



# BLOCK CONTEXT ANALYSIS

**129 COLLIER STREET, BARRIE**

February 2022

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Our File #: 21318A

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# Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by 129 Collier Limited Partnership (hereinafter as the “Owner”) to prepare a Block Context Plan for the development of the property on the south side of Collier Street and the north side of Dunlop Street East, municipally addressed as 129 Collier Street (hereafter referred to as “the Subject Lands” or “the Site”).

The Subject Lands are currently vacant/unoccupied. The Subject Lands are designated as “City Centre” and located within the City’s “Urban Growth Centre” – an intensification area in the City of Barrie Official Plan. The site is further identified in the Commercial Planning Area and are within the boundaries of a “Height Review Study”.

The proposed development of the proposal represents intensification within the boundaries of the Barrie Downtown, optimizing development through intensification that encourages reinvestment and revitalization of the existing built-up area. The proposal also provides for a transition of height and density, recognizing the Subject Lands is located on the eastern edge of City Centre with connection to Downtown Barrie along the waterfront, the proposal focuses more active uses along Dunlop Street East with more passive uses along Collier Street and steps down in heights toward the low rise development in the north. 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 Downtown terminal and GO Transit Network.

## OUR APPROACH

The purpose of this report is to provide a conceptual and comprehensive understanding of how the Subject Land’s development will impact the surrounding block context to

assist the City in their evaluation of the proposal. This report responds to Official Plan policy 6.6.6 (a) ii), demonstrating through a series of block and context plans how the proposal meets the Tall Building Application Submission Requirements.

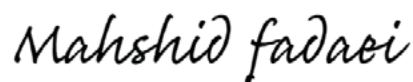
This report will serve as a companion document to the planning and Urban Design rationales prepared by MHBC and will refer back to Official Plan policies, and other implementation tools, adhered to throughout the document. This report is a living document intended to guide the development of the Subject Lands and flexibility is permitted provided that key principles as espoused in this document are retained.

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

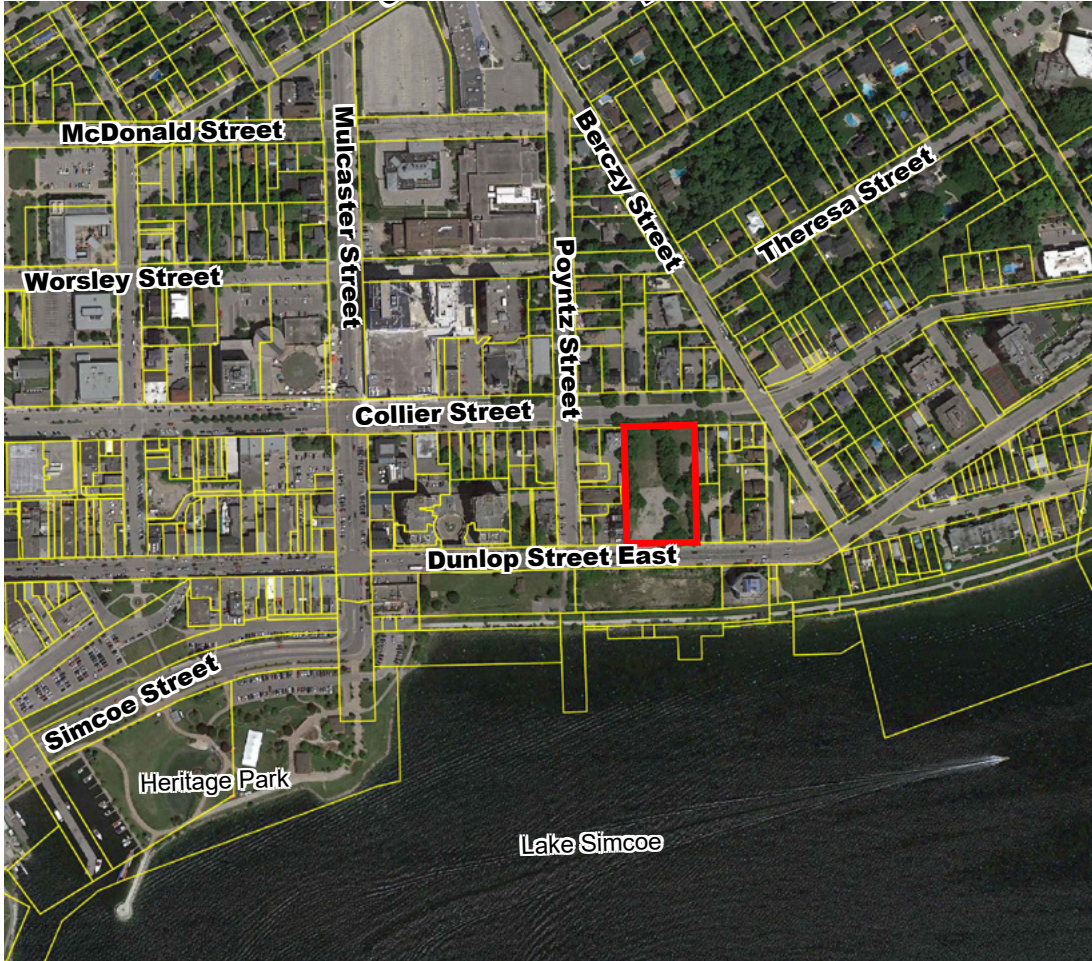
Yours truly,  
**MHBC**



Eldon C. Theodore, BES, MUDES, MLAI, MCIP, RPP  
Partner | Planner | Urban Designer



Mahshid Fadaei, BArch, MArch, MPlan  
Urban Designer | Planner




 Subject Lands

Figure 1.1 - Location map



View from Collier Street toward the Site



View from Dunlop Street East toward the Site

Figure 1.2 - Existing site conditions

## The Subject Lands

The proposed development seeks to develop lands that are currently unoccupied/vacant for residential and amenity purposes. The site is located in Transition Centre Commercial (C2-1) Zone, north of Simco Lake and in close proximity to Downtown core, and commercial and business centres as well as waterfront recreation facilities and parks.

The Subject Lands are approximately 0.61 ha (1.5 acres) in size and have approximately 58 meters of frontage on both Collier Street and Dunlop Street East.

The Site is currently surrounded by the following uses:

A summary of the uses in the Subject Land's immediate and surrounding area are discussed below and illustrated in **Figure 2.2 & 2.3**.

**North** Mixture of low commercial and institutional/community service buildings including Collier St United Church.

**East** Mixture of low rise residential, commercial conversions and low density multiple dwellings.

**South** Mixture of parks and recreation facilities along the waterfront including Sam Cancilla Park, Heritage Park, and Shoreline Walking and Cycling Trail. In addition, immediate to the south on the opposite side of Collier street there are a newly approved 15 storey mixed use development (lakhouse), an under review 10 storey mixed use development, and an existing 7-8 storey residential building.

**West** Mixture of institutional and commercial uses toward Downtown Barrie, including a 15 storey high-rise building west of Poyntz Street. Memorial Square and Downtown Terminal are located further west.

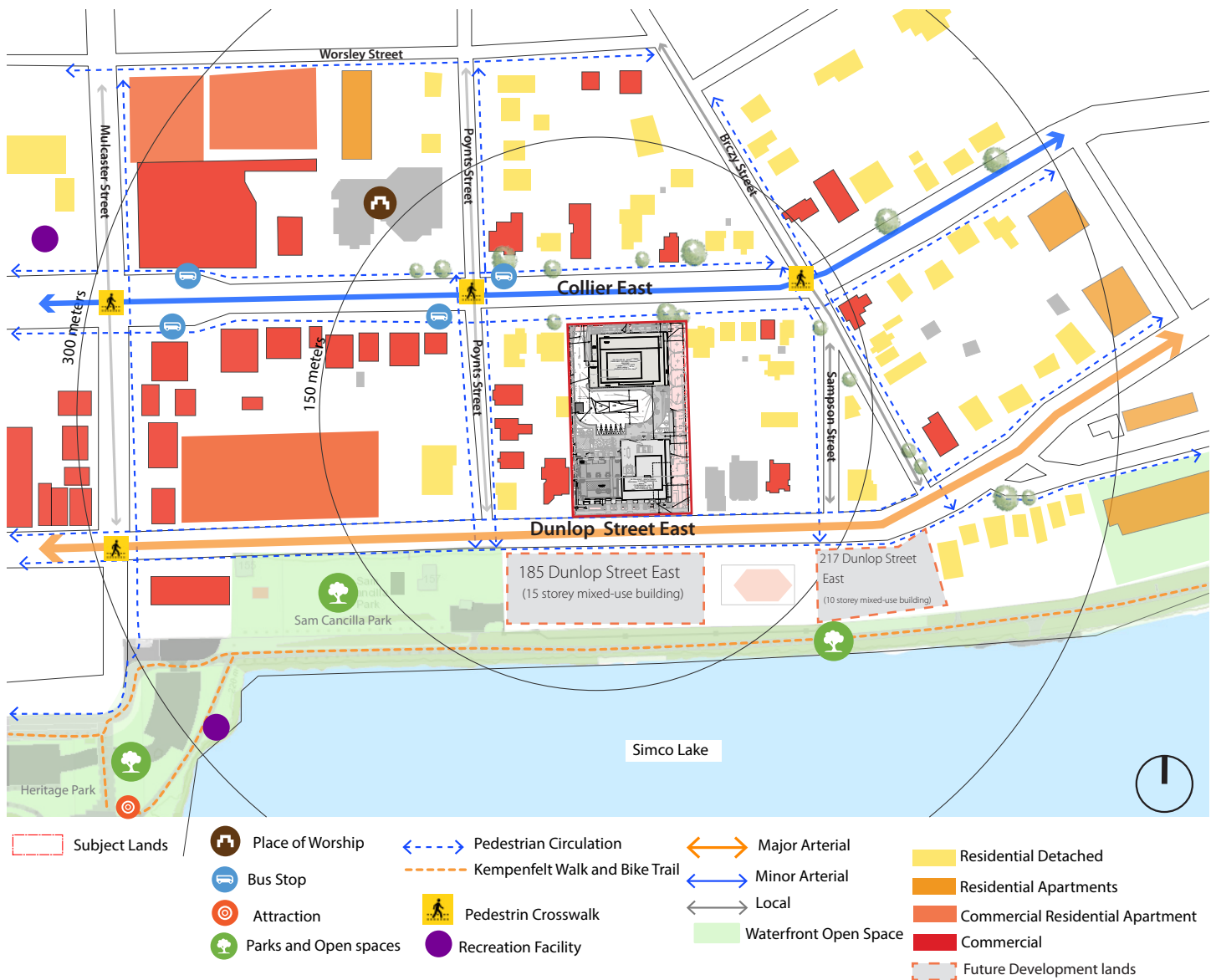
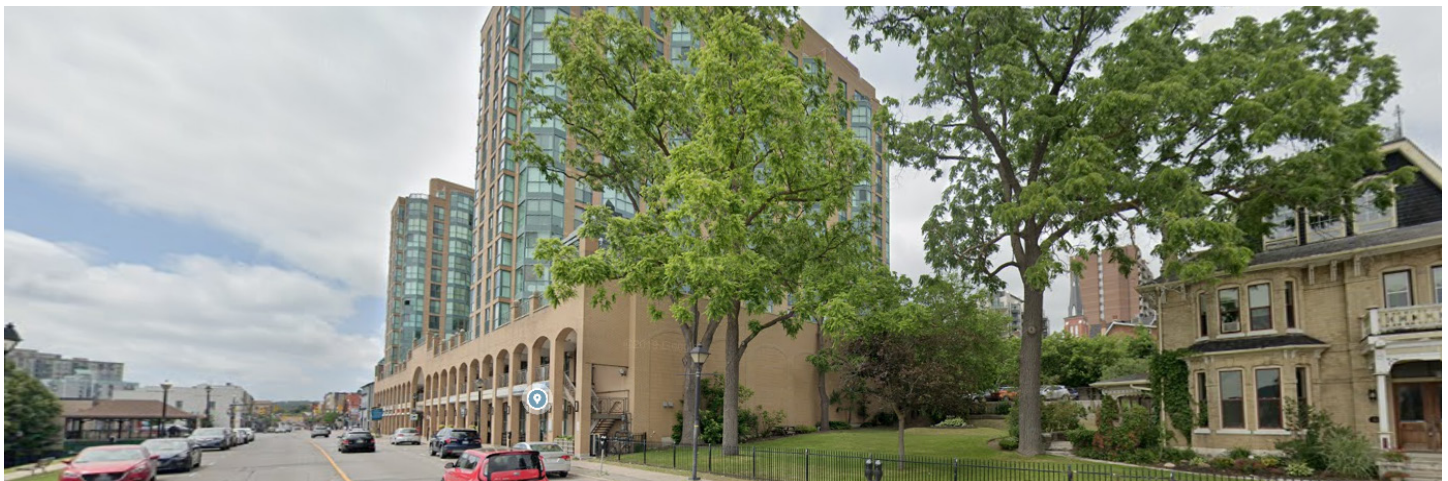


Figure 2.1 - Overall Block Context Map 300 m Walkshed



Existing Mid Rise Residential Building immediately south-east of the Subject Lands, and along the Lake Simcoe Shore.



Existing High Rise building located west of the Subject Lands, along Dunlop Street East.



Existing Commercial and Waterfront amenities south west of the Subject Lands, along Dunlop Street East.

Figure 2.2 - Photos of the surrounding context.



Existing Mid and High Rise Residential building located west of the Subject Lands, and along Collier Street.



Existing residential uses located north of the Subject Lands, and along Collier Street.



Existing Community Services and City Hall located northwest of the Subject Lands, and along Collier Street.

Figure 2.3 - Photos of the surrounding context.

# The Vision and Proposal

## 2.1 THE OWNER'S VISION

The proposal will establish a compact, transit-supportive development at the eastern edge of Barrie City Center near the Lake Simcoe Waterfront. This development complies with the Intensification vision for the Urban Growth Centre and will complement the Downtown Area of the city of Barrie by intensification, reinvestment, and revitalization on lands that are currently vacant/underused. The proposed development will also support City Centre growth through: 1) offering a broad range of housing types that increase resident population and support live/work opportunities within Downtown Barrie; 2) establishing a complete community with access to services and transit infrastructure; and 3) increasing Downtown Barrie livelihood at all times. The proposal will also promote compatible land use and height and density transition within the Urban Growth Centre and to the surrounding mid and low-density uses. At the same time, the transit-supportive development will augment neighbourhood connectivity, accessibility to amenities, and active transportation while enhancing the public realm and creating a pedestrian-oriented environment.

## 2.2 THE PROPOSED DEVELOPMENT

The proposal consists of a two high-rise development phased across the Subject lands. The south building will consist of a 12 storey residential building with a combination of amenity and residential uses. This building is situated on a 4 storey podium that fronts onto Dunlop Street East. The podium incorporates a terrace roof along the primary frontage on floor 4 and represents a combination of residential units and amenity areas at grade with residential units above. The north building will consist of a 12 storey residential building with residential and amenity. This building anchored to the Site via a 3 storey podium fronting onto Collier Street. Overall built form is designed in respond to the Site grading and is linked through levels P1 and P2, under average grade,

and at grade via a central courtyard.

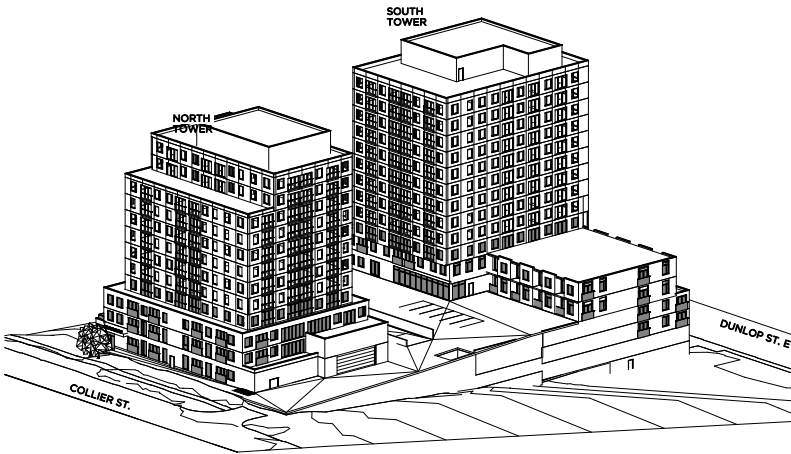
The proposal will have a total GFA of 23,113 sq m (248,788 sq ft). The overall development will have a total of 293 residential units across a range of unit types including 5 studio units, 187 one bedroom, 94 two bedroom, 7 three bedroom.

The primary residential entrance and residential lobby will be front onto Collier Street and Dunlop street East, supported by the proposed internal courtyard. Vehicular access to the Site is provided through a private driveway with access from Collier Street.

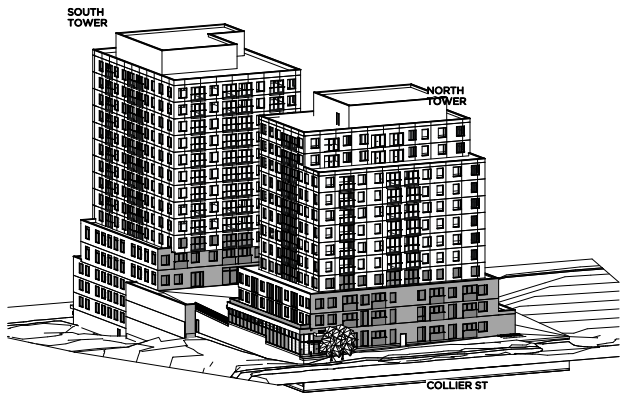
A total of 235 residential parking spaces and 14 visitor parking spaces are proposed within 3 levels of underground parking.

The proposed development will also provide a total of 176 long term secure residential bicycle parking spaces and 30 visitor bicycle parking spaces located within the private courtyard to support active transportation within the City's downtown area.

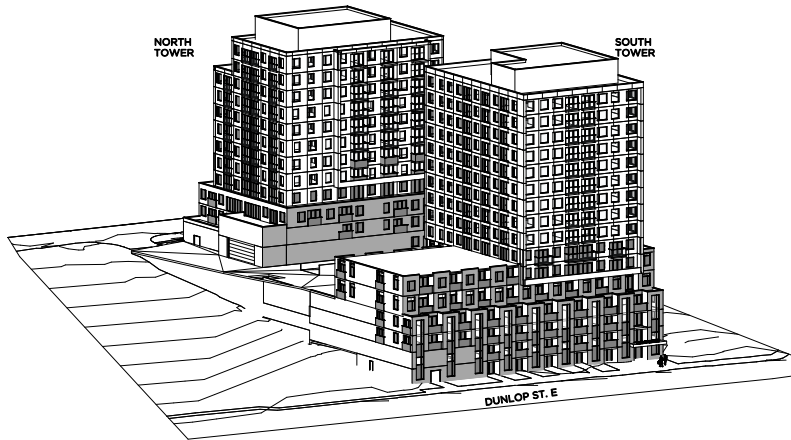
The proposed loading and servicing area for the development will be contained within the site and accessible from the internal courtyard that is screened from the public streets.



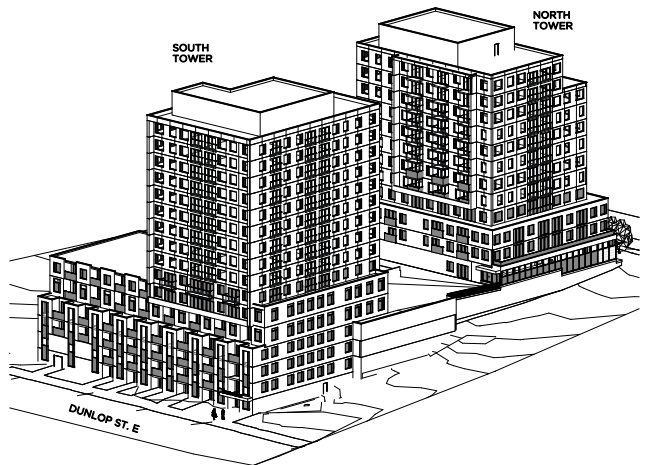
1 3D - NORTH WEST CORNER



2 3D - NORTH EAST CORNER



3 3D - SOUTH WEST CORNER



4 3D - SOUTH EAST CORNER

Figure 3.1 - Bird's eye renders of proposal prepared by RAW Design Architects.

# 4.0

## Site Design and Orientation

The proposed massing anticipates transition of density and height, recognizing the Subject Lands are located at the edge of the City Center and in close proximity to low rise development in the north and interim high rise developments in the south along the waterfront. The proposal promotes a balanced combination of density and transition in height by: 1) establishing a compact built form, 2) stepping down in height toward north; 3) integrating generous setback along property line and from surrounding development and the public realm; and 4) focusing non-residential uses within south podium in relationship to the main street condition along Dunlop Street East to the west while creating a residential expression along Collier Street that protects overall street sight line. In addition, the proposed north building integrates additional setbacks above 10th floor to promote a mid rise impression along Collier Street.

The proposed tall components are positioned and oriented perpendicular and provide 32 m separation distance to help

protect view connectivity to and from the City skyline while allow for maximum sun exposure.

The taller components of the building are stepped back from base building to mitigate the perception of height and protect skyviews for the adjoining developments. The proposed tall components adjoining the side yards to the east and west set back over 8.0 meters to allow ample separation from the adjoining lots. A similar condition is achieved along the podium west side yard with an over 8m setback in both phases.

The design and orientation of the towers will ensure there is no disruption to the Kempenfelt Bay view corridor, and will assist in framing the vista along Berczy Street. Further, the slender design of the proposed tower component will not interfere with the public views of Algonquin ridgeline and will enhance the skyline of Downtown Barrie.

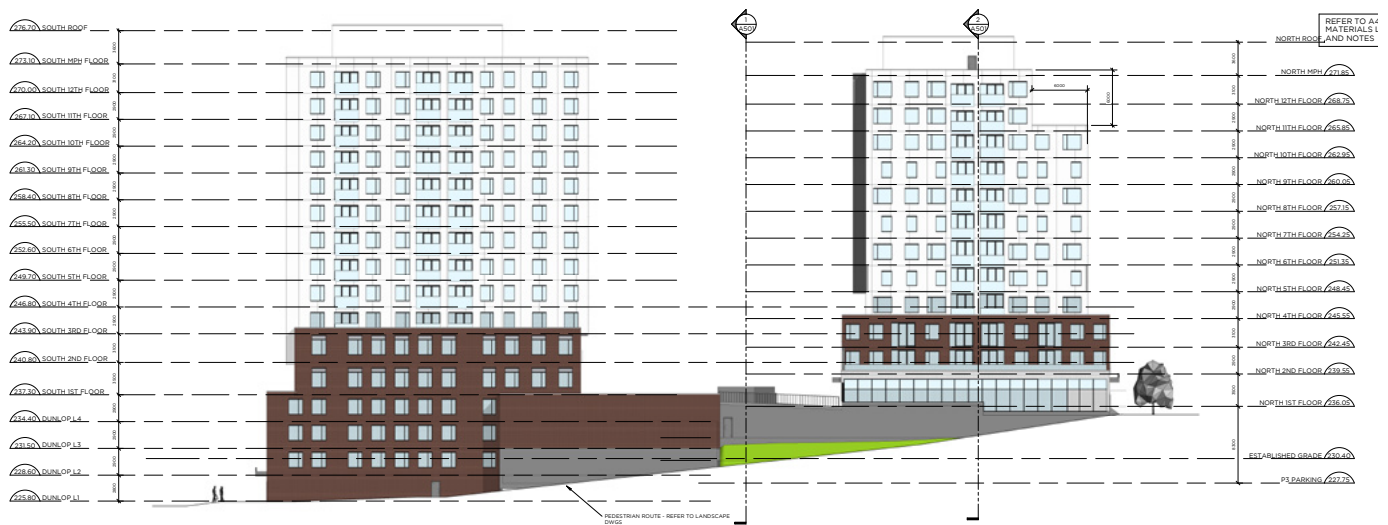


Figure 4.1 - East Elevations illustrating setbacks and height transition toward north (Collier Street)



Figure 4.2 - Context Plan, Land use Compatibility

Regarding the street level design, the proposed tower components are stepped back from the building base to allow for height transition towards the adjacent uses and to distinguish the building base from the tower, ensuring podium has prominence and a low rise relationship along the public realm.

The proposed development contemplates design measurement and architectural treatments to promote a comfortable and interesting pedestrian environment on street level and along public frontages. The proposed active at-grade uses and design treatments, including the traffic calming on-street parking and high-quality landscaping will encourage pedestrian activity and interaction between internal spaces and the public realm. The enhanced streetscape contributes to a safe and accessible public realm while creating a comfortable and vibrant street setting complementing the active transportation network within the City Centre boundaries and toward Waterfront Heritage park and Walking and Cycling Trail.

The proposed 4 storey podium in the south with terrace

roof attached to the west advances toward the front property line and creates a continuous streetwall along Dunlop Street East to reduce the visual and physical impact of height on the adjacent pedestrian realm. The 10 storey mid-rise component to the north protects for skyview and maintains a mid rise impression along the public realm. As the Subject Lands are within an intensification area, the proposed 3-storey podium will ensure a pedestrian-scale streetwall that fits contextually and allows comfortable relationship to the sidewalk.

Given that the proposed development has frontage along two public streets, the proposed building is set back from the public right-of-way to provide a comfortable public realm through landscaping and street furniture. The existing on-street parking along Dunlop street East will be maintained to promote a comfortable pedestrian oriented experience through its traffic calming effect.

Overall, the proposed tall building will cohesively interact with the overall massing of the west Downtown Barrie and consistently blend into the adjacent high-rise residential



Figure 4.3 - Close-up rendering view of the building podium in the south along Dunlop Street East.

building to the west and south while respecting the existing low-rise character to the east and north. The proposed towers exceed 25 meter separation distance, limiting the impact of shadow on site and adjacent properties. The height transition also allows the development to be a context-sensitive landmark in Barrie's skyline that promotes a compact built form and transition supportive density.

The proposed development will help with the view boundary at the east end of City Centre and west of Berczy Vista. As such, the 10 storey component visible from the north and east within the City Center skyline will be an anchoring landmark that signals the transition from the low-rise residential area outside of Downtown Barrie.

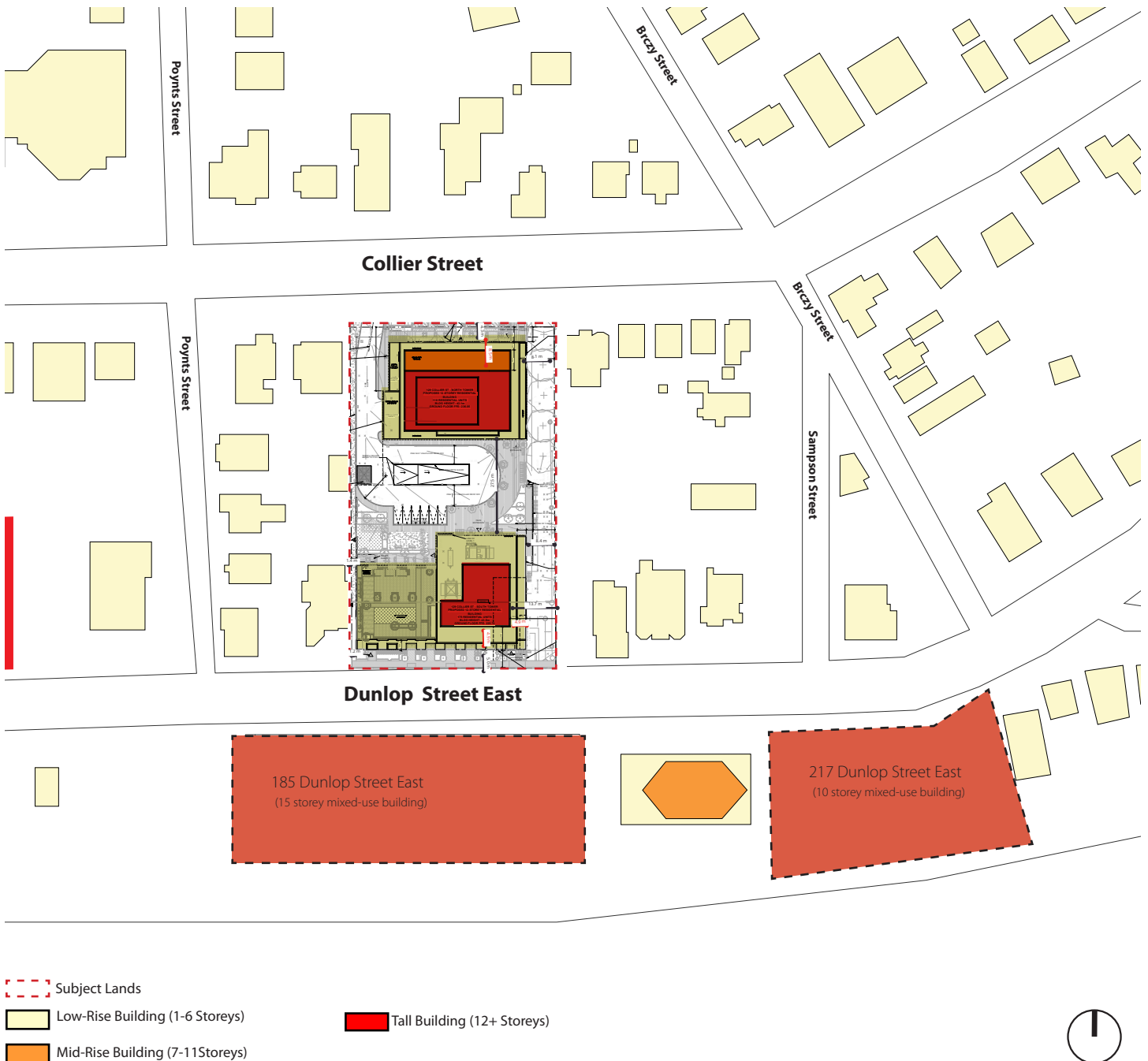


Figure 4.4 -Block Plan, Land use Compatibility

# 5.0

## Open Space Connections

Within 1 to 2 minutes walking distance of the south phase and a 3 to 4 minutes walking distance of the north phase are a number of existing public open space assets. They include Sam Cancilla Park, Heritage Park and the Barrie North Shore Trail.

Sam Cancilla Park offers a playground and open space with a spectacular view of Kempenfelt Bay. Heritage Park offers a wide range of recreational amenities including a splash pad, Zen garden, marina waterfront pier, duck pond, picnicking areas, benches, gazebo, washrooms, open space areas, interconnected pathways and parking. Finally the North Shore Trail provides a multi-use recreational trail running the entire length of Barrie's north shore of Kempenfelt Bay. This trail accommodates barrier free movement, cyclists, walkers and runners.

The Subject Lands have ease of access to these area assess for active and passive recreation, via public sidewalks on both sides of Dunlop Street East, and via connections both internal to the phases of the building as well as the easterly mid-block connection external to the building. Ease of access to these open spaces ensure residents and business will have immediate access and connection to high quality public open space for active and passive recreation.

In addition, the proposal will include rooftop terraces on both phases that will include private open space for tenants of the building, helping to meet on-site amenity requirements while meeting intensification objectives in the Downtown.



Figure 5.1 Splash pads within the Heritage Park along Kempenfelt Bay



Figure 5.2 North Shore Trail, Kempenfelt Bay

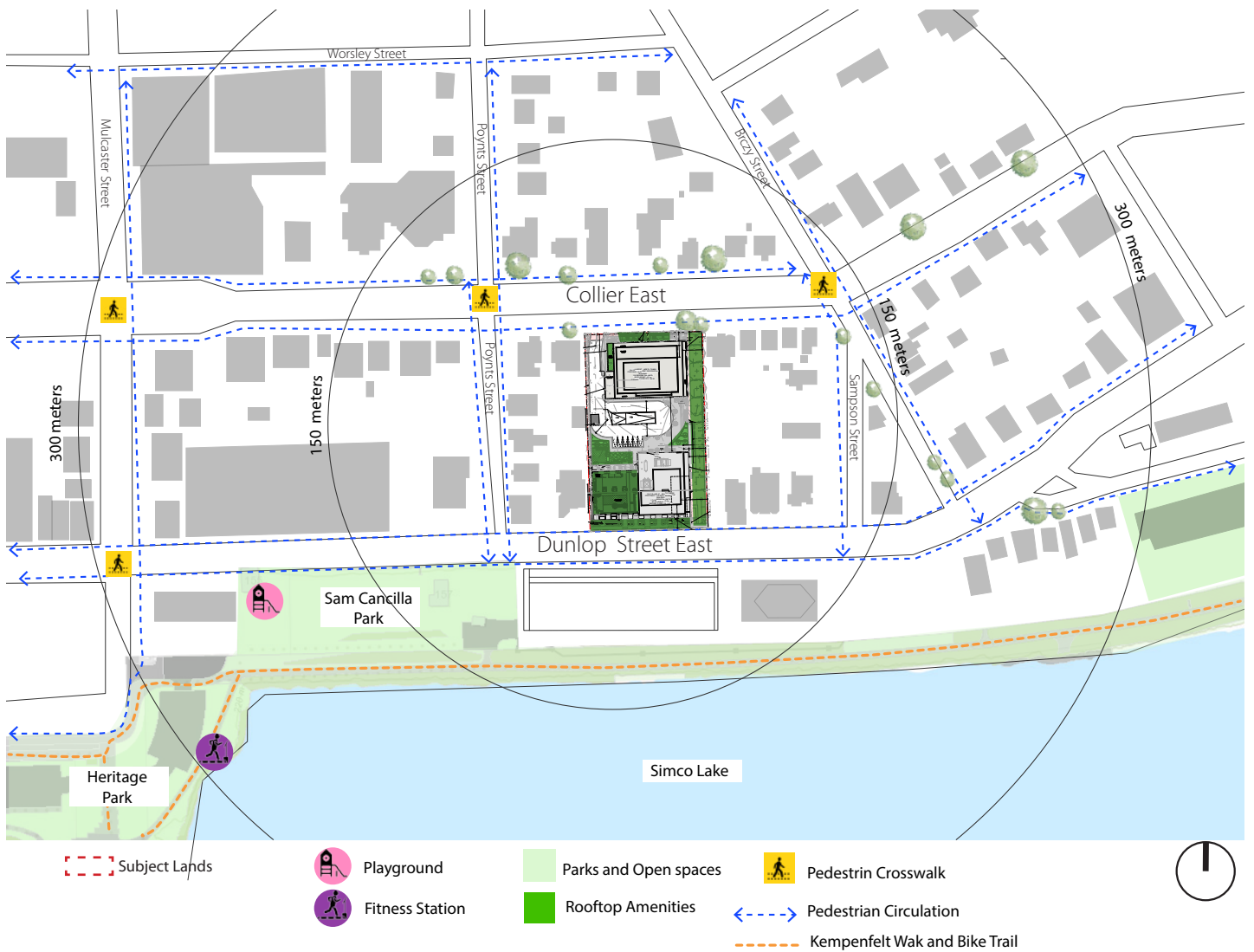


Figure 5.3 - Context Plan, Open Space Linkage

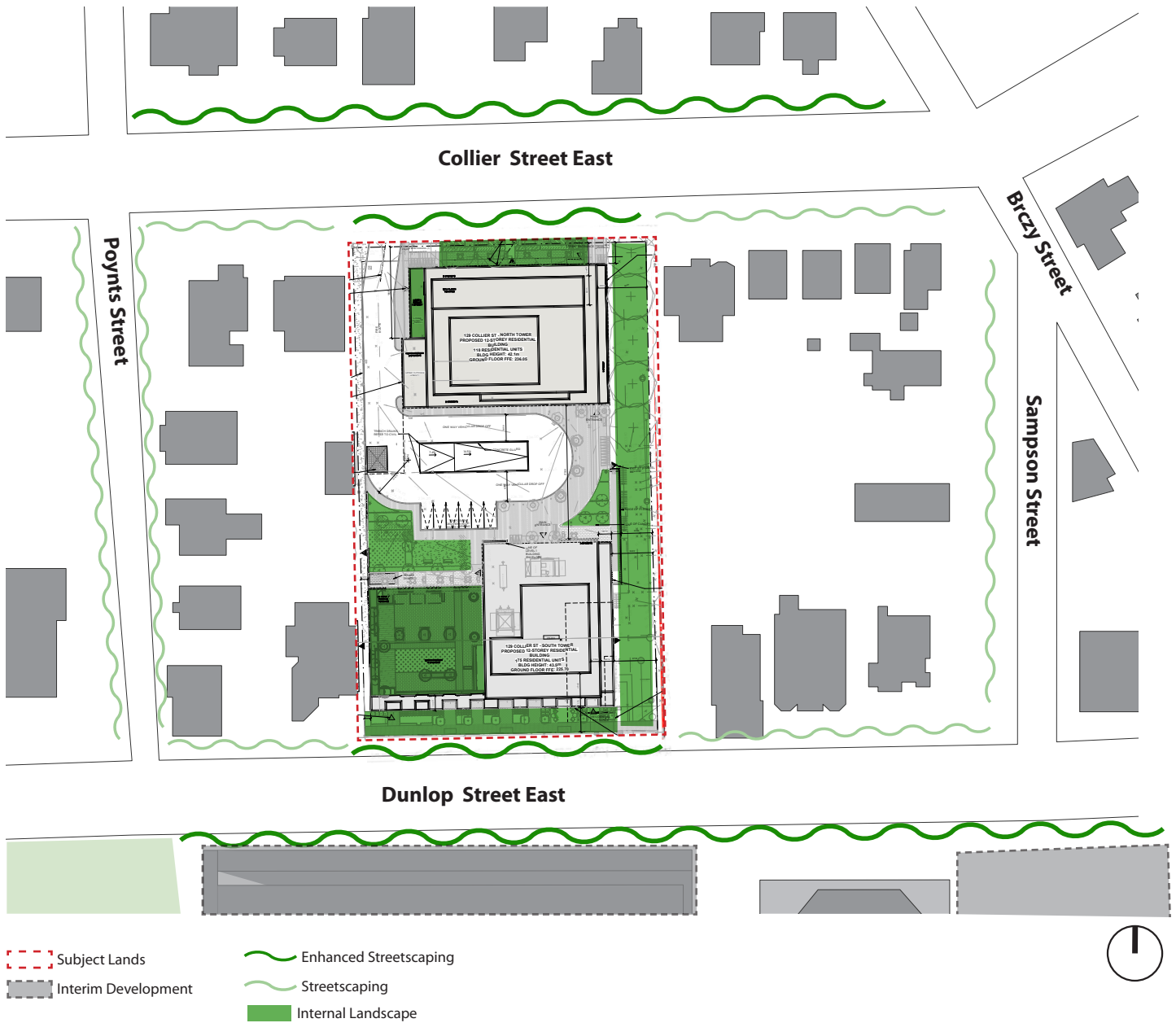


Figure 5.4 - Block Plan, Streetscape and Landscaping

# 6.0

## Pedestrian and Vehicular Circulation

The proposal establishes a permeable and engaging edge with high-quality street-level design enhancing the public realm through a number of at-grade active uses, and entrances proposed along both public street frontages. In addition to the proposed residential lobby and amenity entrances, multiple residential units are provided at-grade fronting onto both Collier Street and Dunlop Street East which provides for a more engaging and interesting streetscape. The concentration of active indoor uses along public realm frontages combined with enhanced landscaping will further program and activate the street level pedestrian environment and support visual and pedestrian linkage to the public open space system in the downtown and along the waterfront.

The proposed lobby entrances will be well-defined and accessible to pedestrians of all abilities. The proposed street-level residential units along the north and south frontage will provide constant indoor and outdoor spaces interaction and result in safer public realm through informal surveillance.

Majority of building entrances will have direct access to the public sidewalk. The proposed driveway/vehicular access will be clearly defined to maintain directional flow, street legibility, and pedestrian safety through architectural and surface treatment. The driveway path accessing the courtyard will be screened to minimize visual impact and improve on-site safety.

Safe pedestrian movement will be provided by directing vehicular movement away from locations of high foot traffic. Vehicular access point and movement within the site is consolidated to one main access point along Collier Street, which will reduce conflicts with pedestrian walkways. Where pedestrian walkways to the interior courtyard are proposed, the walkways have been designed to be highly visible and directly connected to public sidewalks along Collier Street.

The proposal also includes a mid-block connection via a walkway and stair that offers a secondary connection between Dunlop Street East and Collier Street to further enhance block porosity.



**Figure 6.1** Example of a transit supportive community development that also encourages active transportation modes, including biking and walking.



**Figure 6.2** Example of clearly defined pedestrian walkway with permeable edges.

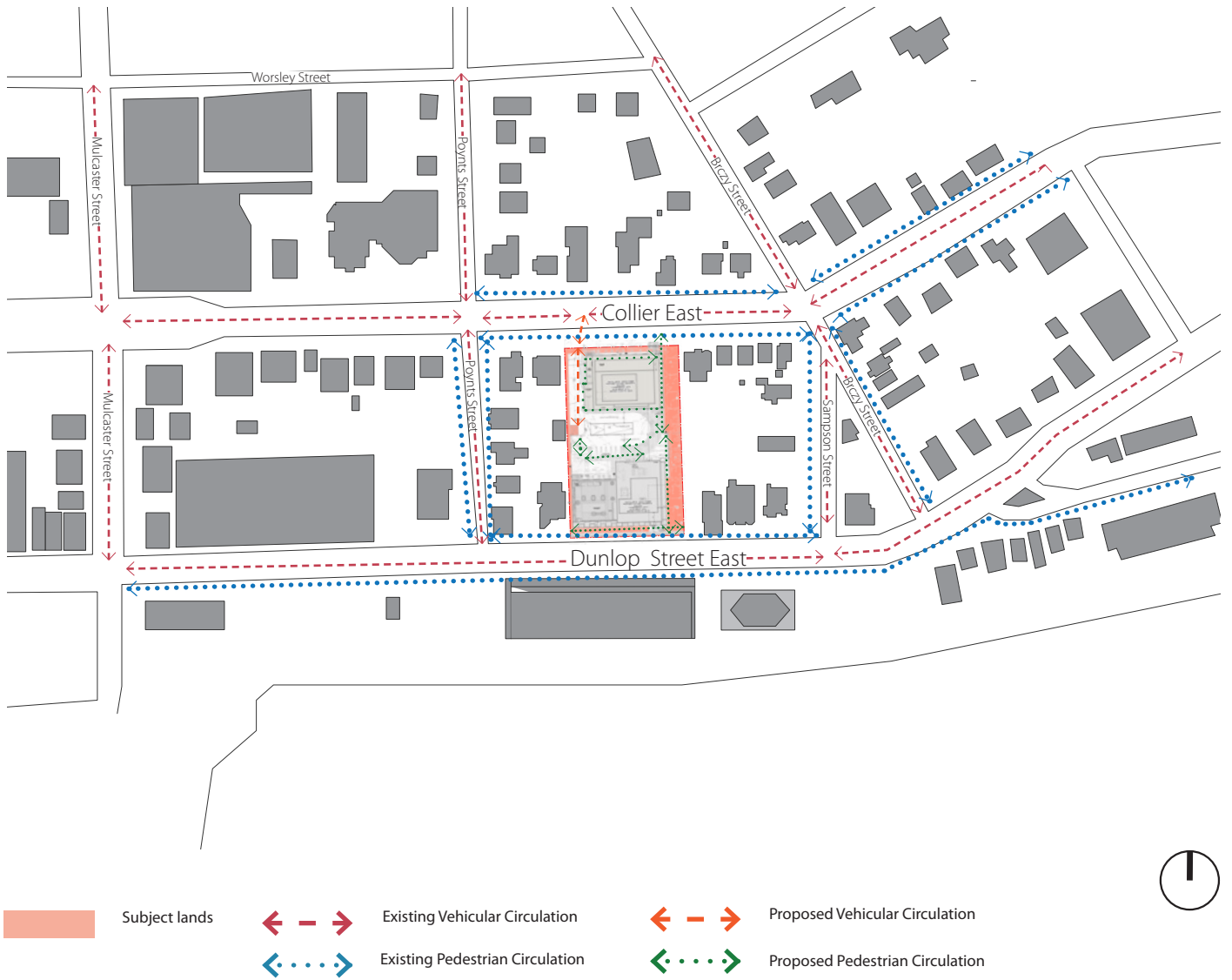


Figure 6.3 - Context Plan, Vehicular and Pedestrian circulation.

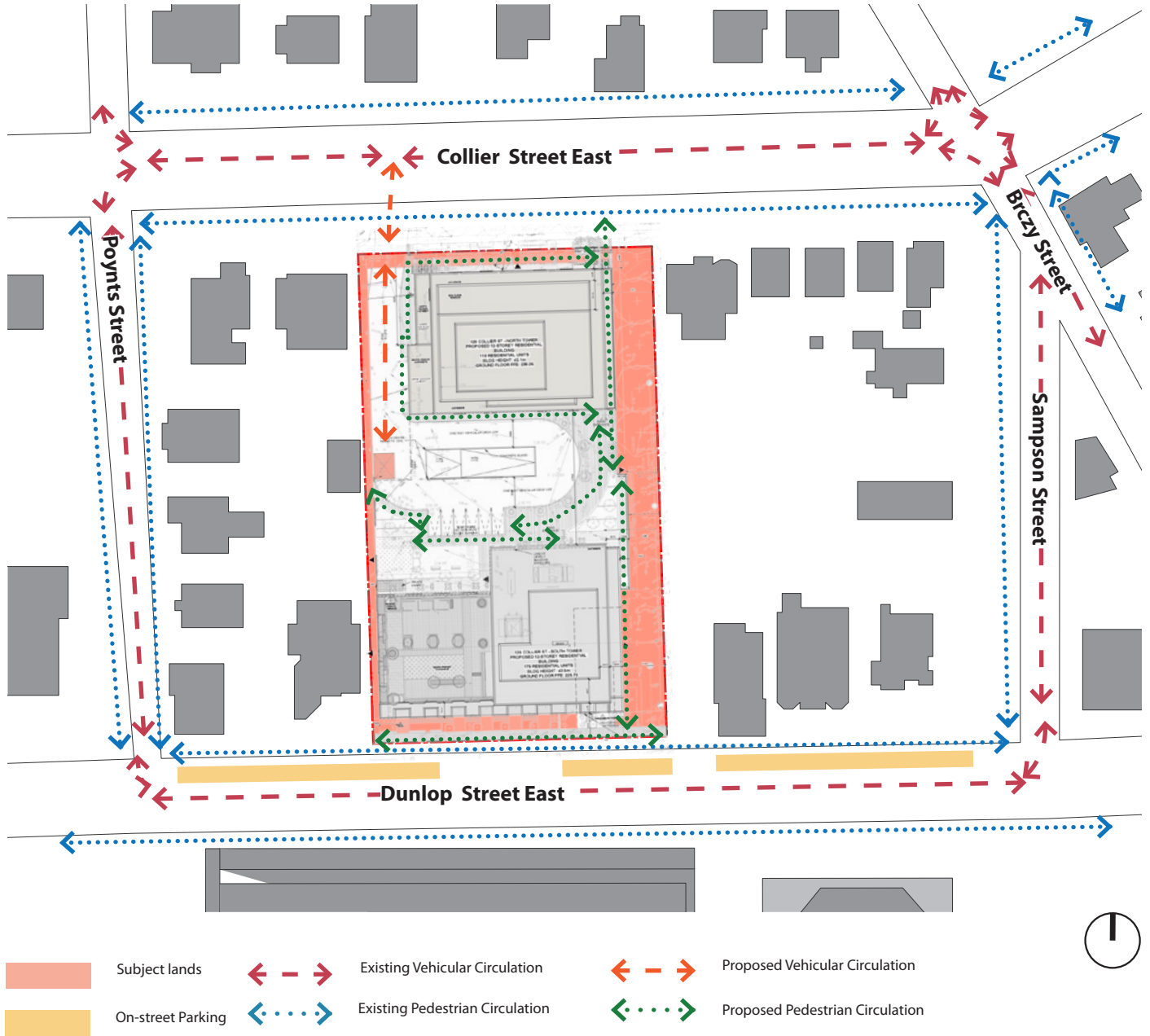


Figure 6.4 - Block Plan, Vehicular and Pedestrian circulation.

# 7.0

## PARKING ACCESS AND LOADING AREAS

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. All parking on-site will be provided in underground or screened structured parking. Parking spaces are accessible via entrance ramps from the private internal courtyard that connects to Collier Street. All parking areas are located close to elevators providing direct access to the main entrance.

The proposed loading space and vehicular drop-off are located internal to the site, accessible through the proposed private driveway and within the private courtyard. The proposed loading space is placed internally and set back from the adjacent residential properties to minimize the visual impact and potential noise impacts from the area. The loading space is located near the associated garbage room and waste pickup location, which are accommodated internal to the proposed building. Measures have been

taken to ensure the loading space is screened and buffered from the public realm through internalizing the loading and servicing area at the rear and internal to the building. The material used in and around the loading area has been integrated with the overall façade of the proposal.



**Figure 7.1** Example of ramp to underground parking and covered lobby entrance.



**Figure 7.2** Example of on-street parking.



Figure 7.3 Parking and Loading Areas, Base Plan by RAW with Overlays by MHBC.

# 8.0

## Conclusion

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This Block Context Plan Report provides a conceptual and comprehensive vision for redeveloping an existing residential property, establishing a framework for evaluating the proposed development on the Subject Lands. It is our opinion, based on the analysis of criteria including but not limited to layout and design of public streets and other pedestrian and cycling connections, parks and open spaces and built form issues such as building type, location, organization and massing, that the proposal is in conformity with OP Policy, anticipates community needs and contributes to good urban design.



**MHBC**

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URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE