



# 129 COLLIER STREET BARRIE

**URBAN DESIGN BRIEF**

File No. 21318A

**FEBRUARY 2022**

  
**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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Architectural Design by RAW Design Architects.

# 1.0 INTRODUCTION

MHBC has been retained by 129 Collier Limited Partnership (hereinafter as the “Owner”) to prepare an Urban Design Brief for the development of the property on the south side of Collier Street, and the north side of Dunlop Street, municipally addressed as 129 Collier Street (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 for the City Centre and Urban Growth Centre of the City of Barrie (the “City”).

Overall the proposal represents intensification within the boundaries of the City’s 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 at the eastern edge of the Barrie’s City Center and Downtown are, in close proximity to the existing low rise development in the north and east and Barrie’s Waterfront in the south. The proposed development achieves this goal by presenting at grade residential and retail/commercial uses, and stepping down in height to the north. Additionally, 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.

## THE POLICY FRAMEWORK

The Subject Lands is designated as “City Centre” and is 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”.

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 Downtown Area.

## 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 design criteria set forth by City’s 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**

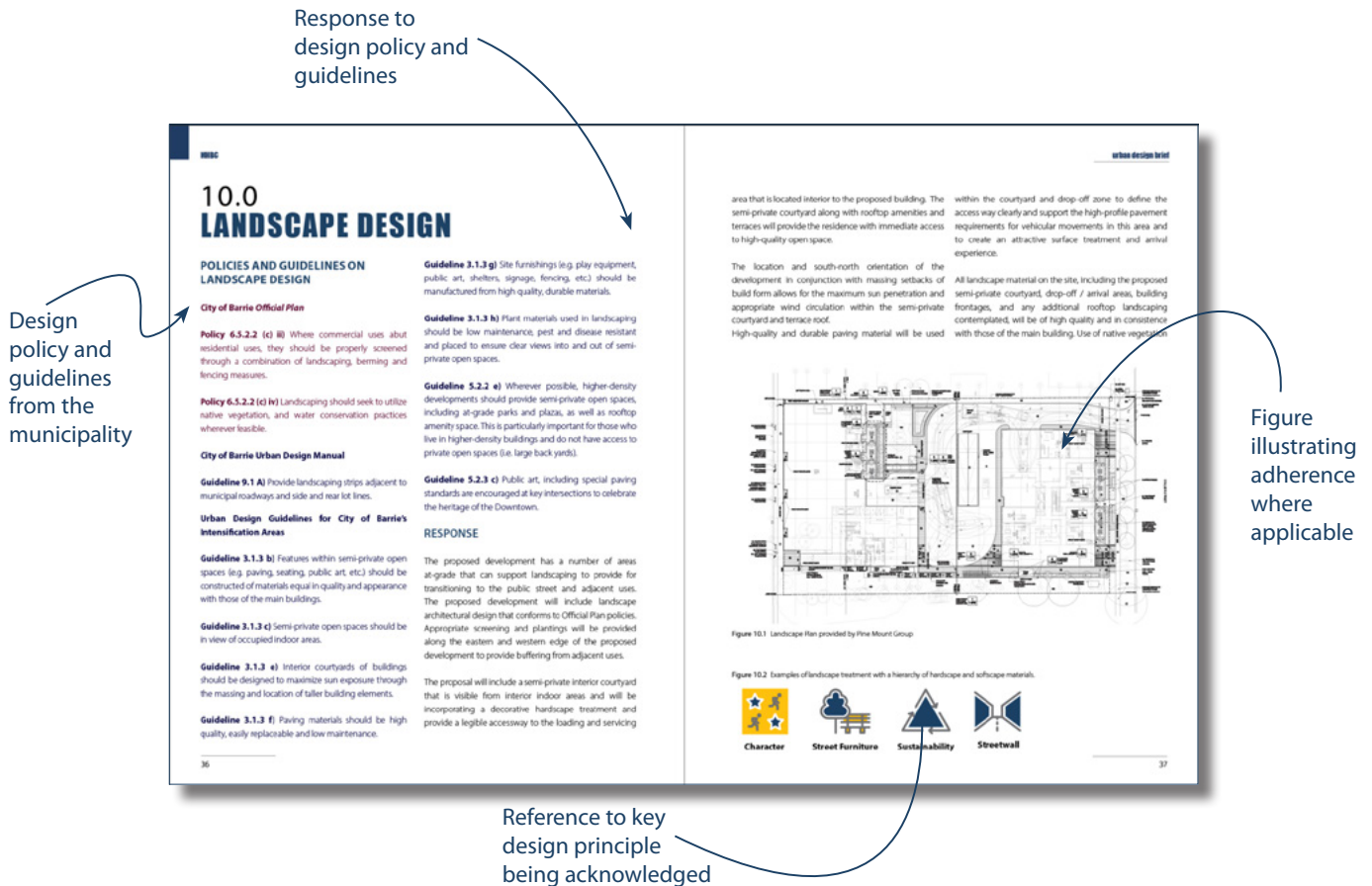


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# 2.0 HOW TO READ THIS BRIEF



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.

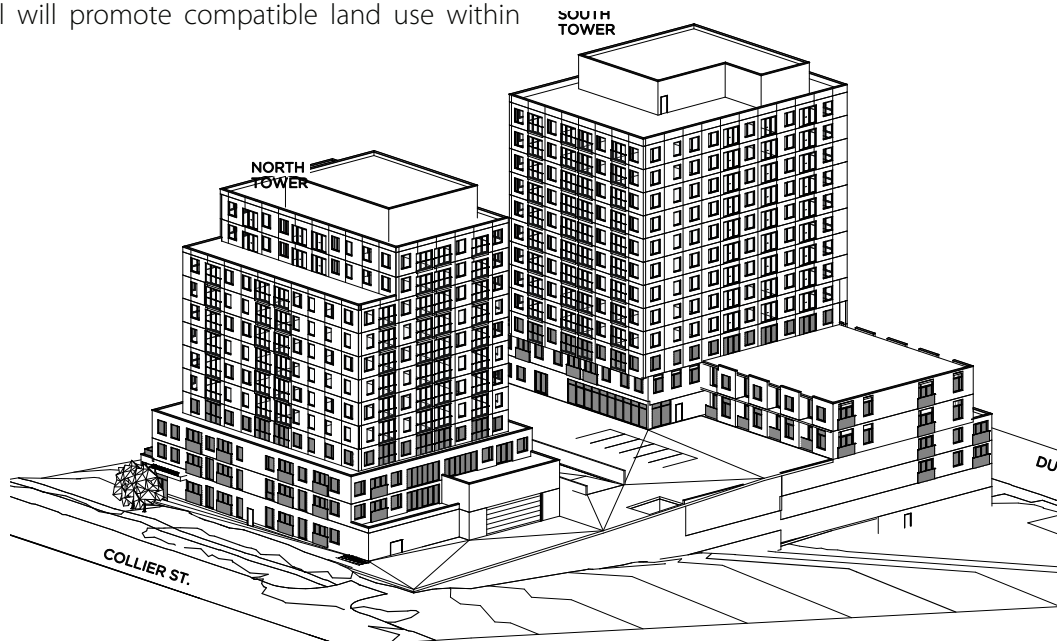
Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate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

# 3.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

## 3.1 DESIGN VISION

The proposal will establish a compact, transit-supportive mixed used development at the eastern edge of the Barrie's Downtown to serve the housing needs of residents as well as the entire community and market area. This mixed use 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 of the underused built environment. The proposed development will also support City Centre growth through offering a broad range of housing types that increase resident population, providing live/work opportunities, and ensuring the Downtown vibrancy at all times. The proposal also establishes new connections, and improves the accessibility and visual aesthetics of pedestrian environment and public realm. The proposal will promote compatible land use within

the Urban Growth Area and to the surrounding mid and low-density uses, community facilities and public open spaces along the waterfront. At the same time, the residential transit-supportive development will support neighbourhood connectivity, accessibility to amenities, and active transportation network while optimizing the pedestrian streetscape experience. The proposed development will create a strong sense of place and promote a balanced mixture of uses that enhance neighbourhood character. The proposed development will integrate into the surroundings by ensuring harmonious architectural treatment and landscaping. The proposal will also support local market while offering investment opportunities in residential, commercial, and amenity space.



3.1 Bird's eye Rendering from Collier Street, prepared by RAW Design Architects.

## 3.2 GUIDING PRINCIPLES & OBJECTIVES

The proposal will achieve an overall design direction to support the City's Urban Growth Centre through the following principles:

- Ensuring a stepped transition from existing residential neighbourhoods to an active and vibrant mixed use community that projects a strong sense of place and transit supportive community setting.
- Encourage the land use, infrastructure and linkages with the waterfront necessary to realize the role and potential of the City Centre to a growing and more geographically extended population.
- Supporting Active transportation along the corridors leading to the waterfront to support multiple modes of transportation, such as walking and cycling.
- Incorporating and optimizing access to sunlight and viewsheds through strategic built form placement and building separation contemplated with the overall design of the plan.
- Providing context sensitive architectural styles, massing, elevations and materials to ensure visual interest and unity are maintained along the public 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 entrance features through landscaping, decorative surface treatment, and other ornamental features.
- Encouraging energy efficiency and conservation practices where feasible.
- Providing mid-block connections and a building massing that works with the grades to enhance connectivity for the area context.
- 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 mixed use community setting.

# 4.0

## CONTEXT ANALYSIS

### Physical Context

The proposed development seeks to intensify lands that are currently unoccupied/vacant for residential purposes. The site is located north of Collier Street, east of Poyntz Street, and north of Dunlop Street and has access to the Waterfront Recreation Facilities, and Sam Cancilla Park, and Heritage Park.

The Subject Lands is approximately 0.61 ha (1.5 acres) in size and has approximately 58 meters of frontage on Dunlop Street East, identified as "Major Arterial", and 58 meters of frontage on Collier Street, identified as "Major Collector Road" – Schedule D - Road Plan by the City of Barrie Official Plan.

**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, Memorial Square, and Waterfront Heritage Park, and a 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.

The Site is currently surrounded by the following uses:

The 500-meter context map shows a 6-minute walking distance surrounding the Site. This area occupies a wide variety of uses. The existing surrounding neighbourhood is characterized by a range of commercial, retail and residential uses at various heights and densities, including restaurants, retail stores, community service facilities, single detached dwellings, and mid- to high-rise apartment buildings.

Significant destinations in proximity to the site are Waterfront Heritage Park, Barrie North Shore Trail/ Waterfront Trail along Kempenfelt Bay, Collier Street United Church, Barrie Courthouse, Memorial Square, and Barrie City Hall.

### Land Use and Built Form

The subject lands are identified City Centre within the Commercial Planning Area. The planned context of the area is presently evolving and transforming with concentration of greater density and mix of uses with street-level retail and residential that will reinforce the downtown character and an animated public realm along the waterfront. Therefore, a high-density development with medium to high-rise built form is encouraged within this area.

### Transit Connectivity

The Subject Land is well serviced by surface transit routes along Collier Street including Express bus routes 100D blue express and 100C red express plus regular routes 8A, and 8B. Express routes connect the City's north and east bound to Downtown Terminal and include major destinations such as Waterfront Park, Georgian College, and Georgian Mall. Route 8A and 8B run across the City and provide connections to and from Royal Victoria Regional Hospital,

Downtown Terminal, and Allandale Waterfront Go Station and Barrie South Go Station along Yonge Street.

**Active Transportation**

A prominent Cycling route runs along Kempenfeld Bay that connects the Subject Lands to Downtown Area and lakefront parks and recreational facilities along the shoreline.

**Vehicular Network**

Dunlop Street East is identified as Major Arterial and Collier Street as Major Collector Road by the City of Barrie official Plan. Section 5.4.2.2 indicates that Arterial Roads are primarily traffic carrying facilities, providing through routes across and within the City. Development of property adjacent to Arterial roads should be encouraged to design access onto the site. Collector Roads carry traffic between the Arterial roads and the Local Roads. Collector roads, however, may also be used to service property.

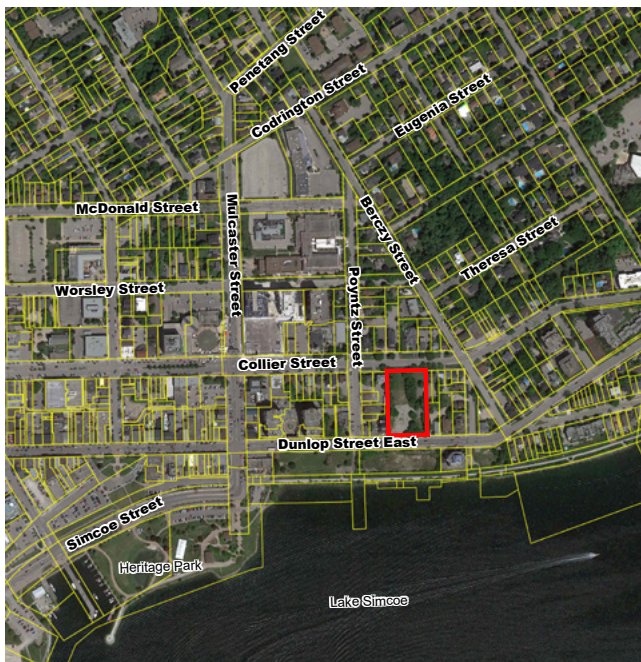
**Community Service and Amenities**

There is a range of amenities and facilities within walking distance of the Subject lands. Dunlop Street East and Collier Street are characterized by a mix of commercial, institutional, and residential uses and is supported by multi-modal transit in the area. The following community services and amenities are located within 500 meters radius from the Subject Lands:

- Barrie Courthouse
- Collier Street United Church
- Barrie City Hall
- Barrie Farmers Market
- Georgian Center for career and Employment Services
- Canadian Emplo Immigration
- Barrie Public library Downtown

**Parks and Open Spaces**

The general character of area is an urban area with immediate access to waterfront parks and open spaces. The major open space network which is located in close proximity to the site includes lakefront parks such as Sam Cancilla Park and Heritage Park that feature a walking and cycling trails connecting to downtown core Within a 500 meter boundary of the subject Land. There are other local parks with walking connections to the surrounding area including Memorial Square, Kempenfelt Park, and John



Subject Lands

Figure 4.1 - Location map, Subject Lands.



Figure 4.2 - Context Map showing the Site in relation to its surroundings. (500 Waking Radius)

Edwin Couple Park.

## Policy Context

The Subject Lands is located in the City of Barrie's "City Center" planning area, within the "Intensification Area" with "Special Study Area" for height. Both area plans for Downtown Barrie support the proposed housing variation, types, and mixture. The Subject Land is also in a "Provincial Urban Growth Centre", as designated in the Growth Plan for the Greater Golden Horseshoe, which is intended to accommodate a significant share of population and employment growth for the City. (Figures 4.6-4.9)

Overall, the proposal represents intensification within the boundaries of the City's downtown area, optimizing development through intensification that represents reinvestment and revitalization of the existing market and built-up area. The proposed development will promote the use of multi-modal transportation options such as walking and cycling by enhancing the active network connecting to Waterfront Trail Bike Route and will support the use of local transit routes by enhancing the quality of public realm linkage to Barrie's Downtown Transit Terminal and to GO Transit connections in the south.



Figure 4.3 - City of Barrie Official Plan Schedule A: Land Use



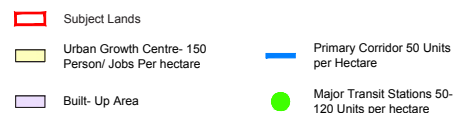
Figure 4.4 - City of Barrie Official Plan Schedule B: Planning Areas



Figure 4.5 - City of Barrie Official Plan Schedule C: Defined Policy Areas



Figure 4.6 - City of Barrie Official Plan Schedule I: Intensification Areas



# 5.0

## THE PROPOSAL

### THE PROPOSED DEVELOPMENT

The proposal consists of two high rise development phased across the Subject lands. The south building will consist of a 12 storey residential building with a total height of 43.5 m. This building is situated on a 4 storey podium with a terrace roof on level 4 and residential units at grade that front onto Dunlop Street East. The north building will consist of a 12 storey residential building with a height of 42.1 m anchored to the site via a 3 storey podium that fronts onto Collier Street. Buildings are massed and designed to respond to the existing site grading toward south, and as a result, are to be linked via a central courtyard on top of parking levels 1 and 2 below average grade (calculated from Collier Street). The internal courtyard at grade serves both 12 storey components of the development. The central courtyard are proposed to accommodate private outdoor amenity areas, and provide access to the underground parking, and loading /service area. The overall development will integrate high quality design and material finish that is consistent in terms of architectural articulation and appearance.

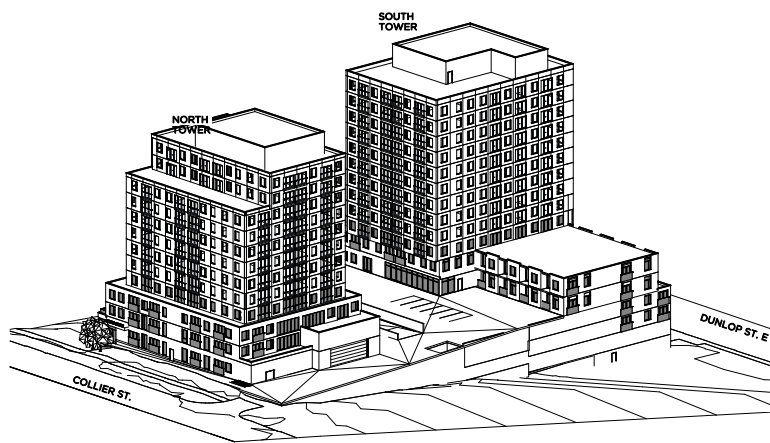
The proposal will have a total GFA of 23,113 sq m (248,788 sq ft). The overall development will have a total of 293 residential units across a range of unit types including 5 studio units, 187 one bedroom, 94 two bedroom, 7 three bedroom.

The primary residential entrance and residential lobby will front onto Collier Street in the north and Dunlop Street East in the south, supported by the internal courtyard.

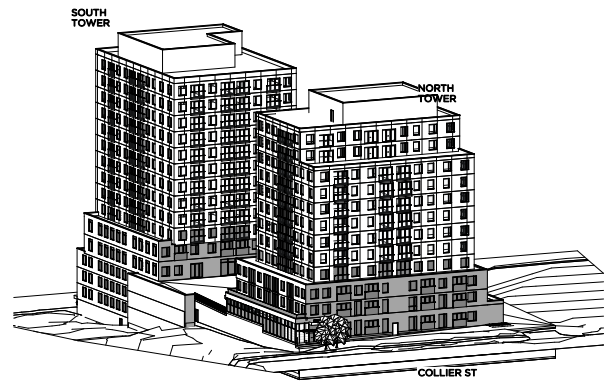
Vehicular access to the Site will be provided through a private driveway with access from Collier Street. The street-level residential units will frame Collier Street in the north and Dunlop Street East in the south and the proposed amenity uses in the south will directly front onto Dunlop Street East.

A total of 235 residential parking spaces and 14 visitor parking spaces are proposed within 3 levels of underground parking. There are 6 lay by parking spaces proposed within the central courtyard and above grade. The underground parking levels will be accessible via private driveway located within the courtyard that connects to Collier Street. In addition, the municipal parking spaces along Dunlop Street East will be reconfigured and maintained as on-street parking for residents needs and to further supporting reduced parking within the overall building.

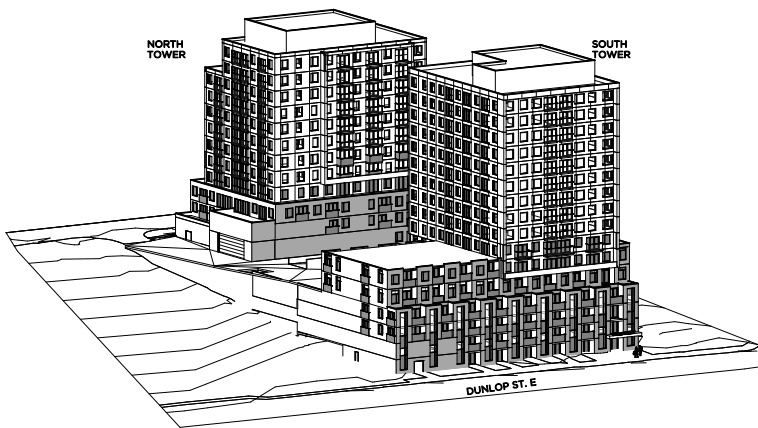
The proposed development will provide a total of 176 long term secure bicycle parking spaces for residential units and 30 visitor bicycle parking spaces located within the private courtyard to support active transportation within the City's downtown area. The proposed loading and servicing area for the development will be contained within the site, accessible from the internal courtyard, and screened from the public view.



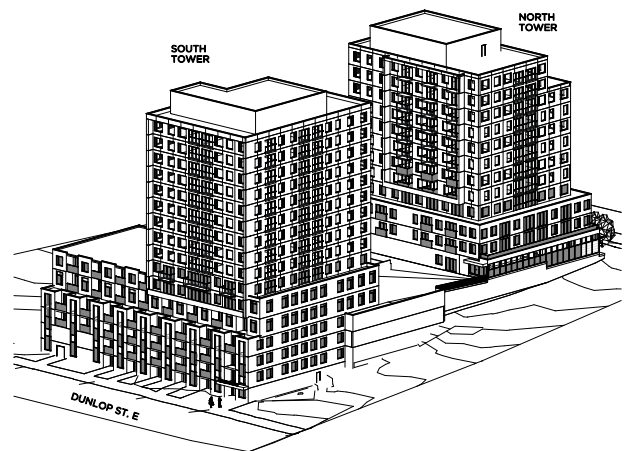
1 3D - NORTH WEST CORNER



2 3D - NORTH EAST CORNER



3 3D - SOUTH WEST CORNER



4 3D - SOUTH EAST CORNER

Figure 5.1 Bird's eye renders of proposal prepared by by RAW Design 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 6.5.2.3 (b)** New development shall be of high quality design to maintain and enhance the Downtown's image as an enjoyable, safe, accessible, pedestrian-oriented place, and designed and built to complement pedestrian activity and historical attributes.

**Policy 6.5.2.3 (c)** Buildings and public areas shall be designed to consider pedestrian scale, comfort, safety and access.

**Policy 6.5.2.3 (d)** Development proposals shall take into consideration protection of view sheds to the lake from prominent landmarks, gateways and public spaces within the City Centre and similarly shall consider protecting views of the City skyline and views to important landmarks and public spaces in the City Centre, so as to enhance visual connectivity to the City Centre when viewed from the bay and waterfront open space area.

### RESPONSE

The proposed development represents intensification within the boundaries of the Urban Growth Centre in Downtown Barrie. The proposed massing anticipates transition of density and height, recognizing the Subject Lands are located at the edge of the City Center. The proposal promotes a balanced combination of density and contributes to the City's vision for Intensification Areas by providing a compact and compatible development along a Major Arterial Road. The development represents at grade residential and amenity uses along Dunlop Street East and Collier Street to program and activate the public street frontages and support visual and pedestrian linkages to the public open space network in the Downtown Barrie and along the waterfront. Stepping down in heights to the north, the development provides for compatible transition to the surrounding residential uses and the existing characteristic and historical structures along the Kempenfelt Bay while helping to protect view connectivity to and from the City skyline.

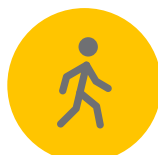
The new residential and amenity opportunities will support and maintain the Downtown's image as a place to live, work, and shop. The proposed podium building along Collier Street in the north and Dunlop Street East in the south will create active and visually appealing street scape while promoting a safe and comfortable pedestrian-oriented public realm. The proposed at-grade active uses



Height Transition



Massing



Pedestrian-Oriented



Focal Point



Fine Grain

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 Shore Line Trail. The proposed awnings along the public streets will further animate the streetscape and provide for microclimate functions (e.g. shade) along the public realm.

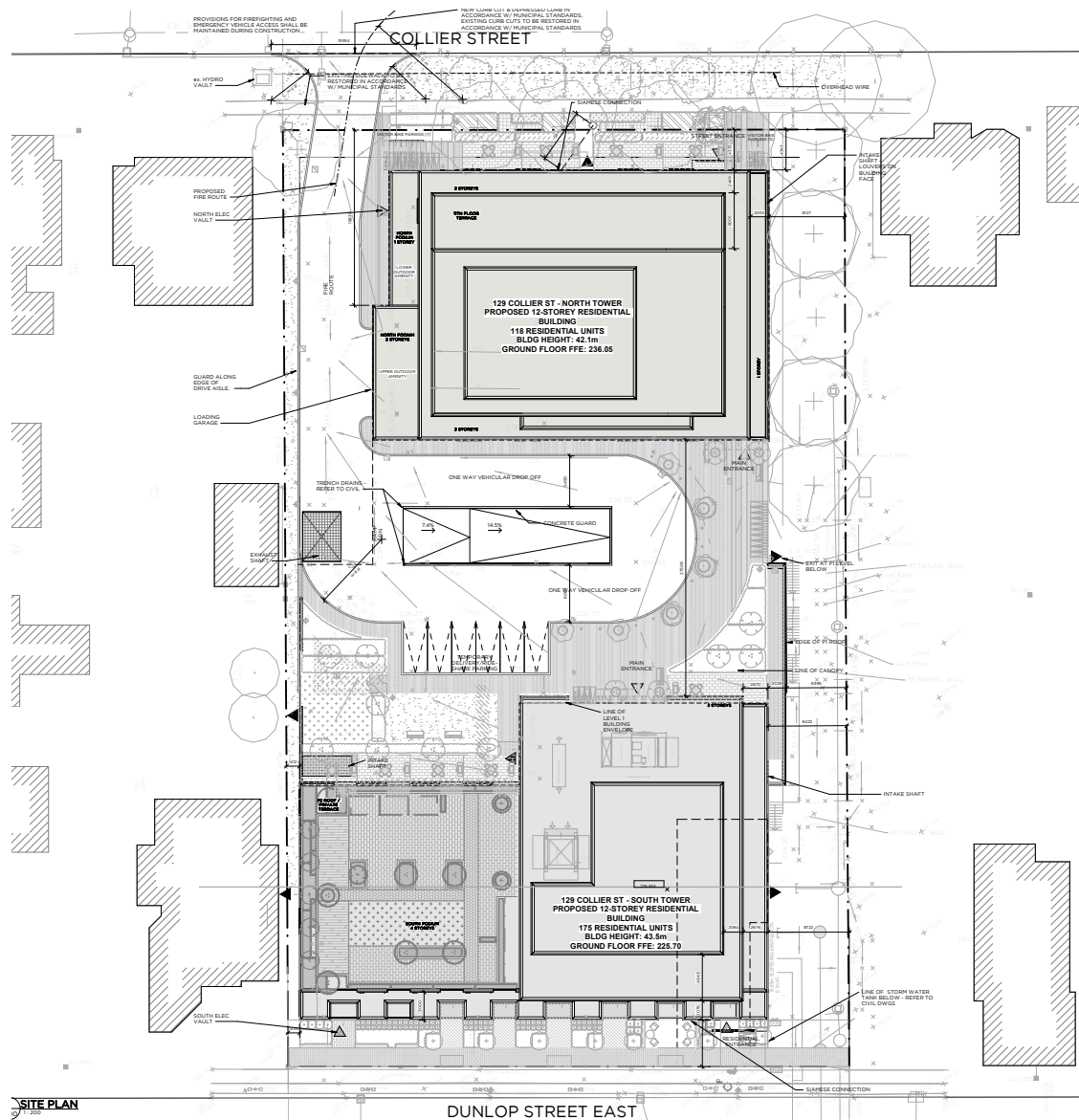


Figure 6.1 Site Plan illustrating buildings position and orientation in relationship to adjacent development

## POLICIES AND GUIDELINES

### City of Barrie Official Plan

**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 (b) ii)** Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.

**Policy 6.6.4 (f) i)** All development proposals shall preserve major public views of the Algonquin ridge, geographical and building landmarks, and principal viewing areas such as the Nelson Street and Vancouver Street Lookouts.

**Policy 6.6.4 (f) ii)** For tall buildings located within the Urban Growth Centre, adequate spacing should separate building towers in order to maximize views of the Algonquin ridge.

**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.

### RESPONSE

The proposed tall components are oriented and positioned to respect the north-south orientation of the site while framing the adjacent public streets. The proposed tower components step 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 overall development steps down in height toward north to accommodate transition to the existing low rise development and ensure there is no disruption to the Kempenfelt Bay view corridor. Further to the setbacks, the proposed north building integrate stepback on level 11 to promote a mid rise relationship along Collier Street. Finally, the massing and placement of the towers will assist the proposed development to frame the eastern edge of Downtown Barrie with an enhanced vista along Berczy Street. Further, the slender design of the proposed tower components will not interfere with the public views of Algonquin ridgeline and will enhance the skyline of Downtown Barrie.

The proposed tall buildings will cohesively interact with the overall massing of the west Downtown Barrie and consistently blend into the adjacent high-rise residential building while respecting the existing low-rise buildings. The proposed towers exceed the 25m 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 massing integrates setbacks from adjacent low-rise buildings to the east and

west to allow side yard height transition and space in the interim as further intensification in the area emerges in the future. The details of the proposed setbacks and stepbacks provided are shown on Figure 6.2 of this report.

The proposed development will help with the view boundary at the east end of City Centre, west of Berczy Vista. As such, the 12 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 to Downtown Barrie.

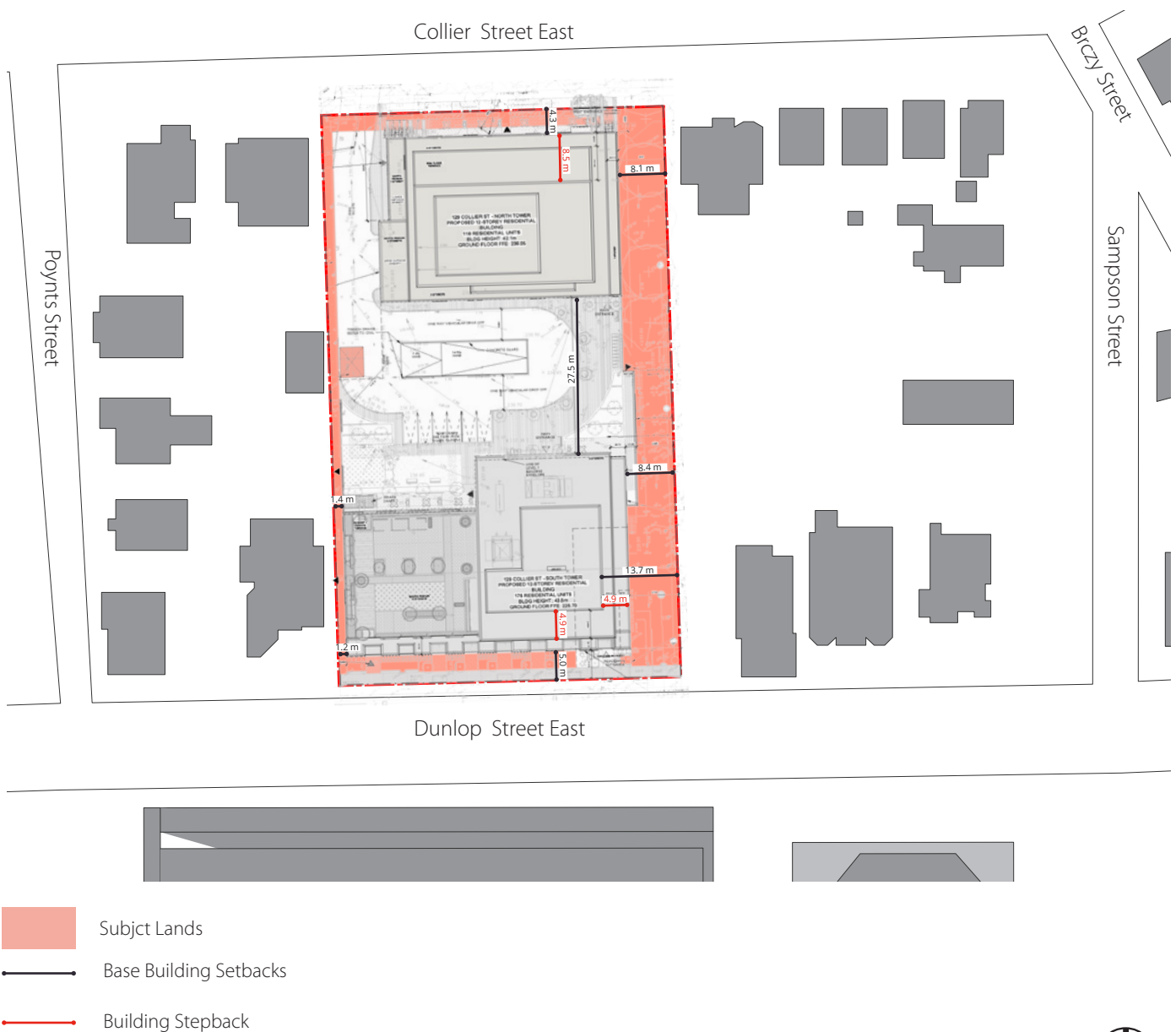


Figure 6.2 Buildings stepbacks and setbacks in relationship to the surrounding public realm and adjacent developments



## POLICIES AND GUIDELINES

### City of Barrie Official Plan

**Policy 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.

**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.

### 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 4.3.1 e)** A minimum of 75% of a building's

frontage should be built to the applicable set-back line.

**Guideline 4.3.1 f)** The remaining 25% of the building frontage can be set back a maximum of 5 metres to accommodate lobby entrances, bicycle parking, or outdoor market areas (i.e. cafe seating, display areas, etc.).

**Guideline 4.3.2 d)** Taller buildings above 8-storeys should be limited to the sites above where lot size, set-backs, step-backs and building transitions can be made to respect the neighbouring properties.

**Guideline 4.3.2 e)** All new buildings must achieve a minimum height of 7.5 metres (2-storeys) to promote intensification and ensure the most efficient use of existing infrastructure.

**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 5.2.4 b)** Where streets lack a continuous building frontage and there is no negative impact on the identified character defining elements of a heritage property, new developments should contain a set-back which reflects an average between those of adjacent buildings.

### 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 H)** Locate active uses such as retail, service shops and restaurants at the street level to encourage pedestrian activity and interaction between internal spaces and the public realm.

**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

Given that the proposed development has two primary frontages along Collier Street and Dunlop Street East, the proposed podium incorporates high quality design and active at-grade uses (residential and amenities) to establish active, interesting, and safe public realm along these public streets. The proposed building also integrates setbacks from the public right-of-way to provide a comfortable public realm through landscaping and street furniture. The existing on-street parking will be maintained to promote a comfortable pedestrian oriented experience through its traffic calming effect.

The building frontages along Collier Street are built to accommodate a 4.3 meters setback line along the north frontage. A Similar Condition is achieved along Dunlop Street East with a 5.0 meter front yard setback. This area provides primary building entrances and offers visual interest at the street level. With the exception of minor articulation, the majority of the east side yard adjoining existing residential lots integrates a setback of 8.1 meters to allow ample separation in a side yard condition. A similar condition is achieved along the west side yard with a 1.2 meter setback along podium side.

The proposed tower component on the southern portion of the Subject Lands is 12 storeys in height and oriented north-south, perpendicular to the north tower, to reduce the visual and physical impact of tall buildings in close proximity. The proposed 4 storey podium with terrace roof attached to the west advances toward the front property line and creates a continuous streetwall along Dunlop Street East while reducing the visual and physical impact of height on the adjacent pedestrian realm. The proposed outdoor landscaped area on top of the south podium

promotes visually interesting, safe and comfortable pedestrian environment through enhanced public realm and informal surveillance.

The tall components are positioned and massing on a podium building to provide a compatible density transition to neighbouring properties while enhancing the visual character and unity of the neighbourhood. The proposed setbacks and step backs mitigate the perception of height and protect the existing skyviews. Furthermore, the north building integrates stepback on level 11 to establish a mid-rise relationship in the north while the

overall development offers a transition in height toward the adjacent properties fronting onto Collier Street. As the Subject Lands are within an intensification area, the proposed 3-4 storey podium will ensure a pedestrian-scale streetwall that fits contextually and allows comfortable relationship to the sidewalk.

It is the intent of the proposed design to contribute to the City of Barrie’s architectural style. The proposal will provide a well-defined, high quality architectural design to ensure a cohesive character and compatibility with the material vernacular of the surrounding context.



Figure 6.3 Ground Floor Plan illustrating Conceptual Streetscape Activation Plan

## STREET ACTIVATION STRATEGY

The ground floor of the proposed development will promote a dynamic and vibrant streetscape in relationship to Barrie Downtown to the west. The south building frontage introduces active uses including residential and amenities to Dunlop Street East that will animate the public street frontages, enhance the public realm quality, and program the permeability and interaction of the public, semi-public and private spaces.

The main lobbies and primary building entrances are located along Collier Street to address direct access to the public street. At-grade indoor amenities and residential units will further add to the overall Site permeability and public realm vibrancy.

The proposed rooftop amenity space along Dunlop Street East is located in a highly visible and prominent location in relationship to the surrounding green and open space network including the Bay View and Heritage park, and the Kempenfelt Bay Waterfront to the south of the proposal.

The main entrance and driveway are located at the two opposite corners of the north building along Collier Street to clearly define the building access and minimize pedestrian and vehicular crossings on-site while enhancing the walkability of the street and pedestrian safety. Further, the street-level residential entrances will enhance informal surveillance and be architecturally enhanced to ensure visual prominence is achieved along Collier Street.

The proposal will provide an improved landscape experience along the public streets through a high-quality and coordinated arrangement of street trees, shrubs,

perennials, grasses, and surface treatment that will also highlight and complement the proposed built form and surrounding site context.

The materials used on the proposed podium will be of high quality, including the use of masonry brick and brick rolling bond, glazing glass, metal cladding, and light concrete header to contribute to a visually attractive public realm and pedestrian experience. The ground floor will provide a high level of glazing and fenestration to create an interactive edge with the public realm.



**Figure 6.4** Render example of pedestrian oriented and active street scene



**Figure 6.5** Render example of main building entrance lobby oriented towards the public street to promote strong indoor and outdoor connections and a welcoming, safe environment.

# 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.

### 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 establishes a an active and engaging street level design with high-quality architecture to enhance the public realm through a range of at-grade active uses, and entrances proposed along both public street frontages. In addition to the proposed residential lobby entrances along Collier Street, multiple residential units, and amenity spaces are provided at-grade. The proposed lobby entrances along the north and south frontage will provide barrier-free access from the street where feasible. The proposed entrances will be well-defined and accessible to pedestrians of all abilities.

The majority of building entrances will have direct access to the public sidewalk including the lobby entrances to the south and north residential building.



Accessibility



Pedestrian-oriented



Wayfinding

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.

The proposed driveway/vehicular access will be clearly defined to maintain directional flow, street legibility, and pedestrian safety through surface treatment and architectural 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. The proposed area of vehicular movement 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.



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



Figure 7.2 Render of proposed south podium illustrating at grade residential units and main entrances promoting an activated pedestrian setting.

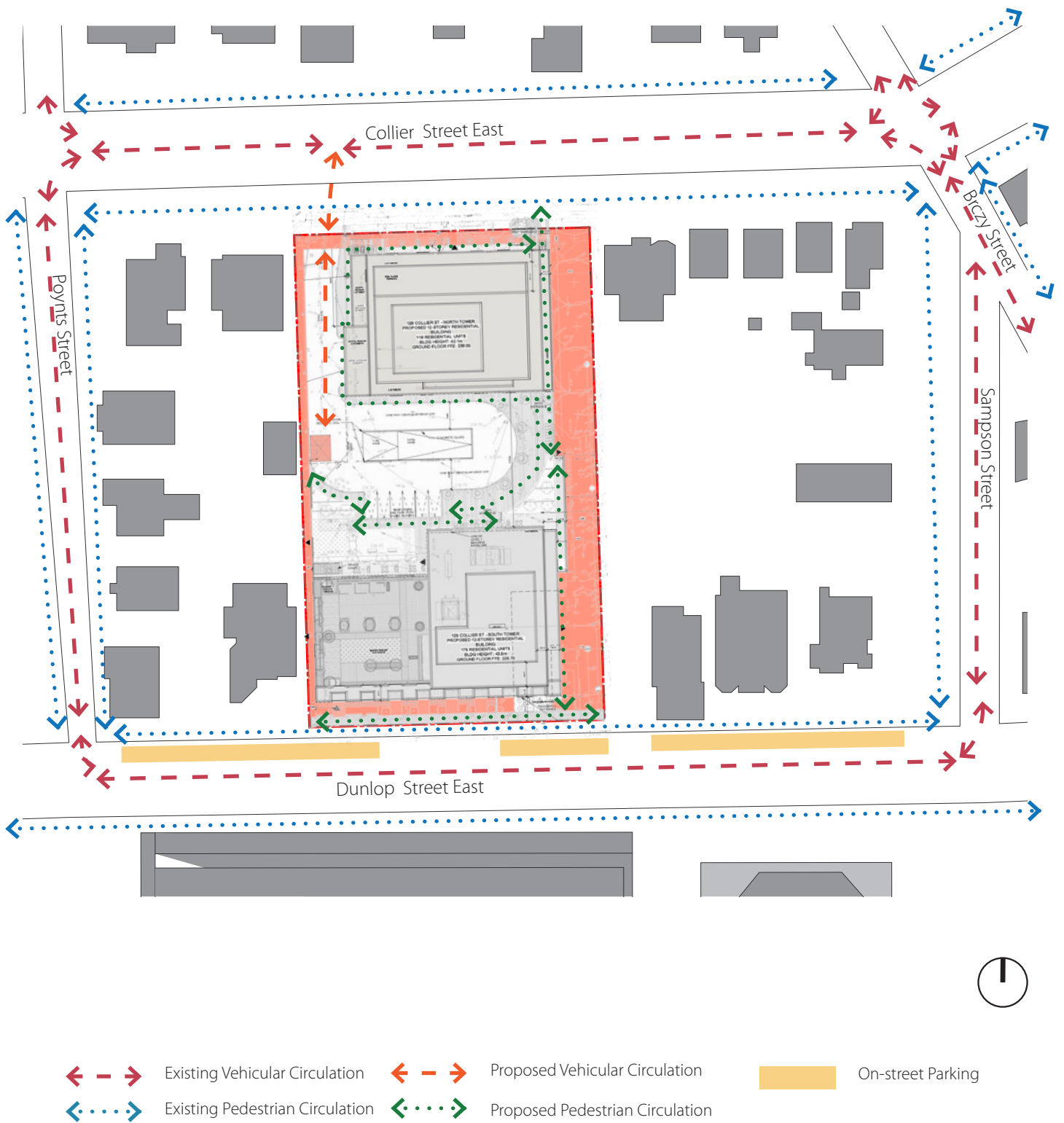


Figure 7.3 Pedestrian circulation and location of main and secondary building entrances.

# 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.

#### 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.

### 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. All on-site parking will be provided in the form of underground or screened structured parking 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 area are located internal to the site, accessible through the proposed private driveway and within the private courtyard. The proposed loading space is contained within the podium and accessed internally to minimize the visual impact and potential noise impacts on the adjacent residential properties. 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 will be integrated with the overall façade of the proposal.



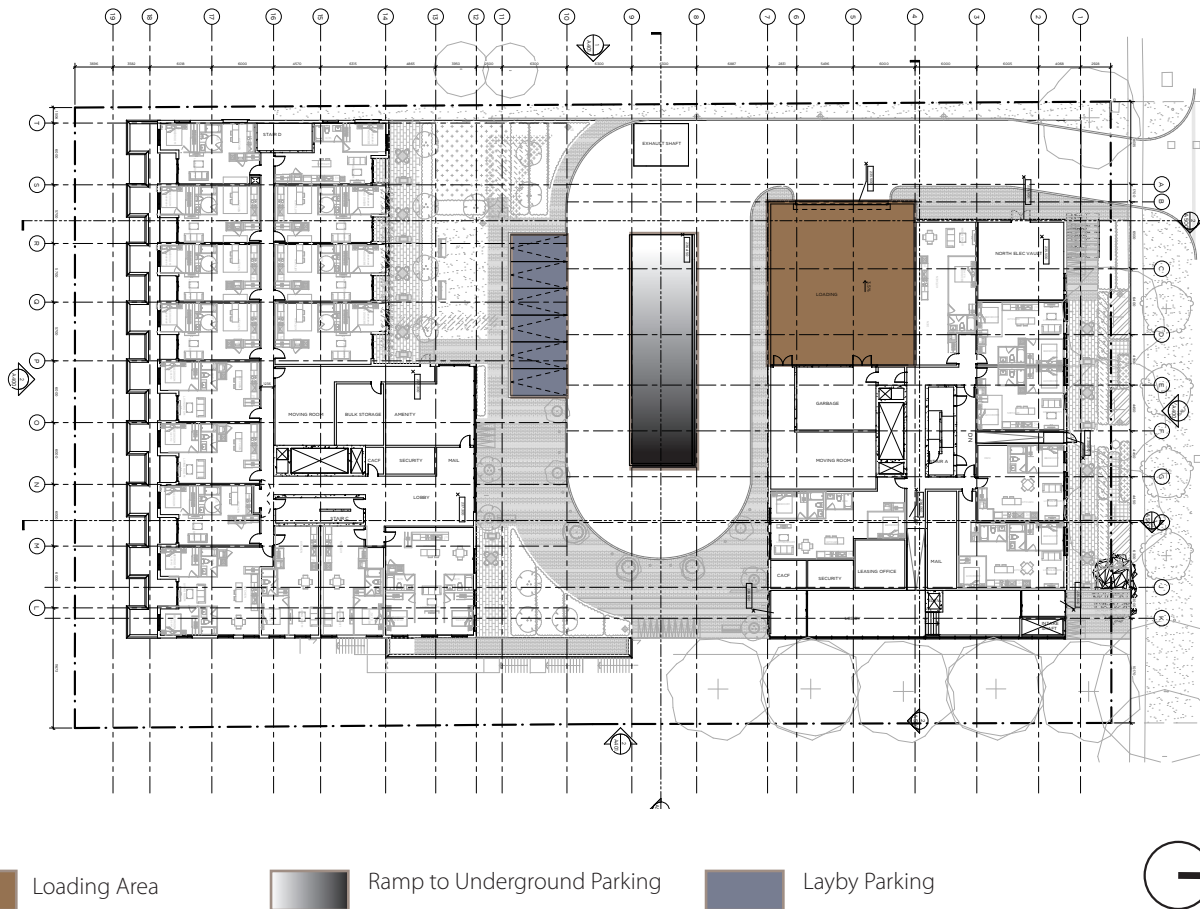
**Wayfinding**



**Circulation**



**Figure 8.1** Example of ramp to underground parking and covered lobby entrance.



**Figure 8.2** Parking and Loading Areas.

## 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

Parallel on-street parking will be maintained along Collier Street and Dunlop Street East to foster an urban streetscape

and serve as a traffic calming measure. These on-street parking spaces augment the on-site parking and support short term parking and deliveries for the neighbourhood.

Long term bicycle parking will be provided securely underground for resident use. Short-term bicycle parking, intended for visitors of the residential and commercial uses, has been contemplated at-grade along the north frontage and within the courtyard. The placement of bicycle parking will not impede pedestrian or vehicular movement within the underground or along the public sidewalks.

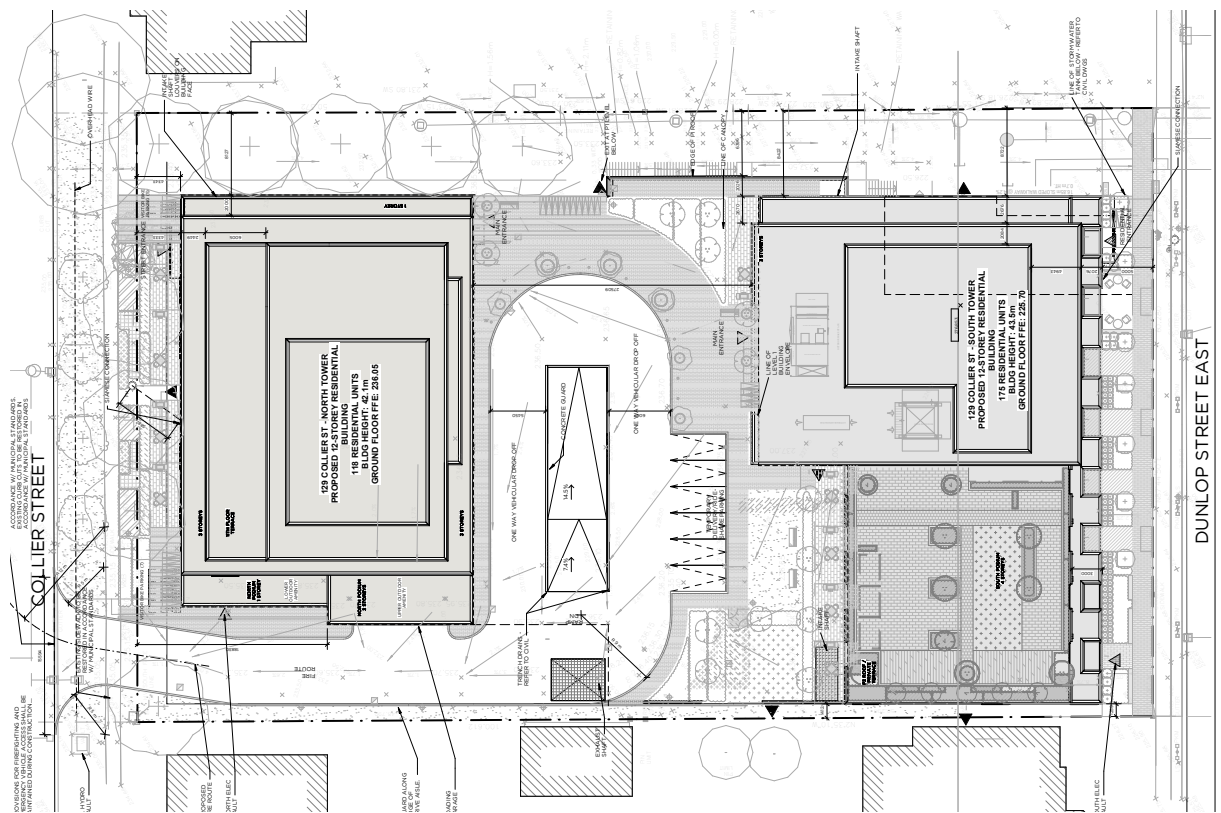


Figure 8.3 Site Plan illustrating vehicular movement.

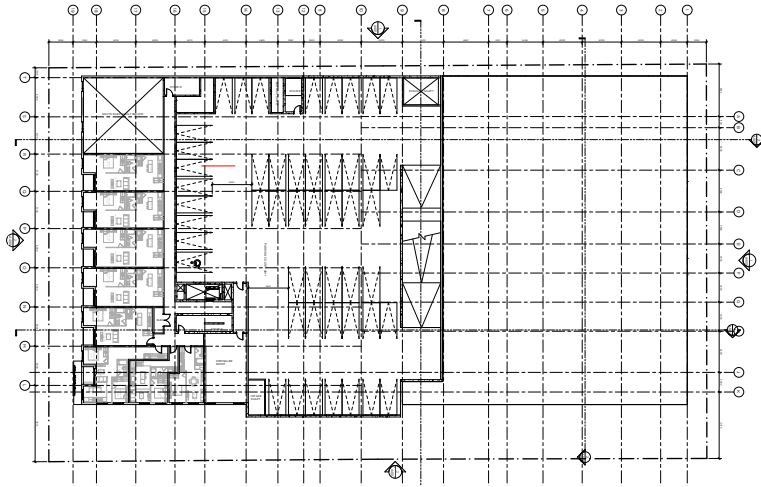


Figure 8.4 Level P3

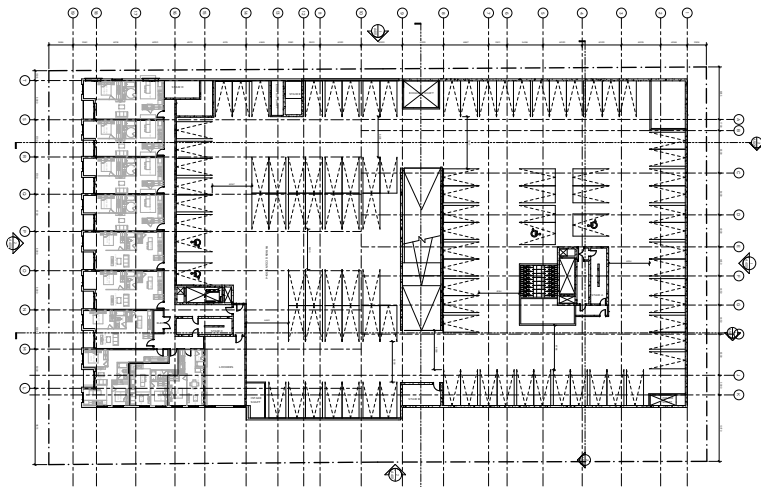


Figure 8.5 Level P2

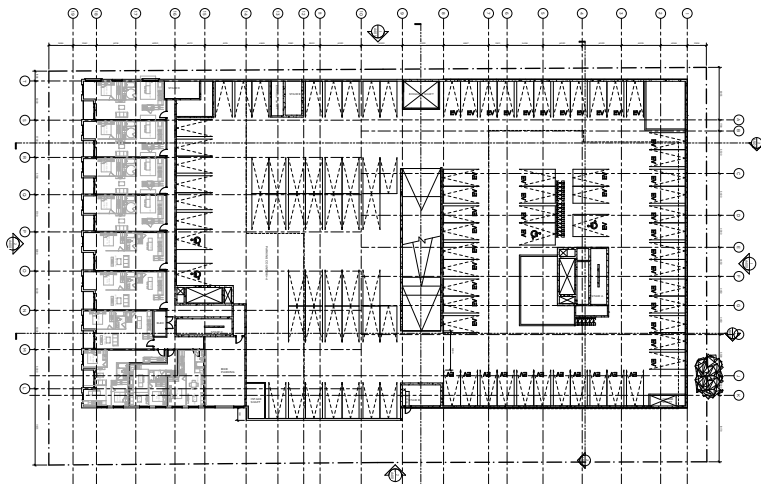


Figure 8.6 Level P1

# 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, landscaping, and screening of utility elements to create an attractive skyline.

The podium and tower elements will be clearly distinguished through setbacks and material selection. The application of 'heavy' materials such as brick finish materials is proposed within the podium to anchor the building to the Site, whereas lighter materials such as glass and metal cladding are applied to the tower and the side portion of the podium to minimize the perceived mass.

The selection of the material allows the building to be context-sensitive with the surrounding area.

The proposal provides built-form articulation and variation through breaking up the building mass and creating a transparent façade with visual, material, and function transitions. The use of fenestration and glazing in the base building and tower components provides further visual transparency and helps the building to blend into the emerging downtown skyline. In addition to variation in form, the base building mass is divided into smaller functional units through material and function transition to create interactive pedestrian-scale streetwall.

The proposed development will include at-grade residential and amenity uses along two public-street frontages. These frontages will have direct access to the public realm, including the sidewalk. All public street frontages of the proposal will not have blank walls, which will activate street-level residential and retail uses. The integrated networks of connected walkways and landscaping along the frontage and within the semi-private and private patios contribute to architectural articulation. The proposed streetwall along the public street will be uniform, save, and except for articulation at building entrances where a focal point is appropriate.



Figure 9.1 Rendering of proposal by RAW Design Architects.



**Animation**



**Setback**



**Rhythm and  
Pattern**



**Articulation**

## POLICIES AND GUIDELINES ON ARCHITECTURAL FEATURES & DETAILS

### 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 4.3.3 a)** Ground floor heights should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas.

**Guideline 4.3.3 b)** Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.

**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 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 g)** Building elements should be oriented to maximize views to Kempenfelt Bay.

**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 i)** Where residential uses are included above retail uses, separate entrances should be provided.

**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.

**Guideline 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.

**Guideline 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.

**Guideline 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.

## RESPONSE

The proposed architectural features and details will create a vibrant, interesting, and pedestrian-oriented streetscape. The ground-level will be approximately 4.5 meters in height to provide a distinction from above grade floors.

As the proposal have two principal street frontages, the main building façade has two elevations facing the street and the internal courtyard. The design of these elevations will provide architectural elements as refined through the development process. Architectural elements, such as balconies, high-quality material use, and window placement have been proposed as facade organizing elements in the proposal.

Residential and amenity uses will be provided at-grade to assist in creating a rhythmic streetscape. For example, the at-grade residential units and street-level lobby entrances will break up the façade and add visual interest. Opportunities for animation at the ground level will also be available through the rooftop and at-grade amenity areas, lobbies, and entrances. Weather protection features,

such as overhangs, canopies, and solid headers will be contemplated at building entrances for additional building articulation. Sidewalks within the internal courtyard will be protected with Canopies. These features will add architectural interest and may be required to mitigate any potential micro-climate concerns.

The proposed balcony railings will be built with high-quality transparent glass guards and metal materials to achieve the highest visibility and interaction.

The proposed façade has incorporated a variation in window size to create visual interest and further animate and foster a vibrant and pedestrian-friendly streetscape. The north elevations including the east corner of the building will function as a focal point and main entrance to the residential lobby of the development. The building entrances maintain the overall architectural expression via using double height glazing to distinguish the entrance from the balance of the building facade.



**Figure 9.2** Example of balconies with top mount railings.



**Figure 9.3** Render of proposed built form and facade set back along the public realm

## 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 articulated through a mixture of high-quality materials, including brick finish panels, metal cladding, aluminum curtain wall, metal screen, and use of light concrete headers to create a compatible appeal that exhibits similar material finishes with the existing built form. The selected building materials will be of high functional and aesthetic qualities. Synthetic siding systems, mirror/heavily tinted glass panels, and unadorned concrete blocks will be avoided where possible along public street 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 as a distinctive component of the building facade. In the case of ground-floor commercial and amenity uses, a minimum of 60% use of glazing material will be achieved in the façade design. Wherever possible, the use of environmentally-friendly construction material will be considered.



Figure 9.4 Example of Intended Exterior Materials.

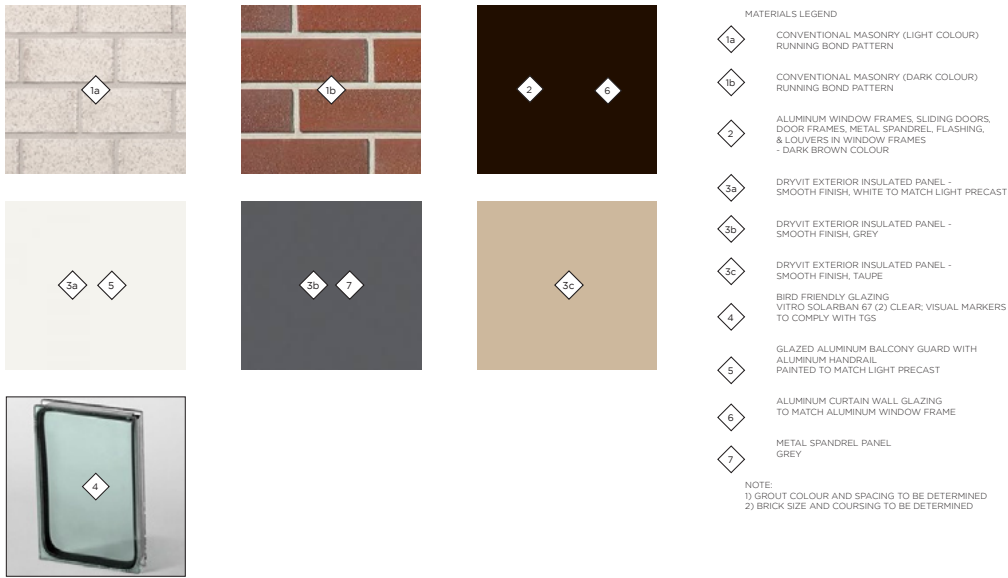


Figure 9.5 Sample Materials by RAW Design Architects.



Figure 9.6 Proposed North and South Elevations.



Figure 9.7 Proposed East and West Elevations.

# 10.0

## LANDSCAPE DESIGN

### POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

#### City of Barrie Official Plan

**Policy 6.5.2.2 (c) ii)** Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.

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

#### 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 e)** Interior courtyards of buildings should be designed to maximize sun exposure through the massing and location of taller building elements.

**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 5.2.3 c)** Public art, including special paving standards are encouraged at key intersections to celebrate the heritage of the Downtown.

### RESPONSE

The proposed development has a number of areas at-grade that can support landscaping to provide for transitioning to the public street and adjacent uses. The proposed development will include landscape architectural design that conforms to Official Plan policies. Appropriate setback, screening, and plantings will be provided along the eastern and western edge of the proposed development to provide buffering and further transitioning from adjacent uses.

The proposal will include a semi-private interior courtyard that is visible from interior indoor areas and will be incorporating a decorative hardscape treatment and

provide a legible accessway to the loading and servicing area that is located interior to the proposed building. The semi-private courtyard combined with rooftop amenities and terraces will include enhanced programming to provide the residence with immediate access to high-quality private open space.

The massing and orientation of the proposed tall components along with integrated setbacks allows for the maximum sun penetration and appropriate wind circulation within the semi-private courtyard and terrace roof. High-quality and durable paving material will be used within the courtyard and drop-off zone to define the access way clearly and support the high-profile pavement requirements for vehicular movements in this area and to create an attractive surface treatment and arrival experience.

All landscape material on the site, including the proposed

semi-private courtyard, drop-off / arrival areas, building frontages, and any additional rooftop landscaping contemplated, will be of high quality and comparable with those of the building edges. Use of native, non-invasive vegetation and water conservation practices will be incorporated in the landscaping wherever possible. Landscape planting will ensure a clear view through to maintain interaction and promote CEPTED principles.

Given the Subject Lands will have public street frontages on two sides of the property, urban hardscaping, planting walls, screens, and contemporary landscaping will be provided to enhance the edge where appropriate.

Together, the proposed landscape treatment along with the architectural design of the proposal will integrate to the adjacent neighbourhood character and create a sense of place and an attractive presence for the Subject Lands in Downtown Barrie.

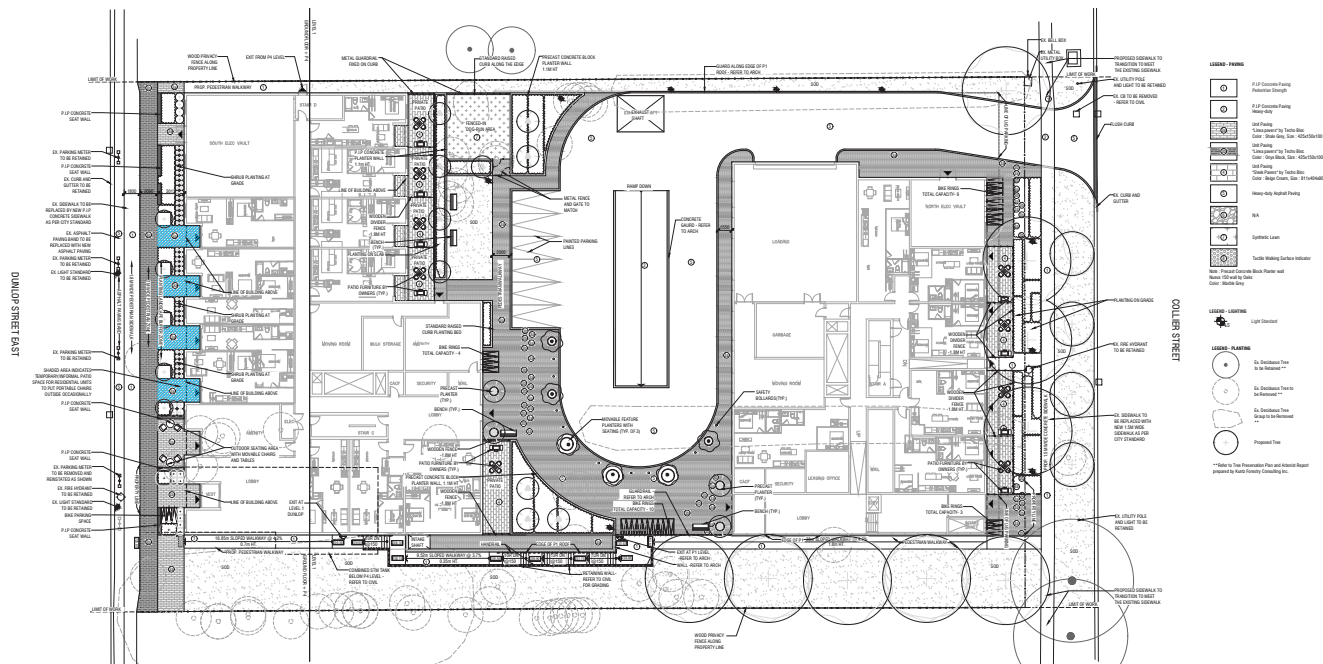


Figure 10.1 Landscape Plan provided by Pine Mount Group

## POLICIES AND GUIDELINES ON STREETScape

### City of Barrie Official Plan

**Policy 4.3.2.2(f)** states street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and flower treatments, and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the City Centre and the Lakeshore in a consistent manner.

**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.

**Policy 6.5.2.3 (g)** Street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the Downtown and the waterfront in a consistent manner.

### Urban Design Guidelines for City of Barrie's Intensification Areas

**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 3.2.2a)** Boulevards should reflect their adjacent land use. For example, wide pedestrian-supportive boulevards are encouraged in areas with retail uses at grade.

**Guideline 3.2.2 i)** In areas with retail at grade, a 1.1 metre wide transition zone should be situated between the sidewalk and the private property boundary to accommodate opportunities for spill-out retail and active at-grade uses.

**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.

**Guidelines 3.2.5 a) to e)** provides guidelines regarding public art, including their durability, celebration of local context, accessibility, and integration with landscaping.

**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.

**Guideline 5.2.1** Mixed-Use Main Streets will be characterized by active, pedestrian-supportive streetscapes. To support this vision, it is important that auto dependent uses, such as drive through retail and car wash facilities, are prohibited within Mixed-Use Main Streets. This can be accomplished through amendments to the Zoning By-Law (please refer to Section 6.1.1).

## RESPONSE

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 Center design vision and the architectural character of the proposed building.

The proposed design will be compatible with the character of the City’s Mixed-Use Main Street and immediate context while providing an active, pedestrian-oriented streetscape along with Collier and Dunlop Street East.

The placement of street furnishings within the public and the private realm will be planned in coordination with the City of Barrie Staff to meet the consistency requirement and to link the Downtown and Waterfront. The proposed

landscape plan and examples of landscape treatment shown in figures 10.1 and 10.2 provide the standard of streetscape quality required to foster a positive and unified public and private realm experience.

A minimum frontage setback of 4.3 meters along Collier Street and 5.0 meters along Dunlop Street have been provided to bring the building closer to the street. Particularly, the 5.0m setback along Dunlop Street East is in keeping with the broader setback character as further west along this street, reflecting the downtown mainstreet character. At the ground floor, these setbacks support an engaging pedestrian-oriented environment and interactive frontage to promote street animation.



**Street Furniture**



**Sustainability**

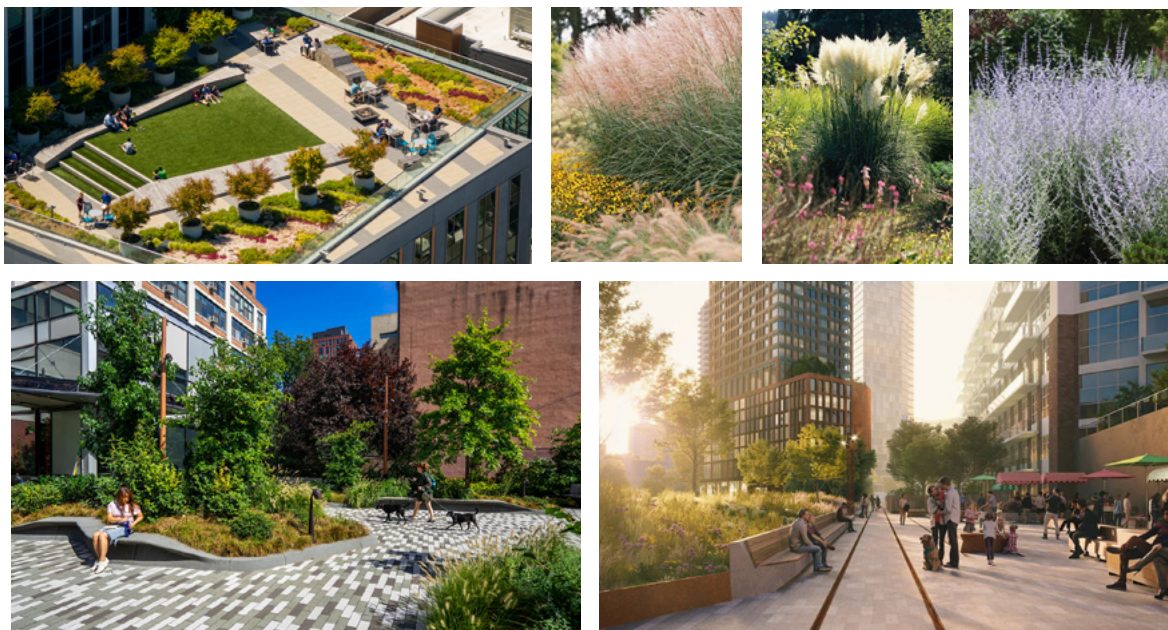


Figure 10.2 Examples of landscape treatment with a hierarchy of hardscape and softscape materials.

# 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 adjacent right-of-ways or on the site clustered and (i.e. electric box) hidden from the street. 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 and screened, buffered, and hidden on ground to do not visually detract from the surrounding.

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

with the wayfinding needs within Downtown Barrie.

The proposed lighting design will be dark-sky friendly, including providing downcast lighting. Lighting will be located externally within the street furniture and landscaping zone wherever possible, and with attention to pedestrian areas, driveways, parking, loading/service area, and courtyard to accommodate clear and barrier-free travel paths.

The rooftop mechanical structures including the penthouse are proposed to be screened using perforated metal screens. 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.



Figure 12.2 Example of a green roof to protect the building from direct solar heat.



Figure 12.3 Example of energy efficient LED lighting.



Figure 12.4 Example of a active roof providing programmed amenities

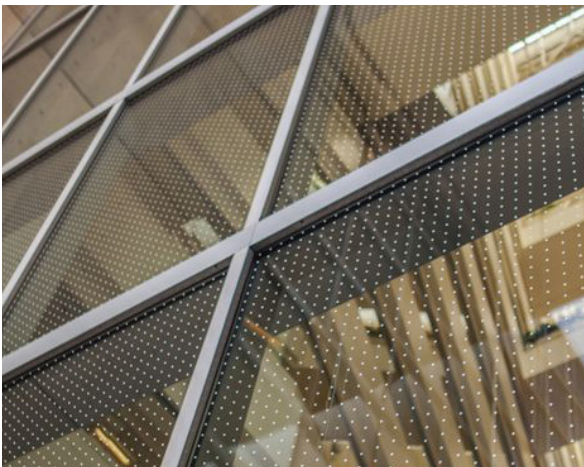


Figure 12.5 Example of bird friendly glazing / translucent surfaces to reduce flight path collision.

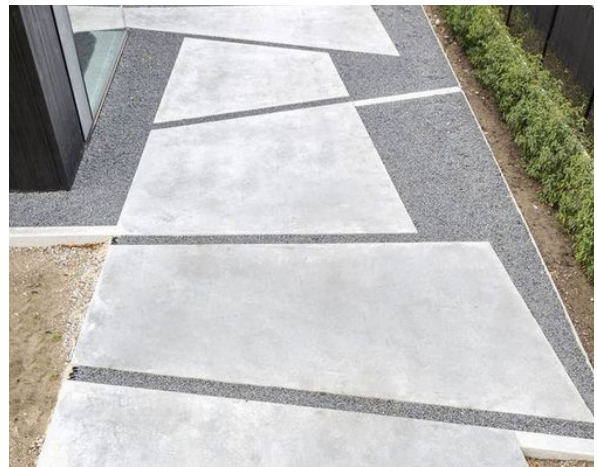


Figure 12.6 Example of pedestrian walkway with permeable surfaces and reflective materials to reduce heat island effect.

## 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.

The proposed site planning, built form and architecture, and landscape design will integrate energy efficiency practices into development through employing durable building materials, energy conserving landscaping, appropriate building orientation, active green roofs, and other architectural articulation and treatment. The proposed massing and building orientation have been designed to mitigate shadow impact on adjacent lands, maximize skyview, reduce wind impact and provide weather protection, especially through step backs and building articulations.

The landscaping design will ensure the use of native and drought-tolerant species as well as water conservation features to promote the development as a life-long sustainable growth. Active green roof and cool roof features will be provided by the proposal, which will assist in reducing urban heat island effects.

A Pedestrian Wind Assessment has been undertaken by SLR. The report concludes that the proposal is expected to meet all wind safety criterion at grade and above for both the existing configuration. Specifically, wind conditions at the main entrances as well as the secondary entrances are predicted to be comfortable and outdoor amenity areas are suitable for sitting or standing throughout the year. Finally, sidewalks surrounding the proposed development will see similar wind conditions.

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 Downtown Barrie through providing bicycling parking facilities and improved pedestrian streetscape environments to encourage active transportation.

As the proposed development is located within 800 metres of the Downtown Barrie Transit Terminal, the proposed development is providing the residence with appropriate access and walking distance from local and regional public transportation services. Combined with the parking provisions that complies with the reduced parking rate for the Downtown Barrie's urban context, the proposed development will encourage the reduced use of single-occupant vehicle use.

Active transportation will be supported by the proposed development. 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 within Downtown Barrie. Cycling will be supported by the accessible short-term bicycle parking at-grade and long-term bicycle storage safely stored in the building. Overall the proposed development will assist in reducing greenhouse gases emissions.

The proposed development orientation maximizes compatibility with the surrounding area in terms of mitigating shadow impacts. Overall, the shadow study

indicated that the adjacent public sidewalks and public realm will receive at least 5 hours of continuous sunlight per day on March 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 north, west and east, and provide acceptable solar access for the public realm and adjacent properties (see Figure 12.7 - 12.9)



March 21st

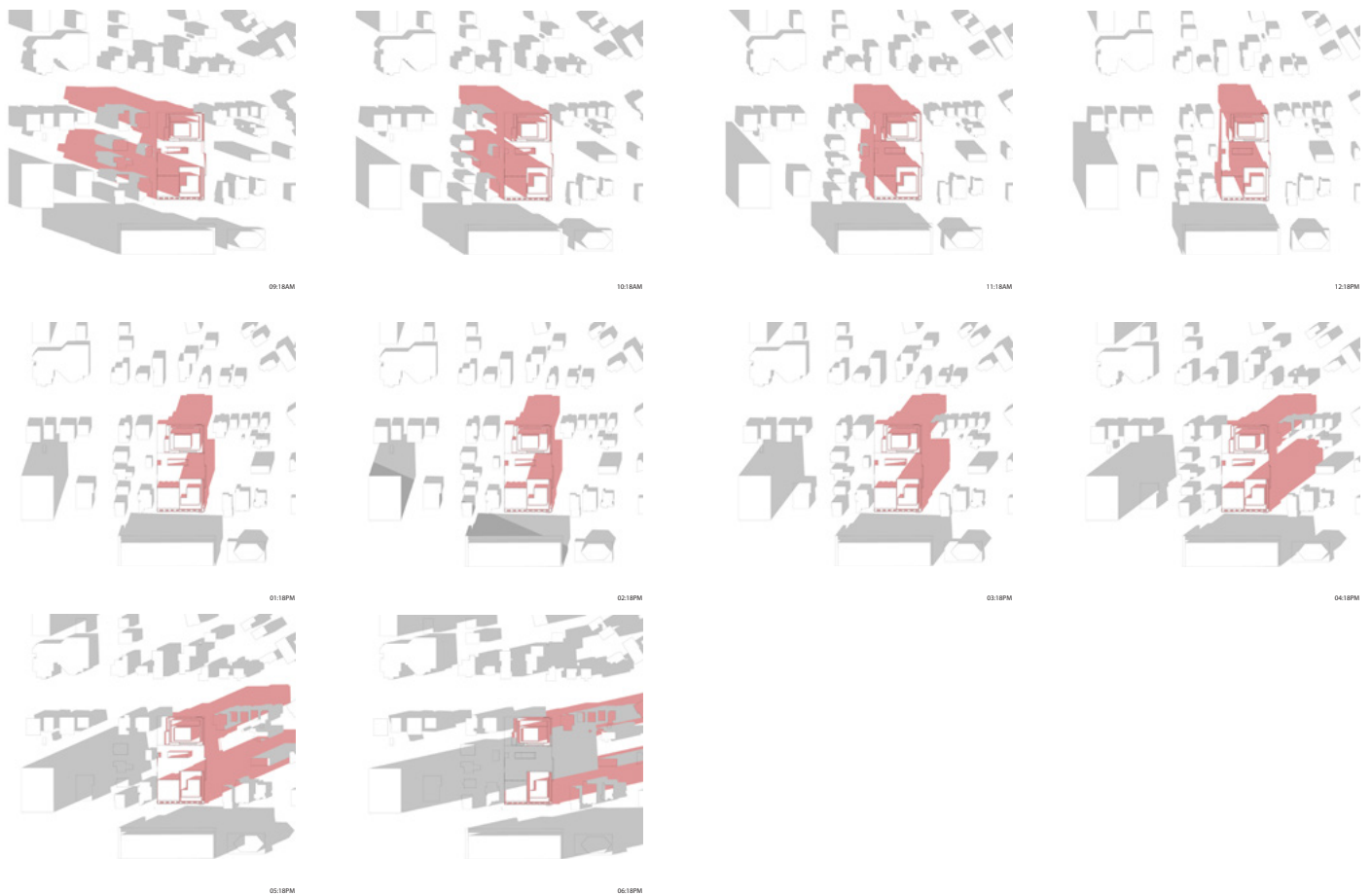


Figure 12.7 Shadow impact study of the proposed development prepared in Feb, 2022. (Spring Equinox)

June 21st

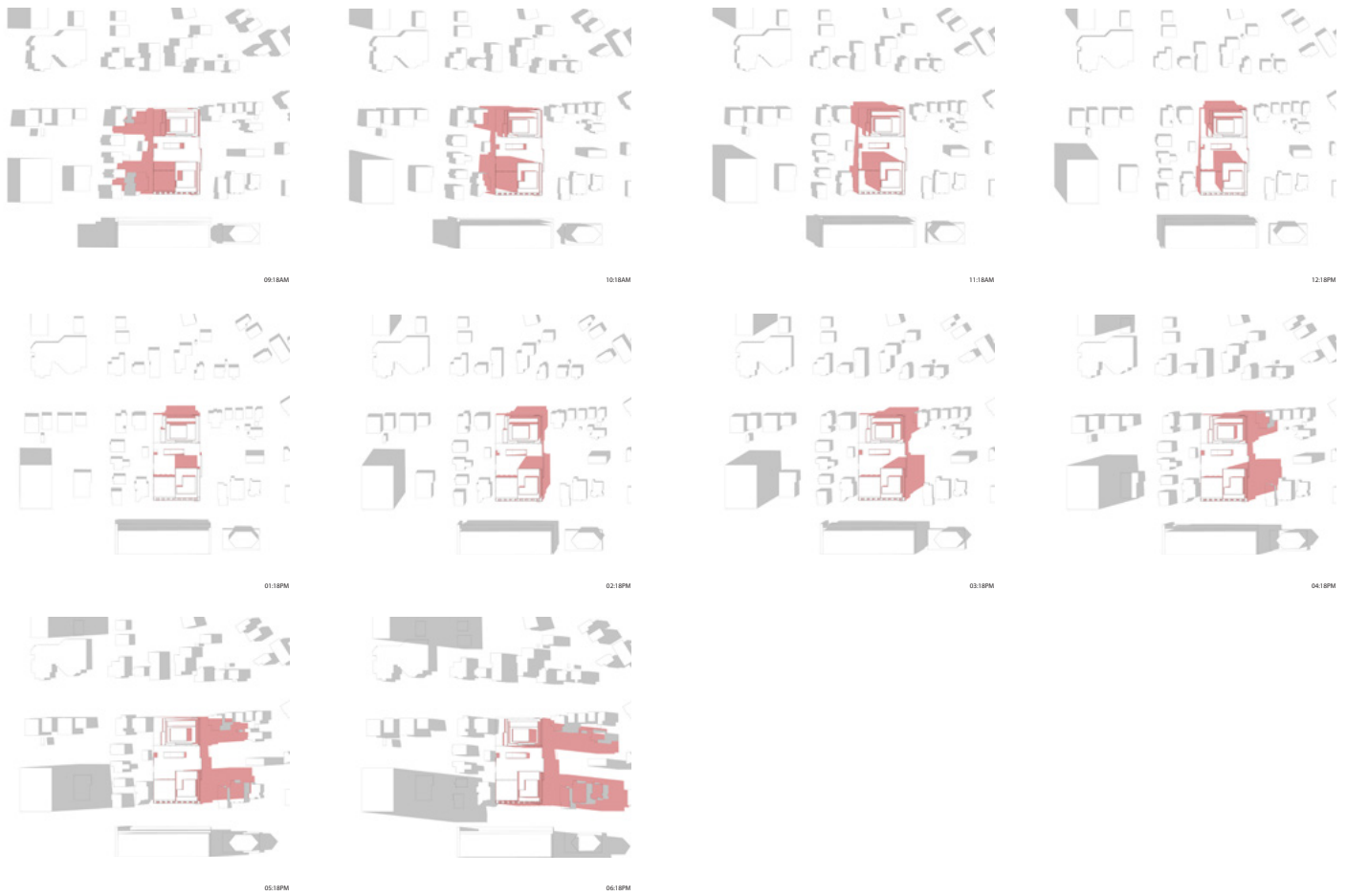


Figure 12.8 Shadow impact study of the proposed development prepared in Feb, 2022. (Summer Solstice)

September 21st

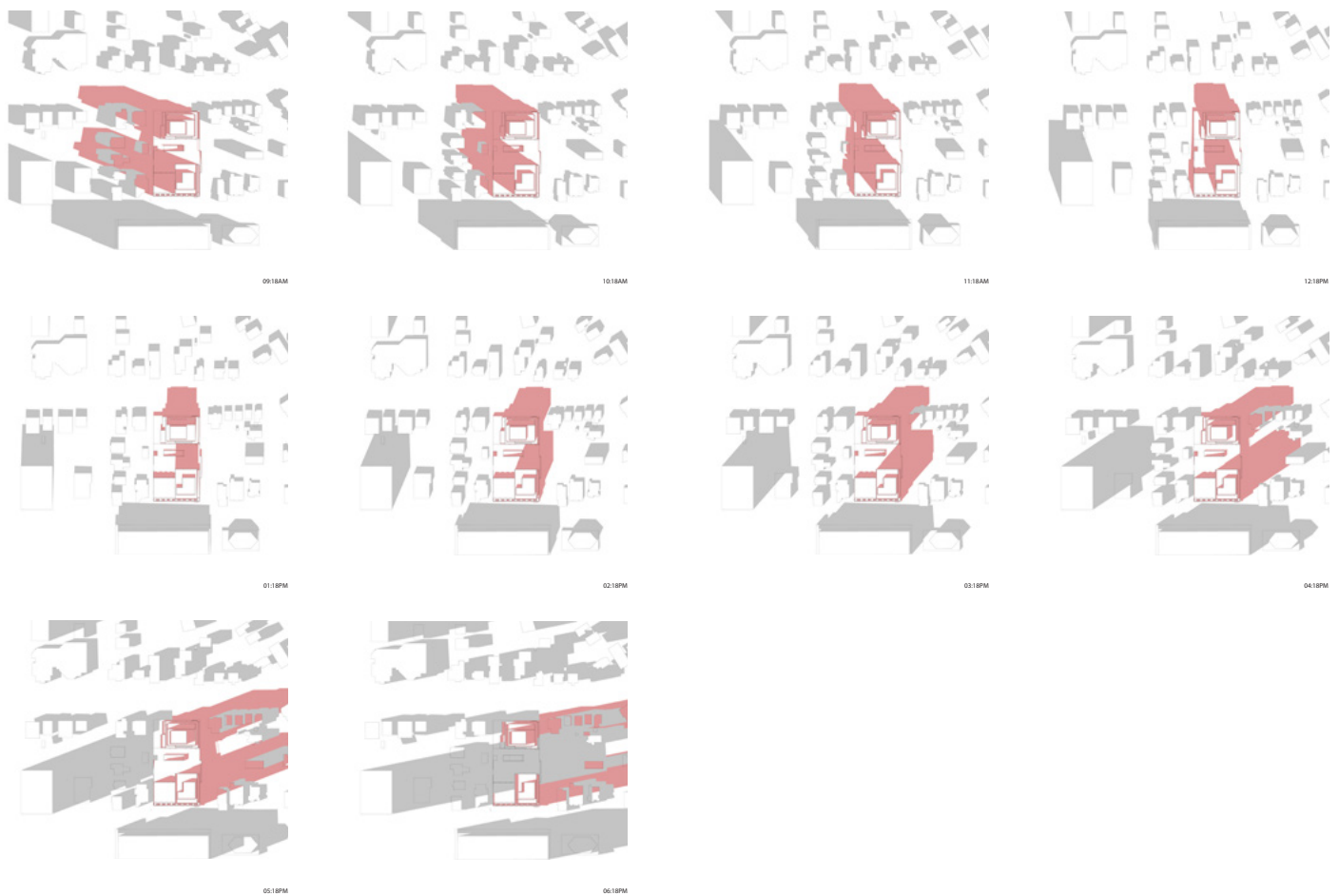


Figure 12.9 Shadow impact study of the proposed development prepared in Feb, 2022. (Fall Equinox)

December 21st

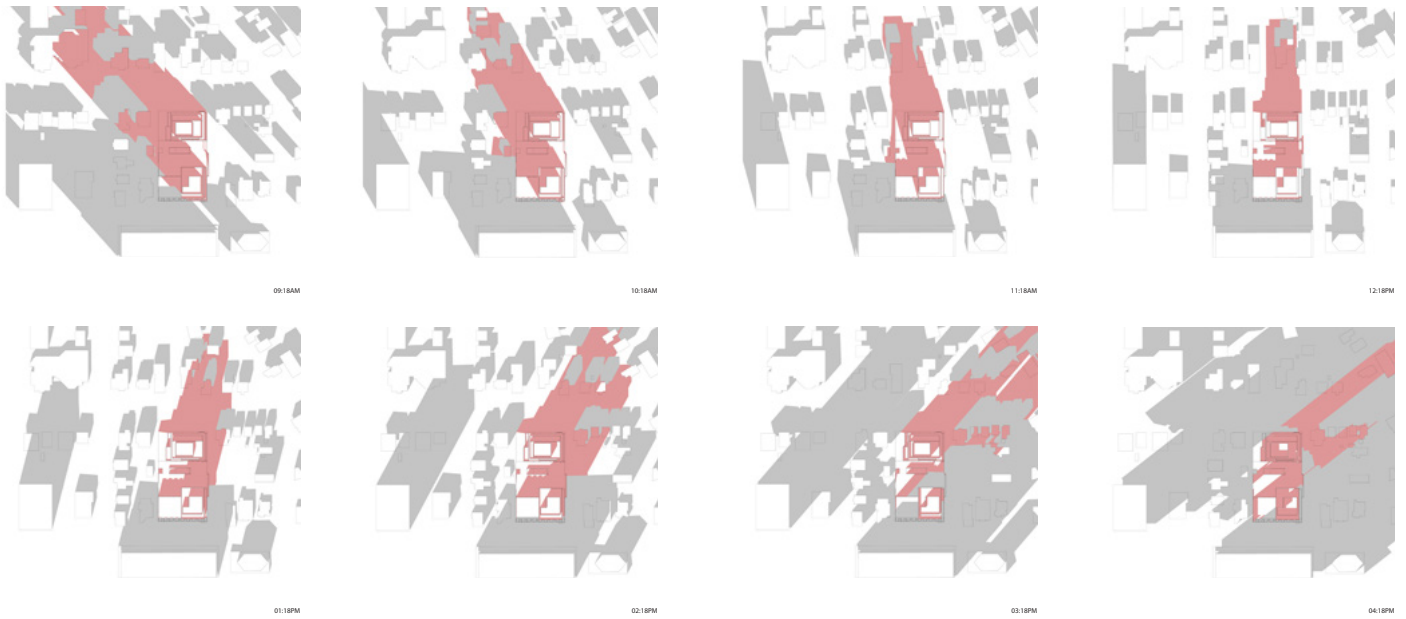


Figure 12.10 Shadow impact study of the proposed development prepared in Feb, 2022. (Winter Equinox)

# 13.0

## CONCLUSIONS

The proposed development represents a compact and transit oriented intensification in close proximity to Downtown Barrie's commercial, retail, and business uses, as well as community and recreational services within the Simcoe Lake Waterfront. The proposed development will provide a range of housing opportunities 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 Urban Growth Centre vision.

The architectural design, site orientation, and siting of the building has been carefully programmed to complement existing area built form, enhance the public realm, and activate the street frontage along Collier Street and Dunlop Street East. The proposal will support the adjacent mix of uses, allowing them to continue and protecting for future redevelopment. The proposal will contribute to and be complementary to the existing and future built form and mix of uses within the Urban Growth Centre.

The proposed development will balance the need for transition in density and heights at the eastern edge of Downtown Barrie, while setting a positive precedent for redevelopment that will further Downtown Barrie's efforts to transform into a vibrant place that provides a mix of housing and commercial opportunities.

The proposal will utilize both high-quality architectural design, landscape design and amenity spaces that complements its surrounding context, and will create a visually appealing and appropriately scaled public street environment that is welcoming to residents and visitors. The proposal also provides bicycle parking to promote active transportation and a healthy community.

Based on our review, it is our opinion that the proposal adheres to the design directives of the City of Barrie. Overall, the proposal represents good design that will enhance placemaking in Downtown Barrie.

# 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