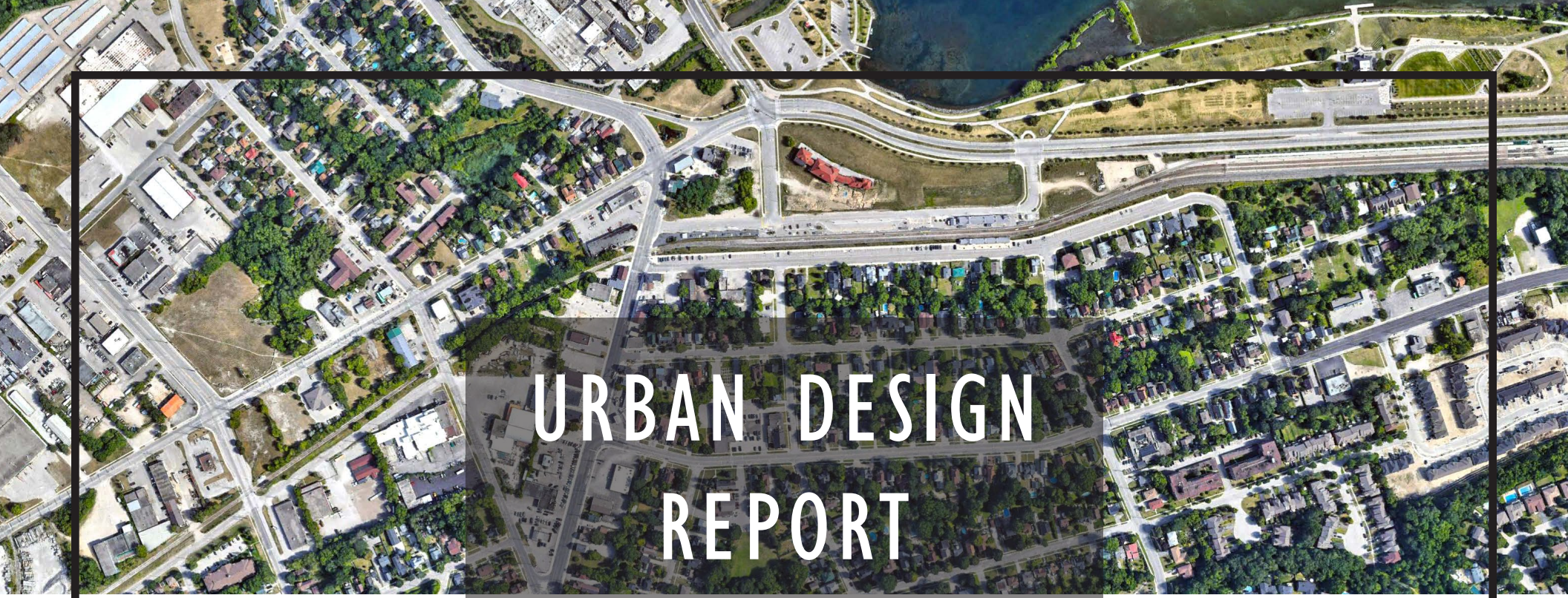

URBAN DESIGN REPORT

17 JACOBS TERRACE

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: TONLU HOLDINGS LTD.

OCTOBER 2023

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

TABLE OF CONTENTS

1.0 INTRODUCTION	**4**
2.0 SITE CONTEXT	**6**
2.1 Background & Context	7
3.0 APPROVED ZONING	**10**
4.0 DESCRIPTION OF PROPOSAL	**12**
4.1 Built Form	13
4.2 Landscape Design	20
5.0 URBAN DESIGN POLICY & GUIDELINES	**23**
5.2 City of Barrie Urban Design Manual	33
5.3 City Of Barrie Intensification Area Urban Design Guidelines	40
6.0 BLOCK PLAN	**45**
7.0 SHADOW STUDY	**50**
8.0 CONCLUSION	**56**

LIST OF FIGURES

Figure 1.	Subject Site	5
Figure 2.	Greater Context	8
Figure 3.	Surrounding Development Applications	9
Figure 4.	Site Plan	14
Figure 5.	Ground Floor	15
Figure 6.	5th Floor	15
Figure 7.	North Elevation	16
Figure 9.	South Elevation	16
Figure 8.	East Elevation	16
Figure 10.	West Elevation	16
Figure 11.	View Looking South	17
Figure 12.	Street View Looking South East	18
Figure 13.	Aerial View Looking South	18
Figure 14.	Street Level Animation Section	19
Figure 15.	Landscape Plan - Ground	21
Figure 16.	Landscape Plan - Amenity Space	22
Figure 17.	Intensification Typologies	40
Figure 18.	Block Plan	47
Figure 19.	Block Plan - Building Massing & Transitions	48
Figure 20.	Block Plan - Anne St Angular Plane	49
Figure 21.	Block Plan - Caroline St Angular Plane	49
Figure 22.	Shadow Study - April	52
Figure 23.	Shadow Study - June	53
Figure 24.	Shadow Study - September	54
Figure 25.	Shadow Study - December	55

APPENDICES

Appendix 1.	Architectural Drawing Set
Appendix 2.	Landscape Architectural Drawing Set

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INTRODUCTION

1

On behalf of Tonlu Holdings Inc., Innovative Planning Solutions (IPS) is pleased to submit the following Urban Design Report in support of a Site Plan Control Application for lands located at 17 Jacob's Terrace (Figure 1).

This application follows the approval of a Zoning By-law Amendment (City of Barrie File No. D30-013-2021), which was approved on June 7, 2023. The Zoning By-law Amendment rezoned the subject lands to the 'Transition Centre Commercial with Special Provisions (C2-2(SP-635)(H-157))' zone.

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

This report is to provide a description of the proposed development and an assessment of the applicable urban design policy framework and provide opinions supporting the conclusion that approving the requested amendment applications conform to and is consistent with applicable policy and planning documents and represents good planning in the public interest.

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

This Report addresses various items of urban design, including:

- Land use;
- Urban built form and transition;
- Housing types and densities;
- Site organization and building placement;
- Site circulation;
- Amenity spaces;
- High quality design and materials;
- Streetscape and landscaping; and
- Pedestrian scale and walkability.

Figure 1. Subject Site

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SITE CONTEXT

2

2.1 Background & Context

The location of the subject lands is an ideal location that can support higher density residential development. The subject lands are designated as per the previous Official Plan and located within:

- 'City Centre' - Schedule A - Land Use
- 'Commercial' - Schedule B - Planning Areas
- 'Urban Growth Centre' (UGC) - Schedule I - Intensification Areas
- Allandale Neighbourhood - In proximity to the future Allandale Transit Mobility Hub - Future Major Transit Station Area (as defined by the Growth Plan)
- Adjacent to a recently approved 17-storey residential building (272 Innisfil Street)

Under the new City of Barrie Official Plan the subject lands are designated and located within the following:

- 'Major Transit Station Area (MTSA)' - Map 1 - Community Structure
- 'Medium Density' - Map 2 - Land Use

CITY CENTRE

The City Centre designation is categorized under the Commercial Land Use which permits a broad range of retail, service and residential uses to serve the general needs of the Downtown. Residential uses are permitted in a variety of housing types and are encouraged to achieve medium and high density developments within the City Centre.

URBAN GROWTH CENTRE

The UGC is designated to accommodate a large amount of the population growth and development for the City of Barrie. The Official Plan sets out goals for the UGC including 150 persons and jobs combined per hectare. It is anticipated that this additional density will occur in the high-density categories (Section 4.2.2.6.g).

ALLANDALE NEIGHBOURHOOD - TRANSIT MOBILITY HUB

Allandale is a historic neighbourhood, with many listed and designated heritage buildings. The subject site does not contain, nor is it adjacent to any heritage structures. Additionally, the City of Barrie Neighbourhood Heritage Strategy identifies Jacobs Terrace as a 'Green Street' which is described as *"an area experiencing significant transition and in many parts is in need of significant investment to offset decline."* Growth expectations along green streets *"is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas"*. The Allandale Transit Mobility Hub is also proposed within the neighbourhood, within 450 metres of the subject lands, supporting the need for high density residential uses.

MAJOR TRANSIT STATION AREA

The Major Transit Station Areas (MTSA) are designated as per the new and in effect Official Plan. The MTSA identifies areas located around existing and future higher-order transit stops within the Urban Core. The boundaries of the MTSA designation is generally lands within a 10-minute walk to a transit station.

SURROUNDING DEVELOPMENT APPLICATIONS

Figure 3 shows surrounding development applications, as detailed in the previously submitted Urban Design Report. Taller buildings and higher densities are proposed, and in some cases have been approved, in the surrounding area. Located in the UGC and in proximity to the future Allandale Transit Mobility Hub, this area serves as the focal point for higher-density growth and intensification in Barrie. Below provides additional details to surrounding development applications.

41 & 43 ESSA RD AND 259 & 273 INNISFIL ST

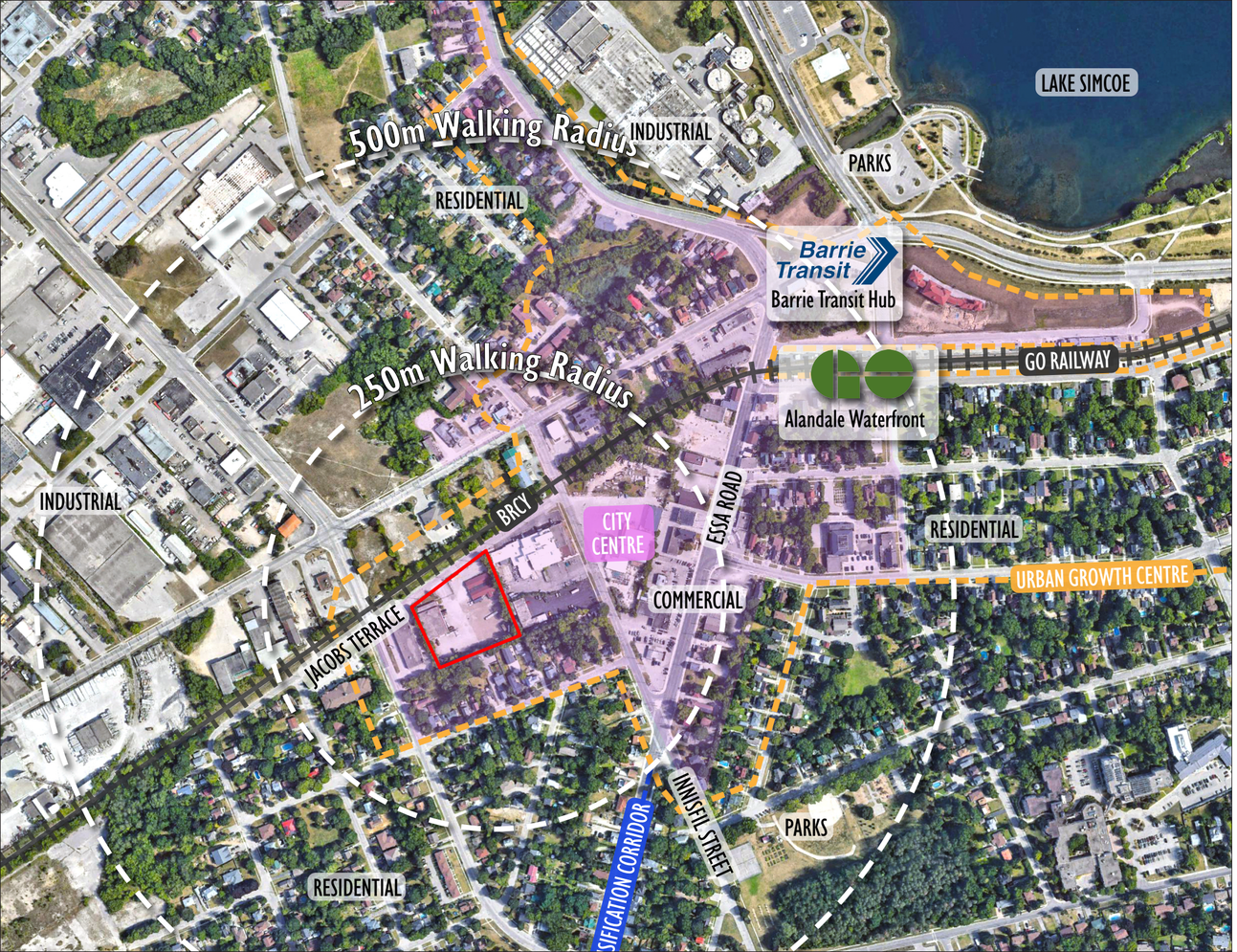
Located 120 metres from the subject site, this proposal is under the same ownership as 17 Jacobs Terrace and was designed concurrently with this application, ensuring compatibility. This application proposes 4 towers at 20, 29, 35, and 37 storeys, with shared podium spaces. Commercial units are provided for at ground floor along Essa Rd and Innisfil Street frontages.

272 INNISFIL STREET

Directly adjacent to 17 Jacobs Terrace, this property recently received approval for a Zoning By-law Amendment in August 2020. The ZBA permits a 17-storey residential building with a townhouse podium for a total of 164 residential units fronting onto Innisfil Street. A Site Plan Application was submitted in May 2022 which includes revisions to the built form. The revisions now provide for a 17-storey residential building with a townhouse podium that provides for a total of 333 residential units.

220 BRADFORD STREET

Located approximately 369m of 17 Jacobs Terrace is an application for site plan approval, currently under review. The proposal consists of a 14 floor high-rise development of 121 residential units over a parking podium of 4 storey screened open parking.



51–75 BRADFORD ST. & 20 CHECKLEY STREET

Located approximately 1.2km north of the subject site, an Official Plan Amendment and Zoning By-law Amendment was recently approved to develop a mixed use project on the property.

The concept includes 4 buildings with heights up to 42-storeys with approximately 1700 residential units, commercial space, a hotel space and public corridors that will provide linkages with the existing natural features such as the Bunker's Creek Ecopark and Kempenfelt Bay.

A Site Plan Control application has been submitted as Phase 1 of the development concept which includes the proposed 25 storey building fronting Lakeshore Drive for 145 hotel units and 230 residential units.

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

Located approximately 1.3 km north of the subject site, an application for Zoning By-law Amendment contemplates two residential apartments buildings with a shared 6-storey podium and towers at a height of 29 and 25 storeys, providing a total of 623 residential units.

175 & 199 ESSA ROAD AND 50 WOOD STREET

Located approximately 340 metres to the west of the subject site, an Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision has been submitted to facilitate a range of land uses, including residential, commercial, office, recreational, institutional and open space uses with buildings up to 16 storeys in height.

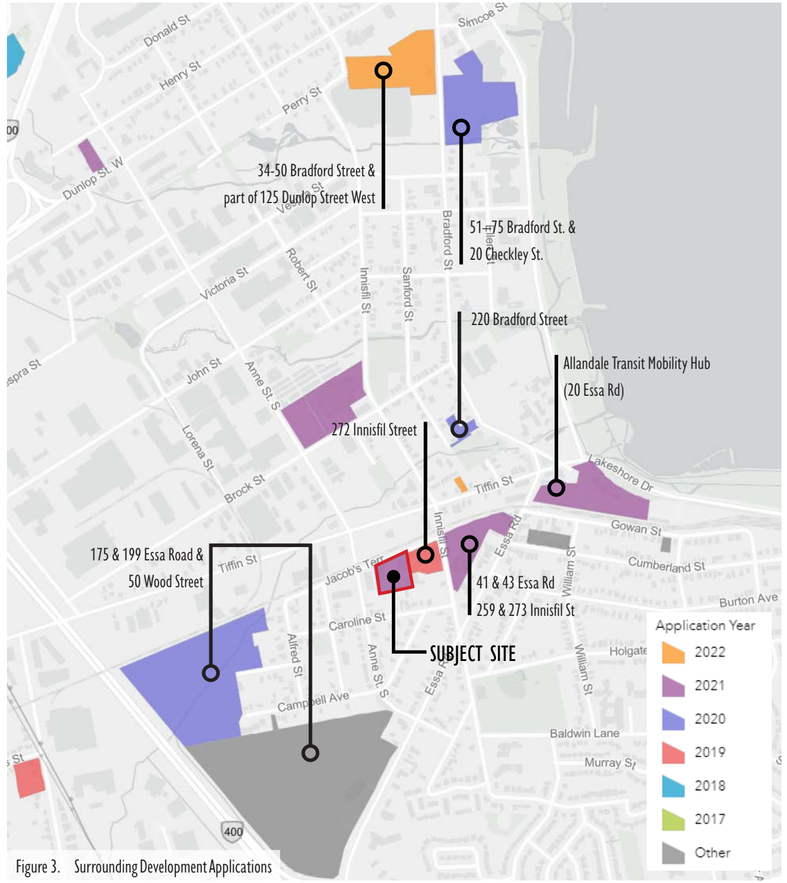


Figure 3. Surrounding Development Applications

APPROVED ZONING

3

An application for Zoning By-law Amendment was originally submitted in August 2021 and deemed complete on September 23, 2021. Revised submission packages were submitted in September 2022 and March 2023. The Zoning By-law Amendment sought to rezone the subject lands from 'Light Industrial (L1)' to 'Transition Centre Commercial with Special Provisions, Hold (C2-2)(SP-XXX)(H-YYY)'.

As part of the Zoning By-law Amendment processes a Neighbouhood Meeting was held on July 6, 2021 and a Public Meeting was held of November 23, 2021. Feedback received from these meetings were generally in support of the proposed development. All concerns and comments from each meeting were addressed through 2nd and 3rd submission.

The Zoning By-law Amendment was approved by Council on June 7, 2023, rezoning the lands to 'Transition Centre Commercial with Special Provisions, Hold (C2-2(SP-635)(H-157)'. The approved zoning now permits a residential apartment building with two towers being 19 and 23 storeys in height and consisting of a 4-storey podium.

The following special provisions apply:

a) A parking standard of 0.8 parking spaces per residential unit is permitted, whereas 1.0 parking space per unit is the standard in the 'Urban Growth Centre';

b) A minimum front yard setback of 4.0 metres is required, whereas a minimum setback of 0.0 metres is permitted in the C2 zone;

c) Whereas the side yard setback is required to be 3.0 metres, except where the height of the main building in a C2 zone is in excess of 11.0 metres, at which time the minimum side yards shall be increased by 0.5 metres for every 2.0 metres of additional height over 11.0 metres, minimum side yard setbacks are permitted as follows:
   i) West Side Yard – A side yard setback of 5.0 metres shall be required with an additional setback of at least 1.5 metres above a building height of 14.5 metres.
   ii) East Side Yard – A side yard setback of 11.0 metres shall be required with an additional setback of at least 1.5 metres above a building height of 14.5 metres.

d) Whereas the maximum height permitted in the C2-2 zone is 10.0 metres within 5.0 metres of the front lot line and the lot flankage, 45.0 metres beyond 5.0 metres of the front lot line and the lot flankage, the building height is permitted as follows:
   i) A maximum four (4) storey podium, setback a minimum of 4.0 metres from the front lot line to a height of 14.5 metres with additional step backs of at least 1.5 metres above a building height of 14.5 metres;
   ii) A maximum four (4) storey podium, setback a minimum of 10.0 metres from the lot flankage to a height of 14.5 metres with additional step backs of at least 1.5 metres above a building height of 14.5 metres; and
   iii) Maximum tower heights of 61 metres (19 storeys) and 73 metres (23 storeys) excluding mechanical penthouse and other exclusions as defined for the measurement of building height.

The holding provision on the subject lands is to ensure the following has been completed to the satisfaction of the Director of Development Services:

a) That the owner/applicant undertake and agree to satisfy the requirements of a Certificate of Property Use and/or Record of Site Condition accepted by the Ministry of Environment, Conservation and Parks (MECP) under the Environmental Protection Act prior to any site works or issuance of a Building Permit.

The proposed development and Site Plan Control Application align with the current zoning of the lands, as detailed in the following sections.

DESCRIPTION OF PROPOSAL

4

4.1 Built Form

The proposal represents an opportunity to develop this area of the City of Barrie in a comprehensive and cohesive manner. It is located in an area where intensification is encouraged within the City's Official Plan. It will facilitate vehicular and pedestrian connections through the area and represents an important step towards achieving the Province's and City's long-term vision for high quality, sustainable growth.

The proposed built form is substantially keeping with the built form as proposed through the Zoning By-Law Amendment Application process. This application for Site Plan Control maintains the built form and provides additional details as required through the Site Plan Process.

The proposed built form includes a 2-tower building design that sits above a 4-storey podium. The towers provide for overall building heights of 19 (west tower) and 23 (east tower) storeys. The podium levels provide for above grade parking, residential amenity spaces, work spaces, and some residential units while the towers consist entirely of residential units. A total of 509 residential units and 407 parking spaces (0.8 spaces per unit) are provided.

The proposed development provides for a consistent street wall along Jacob's Terrace. An amenity work space is provided for at the ground floor, contributing towards an active streetscape. Vehicle access is provided towards the rear via a laneway. This laneway will extend along the east property line, will connect to the adjacent property to the east, and will extend out to Innisfil Street. The proposed public laneway will become part of a future grid that breaks up the block.

To accommodate the future grid, the proposed development has provided for a rear yard setback of 11.7 metres to accommodate for a future rear laneway should it be required. Until a rear laneway is needed, all existing trees will be maintained in the rear yard, providing landscaped screening from adjacent rear properties. The rear of the podium has also been architecturally treated through materials that are consistent with the side and front facades of the buildings, ensuring a solid wall is not created.

An outdoor amenity space is provided above the podium level between the two towers. Building stepbacks have been implemented within the podium level, along the front, to reduce the impact of height on the public realm and to provide for architectural interest. The stepbacks start at the 3rd storey and continue on the 5th, 6th, 7th, 8th, and 9th storeys. Building stepbacks are also provided for towards the rear, starting at the 5th storey and continuing with 3 meter stepbacks on the 6th, 7th, 8th, and 9th storeys. The 5th storey also provides for 2 metre stepbacks on the west and east sides.

The proposed building is situated to frame the street frontages at a pedestrian level scale. The towers have been setback from the podium and provide for generous tower separation distances. 35 metres is provided between the two subject towers and a 31 meter separation distance is provided between the east tower and the tower proposed at 272 Innisfil St, allowing adjacent properties to develop tall buildings. The subject towers are slim with floorplates less than 800 m^2. Together, the tower setbacks, separation distances, and slim floorplates provide sky views, preserve views towards the lake, and reduce the shadow impacts on surrounding neighbourhoods. The use of setback and stepbacks throughout the development provides ample transition to neighbouring properties. The podium fits within the 45-degree angular plane from 80% of the ROW width, while the towers fit within the 45-degree angular plane from the adjacent residential neighbourhoods. Building materials on the rear of the building are consistent with those of the front, ensuring consistency and architectural interest along the rear, and limiting the effect of a wall.

The reduced parking ratio is permitted within the current and recently approved zoning. The reduced parking ratio will further limit the impact of traffic on surrounding road networks and supports recommended Travel Demand Management (TDM) measures. The proposed development now provides a total of 407 parking spaces.

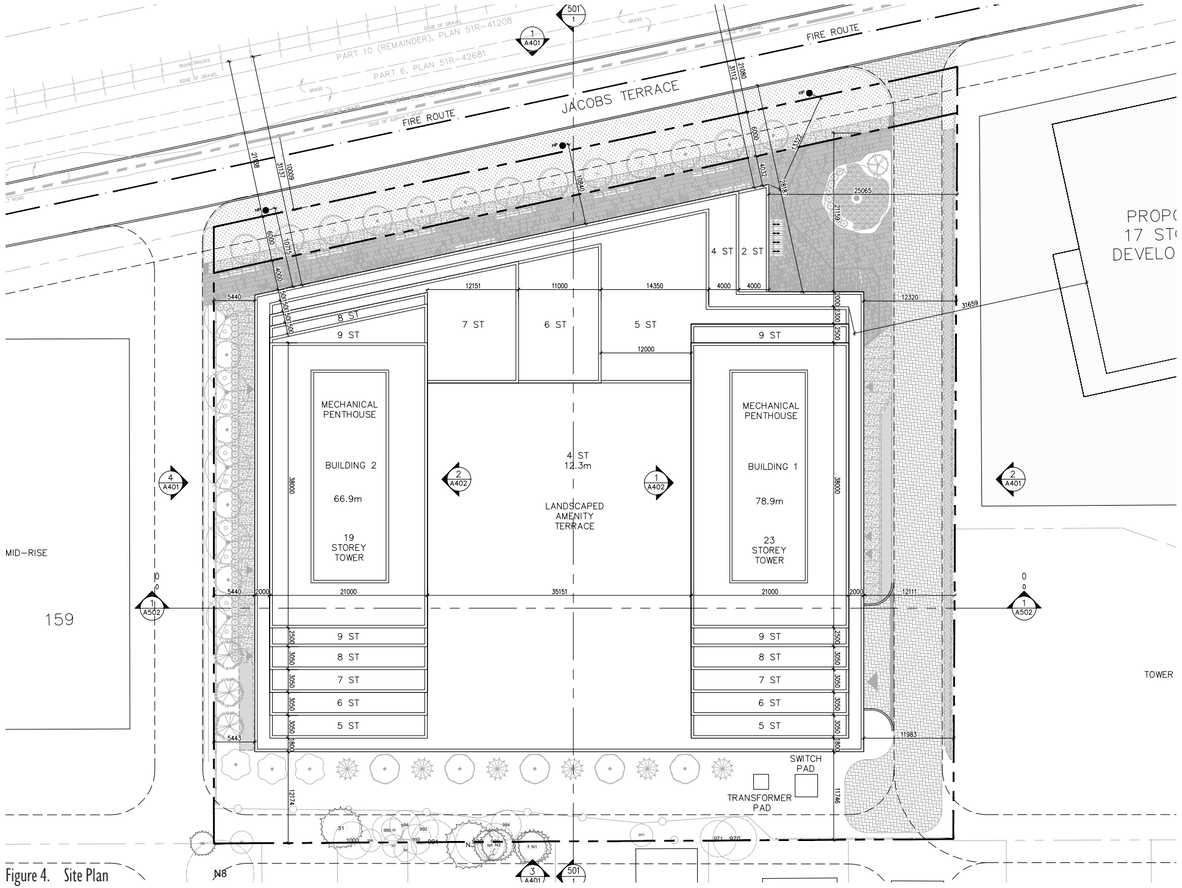


Figure 4. Site Plan

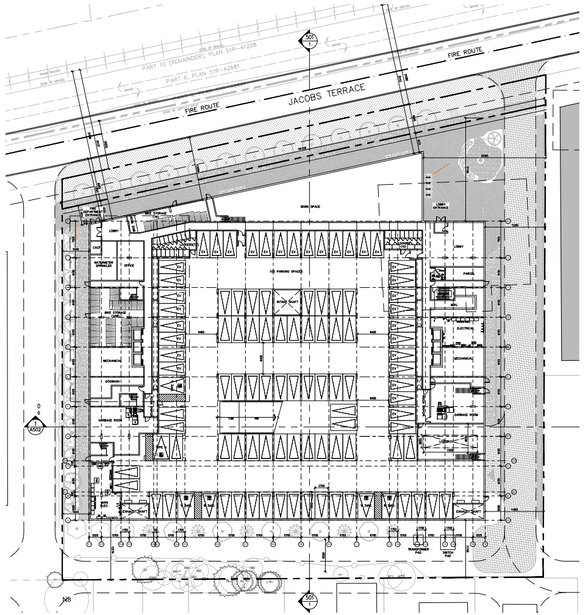


Figure 5. Ground Floor

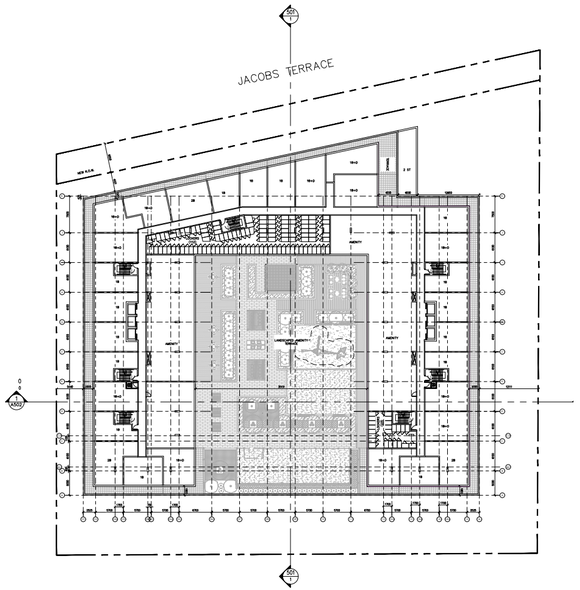


Figure 6. 5th Floor

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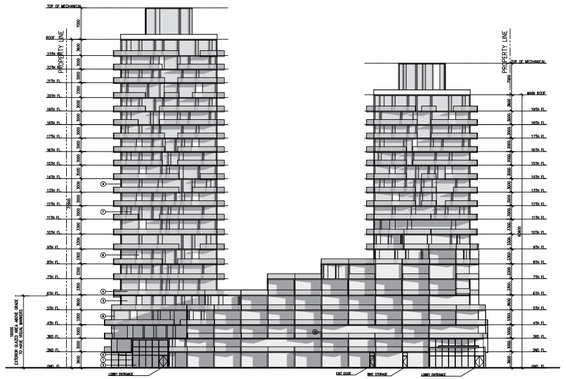

Figure 7. North Elevation

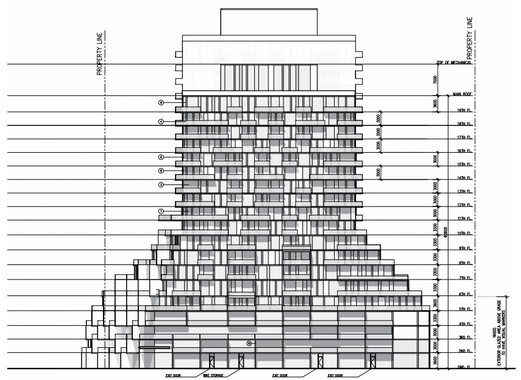

Figure 9. West Elevation

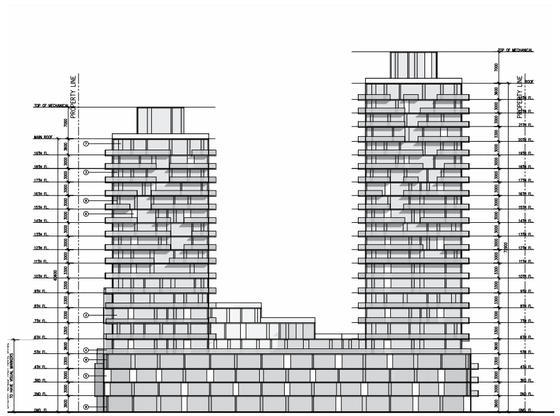

Figure 8. South Elevation

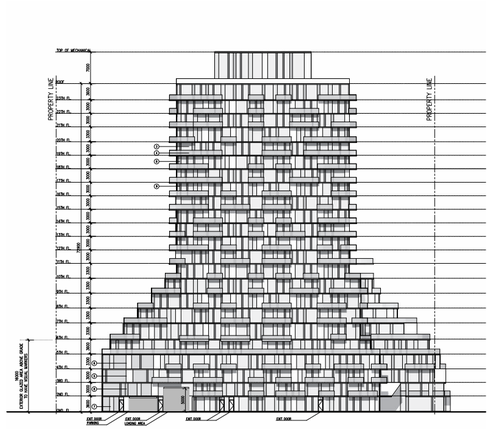

Figure 10. East Elevation

Figure 11. View Looking South

Figure 12. Street View Looking South East

Figure 13. Aerial View Looking South

Rail Corridor | Future Streetscape Improvements | Boulevard Zone

Figure 14. Street Level Animation Section

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4.2 Landscape Design

The overall inspiration behind the concept design of the landscape for 17 Jacobs Terrace is driven by the architectural expression of the building and its materiality. The design intent is to propose a modern yet contextually relevant landscape design that complements the building design, and serves the residents of the building and the users of the public realm around the site.

The landscape and urban design aspirations include:

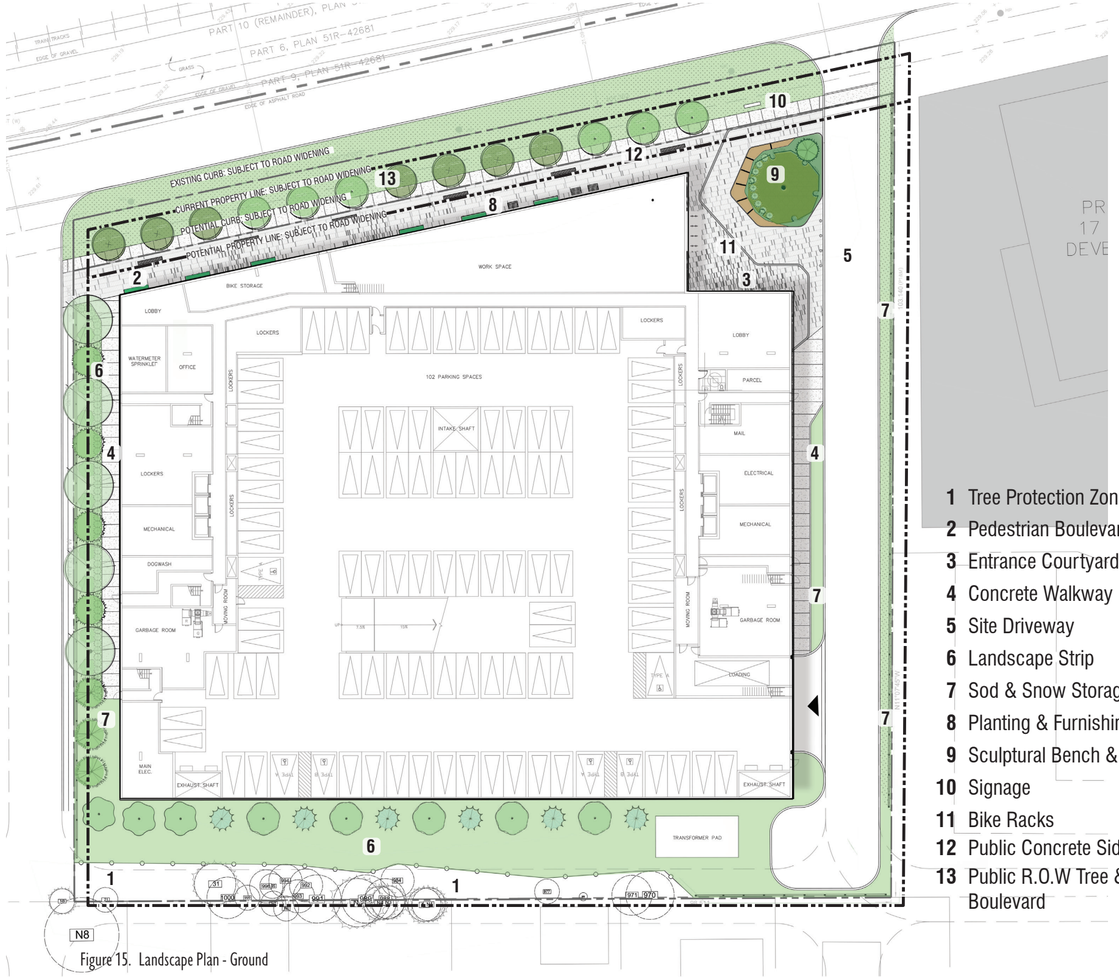
- Creating a connected urban landscape focused on the relationships between built form, nature, and the community in the neighborhood;
- Delivering an urban landscape that through pattern, materiality, and programming provides a uniquely expressive experience;
- Creating a visually and functionally permeable environment that invites residents, visitors, and neighbors to circulate through the blocks;
- Using hardscape and softscape materials in the landscape that are local to the region, and using native plants as the primary plant palette;
- Creating a complete place that seamlessly blends the public and private realm on the ground plane as a dynamic addition to the City of Barrie;
- Connecting the above-grade landscapes and amenity terraces as logical extensions of the architecture with a variety of experiences that promote a healthy and productive environment for users.

The main areas that define the landscape use of 17 Jacobs Terrace are the Streetscape (frontage to the Amenity Space) and the Entry Plaza at the building's lobby.

The overall landscape experience is intended to act as the logical connection between the built form of the architecture and the urban fabric of the surrounding streets. The design elements along the pedestrian boulevard are intended to direct people along the building façade and into the entrance courtyard that features a sculptural bench and specimen tree. The landscape proposal along the site edges is designed to support the ground level uses. The use of a modern yet contextually relevant hardscape and softscape palette will draw focus to the commitment to sustainable principles of the project.

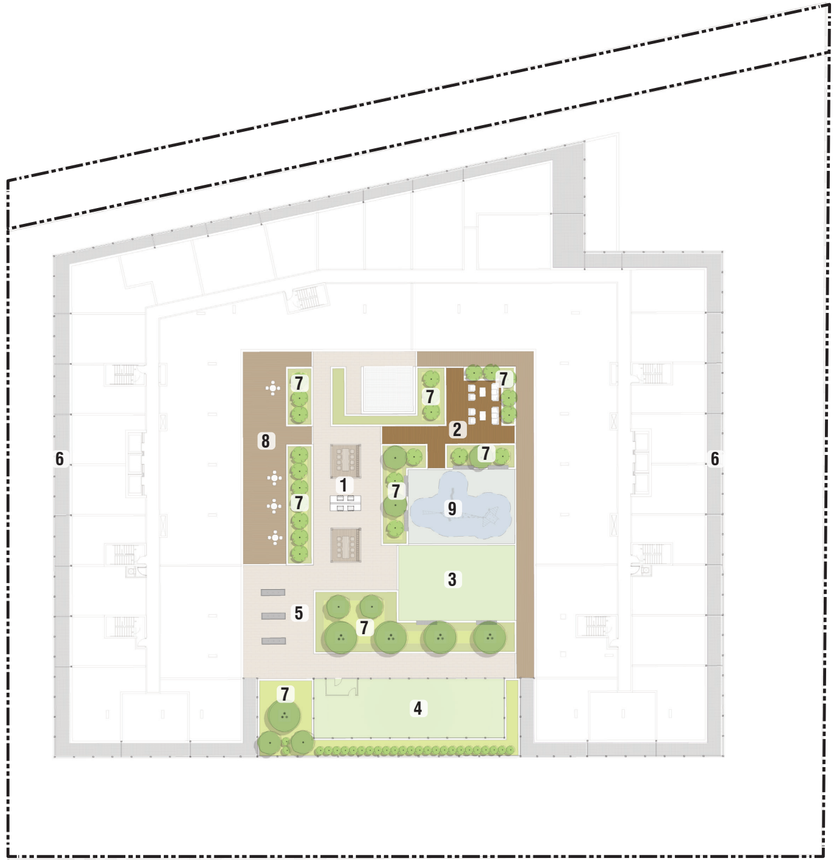
The activated streetscape and courtyard create a vibrant urban edge. Preliminary programming is concentrated on support of at-grade uses and building entries, with emphasis on the pedestrian experience and creating connections to the GO Station and the Lake.

The landscape design planting strategy provides softscape and streetscape planting along road frontages. The use of mixed-shrub planting beds is encouraged to enhance the experience along the site's pedestrian routes. The development is screened from adjacent commercial and residential uses by of 2-meter high fencing and a landscape buffer that includes a mix of evergreen and deciduous planting. The landscape design planting strategy encourages the use of native vegetation, low maintenance planting, and promotes use of integrated stormwater management practices.



1 Tree Protection Zone
2 Pedestrian Boulevard
3 Entrance Courtyard
4 Concrete Walkway
5 Site Driveway
6 Landscape Strip
7 Sod & Snow Storage Area
8 Planting & Furnishing Zone
9 Sculptural Bench & Specimen Tree
10 Signage
11 Bike Racks
12 Public Concrete Sidewalk
13 Public R.O.W Tree & Sod Boulevard

Figure 15. Landscape Plan - Ground



1 Outdoor Amenity Dining Area
2 Lounge Seating
3 Events / Exercise Lawn
4 Pet Run
5 Outdoor Work Area
6 Private Suite Terraces
7 Raised Planters
8 Outdoor Seating
9 Play Area

Figure 16. Landscape Plan - Amenity Space

URBAN DESIGN POLICY & GUIDELINES

5

This sections reviews the Urban Design Guidelines of the City of Barrie Official Plan (2018), the City of Barrie Urban Design Manual, and the City of Barrie Intensification Area Urban Design Guidelines.

5.1 City of Barrie Official Plan

The recently approved Zoning By-law Amendment Application was submitted and approved prior to the implementation of the New City of Barrie Official Plan (2023), and on the basis of the previous City of Barrie Official Plan (2018). Therefore the previous Official Plan has been reviewed as it relates to this subject application and the urban design policies.

The City of Barrie has prepared new Urban design Guidelines to align with the New Official Plan. These Guidelines are still in draft form and are not currently in effect, therefore these Draft Guidelines do not apply to the subject application.

The following sub-sections demonstrate how the proposed development conforms with the Urban Design Guidelines of the Official Plan.

5.1.1 GENERAL URBAN DESIGN GUIDELINES

The Urban Design Guidelines of the Official Plan identifies 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"*.

Section 6.5.2.2 of the Official Plan provides general design guidelines. The provisions of the guidelines are outlined in the following chart and are reviewed in reference to the proposed development concept for the subject lands.

Yes - Aligns with Guidelines No - Does Not Align

	Policy	Response
Urban Design Guidelines		
6.5.2.2.a)	i. Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.	The massing of the proposed building respects both the immediate context of adjacent lands (17-storey approved tower to the east) as well as the wider context of the Urban Growth Centre. This has been achieved by proposing podiums that are scaled to a pedestrian scale while utilizing setback and stepbacks from adjacent properties while also meeting angular plane provisions.
	ii. The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.	Mechanical equipment will be screened or located interior to the building. An attractive streetscape is maintained.
	iii. Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.	Large exposed blank walls have been avoided through design. Landscaping and building exteriors have been designed through architectural elements that provide unity. Care is taken to articulate the façade of the parking podium to disguise the parking behind.
	v. Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.	Building entrances are located and have been designed to provide accessibility for all pedestrians and residents.
	vi. Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.	Pedestrian access is incorporated into the design in order to provide a safe and convenient place. This is achieved through enhancing the public realm and providing for active uses along the street frontage in the form of amenity space. Direct pedestrian connections are provided to the residential uses and retail spaces via direct sidewalk connections. Units above provide 'eyes on the street' contributing to safety.

6.5.2.2.b)	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.	Access has been consolidated, providing one access point off Jacob's Terrace through a laneway located along the east end of the property. The laneway provides access to the parking and provides potential for a future laneway to the rear of the property should that be required with future development applications. Parking has been consolidated within the above grade parking garage which connects to the main buildings.
	ii. Adequate disability parking spaces will be provided where required.	The proposed development provides accessible parking spaces in accordance with City Standards.
	iii. Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.	Parking is provided within the podium levels of the building, screening parking areas from the street.
	iv. Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.	Parking, loading, and delivery areas are located within the interior of the site and will be adequately screen by the above grade parking garages and landscaping.
6.5.2.2.c)	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	The landscape design planting strategy conforms to the City's Guidelines and provides softscape and streetscape planting along road frontages. The use of mixed-shrub planting beds is encouraged to enhance the experience along the site's pedestrian routes
	ii. Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.	The development is screened from adjacent commercial and residential uses by 2-meter high fencing and a landscape buffer that includes a mix of evergreen and deciduous planting.
	iv. Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.	The landscape design planting strategy encourages the use of native vegetation, low maintenance planting, and promotes the use of integrated stormwater management practices.
6.5.2.2.d)	iv. Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.	An Arborist Report and plans are provided with the submission, with as many trees being retained as possible. Landscape concept plans have also been submitted with the applications. The open spaces and amenity spaces will contain landscape features and plantings to enhance the spaces provided. The proposed development will have a net positive environmental impact based on increasing the amount of vegetation on site.
6.5.2.2.e)	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.	A Signage Plan has been prepared as part of this application submission.

6.5.2.2.f)	i. Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.	A Utility Plan has been prepared as part of this submission. Appropriate easements will be provided for any utilities provided, as needed.
6.5.2.2.g)	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.	Site and architectural design have taken these items into consideration. An Energy Conservation Report prepared by Ecovert was submitted and reviewed under the Zoning by-law Amendment Application.
	ii. In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.	An Energy Conservation Report by Ecovert was completed and submitted as part of the Zoning by-law Amendment Application.
	iv. Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.	The proposed development is a compact urban form, as encouraged through this provision. The subject lands are situated in proximity to existing transit routes and in proximity to a future mobility hub, leading to transit ridership. Active transportation such as cycling is encouraged through design and proximity to amenities, the downtown and employment uses.

5.1.2 CITY CENTRE URBAN DESIGN GUIDELINES

Section 6.5.2.3 of the Official Plan provides urban design guidelines related to the City Centre designation. The following policies are outlined below and reviewed in reference to the proposed development concept.

City Centre Urban Design Guidelines		
6.5.2.3.a)	In addition to the General Design Guidelines of Section 6.5.2.2, development and redevelopment within the City Centre will be guided by recommendations of the Next Wave Revitalization Plan, the Downtown Commercial Master Plan, the applicable sections of the Waterfront Open Space Master Plan and Urban Design Studies to be prepared for the Downtown.	The proposed development has been guided by the Official Plan policies as well as the City of Barrie Urban Design Manual and City of Barrie Intensification Area Urban Design Guidelines.
6.5.2.3.b)	The proposed development has been guided by the Official Plan policies as well as the City of Barrie Urban Design Manual and City of Barrie Intensification Area Urban Design Guidelines.	The proposed development provides sidewalks throughout the development area, with barrier-free access provided to all amenity spaces. The building has been designed with pedestrian scaled podiums with towers above being set-back from the street. A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind and submitted in support of the Zoning By-law Amendment Application.
6.5.2.3.c)	Buildings and public areas shall be designed to consider pedestrian scale, comfort, safety and access.	
6.5.2.3.d)	Development proposals shall take into consideration protection of view sheds to the lake from prominent landmarks, gateways and public spaces within the City Centre and similarly shall consider protecting views of the City skyline and views to important landmarks and public spaces in the City Centre, so as to enhance visual connectivity to the City Centre when viewed from the bay and waterfront open space area.	The towers will contribute to the skyline of Barrie and respond to its context by taking advantage of its views of Lake Simcoe and of the surrounding area. This is achieved by setbacks and stepping of the towers to provide terraces and balconies that overlook the new high quality public realm, the water, and the city.
6.5.2.3.e)	New development shall connect the Downtown to the waterfront and create an attractive urban presence along the waterfront.	The proposal creates a new direct connection for residents of the area to the Allandale Barrie Transit Hub and Go Station and waterfront through the connection to the proposed woonerf (at 259 Innisfil St & 41-43 Essa Rd). This will create an attractive pedestrian oriented link.
6.5.2.3.f)	The construction of new buildings compatible with heritage structures shall be encouraged to blend new development with existing streetscapes and add to the area's character.	The proposed development does not contain, nor is it adjacent to any heritage structures, however, the buildings and landscaping have been designed to complement the heritage aspects of Allandale.

6.5.2.3.g)	Street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the Downtown and the waterfront in a consistent manner.	Street furniture design is considered through the attached Landscape Architecture Package and adheres to the City's standards.
6.5.2.3.h)	The City will promote pedestrian orientation through the development of open space systems that incorporate bicycle and barrier-free walking paths linking the downtown to the waterfront.	The proposed development promotes active transportation with all sidewalks and paths designed to be barrier-free.
6.5.2.3.i)	The City will attempt to enhance streetscape aesthetics by addressing sign size, lighting, lettering and placement.	A Signage Plan has been prepared as part of this application submission.
6.5.2.3.j)	New development shall be encouraged to locate all utilities underground, where feasible, or in locations that do not visually detract from the Downtown.	Utilities will be placed underground where possible or in locations that do not detract from the streetscape.
6.5.2.3.k)	Site-specific urban design studies may be required as part of a development proposal to investigate and recommend a design for compatibility with surrounding uses, micro-climate effects, pedestrian safety, and issues of human scale and views.	A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind in support of the development and submitted as part of the Zoning By-law Amendment Application.

5.1.3 TALL BUILDINGS AND HEIGHT CONTROL

Section 6.6 of the Official Plan provides policies for tall buildings above 3-storeys. The following policies are outlined below and reviewed in reference to the proposed development concept.

Tall Buildings and Height Control		
6.6.3.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.	The proposed development has been designed to incorporate architecturally significant towers upon pedestrian scaled podiums with active street frontages and an enhanced public realm. Physical impact of height has been considered by the application of setbacks and tower placement. The tallest tower has been located adjacent to approved high-rise development, stepping down in height towards lower rise development.
6.6.3.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.	The towers will have an average floor plate of 800m2. Towers heights and locations have been thoughtfully placed within the subject site as to reduce the impact of the tall buildings.
6.6.3.c)	Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.	Separation distances of greater than 30m have been placed for all tall buildings on-site and adjacent to the properties.

6.6.3.d)	Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where aboveground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.	The proposed development includes above grade parking within the podium of the buildings. The podium has been designed to screen the visual prominence of the parking from the public realm and provide for a continuous streetscape, allowing the creation of active frontages. At-grade amenity uses further activate the streetscape.
6.6.3.e)	Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.	The proposed buildings will provide an architecturally significant addition to the skyline of the City of Barrie. The towers have been designed with stylized balconies and terraces which provide visual interest to the skyline.
6.6.4.a)	i. Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.	A shadow analysis has been completed by Architectureunfolded and submitted with the application. The study indicates that adequate sunlight and skyviews are being provided at full build out. Minimal impact is seen on surrounding residential uses with the majority of the shadows falling upon the railway to the north of the subject properties.
	ii. Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.	
6.6.4.c)	i. Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.	A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind in support of the Zoning By-law Amendment application.
	ii. Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.	

6.6.4.d)	i. The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.	The proposal will contribute to the vision of creating a vibrant and thriving downtown in Barrie. The proposal is in proximity to a range of residential, retail and community uses, seeking to create a complete community in Barrie's Urban Growth Centre. The proposed built form will provide a continuous streetwall with architecturally significant towers above to contribute to an interesting skyline in the City Centre. Buildings have been designed with pedestrian scaled podiums with towers set-back from the street. The use of varying materials will contribute to the articulation of the building mass. Main entrances are directly accessible by sidewalks.
	ii. New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.	
	iii. The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple streetfacing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses.	
	iv. Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.	
6.6.4.e)	i. Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.	The towers have been placed on the properties with specific regards for compatibility. The front of the building provides for building stepbacks starting at the 2nd floor and provided for up until the 10th floor. This minimizes the building's height along Jacob's terrace and the public realm. The towers provide for further stepping from the north to the south with stepbacks starting at the 4th floor. From the rear of the building, 3 metre stepbacks are located on floors 5, 6, 7, 8, 9, and 10 on both the west and east towers. 2 metre stepbacks are also provided from the podium to the towers on the west and east sides.
		The stepbacks provide terraces for the residential units within the building in addition to providing a gradual separation from the residential uses to the south. The residential uses to the south are also designated as City Centre within the Official Plan which envisions the area as transforming into a higher-density neighbourhood than what currently exists.

6.6.6.a)	The City may require the following to accompany any Zoning By-law Amendment or Site Plan applications for tall buildings: (Mod G (w)) i. A BLOCK PLAN defined as the block on which the proposed development is to be built. The Block Plan shall have regard for: servicing, grading and drainage; land use; building form and massing (including shadow, and noise analysis and may have regard for wind analysis); traffic circulation; parking/ loading; ingress/egress; through-block pedestrian connections at grade and above grade; public spaces with facilities; visual enhancement of existing views, and street and internal landscaping (including lighting, planting, furniture and surface treatments). ii. A CONTEXT PLAN defined as including all adjacent blocks to the site such that the plan can have sufficient regard to traffic circulation, pedestrian connections, open space linkages, view corridors, shadow/wind/noise impacts, and land use compatibility. iii. SHADOW IMPACT STUDY demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21. iv. A MICROCLIMATIC IMPACT REPORT may be required wherever there is potential for adverse microclimatic impacts on the local pedestrian environment. The report will determine the severity of these microclimatic impacts, and will identify measures to be taken to mitigate them	The noted reports were submitted as part of the Zoning By-law Amendment Application.

As demonstrated in the above sections and chart, the proposal meets all relevant urban design policies of the City of Barrie Official Plan.

5.2 City of Barrie Urban Design Manual

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

The following chart demonstrate how the proposed development aligns with the guidelines of the Urban Design Manual.

Yes - Aligns with Guidelines No - Does Not Align

City of Barrie Urban Design Manual		
Section	**Guidelines**	**Response**
2.0	**Physical Environment and Building Siting**	
	A. Incorporate development measures to appropriately address the physical environment of the site and adjacent lands when siting the building(s). **B.** Ensure compatibility of the development with adjacent area development. The visual character and unity of the neighbourhood should be enhanced through the subject development. **C.** Design buildings at a scale that is compatible with adjacent structures. New buildings should respect the established heights and setbacks in the neighbourhood. **G.** Design the building setback at a pedestrian scale where appropriate and to contribute to a desirable streetscape. **H.** Locate active uses such as retail, service shops and restaurants at the street level to encourage pedestrian activity and interaction between internal spaces and the public realm. **F.** Locate open storage, loading, garbage enclosures or equipment areas where they are not visibly prominent from public space(s) or street(s). **I.** Locate buildings to meet public transit supportive measures.	The built form of the proposed development is considered appropriate for the subject lands, given that it is located within the Urban Growth Centre where sensible density is possible. The site is also located in close proximity to various uses, including commercial, retail, restaurants, open and amenity spaces. Podiums have been designed to a pedestrian scale with towers setback on top, the usage of stepping provides transition to existing low-rise built form adjacent to the subject site. The podium levels fit within the 45-degree angular plane projected at 80% of the ROW width and the Towers at 45-degree from neighbouring residential areas. As a whole, the building fits within the 45-degree angular plane from neighbouring residential areas. The visual presence of the development will be articulated with a variety of reliefs and architectural elements and materiality. Storage, loading, and parking spaces are all accommodated for within the podium above-grade parking structure and are screened from the street and public spaces. The site is positioned with excellent access to existing and planned transit facilities and routes. Located within the future Allandale Transit Mobility Hub, the proposal will be located within a Major Transit Station Area.

3.1	**Pedestrian Circulation**	
	A. Provide a safe and convenient and accessible pedestrian network from street to building, parking area to building, and building to building, that is visible from the street and buildings, and clear from visual obstructions **E.** Minimize pedestrian and vehicular crossings on site. **G.** Install park and street furniture to create monitoring opportunities along pedestrian pathways and open areas. **H.** Discourage dead ends, reducing the potential for entrapment and concealment. **I.** Provide adequate lighting along pedestrian connections.	Pedestrian access has been incorporated into the design in order to provide safe and convenient and accessible access from all units to the municipal sidewalk network. Primary building entrances are centrally located to provide direct access to parking, open spaces and comfort for resident circulation. Pedestrian and vehicular crossings have been minimized, dead ends have been avoided, and adequate lighting has been provided.
3.2	**Vehicle Circulation and Parking**	
	A. Design parking and vehicular movement plans in a safe, convenient, and easily understood manner with appropriate turning radii and visibility. **B.** Provide parking areas with appropriate signage and adequate and uniform lighting for visibility and safety surveillance. **C.** Locate parking areas (particularly barrier free parking spaces) in close proximity to building entrances. **D.** Incorporate pedestrian circulation within the parking area. **G.** Clearly define primary vehicle routes on the site through the use of signage, curbing, bollards and line painting. Separate parking areas from primary vehicle routes and driveway entrances to public streets. **H.** Provide right angle parking spaces wherever possible with parallel parking only where circumstances dictate. **I.** Avoid dead-end parking aisles.	Suitable parking has been provided for the proposed development and a reduced parking rate of 0.8 spaces/unit is permitted within the approved zoning. An adequate number of barrier free parking spaces, meeting the ZBL requirement, are provided and distributed throughout all levels of the podium parking structure. These parking spaces will be located close to accessible barrier free entrances. All required safety features will be provided in the parking structure. Stairwells and elevators are located centrally to the parking levels in high visible areas. Right-angle parking spaces have been provided and dead-end aisles avoided. Parking plans are provided for within the Architectural Drawing Set completed by Architectureunfolded. In consultation with GHD and Architectureunfolded, appropriate turning radii and vehicle circulation have been accommodated for.

3.3	**Parking Structures**	
	A. Integrate ground level, street oriented uses within parking structures where possible. **B.** Provide barrier free parking close to entrances and elevators. **C.** Provide signage to clearly identify the location of designated barrier free parking stalls. **E.** Parking garages should be designed with maximum visibility and surveillance from the street, adjacent buildings and stairwells. They should be fully illuminated to minimize hiding places.	Amenity uses are integrated with the ground floor parking to provide active street frontages and screened parking. Barrier Free parking is accommodated for, as per zoning requirements, and will be clearly identified. The garage is designed with maximum visibility and are fully illuminated.
4.0	**Site Services**	
	A. Ensure that loading bays, recycling areas and garbage storage facilities are located away from public streets or screened through the use of landscaping, walls and buildings but not to create entrapment areas and hiding places. **B.** Eliminate conflict between service/loading areas and vehicle/pedestrian routes. **C.** Design on-site circulation to eliminate reversing or maneuvering on public streets. **F.** Locate recycling and garbage handling within the primary building or within an accessory structure. Ensure adequate access for the related service vehicle and a loading space located adjacent to the recycling and garbage handling area. **J.** Locate utilities underground to improve the appearance of the development. Where above ground utilities are necessary, ensure compatibility with other site features. **K.** Provide adequate lighting to ensure safety.	Site circulation routes for service vehicles is designed (in consultation with Architectureunfolded and GHD) to direct transit in a logical and orderly fashion. Laneways have been implemented and designed to limit the possibility of cars reversing/maneuvering on public streets. The majority of garbage and loading has been located in the interior of the building. Loading spaces located outside will be adequately screen from the street. All utilities are proposed to be located underground or interior; a Utility Plan has been submitted as part of this application.

5.0	Lighting	
	A. Select exterior lighting fixtures based on compatibility with the architectural design of the building and the character of the neighbourhood and enhance the ability for surveillance. **B.** Design site lighting that considers all building and user needs. Particular attention is to be paid to pedestrian areas, barrier free travel paths, driveways, transit stops, parking, service areas and buildings. **C.** Feature lighting is encouraged to high-light building relief, landscape features, and monuments. **E.** Ensure that the source of light (the element) is not visible from adjacent residential properties. **F.** Use pedestrian scaled lighting (3.5 to 4 metres high) to clearly identify pedestrian routes. **G.** Coordinate lighting systems and landscaping to ensure that plant materials or other landscape features do not obscure site and street lighting.	A Photometric Plan has been prepared by V Visual is support of the proposed application. The Photometric Plan demonstrates lighting compatibility with the architectural design and features; considers pedestrian areas, barrier free paths, parking and service areas, and buildings; ensures lighting is not visible from adjacent residential areas; and is pedestrian scaled. The lighting systems have been coordinated with the landscape design to ensure plant materials do not obscure site and street lighting.

7.0	Architectural Design	
	A. Ensure that the architectural design is compatible with the developing character of the neighbouring area. Design compatibility includes complementary building style, form size, colour and materials. Ensure that building heights and scale relate to the existing developed form of the area and unify or enhance the building character of the neighbourhood. **B.** Design multiple buildings on the same site to create a cohesive visual relationship between the buildings. **C.** Coordinate exterior building design and detail on all elevations with regard to colour, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design. **D.** Locate the main building facade towards a public street or internal courtyard. Principle walls should have windows along the street or interior space to provide casual surveillance and break up the building mass. Where blank walls are unavoidable, use architectural techniques (banding, soldier course, etc.), landscaping, and murals to enhance the elevation. **E.** Enclose or screen rooftop mechanical equipment. Integrate roofs and screening with the design of the building in terms of form, materials and colour. **F.** Ensure that buildings over 3 storeys in the City Centre contribute to the skyline and all roof top penthouses and equipment is screened in a distinctive manner (e.g. in the form of an angled rooftop design). **H.** Ensure that main entrances to buildings are prominent and identifiable from the street to encourage pedestrian use. **J.** Ensure that buildings situated on corner lots have presence on both streets. **K.** Buildings should be strategically designed to minimize alcoves or hiding spots for offenders to hide in. **L.** Buildings should naturally direct visitors toward the main entry point where it is observable by residents and security. **M.** Balcony space should be large enough to provide a useable activity area for residents, thereby increasing opportunities for residents to overlook public areas. Balcony railings should be built with transparent or open metal material as it will increase surveillance opportunities. **N.** Access points to buildings should be reduced so as to be manageable for security officers. **O.** Define entrances to the site and each parking lot with landscaping, architectural design, or symbolic gateways.	The proposed design is compatible with the developing character of the neighbouring area. The architectural design is consistent with those proposed and approved for neighbouring properties, establishing visual unity through the use of consistent design, colours and materials. Podiums have been designed to pay homage to the historical characteristics of the Allandale community. The towers use stepping and setbacks to reduce the massing of the built form. The proposed built form implements 45-degree angular planes from neighbouring residential areas. The surrounding lands are designated City Centre and are encouraged to support higher densities with future development. The buildings have been situated to frame the streets and provide a consistent street wall. Main building facades are oriented towards the street with large windows providing casual surveillance and breaking up the podium mass. Main entrances are prominent, providing direct pedestrian access at the ground floors and are clearly identifiable from the street. The lobbies are located in central, highly visible areas of the buildings, adding security and activating the street frontages. Balconies and terraces have been designed to provide usable amenity and personal space, and to overlook Kempenfelt Bay and the downtown area. Parking is located in covered above ground structures with limited surface parking. Barrier free accessibility standards have been adhered to. Mechanical equipment will be hidden from all municipal rights-of-way.

9.0	**Landscape Design**	
	B. Promote an attractive landscape treatment of the site to soften and improve the visual character of the development by designing a harmonious integration of planting, fencing, retaining walls, hard surfaces, signage, etc. **C.** Ensure appropriate plant species are proposed in relation to availability, cold hardiness, mature size and habit, sunlight/soil requirements, moisture/drought tolerance, pollution/salt tolerance, and seasonal effects. **E.** Ensure soft landscape areas on the perimeters of the site to delineate boundaries, and establish streetscape appeal, spatial separations, berming and snow storage areas. **G.** Design landscaping to encourage positive functional relationships between the site uses and their surroundings in order to avoid conflicts, and/or require effective levels of buffering and fencing to minimize those conflicts. Relate landscape treatment of soft areas to their specific function, such as streetscaping, buffering, erosion control and energy conservation (windbreaks/ shading). **H.** Landscape areas outside the building entrance(s) including barrier free hard surfaces (other than asphalt) to clearly define its function. **I.** Provide additional soft landscape areas within the site and foundation planting to reduce the negative impact of continuous expanses of pavement, to help delineate vehicular and pedestrian circulation, and provide opportunities to layer the landscaping between the street and building in relation to façade design. **J.** Where appropriate, include the provision of appropriate site amenities and furnishings (i.e. C.S.A. approved playscapes, patios, benches, etc.).	The overall design inspiration behind the conceptual landscape development of the site is driven by the architectural expression in form, function, and materiality. The design intent is to propose a modern yet contextually relevant landscape design that complements the building design, and serves the residents, patrons, and visitors of the two sites. The landscape and urban design aspirations include: • Creating a connected urban landscape focused on the relationships between built form, nature, and the community in the neighborhood; • Delivering an urban landscape that through pattern, materiality, and programming provides a uniquely expressive experience; • Creating a visually and functionally permeable environment that invites visitors, neighbors, and residents to circulate through the blocks while connecting to the Woonerf, GO Station, Lake, and adjacent streets; • Creating a variety of experiences that are not limited by seasonality, and celebrate the Outdoor Amenities as integral features of the residential experience; • Using hardscape and softscape materials in the landscape that are local to the region, and using native plants as the primary plant palette; • Providing opportunities for art within the landscape. • Creating a complete place that seamlessly blends the public and private realm on the ground plane as a dynamic addition to the City of Barrie; and • Connecting the above-grade landscapes and amenity terraces as logical extensions of the architecture with a variety of experiences that promote a healthy and productive environment for users.

10.0	**Waterfront**	
	C. Maintain and restore connections with the natural and cultural heritage of the City. **I.** Waterfront trails, parks and open spaces should provide direct links to surrounding areas.	Although not directly on the water, the subject site is located close to Kempenfelt Bay. The proposal will contribute to the protection and expansion of physical connections to the waterfront as well as providing views towards the lake. Connection to the proposed laneway (259 Innisfil/41-43 Essa) facilitates connections to the waterfront, while the position of the towers maximize views from residential units towards the lake.
12.0	**Transit**	
	A. Design for convenient pedestrian access with transit routes. Minimize walking distances between transit stops and primary activity areas.	The subject site is positioned in a strategic location with excellent access to public transit and regional corridors. The subject site lies approximately 350m away from the Allendale Waterfront Go Station and the planned City of Barrie Transit Allandale Transit Mobility Hub. The location of the proposed encourages pedestrian and transit use. With convenient access to regional routes and minimizing walking distances between transit and activity areas.

As demonstrated in the above section and chart, the proposal meets all relevant urban design policies of the City of Barrie Urban Design Manual.

5.3 City Of Barrie Intensification Area Urban Design Guidelines

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

The Intensification Guidelines identify the subject lands as being within the 'Mixed-Use Main Streets' Intensification Area.

The following chart demonstrate how the proposed development aligns with the Intensification Area Urban Design Guidelines.

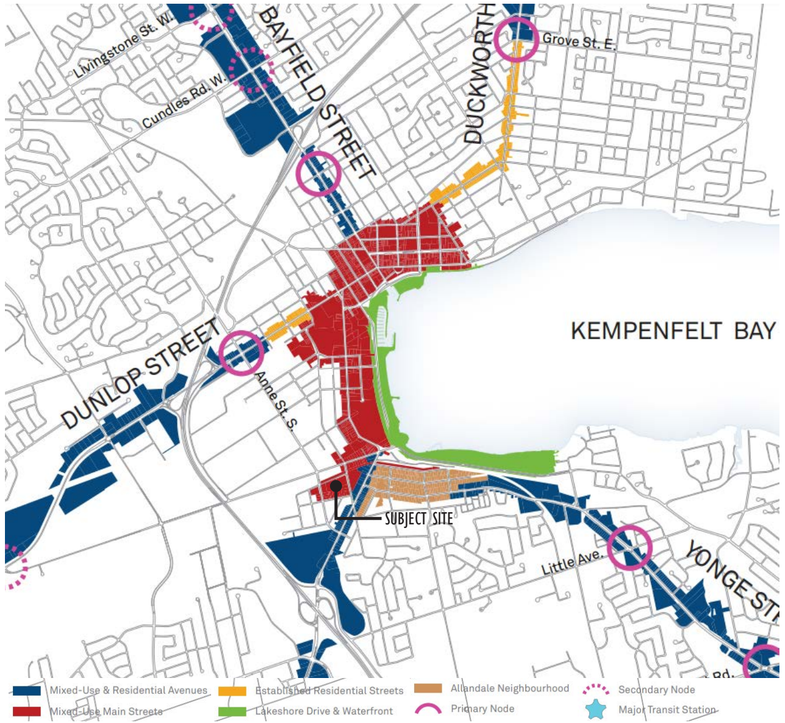


Figure 17. Intensification Typologies

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

Yes - Aligns with Guidelines No - Does Not Align

City of Barrie Intensification Area Urban Design Guidelines		
Section	**Guidelines**	**Response**
2.5.2	**Mixed-Use Main Streets**	
Priority Directions	Ensure a consistent, high-quality urban frontage along the waterfront and Downtown main streets.	The built form provides for a consistent street wall along Jacobs Terrace, with an active work space at grade. The proposal provides for a consistent, high-quality urban frontage along Jacobs Terrace.
	New buildings, open space and street design will build on the unique character of the Downtown (i.e. a human scaled building base, street trees, active at-grade uses, waterfront views, etc.), adjacent neighbourhoods and the waterfront setting by being context specific, appropriately scaled, and containing an appropriate mix of uses.	The proposal is appropriate for the surrounding context. Within the Urban Growth Centre, redevelopment of an underutilized site is encouraged. With the proper built form, intensification and redevelopment offers numerous advantages, including land efficiency and reducing outward growth pressures. These lands are targeted by the City of Barrie plans and policies to increase residential densities within the existing developed areas as an important planning goal for the City and Province. This goal is driven by objectives of providing a variety of housing choices, utilizing existing public infrastructure, and reinforcing opportunities for pedestrian and transit friendly neighbourhoods, among others. The proposed development is consistent with this as it provides an overall direction to intensify a property well underutilized, in an area seeking redevelopment and revitalization with excellent access to transit.
	In the Mixed-Use Main Street areas, Taller buildings above 8-storeys may be appropriate on sites where lot size, set-backs, step-backs and building transitions (i.e. step-backs) can be made to respect the neighbouring properties. Taller building sites are anticipated adjacent to the waterfront where existing tall buildings are located, and at primary street intersections.	Measures included to reduce any potential impacts of the building height includes; providing a gradual transition in building height with the podium, using setbacks to minimize shadowing and privacy impacts on surrounding properties, building sitting and location on the site, orientation towards the street, as well as building design.
	Ensure building mass and height, and street and open space design, contributes to compatible development within the existing downtown and waterfront. Additional studies are recommended to ensure new buildings do not limit sunlight access to waterfront parks, or views to Kempenfelt Bay.	With the use of stepping and setbacks the proposed built form fits within the 45-degree angular planes from 80% of the ROW width and from adjacent residential neighbourhood. The proposed development implements podium levels, providing for pedestrian scaled streetwalls that is consistent with the adjacent existing buildings and reduces the pedestrian perception of height. A shadow study was competed and included with the resubmission.

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4.1.3	**Transit Supportive Design**	
a)	A mix of land uses and higher densities should be promoted around key locations, including Major Transit Station Areas, Intensification Nodes, and the waterfront, in order to create the critical mass required to make transit a viable option.	The subject site is within a 500-metre radius of the future Allandale Transit Mobility Hub and provides for higher densities to accommodate and promote transit use and contributes to the critical mass/density required to make transit viable.
b)	Access to local transit routes should be located within a 10-minute (500 metre) walking distance of most residents.	
4.2.2	**Access and Parking - Structured Parking**	
a)	When a parking structure fronts onto a street or open space it should be developed with an active at-grade use with an attractive façade that animates the streetscape and enhances pedestrian safety.	The podium level provides for an above ground parking structure, which provides for active at-grade amenity uses contributing towards an attractive façade that animates the street and enhances pedestrian safety. Residential uses are provided above the parking structure providing for 'eyes on the street'. Laneway access is provided on the east side and provides access to the parking structure at the rear of the site, away from main building frontages. Parking is located internally and is screened from view at sidewalk level. The street wall is enhanced through active uses in the form of amenity work space and through landscaping.
c)	A vertical mix of parking, residential and/or office above should be considered a preferred development model, with parking on the lower floors and residential or office above. Shallow retail or office units should face the street minimizing the visual impacts of the structured parking lots.	
d)	Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.	
f)	Parking within a structure should be screened from view at sidewalk level and the street-level wall should be enhanced through architectural detailing and landscaping.	
4.2.3	**Laneways and Alleys**	
a)	The paved area of laneways should provide adequate space for emergency vehicles.	A laneway is provided for on the east end of the site, providing access to residential parking and connections to other laneways. The laneway provides adequate space for emergency vehicles (6m) and snow storage. Building setbacks and stepbacks are implemented to provide consistency with the front facade. Servicing and loading areas are also located off the laneway, inside the parking structure, ensuring these areas are screened from the street.
b)	Areas at the end of laneways should be reserved for snow storage.	
c)	Laneways should provide some variety in building form and set-backs. Long stretches of blank facing or rear building façades should be discouraged.	
f)	Where laneways are required to provide access to residential parking facilities, the primary façade of the building should not face the laneway, nor should at-grade access be provided.	
4.3.1	**Building Orientation and Site Layout**	
a)	Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas.	The built form is designed to frame Jacobs Terrace with a front streetwall providing main building entrances that are accessible and connected to public sidewalks. The building further provides for building stepping along the front, rear, and side property lines to limit the perceived impact of height and to limit the impact of shadows.
c)	Main building entrances should be directly accessible from public sidewalks.	
d)	The front streetwall of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.	

4.3.2	**Building Heights**	
b)	The maximum height (8-storeys) may only be achieved if the built form demonstrates compliance with all other design guidelines (i.e. step-backs, angular planes, etc.).	The proposed built form complies with all applicable policies of the City's Official Plan and all other design guidelines of this document, and the City's Urban Design Manual. The proposal exceeds the maximum 8 storeys and provides for a built form that is consistent with neighbouring proposed and approved high-rise developments. The proposal represents a built form that is needed for the area (Urban Growth Centre and Future Major Transportation Station Area); an 8-storey building would not be complimentary to the area or adjacent future developments. With an increased height, the built form is still able to accommodate all appropriate setbacks and building stepping to provide for the 45-degree angular plane from neighbouring residential areas. Furthermore, the proposed height is permitted within the approved zoning.
c)	Buildings taller than 8-storeys are encouraged in key areas, including: Within the Urban Growth Centre, adjacent to Lakeshore Drive, where existing tall buildings are located and new buildings can capitalize on key views to the Lake. The location and massing of these buildings (and taller building elements) should allow for continuous sunlight on adjacent waterfront parks, and views to Kempenfelt Bay. At Primary and Secondary Intensification Nodes, where taller buildings will act as landmarks along the Intensification Corridors, and enhance wayfinding throughout the City. On large lots, on a case-by-case basis, where appropriate transitions can be made to adjacent properties and all other guidelines in this section can be met.	

As demonstrated in the above section and chart, the proposal meets all relevant urban design policies of the City of Barrie Intensification Area Urban Design Guidelines.

In summary, the following key characteristics have been included with the proposed development and are in alignment with the Urban Design Guidelines.

- Proposed intensification with a high-rise built form.
- A transition of the building height with the towers located central to the site. The use of stepping and setbacks provide adequate transition between the towers and neighbourhing low-rise buildings.
- The inclusion of at-grade amenity uses provides for an active streetscape.
- The integration of pedestrian walkways throughout the site connect to open and amenity spaces, and to the municipal sidewalk and transit networks.
- Enhanced streetscape and landscape treatments and features.

The proposed development aligns with all applicable Urban Design policies and guidelines of the City of Barrie Official Plan, Urban Design Manual, and Intensification Area Urban Design Guidelines.

BLOCK PLAN

6

This Urban Design Report provides a Block Study for the proposed development. The Report demonstrates how the proposed development contributes to the streetscape and is consistent with both the planned and existing character of the neighbourhood. An inventory, assessment, and understanding of the physical features of the existing site context, including recently approved and active development applications is included within this report.

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

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

The block plan is shown in Figure 18 and was submitted as part of the Zoning By-law Amendment Application.

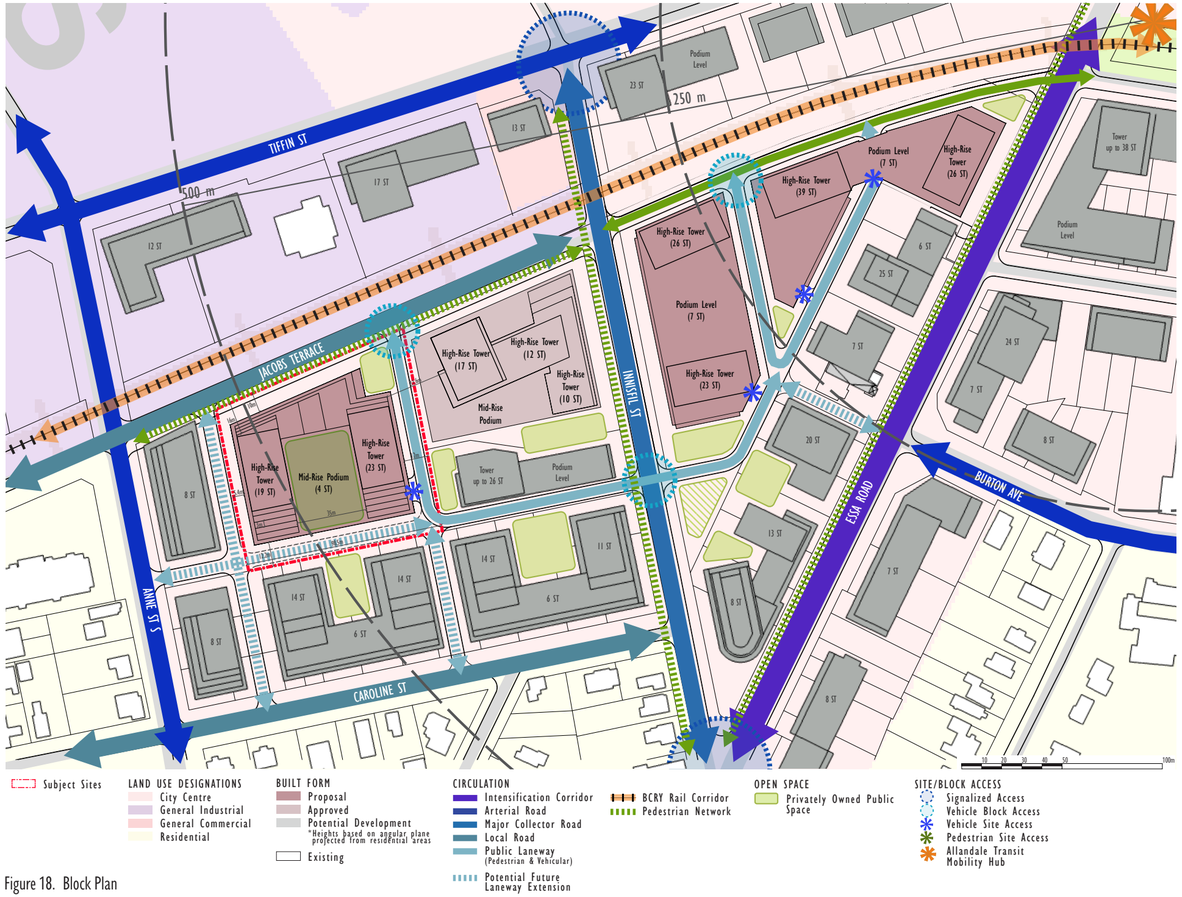

Figure 18. Block Plan

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FUTURE MASSING

The subject lands and surrounding lands are designated City Centre and are within the Urban Growth Centre intensification area. The City Centre is encouraged to achieve medium and high density developments and the UGC is expected to accommodate large amounts of population growth within the City. Surrounding and adjacent lands are therefore expected to develop at higher densities in the future, supporting the City's Official Plan. The Block Plan includes 'Potential Development' to represent the potential future massing of surrounding lands. These potential developments are considered appropriate for the area based on current land use designations, the future Major Transit Station Area, policy directives, and angular plane provisions. Figure 19 demonstrates an appropriate transition from low-rise to high-rise developments concentrated around the future Allandale Transit Mobility Hub; this figure further shows how the proposed development fits within the potential future context. Figures 20 and 21 demonstrate how the proposal is within the 45-degree angular plane from adjacent residential neighbourhoods and further shows how appropriate transitions are accommodated.

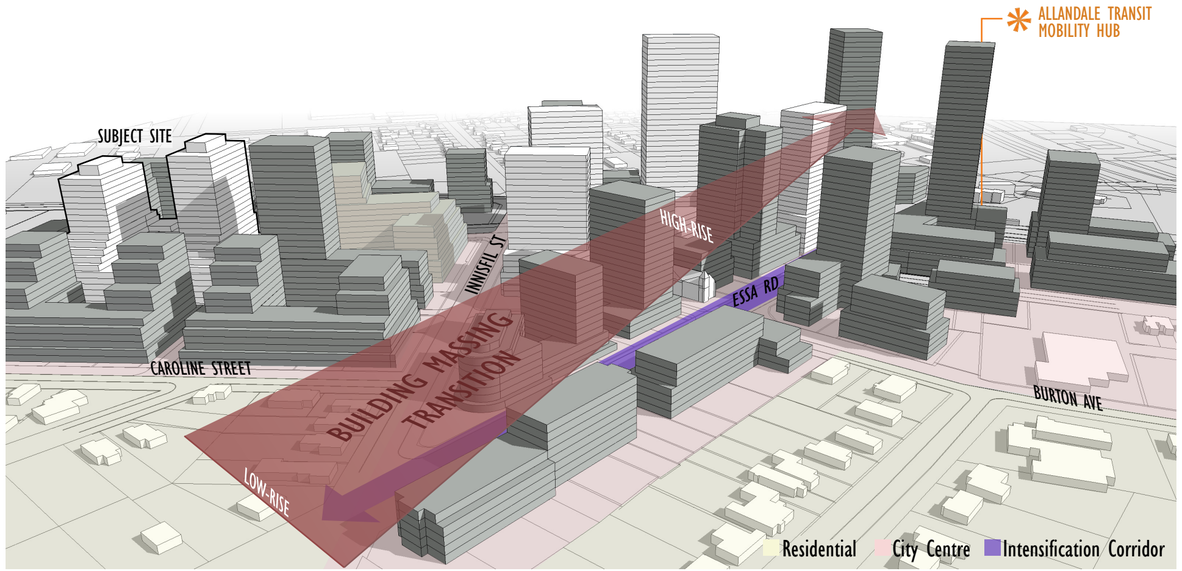

Figure 19. Block Plan - Building Massing & Transitions

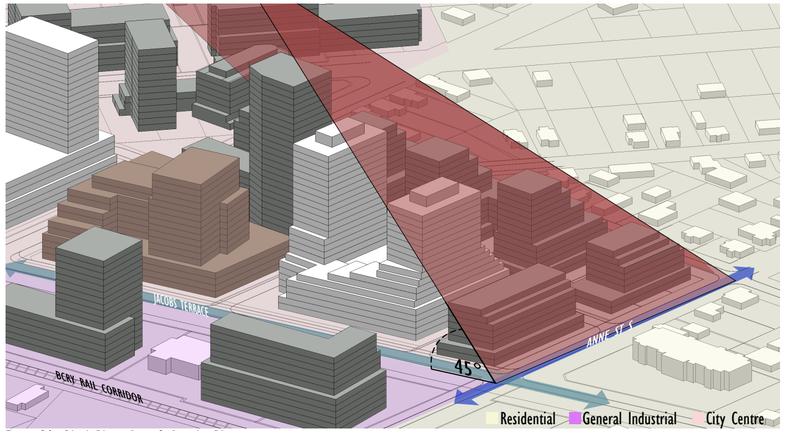

Figure 20. Block Plan - Anne St Angular Plane

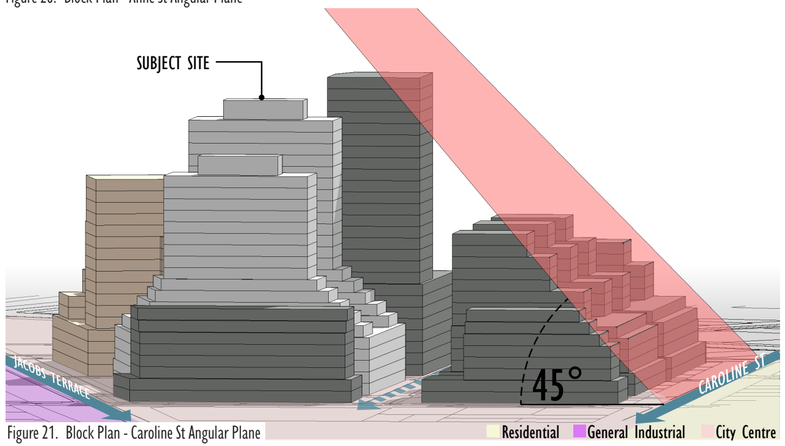

Figure 21. Block Plan - Caroline St Angular Plane

BUILDING MASSING

The massing of the proposed built form on the subject lands provides for an appropriate density while accommodating for appropriate transitions between surrounding areas. The podium levels provide for a lower building height along the street, while the towers accommodate for the increased density. The podium level provides for compatibility with existing surrounding buildings and provides for a comfortable public realm. The building setbacks and stepping up to the towers ensures the proposed built form fits within the 45-degree angular plane from adjacent neighbourhoods.

Tower separation distances have been implemented for the towers on site and for the towers on adjacent sites, ensuring adjacent properties are able to develop tall buildings. 35 metres is provided between the two on-site towers and a 31 meter separation distance is provided between the east tower and the tower proposed at 272 Innisfil St. The on-site towers are slim with floorplates less than 800m^2. Together, the tower setbacks, separation distances, and slim floorplates provide sky views, preserve views towards the lake, and reduce the shadow impacts on surrounding neighbourhoods.

CIRCULATION

Laneways are proposed within the subject sit extending along the east property line and connecting to Innisfil St through the adjacent property. The proposed development has provided for generous rear yard setbacks to accommodate the width of a potential laneway in the future. These laneways are proposed to become part of a future grid that breaks up the block, creating for more convenient pedestrian and vehicular circulation/connections.

OPEN SPACE

Privately owned public space and parkettes have been added within the subject properties and provide for public amenity space. The public spaces are connected through pedestrian networks and the laneways.

SHADOW STUDY

7

A Shadow Study was completed by Architectureunfolded and submitted as part of the Zoning By-law Amendment Application. This study demonstrates the shadows cast by the proposed development during several times throughout the year, to determine whether shadows generated will impact adjacent properties, streets and public spaces, and to what extent.

The assessment was competed through the months of April, June, September and December. The Shadow Study demonstrates that the majority of shadows cast fall on the railway and commercial/ industrial lands to the north of the subject site. Minimal shadow impacts are seen on adjacent residential uses, limited to the early morning and late evening hours throughout the year. It is our opinion that the shadows cast by the proposed development are limited and acceptable.

The Shadow Study is show in Figure 22-25 and attached as Appendix 1.

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April 21st, Time–08.00 a.m

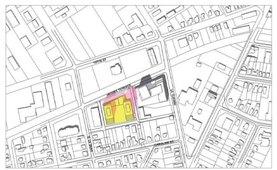
April 21st, Time–09.00 a.m

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

Figure 22. Shadow Study - April

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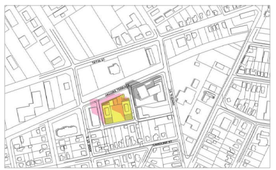
June 21st, Time–07:00 a.m

June 21st, Time–08:00 a.m

June 21st, Time–09:00 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–01:00 p.m

June 21st, Time–02:00 p.m

June 21st, Time–03:00 p.m

June 21st, Time–04:00 p.m

June 21st, Time–05:00 p.m

June 21st, Time–06:00 p.m

June 21st, Time–07:00 p.m

June 21st, Time–07:37 p.m

Figure 23. Shadow Study - June

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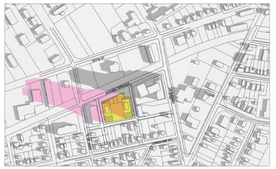

September 21st, Time–08:30 a.m

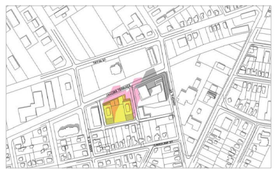
September 21st, Time–09:30 a.m

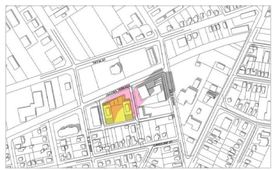
September 21st, Time–10:30 a.m

September 21st, Time–11:30 a.m

September 21st, Time–12:30 p.m

September 21st, Time–01:30 p.m


September 21st, Time–02:30 p.m


September 21st, Time–03:30 p.m

September 21st, Time–04:30 p.m

September 21st, Time–05:30 p.m

September 21st, Time–05:50 p.m

Figure 24. Shadow Study - September

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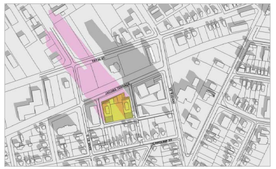
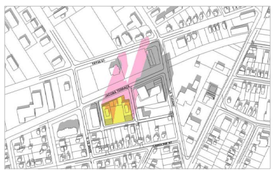
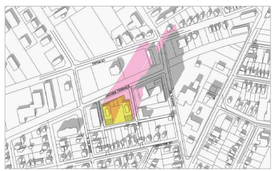

December 21st, Time–09:30 a.m

December 21st, Time–10:30 a.m

December 21st, Time–11:30 a.m

December 21st, Time–12:30 a.m


December 21st, Time–13:30 a.m


December 21st, Time–14:30 p.m

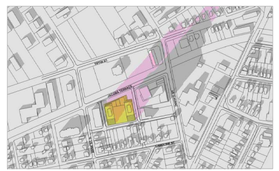

December 21st, Time–15:15 p.m

Figure 25. Shadow Study - December

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CONCLUSION

8

This Urban Design Report is in support of an application for Site Plan Control and follows the recent approval of a Zoning By-law Amendment (City of Barrie File no. D30-016-2021). This Report outlines and provides justification for the Site Plan Control Application.

This Report demonstrates conformity with all applicable urban design guidelines as provided by the City of Barrie's Official Plan (2018), Urban Design Manual, and Intensification Area Urban Design Guidelines. It is our opinion that the proposed development and subject application demonstrates consistency with the objectives of the City's design directives. Furthermore, the proposed development is permitted as per the recently approved zoning.

It is our professional opinion that the proposed development represents good planning. The proposed Site Plan Control Application continues to be consistent and conforms to the applicable Provincial and Municipal policies, Municipal urban design guidelines, and is appropriate for the site.

Respectfully submitted,
Innovative Planning Solutions

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

Kyle Galvin, MCIP, RPP
Senior Planner

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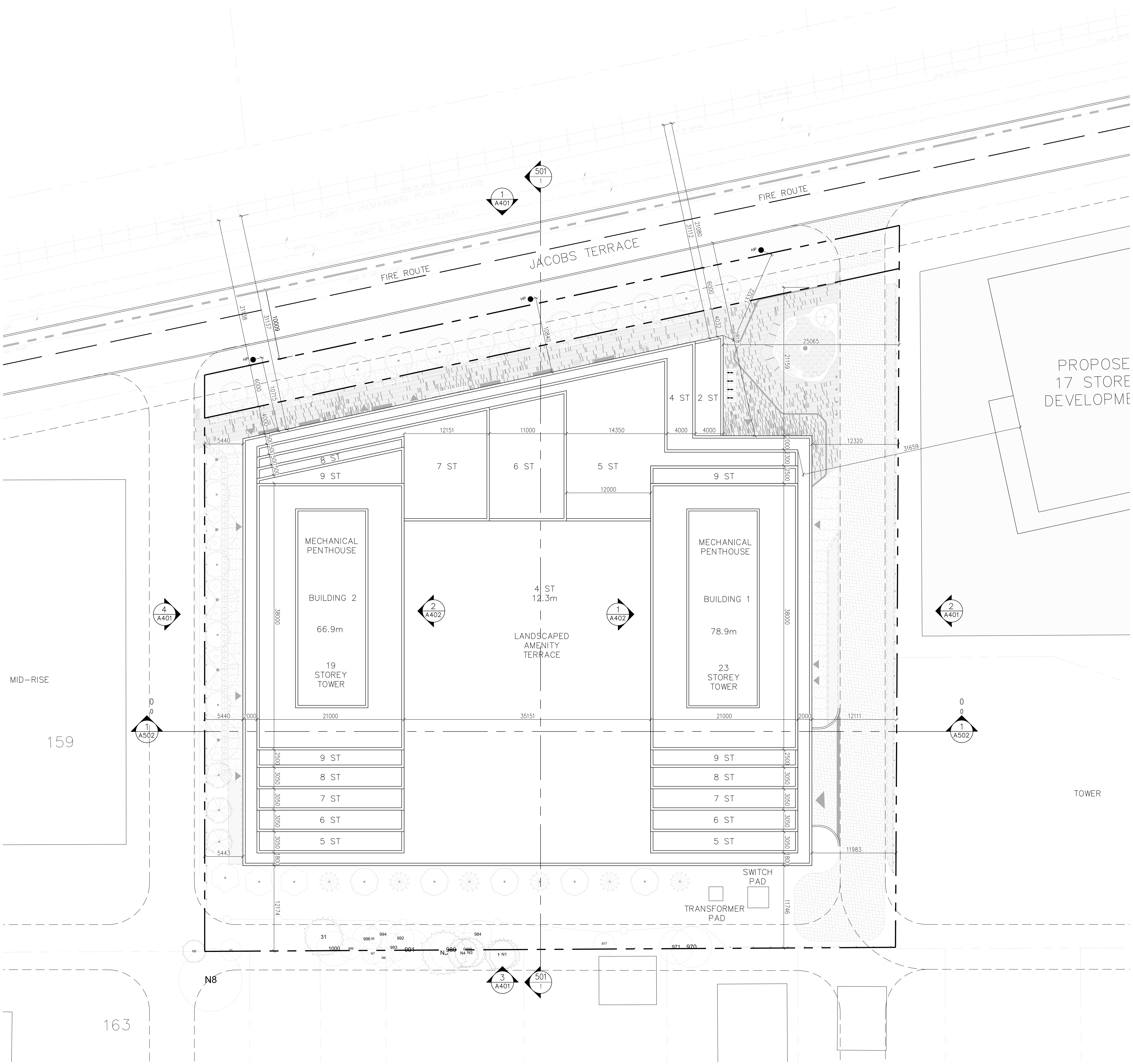
APPENDIX I:

Architectural Drawing Package



context plan

The drawings are the property of Architecture Unfolded. The drawing and all associated documents are an instrument of service by the Designer. The drawing and the information contained therein may not be reproduced in whole or in part without prior written permission of the designer.

These Contract Documents are the property of the architect. The architect bears no responsibility for the interpretation of these documents by the Contractor. Upon written application the architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The architect will review Shop Drawings submitted by the Contractor for design conformance only.

Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the work and report any discrepancies with the Contract Documents to the architect before commencing work.

Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the architect.

These drawings are not to be used for construction unless noted below as "Issued for Construction"

All work to be carried out in conformance with the Code and bylaws of the authorities having jurisdiction.

The Designer of these plans and specifications gives no warranty or representation to any party about the constructability of the represented by them, all contractors or subcontractors must satisfy themselves when bidding and at all times that they can properly construct the work represented by these plans.

notes:

statistics

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STATISTICS - 17 Jacobs Terrace

			m2	ft2	acres	density (FSI)
SITE INFORMATION	ZONING		N/A			
	SITE AREA BEFORE STREET WIDENING		9,146.8	98,455	2.26	3.55
	SITE AREA AFTER STREET WIDENING		8,539.8	91,922	2.11	3.81
	LOT FRONTAGE		101.3			
	MINIMUM YARDS	FRONT	4.0			
		BACK	11.7			
		SIDE (EAST)	11.9			
		SIDE (WEST)	5.4			
	BUILDING COVERAGE		5,450.1	58,664		0.64
	GROSS FLOOR AREA		32,511.3	349,948		

	B	1B	1B+D	2B	2B+D	3B	TOTAL
NUMBER OF UNITS	0	174	195	122	4	14	509
	0%	34%	38%	24%	1%	3%	100%

	Regular	Small	Type A	Type B	TOTAL
NUMBER OF PARKING	393	0	7	7	407

		m2	
TOTAL PAVED AREA			
TOTAL LANDSCAPE AREA			
BUILDING HEIGHT	PODIUM	12.3	4 STOREYS
	BUILDING 1	78.90	23 STOREYS
	BUILDING 2	66.90	19 STOREYS

TFA			m2	ft2	
BUILDING #1					
GND RESIDENTIAL			691.0	7,438	
GND GARAGE			3,328.8	35,831	
2ND RESIDENTIAL			1,476.0	15,887	
2ND GARAGE			3,263.0	35,123	
3RD RESIDENTIAL			710.2	7,645	
3RD GARAGE			3,298.7	35,507	
4TH RESIDENTIAL			710.2	7,645	
4TH GARAGE			3,297.7	35,496	
5TH AMENITY			586.6	6,314	
5TH RESIDENTIAL			732.8	7,888	
6TH			1,089.7	11,730	
7TH			1,025.9	11,043	
8TH			962.3	10,358	
9TH			898.5	9,671	
10TH-23RD	800.0	m2 x 14	11,200.0	120,556	
TOTAL GARAGE			13,188.2	141,957	
TOTAL RESIDENTIAL			20,083.3	216,174	
TOTAL			33,271.5	358,131	includes parking
BUILDING #2					
GND WORK SPACE AMENITY			418.4	4,504	
GND RESIDENTIAL			981.1	10,560	
2ND RESIDENTIAL			1,063.7	11,449	
3RD RESIDENTIAL			1,358.7	14,625	
4TH RESIDENTIAL			1,359.8	14,636	
5TH AMENITY			592.3	6,376	
5TH RESIDENTIAL			1,239.8	13,345	
6TH			1,533.5	16,506	
7TH			1,279.3	13,770	
8TH			1,003.2	10,798	
9TH			907.3	9,767	
10TH-19TH	800	m2 x 10	8,000.0	86,111	
TOTAL			19,737.0	212,447	
GRAND TOTAL			53,008.5	570,578	includes parking
GRAND TOTAL			39,820.2	428,621	does not include parking

GFA			m2	ft2	
BUILDING #1					
GND			169.5	1,825	
2ND			1,212.1	13,047	
3RD			523.4	5,634	
4TH			523.4	5,634	
5TH			666.7	7,176	amenity on this floor
6TH			1,030.7	11,095	
7TH			966.9	10,408	
8TH			903.3	9,723	
9TH			851.5	9,165	
10TH-23RD	753.0	m2 x 14	10,542.0	113,473	
TOTAL			17,389.6	187,180	does not include parking
BUILDING #2					
GND			231.9	2,496	amenity on this floor
2ND			234.9	2,528	
3RD			1,085.3	11,682	
4TH			1,094.0	11,775	
5TH			569.1	6,125	amenity on this floor
6TH			1,408.2	15,158	
7TH			1,165.1	12,541	
8TH			944.2	10,163	
9TH			860.2	9,260	
10TH-19TH	752.9	m2 x 10	7,529.0	81,041	
TOTAL			15,121.7	162,769	does not include parking
GRAND TOTAL			32,511.3	349,948	does not include parking

NET SALEABLE AREA			m2	ft2	
BUILDING #1					
GND			0.0	0	
2ND			368.0	3,961	
3RD			446.3	4,803	
4TH			446.3	4,803	
5TH			576.3	6,203	amenity on this floor
6TH			968.9	10,429	
7TH			907.3	9,767	
8TH			849.1	9,139	
9TH			805.6	8,671	
10TH-23RD	710.6	m2 x 14	9,948.4	107,084	
TOTAL			15,316.1	164,860.5	
BUILDING #2					
GND			0.0	0	amenity on this floor
2ND			528.1	5,685	
3RD			924.1	9,946	
4TH			924.6	9,952	
5TH			417.2	4,490	amenity on this floor
6TH			1,298.2	13,974	
7TH			1,071.3	11,531	
8TH			885.5	9,531	
9TH			807.6	8,693	
10TH-19TH	707.0	m2 x 10	7,070.0	76,101	
TOTAL			13,926.5	149,903.4	
GRAND TOTAL			29,242.5	314,764	

EFFICIENCY	
BUILDING#1	76.3%
BUILDING#2	70.6%

UNITS		B	1B	1B+D	2B	2B+D	3B	TOTAL
BUILDING #1								
GND		0	0	0	0	0	0	0
2ND		0	0	3	1	0	1	5
3RD		0	0	5	1	0	1	7
4TH		0	0	5	1	0	1	7
5TH		0	6	4	1	0	0	11
6TH		0	6	7	4	0	0	17
7TH		0	5	6	2	0	2	15
8TH		0	5	8	2	0	0	15
9TH		0	6	4	4	0	0	14
10TH-23RD	14	0	56	56	56	0	0	168
TOTAL		0	84	98	72	0	5	259
%		0%	32%	38%	28%	0%	2%	
BUILDING #2								
GND		0	0	0	0	0	0	0
2ND		0	2	4	0	1	1	8
3RD		0	3	8	1	1	2	15
4TH		0	3	8	1	1	2	15
5TH		0	9	8	2	0	0	19
6TH		0	12	8	3	1	0	24
7TH		0	8	9	0	0	2	19
8TH		0	7	7	2	0	0	16
9TH		0	6	5	1	0	2	14
10TH-19TH	10	0	40	40	40	0	0	120
TOTAL		0	90	97	50	4	9	250
%		0%	36%	39%	20%	2%	4%	
GRAND TOTAL		0	174	195	122	4	14	509
%		0%	34%	38%	24%	1%	3%	

PARKING							
REQUIRED	Total Residential (incl Vis)	0.8 sp/unit					407
	Barrier Free	3% of total					13
PROPOSED							TOTAL
			Regular	Small	Type A	Type B	
	Gnd		96	0	4	2	102
	2nd		98	0	1	1	100
	3rd		98	0	1	2	101
	4th		101	0	1	2	104
	TOTAL		393	0	7	7	407
	RATIO						0.80

AMENITY					
REQUIRED	COMMON AMENITIES	10 SQM/UNIT		5090	
	PRIVATE AMENITIES	5 SQM/UNIT		2545	
	TOTAL			7635	
PROPOSED	INDOOR COMMON AMENITIES				
	BUIDING #1	407.2	4,383	5TH FLOOR	
	BUIDING #2	460.2	4,954	5TH FLOOR	
		455.3		GROUND	
	TOTAL	1,322.7	14,237		
	OUTDOOR COMMON AMENITIES				
	gnd	2,355.3	25,352		
	3RD	14.2	153		
	5TH	2,227.9	23,981		
	6TH	195.5	2,104		
	7TH	142.0	1,528		
	8TH	139.5	1,502		
	TOTAL	5,074.4	54,620		
	COMMON AMENITIES TOTAL	6,397.1	68,858		
	PRIVATE AMENITIES				
	BALCONIES	1,957.5			
	TERRACES	1,136.0			
	TOTAL	3,093.5	33,298		
	GRAND TOTAL	9,490.6	102,156		

HEIGHT			
PERMITTED		N/A	
PROPOSED	BUIDING #1	78.90	23 STOREYS
	BUIDING #2	66.90	19 STOREYS

BICYCLE PKG		SHORT TERM	LONG TERM	TOTAL
PROPOSED	GND	32	284	316
	2ND		40	40
	3RD		56	56
	4TH		56	56
	TOTAL			468
	RATIO			0.92

LOCKERS		GARAGE	BLDG. 1	BLDG. 2	TOTAL
PROPOSED	GND	29			29
	2ND	44		10	54
	3RD	72	16		88
	4TH	60	16		76
	5TH		23	112	135
	6TH			18	18
	7TH			18	18
	TOTAL	205	55	158	418
	RATIO				0.82

revisions: date

4 SPA submission 23.10.30
3 ZBA submission 23.02.24
2 ZBA submission 22.08.24
1 ZBA submission 21.08.25
submissions: date

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structural:
Jablonsky, Ast and Partners International
400-3 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
barrie, ontario

site plan

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north — construction north

drawing number: A101

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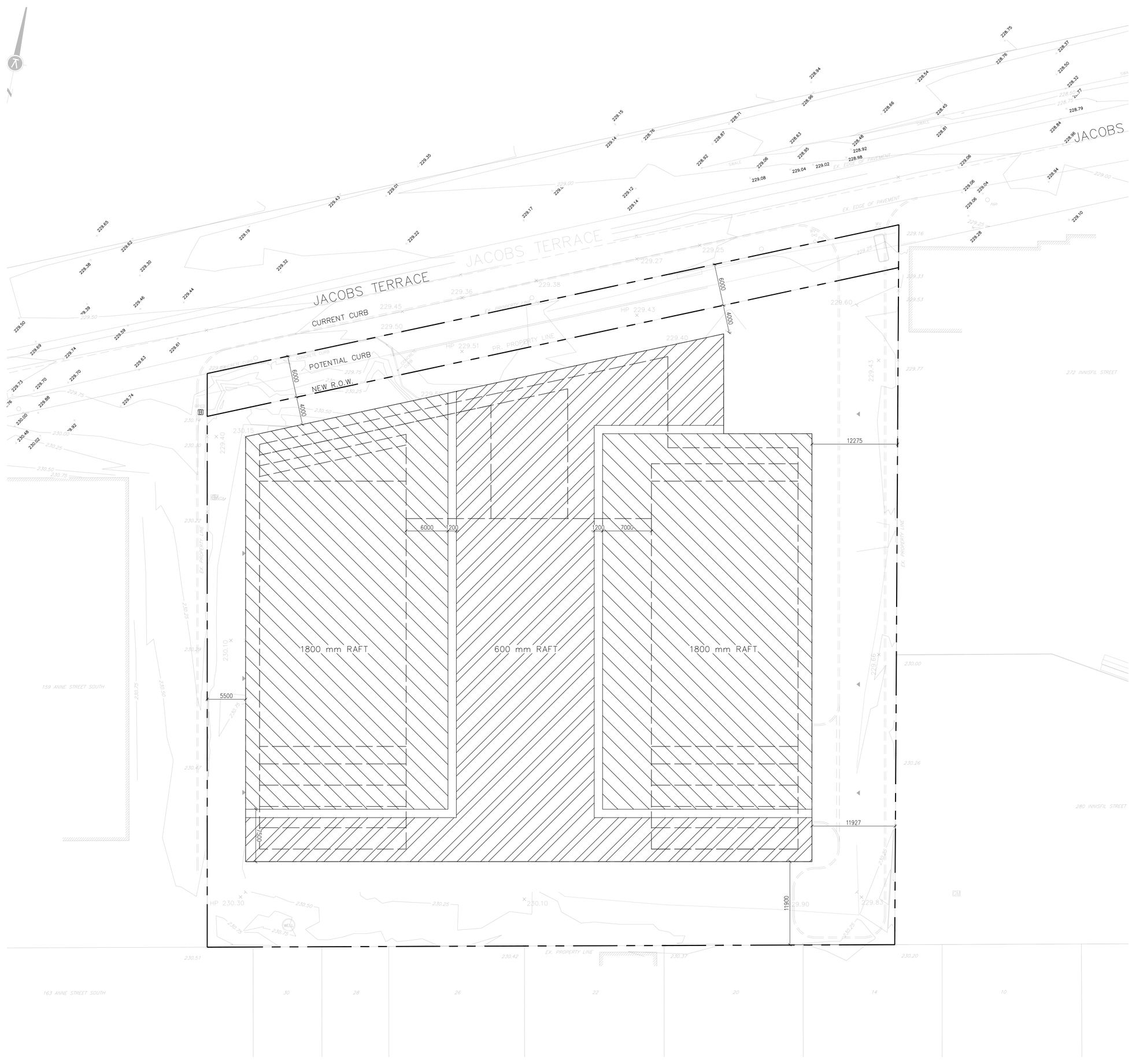

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notes:

revisions: date

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3	ZBA submission	23.02.24
2	ZBA submission	22.08.24
1	ZBA submission	21.08.25
submissions:		date

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structural:
Jablonsky, Ast and Partners International
4063 Dundas Suite, Toronto, ON, M2C 3N7

project:
17 Jacobs Terrace
barrie, ontario

foundation plan

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north
construction north

drawing number:
A201

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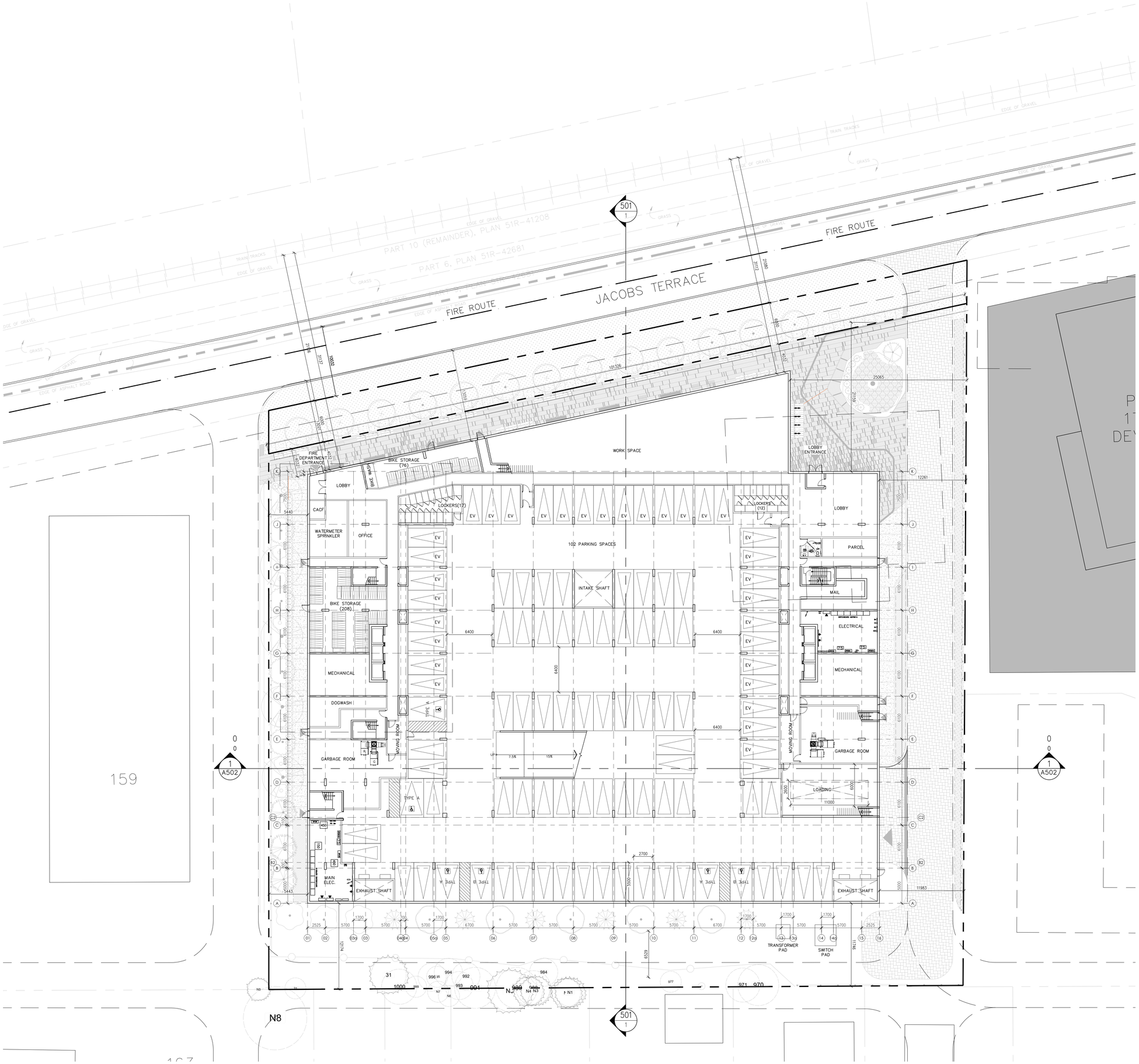

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2 ZBA submission	22.08.24
1 ZBA submission	21.08.25

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site services:
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structural:
Jablonsky, Ast and Partners International
4563 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
Barrie, ontario

ground floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north
construction north

drawing number:
A301

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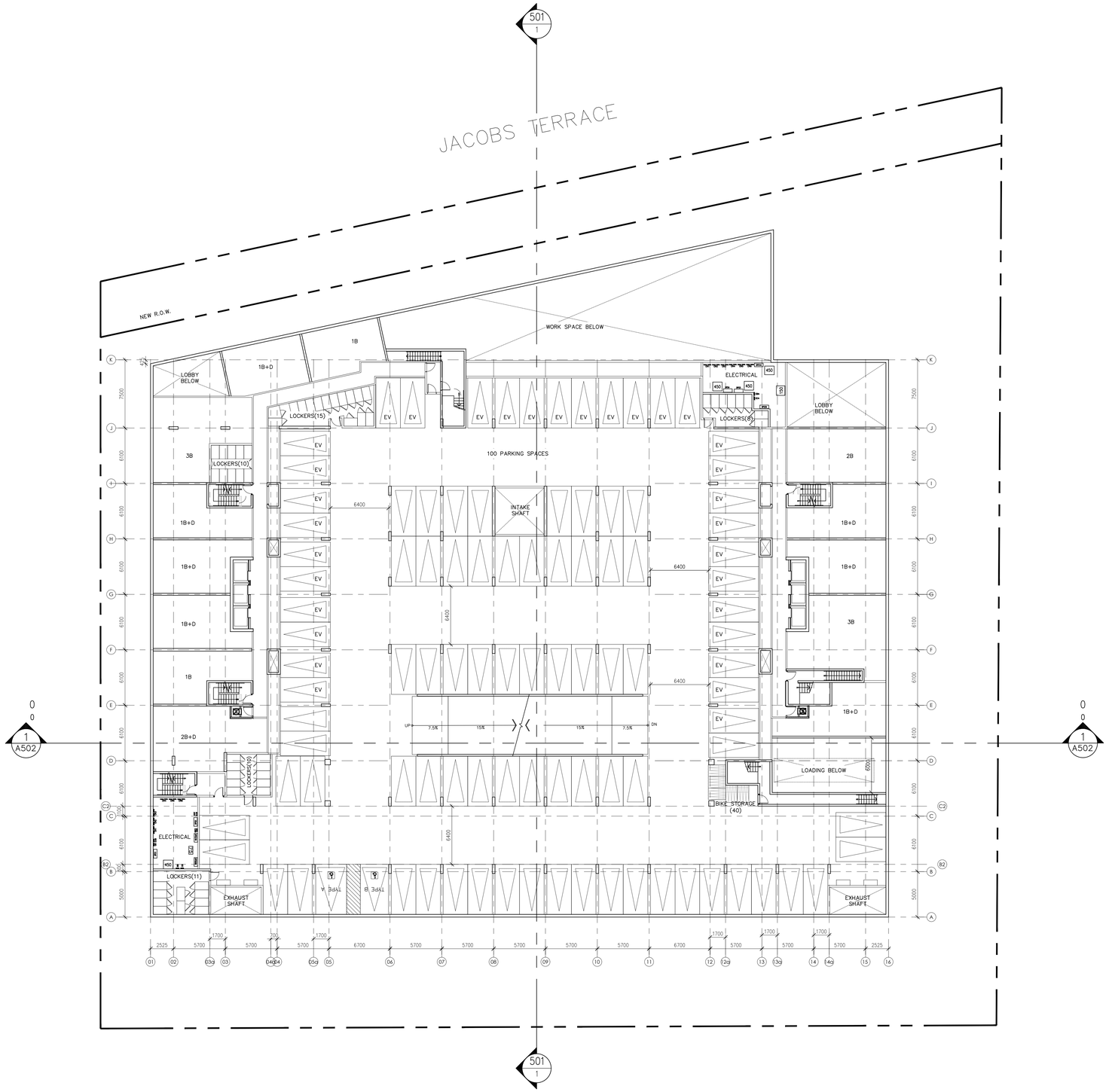

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1 ZBA submission	21.08.25

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structural:
Jablonsky, Ast and Partners International
4063 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
Barrie, ontario

2nd floor

date:	2020
scale:	1:200
project:	20-50
drawn by:	SS
drawing number:	A302

true north
construction north

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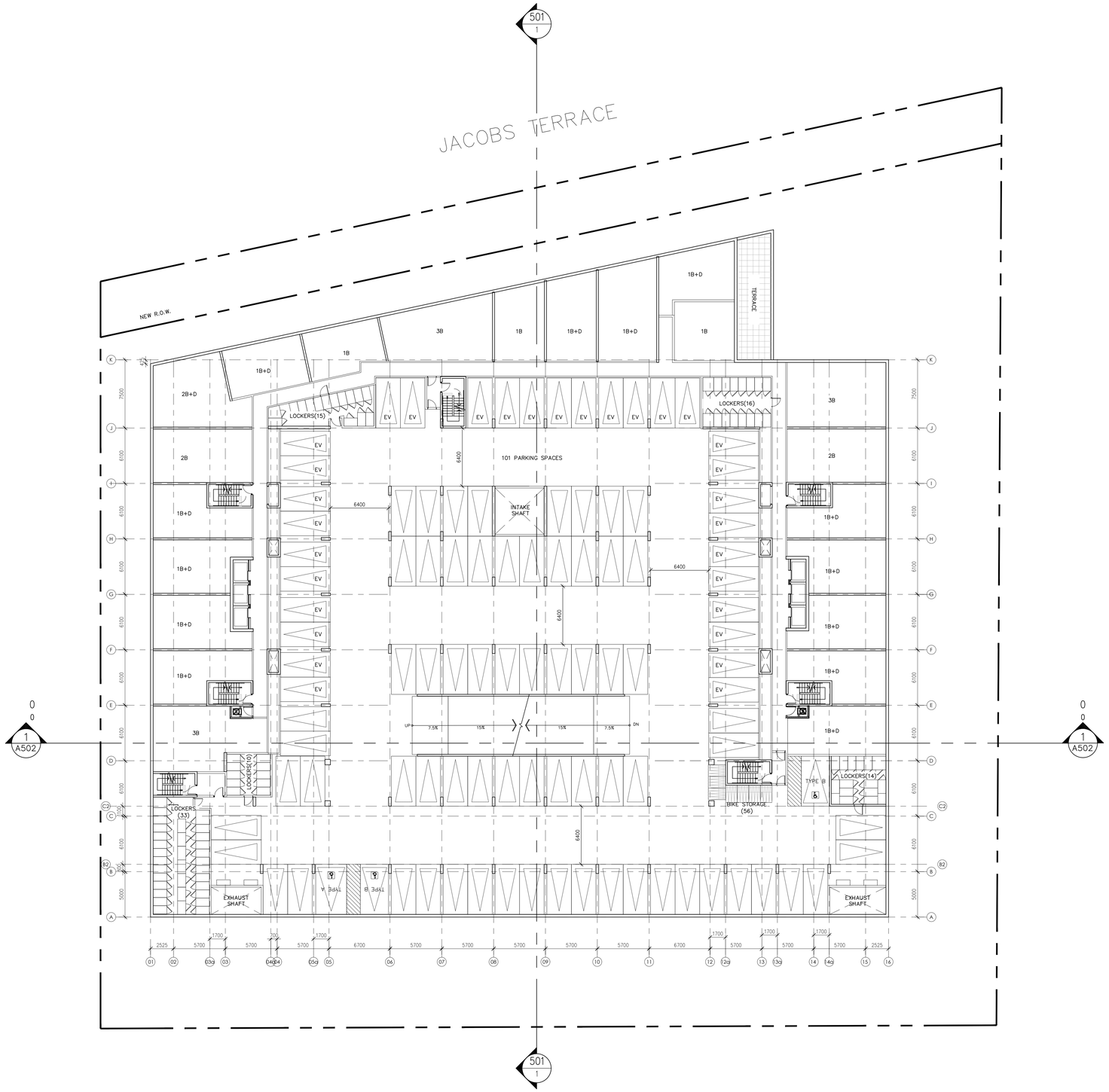

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revisions: date

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1 ZBA submission	21.08.25

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site services:
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structural:
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4563 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
Barrie, ontario

3rd floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north

construction north

drawing number:

A303

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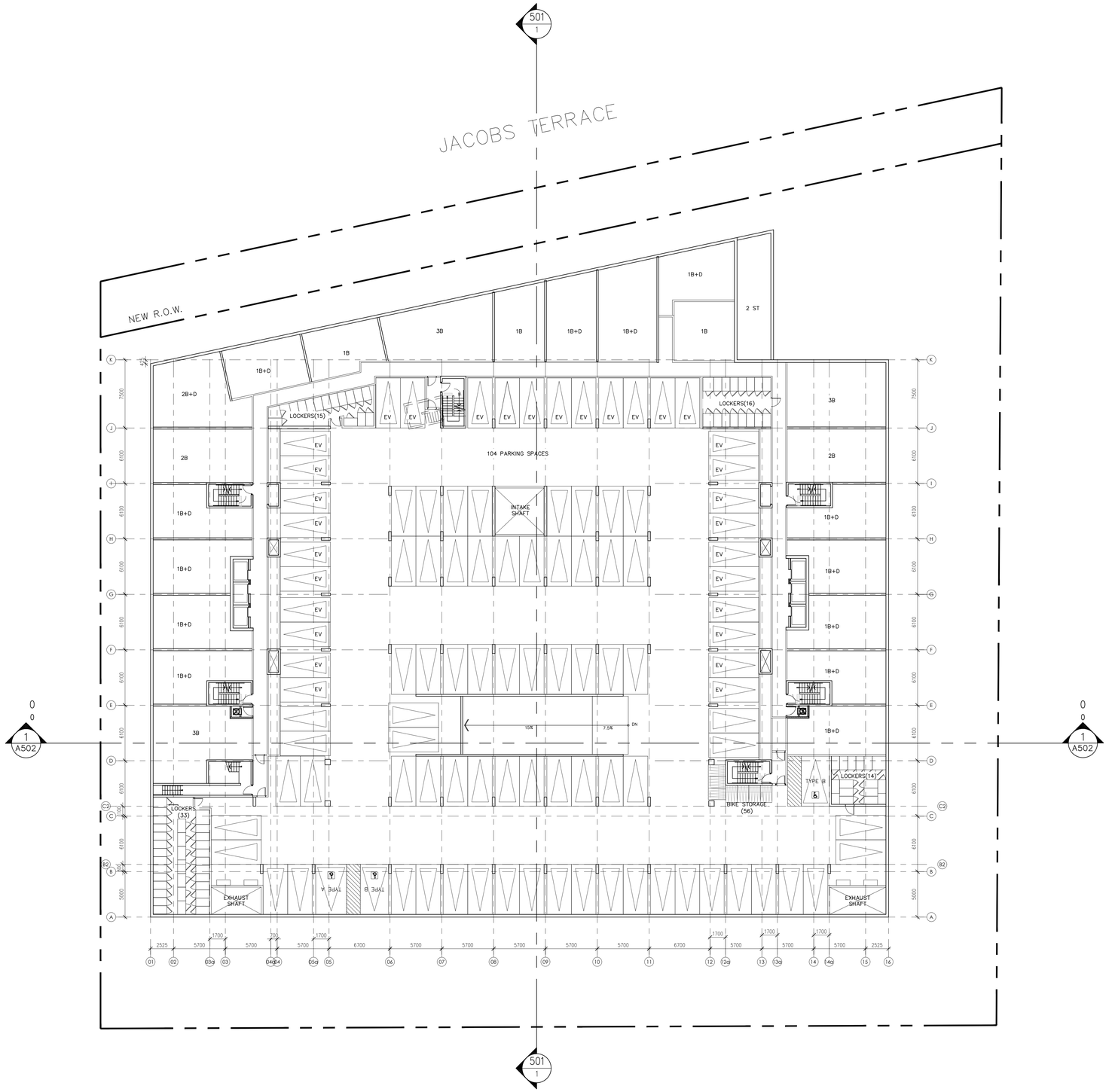

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project:
17 Jacobs Terrace
Barrie, ontario

4th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north
construction north

drawing number:
A304

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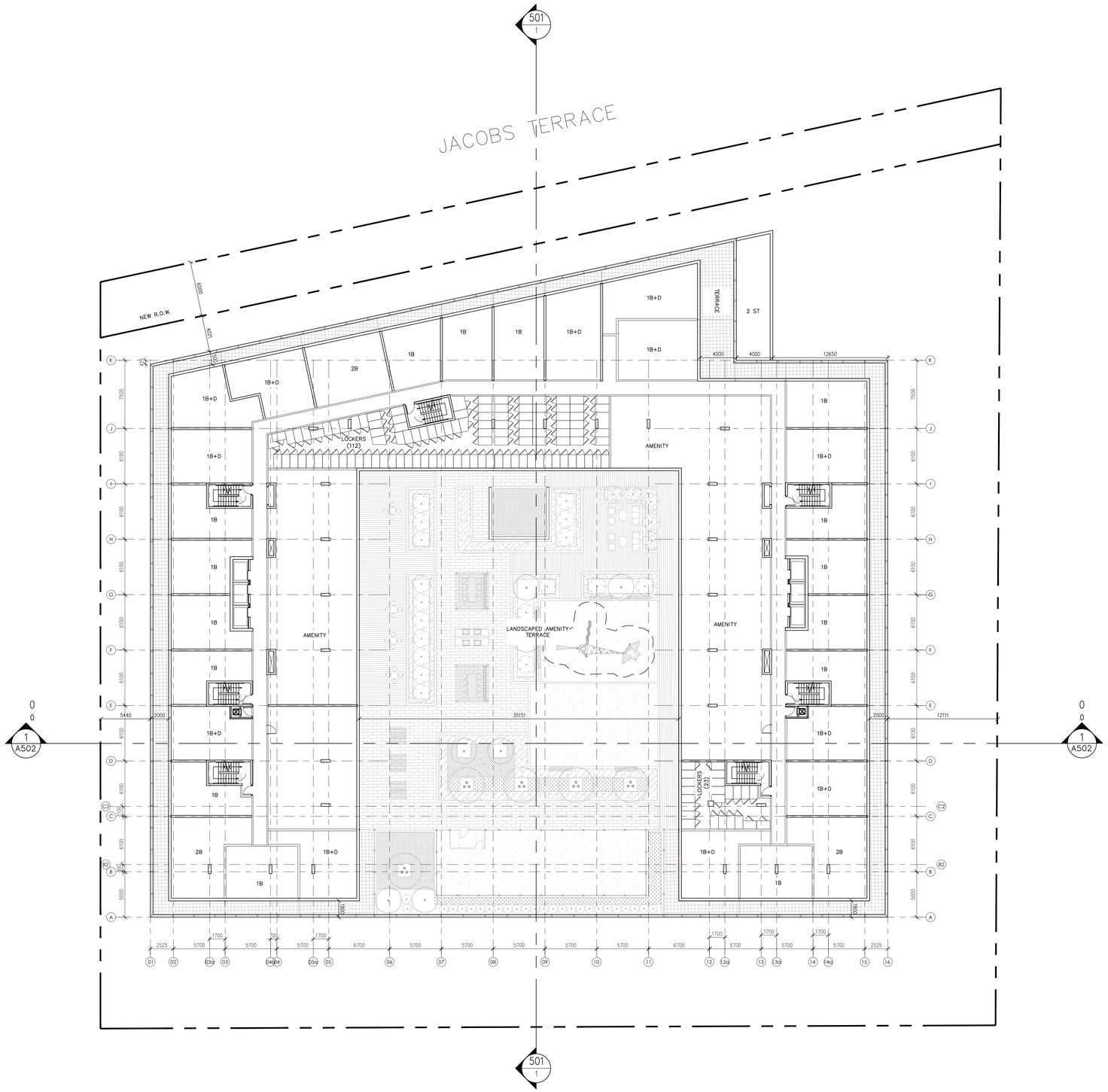

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revisions: date

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3	ZBA submission	23.02.24
2	ZBA submission	22.08.24
1	ZBA submission	21.08.25
submissions:		date

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project:
17 Jacobs Terrace
barrie, ontario

5th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north
construction north

drawing number:
A305

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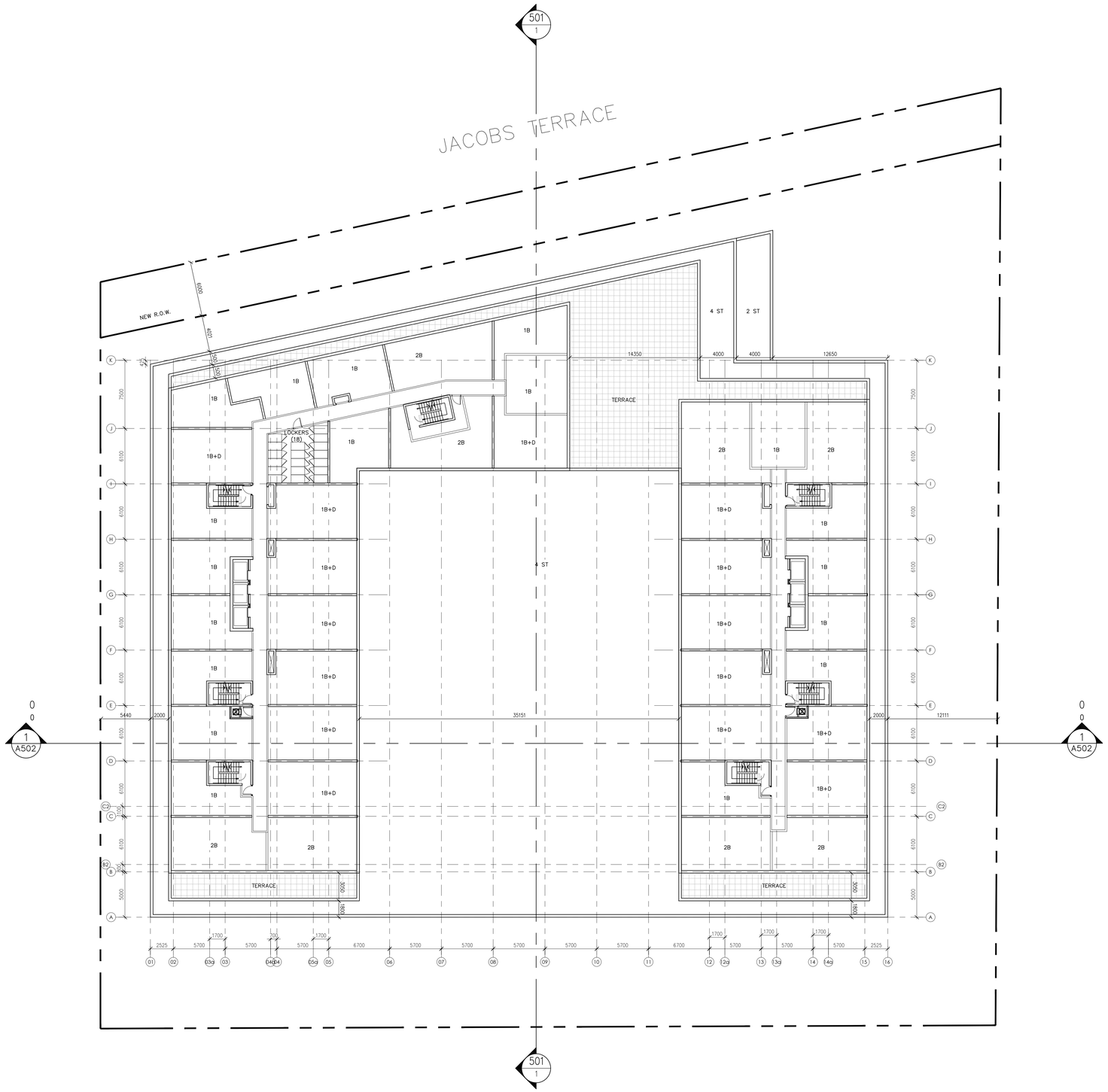

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revisions: date

submissions:	date
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3 ZBA submission	23.02.24
2 ZBA submission	22.08.24
1 ZBA submission	21.08.25

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project:
17 Jacobs Terrace
barrie, ontario

6th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north / construction north

drawing number: A306

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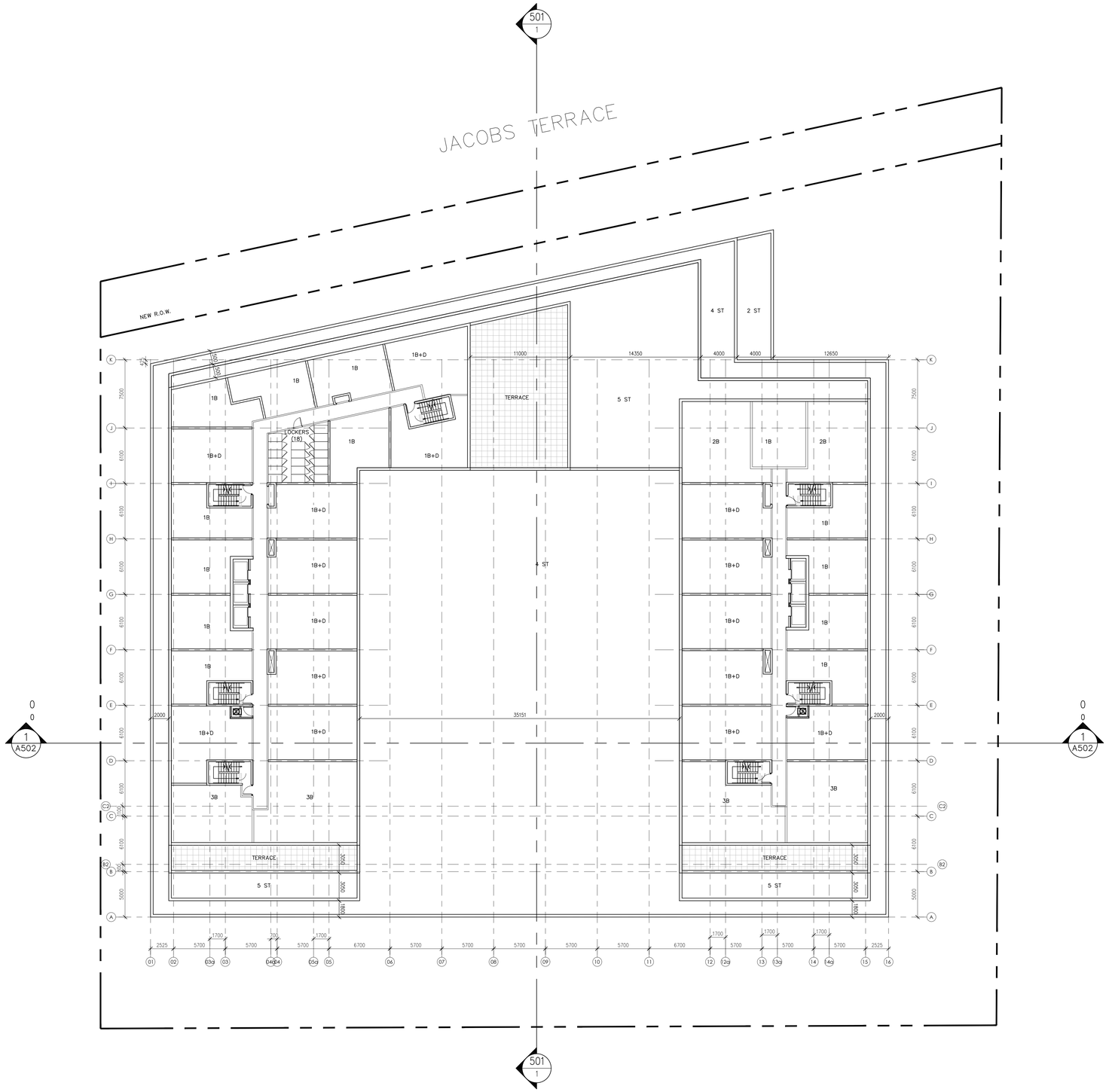

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notes:

revisions: date

submissions:		date
4	SPA submission	23.10.30
3	ZBA submission	23.02.24
2	ZBA submission	22.08.24
1	ZBA submission	21.08.25

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GHD Ltd.
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structural:
Jablonsky, Ast and Partners International
450-5 Concorde Gate, Toronto, ON, M3C 3N7

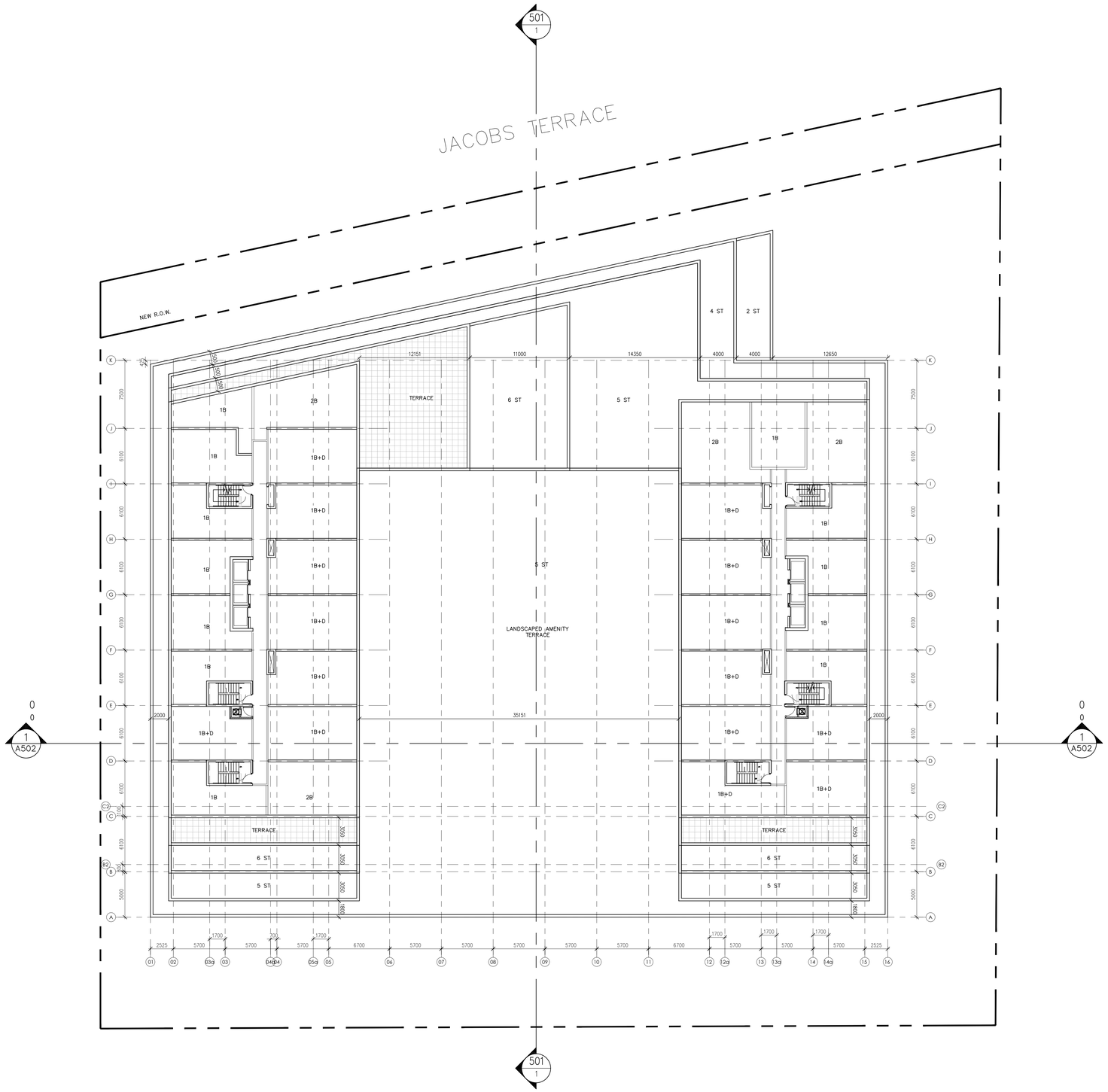
project:
17 Jacobs Terrace
barrie, ontario

7th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:
	drawing number:

true north
construction north

A307



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submissions: date

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structural:
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450-5 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
barrie, ontario

8th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north / construction north

drawing number: A308

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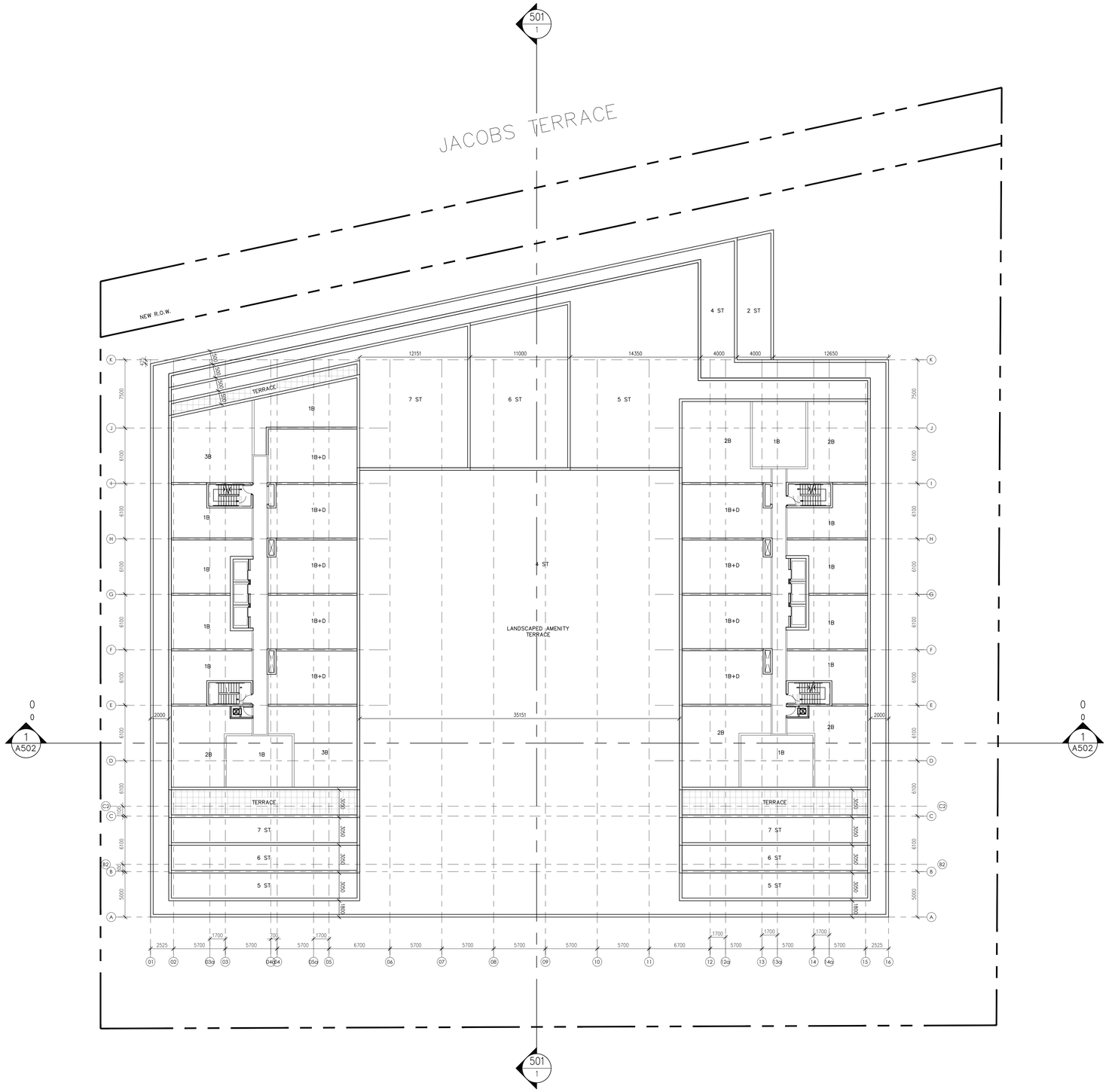

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submissions: date

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structural:
Jablonsky, Ast and Partners International
400-5 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
barrie, ontario

9th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north / construction north

drawing number: A309

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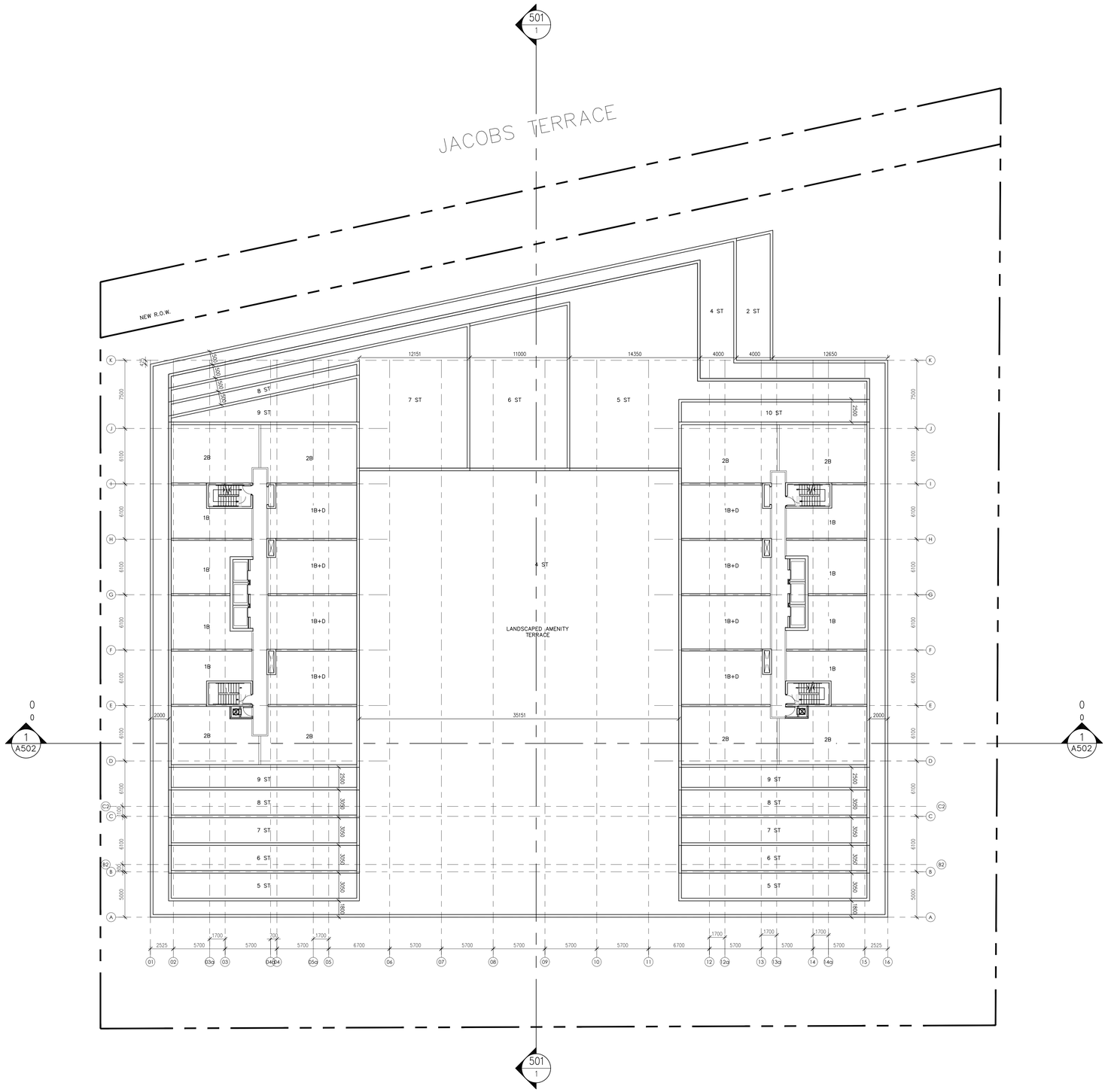

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400-5 Concorde Gate, Toronto, ON, M3C 3N7

project:

17 Jacobs Terrace

barrie, ontario

10th-19rd floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:
	drawing number:

true north

construction north

A310

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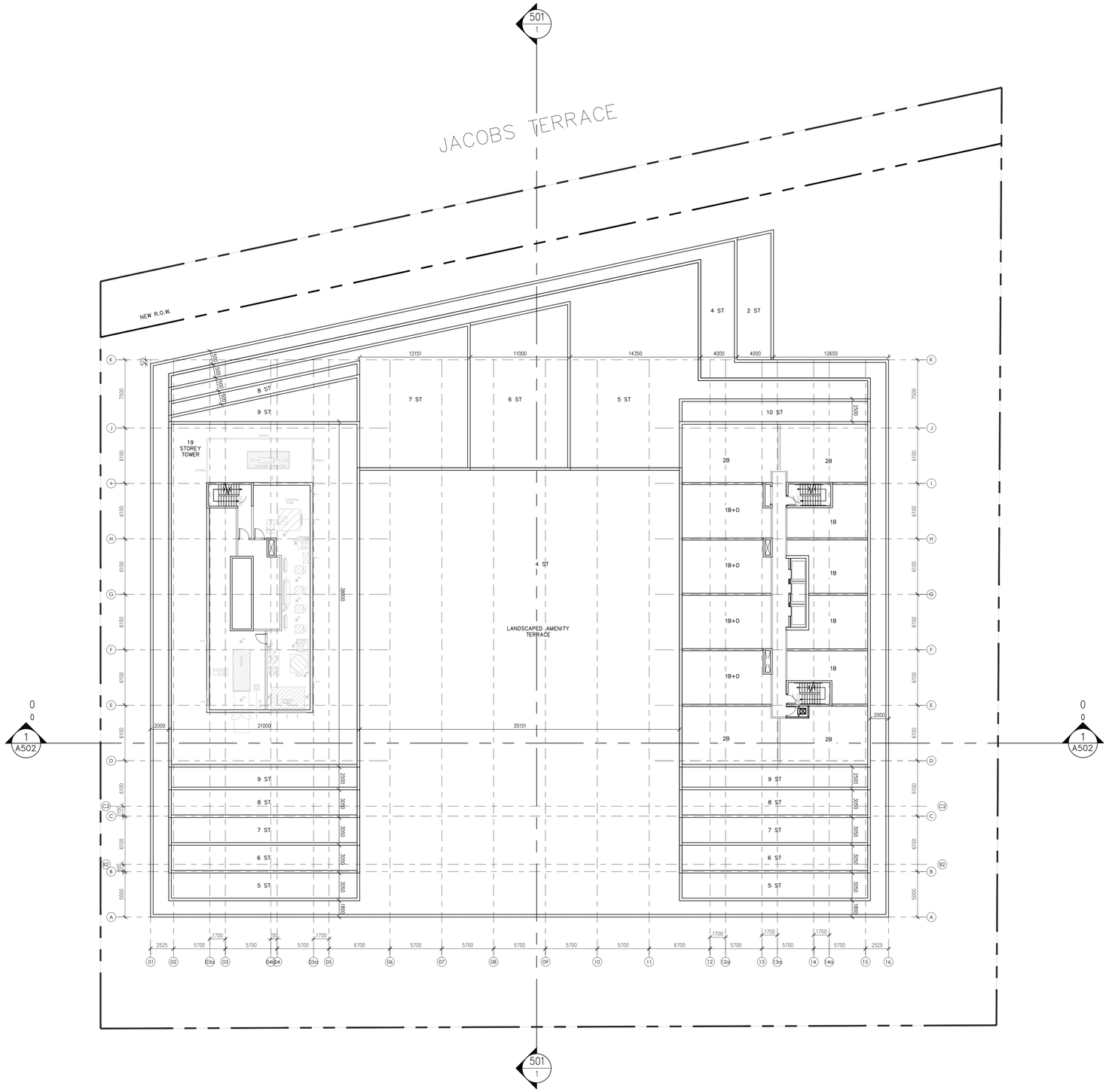

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1	ZBA submission	21.08.25

submissions: date

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ihab daakour

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project:
17 Jacobs Terrace
barrie, ontario

20th floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north / construction north

drawing number: A311

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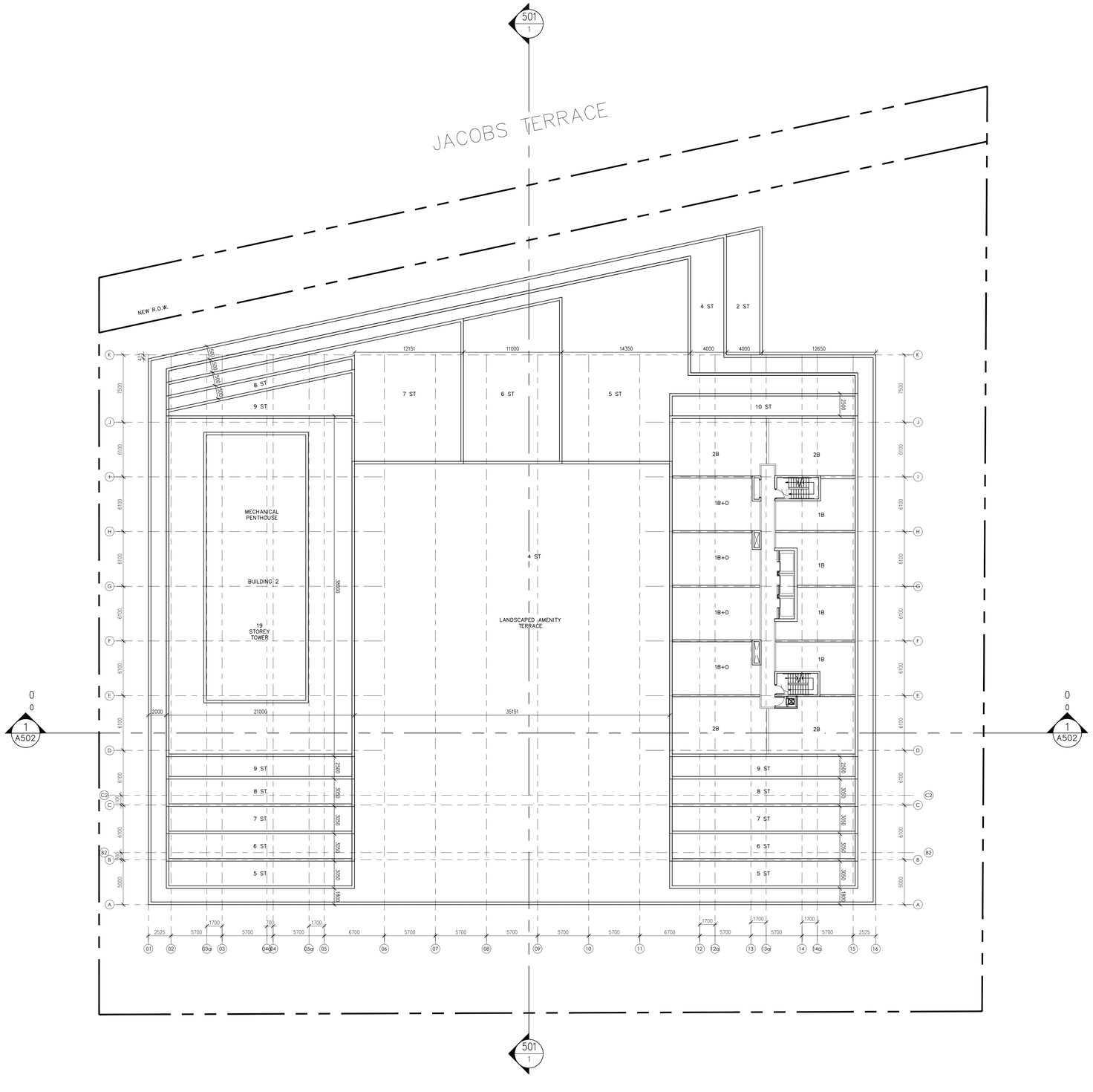

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architectural team :
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Jablonsky, Ast and Partners International
4063 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
barrie, ontario

21st-23rd floor

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:
	drawing number:

true north
construction north

A312

architecture**unfolded**
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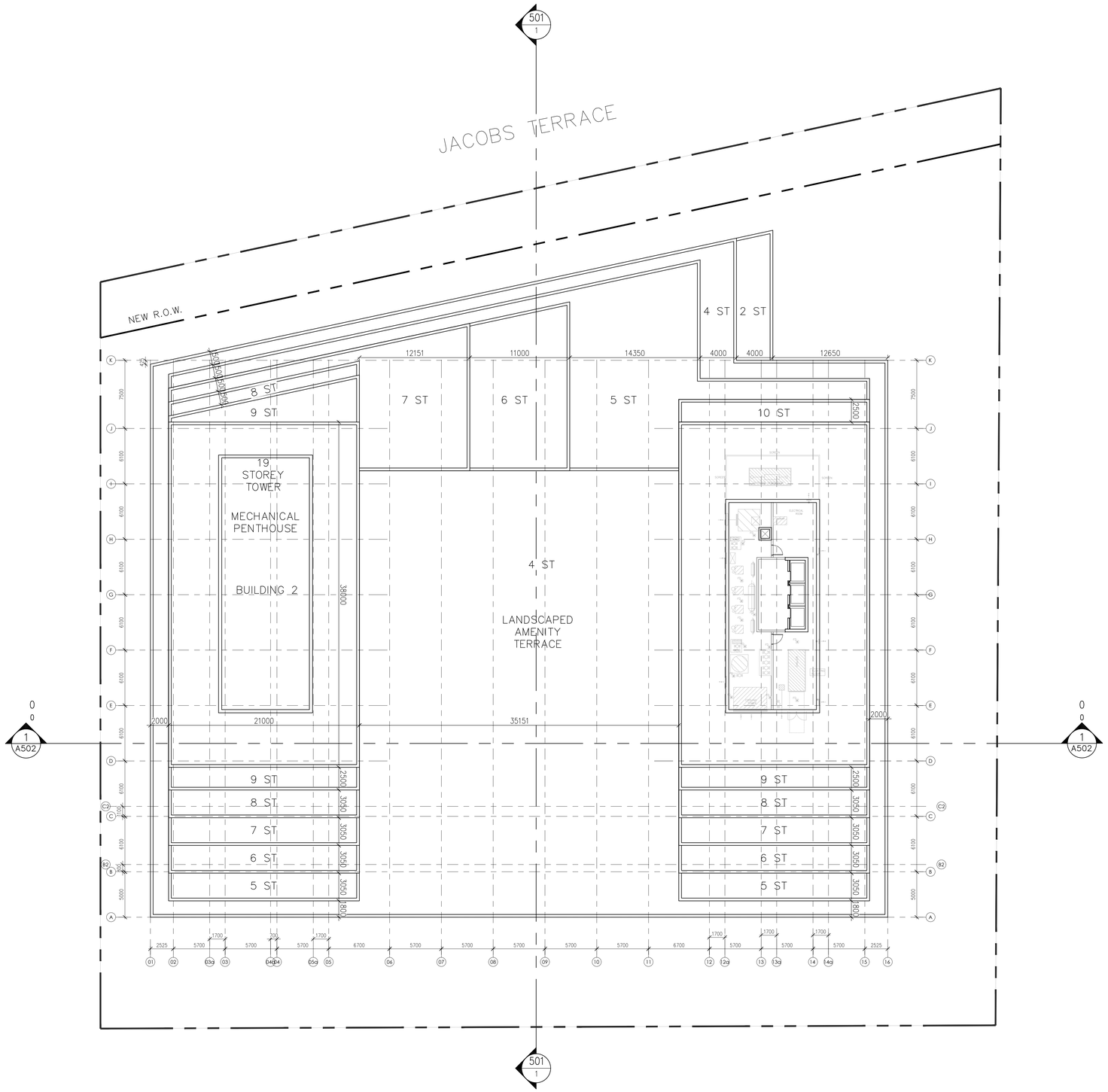
338 dufferin street, toronto, on, m6k 1z8



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2	ZBA submission	22.08.24
1	ZBA submission	21.08.25

submissions: date

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400-3 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
barrie, ontario

Mechanical Penthouse

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

true north / construction north

drawing number: A313

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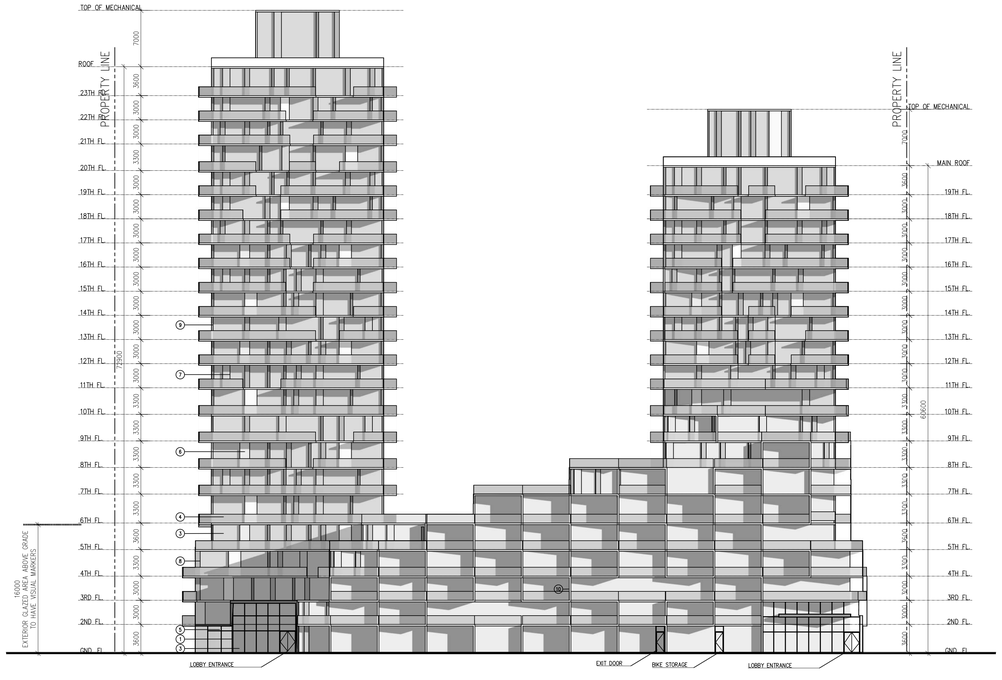
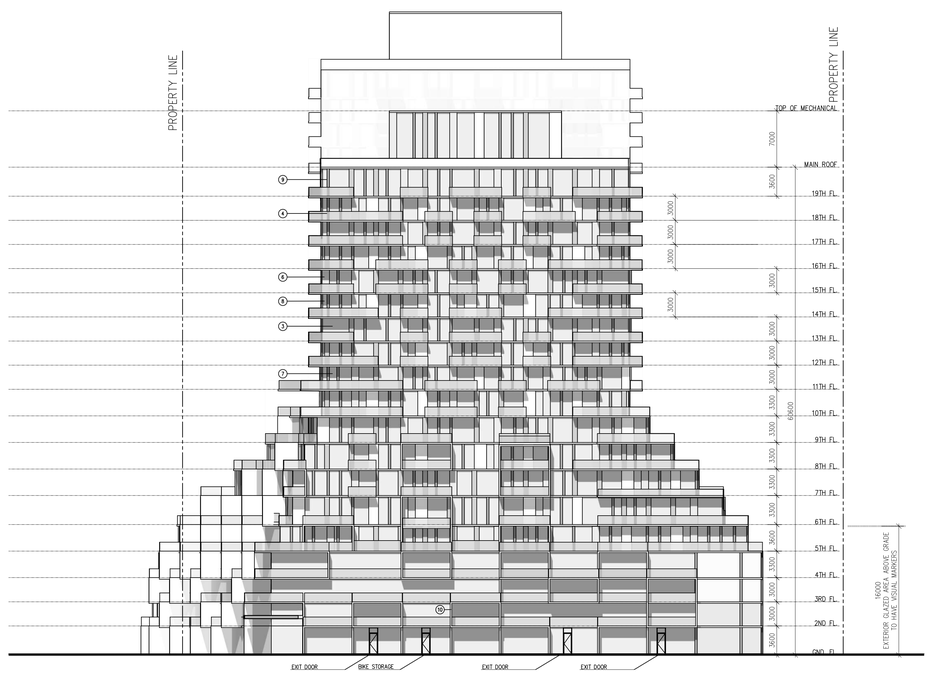
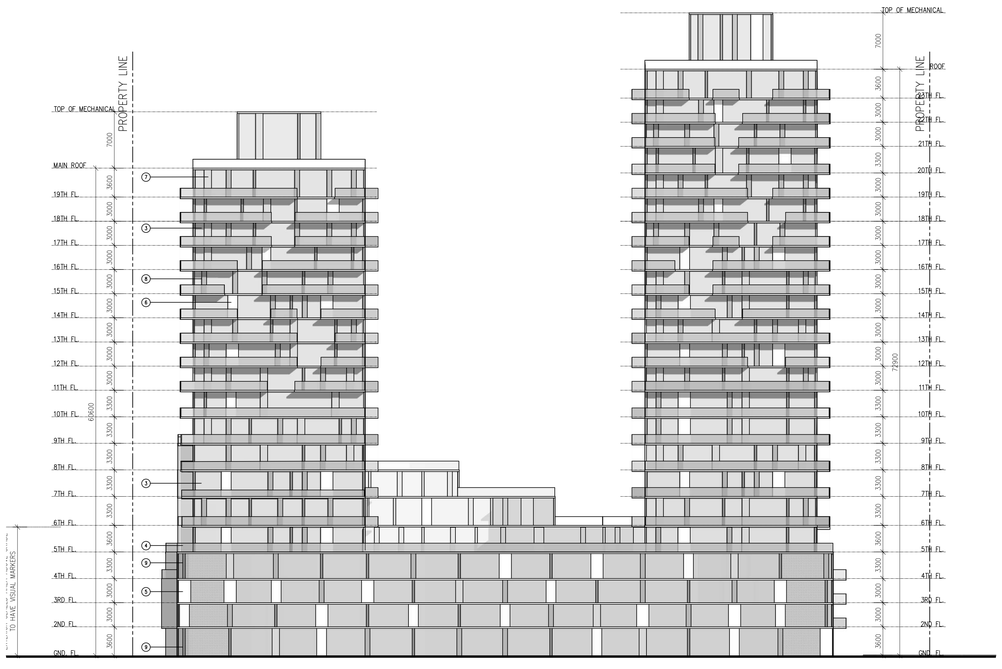


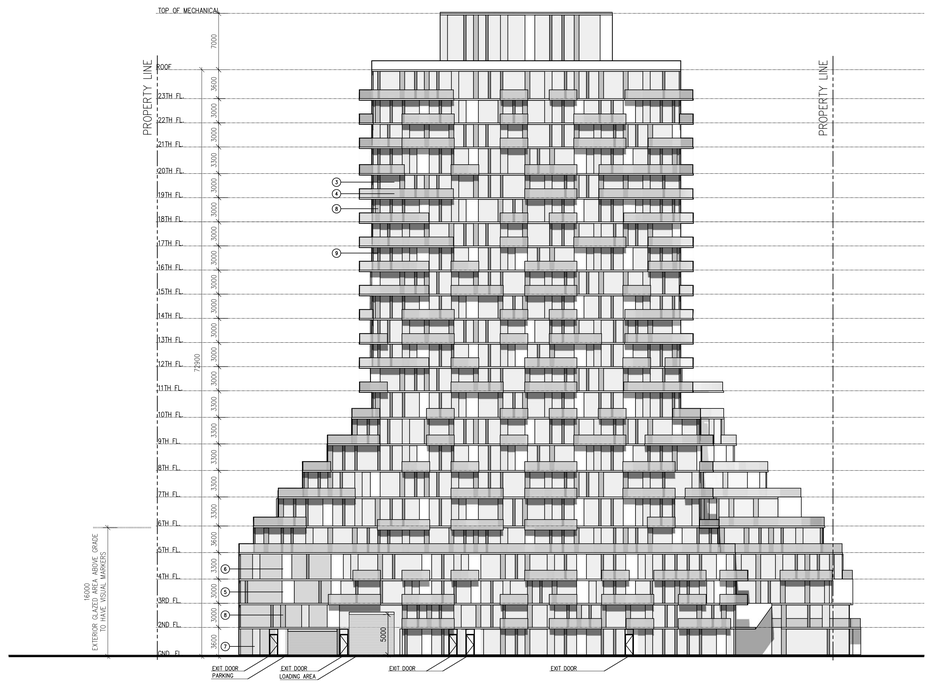
1 North Elevation



2 West Elevation



3 South Elevation



4 East Elevation

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notes:

MATERIALS LEGEND

1. MULLIONS – BONE WHITE
2. SPANDREL GLASS
3. CLEAR VISION GLASS
4. GLASS RAILING
5. PRECAST PANELS– WHITE – M01
6. PRECAST PANELS– LIGHT GRAY – M02
7. PRECAST PANELS– MEDIUM GRAY – M03
8. PRECAST PANELS– MEDIUM GRAY – M04
9. PRECAST PANELS– DARK GRAY – M05
10. PRECAST FRAME– WHITE

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revisions:	date
4 SPA submission	23.10.30
3 ZBA submission	23.02.24
2 ZBA submission	22.08.24
1 ZBA submission	21.08.25
submissions:	date

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traffic:
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6705 Millcreek Drive, Unit 5, Mississauga, ON L5N 5M4

site services:
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41 King Street, Unit 6, Barrie, ON L4N 6E6

structural:
Jablonsky, Ast and Partners International
4005-5 Eglinton Gate, Toronto, ON M2C 3H7

project:
17 Jacobs Terrace
barrie, ontario

elevations

2020	date:
1:300	scale:
20-50	project:
ss	drawn by:

drawing number:
A401

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2 SPANDREL GLASS
3 CLEAR VISION GLASS
4 GLASS RAILING
5 PRECAST PANELS– WHITE – M01
6 PRECAST PANELS– LIGHT GRAY – M02
7 PRECAST PANELS– MEDIUM GRAY – M03
8 PRECAST PANELS– MEDIUM GRAY – M04
9 PRECAST PANELS– DARK GRAY – M05
10 PRECAST FRAME– WHITE

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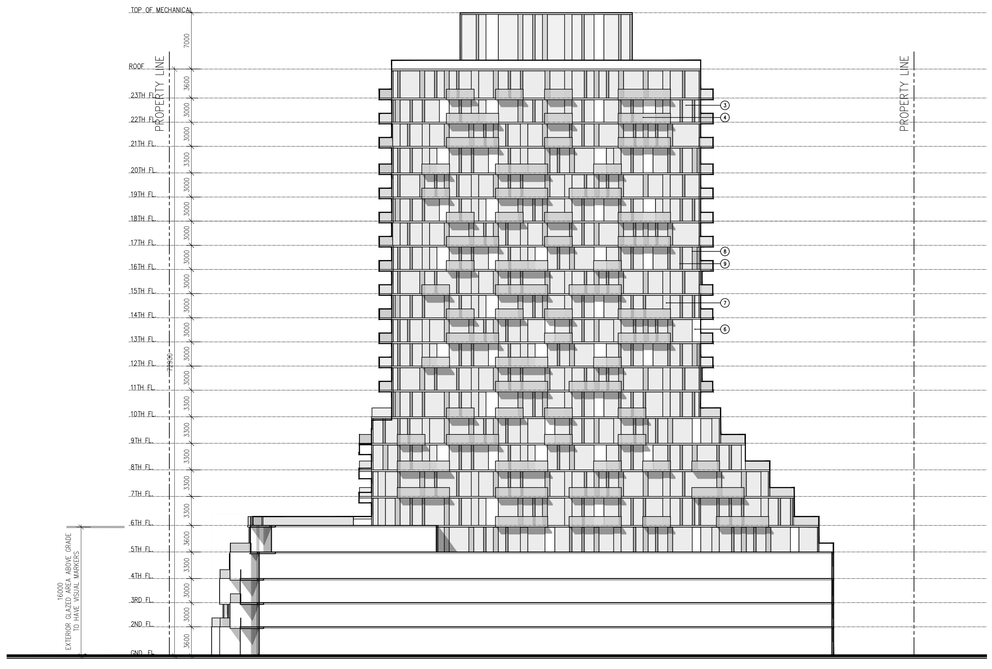
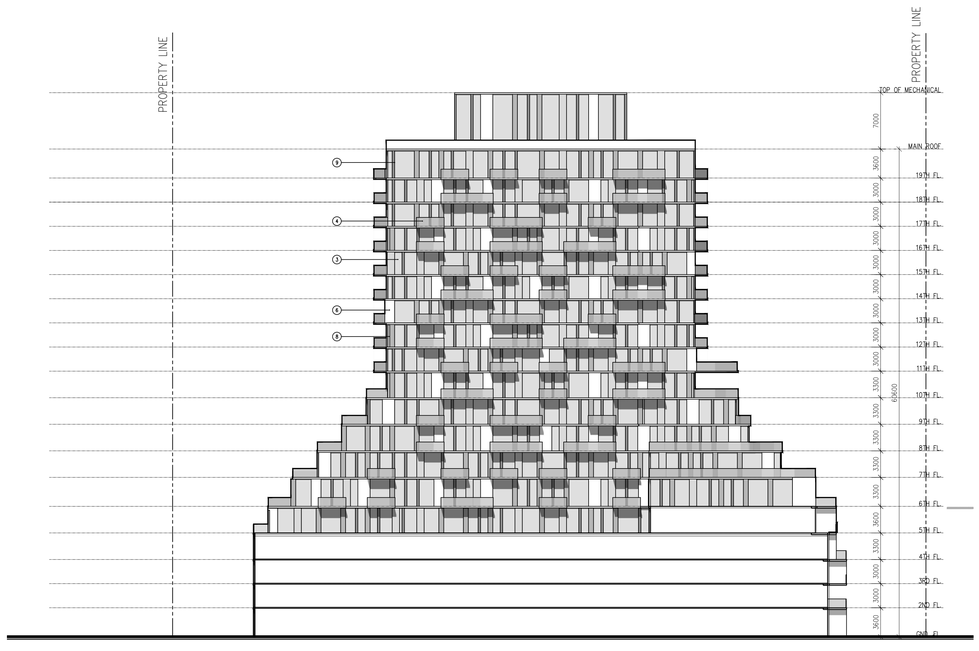
388 dufferin street, toronto, on. m6k 1z8

revisions: date



1 West Elevation (Internal)



2 East Elevation (Internal)

submissions:	date
4 SPA submission	23.10.30
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1 ZBA submission	21.08.25

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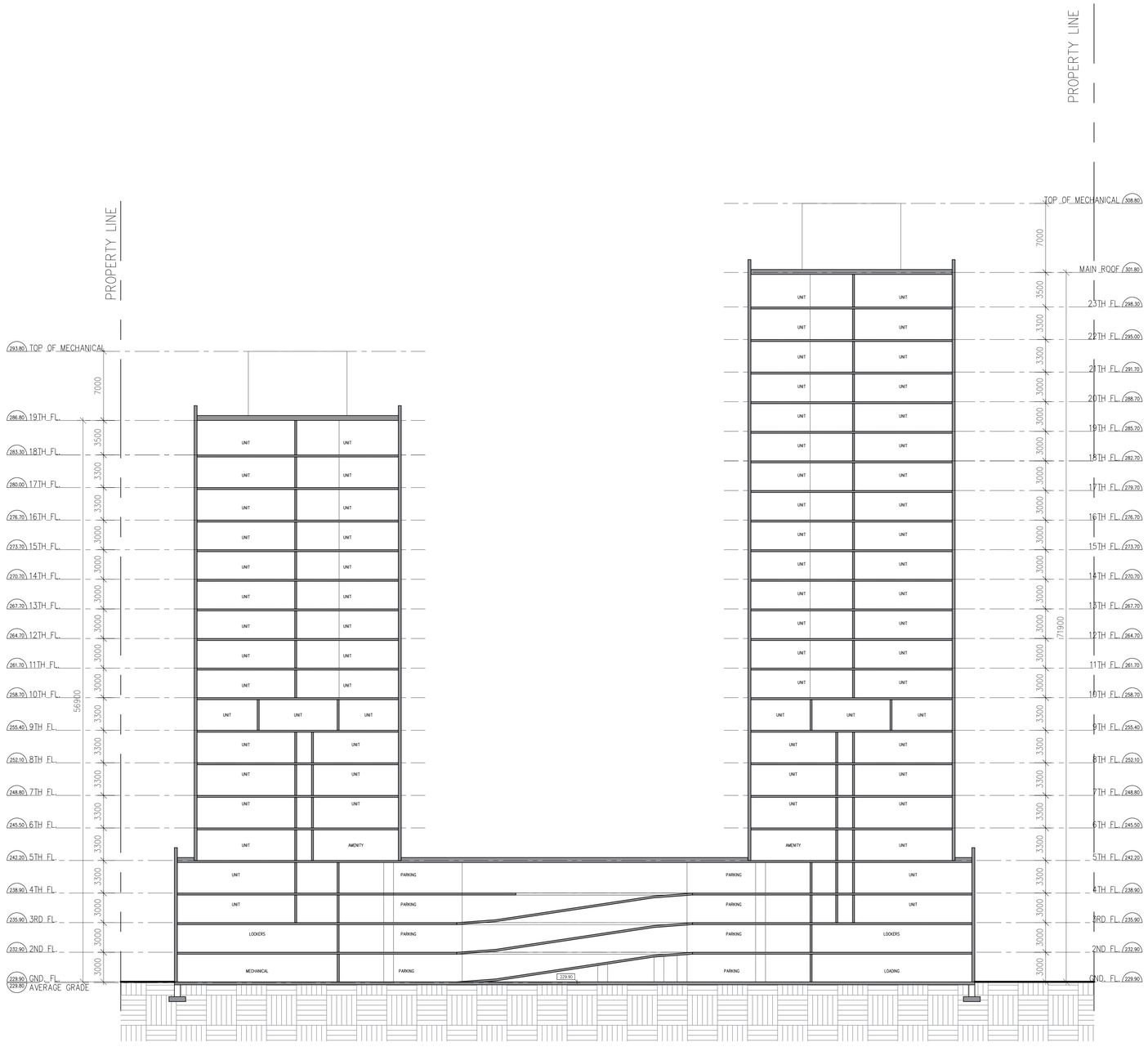
project:
17 Jacobs Terrace
barrie, ontario

elevations

2020	date:
1:300	scale:
20-50	project:
SS	drawn by:

drawing number:

A402



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revisions: date

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1	ZBA submission	21.08.25

submissions: date

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450-5 Concorde Gate, Toronto, ON, M3C 3N7

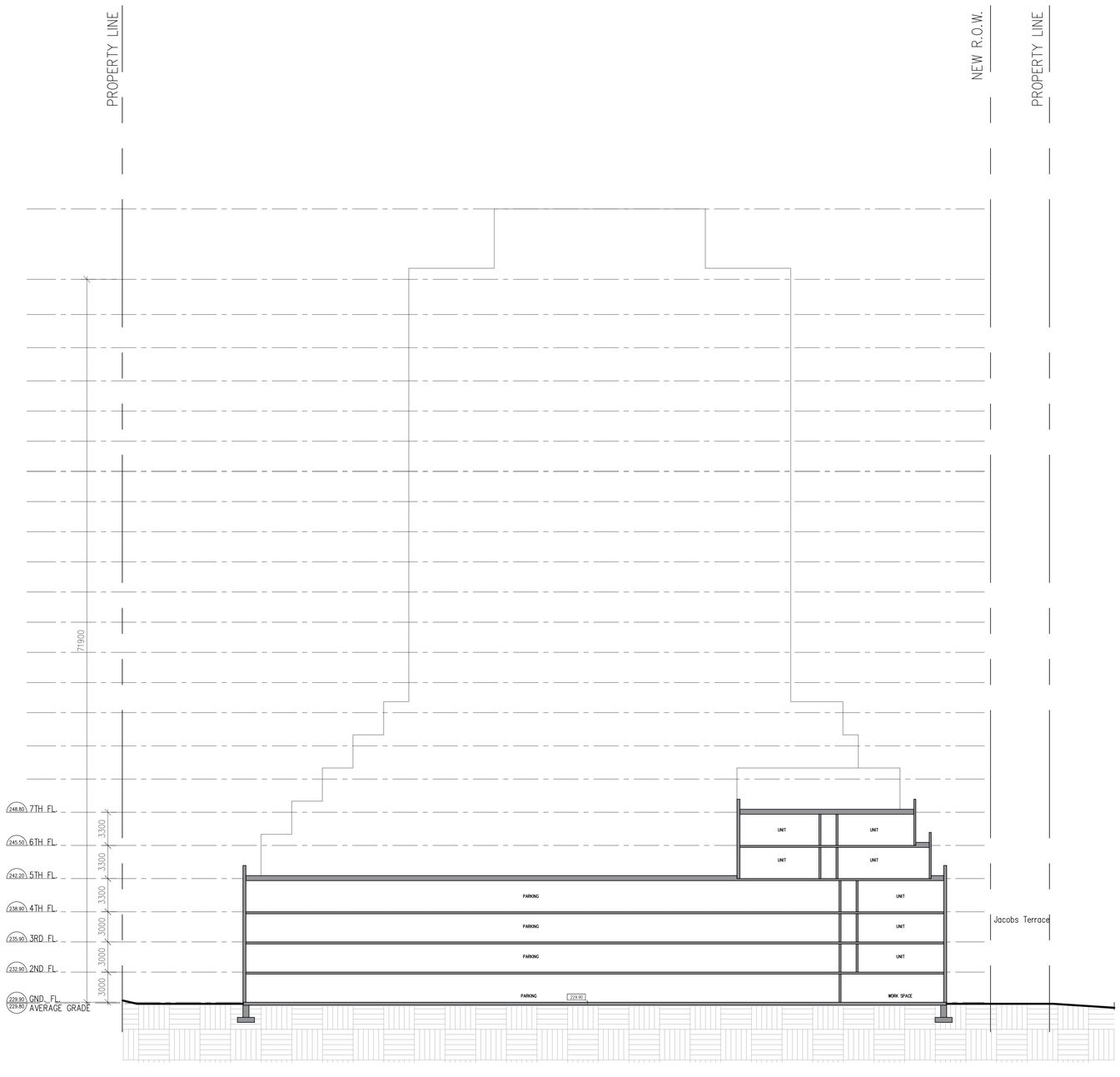
project:
17 Jacobs Terrace
barrie, ontario

section 2

2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

drawing number:

A502



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submissions: date

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Jablonsky, Ast and Partners International
400-5 Concorde Gate, Toronto, ON, M3C 3N7

project:
17 Jacobs Terrace
Barrie, Ontario

section 1

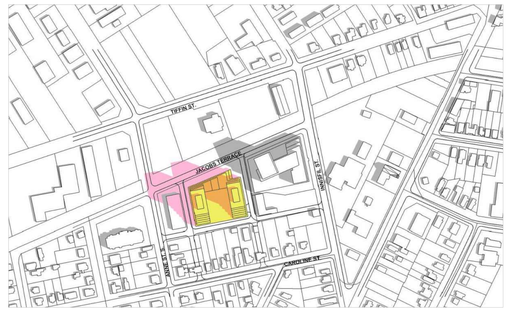
2020	date:
1:200	scale:
20-50	project:
SS	drawn by:

drawing number:

A501

April 21st, Time–08.00 a.m

April 21st, Time–09.00 a.m



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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

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revisions:

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1	ZBA submission	21.08.25

submissions: date

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project:
17 Jacobs Terrace
barrie, ontario

shadow study

2020	date:
1:4000	scale:
20-50	project:
SS	drawn by:

drawing number:

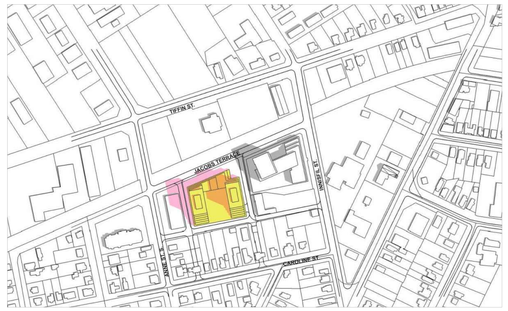
A601

June 21st, Time–07:00 a.m

June 21st, Time–08:00 a.m

June 21st, Time–09:00 a.m

June 21st, Time–10:00 a.m



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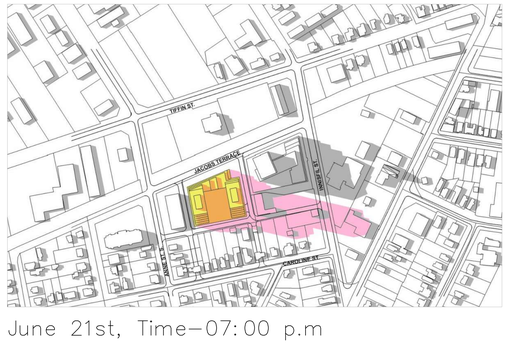

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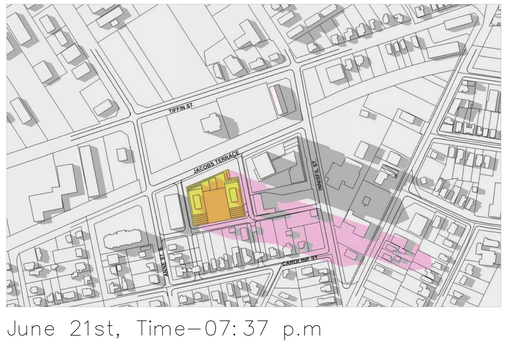

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revisions:	date
4 SPA submission	23.10.30
3 ZBA submission	23.02.24
2 ZBA submission	22.08.24
1 ZBA submission	21.08.25
submissions:	date

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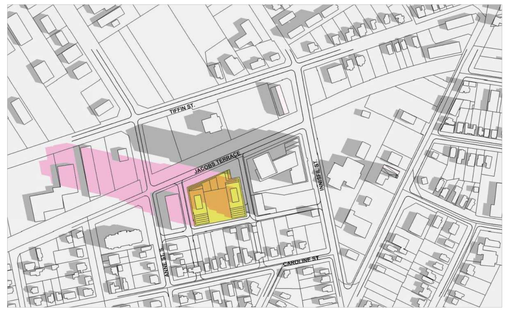
project:
17 Jacobs Terrace
barrie, ontario

shadow study

2020	date:
1:4000	scale:
20-50	project:
SS	drawn by:

drawing number:

A602



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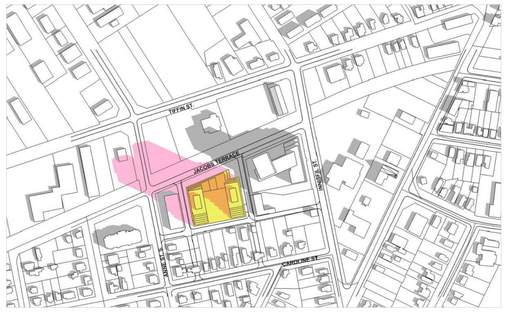

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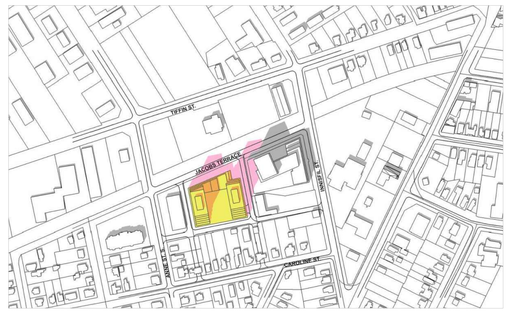
September 21st, Time–01:30 p.m



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September 21st, Time–05:50 p.m

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1	ZBA submission	21.08.25

architectural team :
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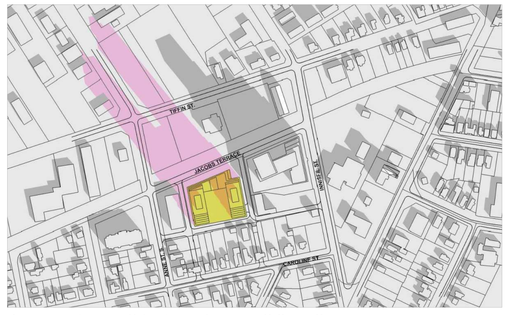
project:
17 Jacobs Terrace
barrie, ontario

shadow study

2020	date:
1:4300	scale:
20-50	project:
SS	drawn by:

drawing number:

A603



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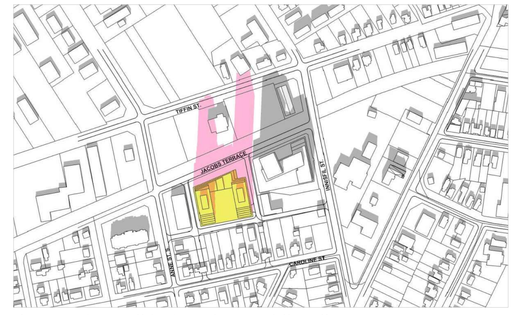

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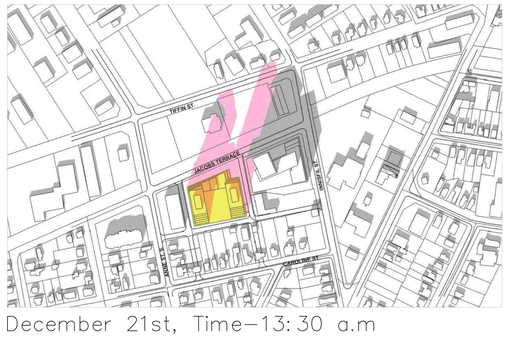

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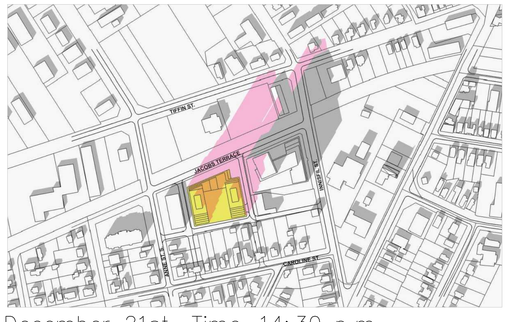

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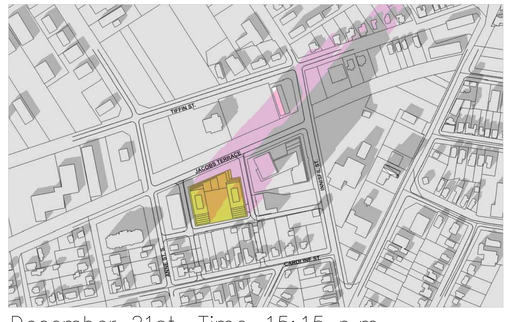

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project:
17 Jacobs Terrace
barrie, ontario

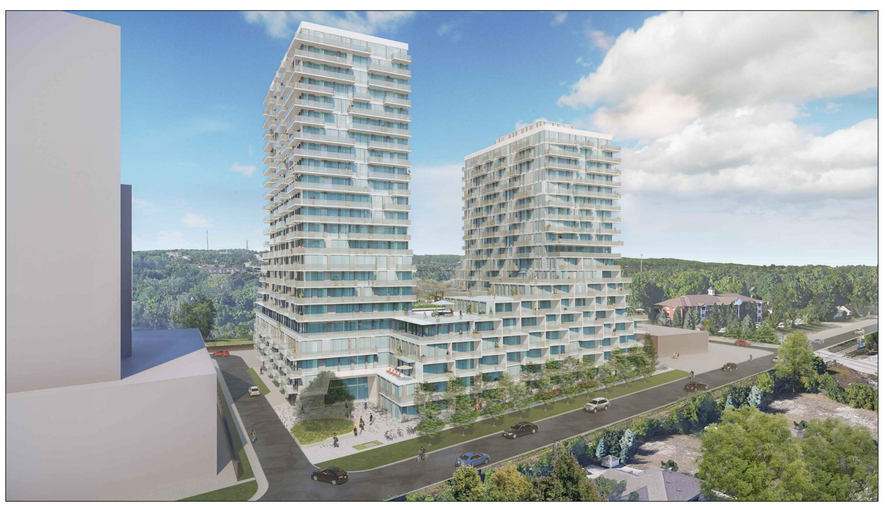
shadow study

2020	date:
1:4300	scale:
20-50	project:
SS	drawn by:

drawing number:

A604

Street View Looking South East



View Looking South

Aerial View Looking North

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ihab daakour

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project:
17 Jacobs Terrace
barrie, ontario

renderings

2020	date:
NTS	scale:
20-50	project:
SS	drawn by:

drawing number:

A701

APPENDIX 2:

Landscape Architecture Drawing Package

17 JACOBS TERRACE

BARRIE, ONTARIO

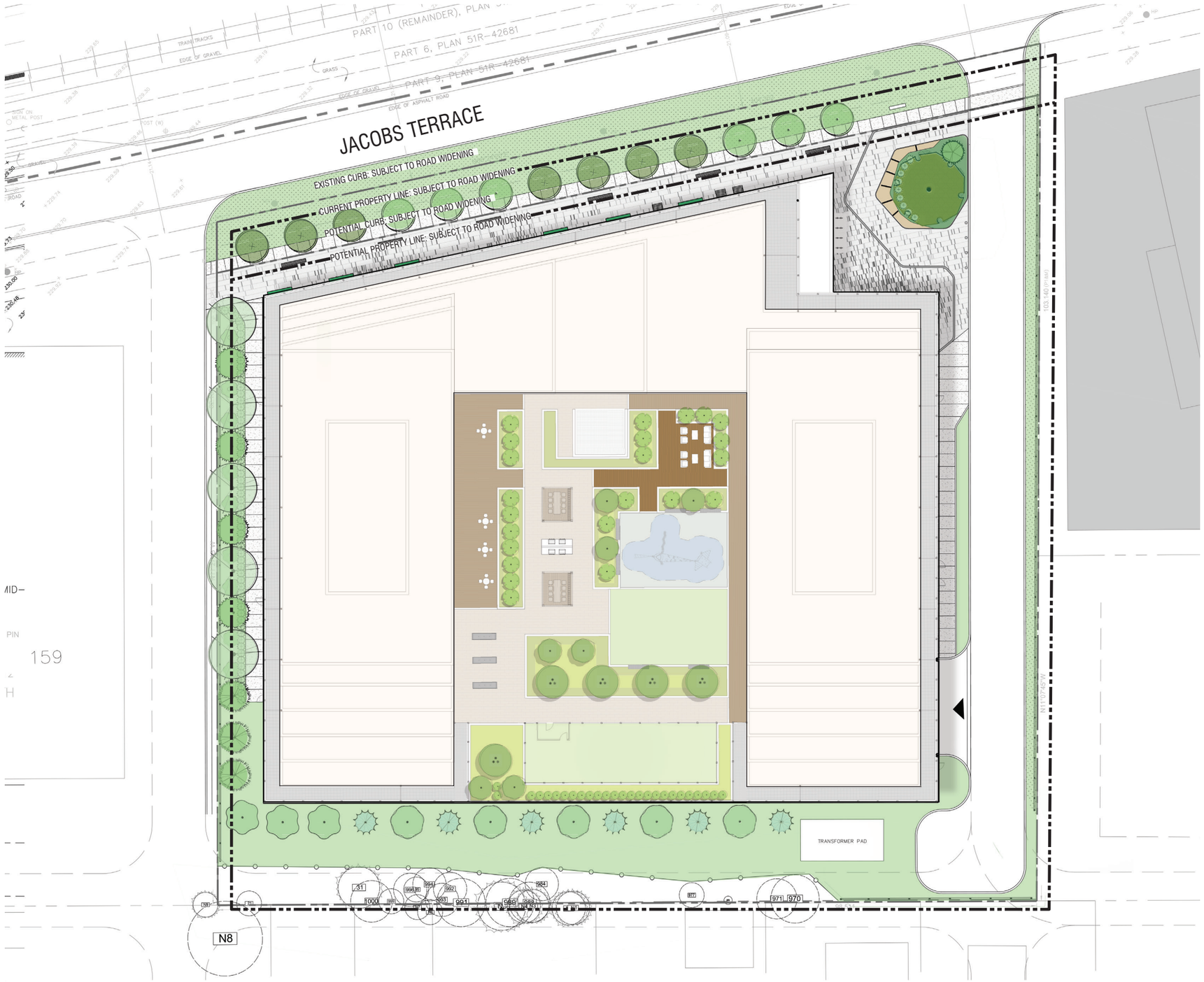
OCTOBER 2023

SPA SUBMISSION

STUDIO tla

17 JACOBS TERRACE BARRIE, ONTARIO
OCTOBER 2023

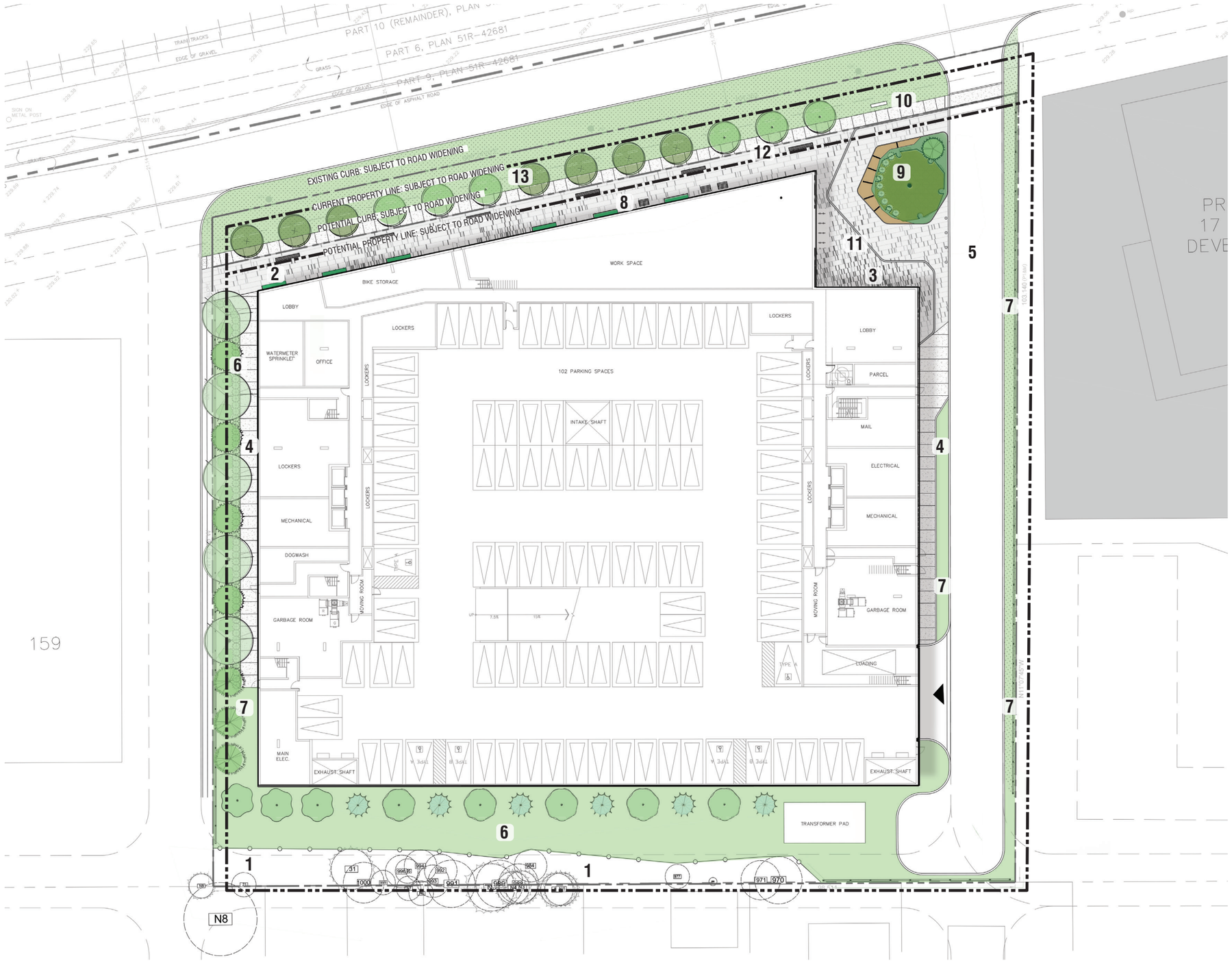
STUDIO tla



17 JACOBS TERRACE BARRIE, ONTARIO
OCTOBER 2023

OVERALL SITE PLAN

STUDIO tla



1 Tree Protection Zone
2 Pedestrian Boulevard
3 Entrance Courtyard
4 Concrete Walkway
5 Site Driveway
6 Landscape Strip
7 Sod & Snow Storage Area
8 Planting & Furnishing Zone
9 Sculptural Bench & Specimen Tree
10 Signage
11 Bike Racks
12 Public Concrete Sidewalk
13 Public R.O.W Tree & Sod Boulevard

17 JACOBS TERRACE BARRIE, ONTARIO
OCTOBER 2023

LANDSCAPE PLAN - GROUND

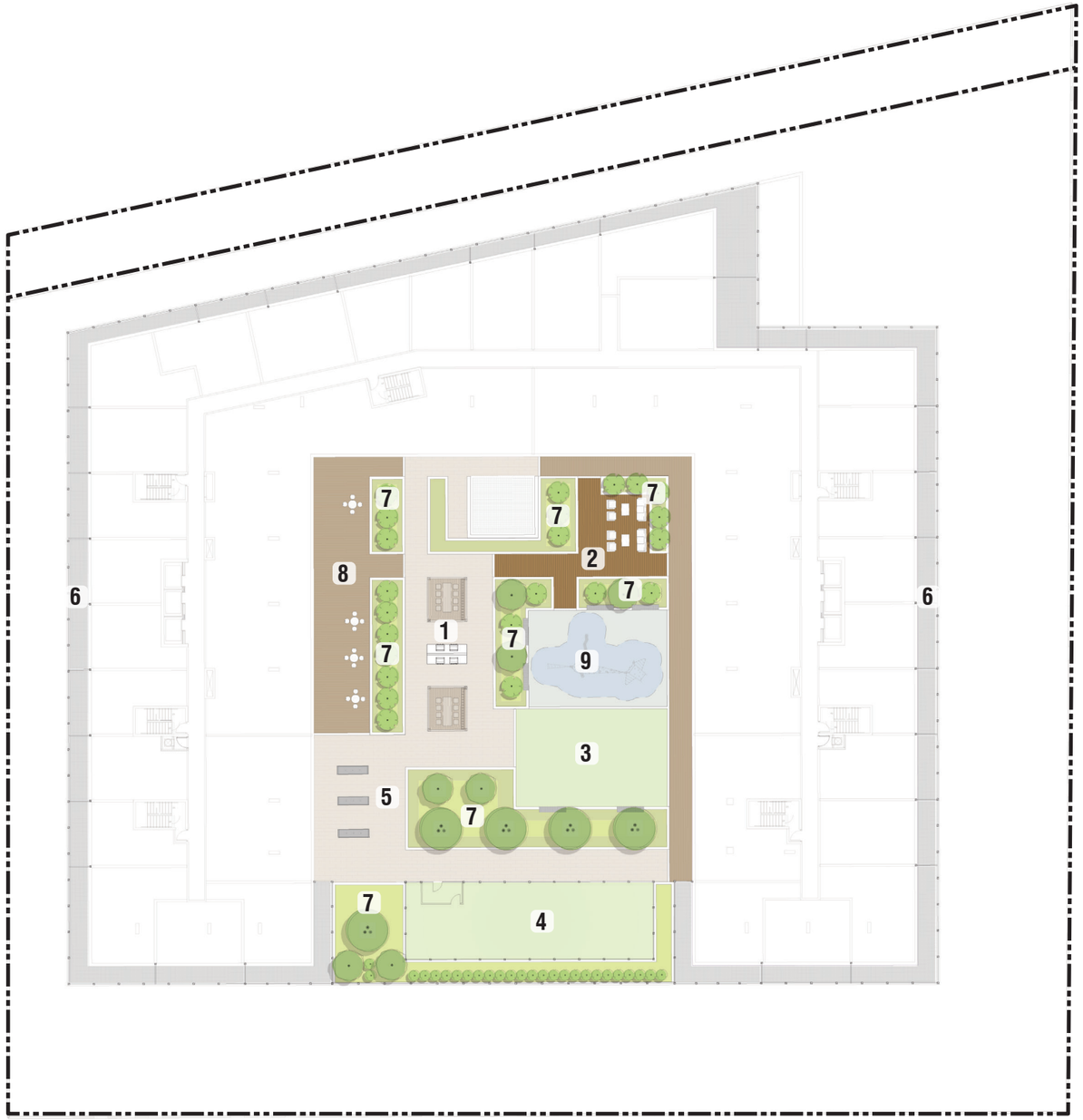
STUDIO tla

Hardscape

Shared Uses

Streetscape

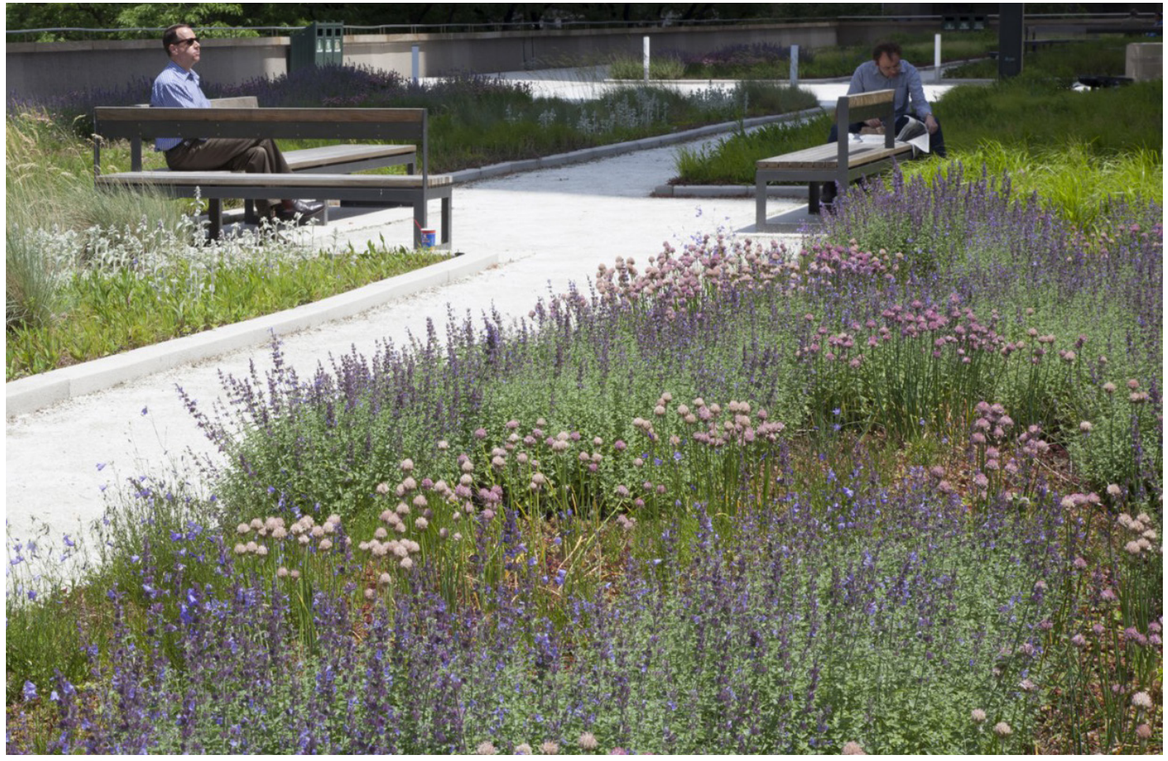
Entrance Courtyard



1 Outdoor Amenity Dining Area
2 Lounge Seating
3 Events / Exercise Lawn
4 Pet Run
5 Outdoor Work Area
6 Private Suite Terraces
7 Raised Planters
8 Outdoor Seating
9 Play Area

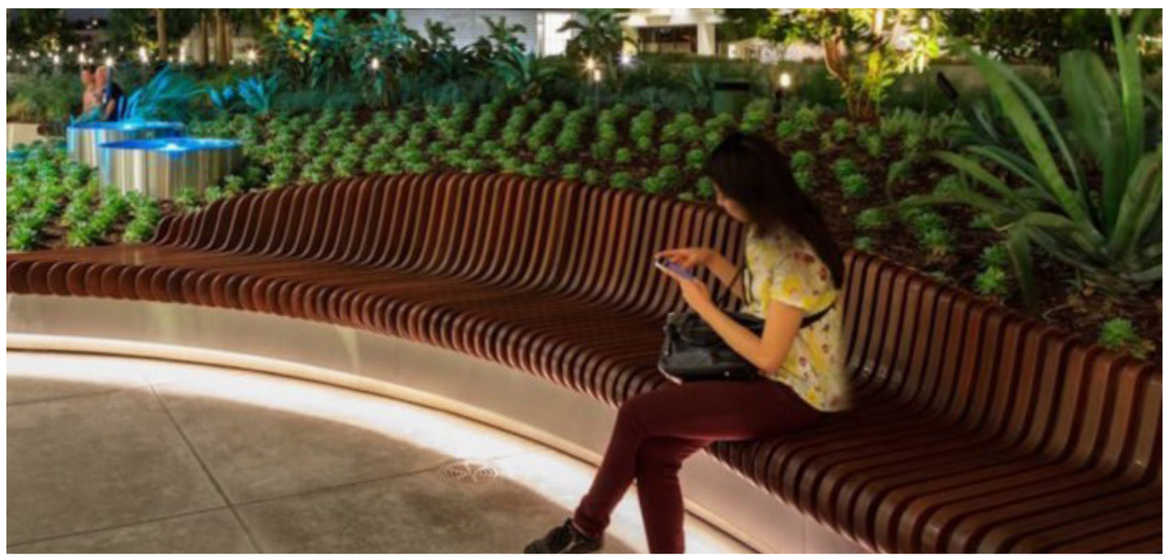
LANDSCAPE PLAN - AMENITY

Rooftop Amenity



Native Planting

Activity & Events Lawn



Integrated Seating

17 JACOBS TERRACE BARRIE, ONTARIO
OCTOBER 2023

STUDIO tla