



BAYSIDE APARTMENTS 79 COLLIER STREET BARRIE

URBAN DESIGN BRIEF

File No. 2069C

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PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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Rendering by MCL Architects Limited

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Vitmont Holdings (Barrie) Inc. (hereinafter referred to as the "Owner") to prepare an Urban Design Brief for the redevelopment of the lands municipally addressed as 79 Collier Street, located at the southwest corner of Collier Street and Mulcaster Street in the City of Barrie (hereinafter the "site" or "the Subject Lands"). The purpose of this Urban Design Brief is to illustrate how the proposal will meet the design objectives applicable to this area in the City of Barrie.

The Subject Lands represent a total of 0.16 hectares (0.40 acres) in size and occupies approximately 30.65 m (100.5 ft) of frontage along Mulcaster Street to the east, and approximately 33.63 m (110.3 ft) of frontage along Collier Street to the north. The proposal consists of a 17 storey high density mixed use development to be located on lands currently occupied by a surface parking lot and a small green space. The Subject Lands are adjacent to an existing 2 storey heritage building abutting to the south which was once the former armory building, and is now occupied by the Simcoe Foresters Regimental Museum. Further, the Subject Lands abut a 2 storey mixed use commercial building to the west along Collier Street.

The Policy Framework

The Subject Lands are located within an "Urban Growth Centre" ("UGC") as identified within the Growth Plan for the Greater Golden Horseshoe ("GP"). More specifically, the Subject Lands are designated as "City Centre" within the City of Barrie Official Plan ("OP") on Schedule A - Land Use. The OP intends for the City Centre designation to provide a broad range of retail, service, office, institutional, public and residential uses to serve the general needs of Downtown residents as well as specialized functions for the entire community and market area. More specifically, this area is planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare.

The Subject Lands are also located within the "Commercial" Area of the City Centre Planning Area on Schedule B- Planning Areas, and identified within a "Height Review Study Area" on Schedule C - Defined Policy Area.

Our Approach

In response to this design vision, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development has met the criteria as set out in the City of Barrie OP and applicable design guidelines.

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

Yours truly,
MHBC



Eldon C. Theodore
BES, MUDS, MCIP, RPP, LEED AP
Partner | Planner | Urban Designer

2.0 HOW TO READ THIS BRIEF

Response to design policy and guidelines

Design policy and guidelines from the municipality

4.3.6 b) Narrow sites will not be able to reasonably achieve side set-backs at the upper levels, and as a result may not achieve their maximum permitted height.

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.

5.2.4 c) Infill buildings and renovations to existing buildings within the historic neighbourhoods should not mimic adjacent heritage properties, but should have sympathetic scale, massing, and height.

5.2.4 f) On blocks with significant heritage frontages, new buildings should have a height-to-width ratio that is similar to existing buildings.

RESPONSE

The proposed 15 storey infill development will respect the general scale, height and massing of the immediate area, which ranges between 1 to 15 storeys as it exists today. As previously mentioned, the proposal is comparable to other proposed developments within the Downtown that range between 8 to 40 storeys in height, as shown in Figure 6.2. Given this, the proposal will contribute to creating prominence and height distinction in the area by locating a 15-storey building in proximity to existing services and amenities. In addition, though the Intensification Guidelines limit heights to 8 storeys, the In-Fore Zoning by Law permits the proposed 15 storey building as of right.

Furthermore, though taller than the adjacent existing buildings, the proposed built form and orientation provides building articulation and undulations at-grade, and setbacks in the tower, that will assist in providing podium transition to the adjacent buildings. Special attention has been paid to the ground floor design in particular along the south frontage, abutting the heritage building, to step the building into the site to wrap around and frame the heritage building. This design choice will assist with providing an enhanced setback on the ground floor and will allow a wider pedestrian walkway flanking the armory to ensure the development does not mask its presence. This walkway will allow residents and visitors to be able to walk around the Subject Lands and experience new views of the armory from an elevated height to draw attention to this significant landmark. Likewise, the ground floor condition at the intersection of Collier Street and Mulcaster Street will further assist with framing the street edges. This is through the design locating active uses at grade via the residential lobby and retail space to encourage pedestrian activity and foster social gathering opportunities. To this end, the proposed ground floor height of approximately 4.0 metres, that will accommodate the proposed retail use at grade and provide a pedestrian scaled development.

Active Frontages
Pedestrian Overlook
Armoury Building

Figure 6.1 Active frontages overlaid on Ground Floor Plan prepared by MCL Architects.

urban design brief

1 41 & 43 Bayfield Avenue, 20-42 Bayfield Street
20 storeys

2 3 & 40 Broadview Tower and Part of 17th Dundas Street West
Building 2: 20 storeys
Building 3: 20 storeys
Building 4: 11 storeys
Parking Podium: 3 storeys
WMS: 8 storeys

3 113 & 117 Bayfield Street and 6, 8 & 12 Sophia Street East
0 storeys

4 136 & 112 Bayfield Street, 14 Sophia Street West, and 113 & 115 Maple Avenue
14 storeys

5 91-97 Broadview Street and 20 Cheakley Street
Tower 1: 42 storeys
Tower 2: 42 storeys
Tower 3: 42 storeys
Tower 4: 18 storeys

6 100-103 Dundas Street East
1 storeys

7 39 & 47 Dundas Street West & 37 Mary Street
Phase 1: 20 storeys
Phase 2: 11 storeys

8 9-17, 21, 23, 25 Owen Street & 47, 49, 51, 53 Collier Street
14 storeys

9 34, 36, 38, 40, 42 Owen Street / 1-14, 16, 18 Wemyss Street
35, 57 McDonald Street
North building: 8 storeys
South building: 10 storeys

Figure 6.2 Site in context with surrounding existing and proposed developments, heights.

Figure illustrating adherence where applicable

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

EXISTING CONTEXT ANALYSIS

The Subject Lands are located in the City of Barrie and specifically within the City Centre Planning Area or the Downtown of the City. The site is bound by Collier Street to the north, Mulcaster Street to the east, low rise commercial to the south, and low rise mixed use buildings to the west. The site is currently surrounded by the following uses:

NORTH	Collier Street, Barrie City Hall
EAST	Mulcaster Street, MacLaren Art Centre and mixed use buildings
SOUTH	The Grey & Simcoe Foresters Regimental Museum, and mixed use buildings
WEST	Low rise mixed use buildings along Collier Street

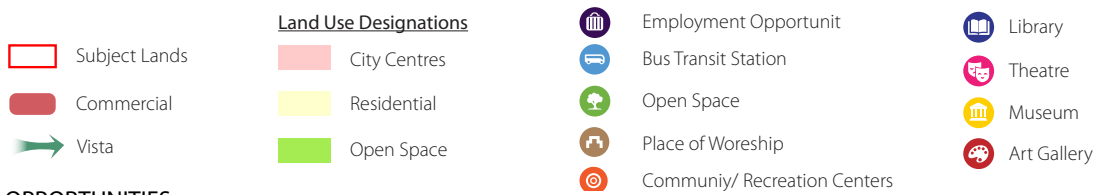
The site is within walking distance to several key destinations including the Barrie City Hall, Barrie Public Library, Service Canada Centre, MacLaren Arts Centre, Barrie Waterfront, as well as local service commercial and retail amenities located within a 5 minute walk of the Subject Lands. Given the central location of the Subject Lands within the Downtown, the proposed height of 15 storeys reflects an emerging trend within the City. This is demonstrated through existing heights ranging between 1 to 15 storeys, and proposed development applications ranging between 8 to 40 storeys, as shown in Figure 6.2. Furthermore, the Subject Lands are located within less than 500 m of the Barrie Bus Terminal, thereby meeting the definition of a Major Transit Station Area ("MTSA") in the Growth Plan. Both the UGC and the MTSA are areas intended to experience the focused growth and intensification. Given this, the proposal will assist the City in achieving minimum density targets set out for these areas, and will be comparable to other emerging development within this area. Overall, the proximity of these identified destination will play a key role in supporting the development that is proposed for the site.

In addition to these existing services, the proposal contains at-grade commercial opportunities on site. The design of the proposed building will be compatible with the existing and planned form of the Downtown planning area design and will adhere to both the City of Barrie Official Plan design policies, tall building policies, the Urban Design Manual and the Intensification Area Urban Design Guidelines.



Figure 3.1 Context map showing the development site in relation to its surroundings.

4.0 OPPORTUNITIES



OPPORTUNITIES

1. Proximity to service commercial and local amenities
2. Proximity to employment opportunities
3. Access to transit
4. Access to open space and North Shore Trail
5. Views
6. Compatible land uses

Figure 4.1 Opportunities map

An opportunities and constraints analysis was conducted to evaluate the various factors that may prioritize benefits or impact future uses on the Subject Lands. While this evaluation is preliminary, this analysis builds a foundation and understanding of the existing context noted above and informs the overall design of the proposal.

OPPORTUNITIES

1. PROXIMITY TO SERVICES AND LOCAL AMENITIES

The site is located within 3 to 5 minute walking distance to daily services and local amenities and parks. Furthermore, the site is well-connected to major destinations (as mentioned in Section 3.0) which can generate synergy for future residents and commercial uses provided on-site.

2. PROXIMITY TO EMPLOYMENT OPPORTUNITIES

Adjacent to the site on both sides and within the overall Downtown are a variety of employment opportunities within walking distance. This proximity will further support walkability and promote live-work opportunities in the Downtown.

3. ACCESS TO TRANSIT

The site has access to several City of Barrie transit bus routes including 8A, 8B 100A, 100C, 100D with connections to the Bus Terminal and Georgian College.

4. ACCESS TO OPEN SPACE

The site is located within less than a 5 minute walk of Heritage Park and Sam Cancilla Park along the Barrie Waterfront, that both connect to the Barrie North Shore Trail. This will enhance the livelihood of future residents with access to open space and recreation opportunities.

5. VIEWS

The location of the Subject Lands, in addition to the proposed height, will offer enhanced views to the bay and Lake Simcoe to the south.

6. COMPATIBLE LAND USES

Adjacent to the Subject Lands are existing mixed use buildings along both Collier Street and Mulcaster Street as well as the overall block, in a variety of building heights. The proposal would not result in incompatible uses.

4.1 CONSTRAINTS



- Subject Lands
- 75 Collier Street
- Heritage Buildings
- Existing Slopes
- ▲ Street Access

CONSTRAINTS

1. Proximity to cultural heritage building
2. Existing slopes
3. The site shares access with 75 Collier Street to the west.

Figure 4.2 Constraints map

CONSTRAINTS

1. PROXIMITY TO CULTURAL HERITAGE BUILDING

The Subject Lands abut the former armory building, now occupied by the Simcoe Foresters Regimental Museum. This building is identified as a designated heritage building in the City of Barrie Heritage Registrar. The building was designated for its architectural and historical significance as being the former military drill hall, company Armory, and headquarters of the 35th Battalion Simcoe Foresters until 1914. The built form design will need to be sensitive to this building.

2. EXISTING GRADE CHANGES

The site consists of a downward slope towards from north to south that reflects a grade change of approximately 6 m in total. The built form design will need to be adjusted to accommodate this.

3. SHARED ACCESS

The site shares access with 75 Collier Street to the west. Any proposed changes will need to accommodate this existing relationship to ensure access continues to be maintained.

5.0

THE PROPOSAL

THE PROPOSED DEVELOPMENT

The Owner proposes to redevelop the Site to accommodate a 17-storey mixed use building consisting of 136 units and a total GFA of 17,813.01 sq m (191,737.64 sq ft) comprised of 9,127.98 sq m (98,252.76 sq ft) of residential GFA and 425.78 sq m (4,583.06 sq ft) of commercial GFA. Proposed units will range between 7 studio, 78 one bedroom, 51 two bedroom units in various sizes with over 37% of units being 2 bedroom units, thereby providing family size units. In addition 28 of the 136 units will be purpose built affordable housing, meeting the mandate of the City Official Plan policies. The proposal will support at-grade non-residential uses, with frontage along both Mulcaster Street and Collier Street, and pedestrian access at the corner of the intersection. This design choice will promote active uses at grade to assist with animating the street edge where the grade permits, helping to promote vibrancy within the Downtown.

The proposed building design will consist of a recessed first storey providing pedestrian weather protection from the 2nd to 4th storeys above. This overhang will provide additional setbacks at grade along the north and east facades to provide enhanced pedestrian areas. While the 5th to 17th storey will be stepped back from the edge of the podium to reduce the tower massing. The proposed tower is shifted to the north of the property to assist with transition and soften overall height relative to the existing armory building. The proposed building design will respect the adjacent heritage building by introducing complementary architectural materials and color tones that will differentiate, and thereby not challenge the armory, allowing it to stand out. The proposal further utilizes a mixture of materials and architectural styles to create rhythm and visual interest

within the overall Downtown area, that will also screen the podium parking. An outdoor parkette is proposed between the podium and armory building to create a unique semi-public space for social congregation and passive recreation. This space will form a green connective tissue between the existing armory and proposed mixed use building, achieve a sense of place and local identity.

A total of 112 parking spaces will be provided for both residential, visitors, and commercial uses within a combination of 3 levels of structured and 1 level of underground parking. Vehicular access is proposed from Collier Street to the north along the existing shared drive aisle along the western lot line. This drive aisle will offer connections to the proposed internal ramp located on the west facade of the podium to access the structured parking while a separate entrance is provided further south along the west facade to access the underground parking. Access to the proposed loading area will be via the existing lane south of the heritage building from Mulcaster Street. This design seeks to remove the current vehicular access and curb cut along Mulcaster Street, and utilize an existing access off of Collier, further enhancing a safer pedestrian realm.

The Owner is seeking Site Plan Approval with the City of Barrie to approve the proposed development. A future Minor Variance application will be submitted to establish site-specific provisions to permit the proposed development. Specific variances will be determined through the Site Plan review process.



Figure 5.1 Rendering of proposed development from Mulcaster Street prepared by MCL Architects.

6.0

BUILT FORM AND ORIENTATION**POLICIES AND GUIDELINES ON TALL BUILDINGS AND SCALING****The Barrie Official Plan**

Policy 6.6.4 (a) i) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.

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 (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 publically 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 (e) i) Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.

Policy 6.6.6 (a) i) The City may require the following to accompany any Site Plan application for tall buildings: A BLOCK PLAN defined as the block on which the proposed development is to be built. The Block Plan shall have regard for: servicing, grading and drainage; land use; building form and massing (including shadow, and noise analysis and may have regard for wind analysis); traffic circulation; parking/loading; ingress/egress; through-block pedestrian connections at grade and above grade; public spaces with facilities; visual enhancement of existing views, and street and internal landscaping (including lighting, planting, furniture and surface treatments).

Policy 6.6.6 (a) ii) A CONTEXT PLAN defined as including all adjacent blocks to the site such that the plan can have sufficient regard to traffic circulation, pedestrian connections, open space linkages, view corridors, shadow/wind/noise impacts, and land use compatibility.

Policy 6.6.6 (a) iii) A SHADOW IMPACT STUDY demonstrating the effect of building shadowing on adjacent public properties. Particular attention will be given to the effect of shadowing between March 21 and September 21.

City of Barrie Urban Design Manual Section

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

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.

2.0 C. Design buildings at a scale that is compatible with adjacent structures. New buildings should respect the established heights and setbacks in the neighbourhood.

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.

2.0 O. Consider future site intensification and possible integration with adjacent lands including connections between parking lots.

City of Barrie Intensification Area Urban Design Guidelines

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.

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

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.

4.3.1 e) A minimum of 75% of a building's frontage should be built to the applicable set-back line.

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

4.3.2 a) Buildings within the Intensification Areas should generally be limited to a mid-rise scale, ranging between 4 to 8-storeys.

4.3.2 b) The maximum height (8-storeys) may only be achieved if the built form demonstrates compliance with all other design guidelines (i.e. step-backs, angular planes, etc.).

4.3.2 c) Buildings taller than 8-storeys are encouraged in key areas, including: Within the Urban Growth Centre, adjacent to Lakeshore Drive, where existing tall buildings are located and new buildings can capitalize on key views to the Lake. The location and massing of these buildings (and taller building elements) should allow for continuous sunlight on adjacent waterfront parks, and views to Kempenfelt Bay.

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.

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.

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

4.3.4 a) A 45-degree angular plane should be applied at a height equivalent to 80% of the width of the right-of-way. Above this 80% height, building envelopes must step-back to adhere to the angular plane.

4.3.4 b) On wider right-of-ways, a 45-degree angular plane applied at 80% of the right-of-way width will result in a step-back at the upper floors of the building. In this case, an additional "pedestrian perception step-back" is recommended to achieve a human-scaled building podium.

4.3.4 c) Step-backs should be a minimum of 1.5 metres. 3 metres is recommended to ensure usable outdoor amenity spaces.

4.3.5 a) Where a new building is adjacent to a vacant lot, buildings should be built to the side property line (with no windows) to allow for a continuous streetwall in the future.

4.3.5 b) New buildings must maintain a minimum 5.5 metre distance from existing adjacent buildings that have windows on their side-facing walls.

4.3.5 c) When the new building is set back at least 5.5 metres from the property line, it should incorporate glazing where possible.

4.3.6 b) Narrow sites will not be able to reasonably achieve side step-backs at the upper levels, and as a result may not achieve their maximum permitted height.

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.

5.2.4 c) Infill buildings and renovations to existing buildings within the historic neighbourhoods should not mimic adjacent heritage properties, but should have sympathetic scale, massing, and height.

5.2.4 f) On blocks with significant heritage frontages, new buildings should have a height-to-width ratio that is similar to existing buildings.

RESPONSE

The proposed 17 storey infill development will respect the general scale, height and massing of the immediate area, which ranges between 1 to 15 storeys as it exists today. As previously mentioned, the proposal is comparable to other proposed developments within the Downtown that range between 8 to 40 storeys in height, as shown in Figure 6.2. Given this, the proposal will contribute to creating prominence and height distinction in the area by locating a 17-storey building in proximity to existing services and amenities. In addition, though the Intensification Guidelines limit heights to 8 storeys, the in force Zoning by Law permits a maximum height of 15 storeys as of right.

Furthermore, though taller than the adjacent existing buildings, the proposed built form and orientation provides building articulation and undulations at-grade, and stepbacks in the tower, that will assist in providing podium transition to the adjacent buildings. Special attention has been paid to the ground floor design in particular along the south frontage, abutting the heritage building, to step the building into the site and a proposed parkette to wrap around and frame the heritage building. This design initiative will assist with providing an enhanced setbacks on the ground floor and will allow a wider pedestrian experience flanking the Armory to ensure the development celebrates its presence. The elevated walkway adjacent to the parkette will allow residents and visitors to be able to walk around the Subject Lands and experience new views of the armory from an elevated height to draw attention to this historic building. Likewise, the ground floor condition at the intersection of Collier Street and Mulcaster Street, and around the armory will further assist with framing the street edges by locating active uses at grade via the residential lobby, commercial space and passive recreation to encourage pedestrian activity and foster social gathering opportunities. To this end, the proposed ground floor height of approximately 4.0 metre, that will accommodate the proposed commercial use at grade and provide a pedestrian scaled development.

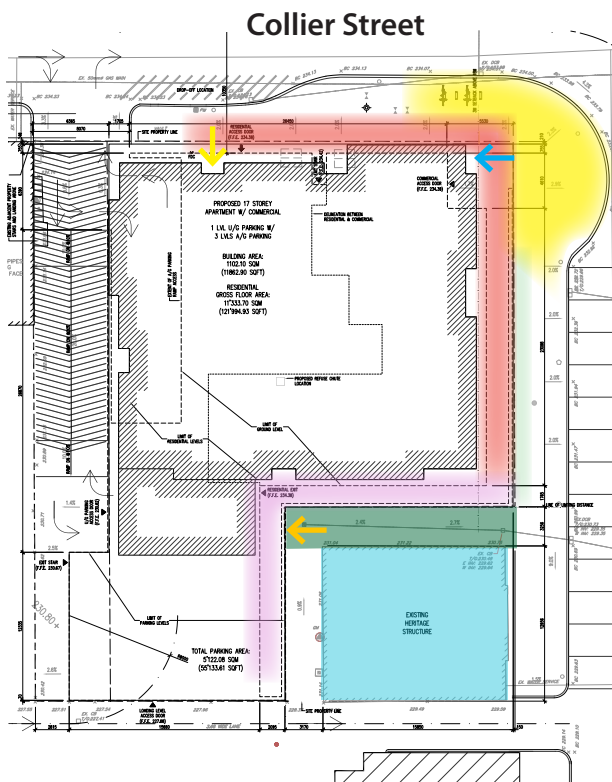
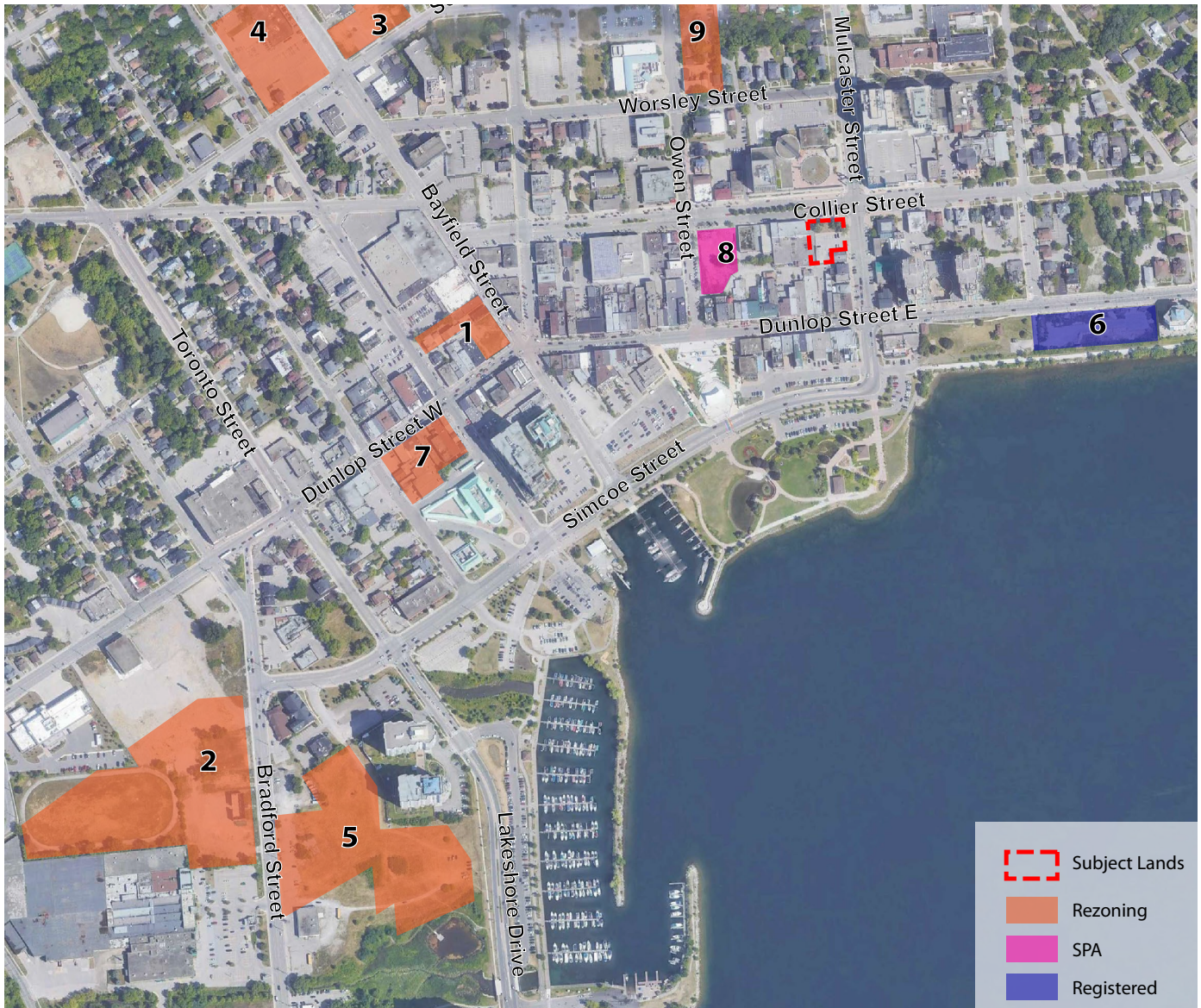


Figure 6.1 Street activation plan overlaid on Ground Floor Plan prepared by MCL Architects.

Mulcaster Street

- Active Frontages
- Pedestrian Overlook
- Armoury Building
- Pedestrian Spill Out Area
- Parkette Area
- Planting Beds
- Commercial Entrance
- Residential Entrance
- Secondary Residential Entrance



- | | |
|---|---|
| <p>1 43 & 45 Maple Avenue, 30-42 Bayfield Street
20 Storeys</p> <p>2 34-50 Bradford Street and Part of 125 Dunlop Street West
Building 1: 20 storeys
Building 2: 20 storeys
Building 3: 10 storeys
Parking Podium: 5 storeys
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34 storeys</p> <p>5 51-57 Bradford Street and 20 Checkley Street
Tower 1: 22 storeys;
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Tower 4: 38 storeys</p> | <p>6 185-205 Dunlop Street East
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14 storeys</p> <p>9 53, 55, 59, 61, 67 Owen Street; 70-74, 76, 78 Worsley Street;
55, 57 McDonald Street
North building: 8 storeys
South building: 20 storeys</p> |
|---|---|

Figure 6.2 Site in context with surrounding existing and proposed developments/heights.

The mixed use building will have vehicular access via the existing driveway from Collier Street that will provide access and egress to the site, and circulation for both residents and visitors. The proposed building is setback approximately 2.8 m along Collier Street and approximately 1.0 m along Mulcaster Street to provide an urbanized public realm and consistent street wall, as shown in Figure 6.3. The proposal improves the streetscape condition by defining street edges, with the building located approximately 2.8 m from the west lot line and increasing to approximately 8.0 m closer to the Collier Street frontage.

The proposed building location promotes walkability to existing local amenities within the surrounding area. These local amenities include commercial services, employment uses, and local amenities. Furthermore the proposal is transit supportive as it seeks to locate high-density development adjacent to several existing bus stops with connections to the Barrie Bus Terminal. These services support the creation of a complete community

as demonstrated within Figure 6.4 to 6.7. The Block Plan/Context Plan, as shown in Figure 6.4, has been prepared based on the Tall Building policies in Section 6.6.4 of the Official Plan. Greater exploration of the Block Plan/Context Plan is provided later in this section.

The proposed orientation and building stepbacks at the 5th and 17th storeys will further promote separation distances and minimize shadow impacts on neighborhood properties. This is demonstrated through the proposed shadow study illustrating how the proposal maintains compatibility with the surrounding area (see page 48 for additional discussion on shadow impacts). As reflected in the shadow study, the built form and slender tower floorplate of 787 sq. m ensure that shadows move quickly throughout the day to ensure solar access is maintained on adjacent public open spaces and public streets. Likewise, the proposal will maintain and not take away from the view corridor along Mulcaster Street. In addition, the proposed height will create new views and enhance the City skyline, thus maintaining the intent of the OP policy. Furthermore, as previously mentioned, is important to note the surrounding context of the site and its location within an UGC that is anticipated to accommodate growth. This is reflected through the proposal providing a similar built form and heights to proposed buildings within the Downtown (as shown in Figure 6.2). Many of these examples include podiums and tall buildings that exceeded the 45 degree angular plane guidance of Section 4.3.4, but were considered appropriate given the context of the Downtown. Overall, as demonstrated through the shadow study, proposed building stepbacks, and slender tower floor plate provided, the proposal will achieve compatibility and transition, meeting the objectives of transition and a positive public realm, thereby meeting the intent of the intensification guidelines.

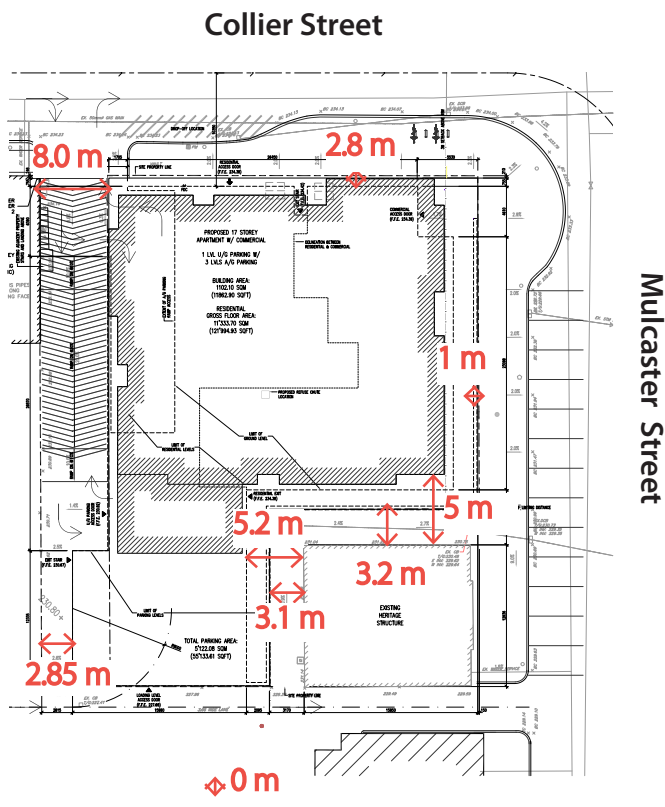


Figure 6.3 Proposed ground floor plan prepared by MCL Architects with setbacks.

The proposal’s massing will further contribute to the urban character of the Downtown by complimenting the Barrie City Hall (also a tall building) directly north of the proposed development, and reinforcing the prominence of the intersection through increased height. The proposal will enhance the visual character of the surrounding area through the use of modern architectural treatments, that will create a variety of architectural styles within the Downtown. Overall, the proposal achieves compatibility through the thoughtful orientation of the building podium and positioning of the tower that is sensitive to area context including the existing armory building.



Figure 6.4 Block Plan/Context Plan - Land Use - prepared by MHBC.

BLOCK PLAN ANALYSIS

LAND USE - The Subject Lands are located in a block and surrounded by blocks that permit development for mixed use purposes. To that point, the majority of buildings deploy a mix of uses with predominantly ground floor commercial and above storey residential or office purposes. This includes the proposed development at the 49 Collier Street which includes maintains ground floor commercial opportunities. Also unique to this block are some laneway fronting commercial active frontages, creating a unique The proposal continues the pattern of ground floor commercial along Collier Street, Mulcaster Street and the proposed parkette with principal entrances at the intersection, respecting and building on the existing and emerging block pattern in the area.

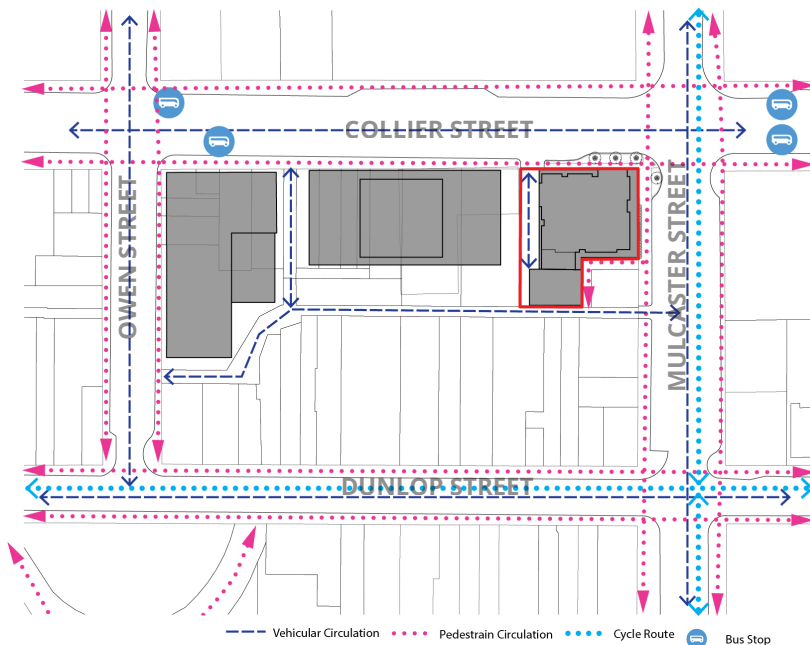


Figure 6.5 Block Plan/Context Plan - Block Circulation - prepared by MHBC.

BLOCK CIRCULATION - The block and contest has a fully integrated network of streets, lanes and pedestrian sidewalks. Access to transit stops are in walking distance to the subject lands and access to existing cycle routes are also in close proximity, all of which promote active transportation options for residents, employees and visitors. The proposal fits harmoniously into the circulation patter of the block while making best use of changing grades on the site. Specifically, loading and servicing are accessed via the lane to the south, and vehicular parking are accessed via two entrance points off the north-south driveway from Collier Street. With the enhancement of the space between the armory and the proposal, a new privately owned, publicly accessible pedestrian path is introduce to achieve a local identity and pedestrian moment along Mulcaster Street



Figure 6.6 Block Plan/Context Plan - Built Form & Massing - prepared by MHBC.

BUILT FORM AND MASSING - the existing block context is comprised protanomaly of buildings in the 1 to 4 storey height. Taller buildings exist to the north (City Hall), northeast and east (along Dunlop Street) that indicate taller buildings are part of the area context. Furthermore, the Revera development proposes heights of 17 storeys, in keeping with Growth Plan objectives for intensification in an Urban Growth Centre. Assuming that the property to the centre will also intensify at a similar level, the proposal is in keeping with the pattern of change occurring within the northern portion of the block, and comparable to other tall buildings within the area context. Furthermore, and as shown with the conceptual central property redevelopment potential, the proposal does not preclude redevelopment opportunities by maintaining tower separation with its narrow floor plate.

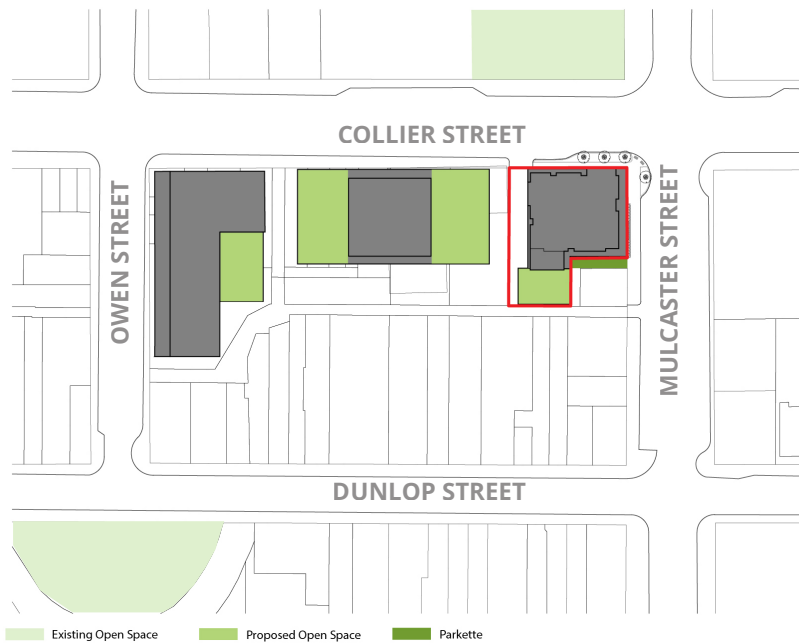


Figure 6.7 Block Plan/Context Plan - Open Spaces - prepared by MHBC.

OPEN SPACE - Within the immediate context, the only open space opportunity is the City Hall plaza on the north side of Collier Street and Memorial Square on the south side of Dunlop Street. The proposal will introduce a private parkette between the proposed building podium and the armory to provide focused semi-public passive recreation to the block. This is in addition to rooftop open space for private enjoyment, which is contemplated for 49 Collier Street and the potential building central to the north side of the block. It is also important to note that the Subject Lands are steps away from Heritage Park, the Barrie nOrth Shore Trail and the lake, all of which represent substantial open space opportunities for public enjoyment.



7.0

PEDESTRIAN AND VEHICULAR CIRCULATION

POLICIES AND GUIDELINES ON PEDESTRIAN CONNECTIVITY

The 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.

City of Barrie Urban Design Manual

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.

3.1 B. Provide pedestrian links between neighbouring properties where appropriate.

3.1 C. Provide pedestrian walkways connecting municipal sidewalks to all public institutions, office developments, neighbourhood and larger commercial developments and multi-unit residential developments.

POLICIES AND GUIDELINES ON PUBLIC TRANSPORTATION

2.0 I. Locate buildings to meet public transit supportive measures.

12.0 A. Design for convenient pedestrian access with transit routes. Minimize walking distances between transit stops and primary activity areas.

City of Barrie Intensification Area Urban Design Guidelines

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

3.2.2 b) Continuous sidewalks should be provided on both sides of all streets.

3.2.2 c) Sidewalks should be at least 2.1 metres wide.

3.2.2 d) The sidewalk should be constructed of brushed concrete to facilitate pedestrian movement and barrier-free accessibility.

3.2.2 e) Where sidewalks cross driveways, they should be continuous.

3.2.2 f) Limited use of feature paving bands constructed of materials other than asphalt (including pavers or concrete) may be used. These materials may continue across driveways and signalized intersections to indicate pedestrian priority.

3.2.2 G) Boulevards should be planted with street trees located in the Street Furniture and Landscape Zone.

3.2.2 h) Benches, bicycle locks, and pedestrian lighting should be located within the Street Furniture and Landscape Zone.

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.

3.2.3 a) Crosswalks should be continuous and connected to adjacent sidewalks.

3.2.3 b) The location of crosswalks and design of curb cuts should conform to the policies inherent in the Ontarians with Disabilities Act.

3.2.3 c) Crosswalks should be clearly designated for safety, with appropriate surface markings or variation in surface treatment and signage where appropriate.

3.2.3 d) Additional mid-block pedestrian signals and courtesy crossings with specialized markings and signage may be considered at locations with high pedestrian volumes.

3.2.3 e) Traffic signals that accommodate pedestrians should be timed such that pedestrians have adequate time to clear the crossing. Audible signals and pedestrian countdown devices will be considered on a case-by-case basis.

5.2.3 d) Where possible, new development should be set back to accommodate the increased boulevard requirements.

5.2.3 e) Where feasible, opportunities to narrow the street pavement may be explored with the City’s Engineering Department.

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

5.2.3 h) Narrow boulevards may need to be retained where the above options are not possible. In this case, all efforts should be made to satisfy the general recommendations outlined in Sections 3.2.1 and 3.2.2 within the spatial limitations of the boulevard.



Figure 7.1 Surrounding Context Map.

RESPONSE

The siting and location of the building will promote safe pedestrian linkages by connecting the building main entrances to municipal sidewalks for continuous access and public realm visibility. Entrances to both the residential lobby and commercial space will be covered by the building overhang above to enhance the comfort of building entrances for pedestrians. Additionally, to prioritize pedestrian movement, the entrance to the residential lobby will be located fronting onto Collier Street in proximity to existing bus routes and along a municipal sidewalk. While the entrance to the commercial space has been strategically located at the northeast corner of the site to emphasize pedestrian activity at the intersection while navigating the grade changes. A secondary entrance is achieved from the Parklette to further animate this privately owned, publicly accessible space while also providing informal surveillance of the space.

The municipal sidewalk at the intersection provides additional spill out area to enhance space for social gatherings. This

extended public space will not only facilitate mobility and connectivity but will also create a place of interest with lush landscaping, and durable/decorative paving surfaces to match the existing paving within the Downtown. Landscaping and pedestrian scaled lighting will be provided to create an engaging and safe pedestrian experience along the sidewalk and entrances. Details of the design for the walkways and entrances will ensure conformity to the AODA's high design standards.

The site's proximity to local amenities allows for convenient pedestrian access to the surrounding neighbourhood, public parks to the south, public transit, employment opportunities and commercial developments on all sides. In addition, the proposed privately owned, publicly accessible parkette will offer new amenity options within this block that complement the development and adjacent heritage building. The Subject Lands are located within less than 100 m of three existing transit stops located along Collier Street. This location promotes the transit supported development by promoting active transportation and encouraging public transit ridership.



PEDESTRIAN-ORIENTED



URBAN FABRIC



PUBLIC REALM

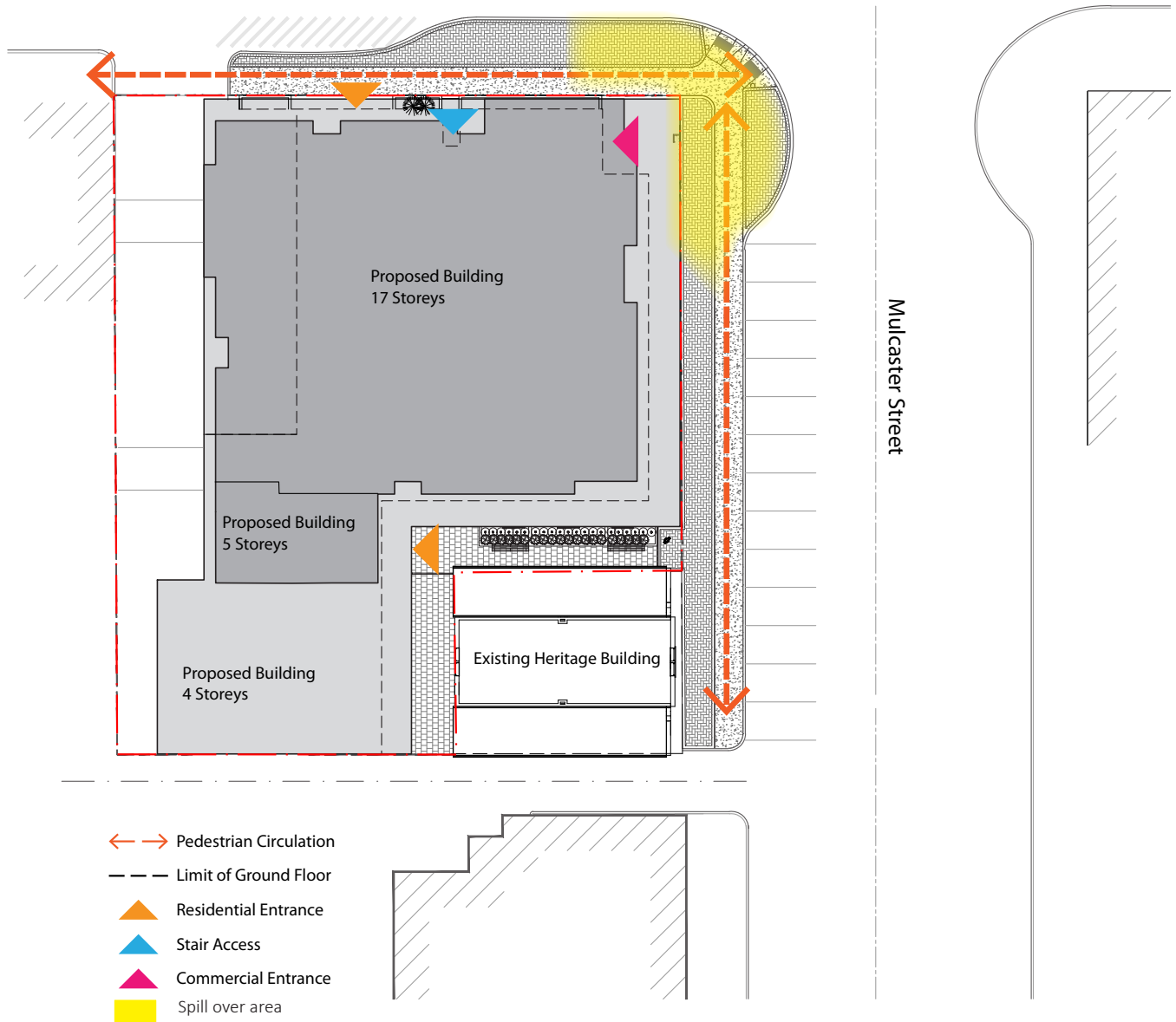


Figure 7.2 Pedestrian circulation map on Site Plan prepared by MCL Architects.

GUIDELINES ON VEHICULAR CONNECTIVITY

City of Barrie Urban Design Manual

3.2 G. Clearly define primary vehicle routes on the site through the use of signage, curbing, bollards and line painting. Separate parking areas from primary vehicle routes and driveway entrances to public streets.

3.4 A. Locate site access in a manner that reduces traffic conflict and confusion.

3.4 B. Ensure pedestrian safety and maximize visibility through the proper location of driveways.

3.6 A. Ensure that emergency vehicles can gain easy access to, within and from the site.

3.6 B. Provide on-site vehicle circulation and parking which does not conflict with the use of emergency access routes.

3.6 C. Provide clear pedestrian passage to and from the building to enhance emergency access and exit. Identify the location of hydrants and sprinkler connections through the use of signage and bollards



RESPONSE

The proposal will utilize the existing shared driveway from Collier Street located along the west lot line for vehicular access. The proposed access will allow for site circulation for vehicle movement and access for servicing vehicles to be facilitated in a safe fashion throughout the site, avoiding new curb cut. Access to the structured and underground parking is provided through two separate entrances on the west facade. The first entrance will offer connect to the ramp will provide access to the proposed 90 parking spaces within the three levels of structured parking. While the second entrance will be located further south along the west facade, providing access to the level of underground parking, consisting of 24 parking spaces and servicing area. Given this, no surface parking is proposed with this application, and the proposal will have no impact on the existing public street parking along Mulcaster Street. Overall, this design locates vehicle areas away from pedestrians areas and screens these servicing areas from the public realm.

Design elements such as the use of signage, will be implemented based on the Transportation Study recommendations as part of Site Plan Approval. In addition, the circulation design will facilitate only one vehicular entrance point into the site, which will reduce the number of turns on and off the adjacent public road and support a safer public realm.

Emergency service vehicles will gain easy access to the site from both adjacent public streets and have hydrant connections from the existing hydrant located at the southeast corner of Mulcaster Street and Collier Street.

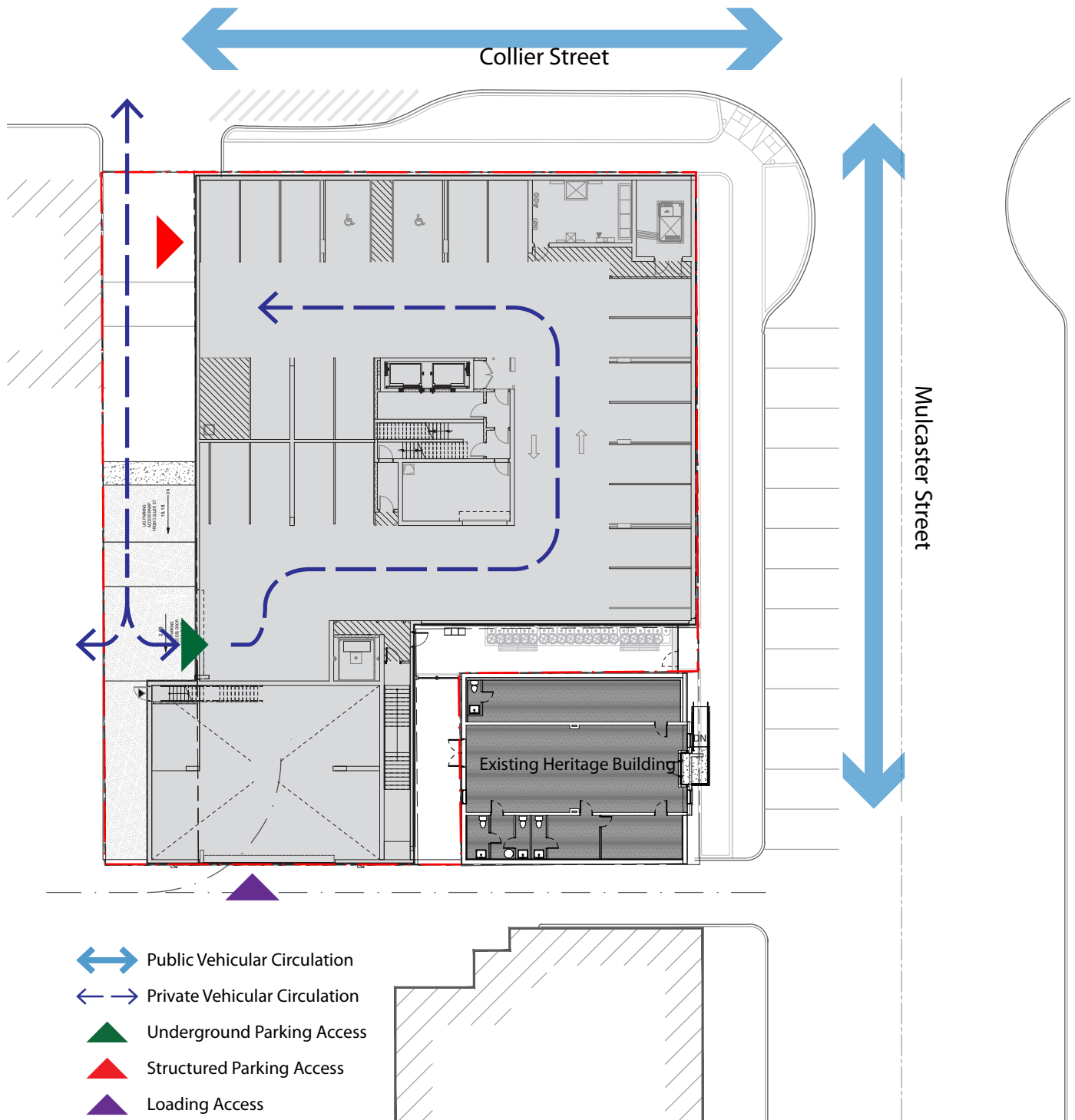


Figure 7.3 Vehicular circulation map on Site Plan prepared by MCL Architects.

8.0

SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING

The Barrie Official Plan

Policy 6.6.3 d) Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where above-ground structured parking is proposed, at least 60% of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.

City of Barrie Urban Design Manual

2.0 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

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

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

2.0 F. Locate open storage, loading, garbage enclosures or equipment areas where they are not visibly prominent from public space(s) or street(s).

2.0 K. Site buildings to reduce the visibility of parking areas or treat parking areas with visual breaks (e.g. landscaping) to reduce the impact.

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

3.2 B. Provide parking areas with appropriate signage and adequate and uniform lighting for visibility and safety surveillance.

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

3.2 D. Incorporate pedestrian circulation within the parking area.

3.2 H. Provide right angle parking spaces wherever possible with parallel parking only where circumstances dictate.

3.2 I. Avoid dead-end parking aisles.

3.2 K. Use areas located immediately adjacent to buildings or structures for walkways and/or landscaping and not for parking.

3.2 L. Provide landscaping around the perimeter of parking areas and laneways. Use low level screening adjacent to public streets. Use dense screening (i.e. solid fences, coniferous plant material) when adjacent to conflicting land uses. Be sure that landscaping does not create hiding places or be a visual obstacle.

3.2 M. Provide raised traffic islands to break up large parking areas and at a suitable scale and size to accommodate shrub and tree planting. Provide barrier free traffic islands where they are part of the pedestrian circulation system.

3.2 Q. Provide appropriate snow storage areas that do not interfere with pedestrian and vehicle circulation, or sensitive landscape plantings, as well as in an area that could be a visual obstacle.

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.

4.0 B. Eliminate conflict between service/loading areas and vehicle/pedestrian routes.

4.0 D. Orient continuous sources of noise and odour away from sensitive adjacent uses. Use noise attenuation measures where necessary.

4.0 F. Locate recycling and garbage handling within the primary building or within an accessory structure. Ensure adequate access for the related service vehicle and a loading space located adjacent to the recycling and garbage handling area.

City of Barrie Intensification Area Urban Design Guidelines

3.3.2a) 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.

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.

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

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

3.3.2 e) Bicycle storage facilities should be provided at public parks and open spaces to encourage alternative modes of transport.

4.2.2 a) When a parking structure fronts onto a street or open space it should be developed with an active at-grade use with an attractive façade that animates the streetscape and enhances pedestrian safety.

4.2.2 b) At a minimum, 50% of the ground floor should be occupied by a use other than parking. In the case of a corner lot, 50% of the front and side of the building should be occupied by an alternative use.

4.2.2 c) A vertical mix of parking, residential and/or office above should be considered a preferred development model, with parking on the lower floors and residential or office above. Shallow retail or office units should face the street minimizing the visual impacts of the structured parking lots.

4.2.2 d) Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.

4.2.2 e) Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.

4.2.2 f) Parking within a structure should be screened from view at sidewalk level and the street-level wall should be enhanced through architectural detailing and landscaping.

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

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

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

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.

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

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

RESPONSE

The proposal seeks to provide a total of 112 parking spaces located within 1 level of underground parking and 3 parking structure levels. As mentioned, the parking structure levels will be accessed via the proposed first entrance and ramp that will be clearly identified to be visible and ensure safety. Similarly the proposed underground parking entrance design is further south and integrated with the existing grades of the Subject Lands. The parking design itself is hidden from the public realm, screened by the podium to prioritize an active frontage along Collier Street and Mulcaster Street. In addition, a range of street-level design measures such as signage will be used to identify the entrances to the site. Specifically when vehicles enter into the parking structure from the driveway, vehicular movement will be circulated toward levels above the entrance at the ground floor. The underground parking will only consist of one level, P-1. While below P-1 is the lowest level of the parking structure, Underground Loading Level, which is the smallest level that provides the loading and servicing area. This design allows for a continuous vehicular movement throughout the parking structure levels where majority of the parking is located, avoiding areas of conflict between residential parking and servicing areas.

Parking routes will be continuous with sufficient turning radii to provide for a safe convenient movement within parking areas. Accessible parking will be located close to building entrances and elevators to ensure for barrier free access. Efforts will be made to direct pedestrian movement with design elements such as bollards and appropriate signage. Parking areas will be well-lit and free of obstacles to allow for safe pedestrian movement throughout the day. Of the 112 parking spaces proposed for the site, there will be 3 Type A, 3 Type B accessible spaces, exceeding the of minimum number of barrier free parking spaces required. In addition, the proposal provides bicycle parking spaces for residents and visitors. These parking spaces will be located at grade along the Mulcaster Street frontage to be publicly accessible.

As noted earlier, loading and garbage storage will be consolidated in one location within the lowest underground parking level of the building, that will ensure no negative impact is on the public realm. Further measures have been included such as garbage and recycling sorting within the garbage facility to manage waste appropriately. This garbage location will minimize issues and concerns regarding noise, odour and will ensure no visibility from the street and area residents.

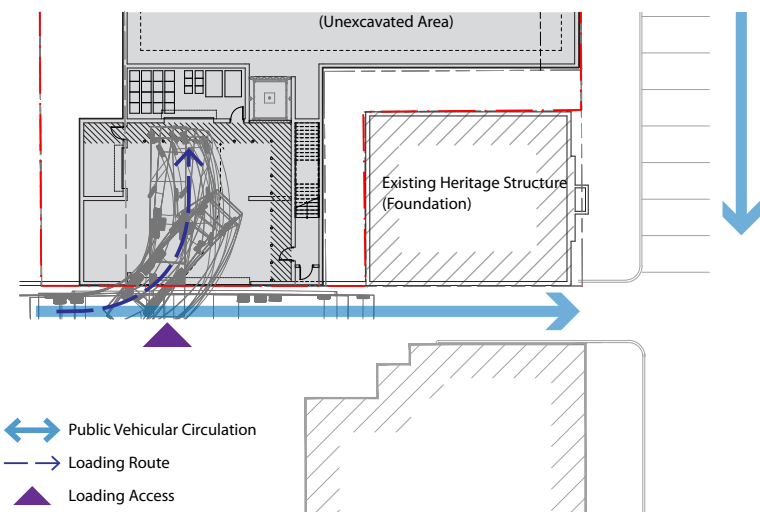


Figure 8.1 Enlargement of proposed underground loading area diagram.



Figure 8.2 Entrance to loading area from lane

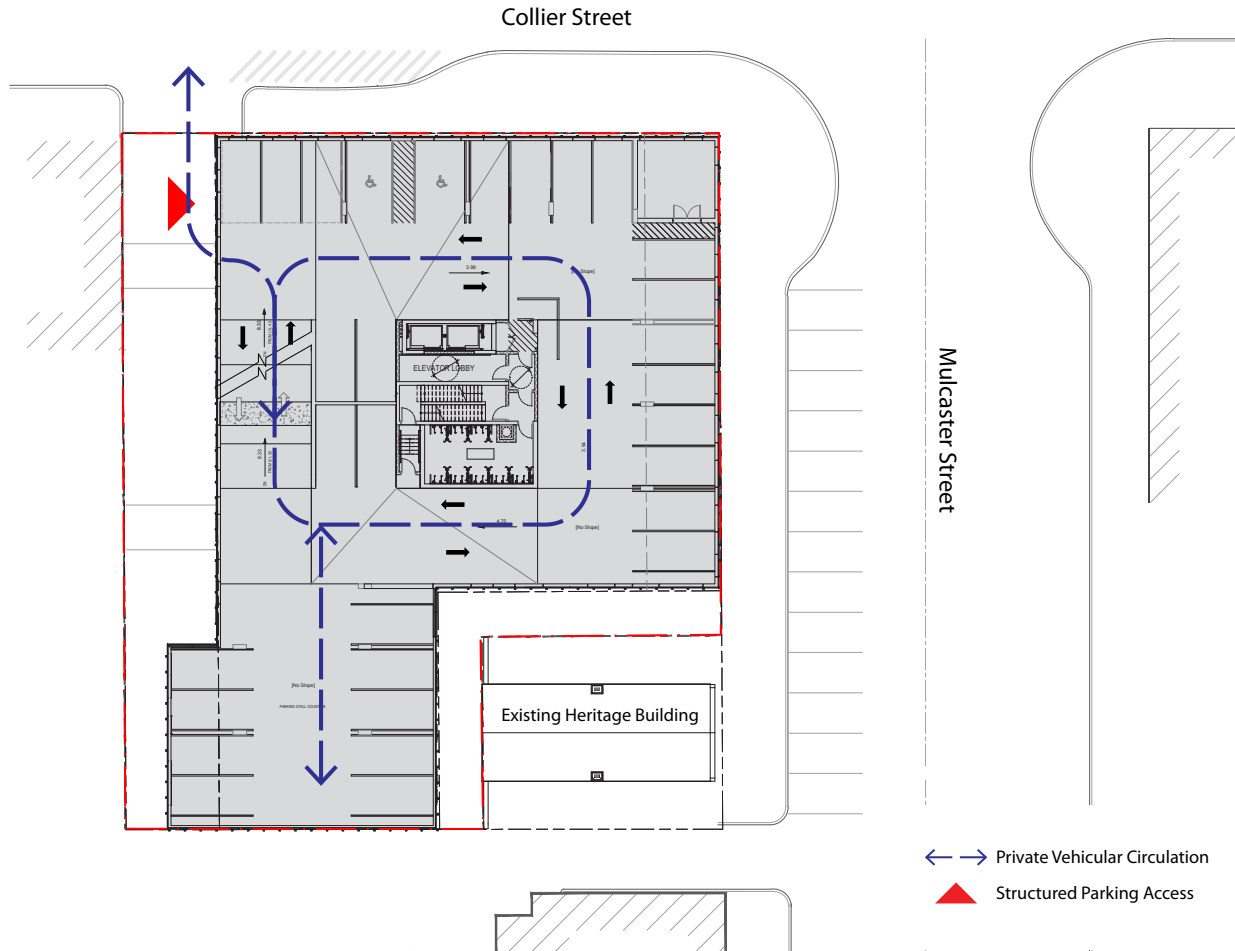


Figure 8.3 Proposed parking diagrams.

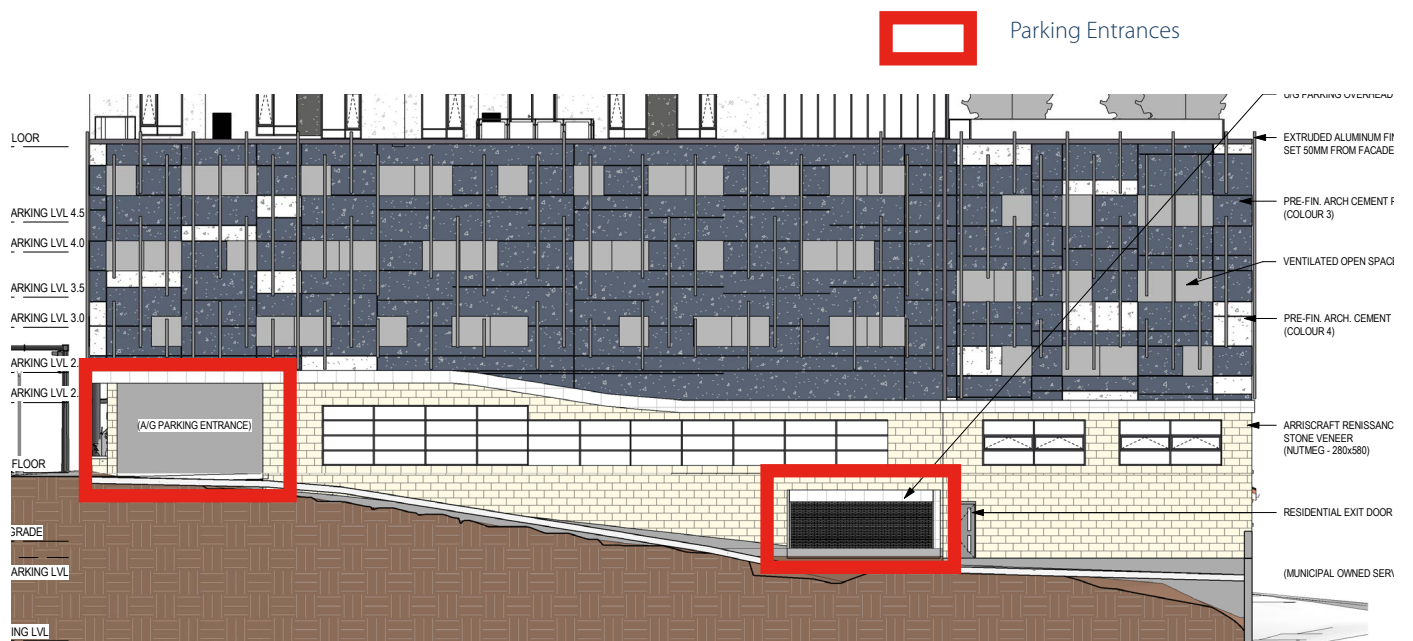


Figure 8.4 West facade elevation showing parking entrances screened from the public realm.

9.0

ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES ON FACADE DESIGN

The 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.

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 c) Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.

Policy 6.6.3 e) Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.

Policy 6.6.4 (d) ii) New development will foster a pedestrian friendly public realm by featuring a 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.

Policy 6.6.4 (d) iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple 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.

Policy 6.6.4 (d) iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.

GUIDELINES ON STREET LEVEL DESIGN

City of Barrie Urban Design Manual

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

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.

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.

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.

7.0 B. Design multiple buildings on the same site to create a cohesive visual relationship between the buildings.

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.

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. Where blank walls are unavoidable, use architectural techniques (banding, soldier course, etc.), landscaping, and murals to enhance the elevation.

7.0 E. Enclose or screen rooftop mechanical equipment. Integrate roofs and screening with the design of the building in terms of form, materials and colour.

7.0 G. Design rooftops to have some identifiable shape. Avoid square or flattops on large buildings.

7.0 H. Ensure that main entrances to buildings are prominent and identifiable from the street to encourage pedestrian use.

7.0 I. Effective use of building materials, architectural details and lighting is encouraged

7.0 J. Ensure that buildings situated on corner lots have presence on both streets.

City of Barrie Intensification Area Urban Design Guidelines

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.

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.

4.3.8 c) Lots that face on to parks and open spaces should be subject to architectural and landscaping controls in order to provide an optimal interface.

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

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

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.

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

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.

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

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.

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.

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.

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

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 useable outdoor amenity space.

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.

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.

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

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.

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

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

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.

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.

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

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.

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.

5.2.4 g) New buildings within the historic neighbourhoods should not mimic adjacent heritage properties, but should have sympathetic window alignment, roof-lines, entrance location, ground floor treatment and materials.

5.2.4 h) The original façade materials on buildings within the historic neighbourhoods should not be changed or covered. Façade renovation should be in keeping with the original building articulation, using those elements that are intact and replacing those that are missing or damaged (i.e. columns, cornices, openings, windows, doors, etc.).

5.2.4 i) Wherever possible, existing windows and doors should be restored and made energy efficient. Their replacement should be seen as a last resort.

5.2.4 j) Buildings should not be altered through embellishment or other decorative means against their initial stylistic intent.

5.2.4 k) Additions or renovations in the historic neighbourhoods should reintegrate key aspects of heritage design that have been lost through degradation or previous renovation.

5.2.4 l) In the historic neighbourhoods, storefront design should maintain a heritage rhythm and character through recessed entries and large bay windows.

NORTH ELEVATION

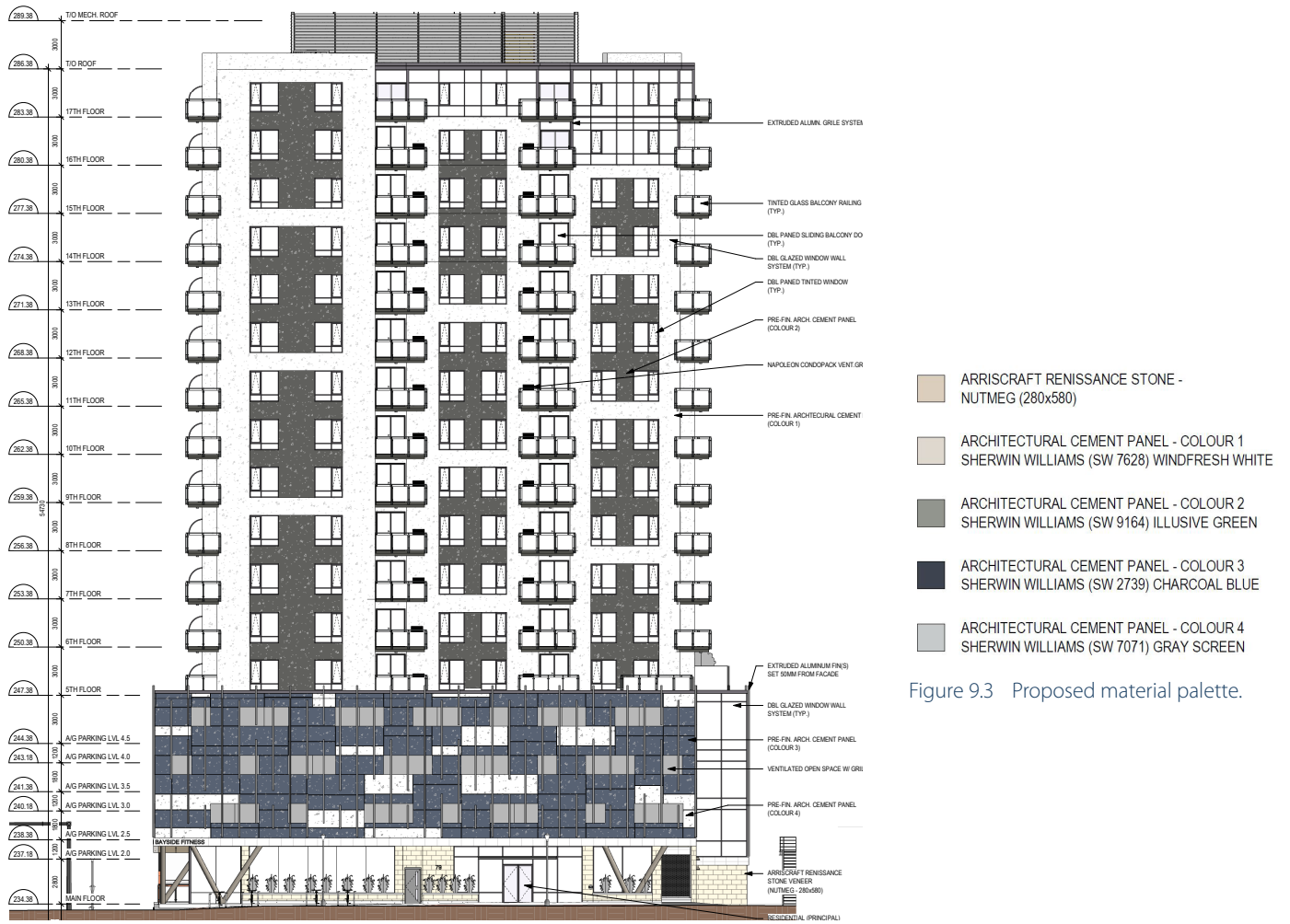


Figure 9.3 Proposed material palette.

Figure 9.1 North elevation of the proposed building.



Figure 9.2 Enlargement of north facade street level design along Collier Street, prepared by MCL Architects.

RESPONSE

The proposed development will contribute to the Downtown through attractive architectural design that reflects a high level of quality. The proposed street level design will animate and activate the Collier Street frontage and the intersection at Mulcaster Street, through a combination of active uses at grade and mixture of architectural materials and building undulations. All primary entrances for the proposed residential tower and commercial unit will be located at-grade along the public realm and will be clearly visible and directly accessible from the street. The building facade treatment has been carefully designed to ensure all primary entrances will be recessed under the building overhangs to better define the entrance areas and provide weather protection for residents and visitors. A high level of glazing will be featured at-grade, along the Collier Street frontage, to ensure there is visibility between the exterior and interior of the commercial use to animate the streetscape and provide informal surveillance. The proposal will provide a horizontal 4-storey low-rise podium that creates a comfortably scaled pedestrian realm by defining the street edge with a continuous streetwall along both frontages. The streetwall will be well articulated through architectural undulations to create rhythm and achieve active frontages.

Though separate from the building, the development proposes to relocate the existing Column of Valour from the southwest corner of the intersection at Mulcaster Street and Collier Street (see Figure 10.1). The column will be relocated to the proposed parkette adjacent to the Armory (Figure 10.2). To honour the significance of the column and Subject Lands, the proposal will also provide a historical plaque abutting the public sidewalk. The plaque will contain information to detail the significance of the sculpture and Subject Lands as a memory of the Volunteer Firefighters who protected the City of Barrie from 1844 to 1998. This plaque will tie in the significance of the Subject Lands as being the original location of the Fire Hall in the City. This column is considered an important feature of the site and incorporates

salvaged elements from the former Fire Station. This feature has design/physical, historical/associative and contextual value. Its use as an aesthetically pleasing form of commemoration of the former Fire Station provides a functional relationship with its history and context. Given this, these materials in combination with the adjacent materials of the Armory have been taken into consideration and provided inspiration for the proposed facade design and material choices.

Architectural treatments proposed for the development will incorporate a mixture of materials and colours including off white cement panels on the lower level design abutting Mulcaster Street. This material choice was specifically selected as to not compete with the Armory but act as a blank slate to enhance the presence and further frame the Armory's architectural style and red brick materials. This material also complements the surrounding architectural materials such as the Maclaren Arts Centre and City hall.

The precast bricks will be offset with the ground floor facade treatment that will consist of glazing and metal panel system to established a modern aesthetic. Whereas, the 2nd to 4th storey of the podium will consist of a pixillated palette of charcoal, grey and white cement paneling creating an interesting and active pattern along the facade. This will provide an artistic rhythm along the street edge and a grounding of the building base. More importantly, the base of the building will not replicate the armory building, thereby ensuring that the built form does not compete with heritage, allowing it to stand out among the muted facade colours.

While the tower portion will consist of a contemporary design that will include similar mixed materials as the surrounding area to create cohesion through architectural treatment in a modern lens.

Overall, the building design will reflect a mixture of glass

EAST ELEVATION

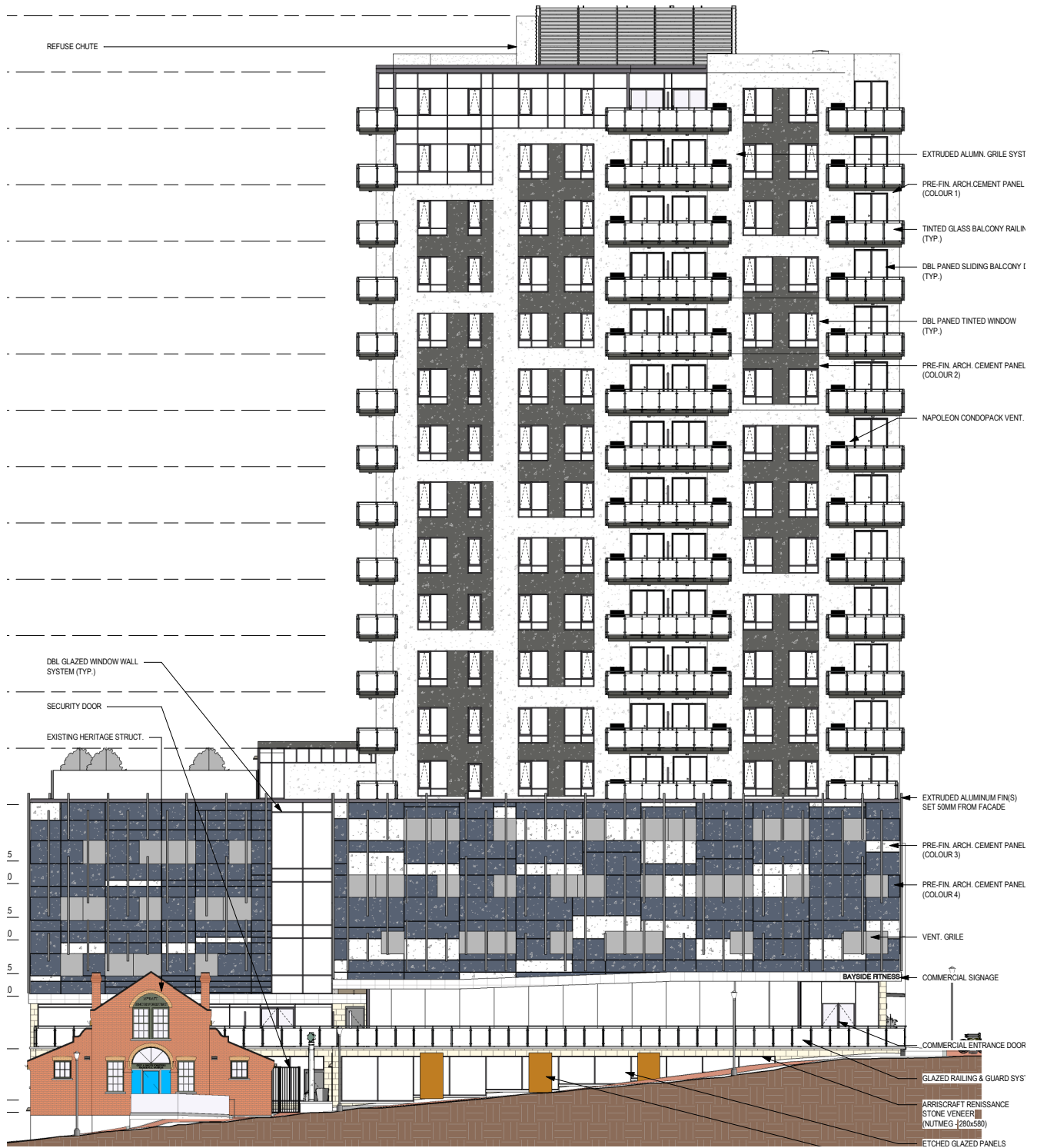


Figure 9.4 East elevation of the proposed building along Mulcaster Street prepared by MCL Architects.

and precast materials to create a light facade that is visually interesting along the skyline. These materials and treatments will create a shared visual relationship with the surrounding buildings including the MacLaren Arts Centre and City Hall, while continuing to complement the armory without overshadowing it for a harmonizing architectural vernacular along Mulcaster Street and Collier Street.

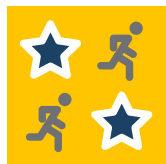
Given that the proposed tower is well setback on top of the podium, overhang balconies are proposed to help give vertical articulation and rhythm to the facade. As mentioned, building setbacks are provided at the 5th and 17th storeys to maintain adequate transition from the public realm and pedestrian space in the Downtown. The proposed building orientation will promote an engaging streetscape through architectural treatments that animates the street edge by breaking up the facade horizontally. Given the proposed height of the tower, the tower design will be visible from a distance and therefore careful attention has been paid to the design to ensure a positive contribution to the skyline. In addition, the site is located at the intersection with major institutional uses, which lends to be desired for a prominent design that can be recognized as a landmark.

Rooftop mechanical penthouse will be screened with materials that are complementary to the main building facade. Overall, as confirmed in the HIA prepared by MHBC, the proposal will have no adverse impact on the Armory building are anticipated as a result of the proposed development related to destruction, alteration, shadows, isolation, and change in land use.

SOUTH ELEVATION



Figure 9.5 South elevation of the proposed building.



CHARACTER



BUILT FORM



RHYTHM AND PATTERN



FACADE

WEST ELEVATION

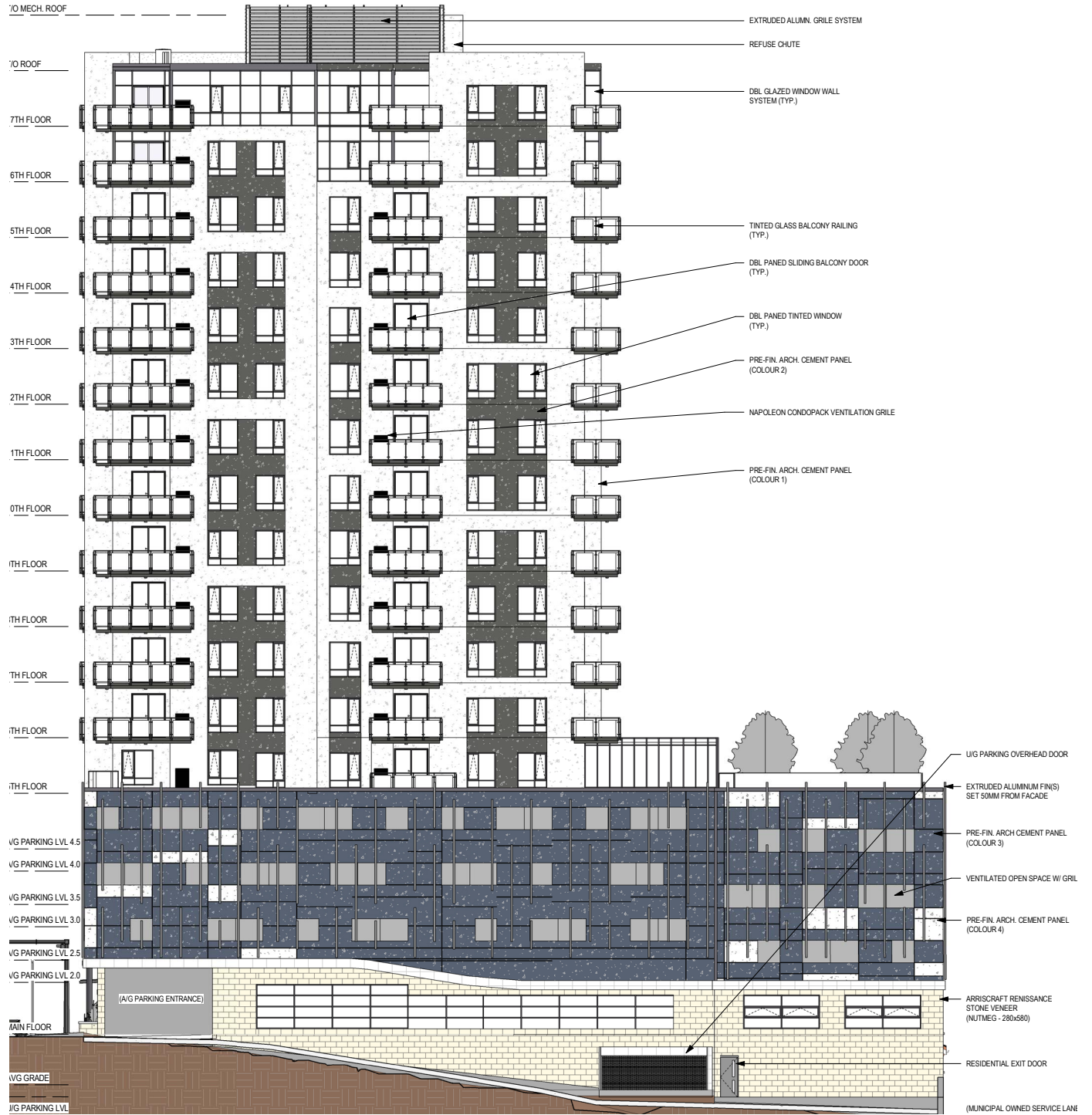


Figure 9.6 West elevation of the proposed building.

10.0

LANDSCAPE DESIGN

POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

The Barrie Official Plan

Policy 6.5.2.2 (c) i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.

City of Barrie Urban Design Manual

9.0B. Promote an attractive landscape treatment of the site to soften and improve the visual character of the development by designing a harmonious integration of planting, fencing, retaining walls, hard surfaces, signage, etc.

9.0 E. Ensure soft landscape areas on the perimeters of the site to delineate boundaries, and establish streetscape appeal, spatial separations, berming and snow storage areas.

9.0 F. Strategic landscape screening and/or fencing is encouraged for exposed parking, driveways, storage, services and garbage containment areas.

9.0 H. Design landscaping to encourage positive functional relationships between the site uses and their surroundings in order to avoid conflicts, and/or require effective levels of buffering and fencing to minimize those conflicts. Relate landscape treatment of soft areas to their specific function, such as streetscaping, buffering, erosion control and energy conservation (windbreaks/shading).

9.0I. Provide additional soft landscape areas within the site and foundation planting to reduce the negative impact of continuous expanses of pavement, to help delineate vehicular and pedestrian circulation, and provide opportunities to layer the landscaping between the street and building in relation to façade design.

9.0J. Where appropriate, include the provision of appropriate site amenities and furnishings (i.e. C.S.A. approved playscapes, patios, benches, etc.).

9.2 A. Provide landscaping strips adjacent to municipal roadways and side and rear lot lines.

City of Barrie Intensification Area Urban Design Guidelines

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

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.

3.2.1 a) 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.

3.2.1 b) Street trees should be placed to grow to maturity under urban soil conditions (e.g. tree pits, minimal space, etc.). A mix of species should be used within each street for variety and in case of disease.

3.2.1 d) Existing thriving street trees should be preserved wherever possible, as mature street trees create a greater sense of enclosure along streets.

3.2.1 e) Supplemental street trees should be considered where the existing tree canopy is reaching the end of its lifecycle.

3.2.1 f) Street trees should be planted with appropriate soil volume in continuous tree trenches to allow for full growth and to ensure their long-term viability

3.2.1 i) Street trees should generally be located within the boulevard and should be offset a minimum of 1.5 metres from the curb to accommodate snow storage, large vehicle movements and minimize salt damage. Where this is not possible, street trees should be located between the sidewalk and the public right-of-way. For streets with wider boulevards where the distance between the sidewalk edge and back of curb was greater than 3 metres, the distance between curb edge and the street tree would have a greater setback proportionally.

3.2.1 j) Trees should be spaced consistently at 6.0 to 9.0 metre intervals (ideally) based on mature size. Additional distance may be required (10.0 to 12.0 metres) to ensure appropriate clearances from utilities, street lights and sight triangles. Sight lines should also be considered in the location of trees planted at intersections.

3.2.1 k) Consider the type and location of trees to ensure that higher branching trees do not interfere with large vehicles.

3.2.1 l) Street trees and landscaping should be locally adapted species. Plants that grow naturally in the City of Barrie are adapted to the local climate and soil conditions and can survive with minimum maintenance, use of fertilizer, pesticide or irrigation.

3.2.1 m) Shrub and ground cover planting should be utilized in open tree pits, provided the minimum pedestrian clearway dimension is available.

3.2.1 n) All shrubs and ground cover should be tolerant of urban conditions, should be noninvasive and be completely nontoxic, appropriate for use in public areas.

3.2.1 o) Seasonal appeal, especially for the winter months should be considered for all planting.

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.

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

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

3.2.5 a) Public art pieces should be durable and easily maintained.

3.2.5 b) Public art should be place-specific and explore opportunities to celebrate historic and cultural events of local, national and international significance.

3.2.5 c) Public art should be both physically and visually accessible and barrier free.

3.2.5 d) Sites with public art pieces should include landscaping that complements and enhances the piece.

RESPONSE

An attractive mixture of landscaping treatments will be provided to promote the fenestration of the edge of the Subject Lands through potted planters and decorative pavers. Landscaped screening will be provided along the Collier Street frontage and the parkette/parklette to enhance the pedestrian experience. Along Collier Street, potted planters and bicycle parking, have been included to promote a positive pedestrian realm adjacent to the site. Along the Mulcaster Street frontage, as per direction from City Staff, a broad decorative sidewalk has been provided along the public realm to allow for each of maintenance and snow clearance on the changing slope. This frontage will further consist of decorative panels as shown in figure 10.4 to enhance the pedestrian experience along the public realm. A proposed POPS parklette will be located between the Armory and podium of the proposed building. The decorative paving will continue into this space, inviting the pedestrian to rest and relay among the benches, planter beds and additional decorative panels. All landscaping will have consideration for access to utilities and the owner will work with utility companies for appropriate siting at the site plan stage.

The proposed Column of Valour will be relocated to the entrance of the parklette, in prime visibility and servicing as a gateway to the space. This location is most appropriate as it combines the preservation of the armory, and celebration of the column in a location where pedestrians can congregate in a comfortable way.

The roof of the 4th floor southerly extension will function as a private amenity space and green roof. The terraced area will be rimmed with infiltration granular, include a surface treatment of concrete unit pavers, and decorated with planter pots outdoor furniture and a raised concrete planter bed. This area will serve as an extension of the indoor amenity area to the north, combining both amenities for residents of the building.



Figure 10.1 Image of the Column of Valour.



Figure 10.2 Proposed relocation of the Column of Valour.

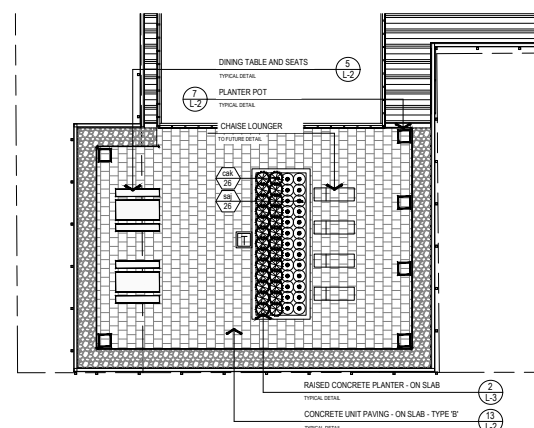
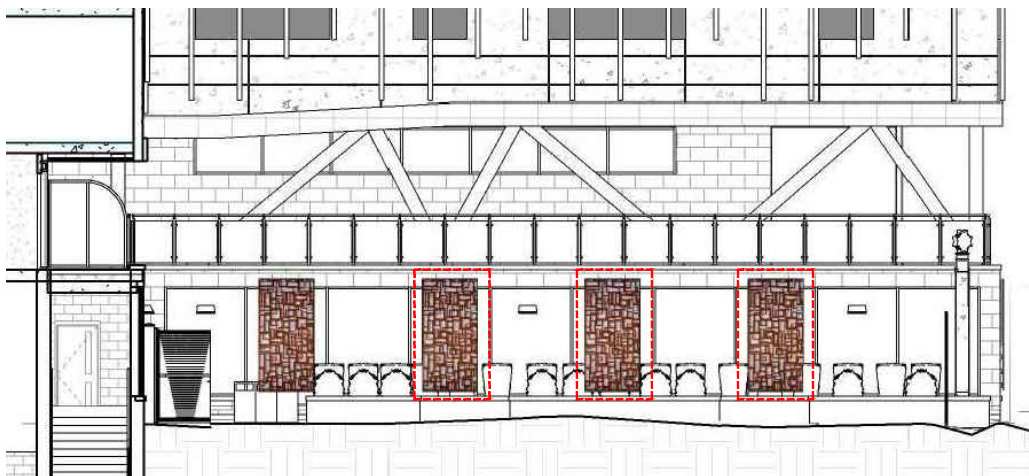
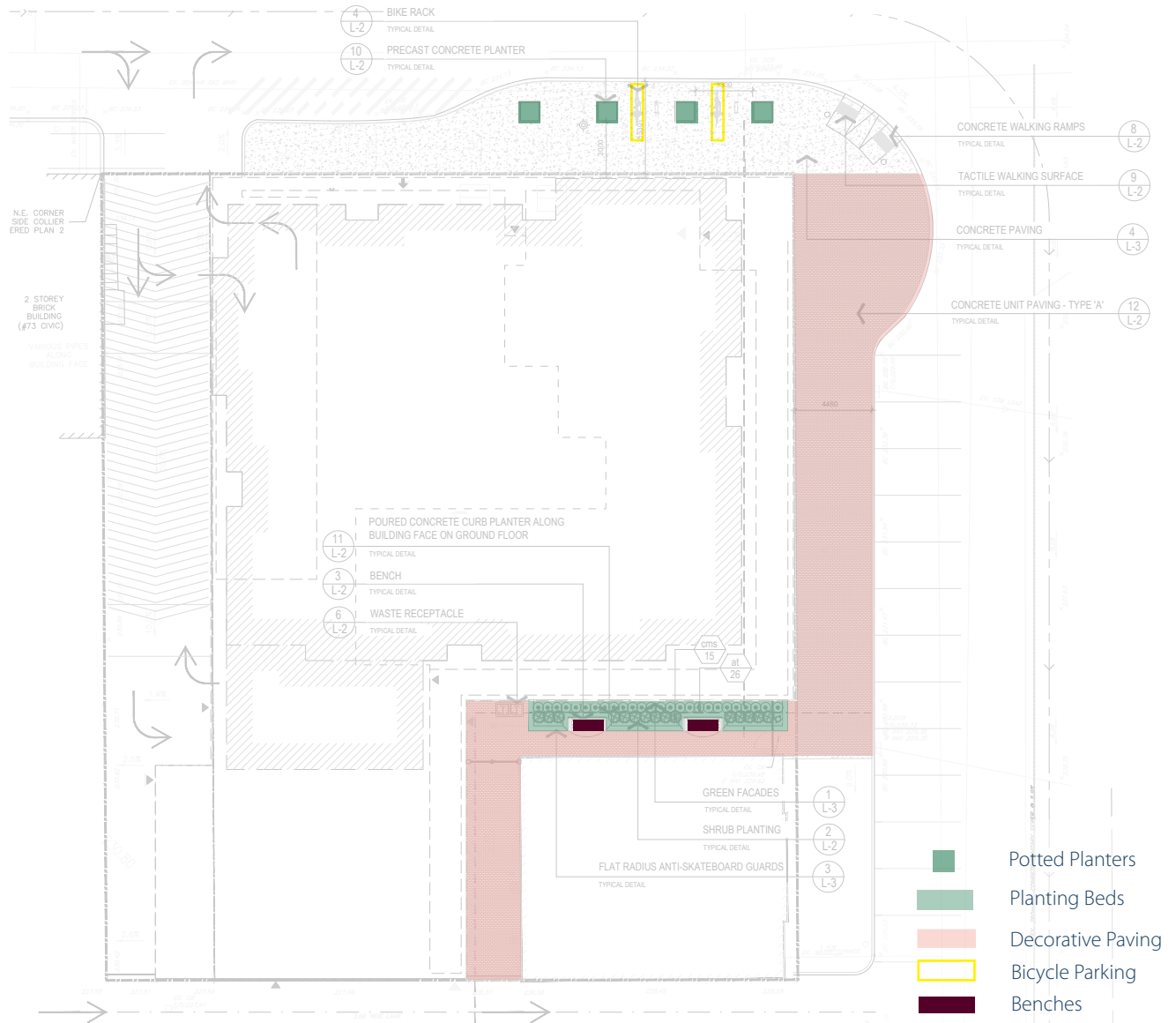


Figure 10.3 Proposed 5th Floor Active Green Roof.



- NOTES
1. STRUCTURAL WORKS SHALL BE REVIEWED AND CERTIFIED BY THE DESIGN ENGINEER AND THE CONTRACTOR IS RESPONSIBLE TO COORDINATE AND ACCOMMODATE REQUIRED INSPECTIONS.
 2. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE SHOP DRAWINGS STAMPED BY A STRUCTURAL ENGINEER LICENSED IN THE PROVINCE OF ONTARIO FOR FINAL APPROVAL PRIOR TO COMMENCEMENT OF CONSTRUCTION.



Figure 10.3 Proposed Landscape Plan and South Elevation prepared by MHBC.

11.0

UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

The Barrie Official Plan

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 6.5.2.2 (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.

City of Barrie Urban Design Manual

2.0 P. Screen with landscaping external transformers located on arterial roads or highways and in areas of high visibility. Ensure that the landscaping does not prohibit access to operate and maintain the transformer.

4.0 J. Locate utilities underground to improve the appearance of the development. Where above ground utilities are necessary, ensure compatibility with other site features.

5.0 A. Select exterior lighting fixtures based on compatibility with the architectural design of the building and the character of the neighbourhood and enhance the ability for surveillance.

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.

5.0 D. Use of full “cut-off” light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and streets.

5.0 E. Ensure that the source of light (the element) is not visible from adjacent residential properties.

8.0 A. Architecturally integrate all signs with their surroundings in terms of size, shape, colour, texture and lighting so that they are complementary to the overall design of the building and are not in visual competition with other signs in the area.

8.0 B. Construct ground signs that incorporate building and landscape materials used elsewhere in the project.

8.0 C. Ensure that new signs proposed for existing buildings provide a compatible appearance with building signage of other tenants. With multiple signs on a single building, attempts to bring in a unifying element such as size.

8.0 G. Ensure that mature landscaping and signage work in harmony with each other.

City of Barrie Intensification Area Urban Design Guidelines

3.2.6 a) A comprehensive wayfinding strategy for the Intensification Areas should be developed, including mapping at key locations, such as Intensification Nodes, the waterfront, and within the Urban Growth Centre.

3.2.6 b) Signs should be carefully located to ensure they do not impede sightlines for drivers as well as important sightlines to Kempenfelt Bay.

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.

3.2.8 a) The design and location of lighting should consider sustainability and the impacts of light pollution, including:

- energy efficiency;
- directional lighting that reduces wasted energy;
- induction lighting;
- solar power; and,
- street reflectors and sensors (to help regulate brightness and when lights turn on and off).

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

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

3.2.8 d) Consideration should be given to providing additional pedestrian-scale lighting in areas with a high volume of pedestrian activity, such as Intensification Nodes, the waterfront, transit stops, trail crossings, mid-block connections, etc.

3.2.8 e) New lighting design should comply with the City's Dark Sky Policy.

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.

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

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.

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.

RESPONSE

The proposed utilities have been located within the proposed parking structure and podium of the building. This design decision will eliminate concerns of noise and odour near sensitive land uses. In general this will minimize negative impacts effecting vehicle and pedestrian movement and improve the overall appearance of public realm of the site. Coordination with utility companies will ensure screening from adjacent public streets and areas of high visibility is respected. This will further allow for connections of existing utilities to align with future services.

The proposed lighting for the building will incorporate attractive light standards and fixtures that will be located around the entrances and sites to provide for safe pedestrian access points to and from the parking lot and public sidewalks. Light spillage onto neighbouring properties will not occur as per City requirements. Appropriate lighting design will be further refined through the site plan approval process.

Details of the signage will be developed through site plan process to ensure that City guidelines are addressed and work in harmony with the landscaping and architecture of the site. Similarly, the final location of utilities and signage and their integration on the building and site will be detailed through the Site Plan approval process.



Figure 11.2 Example of building overhang and well lit entrance.

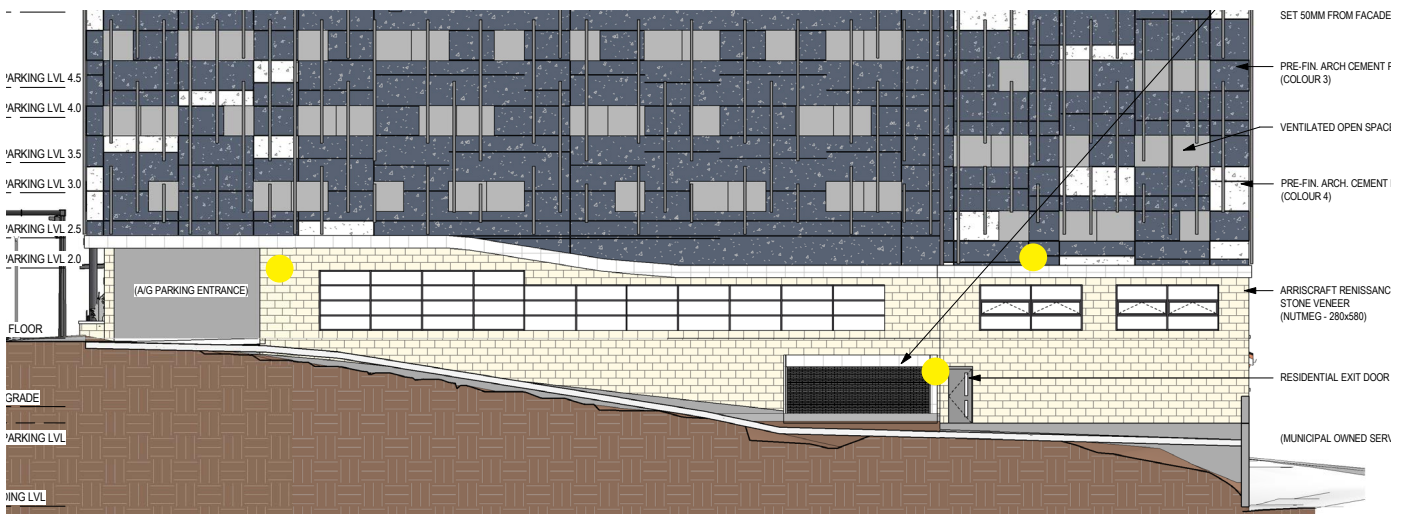


Figure 11.1 Potential signage locations along the west facade for vehicular access.

● Potential Signage Location

12.0

SUSTAINABILITY AND MICROCLIMATE

POLICIES AND GUIDELINES ON MICROCLIMATE

The Barrie Official Plan

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

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.

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.

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.

ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.

6.6.4 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.

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.

City of Barrie Urban Design Manual

2.0 L. Energy saving designs and features is encouraged. Orient buildings, outdoor spaces and pedestrian activity areas to maximize sunlight exposure during cooler months and shading during the warmer months

2.0 M. Minimize shadows cast on adjacent properties, especially outdoor spaces and pedestrian activity areas.



SUSTAINABILITY

RESPONSE

The proposed development represents an intensification development that will contribute to the City's sustainability efforts. The proposal will promote an energy efficient development as it doesn't require new infrastructure to support the redevelopment. The proximity of the proposed building to commercial uses and amenities encourages a walkable form of development. The proposed building is transit oriented due to its proximity to existing transit stops and will support public transit in the area. Bicycle parking will be provided on site for visitors and internal for tenants, helping to promote green movement. With respect to the building itself, sustainable features include:

- Building Automation Systems
- High Efficiency Cooling / Chiller
- White/albedo roof design

The proposed building is located and oriented to minimize negative impacts of shadows on adjacent land uses to maintain the spirit of the intent of the urban design guidelines. The development will ensure compatibility by minimizing shadow impacts on adjacent public open spaces and streets. Specifically, the City Hall open space to the north will experience minor shadows between 10:35 to 2:35 during the Fall Equinox. While the abutting public streets and sidewalks will experience some shadows during the Spring and Fall Equinoxes throughout the day that move quickly due to the slender tower floor plate proposed, thus ensuring solar access is maintained. It is noted that for the purpose of analyzing shadow impacts, the equinoxes are relied on more than the summer and winter solstices as minimal impacts are generally experienced in high angle of the sun in the summer, and all properties are subject to intense shadow during the winter regardless of new development.

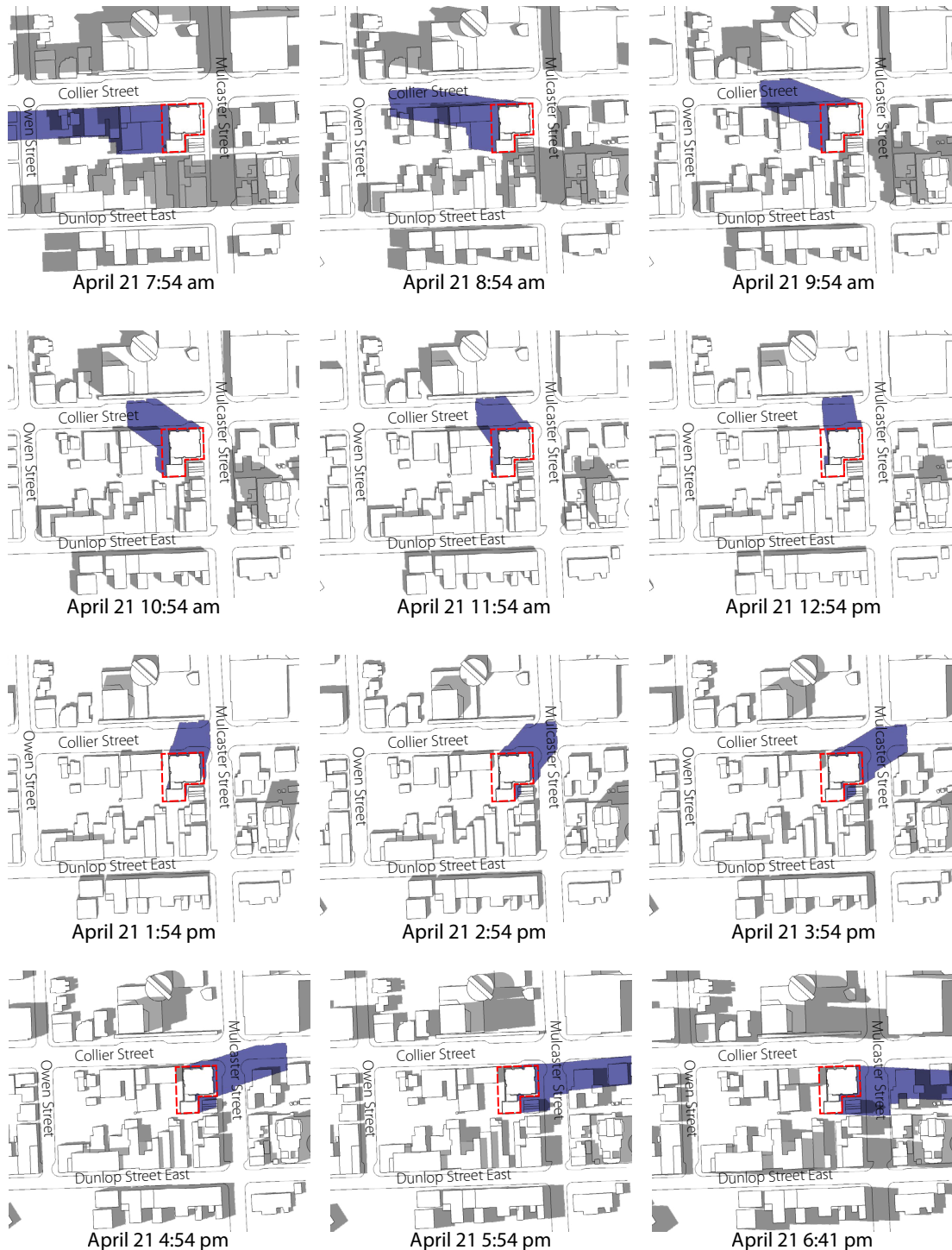
The Shadow Study in Section 12.1 has been prepared by MHBC, meeting the City's Terms of Reference for Shadow Studies.



figure 12.1 Example of existing transit systems.

12.1 SHADOW STUDY

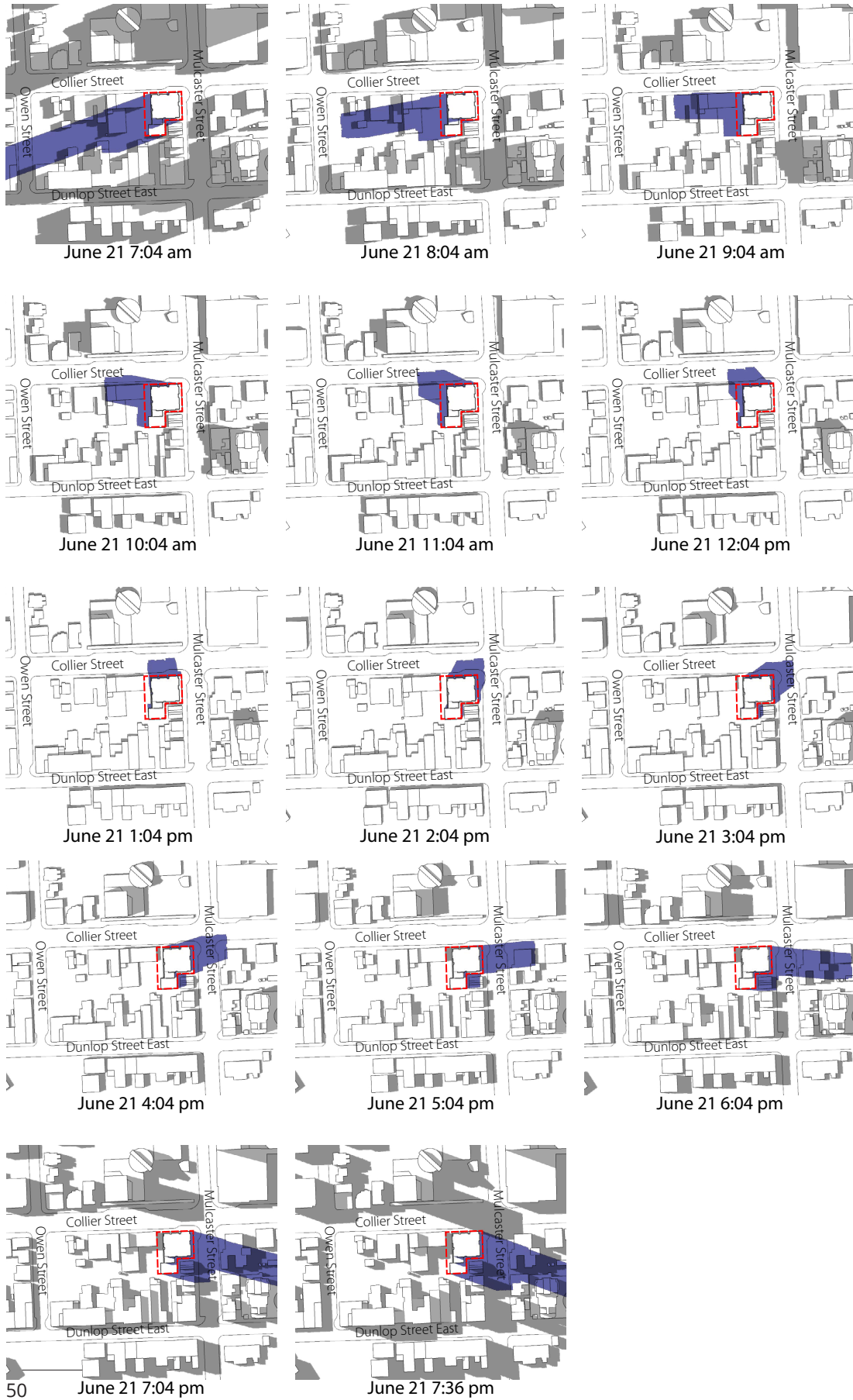
April 21st






LEGEND

- SUBJECT LANDS
- EXISTING SHADOW
- PROPOSED SHADOW

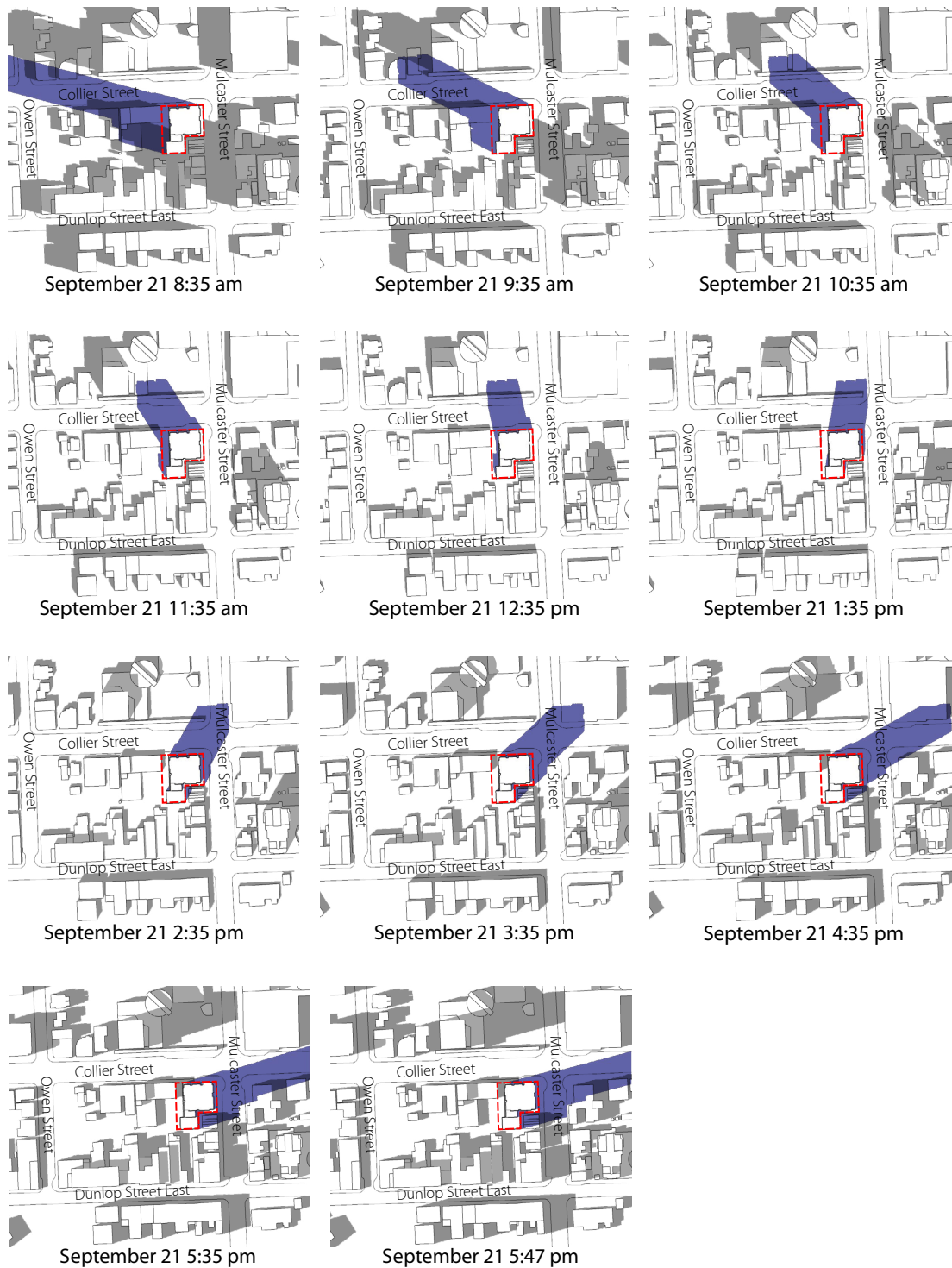
June 21st






LEGEND

-  SUBJECT LANDS
-  EXISTING SHADOW
-  PROPOSED SHADOW

September 21st



LEGEND

-  SUBJECT LANDS
-  EXISTING SHADOW
-  PROPOSED SHADOW

December 21st



December 21 9:21 am



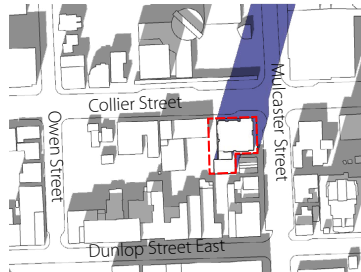
December 21 10:21 am



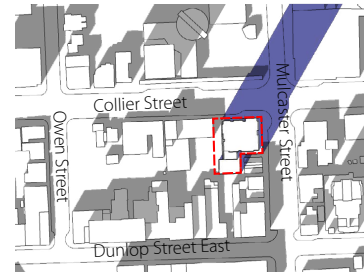
December 21 11:21 am



December 21 12:21 pm



December 21 1:21 pm






December 21 2:21 pm



December 21 3:12 pm

LEGEND

-  SUBJECT LANDS
-  EXISTING SHADOW
-  PROPOSED SHADOW

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13.0

CONCLUSIONS

The proposed mixed use building represents intensification in proximity to existing commercial services, public amenities, employment opportunities, and along several transit routes. The proposed mixture of uses and unit types will offer a range of housing opportunities in proximity to the Barrie Bus Terminal, Barrie City Hall, Barrie Waterfront, and other Downtown amenities and services. The architectural design, site orientation, and siting of the building has been carefully designed to compliment the existing area by establishing height, comparable to existing and planned heights in the area, across from the Barrie City Hall. The plan contemplates design choices such as a comprehensive pedestrian network, enhanced public realm, and animated frontages incorporated into the site to help foster active modes of transportation including walking and cycling.

The combination of enhanced landscaping and high-quality architectural design will result in a visually appealing site that is welcoming to residents and visitors. The building design and defined entry will help foster social gathering at the intersection with spill out areas onto the enhanced sidewalk. The proposal further respects the adjacent heritage armory building to the south through pivoting the design choices of the building to complement the heritage feature. In addition the commemorative plaque for the Column of Valour will further assist in defining the public realm and promoting local culture through public art. Overall, as confirmed in the HIA prepared by MHBC, the proposal will have no adverse impact on the Armory building are anticipated as a result of the proposed development related to destruction, alteration, shadows, isolation, and change in land use. From this the proposal will be compatible with the surrounding community and will adhere to both the City of Barrie Official Plan policies, City of Barrie Urban Design Manual guidelines, and Intensification Guidelines for mixed use developments.



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)

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MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE