10-24 GROVE STREET BARRIE

URBAN DESIGN BRIEF

File No. 2199C

AUG 2021

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

CONTENTS

Architectural Design by SRM Architects Inc.

1.0 INTRODUCTION

MHBC has been retained by Skydevco Inc. (hereinafter as the "Owner") to prepare an Urban Design Brief for the redevelopment of a combination of the properties located on the north side of Grove Street West, west of Bayfield Street, and municipally addressed as 10, 14, 18, 20, 22 and 24 Grove Street West, known as the YMCA of Simcoe Muskoka. (hereafter referred to as "the Subject Lands" or "the Site"). The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided by the City of Barrie.

Overall the proposal represents intensification within the boundaries of the City's Intensification Node identified as Primary Node/Major Transit Node, optimizing development through intensification that encourages reinvestment and revitalization of the existing built-up area and leverages public investment on an area with higher order transit options. The proposal also provides for a transition of density, recognizing the Subject Lands are on the adjacent to low-rise expansions. The proposed development will promote the use of multi-modal transportation options such as walking and cycling, and will support the use of local transit routes with connections to CIty center and Downtown Terminal.

THE POLICY FRAMEWORK

In the City of Barrie Official Plan, majority of Subject Lands are designated as "Intensification Node" in schedule I - Intensification Area. The site is further identified as PrimaryNode/Major Transit Node, and are located along a Primary Corridor. Urban design and tall building design policies within Official Plan set forth goals of providing a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. Supported by relevant urban design guidelines, these Official Plan Policies guides context sensitive development and promote an enhanced public realm in the vicinity of major transit connectors.

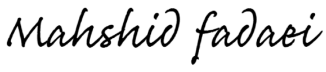
Note: *The subject lands had site specific OPA and ZBA approvals completed back in 2017 under previous ownership for a similar development concept. Specifically, the site was re-designated from institutional to Residential and re-zoned to Residential Apartment Dwelling Second Density (RA1-2) with a Special Policy provision to recognize the provided residential density outside the City Centre, and address site plan configuration details.*

OUR APPROACH

In response to this design vision, MHBC on behalf of the Owner have prepared this Urban Design Brief to illustrate how the proposed development has responded to the City's Official Plan, and tall buildings and height control (Policy Sections 6.5 and 6.6 of the Official Plan). Further, the relevant guidelines within the City's Urban Design Manual and Intensification Area Urban Design Guidelines will be evaluated.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,
MHBC



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2.0
HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The proposal will establish a transit supportive residential development that is compatible with goals and objective set froth for the Intensification Node/Primary Transit Node by the City of Barrie through intensification, reinvestment, and revitalization of the existing built-up area and leveraging the public investment in an area with potentials for higher order transit options. The proposal will better support transit, establish an improved pedestrian streetscape experience, and enhance connectivity to existing community and neighbourhood amenities.

The proposal will also support existing commercial uses and provides newly invested amenity opportunities. At the same time, the proposed multi-unit residential complex will promote housing availability and attainability within the designated Intensification and Transit Node by providing a variety of unit types and sizes that gears to the residents with diverse incomes and promote a neighbourhood character with a strong sense of belonging and ownership.

The proposed development, also provides for transition to the surrounding context by focusing the built form along the highway, dispersing density throughout the massing, integrating generous setback from surrounding residential uses, and ensuring harmonious architectural treatment and landscaping, in keeping with original approvals.

Figure 3.1 - Rendering Perspective, building 1, Prepared by SRM Architects.

GUIDING PRINCIPLES & OBJECTIVES

The proposal will achieve an overall design compliance to ensure that the City's vision, goals, and objective of the Official Plan for Intensification and Transit Node are Implemented successfully:

- Ensuring a stepped transition from existing residential neighbourhoods to an active and vibrant community that projects a strong sense of place and transit supportive community setting.
- Incorporating and optimizing access to sunlight and viewsheds through strategic built form placement and building separation into the overall design of the community.
- Providing context sensitive architectural styles, massing, elevations and materials to ensure visual interest and unity are maintained along the public and private streetscapes.
- Using high quality architectural design and detailing to enhance the building façades and avoid repetition.
- Ensuring that landscaping, streetscapes, signage, lighting and street furniture are designed with a coordinated theme.
- Defining gateway and entrance features through landscaping, decorative surface treatment, and other ornamental features.
- Encouraging energy efficiency and conservation practices where feasible.
- Creating a high quality built form and streetscape fabric that provides a diverse, safe, and pedestrian friendly experience.
- Emphasizing streetscape activation through active use frontages with direct connections to the public streetscape to support an active and vibrant community setting.

4.0 CONTEXT ANALYSIS

The proposed development seeks to redevelop lands that are currently occupied by a two storey community centre building, a YMCA office building, and two one-storey single detached dwellings that front on Grove Street for residential purposes. The site is also within walking distance of Sunnidale Park & Recreation Area and Bayfield Shopping Center north of the Highway 400, and is located immediately west of the City Center's gateway from highway 400 to Downtown and the Bayfield Street Commercial Corridor.

The Subject Lands are approximately 2.54 ha (6.276477 acre) in size and has approximately 70 metres of frontage on Grove Street West, approximately 220 metres and 284 metres of frontage on Highway 400.

The Site is currently surrounded by the following uses:

North Highway 400 is located directly to the north and northwest of the site and the Bayfield Street interchange is located northeast of the site. Further north of Highway 400 are lands designated General Commercial and developed with commercial uses located along the Bayfield Street Corridor.

East The lands directly to the east are designated City Centre with single detached dwellings, semi-detached dwellings and commercial buildings with frontage on Bayfield Street (an arterial road). Further east of Bayfield Street are two apartment buildings and low rise residential uses.

South The lands directly to the south are designated Residential and include single detached dwellings. Lands to the south along Bayfield Street are utilized principally for commercial purposes.

West Highway 400 is located on adjacent lands directly to the west. The lands to the southwest of the site are designated Residential and predominately developed with single detached dwellings. The Hillcrest Public School is located approximately 150 m southwest of the site.

The Subject Lands are located in the City of Barrie's Built Up Area, and identified as Intensification Node/Primary Transit Node. The intensification Nodes and Transit Nodes within the City of Barrie supports a variety of housing types in an intensified form. The Subject Lands are also along a Provincial Transit Corridor and will accommodate a significant share of population and employment growth within the for the City Transit Nodes via representing attainable housing in a transit-oriented development.

The new building proposes a height within the maximum building height of 80 metres (Set forth by "Site Specific Provision"), and Lot Frontage of 30 meters, meeting the provisions as permitted in the Residential Apartment Dwelling Second Density RA2-2 (SP-553) (H-136) zone. The proposed height will enhance the City's skyline, and will meet the tall building policies of the City.

There is no minimum landscaped buffer required by the "Site Specific Provisions". However, the proposal will maintain the continuity along the streetscape and provide an urban treatment that will enhance the public realm.

Overall the proposal represents intensification within the boundaries of the City's Intensification Node, optimizing development through intensification that represents reinvestment and revitalization of the existing built-up

area. The proposal also provides for a transition of density, recognizing the Subject Lands are surrounded by low-rise residential to the south, by focusing the development along the Highway, dispersing density throughout the development, and stepping down heights to the south. The proposed development will promote the use of multi-modal transportation options such as walking, cycling and will support the use of local transit routes, optimizing the streetscape along the Primary Connector /gateway that connects Highway 400 to the Downtown Terminal and GO station.

Figure 4.1 - Site Aerial View and surrounding context.

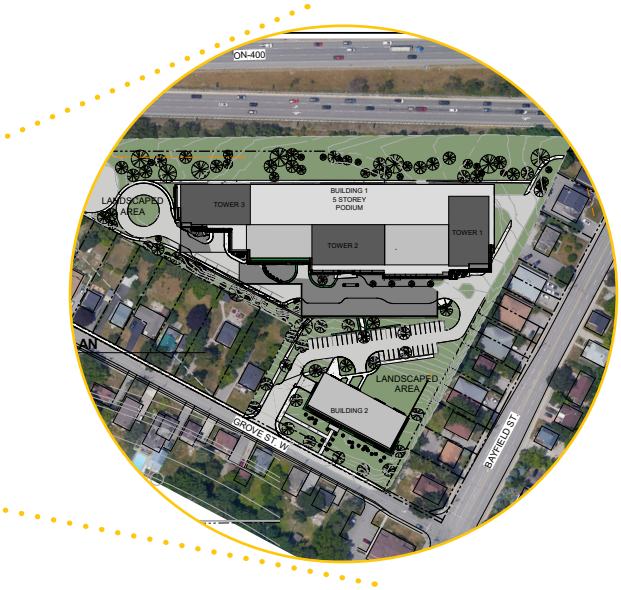


Figure 4.2 - Site Plan, Prepared by SRM Architects.

Figure 4.3 - Block Parcel map showing the Site location.

Figure 4.4 - View towards Subject Lands from south driveway intersection of Grove Street.

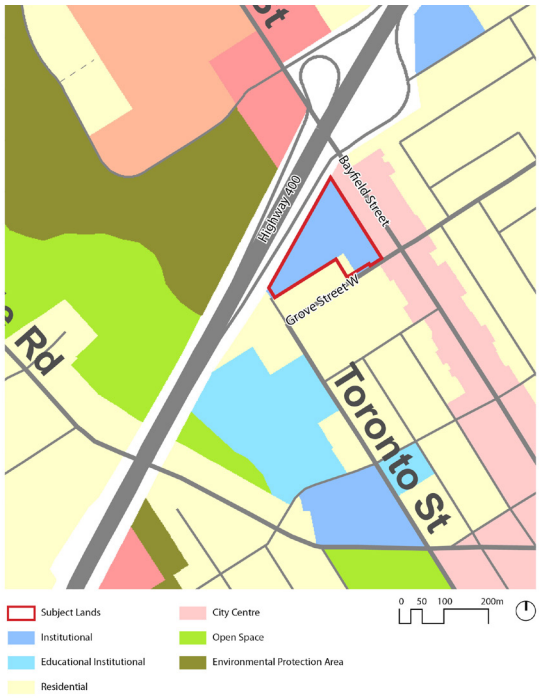


Figure 4.5 - *City of Barrie Official Plan Schedule A: Land Use Rezoned to site specific Residential Apartment DwellingSecond Density Zone*

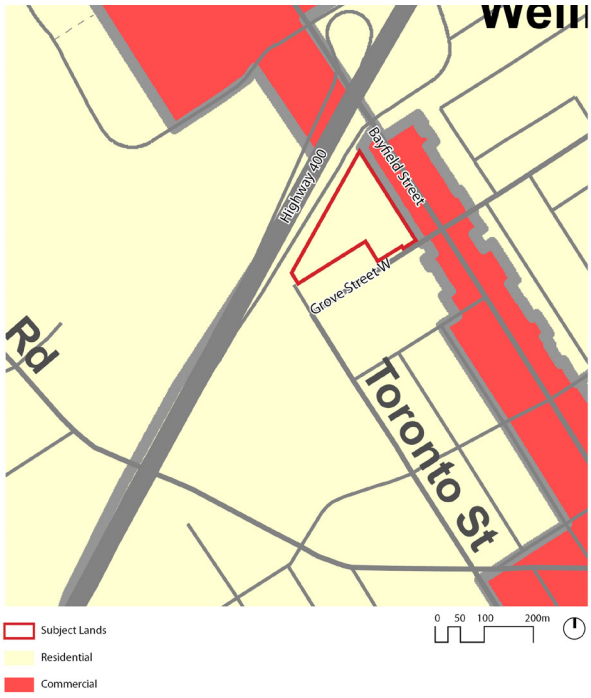


Figure 4.6 - *City of Barrie Official Plan Schedule B: Planning Areas*

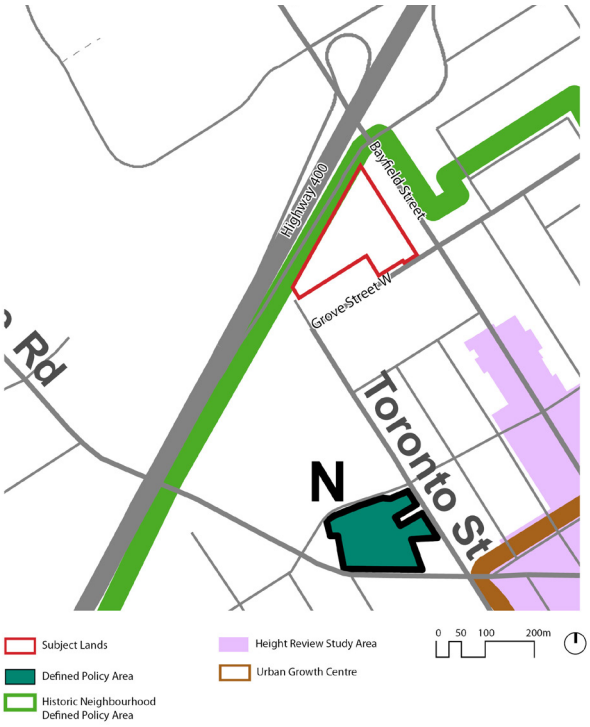


Figure 4.7 - *City of Barrie Official Plan Schedule C: Defined Policy Areas*

Figure 4.8 - *City of Barrie Official Plan Schedule I: Intensification Areas*

5.0
THE PROPOSAL

THE PROPOSED DEVELOPMENT

The proposed residential development consists of 3 towers with a shared podium as well as a standalone midrise building abutting the Grove Street frontage and framing the streetscape. The 3 towers have heights of 25, 25 and 21 storeys and the standalone midrise building is 5 storeys in height.

Less tall components including an 8-storey mid-rise building (Link 2) and 12-storey building (Link 1) have been placed in between towers to dispersed the density throughout the development, and create a mid-rise expression along the private right of way. The 5-storey podium contains parking, residential lobby, service/ waste areas, and features residential uses on levels 2 to 5 fronting onto Grove Street in combination with 4 levels of structure parking that face the highway and provide a high quality facade and material finish that is consistent with the overall building appearance.

The proposal will have a total GFA of approximately 66,820 m^2 (719,244.5 sq ft) for the combined buildings.

The site has built the primary access upon the existing driveway off of Grove Street West. The driveway acts as the primary vehicular and fire route that provides access to the south building at the point of entry and then curves to navigate changing grades and provide a vehicular right of entry to parking, service, wasting, and loading areas for Building 1. The driveway is extended in the north portion of the site, parallel to Bayfield Street, to accommodate the parking entrance to Tower 3. While not required for the functional operation of the site, vehicular circulation can take advantage of a secondary access to the west off of Toronto Street. Notwithstanding this, the ultimate plan includes a turning loop in the event that MTO requires conveyances in the future..

The primary residential entrances and residential lobby will front onto the private driveway with pedestrian connections to Grove street.

The overall development will have a total of 928 residential units, inclusive of 557 one-bedroom, 362 two- bedrooms, and 9 three-bedroom. These unit numbers are subject to change. 1,138 parking spaces are provided for building 1 in form of underground, covered, surface, and podium parking. Building 2 has 57 parking spaces in form of surface and covered parking. A parking study has been completed as a part of the SPA submission. The underground and structure parking levels will be accessible via the private driveway and entrance ramps contained in the podium. Visitor parking will also be provided via surface parking located within the private outdoor amenity.

The proposed development will provide bicycle parking spaces and internal bike storage to support the existing bike lane along the Grove Street and active transportation within the City's Intensification and Transit Node. The proposed loading and servicing area for the development will be contained within the site and accessible from the internal driveway and are screened from the public streets.

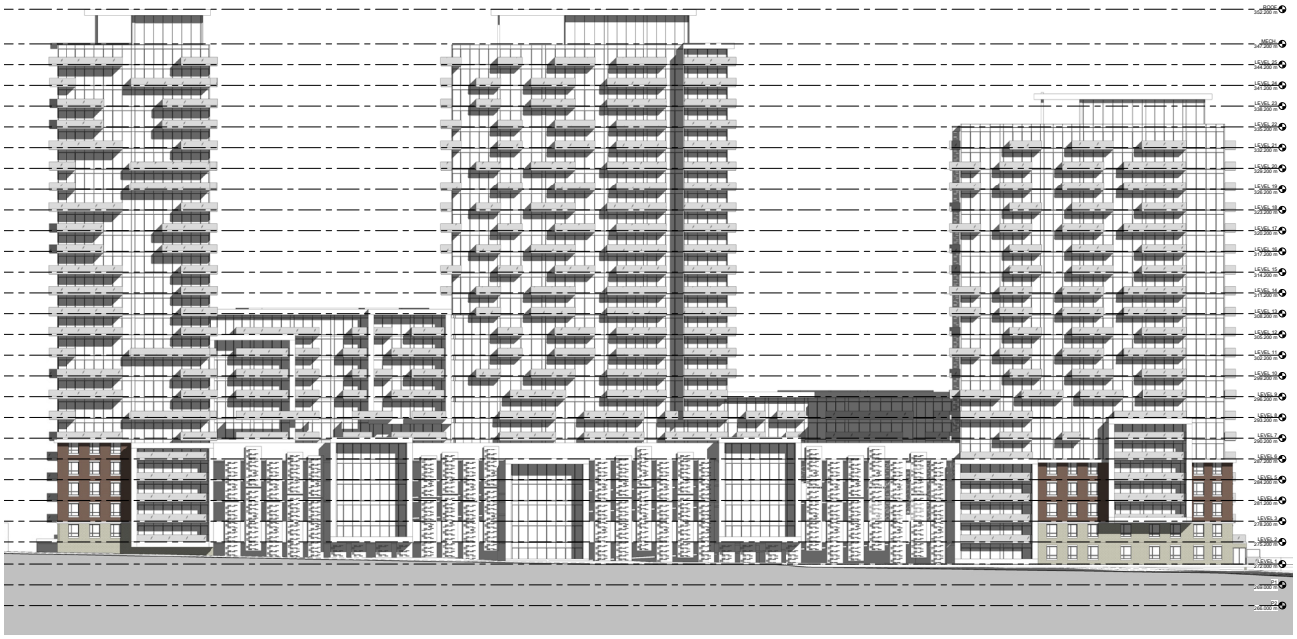


Figure 5.1 North Elevation, Building 1, prepared by SRM Architects.

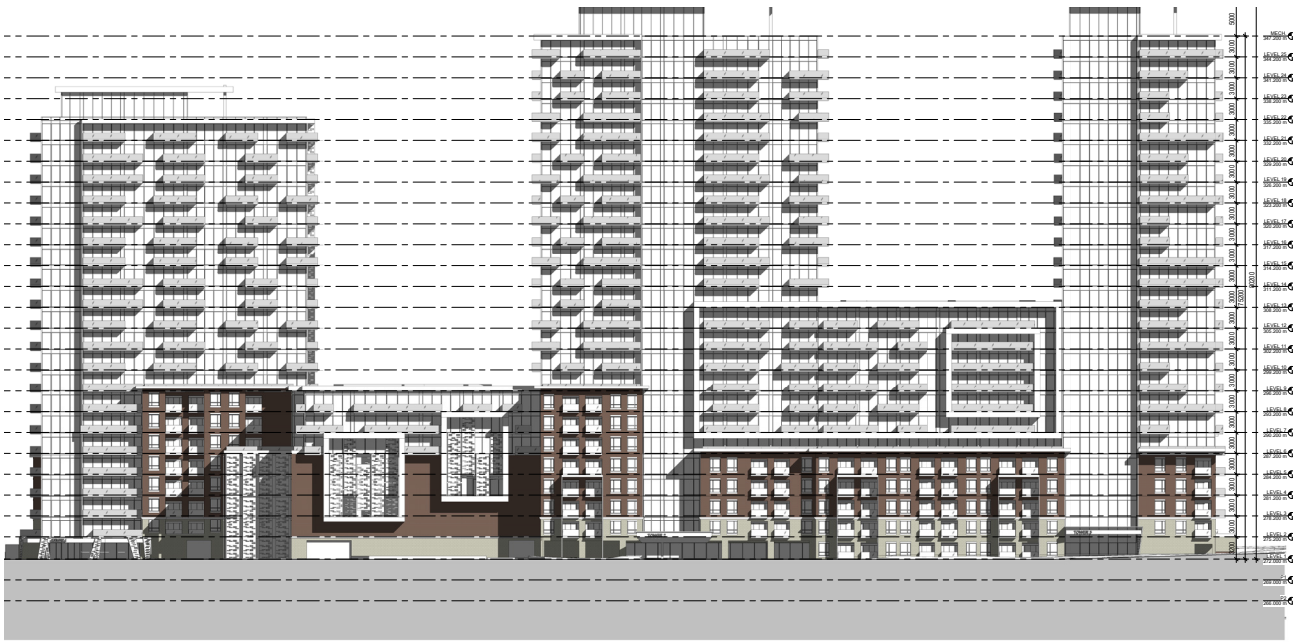


Figure 5.2 South Elevation, Building 1, prepared by SRM Architects.

6.0
SITE DESIGN AND ORIENTATION

POLICIES AND GUIDELINES

City of Barrie Official Plan

Policy 6.5.2.2 i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

Policy 6.6.4 (b) i) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

POLICIES AND GUIDELINES

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 4.3.1 a) Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas. On corner sites, buildings should be designed to frame both the primary and the secondary street.

Guideline 4.3.1 d) The front streetwall of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.

Guideline 4.3.7 a) Above 80% of the building's permitted height, the property should step-back sideways 5.5 metres to provide sky views and sunlight penetration to the sidewalks in the right-of-way, and to other nearby properties.

Guideline 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.

City of Barrie Urban Design Manual

Guideline 2.0 A) Incorporate development measures to appropriately address the physical environment of the site and adjacent lands when siting the building(s).

Guideline 2.0 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.

Guideline 2.0 E) Design outdoor spaces with regard to the programmed uses, the quality of views and the influences of sun and wind.

Guideline 2.0 G) Design the building setback at a pedestrian scale where appropriate and to contribute to a desirable streetscape.

Guideline 2.0 N) Provide a variety of reliefs and architectural elements within the façade of lengthy "strip" buildings to enhance and diversify the visual presentation of the structure.

Guideline 2.0 Q) Locate buildings close to the street with unobstructed views of the street, parks or open spaces and neighbouring buildings.

Guideline 2.0 R) Orient building entrances and windows toward the street to enhance surveillance.

Guideline 2.0 S) Where appropriate, plan and design mixed land use development and supporting facilities to create and enhance surveillance.

RESPONSE

The proposed development represents intensification within the Intensification Node/Primary Transit Node and is located at the southwest corner of Highway 400 service road and Bayfield Street. The new residential and amenity opportunities will assist with maintaining and enhancing the Transit Node image as a well-connected, accessible community with affordable housing options.

Given that the Subject Lands are located along the Provincial Corridor gateway to Barrie City Center, and are surrounded by low-rise residential buildings to the east and south, the proposed development provides a transition in density and height by focusing the majority of massing to the north to abut existing Highway 400 and generously setting back from surrounding residential lots. A balanced massing has been displayed in the north development by placing the mid-rises in between tall components to disperse density and height throughout the development.

As noted, the majority of the development massing occurred in the north to maintain the progression of the built form as it reaches closer to the highway. However, a mid-rise building has been proposed in the southwest of the site to serve as a step-down of height maintain transition to the surrounding single-detached houses. Building 1 tall building components are slender and oriented to frame the highway in the north whereas the mid-rise building is aligned with the residential development along Grove Street to provide for a context-sensitive site design and massing.

The building siting, orientation and setbacks in all directions allow for the emergence of an ample amount of privately owned publicly accessible open spaces, along with pedestrian walkways and landscape buffer that contribute to the quality and walkability of the site and surrounding area, and enhance the accessibility and connectivity of the surrounding open spaces and public realm network. The proposed base building and mid-rise links creating variation in height will allow for the emergence of even more outdoor amenity areas in between tall components and in the form of green and active roofs to contribute to the site design and a comfortable and safe pedestrian-oriented public realm.

The site's primary vehicular access has been built upon an existing right of way off of Grove Street and continues throughout the site to provide the right of entry for parking areas, loading and servicing zones.

A well-connected pedestrian walkaway has been defined along with the private right of way to provide direct access to building main entrances and residential lobby areas and continues to the northeast portion of the site to connect to Grove Street ramp and beyond, to the walking

Figure 6.1 Building 2, viewed from southwest corner, prepared by SRM Architects.

and biking trails in the Sunnidale Park.

Both buildings main residential lobby and entrances on the ground floor will be distinguished and defined through architectural treatment and soft and hard landscaping. The ground floor will provide a high level of glazing and fenestration to encourage interaction of interior and exterior spaces, further animating and activating the public and private right of way. Given that the base building contains loading and servicing areas on the ground and represents surface and structure parking spaces on the rear side, architectural treatment will be contemplated to first, reduce negative visual impact and second animate the Site's open spaces and pedestrian realm while providing for microclimate functions (e.g. shade) along the public and private realm. The materials used on the proposed podium will be of high quality to contribute to a visually attractive public realm and

Figure 6.2 Rendering Perspective from south illustrating the private multi-modular mobility network within the site, Prepared by SRM Architects.

Landscape buffer has been contemplated along the site's boundaries to help with the transition and reduce potential overlook and trespassing. The spaces between the right of way and adjacent property lines are also buffered with landscape elements to first maintain privacy and second screen surface parking, loading and servicing areas and waste decks. In general, the proposal will provide an improved landscape experience along the property line and surrounding public streets through a high-quality and coordinated landscape arrangement of street trees, shrubs, perennials, grasses, and ground covers that will also highlight and complement the proposed built form and surrounding site context.

The west-east orientation of the development in the north, in conjunction with the proposed setbacks and massing stepbacks, will preserve the Bayfield view corridor and enhance the skyline along the City Center Corridor. Further, public view of the skyline has been preserved through the slender design of towers and placement of mid-rise components in between towers. The mid-rise links also help to create new vistas to and from the City Centre, and Downtown featuring green roofs and active terraces. The proposed tower component is stepped back from the building base to allow for theses view corridors and height transition towards the adjacent uses.

The proposed massing displace density in between tall buildings, limits heights and step back from the property line, limiting the impact of shadow on internal components as well as adjacent lands.

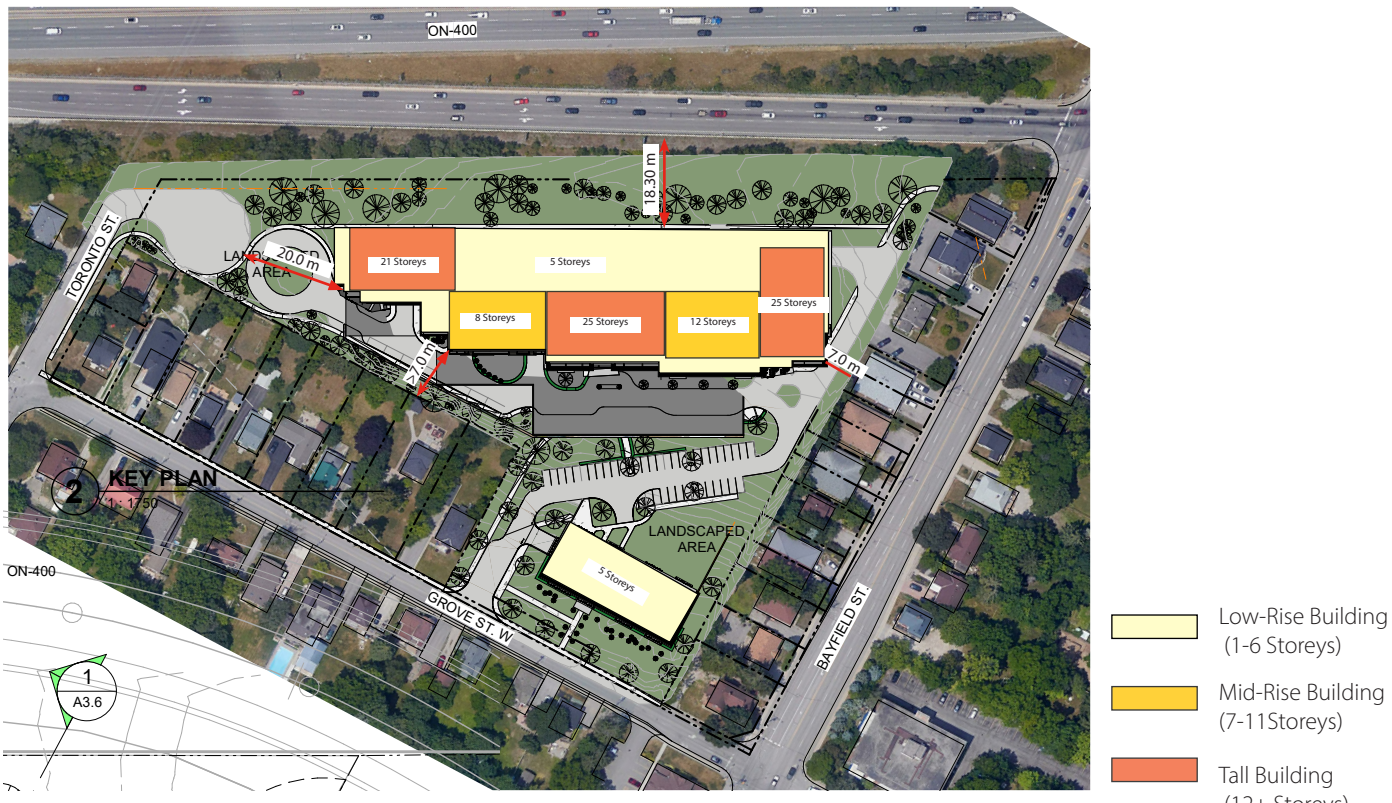


Figure 6.3 Building height and setbacks.

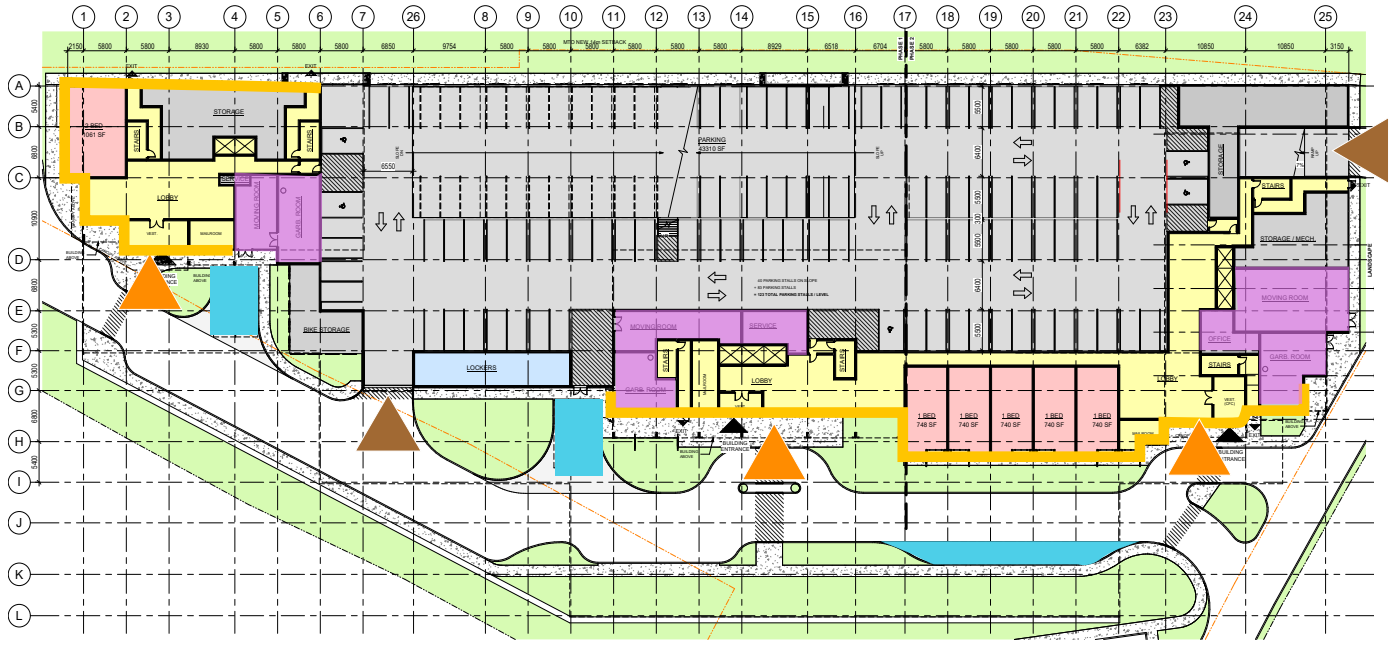


Figure 6.4 Building 1, Ground Level Plan illustrating building frontage and access points

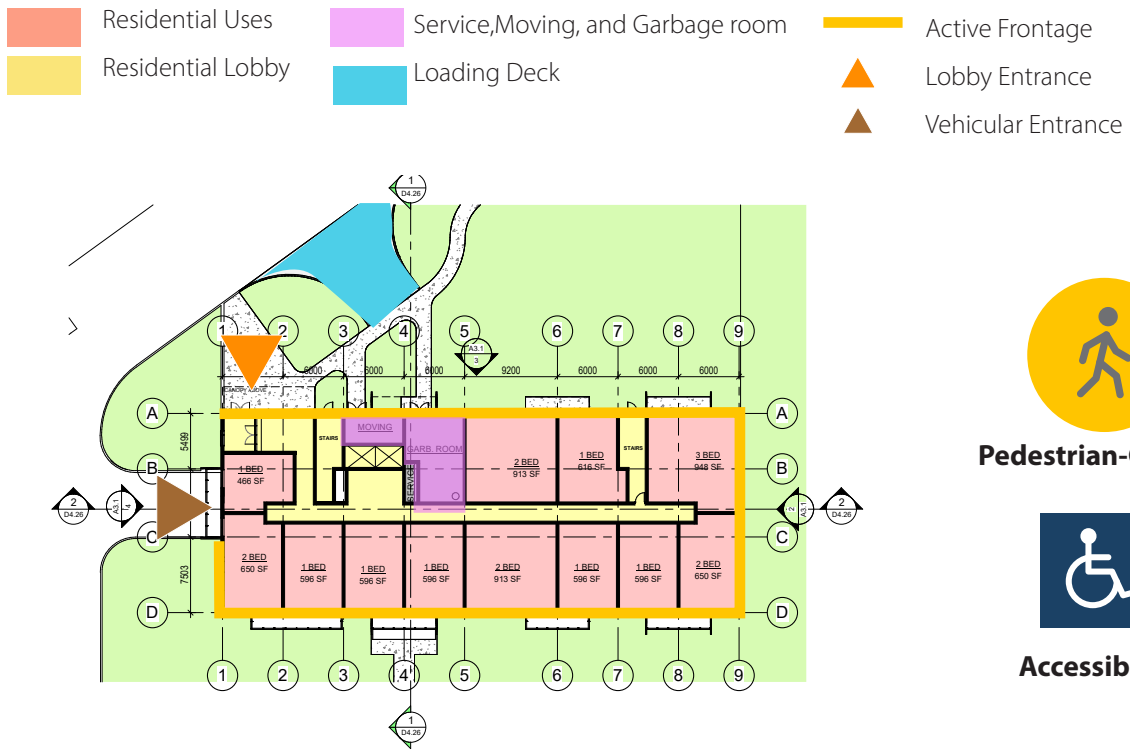


Figure 6.5 Building height and context.

7.0 PEDESTRIAN AND VEHICULAR CIRCULATION

POLICIES AND GUIDELINES ON CONNECTIVITY

City of Barrie *Official Plan*

Policy 6.5.2.2 v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

Policy 6.5.2.2 vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.

Policy 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.

Policy 6.6.4 (d) 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.

Policy 6.6.4 (d) 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.

City of Barrie Urban Design Manual

Guideline 3.1 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.

Guideline 3.1 D) Identify and emphasize major pedestrian routes through the use of signage, pavement markings, bollards, trees, appropriately scaled lighting and continuous hard surfaces.

Guideline 3.1 E) Minimize pedestrian and vehicular crossings on site.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.1.3 a) Semi-private open spaces should be directly accessible from public sidewalks.

Guideline 4.3.1 c) Main building entrances should be directly accessible from public sidewalks.

RESPONSE

The proposal provides opportunities for a well-connected community setting within the Intensification Node and enhances accessibility in the Primary Transit Node and along the Primary Getaway connecting highway 400 to Downtown Terminal. The proposed open spaces and walking paths promote the quality and walkability of the pedestrian realm and contribute to the connectivity of the surrounding open spaces and public realm. Active ground-level uses and multiple at-grade entrances that are proposed along Grove street frontage and the private right of way will create an engaging street-level design. The proposed lobby entrances will be well-defined and accessible to pedestrians of all abilities. The proposed street-level residential units will provide barrier-free access from Grove Street where feasible. The majority of building entrances will have direct access to the public sidewalk via the proposed private network of walkways. that provides both steps and barrier-free movement navigating the grades. The proposed pedestrian network continuous along the north edge to connect to the off-ramp intersection and beyond to the Sunnidale Park walking and biking trail across highway 400.

Safe pedestrian movement will be provided by directing vehicular movement away from locations of high foot traffic. The proposed vehicular access point is consolidated to one entry off Grove Street to minimize curb-cut and vehicular-pedestrian conflict. The vehicular driveway will be buffered with landscape strips all along and around the proposed surface parking area. The proposed areas of parking access, service, and waste removal are screened to be hidden from public view and consolidated to three main access points in the north building and one in the south building along Grove Street, which will reduce conflicts with pedestrians walkways. The loading decks are located exterior to the main buildings and outside and will be screened to minimized visual impact. Where pedestrian walkways to the right of way are proposed, the walkways have been designed to be highly visible and directly connected to public sidewalks along Grove Street.

Figure 7.1 Example of a clearly defined pedestrian walkway through landscaping.

Pedestrian-oriented

Wayfinding

Accessibility

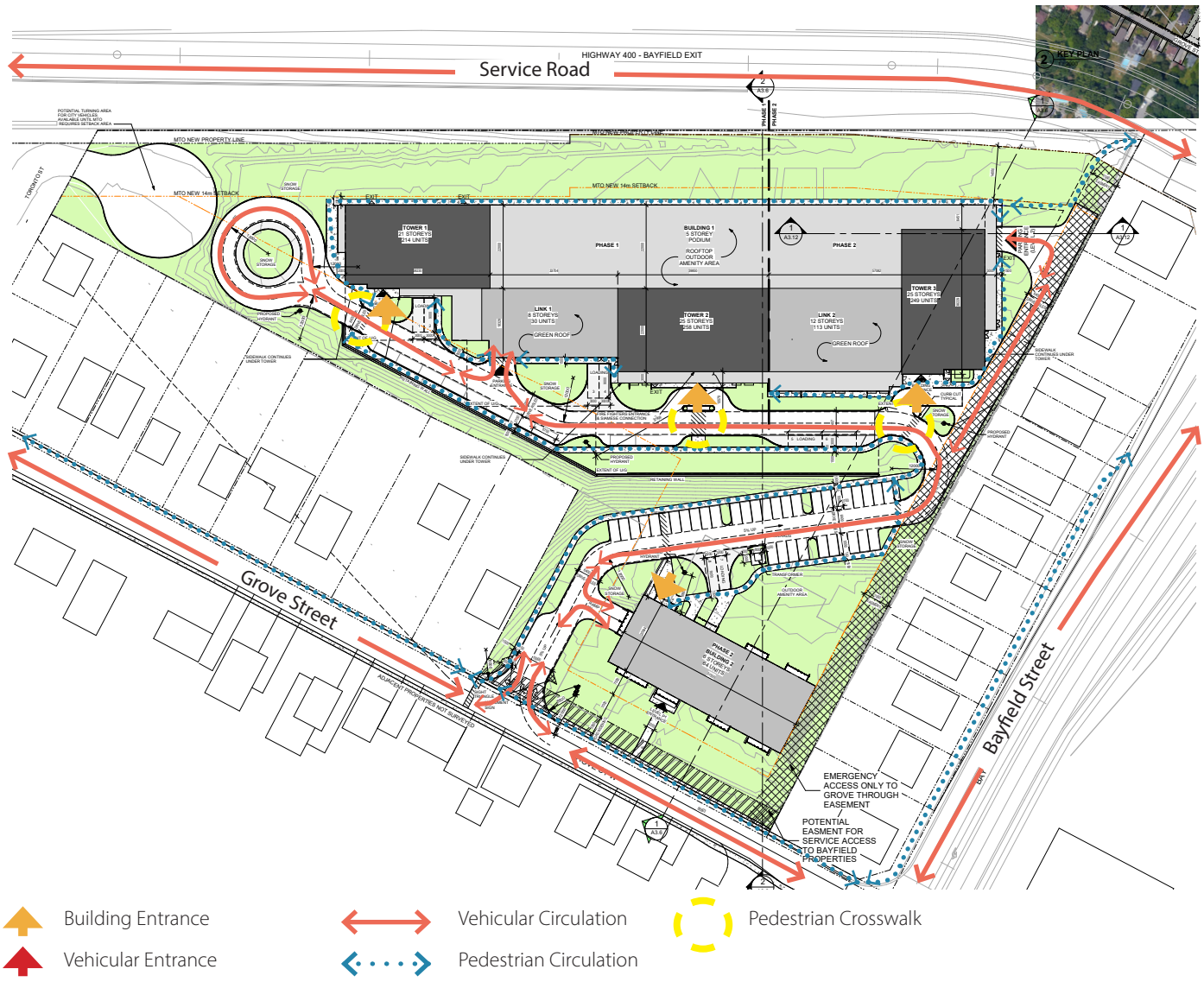


Figure 7.2 Pedestrian circulation and location of main building entrances. Site plan by SRM Architects.

8.0
SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING AND SERVICING

City of Barrie *Official Plan*

Policy 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.

Policy 6.5.2.2 b) ii) Adequate disability parking spaces will be provided where required.

Policy 6.5.2.2 b) 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.

Policy 6.5.2.2 b) iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

Policy 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.

City of Barrie Urban Design Manual

Guideline 3.2 A) Design parking and vehicular movement plans in a safe, convenient, and easily understood manner with appropriate turning radii and visibility.

Guideline 3.2 C) Locate parking areas (particularly barrier free parking spaces) in close proximity to building entrances.

Guideline 3.3 A) Integrate ground level, street oriented uses within parking structures where possible.

Guideline 3.3 B) Provide barrier free parking close to entrances and elevators.

Guideline 3.3 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.

Guideline 4.0 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.

Wayfinding

Circulation

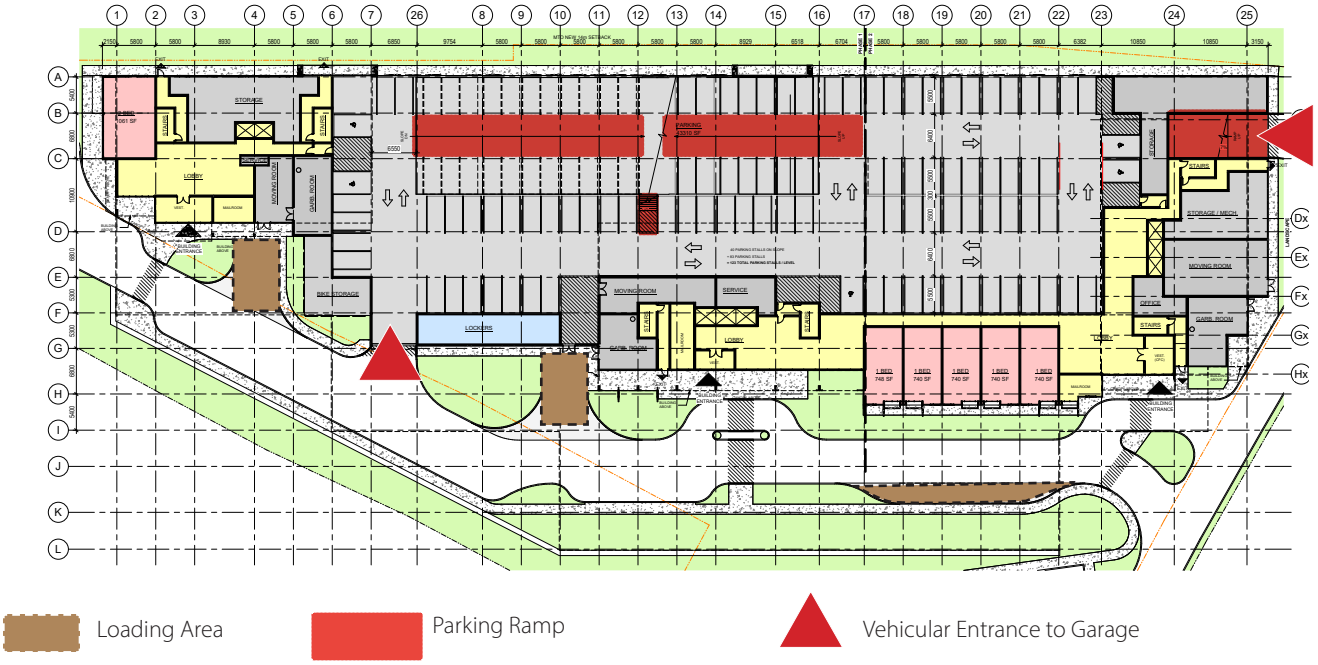


Figure 8.1 Building 1, Parking and Loading Areas. Base plan by SRM Architects

Figure 8.2 Examples of parking structure treatment that achieves screening

POLICIES AND GUIDELINES ON PARKING AND SERVICING

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.3.1 a) Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the roadway and optimize sightlines.

Guideline 3.3.1 b) On-street parking may be situated within bump-outs, where appropriate.

Guideline 3.3.1 c) Bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading.

Guideline 3.3.1 d) Where appropriate, permeable paving should be considered to promote drainage and enhance the street edge.

Guideline 3.3.2 a) Bicycle parking should be provided at regular intervals in the Primary and Secondary Intensification Nodes, the Urban Growth Centre, and other areas of high pedestrian activity.

Guideline 3.3.2 b) Bicycle parking should be located close to building entrances and should be sheltered. Short-term visitor bicycle parking should also be provided.

Guideline 3.3.2 c) The placement of bicycle posts within the pedestrian realm should not impede pedestrian movement.

Guideline 3.3.2 d) Post-and-ring bicycle parking, constructed of aluminum or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.

Guideline 4.2.4 a) Loading docks and service areas should be located at the side or rear of buildings and should be screened from public view.

Guideline 4.2.4 b) Where possible, garbage storage areas should be accommodated internally.

Guideline 4.2.4 c) Servicing enclosures should be constructed of materials that complement the main building (e.g. no chain link fencing).

Guideline 4.2.4 d) Service and refuse areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.

Guideline 4.2.4 e) Service and refuse areas should not encroach into the exterior side or front yard set-back.

Guideline 4.2.4 f) Loading and service areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.

Guideline 5.2.3 g) Removing on-street parking is not recommended to accommodate a wider boulevard.

Guideline 6.6.3 (d) ii) 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 above-ground structured parking is proposed, at least 60% of the property frontage will consist of residential or commercial uses.

RESPONSE

The proposed development is designed to accommodate parking and loading functions that do not interfere with resident's and visitor's enjoyment of the public realm. On-site parking spaces will be provided in form of structure parking contained underground or within the podium with exception of few surface parking contemplated to serve Building 2 For Building 1, underground parking is in two levels, and podium parking is proposed on floors 2-5 above grade and faces the site's rear side. The rear elevation on the north, wrapping the parking floors, will be screened with decorative materials and treatment complementary to the building to reduce visual impact. The proposed loading, service, and waste spaces are located internal to the site, accessible through the proposed private lane. The proposed loading spaces are seated back along the building façade to minimize potential visual and noise impact of the loading area. The loading spaces are located near the associated garbage room and waste pickup location, which are accommodated internal to the proposed buildings. Measures have been taken to ensure the loading spaces are screened and buffered from the public realm by containing those areas within the podium and internal to the building. The material used in and around the loading area has been integrated with the overall façade of the proposal. The location and number of the loading, servicing and waste removal areas are informed by the proposed density.

Access to the parking, loading, service, and waste removal areas are provided via private right of way. The proposed right of way is informed by the site grading and the vehicular access points are positioned in relation to the 8% to 5% grading, resulting in the curving design of the proposal.

Surface parking will be maintained to serve the south building and to foster an urban streetscape within the site and will be distinguished and buffered using hard and soft landscaping.

Long-term secure bicycle parking for residents, and storage lockers available for rent will be provided. The placement of the bicycle parking will not impede pedestrian or vehicular movement within the site's private right of way, parking spaces or along the public sidewalks.

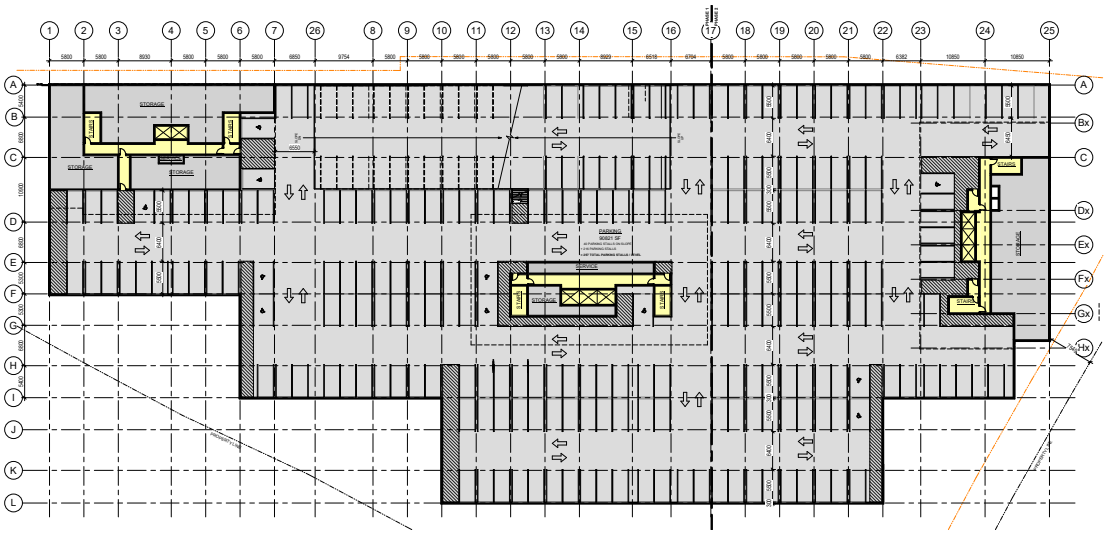


Figure 8.3 Building 1, Underground parking level.

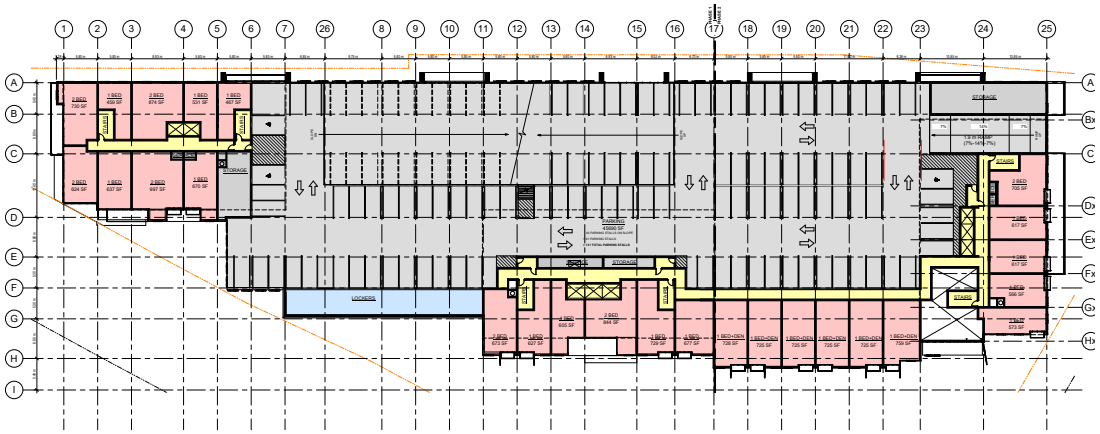


Figure 8.4 Building 1, Second and third floor parking level.

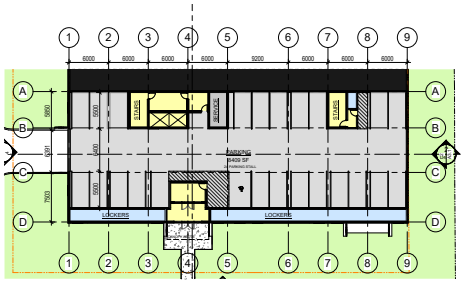


Figure 8.5 Building 2, Underground floor parking level.

9.0 BUILT FORM & ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES ON ARCHITECTURAL ARTICULATION

City of Barrie *Official Plan*

Policy 6.5.2.2 ii) The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.

Policy 6.5.2.2 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.

City of Barrie Urban Design Manual

Guideline 7.0 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.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 4.3.8 k) When building frontages exceed 12 metres in width they should be divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, and networks of connected walkways and landscaping.

Guideline 6. 6.4 (d) 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 street-facing 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 publicly accessible uses.

Guideline 6. 6.4 (d) 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.

RESPONSE

The proposed development's façade and roof design will ensure mechanical equipment will be screened from public view through built form articulation and architectural screening elements to create an attractive topper to each tall building.

The podium and tower elements will be clearly distinguished through setbacks and material selection. The application of 'heavy' masonry materials are proposed within the podium and mid portion of the proposed built form to anchor the building, whereas lighter materials such as glass are applied to the tower portion to minimize the perceived mass.

Figure 9.1 Rendering of proposal by SRM Architects.

The proposal provides built form articulation and variation through displacing the density into components with change in material that breaking up buildings' mass , allowing it to read as multiple buildings along a streetscape. The potential for further tall building articulation and material use that promotes a pedestrian-scaled urban environment will be refined through the development approval process.

The proposed development will include at-grade residential and outdoor amenity uses in close proximity to public-streets. These frontages will have direct access to the public realm, including the sidewalk. The proposed streetwall along the public street will be uniform, save and except for articulation at building entrances. The proposal also provides rooftop amenities. The material selection, facade treatment and fenestration will create rhythm and pattern on facades that prevents blank wall condition, and street-level residential and amenity uses will activate public/private realm facades.

POLICIES AND GUIDELINES ON ARCHITECTURAL FEATURES & DETAILS

Policy 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.

Policy 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.

Policy 6.6.4 (d) ii) New development will foster a pedestrian friendly public realm by featuring a streetwall of continuous built form frontage adjacent to any principal streets. This streetwall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.

City of Barrie Urban Design Manual

Guideline 7.0 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.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 4.3.8 a) The façades of large buildings should be designed to express individual commercial or residential units through distinct architectural detailing, including entrance and window design.

Guideline 4.3.8 d) Corner buildings at key intersections should emphasize the focal nature and visibility of these buildings through elements such as bay windows, projections, recesses, special materials, and other architectural details.

Guideline 4.3.8 e) Buildings should incorporate architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings to provide weather protection.

Guideline 4.3.8 f) A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.

Guideline 4.3.8 h) Building entrances should work in conjunction with retail uses and can be expressed and detailed in a variety of ways including large entry awnings, canopies or double height glazing. Retractable awnings and canopies may encroach into the public right-of-way provided a minimum of 2.7 metres of vertical clearance is provided. Permanent awnings or canopies that encroach into the public right-of- way may require a permit.

Guideline 4.3.8 j) Secondary entrances should not be the dominant entrance. However, they should be easily accessible and convenient for service, loading and parking areas.

RESPONSE

The proposed architectural features and details will create a vibrant, attractive, and pedestrian-oriented public realm in the form of a well-connected private open space and walkways connecting to the surrounding streetscape. In general, the ground-level will integrate required heights and setback to accommodate lobby entrances, and to provide sufficient clear height for vehicular circulation and entries at the proposed service, and waste areas. This height will be appropriate for a residential building.

Given that the proposal will have a prominent elevation along the highway and two prominent urban street corners, the design of these locations will provide high-quality architectural elements and treatments that contribute to the overall image of this gateway location while ensuring consistency with neighbourhood character. Architectural elements, such as balconies, variation in high-quality material use, and window placement have been given careful consideration in the proposal.

Active uses are provided at grade to assist in creating a rhythmic elevations along the private right of way and internal sidewalks. For example, the at-grade lobby entrances in building 1 and 2 create an engaging street level that will break up the façade and add visual interest. Opportunities for permeability, constant indoor-outdoor interaction, and informal surveillance at the ground level will also be available through publicly accessible sidewalks, at-grade outdoor amenity areas, ground floor, lobbies, and street-facing residential entrances. Weather protection features, such as overhangs and screening fins will be implemented along the north and south elevations to create a more attractive pedestrian realm and at building entrances for additional building articulation. These features will add architectural interest and support mitigation of potential micro-climate concerns.

The proposed balconies will be built with high-quality frosted materials change in style across Building 1 to reduce the tower components' perceivable mass and generate a lighter appearance.

The proposed south façade of Building 1 has incorporated larger windows and a variation in window size to create visual interest and further animate and foster a vibrant and pedestrian-friendly open space that connects and promotes the surrounding public realm. The south and north elevations, including the east corner of building 1, will function as a focal point visible from the highway getaway and city center. The main building entrances to the south providing access to the residential lobby of Building 1 will be expressed and detailed through variation in architectural form, material transition, and double-height glazing.

Figure 9.2 Render of proposed built form and facades framing highway 400.

POLICIES AND GUIDELINES ON ARCHITECTURAL MATERIALS

City of Barrie Urban Design Manual

Guideline 7.0 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.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 4.3.8 b) Despite the use of various architectural styles within the City, the design and material quality should be consistent and building materials and finishes should be complementary.

Guideline 4.3.10 a) All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency.

Guideline 4.3.10 b) All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.

Guideline 4.3.10 c) Building materials should be used as they are intended (i.e. colour, texture, etc.), and should not be used to mimic other materials.

Guideline 4.3.10 d) Finished materials should extend to all sides of the building, including building projections and mechanical penthouses.

Guideline 4.3.10 e) The ground floor should incorporate a minimum of 60% glazing to enhance safety through casual surveillance.

Guideline 4.3.10 f) Building materials and finishes on building façades facing onto or visible from public streets and public spaces should not include synthetic siding systems, mirror/heavily tinted glass panels, and unadorned concrete block.

Guideline 4.3.10 g) Blank walls or unfinished materials along property lines where new developments are adjacent to existing parking areas or smaller-scaled buildings should be avoided.

Guideline 4.3.10 h) Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials.

Guideline 4.3.10 i) If no salvageable materials are available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.

Guideline 4.3.10 j) New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.

RESPONSE

The façade treatment and material use of the proposal will be coordinated to create a varied and dynamic exterior façade that expresses a harmonious and complementary built form. The material choices echo elements of the neighbourhood character and allow for greater compatibility with the surrounding context. The selected building materials being considered will be of high functional aesthetic qualities with low embodied energy and will be chosen based on a long and efficient life span. Synthetic siding systems, mirror/heavily tinted glass panels, and unadorned concrete blocks will be avoided where possible along building frontages. As such, the exterior building finishes will be in keeping with the Urban Design Guidelines for Barrie's Intensification Areas. Efforts will be made to ensure an active street-level design is established. In the case of ground-floor uses, a minimum of 60% use of glazing material will be provided in the façade design. Wherever possible, use of environmentally-friendly construction material will be considered.

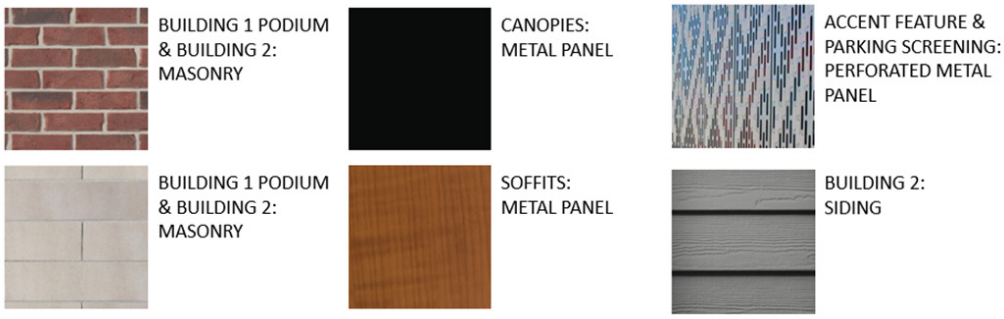


Figure 9.3 Sample Materials by Smr Architects.

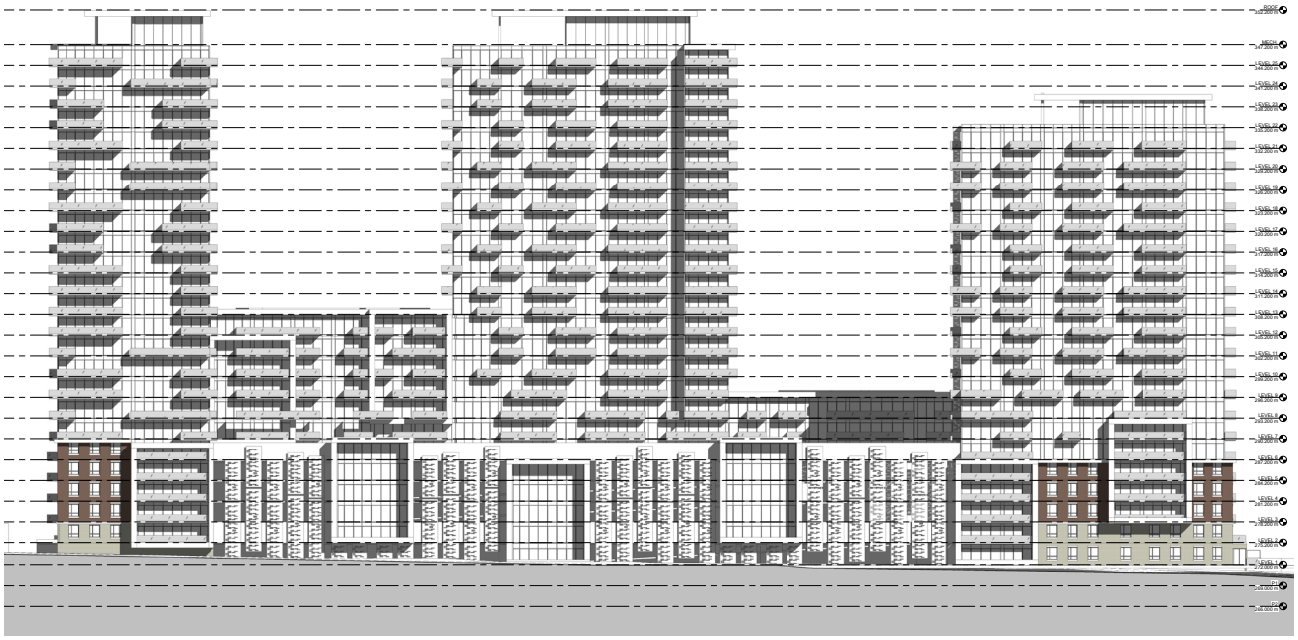


Figure 9.4 North Elevation, Building 1, prepared by SRM Architects.

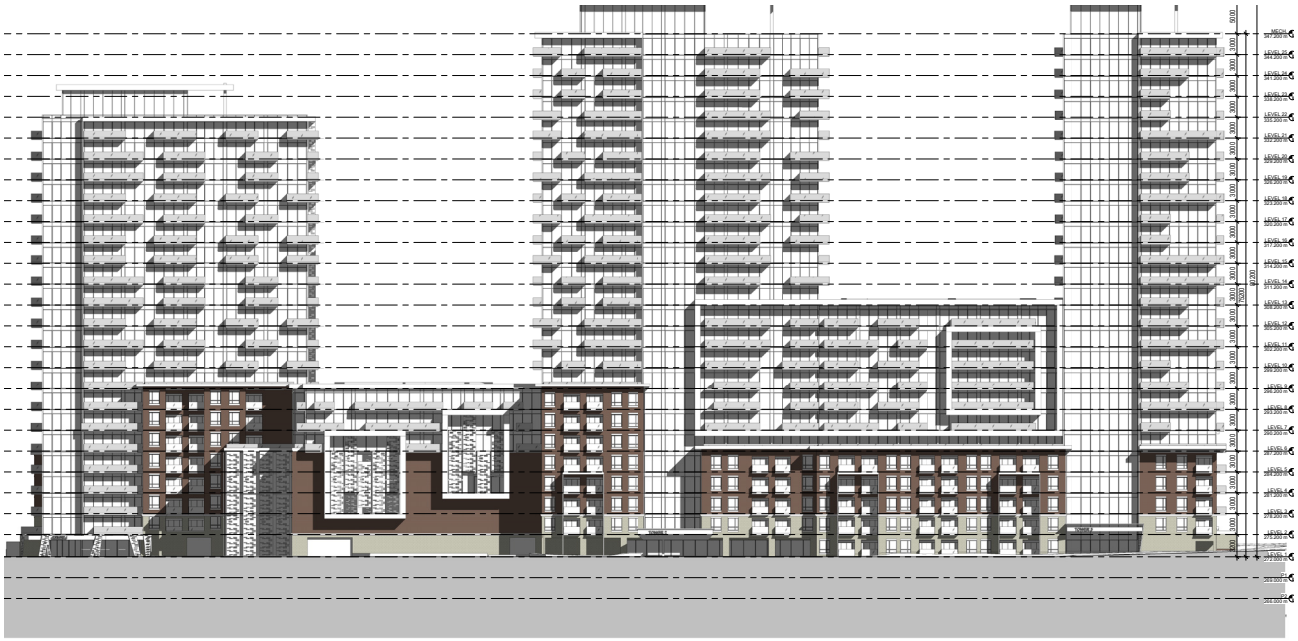


Figure 9.5 South Elevation, Building 1, prepared by SRM Architects.

10.0 LANDSCAPE DESIGN

POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

City of Barrie *Official Plan*

Policy 6.5.2.2 (c) iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

Policy 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.

City of Barrie Urban Design Manual

Guideline 9.1 A) Provide landscaping strips adjacent to municipal roadways and side and rear lot lines.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.1.3 b) Features within semi-private open spaces (e.g. paving, seating, public art, etc.) should be constructed of materials equal in quality and appearance with those of the main buildings.

Guideline 3.1.3 c) Semi-private open spaces should be in view of occupied indoor areas.

Guideline 3.1.3 f) Paving materials should be high quality, easily replaceable and low maintenance.

Guideline 3.1.3 g) Site furnishings (e.g. play equipment, public art, shelters, signage, fencing, etc.) should be manufactured from high quality, durable materials.

Guideline 3.1.3 h) Plant materials used in landscaping should be low maintenance, pest and disease resistant and placed to ensure clear views into and out of semi-private open spaces.

Guideline 5.2.2 e) Wherever possible, higher-density developments should provide semi-private open spaces, including at-grade parks and plazas, as well as rooftop amenity space. This is particularly important for those who live in higher-density buildings and do not have access to private open spaces (i.e. large back yards).

Guideline 3.2.1a) As new development occurs, all streets within the Intensification Areas should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.

Guideline 3.2.4 a) Street furnishings should be developed within an overall concept and should provide a consistent and unified streetscape appearance that is appropriate for the area context.

Guideline 3.2.4 b) Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation.

Guideline 3.2.4 c) Street furniture should be placed so as not to impact sidewalk maintenance, particularly snow removal.

Guideline 3.2.6 f) Street furniture should not include signage (i.e. benches with advertisements) with the exception of small, unobtrusive plaques to indicate the source of funding for the streetscape item.

RESPONSE

The proposal will include a series of private open spaces and landscape buffers that will incorporate decorative soft and hardscapes at both sides of the proposed right of way and provide a legible walkway to the building entrances. The landscape projections along the building 1 frontage and loading and servicing area in combination with provisioned setbacks and architectural articulation are intended for buffering and screening to reduce the visual impact.

High-quality and durable paving material will be used in the construction of the right of way, the sidewalks, and within the vehicular and pedestrian entrance points to support the circulation within the site and to create an attractive surface treatment and arrival experience.

All landscape and hardscape material on the site, including the proposed open spaces, right of way, walkways, arrival areas, service and loading zones, building frontages and buffers, and any additional rooftop landscaping contemplated, will be of high quality and functionality. Use of native vegetation and water conservation practices will be incorporated in the landscaping wherever possible.

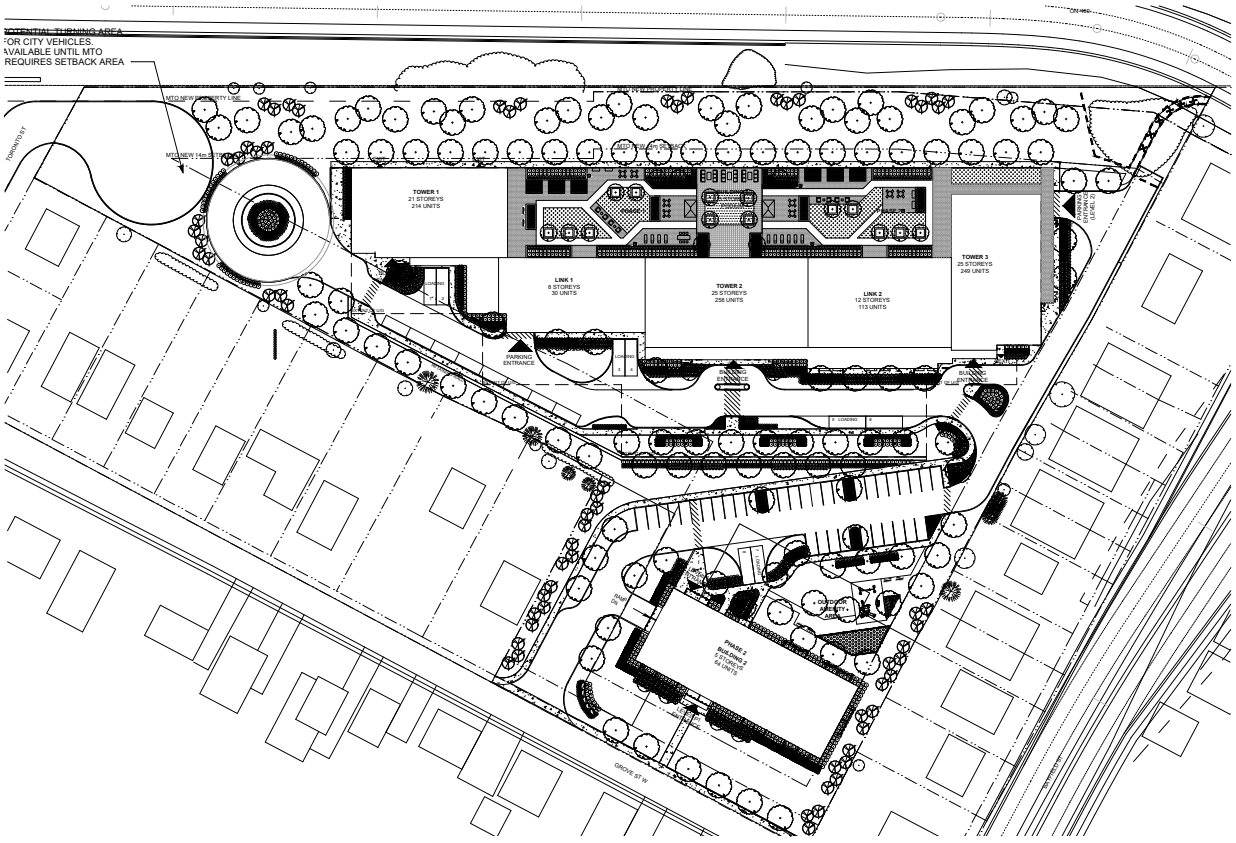


Figure 10.1 Landscape plan with a hierarchy of trees, shrubs, and groundcovers. Prepared by MHBC.

Through appropriate massing, density displacement, and building orientation all outdoor amenities including the green and active rooftops are provided with maximum sun exposure and view.

Appropriate street trees and plantings will be provided within the public realm around the site wherever possible. The proposal will contemplate the provision of street furniture that is coordinated with the City's design vision and the architectural character of the proposed building. The proposed design will be compatible with the character of Mixed Use and residential Avenue (Bayfield Street).

The placement of street furnishings within the public and the private realm will be coordinated with City of Barrie Staff. The proposed landscape plan and examples of landscape treatment shown cased here provide the standard of streetscape quality required to foster a positive and unified public and private realm experience.

A minimum setback has been provided along all building frontages to bring the building closer to the street and maximize indoor-outdoor interaction. On the ground floor, setback has been provided in front of the residential uses to support a pedestrian-oriented environment and while promotes the safety of the pedestrian realm through informal surveillance.

Together, the proposed landscape treatment along with the architectural design of the proposal will create a unique character and a strong sense of place for the Subject Lands in the Barrie Intensification Area and Primary Transit Node.

Figure 10.2 Examples of landscape treatment with a hierarchy of hardscape and softscape materials.

11.0
UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

City of Barrie *Official Plan*

Policy 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.

Policy 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.

Policy 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.

City of Barrie Urban Design Manual

Guideline 5.0 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.

Urban Design Guidelines for Intensification Areas

Guideline 3.2.8 b) Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.

Guideline 3.2.8 c) All lighting should be located within the Street Furniture and Landscape Zone.

Guideline 3.2.9 a) Where possible, utilities should be buried below grade, typically in the boulevard section of the right-of-way, where feasible. The use of a joint utility trench is encouraged for access and maintenance benefits.

Guideline 3.2.9 b) Opportunities should be identified for grouping above grade utilities in single locations where feasible.

Guideline 3.2.9 c) Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres, should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view, where they will not interfere with pedestrian movement or transit stops.

Guideline 3.2.9 d) New and innovative solutions for integrated utility services can result in reduced street clutter. For instance, poles that incorporate both street lighting and telecommunication facilities within the same pole. Although the City currently does not practice such integration, these opportunities should be considered when developing large sites, or making streetscape improvements for the long-term benefit of the public realm.

Guideline 4.3.9 a) Mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the recommended angular planes.

Guideline 4.3.9 b) All mechanical penthouses should be designed and clad with materials that complement the main building façades.

Guideline 4.3.9 c) The portion of the building roof that is not used for a mechanical penthouse should be occupied by green roofs and/or usable outdoor amenity space.

RESPONSE

As the Subject Lands are within an urban area, the provision of utilities will generally be consolidated in the private right-of-way or adjacent public frontages to create a barrier-free and visible travel paths, sidewalk and access points. The proposed development will connect to existing services in coordination with utility providers. Efforts will be made to ensure the visual impact of utilities will be minimized, including locating utilities underground wherever permissible by the utility provider.

The proposed development will consist of residential uses. As such, signage will be provided where appropriate and in accordance with Sign, By-laws to provide wayfinding to residents and visitors. This signage will assist with the wayfinding needs within the Transit Node.

The proposed lighting design will be dark-sky friendly, including providing downcast lighting. Lighting will be located within the street furniture and landscaping zone wherever possible.

The rooftop mechanical structures are proposed to be screened. The architectural design and façade material of mechanical structures will be coordinated with the overall design of the building to ensure minimal visual impact.

Figure 11.1 Treatment examples of roof top utility areas, lighting, and signage features.

12.0 SUSTAINABILITY AND MICROCLIMATE

POLICIES AND GUIDELINES ON SUSTAINABILITY AND MICROCLIMATE

City of Barrie *Official Plan*

Policy 6.5.2.2 (c) iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

Policy 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.

Policy 6.5.2.2 (g) 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.

Policy 6.6.4 (a) 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.

Policy 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.

Policy 6.6.4 (c) 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.

Policy 6.6.4 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.

Policy 6.6.4 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.

Urban Design Guidelines for Intensification Areas

Guideline 3.2.2 j) Where possible, the principles of low impact development (LID) should be applied to control stormwater on-site and minimize discharge to the City's sewer system.

Guideline 4.3.9 d) Sustainable technologies, such as photovoltaic panels, are encouraged on the roofs of buildings. These panels must fit within the prescribed angular planes.

Figure 12.1 Example of a transit supportive community development that also encourages active transportation modes, including biking and walking.

Figure 12.5 Example of a green roof to protect the building from direct solar heat.

Figure 12.3 Example of energy efficient LED lighting.

Figure 12.6 Example of a high albedo roof finishing to reduce urban heat island effect.

Figure 12.4 Example of pedestrian walkway with permeable surfaces.

RESPONSE

The proposal is supportive of sustainable initiatives and intends to work with the community and staff on what initiatives are most appropriate during this approval process.

In general, the proposed landscape design will utilize native and drought-tolerant species. This landscape design will ensure for energy-efficient and water-conservation features. Green roof and cool roof features will be provided by the proposal on top of the 8 and 12 storey connection towers, which will assist in reducing urban heat island effects.

The proposed massing has been designed to mitigate shadow impact on adjacent lands, maximize skyview, reduce wind impact and provide weather protection, especially through density displacement, step backs and building articulations.

The wind impacts on the public realm and rooftop outdoor amenity areas have been studied by RWDI Consulting Engineers and Scientists. The recommendation for wind control measures, such as tall guardrails, windscreens, trellises, landscaping, façade and articulation elements have been considered and implemented. The design of the building will ensure pedestrians will be protected from the elements.

While the urban design policies within the Official Plan, the City's Urban Design Manual, and the Urban Design Guidelines for Barrie's Intensification Areas do not directly address active sustainable transportation, the proposed development will contribute to providing for sustainable transportation within one of the Barrie's Primary Transit Nodes and getaways from provincial corridor toward the City Center and Downtown Terminal, providing bicycling parking facilities and improved and connected pedestrian streetscape environments to encourage active transportation.

The proposed development provides ample indoor and outdoor amenities and well-connected sidewalks which will contribute to connectivity of open spaces and green corridors within the intensification Node while promoting walkability and porosity via pedestrian paths and linkages.

Future residents of the proposed development will be able to meet their daily needs within a walking distance, given the Subject Lands' adjacency to community services and access to retail and job opportunities in close proximity to the Primary Transit Node. Cycling will be supported by the proposed short-term bicycle parking and long-term bicycle storage contemplated in multiple levels, helping to curb auto-dependency.

Overall, the proposal will help with energy efficiency initiatives by developing a compact urban form that encourages the use of transit, cycling, and walking by reducing the parking ratio, and introducing a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.

The proposed development orientation maximizes compatibility with the surrounding area in terms of mitigating shadow impacts. Overall, the updated shadow study as prepared by SRM Architects in July 2021 indicates that the adjacent public sidewalks and public realm will receive at least 5 hours of continuous sunlight per day on April 21, June 21, and September 21. The proposal will result in an acceptable level of shadow impact relative to the public parks, public sidewalks and the lower density lots to the south and east, and provide acceptable solar access for the public realm and adjacent properties (see Figure 12.7 - 12.10).

April 21st

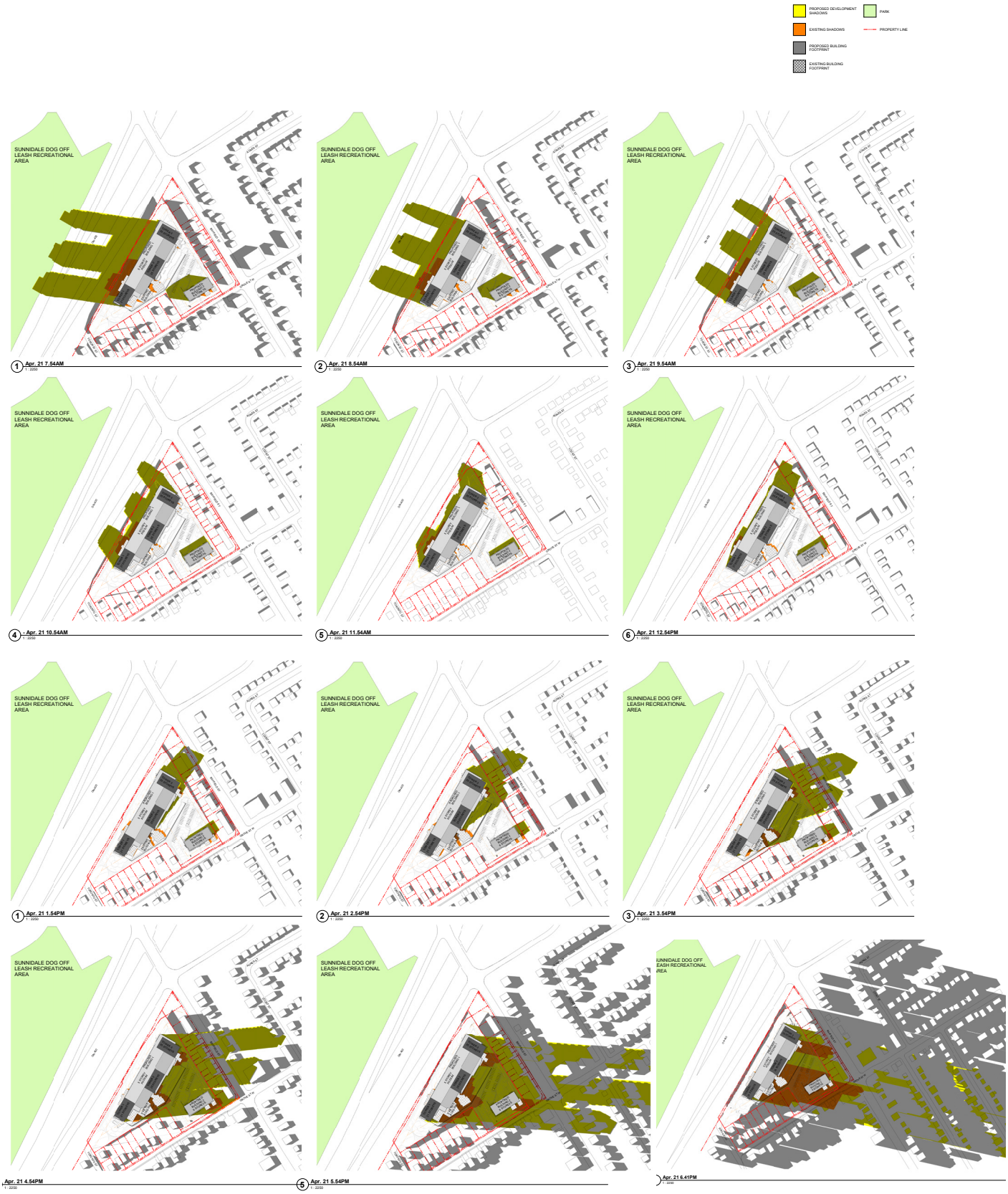


Figure 12.7 Shadow impact study of the proposed development prepared by SRM Architects.

June 21st

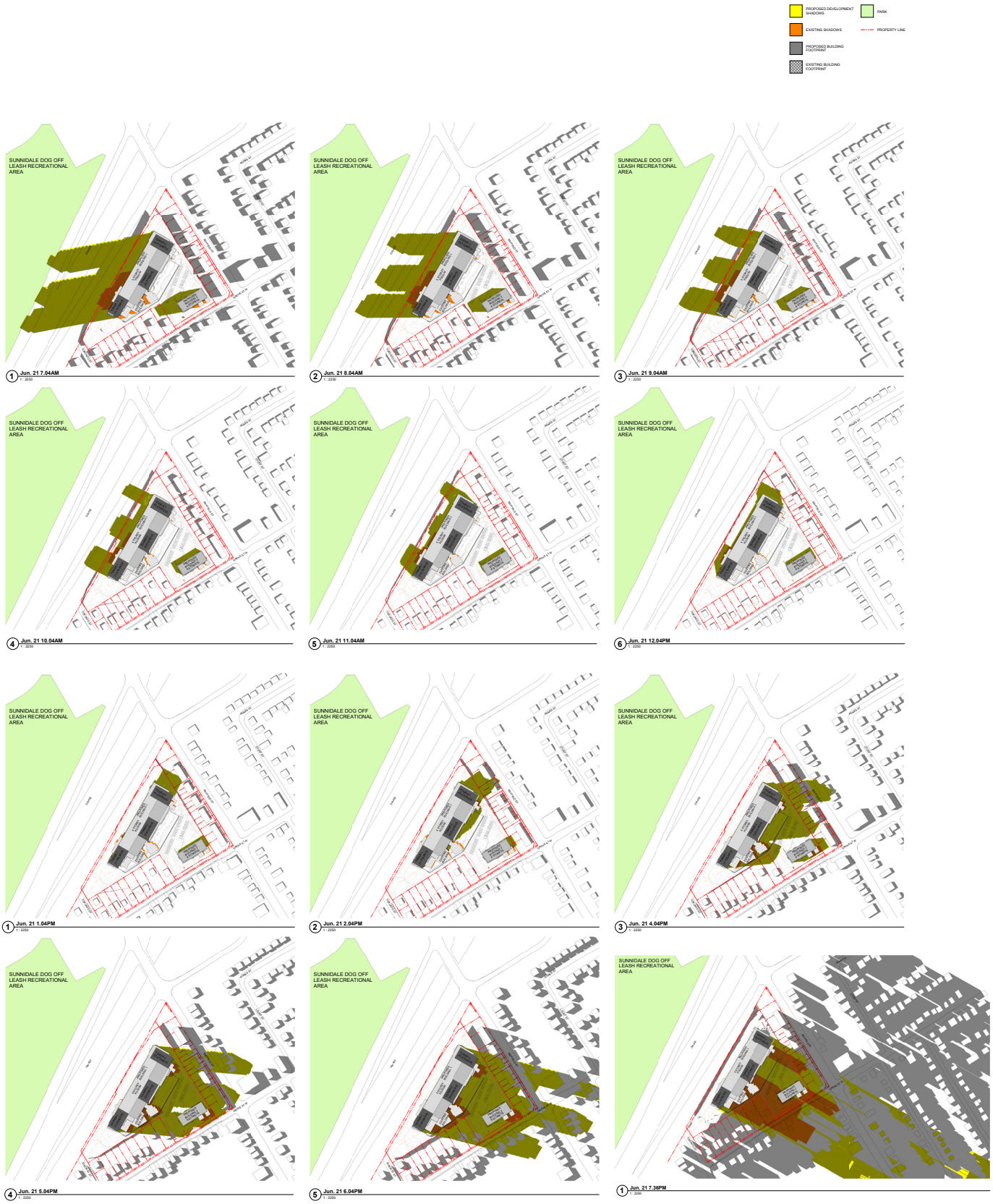
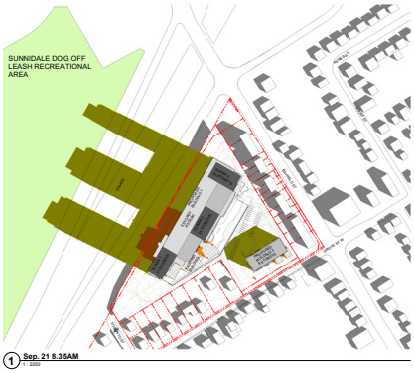


Figure 12.8 Shadow impact study of the proposed development prepared by SRM Architects.

September 21st



1 Sep. 21 8.35AM
1 : 2250

2 Sep. 21 9.35AM
1 : 2250

3 Sep. 21 10.35AM
1 : 2250

4 Sep. 21 11.35AM
1 : 2250

5 Sep. 21 12.35PM
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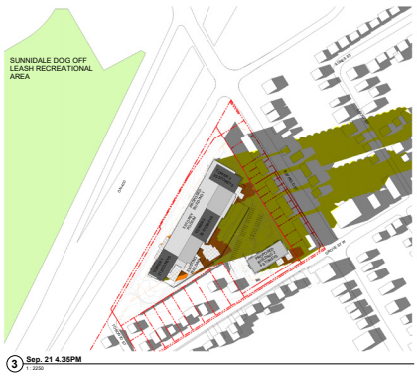
6 Sep. 21 1.35PM
1 : 2250

1 Sep. 21 2.35PM
1 : 2250

2 Sep. 21 3.35PM
1 : 2250



3 Sep. 21 4.35PM
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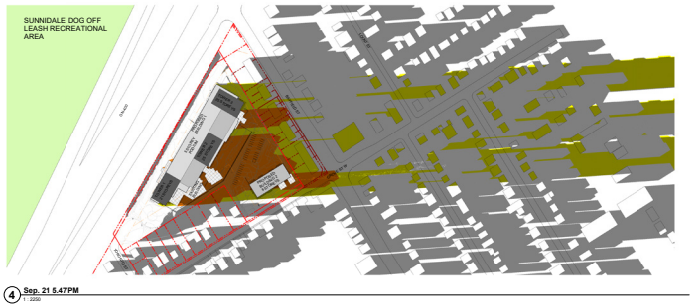

4 Sep. 21 5.47PM
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December 21st

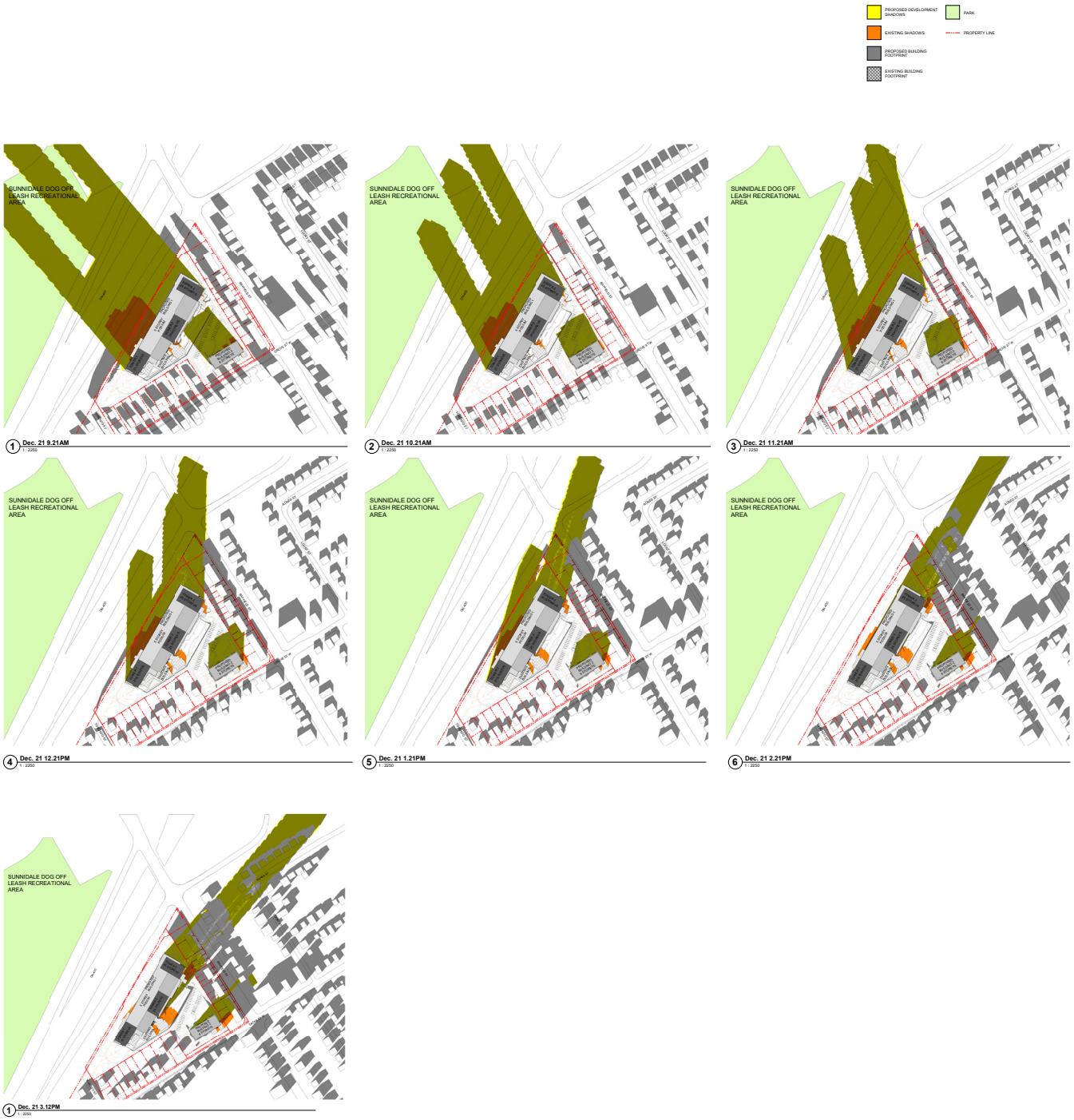

Figure 12.10 Shadow impact study of the proposed development prepared by SRM Architects.

13.0
BLOCK CONTEXT PLAN

In addition and complementary to the detailed responses provided in Urban Design Brief that illustrates and describes how the development implements design directives via the proposed site structure, built form and public realm elements and assess, the Block Context Plan illustrates how the development cohesively follows the vision set forth for the block, and how well the proposal fit into the existing and planned block context to achieve a functional design for the redevelopment/intensification of the Bayfield-fronting parcels. The analyses provided in this section identify and respond to the following items,

- Provide a context-sensitive design and built form that is complementary to the existing and future developments in the area.
- Provide a transition in heights and density to the surrounding public streets and residential uses.
- Enhance view Corridors and visual Connectivity through site design, circulation network, and streetscape design.
- Establish a human scale design, and a high-quality public realm that prioritizes connectivity.
- Provide a compact and multi-modal circulation network well-connected to its surroundings that is convenient, accessible, and prioritizes pedestrians and active transportation.

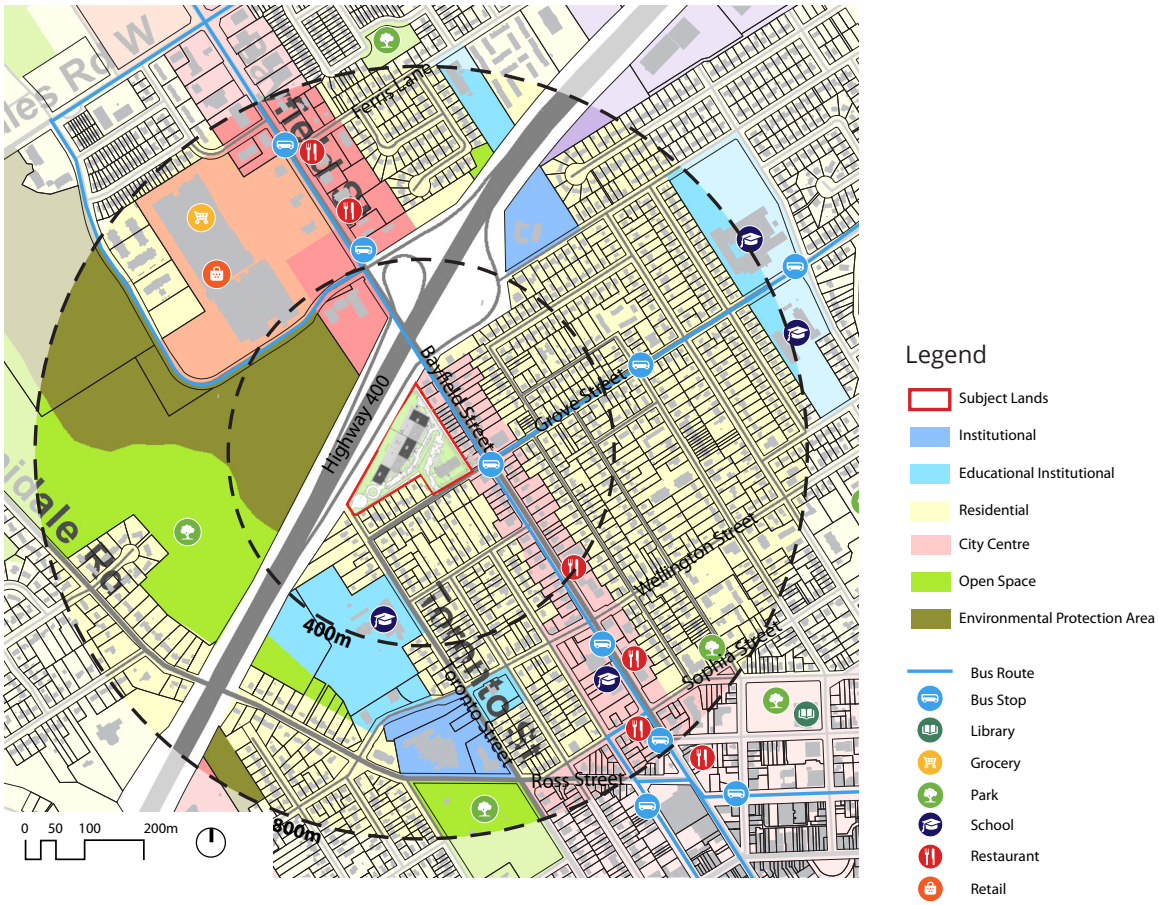

Figure 13.1 Context Plan illustrating surrounding uses, amenities, community services, parks and open spaces, and public transportation Prepared by MHBC

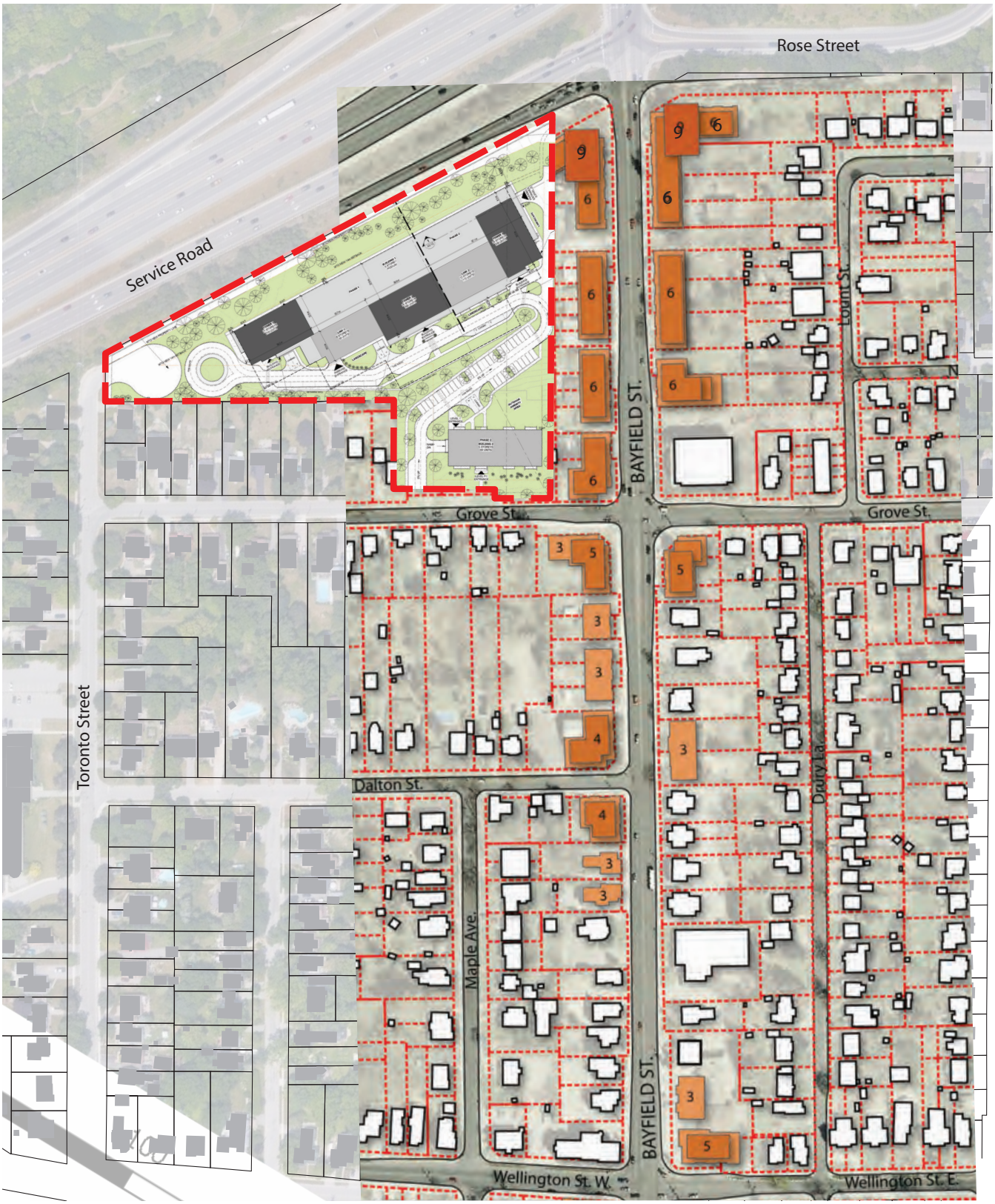

Figure 13.2 Conceptual Building Footprint Illustrating how the development fits into the variety of built form and mix of uses set forth by Urban Design Guideline for Intensification Area along Bayfied Street, Prepared by MHBC

Figure 13.3 Conceptual Open Space Relationship Map Illustrating how the development incorporate outdoor amenities and landscaping within the site to enhance the visual and physical connectivity of the surrounding parks and openspaces, Prepared by MHBC

Figure 13.4 Vehicular and pedestrian Circulation Illustrating how the development enhances walkability, accessibility, and physical and visual connectivity (pedestrian / active transportation connection from Toronto Street to Bayfield Street along the north side of the site, Prepared by MHBC

Figure 13.5 Building heights and set back Illustrating how the development establish transition to the surrounding residential uses and public streets, Prepared by MHBC

14.0 CONCLUSIONS

The proposed residential buildings represent revitalization and compat form within an Intensification A rea and Primary Transit Node, along a mixed-use corridor that connects to Barrie's City Center and Downtown Terminal. The proposed development is located near commercial, retail, business, and community and recreational services. The proposed redevelopment will provide a range of housing opportunities including more affordable housing that will assist the City of Barrie in meeting its population growth while fostering a walkable and transit-supportive community that fits well into the vision for Intensification and Transit Nodes.

The architectural design, building orientation, massing and density displacement have been carefully designed to complement the existing context and define edges at the major gateway and along the primary connector to City Center while supporting the adjacent residential, commercial, recreational, and amenity uses. The proposed site design, open spaces, outdoor amenities and proposed pedestrian walkways will promote animation, walkability and connectivity within and through the site. The proposal will contribute to and be complementary to the existing and future built form and mix of uses for this area and Intensification Corridor.

The proposed development will support transit, improve pedestrian connectivity, and assist the City in reshaping this important portion of City of Barrie into a vibrant urban locaiton that provides a mix of housing and amenity opportunities.

The proposal will utilize both high-quality architectural and landscape design that complements its surrounding, and will create a visually appealing, appropriately scaled public street edge environment that is welcoming to residents and visitors. The proposal will be compatible with the surrounding uses and will assist the City in achieving its growth and development objectives. The proposal also provides bicycle parking and connector walkways to existing public sidewalks to promote active transportation and a healthy community.

Based on our review, it is our opinion that the proposal adheres to the design direction of the City of Barrie and Intensifcation Area Design Guidelines. Overall, the proposal represents a good design that will enhance placemaking within one of the major intensification nodes.

14.0 DESIGN TERMS

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

ADAPTIVE REUSE
Converting an existing building into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BUILT FORM
The physical shape of developments including buildings and structures

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

COMPATIBILITY
Similar size, form and character of a building relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEIGHT TRANSITION
The gradual change in height between buildings within a community

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation

MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

NODE
A place where activity and circulation are concentrated

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREETWALL
The consistent edge formed by buildings fronting on a street

STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE