()	
B. Ensure site circulation accommodates emergency vehicles.	✓	()	
C. Provide clear pedestrian passages to building.	✓	()	See concept plan
D. Identify location of hydrant/sprinkler connections.	()	✓	Site plan stage

4.0 SITE SERVICES

	yes	n/a	Comments
A. Locate site services away from public and street view.	☒	☐	
B. Eliminate conflict between service access/site circulation.	☒	☐	
C. Eliminate reversing/maneuvering on public streets.	☒	☐	
D. Locate noise and odour sources away from sensitive uses & use attenuation measures where necessary.	☐	☒	
E. Screen outdoor storage.	☐	☒	
F. Locate recycling/garbage internal to a structure.	☒	☐	See site plan concept
G. Construct accessory recycling/garbage structures as fully building with a roof and a door/gate.	☐	☒	
H. Store all recycling and garbage bins within the structure.	☒	☐	
I. Provide interior waste storage for restaurants and food service buildings.	☒	☐	
J. Locate utilities underground.	☒	☐	

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	☒	☐	Site plan stage
B. Design site lighting to meet building and user needs.	☒	☐	Site plan stage
C. Use lighting to accentuate site features.	☒	☐	Site plan stage
D. Eliminate glare and light spillage.	☒	☐	Site plan stage
E. Used pedestrian scaled lighting.	☒	☐	Site plan stage
F. Coordinate lighting systems and landscaping.	☒	☐	Site plan stage

6.0 FENCING

A. Design fencing and other site elements to complement the architecture of the main building.	☒	☐	See landscape plan
B. Minimize visual monotony.	☒	☐	See elevation concepts

	yes	n/a	Comments
7.0 ARCHITECTURAL DESIGN			
A. Ensure design is compatible with developing character of the neighbourhood.	✓	()	<u>See elevation concepts</u>
B. Ensure multiple buildings have a cohesive visual relationship.	()	✓	<u></u>
C. Coordinate exterior building design on all elevations.	✓	()	<u>See elevation concepts</u>
D. Orient buildings toward street/internal courtyard.	✓	()	<u></u>
E. Conceal rooftop mechanical equipment.	✓	()	<u></u>
F. Ensure buildings over 3 storeys in City Centre contribute to the skyline.	()	✓	<u></u>
G. Design rooftops with identifiable shapes.	✓	()	<u></u>
H. Emphasize main building entrance.	✓	()	<u>See elevation concepts</u>
I. Employ the effective use of building materials, architectural detail and lighting.	✓	()	<u>See elevation concepts</u>
J. Ensure buildings on corner lots have presence on both streets.	✓	()	<u>See elevation concepts</u>
7.2 Heritage Resources			
A. Incorporate natural, historical, architectural or cultural resources.	✓	()	<u></u>
B. Conserve significant heritage resources.	()	✓	<u></u>
C. Incorporate existing architectural features.	()	✓	<u></u>
D. Site features to respect heritage resources.	()	✓	<u></u>
8.0 SIGNAGE			
A. Integrate signs to complement the design of the building.	✓	()	<u>Site plan stage</u>
B. Use materials found elsewhere in the project in the design of the ground sign.	✓	()	<u>Site plan stage</u>
C. Ensure that new signs on existing buildings provide an appearance with existing signs.	✓	()	<u>Site plan stage</u>
D. Provide uniform fascia signs.	✓	()	<u>Site plan stage</u>
E. Provide for convenient and attractive replacement of signs.	✓	()	<u>Site plan stage</u>
F. Accommodate mobile signs in appropriate landscaped areas.	✓	()	<u>Site plan stage</u>

	yes	n/a	Comments
G. Ensure that mature landscaping and signage work in harmony.	✓	()	Site plan stage
H. Provide street address numbers for identification.	✓	()	Site plan stage

9.0 LANDSCAPE DESIGN

A. Promote preservation of existing natural features.	✓	()	See tree preservation plan
B. Ensure a harmonies integration of landscape features.	✓	()	See landscape plan
C. Use ecologically sound and appropriate seasonal plant material.	✓	()	
D. Provide landscaped traffic islands to delineate primary traffic routes.	()	✓	
E. Landscape to delineate boundaries and establish streetscape appeal.	✓	()	
F. Use landscaping to screen parking/site services.	✓	()	See landscape plan
G. Relate landscape treatment to their function.	✓	()	
H. Landscape areas outside building entrance(s) to define its function.	✓	()	
I. Use plant material for scale, definition & softening.	✓	()	
J. Provide appropriate site amenities and furnishings.	()	✓	Site plan stage
K. Preserve healthy trees where possible.	✓	()	See tree preservation plan
L. Use plant species suitable for the local climate.	✓	()	

9.2 Landscape Strips

A. Provide landscape strips adjacent to roadways and lot lines.	✓	()	
B. Provide appropriate landscape treatments and planting density based on the proposed lands use, site area and abutting land use.	✓	()	

10.0 WATERFRONT

	yes	n/a	Comments
A. Minimize the impacts on Kempenfelt Bay.	()	✓	_____
B. Protect, restore & enhance the natural features along the waterfront.	()	✓	_____
C. Maintain & restore natural and cultural connections.	()	✓	_____
D. Incorporate connections with historical past.	()	✓	_____
E. Keep Kempenfelt Bay visually accessible.	()	✓	_____
F. Ensure barrier-free access to the waterfront.	()	✓	_____

11.0 DEVELOPMENT ADJACENT TO RAILWAYS

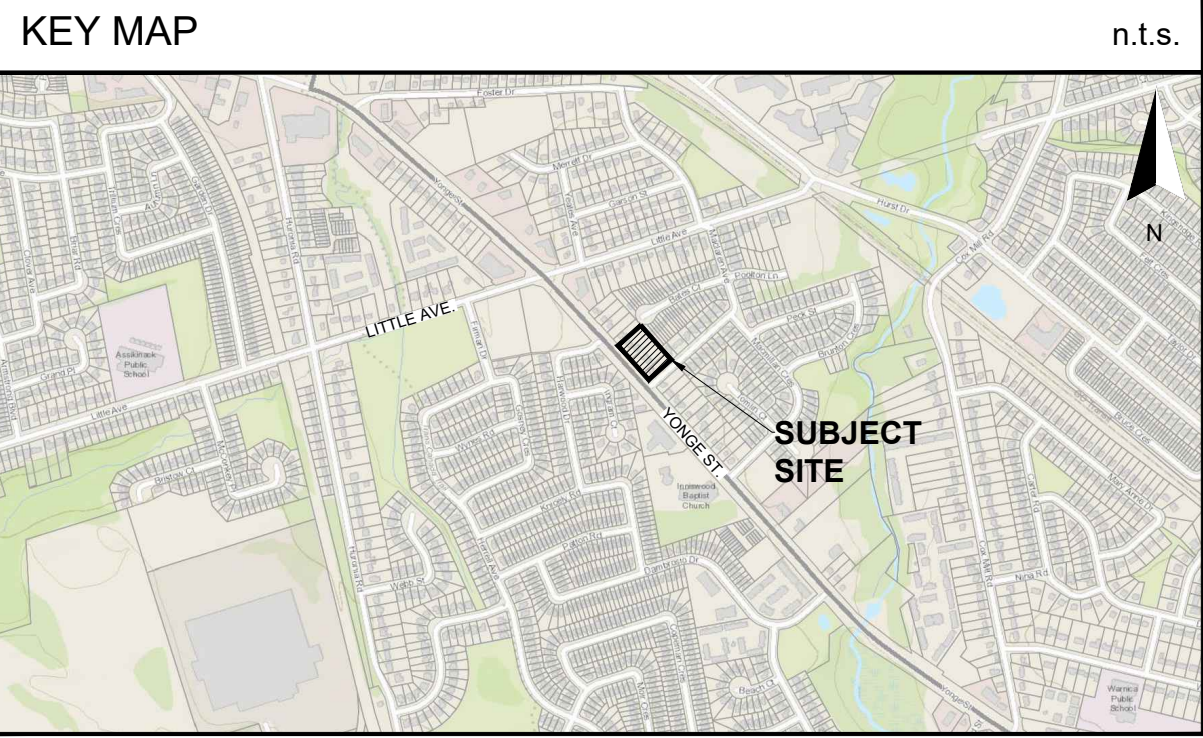
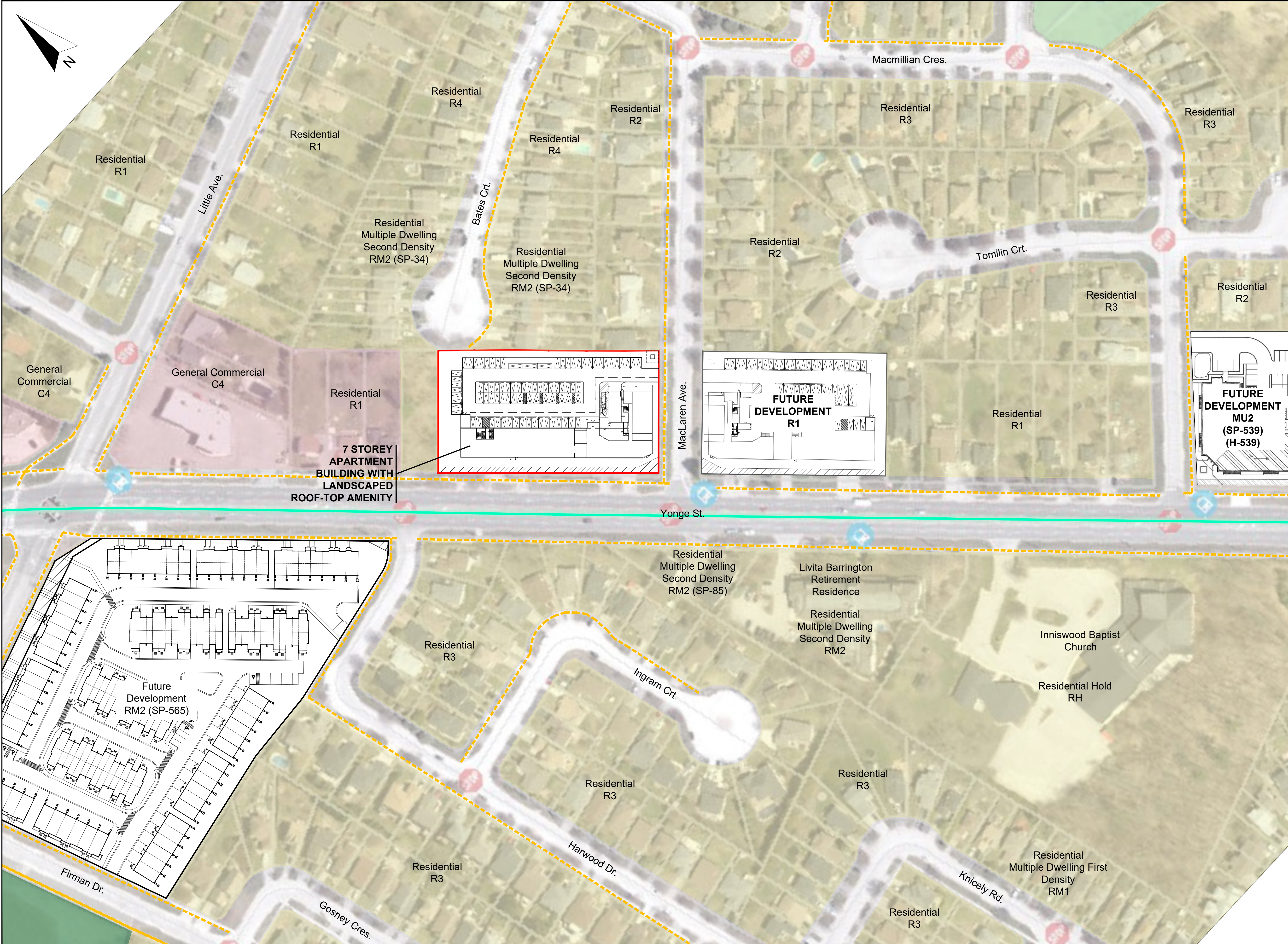
(subject to Council's consideration)

12.0 TRANSIT

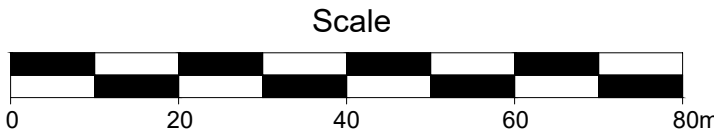
A. Design for pedestrians.	✓	()	_____
B. Locate commercial buildings close to or at the property line.	✓	()	Ground floor retail _____
C. Coordinate transit with major activities.	✓	()	_____
D. Integrate internal transit movements where appropriate.	()	✓	_____

APPENDIX 4

Block & Context Plan



CONTEXT / BLOCK PLAN



- LEGEND**
- Subject Site (6,682.20m² - survey)
 - Proposed Bike Route
 - Existing Sidewalk
 - Existing Transit Route
 - Existing Transit Stop
 - Existing Road Intersections
 - Community Parks
- Official Plan Designations:**
- Residential
 - General Commercial
 - Open Space
 - Environmental Protection

Source: Discover More, Barrie, 2020 Air Photo
Note: Information shown is approximate and subject to change

CONTEXT / BLOCK PLAN

427 - 437 YONGE STREET, BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS
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Date:	December 9, 2022	Drawn By:	A.S.
File:	21 - 1110	Checked:	T.K.



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