URBAN DESIGN REPORT

19 DUNDONALD STREET

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: HARGREAVES

DECEMBER 2021

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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CITY OF BARRIE,
COUNTY OF SIMCOE

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PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

HARGREAVES

DECEMBER 2021

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1.0 PURPOSE

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development located at 19 Dundonald Street. The following key documents have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives:

- City of Barrie Official Plan (January 2018)
- City of Barrie Urban Design Manual (October 2014)

This report is in support of a Zoning By-law Amendment (ZBA) application, required to facilitate the proposed development, a 9-storey condominium. This report is intended to be read in consideration with the Planning Justification Report provided by Innovative Planning Solutions (December 2021).

This Urban Design Report addresses various items of urban design, including:

- Land use;
- Urban built form, housing types and densities;
- Site design and building placement;
- High-quality design and materials;
- Streetscape and landscaping; and
- Pedestrian scale, safety and walkability.

2.0 LOCATION & SUBJECT LANDS

The subject lands are located at 19 Dundonald Street in the City of Barrie. The lands include frontage along the east side of Dundonald Street, and are located at the northern corner of the Blake Street / Collier Street and Dundonald Street intersection.

The subject lands occupy 99 metres of frontage along Dundonald Street and contain land holdings of 3,880 m2 (0.38 ha. / 0.96 ac.). The lands are currently used for low-density residential uses, with a single detached dwelling and accessory uses. The remaining portion of the lands (southern portion) are vacant with scattered vegetation and tree cover.

Surrounding lands uses of the subject lands are diverse, including the following:

North: To the north of the subject lands is St. Mary's Catholic Church and the St. Mary's Seniors' Residence (4-storey building).

- Lands to the north are zoned '*Residential Multiple Dwelling Second Density (RM2)'* and *'Institutional (I)'.*

South: Immediately to the south is the Duckworth Street easement (20 m.) and low-density residential properties with single detached dwellings. To the south of Blake Street / Dunlop Street East are various apartment buildings, ranging in heights from four (4) to eight (8) storeys.

- Lands to the south are zoned '*Residential Single Detached Dwelling Second Density (R2)', 'Residential Apartment Dwelling First Density (RA1-1)'*, '*Residential Apartment Dwelling Second Density (RA1-2)'*, and *Residential Apartment Dwelling Second Density (RA2-2)'.*

East: Adjacent to the east is the Duckworth Street easement (20 m.). Further east exists a mix of residential uses, including single detached dwellings, townhomes and walk-up apartments.

- Zoned '*Residential Single Detached Dwelling Second Density (R2)'* and *'Residential Multiple Dwelling Second Density (RM2)'.*

West: Adjacent is a 4-storey walk-up condominium. A variety of land uses are located further to the west, including single detached residential dwellings along Theresa Street and Collier Street, and a variety of apartment buildings located along Albert Street and Collier Street. The Urban Growth Centre (UCG) is further located to the west, bordered by Berczy Street.

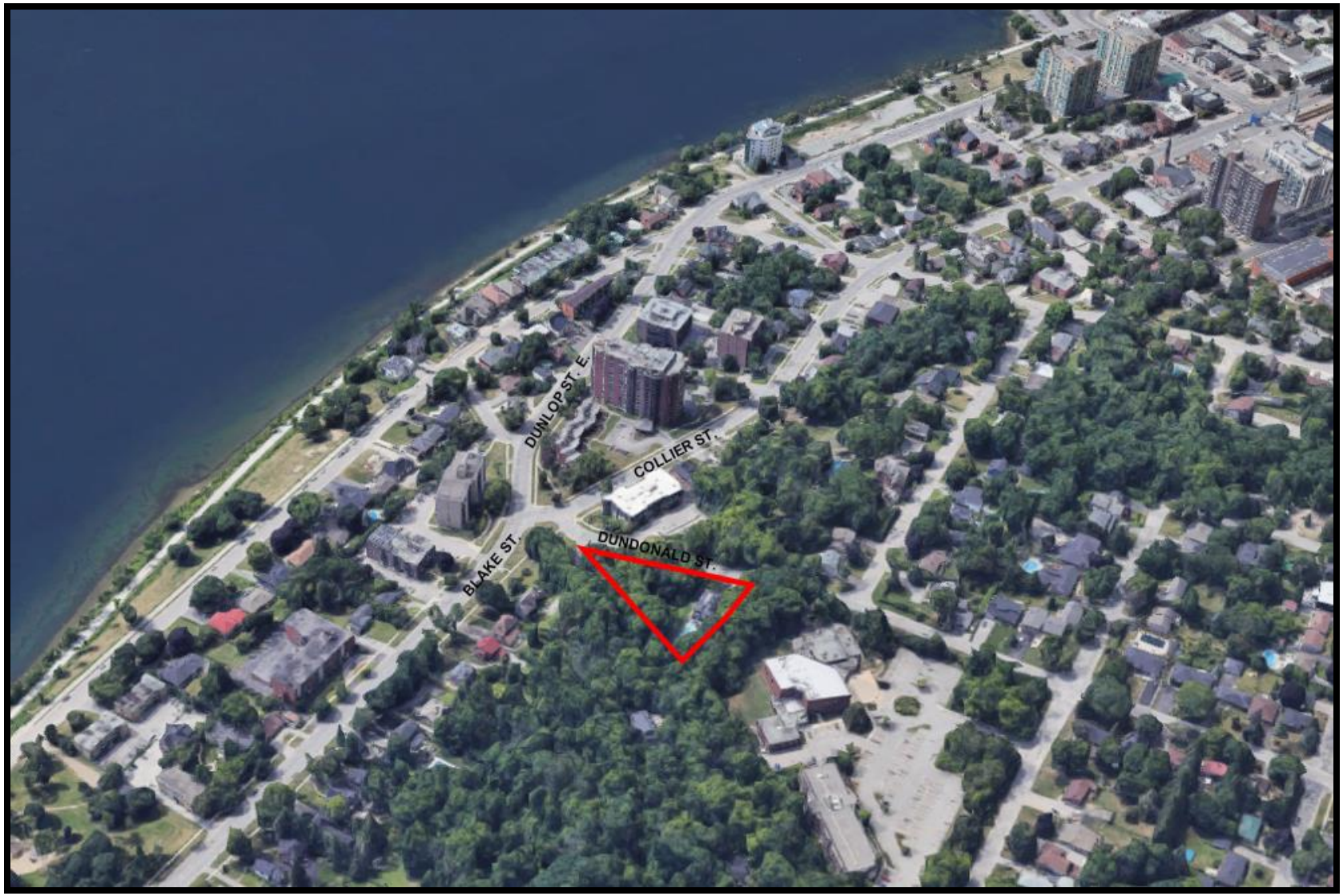
- Zoned '*Residential Single Detached Dwelling Second Density (R2)', 'Residential Multiple Dwelling Second Density (RM2)'* and '*Residential Apartment Dwelling Second Density (RA2-2)'.*

The subject lands are located in the City of Barrie where residents are connected to various areas throughout the City. A few key destinations includes the following:

- St. Mary's Catholic church is located adjacent to the north. Residents may attend mass or events at the church and connect with their community, just steps from their front door.
- Public transit is available along Blake Street and Collier Street, illustrated later in this report on ***Figure 14***.
- The waterfront is located less than 200 m. from the site, offering direct access to various parks and open spaces, recreational trails, activities, and amenities.
- Multiple educational facilities are located in the area, offering abundant options for residents, including Codrington Public School (1.0 km.), Steel Street Public School (1.6 km.), St. Monica's Public School (2.0 km.), Eastview Secondary School (3.0 km.), Barrie North Secondary School (2.2 km.), and Georgian College (2.4 km.).
- Barrie's downtown area is located approximately 700 m. from the site. Various employment opportunities, restaurants, commercial uses and daily essentials are available in this area.
- Bayfield Street is located approximately 1.0 km. from the site, considered a major shopping and employment district within the City of Barrie.

Figure 1 provides an aerial overview of the location, and ***Figure 2*** illustrates the subject lands.

Figure 1. Locational Context – Southern Aerial View



Source: Google.com/maps

Figure 2. Subject Lands Aerial

Source: opengis.simcoe.ca

3.0 DEVELOPMENT CONCEPT

Built Form

The proposed development consists of a 9-storey residential condominium building with 58 residential units. A building height of 27.4 m. is proposed, offering a density for the development of 149.4 units per hectare. A building footprint of 742 m2 is proposed, resulting in a total GFA of 6,678 m2.

The proposed built form has been designed to frame the site, while maintaining the required setbacks, to promote a strong street presence along Dundonald Street and establishing an urbanized streetscape. The proposal provides for a transition of density, recognizing that the subject lands are located in close proximity to the City's downtown (Urban Growth Centre), where high-density development is planned and directed. The application represents intensification on lands suitable for such a use, encouraging reinvestment and revitalization in the existing built-up area.

Parking

99 parking spaces are provided, for a generous ratio of 1.7 spaces per unit. 17 spaces are provided at-grade, with the remaining 82 provided in the underground garage, concealing the parking. 4 barrier-free parking spaces (2 type A, 2 type B) are provided in accordance with Zoning By-law standards, located at-grade with seamless connection to the principal building entrance.

Site Access

2 site access points are provided to the development off Dundonald Street. One access is located to the north, connecting to an internal driving aisle for site circulation and traffic movements, along with at-grade parking spaces. Through consultation with the traffic engineer, a right-in, right-out, access has been provided. This is to ensure safe traffic

movements in the winter months, improved visibility for entering / exiting the site, and controlled vehicular movements along Dundonald Street. The second access point is provided towards the southern limits of the site, connecting to 2 levels of underground parking by internal driving aisles.

No road widening was identified by the City at the time of application.

Waste & Snow Storage

Waste storage is located interior of the building in a common room, on Parking Level 2. At the time of collection, the waste bins will be relocated to the designated drop-off area, then loaded from the designated garbage loading area. The designated garbage loading area is further provided in a location where the waste collections vehicle can efficiently collect the waste, and safely maneuver / turn to exit the side in a forward fashion.

Snow storage locations have strategically been located around the site. Through consultation with the civil engineer, the proposed locations were chosen to ensure that snow melt can be directed to the storm sewer network, or infiltrated into the ground where possible.

Landscaped Open Space

The proposed development contains a number of landscaped areas (light green overlay) that can support enhancements street side and contribute to an improved public realm. Primary landscaped areas are offered interior of the site, providing the opportunity for communal interaction and shared spaces. 3.0 m. landscaped buffer strips (dark Green overlay) are further provided along the interior and rear property lines of the site. Appropriate screening and plantings will be provided along the boundary of the site to provide buffering to adjacent lands and support enhanced landscaping measures.

Detailed landscape plans will be provided for the Site Plan application.

Amenities

The proposed building offers various amenities for residents. A large open concept lobby has been designed for a grand entrance, leading to the central elevators and common areas. An amenity space is provided on the southern side of the building, for functions or events, connecting to a large outdoor terraced balcony overlooking the site. Private balconies are offered for each unit, to serve as individual amenity space for the residents.

Inside the lobby, a mail room is provided, and a central office is located for on-site property management. A garbage chute is offered for convenience, and lockers are available for residents on the parking levels, should they need additional space for storage.

A fitness room is proposed on the Ground Floor for active amenity space. Bicycle parking is also provided on Parking Level 1, encouraging active transportation usage and healthy lifestyles.

Servicing

To service the proposed development, and in accordance with the City's plans to reconstruct and service Dundonald Street, a 250 mm dia. Sanitary sewer will be constructed within the Dundonald Street ROW, connecting to the existing downstream sewer at Collier Street / Blake Street. The proposed development will discharge sanitary sewage via a 150 mm. dia. sanitary serviced, connected to the new sewer in Dundonald Street.

The proposed development has been modeled as a single area, with runoff generated to be collected internally and discharged to the Dundonald Street storm sewer. The City plans proposed to upgrade and upsize the storm sewers on Dundonald Street, which will not be impacted by the proposed storm sewer outlet from the site.

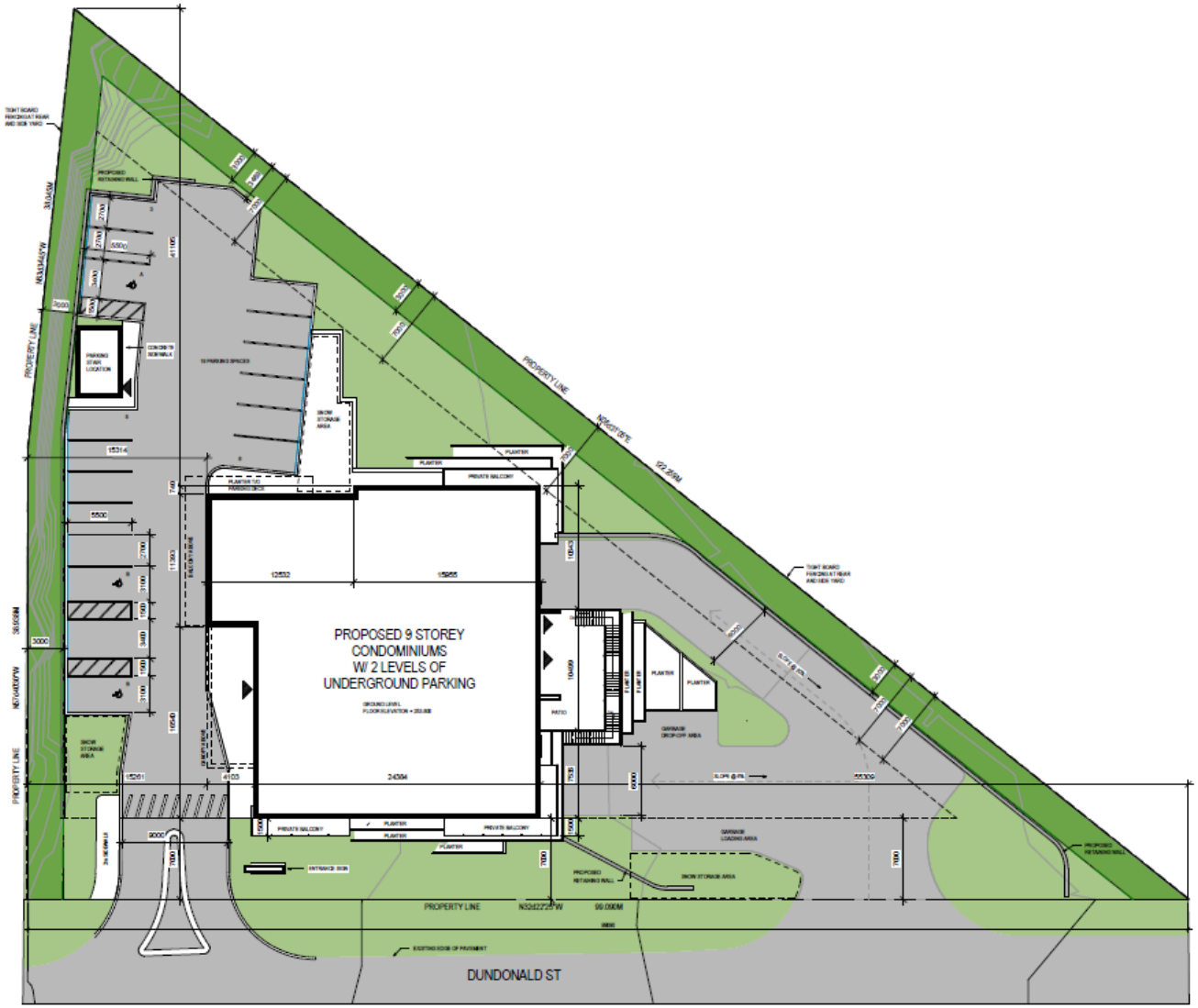
Urban Design

An Urban Design Brief has been included as part of the application by Innovative Planning Solutions (IPS), which identifies how the proposed development conforms to the urban design policies set forth by the City of Barrie. A detailed analysis of urban design considerations are included in this report.

The objective of the Visual Model is to demonstrate the scale of the development proposal. The built form has been situated conceptually within the landscape of the area, at the provided scale. Proposed and approved developments are also illustrated to exhibit the scale of development occurring in the downtown area. From reviewing the model in the landscape, the proposed development will integrate into the location, blending with the existing land uses and providing transition to the high-density development forecasted.

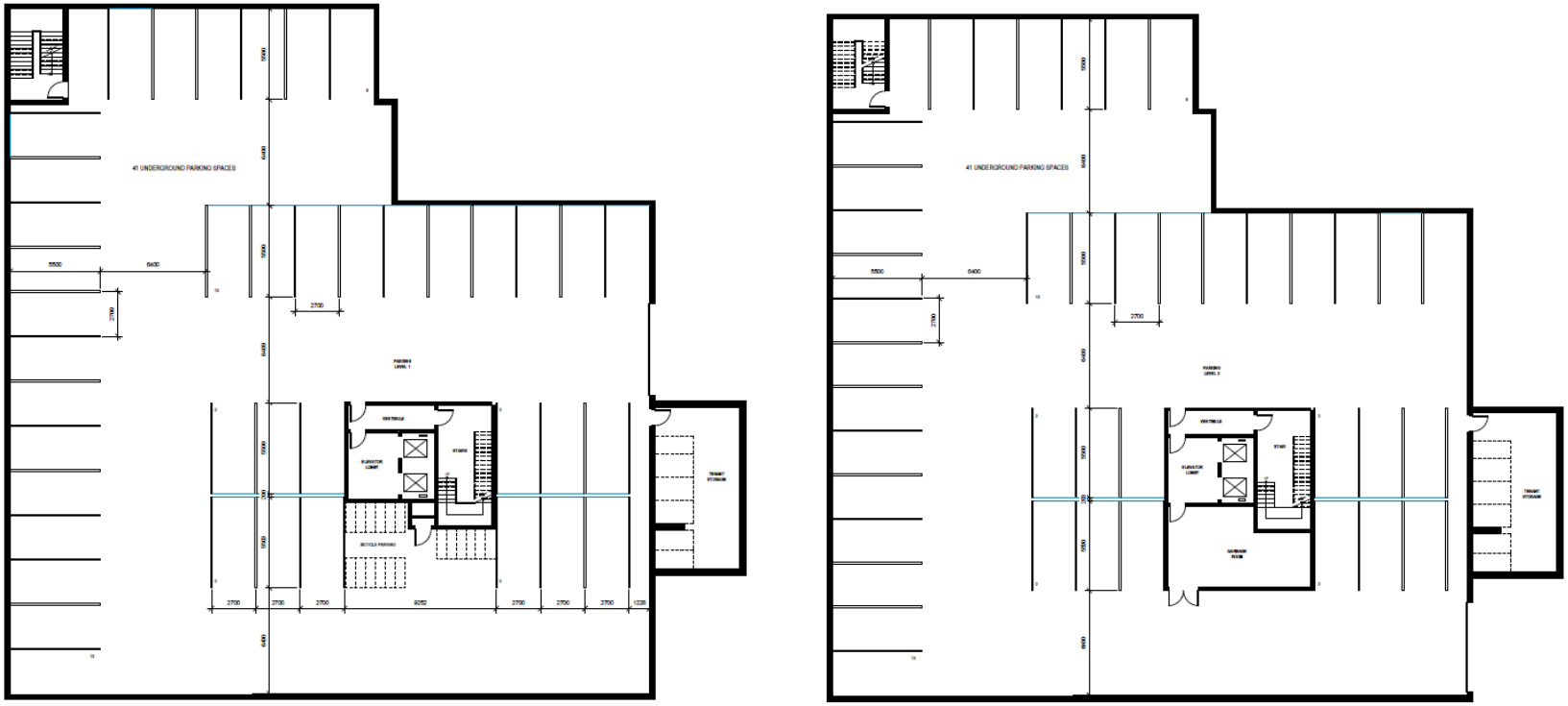
Figure 3 illustrates the Site Plan, ***Figure 4*** illustrates the Parking Plan, and ***Figures 5-7*** illustrates the Conceptual Renderings.

Figure 3. Site Plan



Source: MCL Architects

Figure 4. Parking Plan



Source: MCL Architects

Figure 5. Conceptual Rendering – View 1

Source: MCL Architects

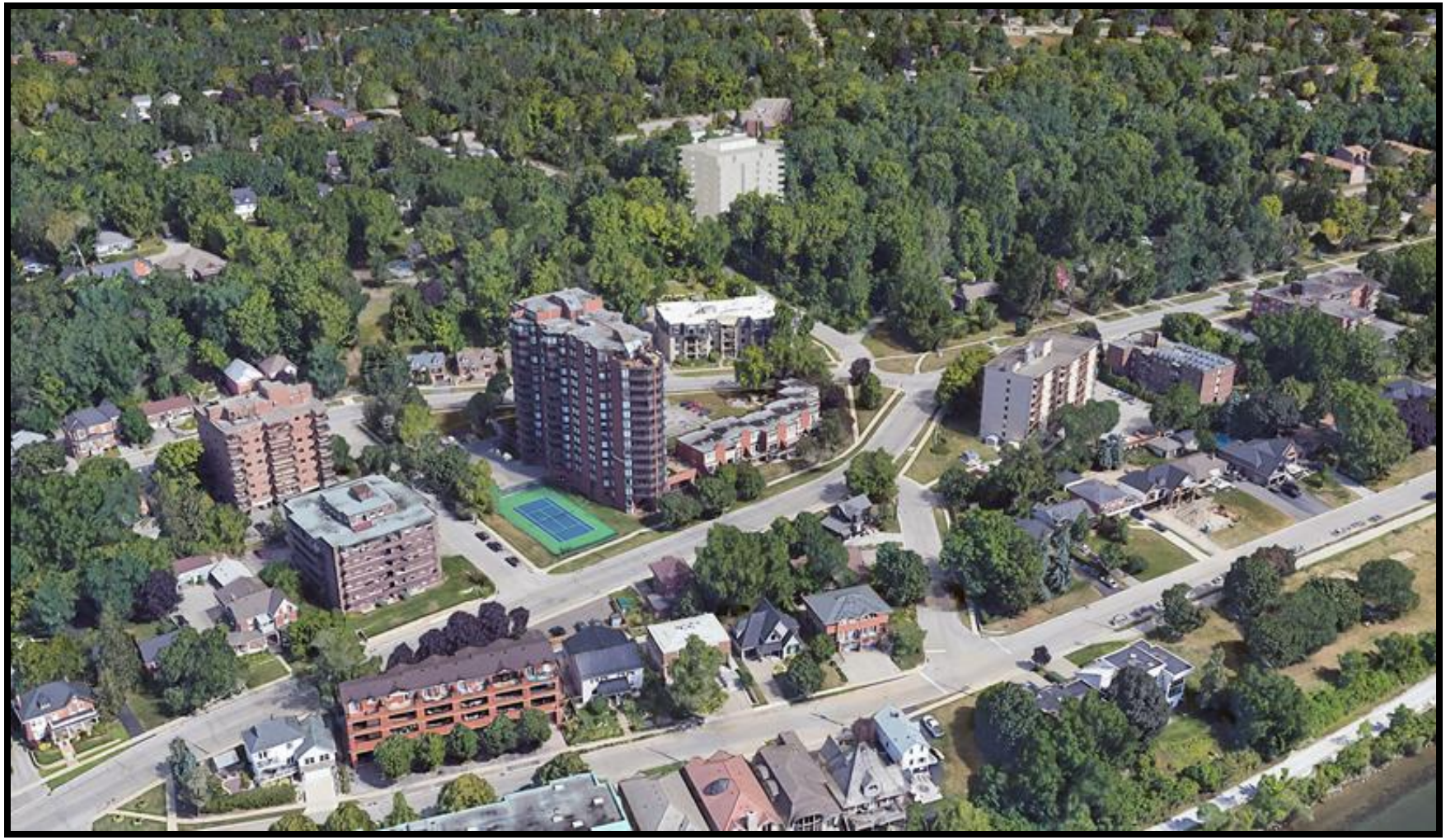
Figure 6. Conceptual Rendering – View 2

Source: MCL Architects

Figure 7. Conceptual Rendering – View 3

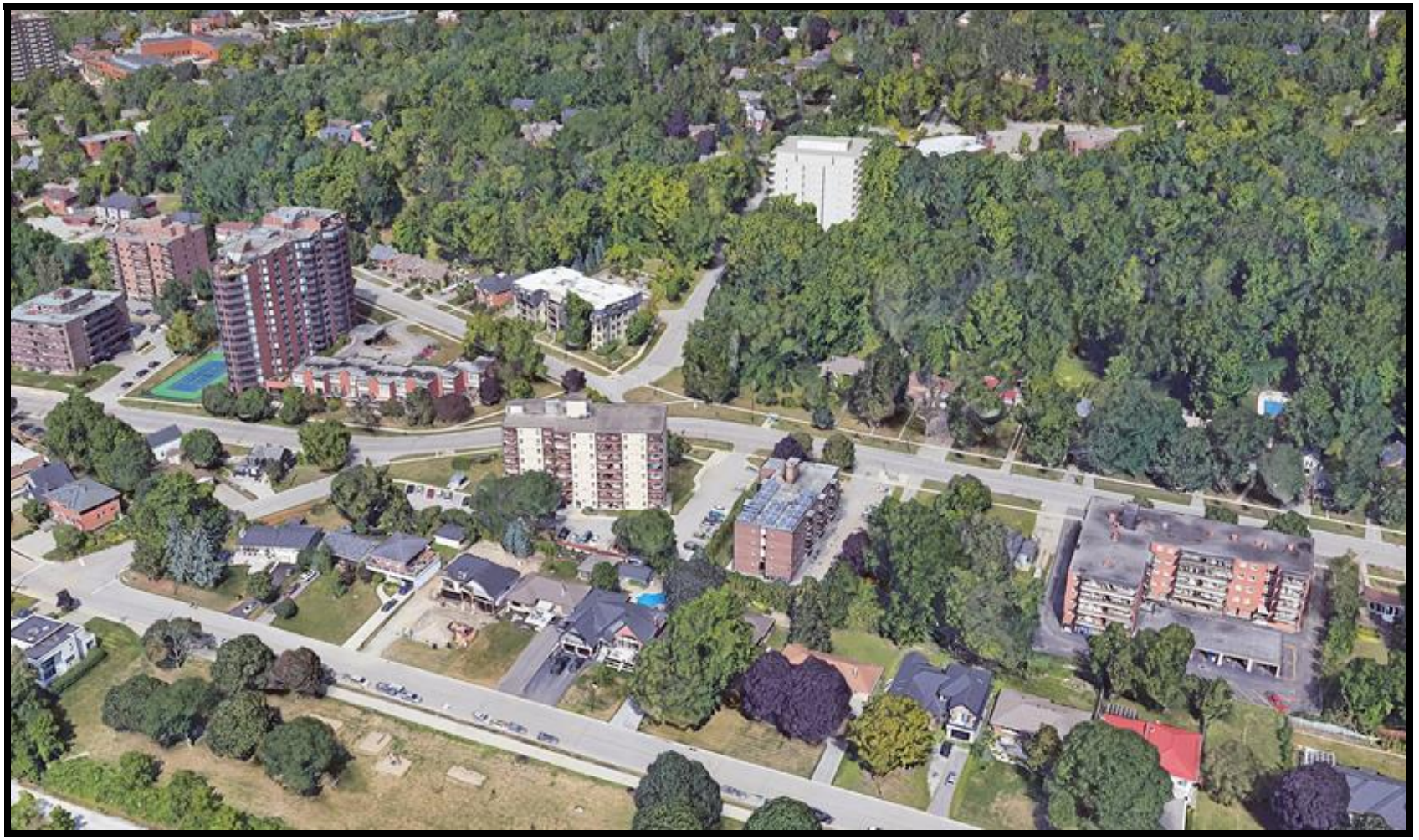
Source: MCL Architects

Figure 8. Visual Model: View North – East



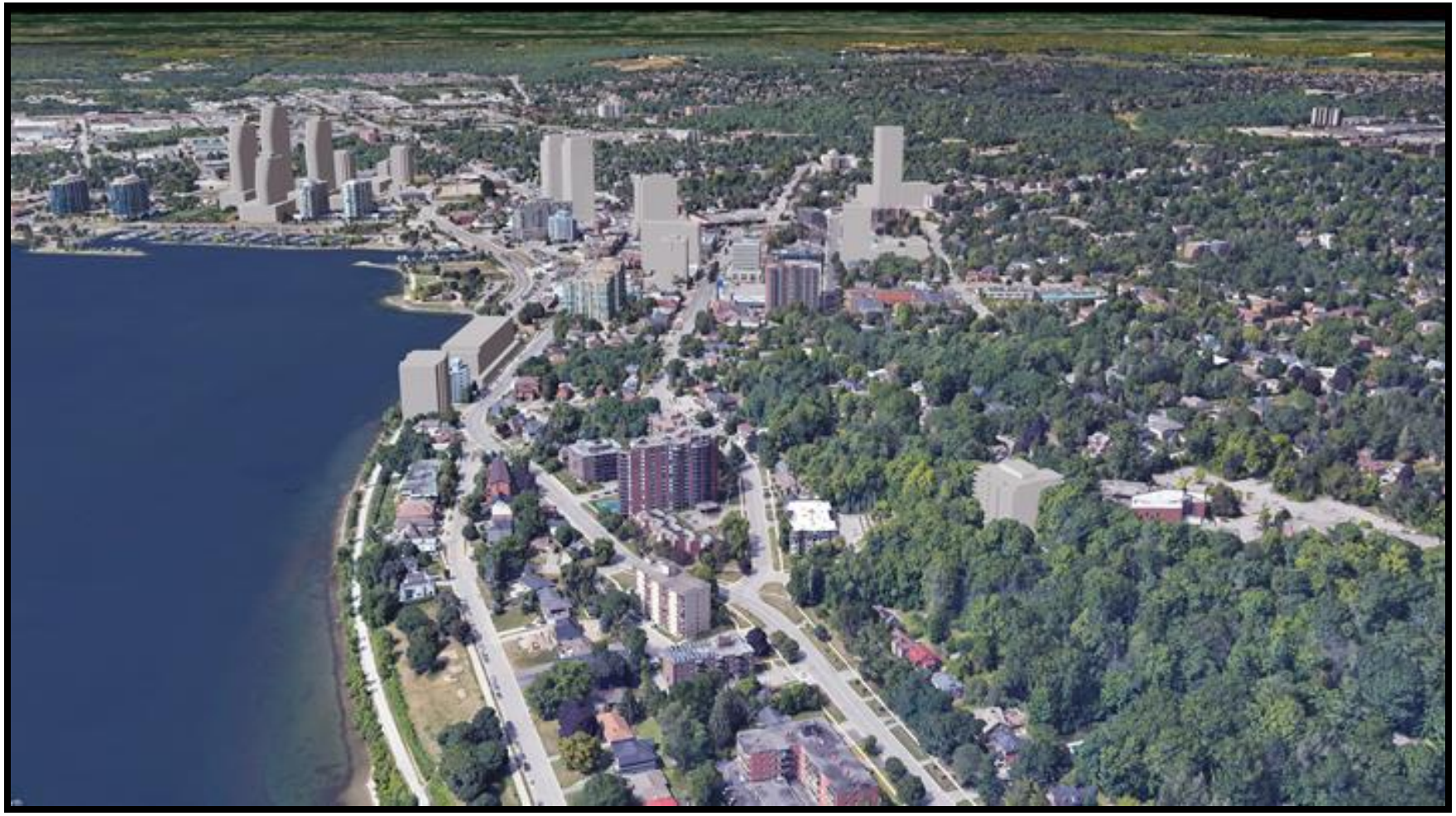
Source: IPS

Figure 9. Visual Model: View North – West



Source: IPS

Figure 10. Visual Model: View West



Source: IPS

4.0 CITY OF CARRIE OFFICIAL PLAN - URBAN DESIGN GUIDELINES

The City of Barrie Official Plan (January 2018) includes policy provisions related to urban design under Section 6.5. The Urban Design Guidelines of the Official Plan identifies that the goal of the guidelines is *to provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment.*

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

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

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

4.1 BUILDING & SITING

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

The built form has been designed to compliment and contribute to a desirable community character in terms of massing and conceptual design. The site has been designed to push the built form towards the street side, to create a stronger street presence, increased public realm, and frame the site.

The proposed massing provides a transition of density to adjacent land uses, recognizing that the subject lands are located in close proximity to the City's downtown area and Urban Growth Centre (UGC), where high-density residential development is underway or approved, targeted and anticipated. The built form provided is locationally sensitive in Barrie's skyline with a well-distributed density impact. The proposed massing is setback from adjacent low-density uses to allow for appropriate transition and spacious separation, while recognizing the high-density land uses nearby. Collectively, this will blend the proposed built form into the diverse landscape of the area.

It is the intent of the proposed design to contribute to the City of Barrie's architectural style. While the proposed massing is well-defined, detailed architectural design of the building may be refined as a part of the Zoning By-law Amendment application process in order to obtain public and staff input on the proposal. Subsequently, opportunities for innovative design can be further explored to ensure a cohesive character and appropriate transition will be provided by the proposed development, further subject to the Site Plan Control process.

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

Mechanical equipment will be screened from public view or located interior of the building, to maintain an attractive streetscape.

iii. Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

Large exposed blank walls have been avoided through architectural design. All components of the building exterior has been designed through architectural elements that provide unity. The use of landscaping elements will further be utilized to soften the built form and enhance building design.

iv. Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

Building entrances are well-defined and are designed to provide accessibility for all users. The underground parking further provides safe and clear areas of movement for residents, and designated accessibility spaces are provided near the building entrance and main lobby for ease of movement.

v. Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.

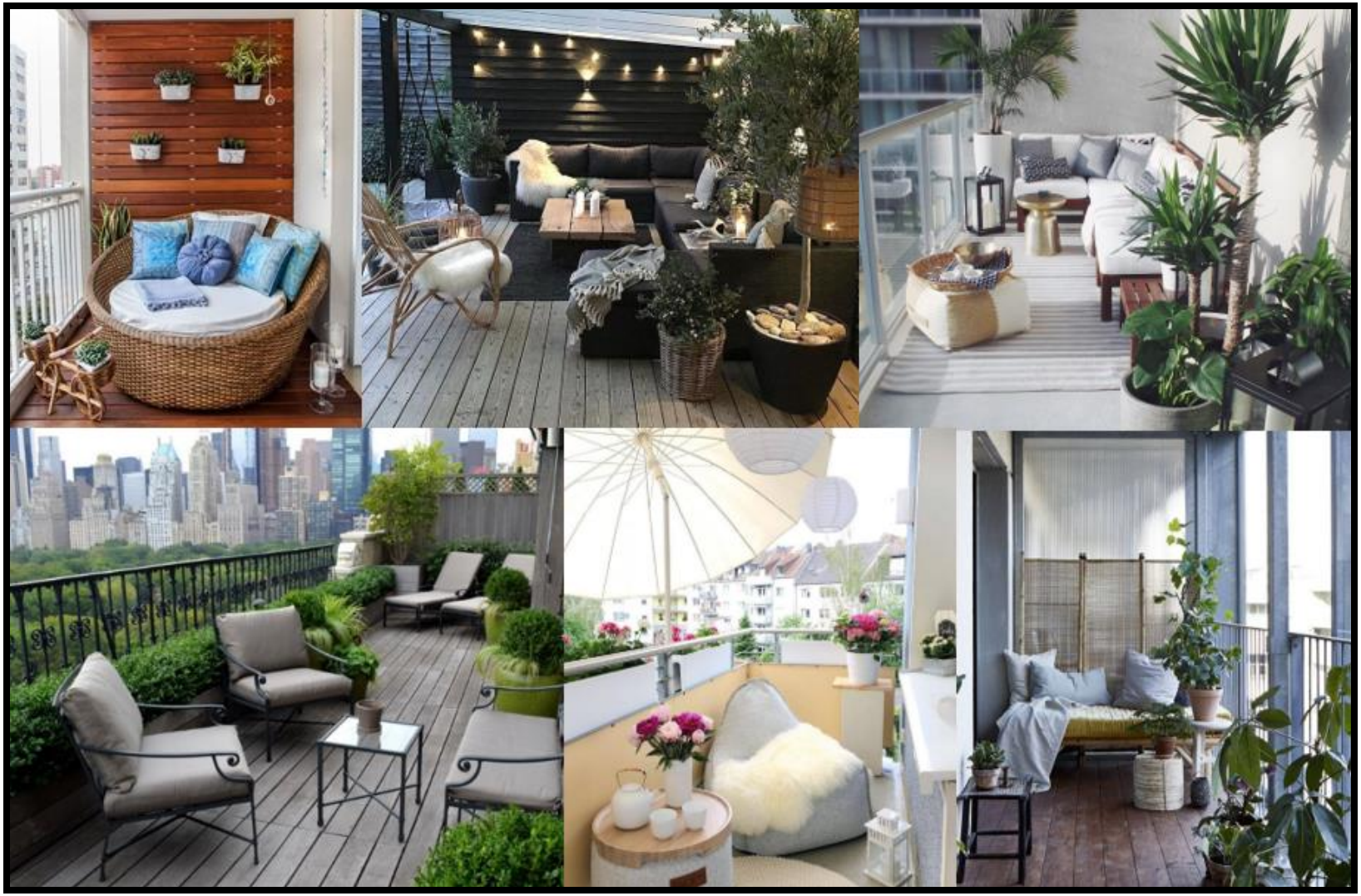
Located at the corner of an Arterial road (Blake Street) and Major Collector (Collier Street) intersection, the site has been designed to frame Dundonald Street and place emphasis on the building as the leading feature of the site. Parking has been located interior to the site and concealed underground, to draw attention to the building, open spaces and

landscaped areas as the prominent features. The location of the built form will contribute to an animated streetscape and improved public realm, while providing a focal point at the adjoining intersection.

The subject lands are uniquely positioned with the Duckworth Street ROW adjacent to the east, Dundonald Street to the west, and the Collier Street and Blake Street / Dunlop Street intersection to the south. Given this location, the development concept proposes private balconies for each unit. This will provide eyes on the street and added safety to users around the site, with increased visibility; private amenity spaces for residents to shape as their own unique spaces; increased living space; and opportunities for socialization. Additionally, balconies serve as an outdoor room, granting access to fresh air, views, and space for residents to relax.

Figure 11 illustrates models of unique spaces created by residents, revealing the positive benefits of balconies as part of the development.

Figure 11. Inspirational Balcony Design



Source: Google.ca/images

4.2 PARKING AREAS

i. Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.

Two (2) mutual access points are provided to consolidate access points and reduce turning movements onto and off Dundonald Street. One point is provided at the northern portion of the site to the at-grade parking spaces, with access to the main lobby. The second access point is provided at the southern limits of the site, to access the underground parking facilities. Appropriate signage to these entrances will be detailed through Site Plan Control.

ii. Adequate disability parking spaces will be provided where required.

Barrier free parking spaces have been provided in accordance with the Zoning By-law standards.

iii. Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.

The site has been designed to conceal parking underground, with reduced parking spaces at-grade. Parking spaces will predominantly be screened from view, lessening any potential visual impacts. Landscape buffers and strategic plantings will also be provided to soften the parking areas and driving aisles.

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

A T-turnaround is integrated into the site in order to support interim vehicular movement associated with loading and deliveries. Garbage is confined to the interior of the building within a garbage room, and will be moved outside at the time of pick-up, to the allocated area.

4.3 LANDSCAPING

i. Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.

Landscaped areas are provided along the street frontage, providing opportunities for planting between the street and built form. The proposed site design includes landscaped planting boxes along the built form street side, serving as multi purpose for site grading, massing mitigation, and landscaping enhancements.

Accordingly, appropriate street trees and plantings will be explored at the time of Site Plan Control to further enhance the public realm street side.

ii. No Environmental Protection Area should be included in the minimum landscaping standard.

An Environmental Impact Study and Arborist Assessment have been completed in support of the subject application. There are no environmental protection areas on the subject lands.

iii. Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

The site is identified for containing non-native invasive tree species. Through the development process, the re-planting of native tree species is proposed to improve the ecological health of the adjacent woodlands. Additionally, the re-planting of native tree species is recommended to improve the urban tree cover and revitalize suitable tree species on site.

Landscaped design can utilize native vegetation, low maintenance planting, and promote the use of integrated stormwater management practice

4.4 ENVIRONMENTAL FEATURES

i. All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.

An Environmental Impact Study (Update) was prepared for the application to evaluate the presence of a woodland in the south part of the subject property, designated as a '*Level 3 Resource'* on Schedule H of the City of Barrie Official Plan. The woodlands were previously identified (and confirmed in 2019) using Ecological Land Classification (ELC) as Dry-Fresh Oak Hardwood Deciduous Forest Type (FOD2-4). The proposed development will remove approximately 0.24ha of woodland cover from the subject property, resulting in a 4.9% reduction to the larger woodland feature (Level 3 Resource). 4.66 ha. of the woodland will remain, which will continue to meet the criteria for significance as a Level 3 Resource. The EIS concludes the following;

> *Provided that development occurs in accordance with the proposed Concept Plan and recommendations provided in this update, we anticipate no negative impacts to the Natural Heritage Resource Level 3 feature (Significant Woodlands) or habitat for an endangered species.*

ii. The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.

A Tree Inventory/Assessment and Preservation Plan/Removal Plan and Report, and EIS have been prepared for the application to evaluate these considerations.

iii. Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.

A Tree Inventory/Assessment and Preservation Plan/Removal Plan and Report has been prepared for the application by RiverStone Environmental Solutions Inc.

One hundred-sixteen (116) trees >10cm (DBH) were tagged and assessed during the tree inventory by the arborist. Although individuals were generally in good to fair health, most exhibited a range of defects that included trunk and branch wounds, large branching, sever lean, multiple stems and inclusion wood as well as indicators of decline. Trees with defects are often considered habitat for Bat species at risk, which resulted in the recommendation to time tree removal outside of the spring/summer bat roosting and breeding bird windows. No Butternut (*Juglans cinerea*), an Endangered Species in Ontario, were observed on the subject property, or in the boundary corridor during the field assessment. In addition to the assessment of the trees located on site, seventy-nine (79) boundary trees were reviewed to determine if there was the potential for impact to these exterior trees.

Ultimately, through the recommendations and mitigation measures outlined in the arborist report, the proposed development can proceed in a manner that is sensitive to policy and law.

i. Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long term protection, subject to the results of an Environmental Impact Study that may be required. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development.

The proposed development has been evaluated through the preparation of an EIS. No portion of the lands are required for environmental protection.

4.5 SIGNAGE

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

Signage on site will be in accordance with City's standards and requirements. Location identification (address) will be incorporated into the site design and the materials of any signage will compliment building design.

Detailed signage specifications are controlled through the Site Plan Control and Building Permit process with the City.

4.6 UTILITIES

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.

Utilities shall be clustered or grouped where possible to minimize visual impact. The specific locations of the utilities will be detailed through the Site Plan Control and Building Permit processes, to ensure an attractive streetscape and public realm.

4.7 ENERGY EFFICIENT URBAN DESIGN

i. Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.

The proposed built form has been designed and oriented to increase sun exposure and natural light on the residential units. Measures will be implemented that utilize energy efficiently through building materials, energy conserving landscaping and other methods.

Site and architectural design has taken energy efficiency design into consideration; however, full details will be provided through the Site Plan Approval process.

ii. Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.

The proposed development is considered a compact urban form, supporting energy efficient design. Given the location of the subject lands, energy efficiency is further promoted through the encouraged use of public transit and active transportation. Residents will be able to access neighbourhood commercial uses and amenities within a short distance, with emphasis placed on the downtown core.

4.8 TALL BUILDINGS & HEIGHT CONTROL

Section 6.6 of the City of Barrie Official Plan outlines policies that are applicable to any building proposed to be greater than three (3) storeys in height.

General Policies

i. 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.

As described throughout this report, the proposed development has been designed to reduce the massing of the scale of the building and create an enhanced public realm. Physical impact of height has been considered by the application through the use of setbacks and stepped landscaped features.

ii. Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

The proposed development consists of a slimmer building to assist with the visual impacts of taller built form, and reduce effects from massing on adjacent uses.

iii. Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where aboveground structured parking is proposed, at least 60

percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.

Parking is provided principally underground to conceal the spaces from public views and avoid large, paved, surface parking areas. Loading access and utilities will be provided interior of the building or screened, to maintain visual consistency and an attractive built form.

Building Shadowing

i. *Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.*

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.*

The proposed development has been designed to minimize any shadow impacts on adjacent lands, as demonstrated by the Shadow Analysis. The assessment reveals that there are minimal shadows cast onto the neighbouring properties.

An overview is provided under section 7.0 of this report, and the complete Shadow Analysis has been included as *Appendix 2* to this report.

Microclimate Impacts

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.*

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.*

A detailed Shadow Analysis has been included with the application, demonstrating that minimal shadows will be cast on adjacent lands. Detailed condensations relating to microclimate impacts will be evaluated through the Site Plan and Building Permit approval process.

Street Level Activity

i. *New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.*

ii. *The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple streetfacing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses.*

iii. *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.*

The proposed development has frontage along Dundonald Street; however, it is located on the northern side of the Blake Street / Collier Street and Dunlop Street East intersection. The proposed development offers a continuous streetwall and presence along the frontage of Dundonald Street, but will further serve as a focal point at this location.

The proposed massing also provides a transition of density to the adjacent uses, recognizing that the subject lands are located in close proximity to the downtown and surrounded by a wide variety of densities and building heights.

The proposal will provide a pedestrian-scaled urban environment, with transition of the built form to the streetside. Architectural elements such as balconies, high-quality material use, and window placement will be considered at the Site Plan stage.

Local Area Compatibility

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.

Significant consideration has been given to provide transition between the proposed development and the adjacent uses. The built form is located towards the street frontage, where the density and built form proposed is buffered to lower-density uses, located to the east and west.

A Shadow Analysis was completed to assess the built form, revealing that there are minimal impacts of shadowing on the adjacent uses.

Views of the Algonquin Ridgeline, Landmarks and Lookouts

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.

Given the location of the subject lands, buffers adjacent, and consideration of the established surrounding uses, there are no impacts anticipated on major public views.

5.0 CITY OF BARRIE URBAN DESIGN MANUAL

The City of Barrie's Urban Design Manual (Revised 2014) provides direction for design elements within urban developments. The proposed concept incorporates many of the design directives found within this document.

The Guidelines have been established to implement the existing urban design policies contained within the Official Plan, to provide a framework for establishing Barrie's future urban form, and to ensure that new development is consistent with the City's vision for urban design. The guidelines are intended to be flexible, aimed to achieve the overall design objectives of the City's plans. The plan states that a *successful development will achieve the City's vision while meeting the individual needs of the proponent.*

The Urban Design Manual Guidelines Checklist has been included as *Appendix 5* of this report.

5.1 PHYSICAL ENVIRONMENT, BUILDING SITING & ARCHITECTURAL DESIGN

The building has been positioned to frame the street and provide a consistent street wall. Compatibility has been preserved between the proposed development and adjacent area development, and the visual character of the neighbourhood has been maintained and enhanced, through site and building design.

The use of stepping and setbacks have been utilized to reduce massing of the built form. The building has been designed and setback at a pedestrian scale, to contribute to a desirable streetscape. Furthermore, setbacks have been implemented to provide buffering and separation to adjacent uses.

Main entrances are designed to act as prominent features, providing direct pedestrian access, which are clearly identifiable from the street. Private balconies are designed to provide usable amenity and personal space, and to overlook common and open spaces.

The site design has reduced the visibility of parking areas. Parking is predominantly located underground, to conceal parking from streetside views. Surface parking is located to the interior portion of the site where visibility is minimized.

Exterior building design and detail will be coordinated on all elevations with regard to colour, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design. Further, the architectural design will be compatible with the existing and developing character of the neighbourhood. Design compatibility would include complementary building style, form size, colour and materials.

While the detailed design of the development is to be refined through later stages of the approval process, the design of the architectural features of the proposal will be in keeping with the policies of the City for urban design.

5.3 SITE SERVICES

Site circulation routes for service vehicles is designed to direct movements in a logical and orderly fashion. On-site circulation has been designed to limit the possibility of cars reversing or manoeuvring on / off public streets.

Through design considerations, site design has ensured that there is adequate access for the related waste collections service vehicle and the loading space is located adjacent to the recycling and garbage handling area. Residents will be responsible for the garbage and recycling for their unit; primarily utilizing the garbage chute for disposal.

All utilities will be located underground or interior to the built form, to improve the appearance of the development. The placement of utilities is to be confirmed during detailed design.

5.5 LANDSCAPE DESIGN

The proposed development includes a number of areas around the site that can support landscaping enhancements to transition the built form to the public street and adjacent residential properties. The proposed development will include landscape architectural design that conforms to Official Plan and City's design guidelines / policies.

Appropriate screening or plantings will be provided along the boundary of the site, providing screening and buffering to adjacent uses. Further, the use of soft landscaped areas are proposed on the perimeters of the site to delineate boundaries, and establish streetscape appeal, spatial separations, and snow storage areas.

Existing trees will be preserved to the extent possible. This has been evaluated by an arborist assessment with the application.

Various landscaping treatments will be implemented throughout the site. Appropriate plant species will be selected based on their capability and suitability with the areas climate. Attractive landscape treatments will be offered throughout the site to soften and improve the visual character of the development, including harmonious integration of plantings, fencing, retaining walls, and hard surfaces.

Collectively, landscaping will be designed to encourage positive functional relationships between the site uses and their surroundings.

Inspirational landscaped design, with measures encouraged by the City guidelines / manual, are illustrated on ***Figure 12.***

Figure 12. Inspirational Landscape Design

Source: Google.ca/images

5.6 LIGHTING & SIGNAGE

Details regarding lighting and signage will be addressed through the Site Plan Application process, however, the design of the lighting and signage will be complementary to the architectural style of the building and site. Further, the use of site lighting with be implemented to highlight building relief, landscape features, and other site elements.

Site lighting will consider all users and needs. As encouraged by the Design Manual, site lighting locations and feature lighting will be designed with particular emphasis on pedestrian access and circulation areas, barrier free travel paths, and parking areas.

Any signage required will be incorporated into the site or minimal, to maintain or enhance visual appeal of the building and site design.

A Photometric Plan will be required at the Site Plan Approval stage. Through this assessment, cut-off and shielded light fixtures are recommended to eliminate glare and light spillage on neighbouring properties and streets.

All lighting and signage will comply with the Ontario Building Code, and the applicable City standards and By-laws.

5.7 ACCESSIBILITY

The proposed development has been designed with all users in mind. Designated accessible parking spaces are provided, and positioned in strategic locations to shorten distances and assist in safety measures.

Barrier free parking spaces are designed not to block curb cuts or ramps, and the spaces are located so that persons do not need to travel behind parked cars, maintaining visibility.

All barrier free parking spaces will be identified on site through pavement markings and signage.

5.8 SITE CIRCULATION, VEHICLE CIRCULATION & PARKING

Parking and vehicular movement has been designed in a safe, convenient, and easily understood manner; with appropriate turning radii and visibility. Parking is provided predominantly by underground parking, with minimal parking at grade.

Landscaped areas and strips / buffers are included around the permitter of surface parking areas and the driving aisles to screen adjacent uses.

Site access has been designed to provide safe movements and draw traffic away from the intersection, to create efficient traffic movements. Site access is also located in a manner that reduces traffic conflict and confusion. Recommendations from the consulting traffic engineer ensure safety for entering / exiting the site, including right-only turning movements.

Pedestrian access and circulation has been incorporated into the design to provide safe and convenient access from all units. Adequate lighting will be provided along pedestrian connections and key areas of movement, to increase safety.

The proposed site layout provides for a safe and convenient, and accessible pedestrian network from street to building, parking area to building, and within the site, with access points clearly visible from the street and clear from visual obstructions.

The objective is to offer comfort for resident circulation. Detailed through the Site Plan process, parking and site circulation areas will provide the appropriate signage, as well as adequate and uniform lighting for visibility.

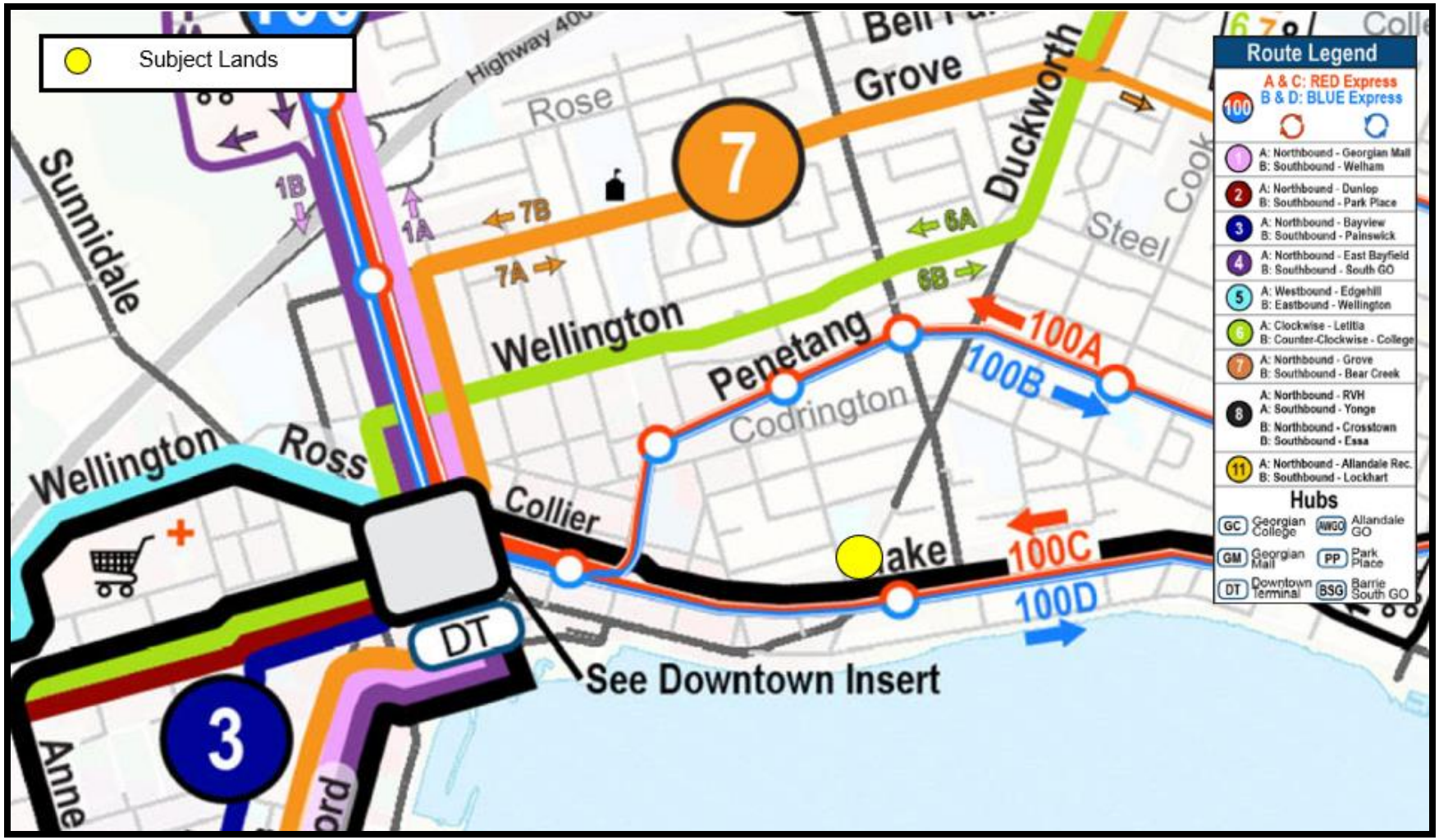
5.9 TRANSIT

As revealed on ***Figures* 13** and ***14,*** the site is positioned with convenient access to public transit, accessible by municipal sidewalks which lead towards the subject lands. The City of Barrie transit route 100C/D and route 8 A/B run along Blake Street / Collier Street, adjoining just north of the subject lands. These transit routes provide convenient and direct access to various locations throughout the City of Barrie and connection to regional transit networks, including the Barrie Allandale GO station located approximately 3.0 kilometres south (5-minute drive) of the subject lands.

The location of the development encourages residents to utilize the transit networks available, providing comfortable and safe transit options. In addition, access is provided to city wide pedestrian walkways, trails and open spaces, encouraging active transportation and enhanced public health.

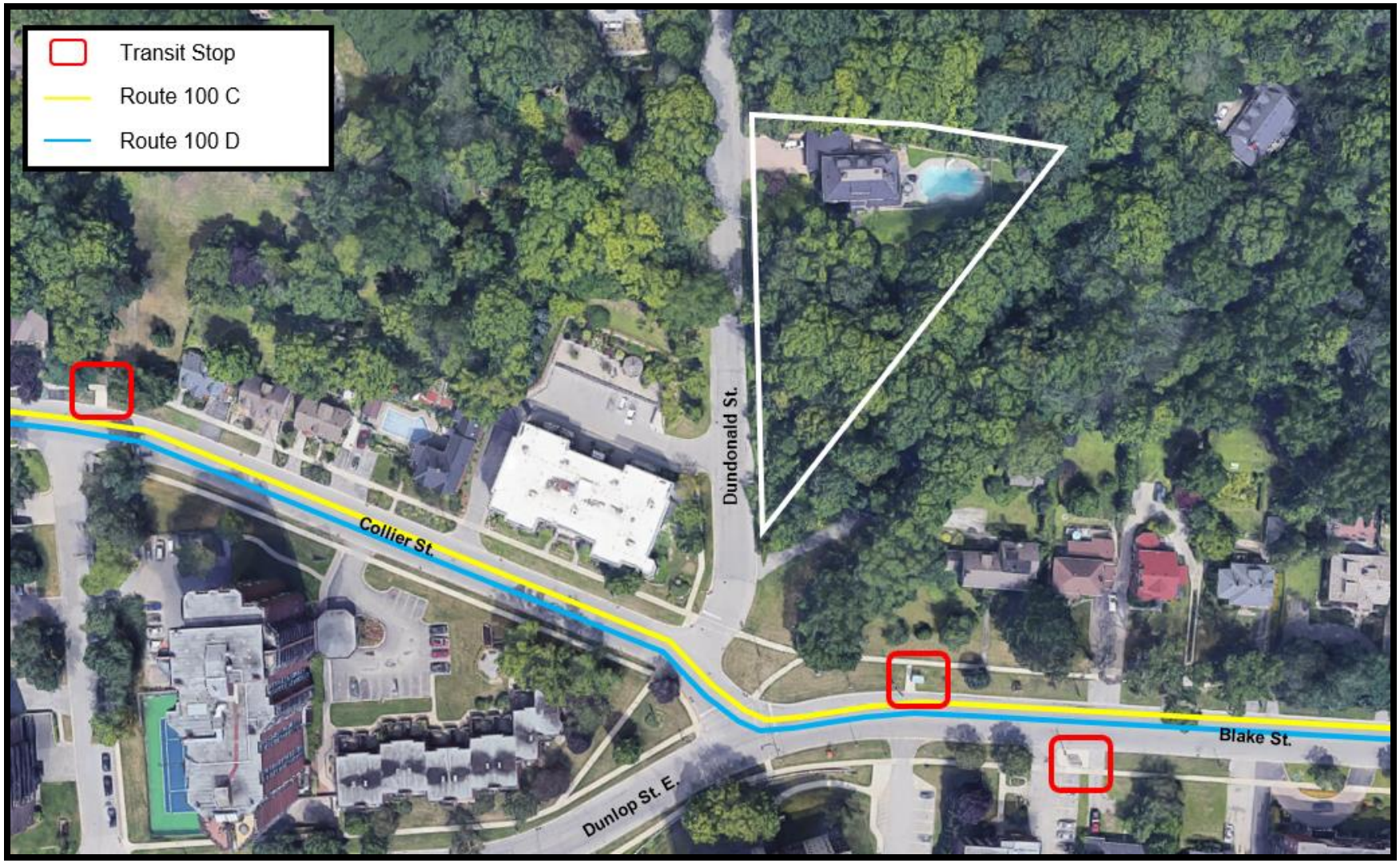
Connection to transit has become a requirement for many residents when looking to purchase or rent a place to live. Considering rising real estate prices, the cost of gas, commuting times and environmental factors, transit options remain a major planning focus. Being able to access transit systems in a short timeframe from your front door is a benefit of this location.

Figure 13. Barrie Transit System Map



Source: Barrie.ca/Barrie-Transit-System-Map

Figure 14. Transit Locations



Source: Google.com/maps

6.0 CONTEXT / BLOCK PLAN

A Context / Block Plan has been incorporated with this Urban Design Report and included with the application, to demonstrate land use compatibility.

The plan identifies various elements, including:

- Parcels of land identified for potential redevelopment along the Intensification Corridor.
- Parks and open spaces.
- Vehicular circulation routes.
- Public transit routes.
- Pedestrian circulation.
- Enhanced streetscaping and future enhanced streetscaping.
- Pedestrian crossing areas.
- Adjacent and surrounding land uses.

The Context / Block Plan further illustrates various elements of the site and surrounding area, including:

- The existing low-density residential uses are illustrated with a yellow overlay. These properties primarily contain single detached residential dwellings.
- A variety of medium density land uses exist within the area, illustrated with an orange overlay. These land uses contain townhomes, walk-up apartments, or other residential uses in a more dense built form.
- A number of sites adjacent and in close proximity to the subject lands are identified as high-density residential uses, with a purple overlay. These lands contain apartment or condominium residential uses, in the range of 3-storey to 14-storey built forms.

The intent of this plan is to demonstrate that the proposed development fits in with the existing and planned land use fabric.

The Context / Block Plan is included as ***Appendix 3*** to this report.

7.0 SHADOW ANALYSIS

A Shadow Analysis has been completed by IPS for the proposed development. The analysis demonstrates the shadows cast by the proposed development throughout the year on the lands adjacent to the subject property by the proposed 9-storey residential tower.

The proposed built form was taken through four (4) simulations, competed through the months of April, June, September and December.

As detailed in the Shadow Analysis, the following is an executive summary of the assessment. The analysis concludes that there is minimal and acceptable incremental shadow impact on the surrounding land uses throughout the year.

April

Early morning shadows fall across Dundonald Street to the west affecting two residential backyards between 7:54am and 9:54am. Shadowing throughout the remainder of the day is contained within the subject properties until the late afternoon. Shadows fall on adjacent properties to the east starting around 3:54pm extending into the backyards of the residential properties facing Blake Street from approximately 4:54pm - 6:41pm.

June

Shadows fall west across Dundonald Street onto residential properties facing Theresa Street in the early morning until approximately 10:05am. No incremental shadow impacts are observed from 12:05 to 2:05. At 3:05 a small amount of

shadow falls on the hydro corridor to the east of the property. Limited shadow impacts begin affecting the neighbouring residential properties to the east at 4:05pm for the remainder of the day.

September

Shadows cast in September are similar to those cast in April. Limited shadows fall on two residential backyards to the west in the morning hours from 8:35am to 9:35am and are completely gone from the back yards by 10:35am. Shadows fall on adjacent properties to the east starting around 3:35pm extending into the backyards of the residential properties facing Blake Street from approximately 4:35pm - 5:47pm.

December

Shadows cast by the proposal in December primarily affect the rear yard or St. Mary's Church. Portions of the rear yard are affected for the majority of the day. Late in the day from 2:22pm until 3:12pm, limited shadow impacts are observed on the rear yards of residential properties to the west of the proposal.

The Shadow Analysis is included as ***Appendix 2*** to this report.

8.0 HERITAGE

The City of Barrie Official Plan (section 3.4) places importance on the conservation and protection of the City's cultural heritage resources, which includes buildings, structures, and landscapes.

The Applicant retained Archaeological Research Associates Ltd. (ARA) to complete a Historic Neighbourhood Character Impact Evaluation for the subject application.

The Historic Neighbourhood Character Impact Evaluation Terms of Reference included a number of considerations, including:

- Background research concerning the adjacent heritage property;
- On-site inspection of the subject property and neighbourhood within 400 meters of the subject property;
- A description of the location and nature of potential neighbourhood characteristics within 400 meters of the subject property;
- Evaluation of potential impacts on neighbourhood characteristics resulting from the proposed development; and
- Assessment of alternative options or suggested strategies for mitigative measures and conservation approaches of the current proposed development.

Through consultation, research, and the field survey an understanding of the historic neighbourhood character of the study area was determined. The subject property is not recognized as a cultural heritage resource under the Ontario Heritage Act, and the subject property is not recognized as a heritage property by the City of Barrie, nor is it currently located within a recognized historic neighbourhood.

The evaluation reviewed a wide range of considerations and determined that the neighbourhood is best understood as a transitional neighbourhood. Increase mixed use development is located along the lakefront (south) and downtown core (west) which shifts to stable residential clusters along the upper portion of the ridge (north) and surrounding area (east). Overall, the neighbourhood is representative of several eras of development from 19th century to the 21st century which range in size, architectural style, and use.

Through the implementation and mitigation measures recommended by the Assessment, the proposed development can proceed without adverse impacts on the existing neighbourhood.

9.0 SUMMARY & CONCLUSION

The proposed application aims to facilitate a 9-storey residential condominium development at 19 Dundonald Street in the City of Barrie.

The site is considered appropriate for such intensification, is in accordance with applicable polices, and established land use designations. The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

Respectfully submitted,

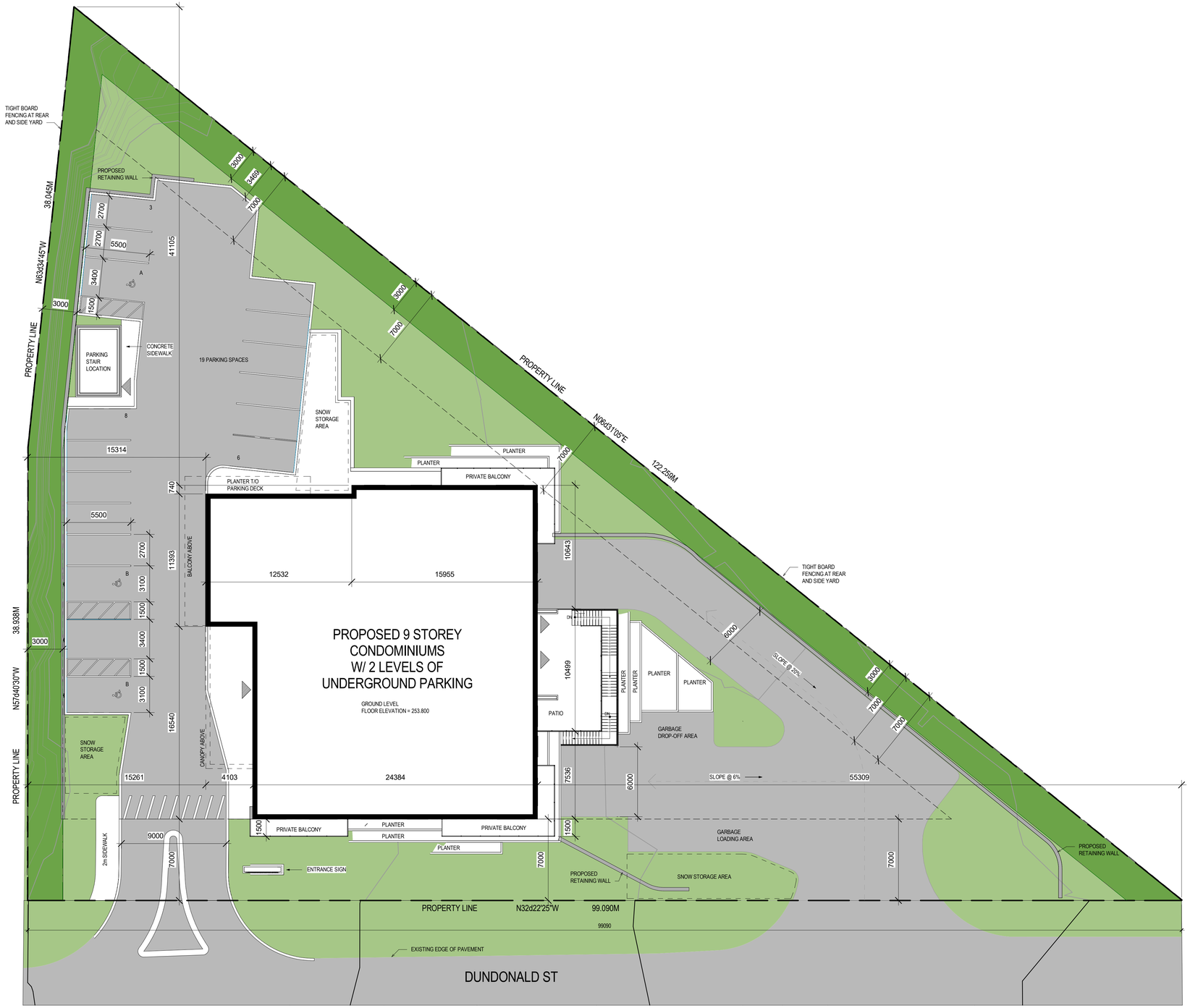
Innovative Planning Solutions

Kyle Galvin, MCIP, RPP
Senior Planner

James Hunter, BURPl.
Senior Planner

APPENDICES

Appendix 1. Architectural Drawing Set



1 / A1.1 SITE PLAN NOTATION

1 : 175

BUILDING/SITE INFO:

Suites on Ground Floor = 2
Suites per Typical Floor = 7
Suites on Ninth Floor = 7
Total Suites = 58

Parking Spaces = 99

Storeys = 9
Building Height = 27.6m
Building Area = 742m2
GFA = 6,678m2

3m LANDSCAPE BUFFER = ——— · ——— · ———

RA1-3 ZONING TABLE		
	REQUIRED	**PROPOSED**
LOT AREA (MIN.)	1,100m2	3,880.2m2
LOT FRONTAGE (MIN.)	24m	99m
FRONT YARD (MIN.)	7m	7m
PARKING STRUCTURE SETBACK FROM STREET LINE (MIN.)	1.8m	7m
INTERIOR SIDE YARD (MIN.)	5m	15.3m (North)
REAR YARD (MIN.)	7m	>7m (Measured to the rear corner/point of the lot)
DWELLING UNIT AREA (MIN.)	35m2+10m2/bedroom	<35m2+10m2/bedroom
LOT COVERAGE (MAX.)	35%	19.6%
PARKING AREA COVERAGE (MAX.)	35%	23.5%
% OF PARKING AREA IN THE FRONT YARD (MAX.)	20%	0%
LANDSCAPING (MIN.)	35%	50.3%
G.F.A. (MAX.)	100%	114.7%
BUILDING HEIGHT (MAX.)	30m	27.4m
PARKING (MIN.)	1.5 spaces/unit = 65 spaces @ 2.7m x 5.5m (Including 3 BF spaces)	1.70 spaces/unit = 99 spaces @ 2.7m x 5.5m (Including 4 BF spaces)
DRIVE AISLE WIDTH (MIN.)	6.4m	6.4m
BARRIER FREE (MIN.)	1 Type A space @ 3.4m x 5.5m & 2 Type B space @ 3.1m x 5.5m Each barrier-free space shall contain a 1.5m access aisle	2 Type A space @ 3.4m x 5.5m & 2 Type B space @ 3.1m x 5.5m
LANDSCAPED BUFFER STRIP	3m landscape buffer (sides & rear)	3m
FENCING (MIN.)	2m (tight board fence) *Parking with 4 or more spaces abutting residential zone*	Provided
MAX. DENSITY	150 units per hectare for lands located outside of the City Centre (Official Plan Policy)	149 units per hectare
SECONDARY MEANS OF ACCESS/LANDSCAPED OPEN SPACE	7m	7m
ACCESSORY BUILDING FRONT YARD SETBACKS (MIN.)	7m Not permitted in the front yard	> 7m
ACCESSORY BUILDING REAR & SITE YARD SETBACKS (MIN.)	0.6m	> 3m both sides and rear
ACCESSORY BUILDING LOT COVERAGE (MAX.)	10%	0.6% = Parking Stair
ACCESSORY BUILDING/STRUCTURE HEIGHT (MAX.)	4m	3.6m

8	REISSUED FOR REZONING #3	DEC 8, 2021
7	REISSUED FOR REZONING #2	SEP 21, 2021
6	CONSULTANT COORDINATION	JAN 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
4	ISSUED FOR COORDINATION	OCT 16, 2020
3	FINAL RE-ZONING SUBMISSION	NOV 15, 2019
2	PRELIMINARY DESIGN #2	OCT 23, 2019
1	PRELIMINARY DESIGN	SEPT 9, 2019

ISSUES/REVISIONS

ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE. DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. LATEST APPROVED STAMPED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.

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DRAWING TITLE:
SITE PLAN

PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE:	OCTOBER 04, 2019	PROJECT #	SHEET #
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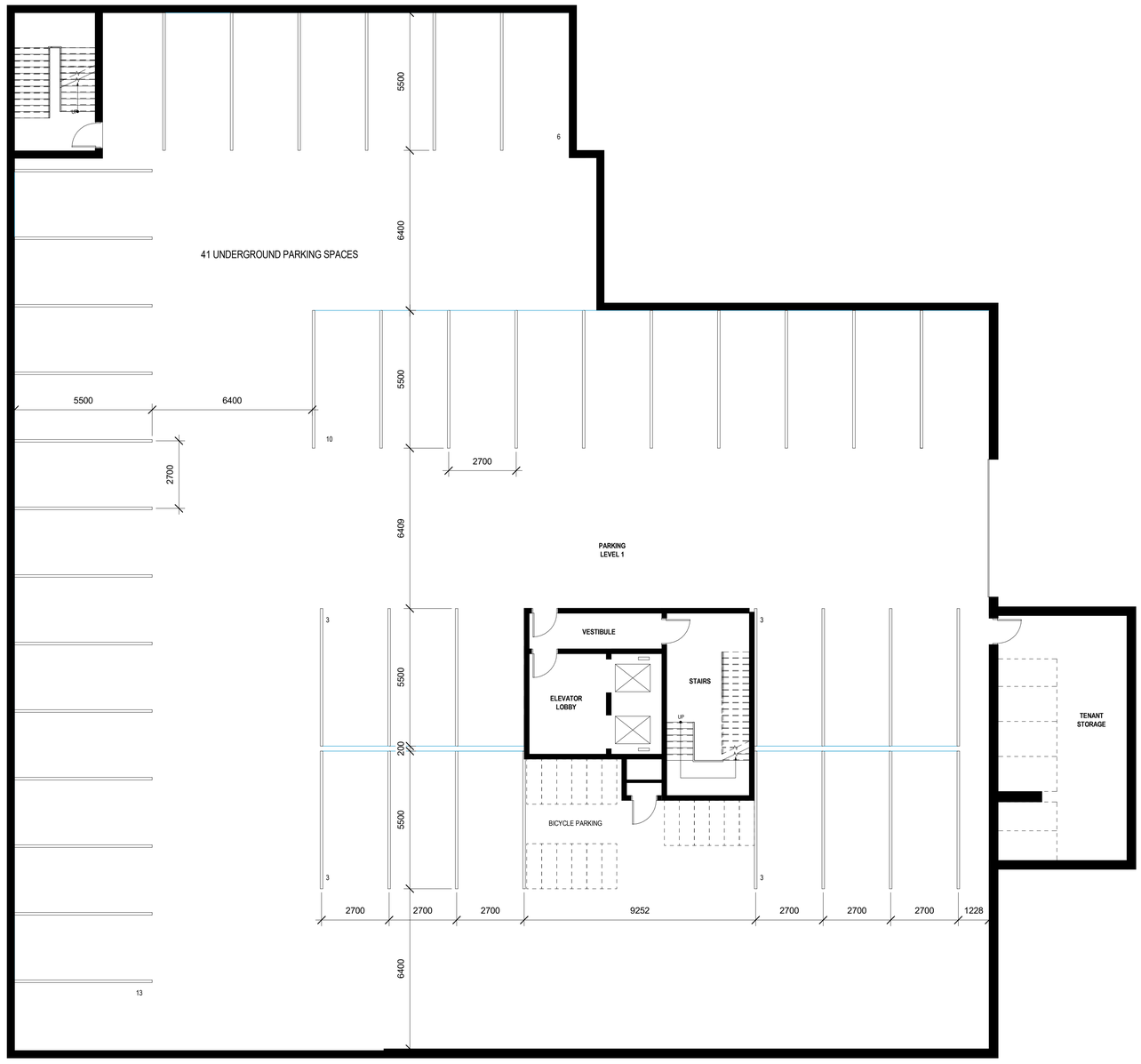

1 A2.1a PARKING LEVEL 1

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PARKING LEVEL 1 PLAN

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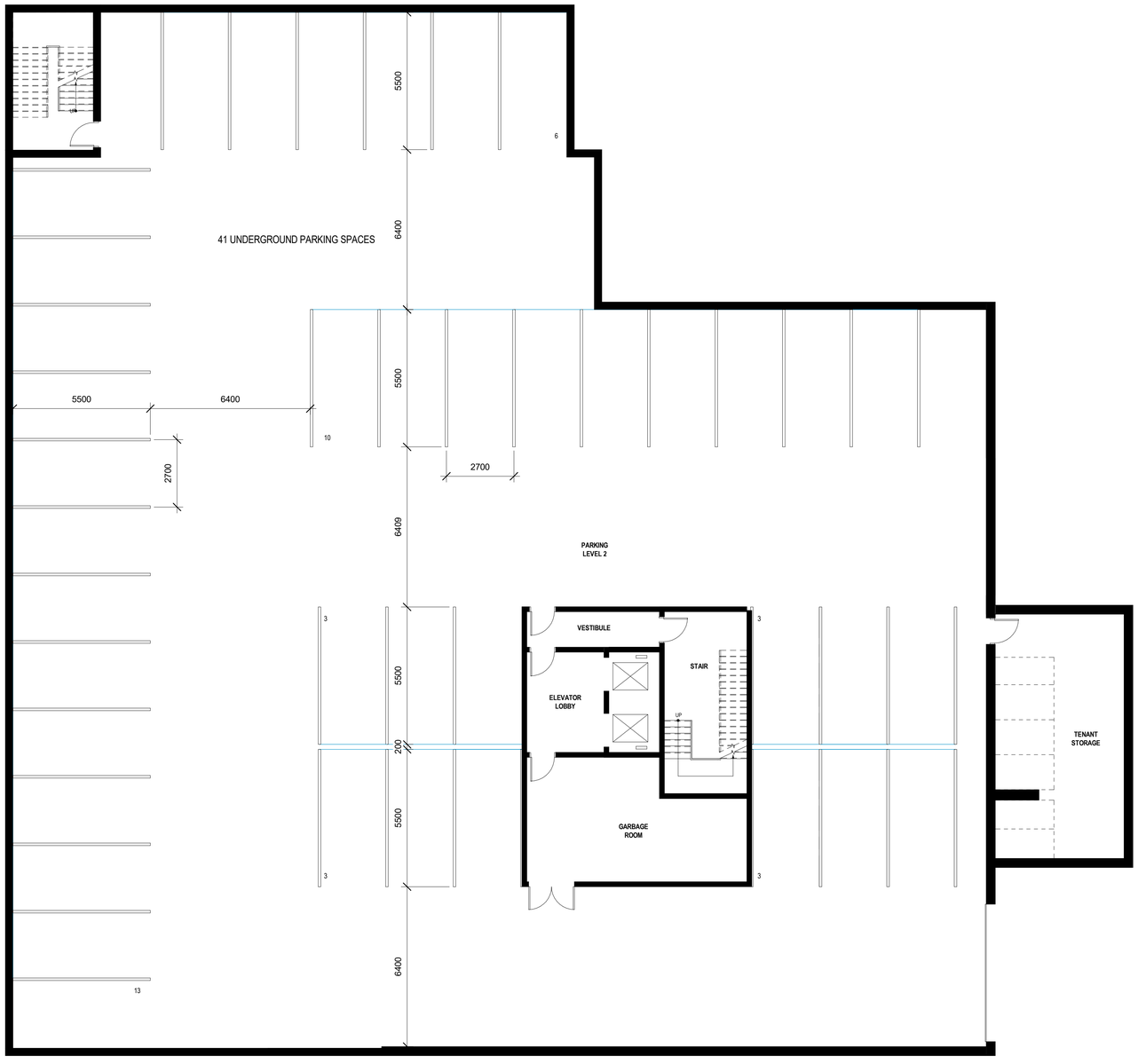

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2	REISSUED FOR REZONING	NOV 17, 2020
1	ISSUED FOR COORDINATION	OCT 16, 2020

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PARKING LEVEL 2 PLAN

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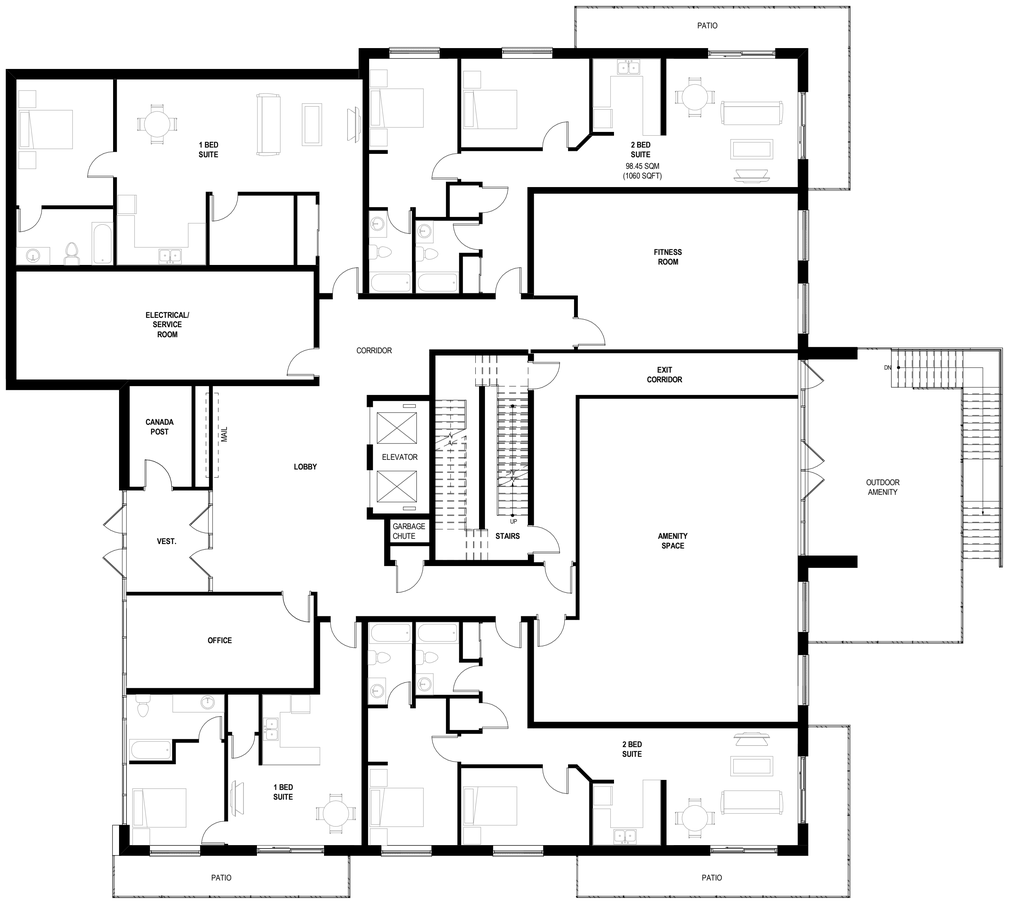

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A2.2

GROUND FLOOR

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CONCEPTUAL GROUND FLOOR

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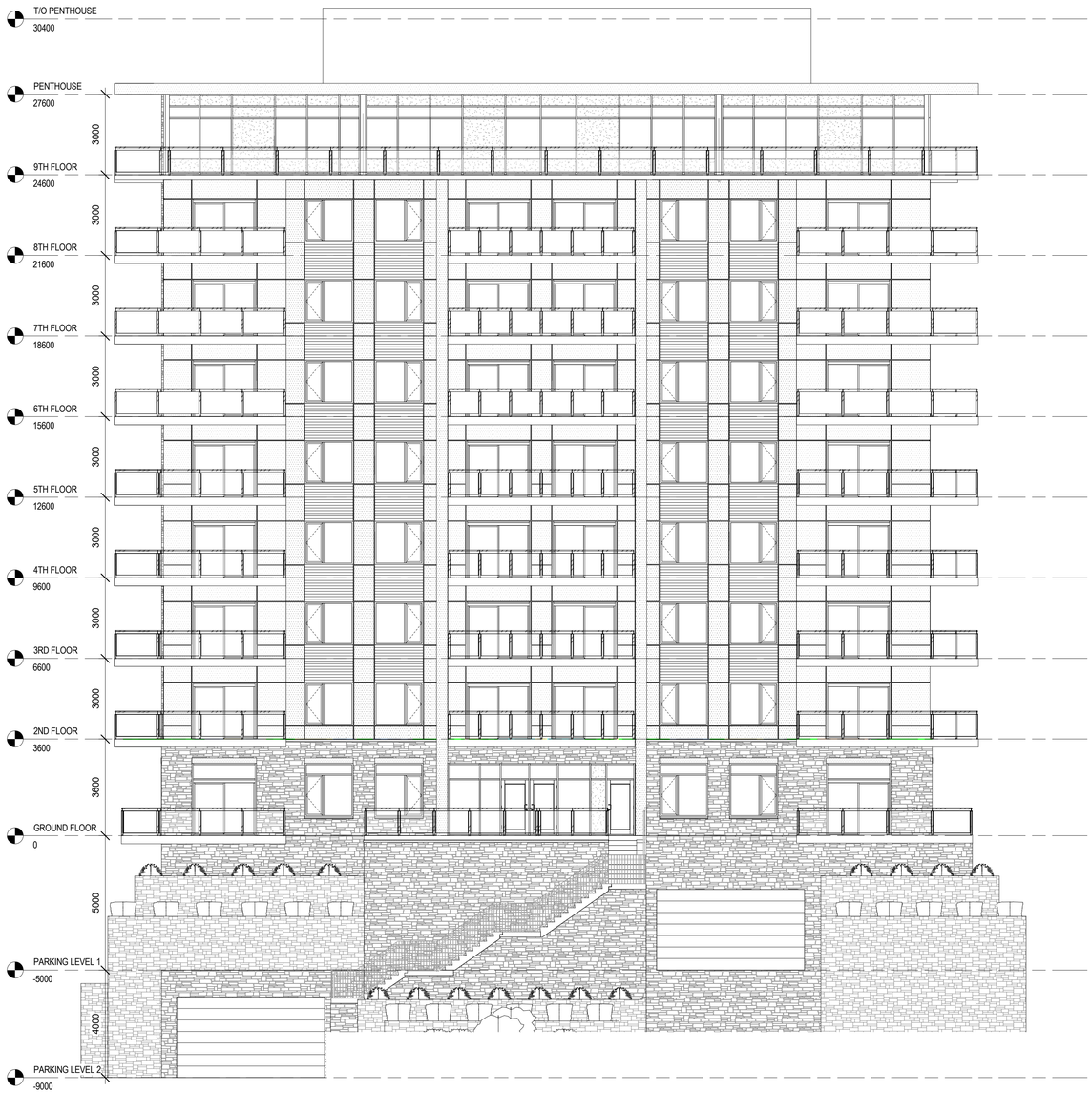

2 A3.1 EAST ELEVATION

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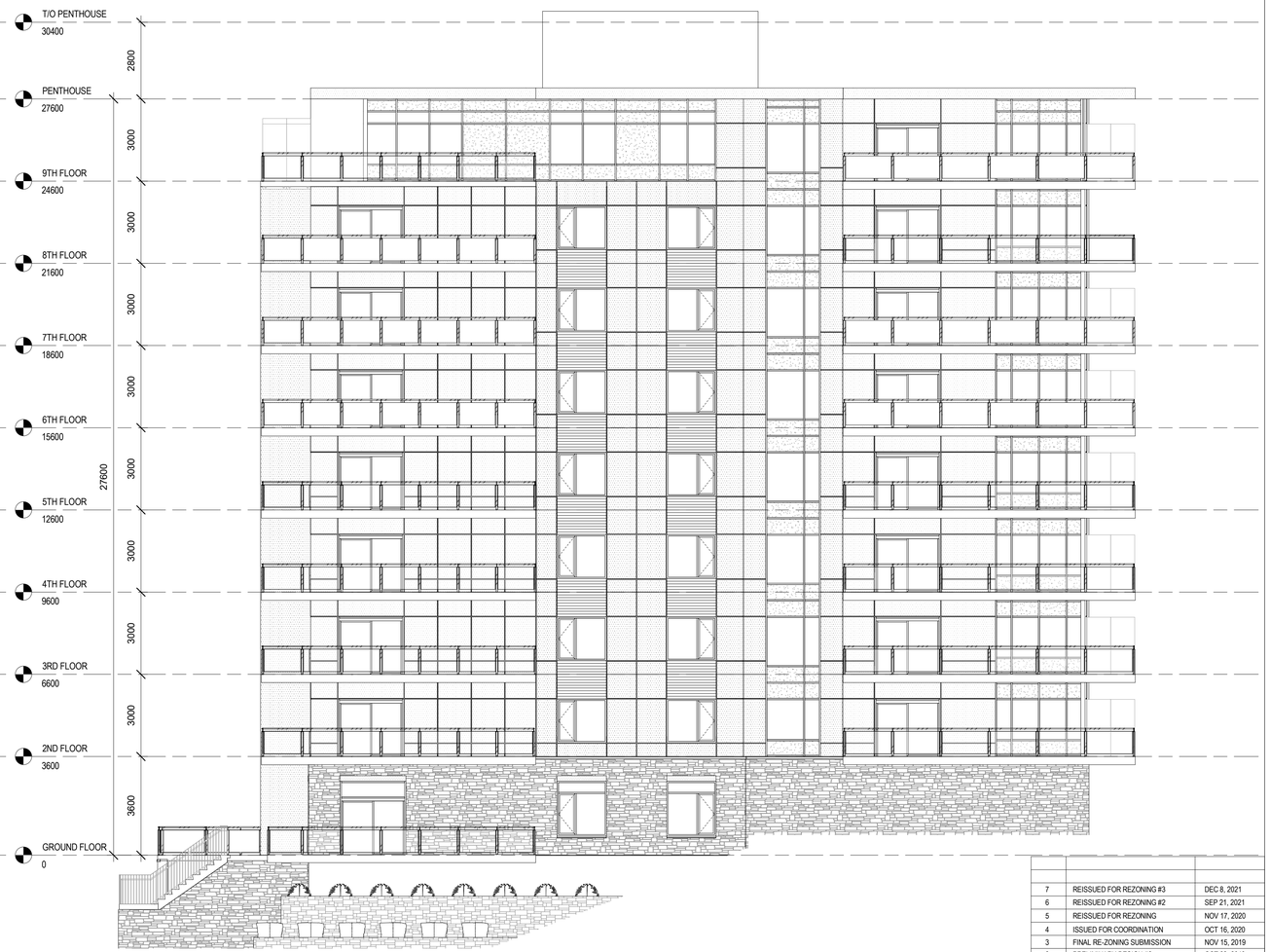

1 A3.1 NORTH ELEVATION

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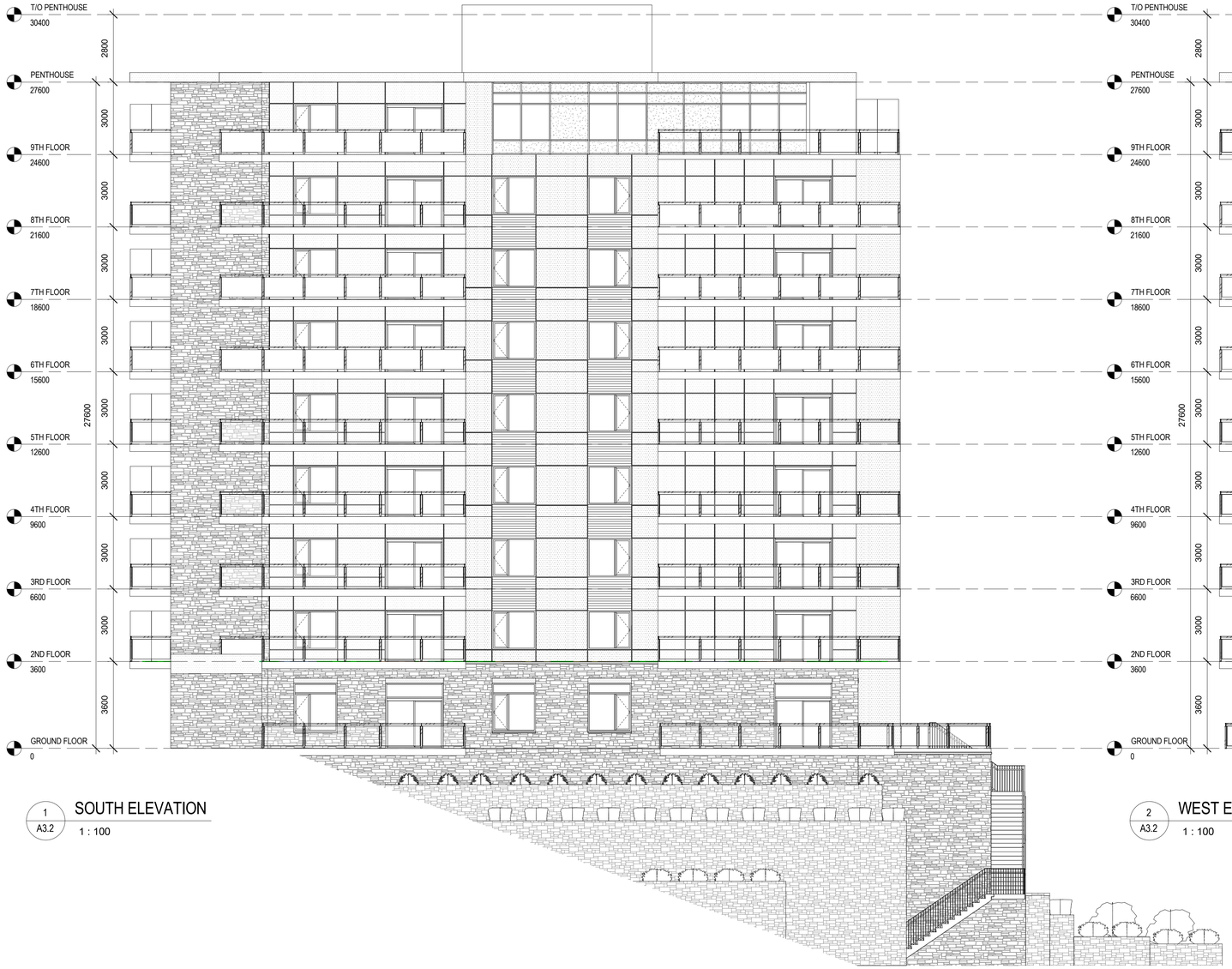

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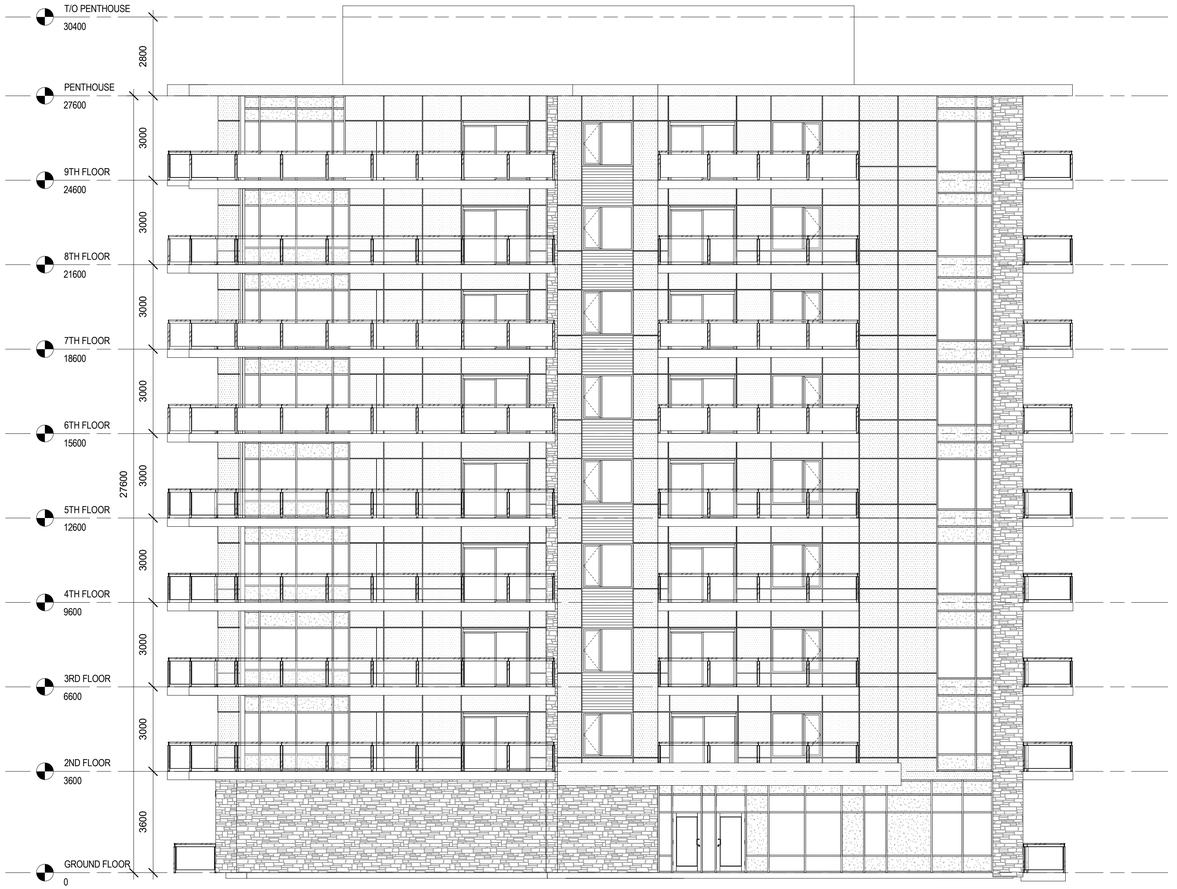

2 A3.2 WEST ELEVATION

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3D VIEW 1

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DRAWING TITLE:
3D VIEW

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BARRIE, ONTARIO

DATE:	PROJECT #	SHEET #
OCTOBER 04, 2019	-	A8.1
DRAWN BY: JBL		
SCALE:		

3D VIEW 2

7	REISSUED FOR REZONING #3	DEC 8, 2021
6	REISSUED FOR REZONING #2	SEP 21, 2021
5	REISSUED FOR REZONING	NOV 17, 2020
4	ISSUED FOR COORDINATION	OCT 16, 2020
3	FINAL RE-ZONING SUBMISSION	NOV 15, 2019
2	PRELIMINARY DESIGN #2	OCT 23, 2019
1	PRELIMINARY DESIGN	SEPT 9, 2019

ISSUES/REVISIONS

ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE. DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. LATEST APPROVED STAMPED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.

MCLARCHITECTS
MCKNIGHT CHARRON LIMITED

48 ALLIANCE BLVD., UNIT 110
BARRIE, ONTARIO L4M 5K3
WWW.MCLARCHITECTS.CA

T 705 722 6739
F 705 726 5418

DRAWING TITLE:
3D VIEW

PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE:	PROJECT #	SHEET #
OCTOBER 04, 2019	-	A8.2
DRAWN BY: JBL		
SCALE:		

3D VIEW 3

3D VIEW 4

7	REISSUED FOR REZONING #3	DEC 8, 2021
5	REISSUED FOR REZONING #2	SEP 21, 2021
4	REISSUED FOR REZONING	NOV 17, 2020
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ISSUES/REVISIONS

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T 705 722 6739
F 705 726 5418

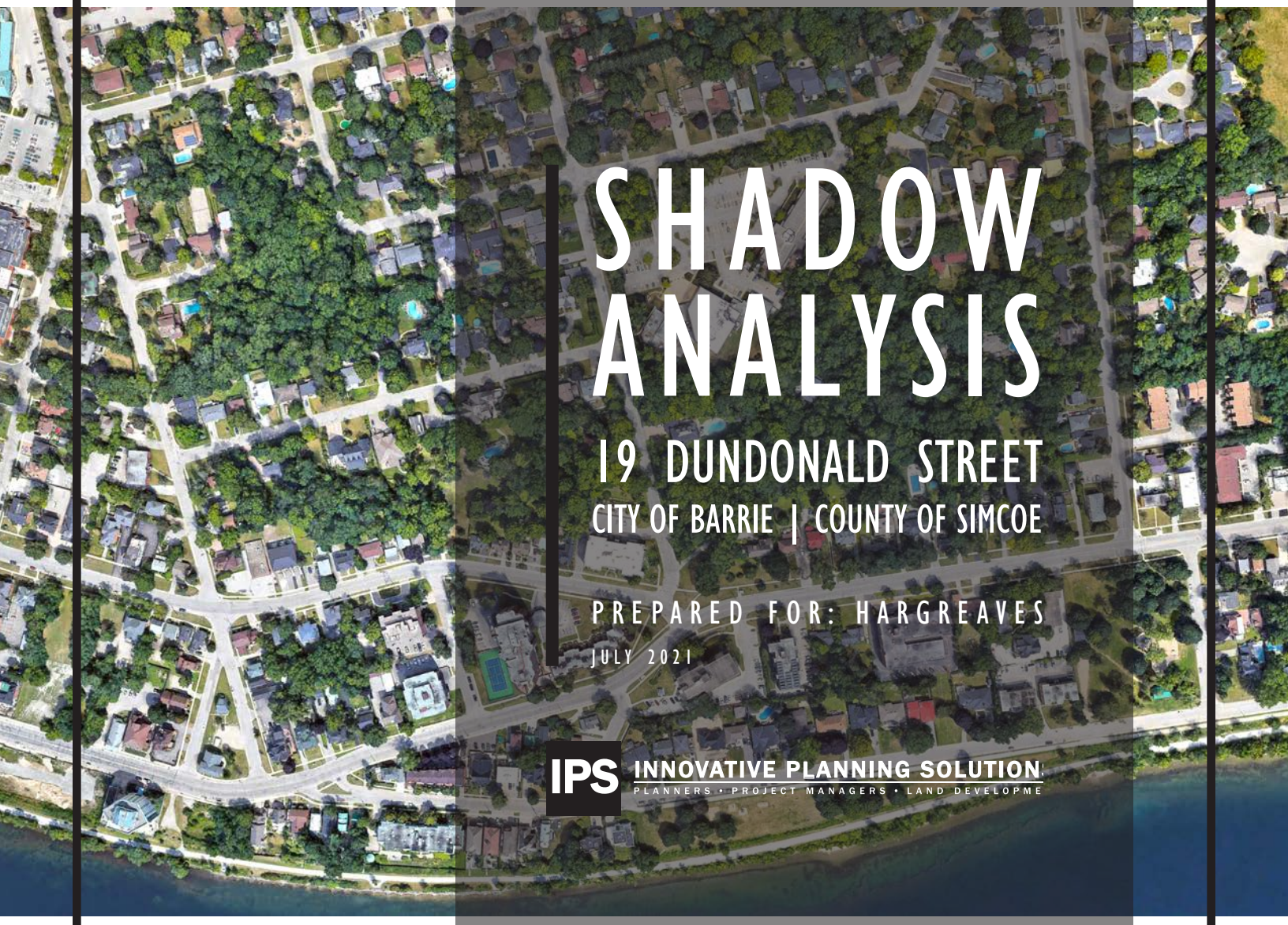
DRAWING TITLE:
3D VIEW

PROJECT NAME:
DUNDONALD ST. PROJECT

19 DUNDONALD ST.
BARRIE, ONTARIO

DATE:	PROJECT #	SHEET #
OCTOBER 04, 2019	-	A8.3
DRAWN BY: JBL		
SCALE:		

Appendix 2. Shadow Analysis



SHADOW ANALYSIS

19 DUNDONALD STREET

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: HARGREAVES

JULY 2021

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EXECUTIVE SUMMARY

This shadow analysis has been prepared in accordance with the City of Barrie Terms of Reference for Shadow/Shading Study (October 2018) in support of the Zoning By-law Amendment for the lands located at 19 Dundonald Street in the City of Barrie.

The analysis demonstrates the shadows cast by the proposed development throughout the year on the lands adjacent to the subject property by the proposed 9-storey residential tower.

The analysis has been conducted using a 3D Sketchup model which has been geolocated to Latitude: 44.392655N Longitude: 79.677418W. The model has accounted for topographic features through a combination of survey data for the subject property and 2m contour lines for the surrounding context (contour data taken from County of Simcoe Online Mapping). Daylight savings time has been accounted for for the months of April, June and September.

The analysis concludes that there is minimal and acceptable incremental shadow impact on the surrounding land uses throughout the year summarized as follows:

April - Early morning shadows fall across Dundonald Street to the west affecting two residential backyards between 7:54am and 9:54am. Shadowing throughout the remainder of the day is contained within the subject properties until the late afternoon. Shadows fall on adjacent properties to the east starting around 3:54pm extending into the backyards of the residential properties facing Blake Street from approximately 4:54pm - 6:41pm.

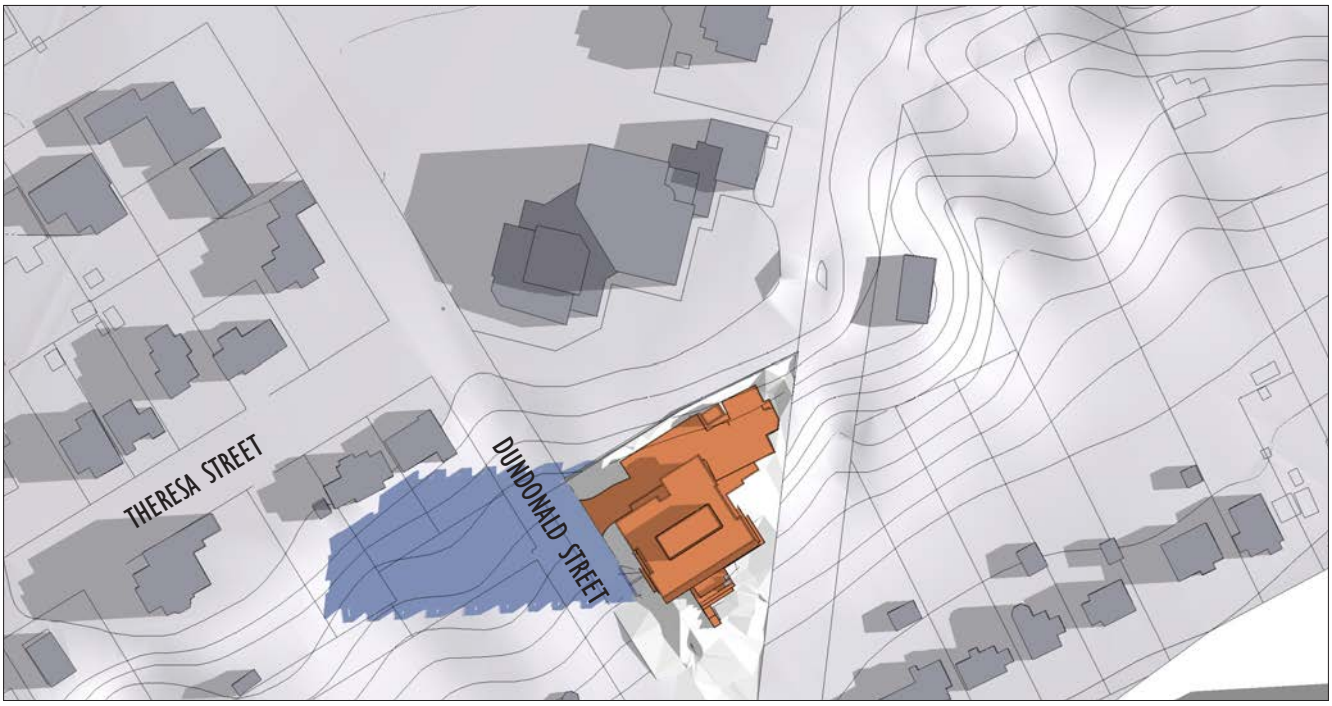
June - Shadows fall west across Dundonald Street onto residential properties facing Theresa Street in the early morning until approximately 10:05am. No incremental shadow impacts are observed from 12:05 to 2:05. At 3:05 a small amount of shadow falls on the hydro corridor to the east of the property. Limited shadow impacts begin affecting the neighbouring residential properties to the east at 4:05pm for the remainder of the day.

September - Shadows cast in September are similar to those cast in April. Limited shadows fall on two residential backyards to the west in the morning hours from 8:35am to 9:35am and are completely gone from the back yards by 10:35am. Shadows fall on adjacent properties to the east starting around 3:35pm extending into the backyards of the residential properties facing Blake Street from approximately 4:35pm - 5:47pm.

December - Shadows cast by the proposal in December primarily affect the rear yard or St. Mary's Church. Portions of the rear yard are affected for the majority of the day. Late in the day from 2:22pm until 3:12pm, limited shadow impacts are observed on the rear yards of residential properties to the west of the proposal.

APRIL 21

7:54 AM



PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

8:54 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

IPS
647 Welham Road, Unit 9 A, Barrie, ON L4N 0B7
P : 705 • 812 • 3281 F : 705 • 812 • 3438 www.ipsconsultinginc.com

APRIL 21

9:54 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

10:54 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

APRIL 21

11:54 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

12:54 PM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

APRIL 21

1:54 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

2:54 PM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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APRIL 21

3:54 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

4:54 PM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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APRIL 21

5:54 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

6:41 PM

PROPOSAL ON SUBJECT LANDS
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SHADOWS CAST BY EXISTING CONTEXT
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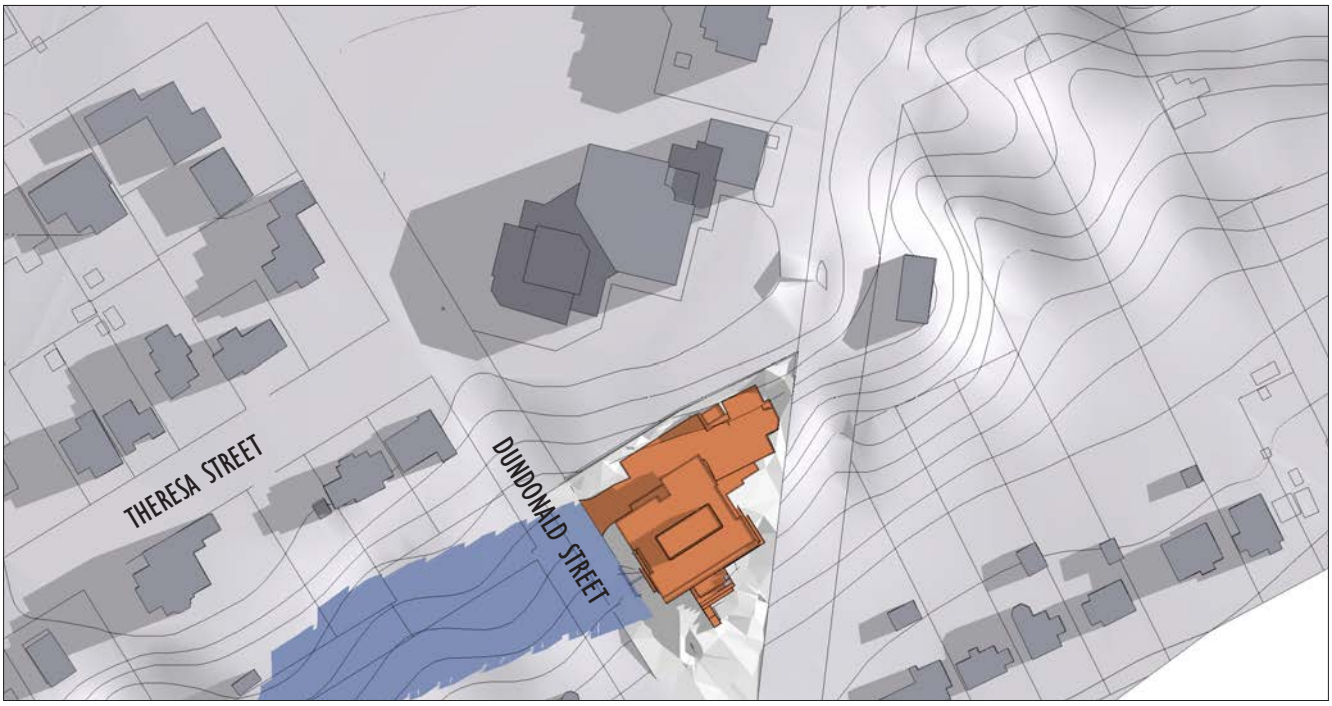
JUNE 21

7:05 AM



PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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8:05 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

JUNE 21

9:05 AM

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SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

10:05 AM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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JUNE 21

11:05 AM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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12:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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JUNE 21

1:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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2:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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JUNE 21

3:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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4:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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JUNE 21

5:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT

6:05 PM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT

JUNE 21

7:05 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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7:37 PM

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SHADOWS CAST BY EXISTING CONTEXT
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SEPTEMBER 21

8:35 AM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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9:35 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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SEPTEMBER 21

10:35 AM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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11:35 AM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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SEPTEMBER 21

12:35 PM

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EXISTING BUILDINGS
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1:35 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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SEPTEMBER 21

2:35 PM

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SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
N

3:35 PM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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SEPTEMBER 21

4:35 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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5:35 PM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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SEPTEMBER 21

5:47 PM

PROPOSAL ON SUBJECT LANDS

SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES

EXISTING BUILDINGS

SHADOWS CAST BY EXISTING CONTEXT

N

DECEMBER 21

9:22 AM

PROPOSAL ON SUBJECT LANDS
SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES
EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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10:22 AM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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DECEMBER 21

11:22 AM

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EXISTING BUILDINGS
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12:22 PM

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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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DECEMBER 21

1:22 PM

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EXISTING BUILDINGS
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2:22 PM

PROPOSAL ON SUBJECT LANDS
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EXISTING BUILDINGS
SHADOWS CAST BY EXISTING CONTEXT
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DECEMBER 21

3:12 PM

PROPOSAL ON SUBJECT LANDS

SHADOW CAST BY PROPOSAL ON ADJACENT PROPERTIES

EXISTING BUILDINGS

SHADOWS CAST BY EXISTING CONTEXT

N


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Appendix 3. Block / Context Plan

CONTEXT / BLOCK PLAN
LAND USE COMPATIBILITY

Part of Lot 24, Concession 4,
City of Barrie,
(Formerly in the Township of Vespra),
County of Simcoe

Legend

- Subject Lands
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Institutional
- Park / Open Space
- Potential Development Sites
- Pedestrian Circulation
- Pedestrian Crossing (traffic lights)
- Two-way Vehicular Circulation
- Transit Stop
- Public Transit Route
- Enhanced Streetscaping
- Urban Growth Corridor

Scale

0 50 100 150M

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

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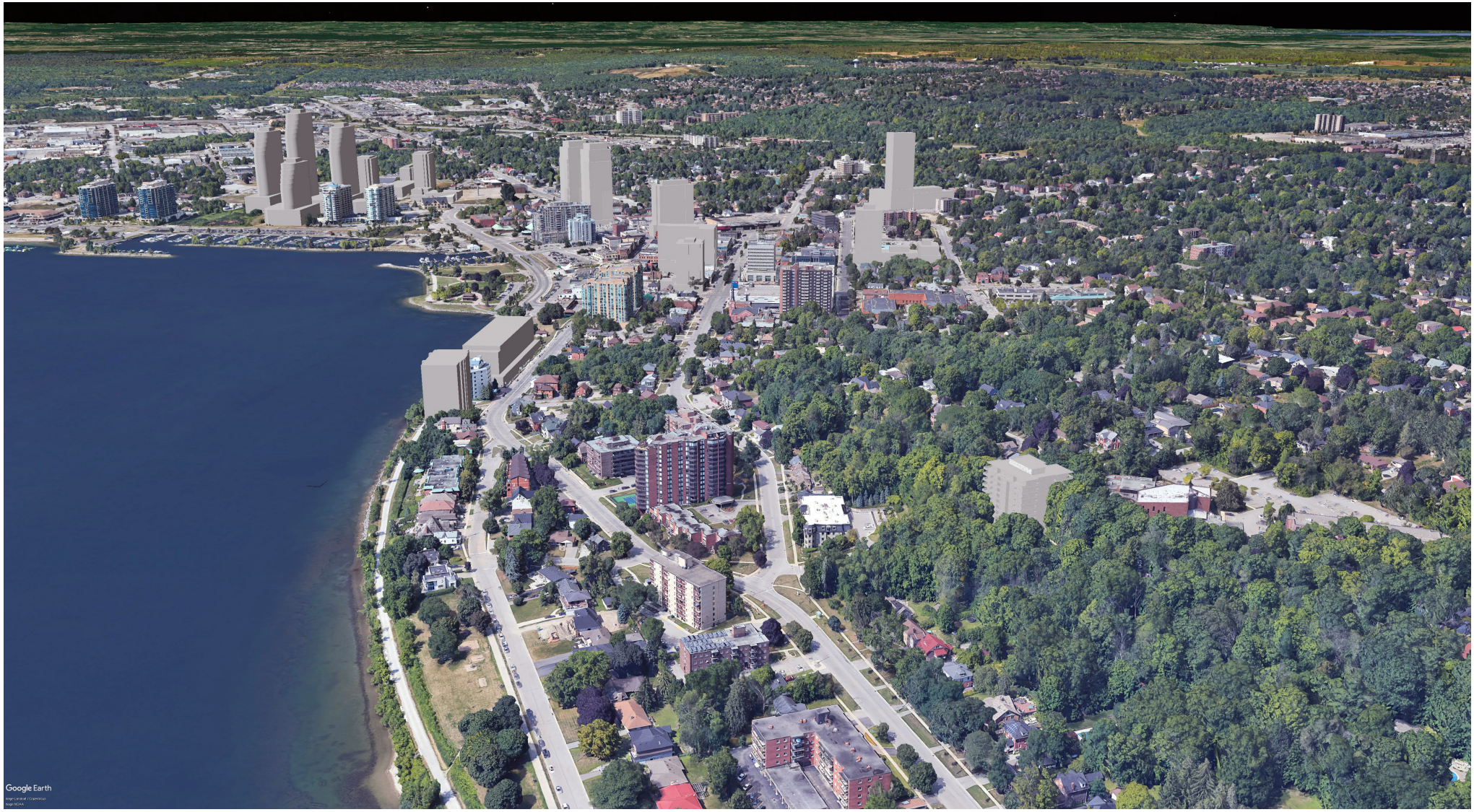
647 WELHAM RD., UNIT 9, BARRIE, ONTARIO, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	November 4, 2021	Drawn By:	M.P.
File:	19-874	Checked:	J.H.

Appendix 4. Visual Models


Google Earth


Google Earth


Google Earth

Appendix 5. Urban Design Manual – Urban Design Guidelines Checklist

APPENDIX 1

URBAN DESIGN GUIDELINE CHECKLIST

2.0 PHYSICAL ENVIRONMENT AND BUILDING SITING

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

3.0 SITE CIRCULATION

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

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

4.0 SITE SERVICES

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

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	(✓)	( )	Detailed design
B. Design site lighting to meet building and user needs.	(✓)	( )	_____
C. Use lighting to accentuate site features.	(✓)	( )	_____
D. Eliminate glare and light spillage.	(✓)	( )	_____
E. Used pedestrian scaled lighting.	(✓)	( )	_____
F. Coordinate lighting systems and landscaping.	(✓)	( )	_____

6.0 FENCING

A. Design fencing and other site elements to complement the architecture of the main building.	(✓)	( )	_____
B. Minimize visual monotony.	(✓)	( )	_____

7.0 ARCHITECTURAL DESIGN

	yes	n/a	Comments
A. Ensure design is compatible with developing character of the neigbourhood.	(✓)	( )	_____
B. Ensure multiple buildings have a cohesive visual relationship.	(✓)	( )	_____
C. Coordinate exterior building design on all elevations.	(✓)	( )	_____
D. Orient buildings toward street/internal courtyard.	(✓)	( )	_____
E. Conceal rooftop mechanical equipment.	(✓)	( )	_____
F. Ensure buildings over 3 storeys in City Centre contribute to the skyline.	(✓)	( )	_____
G. Design rooftops with identifiable shapes.	(✓)	( )	_____
H. Emphasize main building entrance.	(✓)	( )	_____
I. Employ the effective use of building materials, architectural detail and lighting.	(✓)	( )	_____
J. Ensure buildings on corner lots have presence on both streets.	(✓)	( )	_____

7.2 Heritage Resources

A. Incorporate natural, historical, architectural or cultural resources.	(✓)	( )	_____
B. Conserve significant heritage resources.	(✓)	( )	_____
C. Incorporate existing architectural features.	( )	(✓)	_____
D. Site features to respect heritage resources.	( )	(✓)	_____

8.0 SIGNAGE

A. Integrate signs to complement the design of the building.	(✓)	( )	Detailed design
B. Use materials found elsewhere in the project in the design of the ground sign.	(✓)	( )	_____
C. Ensure that new signs on existing buildings provide an appearance with existing signs.	(✓)	( )	_____
D. Provide uniform fascia signs.	(✓)	( )	_____
E. Provide for convenient and attractive replacement of signs.	(✓)	( )	_____
F. Accommodate mobile signs in appropriate landscaped areas.	(✓)	( )	_____

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

9.0 LANDSCAPE DESIGN

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

9.2 Landscape Strips

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

10.0 WATERFRONT

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

11.0 DEVELOPMENT ADJACENT TO RAILWAYS

(subject to Council's consideration)

12.0 TRANSIT

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

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