



# URBAN DESIGN BRIEF

109 PARK PLACE BOULEVARD  
CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR:

NORTH AMERICAN (PARK PLACE)  
CORPORATION

APRIL 29, 2022



**IPS**

**INNOVATIVE PLANNING SOLUTIONS**  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT



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# INTRODUCTION

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Innovative Planning Solutions has been retained by North American (Park Place) Corporation to complete an Urban Design Brief in support of Official Plan and Zoning By-law Amendment applications to permit the development of a mixed use residential/commercial development. This report represents an addendum to the Park Place 2005 Urban Design Guidelines and will focus on mixed use residential development.

Park Place is legally described as Part Lot 8 RP 51R41367 Parts 7, 8 and 20, Concession 12 and municipally known as 109 Park Place Boulevard, in the City of Barrie. The Park Place lands possess frontage along Highway 400, Maplevue Drive East and Bayview Drive with a total area of approximately 37 ha (92 acres). The site subject to development has an area of approximately 2.43 hectares with frontage onto three private roads as follows: approximately 200 metres along Park Place Boulevard; approximately 110 metres along South Village Way; approximately 200 metres along Live Eight Way. See Figure 1.

The subject site is currently designated 'General Commercial' subject to Defined Policy Area R' in the City of Barrie Official Plan. The site is zoned 'General Commercial Exception (C4)(SP-304)' in the City of Barrie Zoning By- Law.

The purpose of this report is to support approval for an Official Plan and Zoning By-Law Amendments to revise 'Defined Policy Area R' and the 'General Commercial (C4)(SP-304)' zone in order to facilitate a mixed-use development introducing residential uses.

This report is intended to be read in conjunction with the Planning Justification Report dated April 18th, 2022 and the balance of materials submitted concurrently with this application; most specifically the architectural, landscape, and lighting plans.

This Report addresses various items of urban design, including:

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

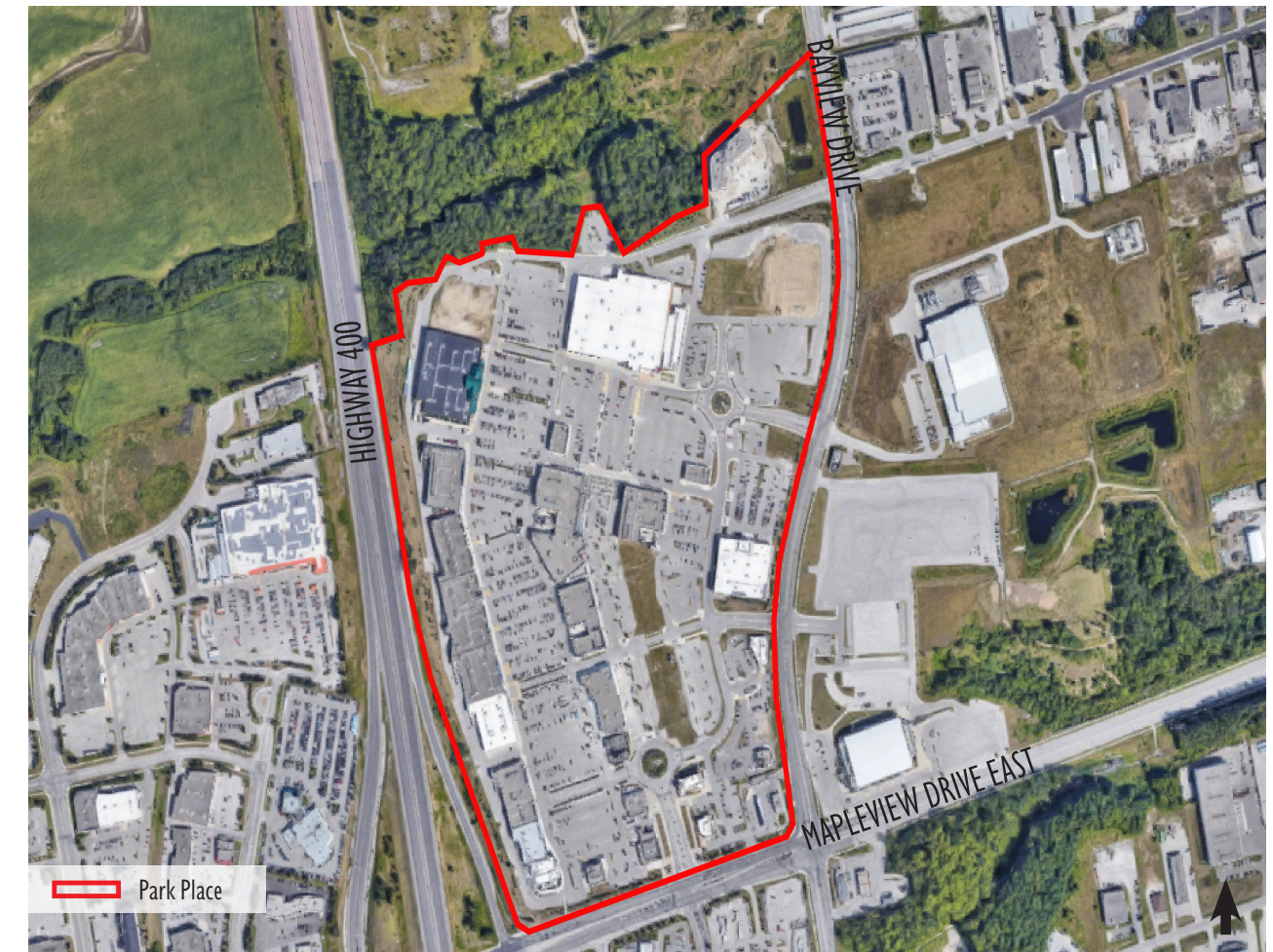


Figure 1. Park Place



# LOCATION & CONTEXT

2

The subject site is situated centrally within Park Place. The site has an area of approximately 2.43 hectares with frontage onto three private roads as follows: approximately 200 metres along Park Place Boulevard; approximately 110 metres along South Village Way; approximately 200 metres along Live Eight Way.

The subject site currently contains one (1) restaurant establishment (The Great Canadian Brewhouse), while the remainder of the site is comprised of surface parking and maintained grassed areas. The site has been subject to preliminary grading and site servicing through the development of Park Place, with further grading and servicing required to facilitate the proposal.

Access to the local municipal road network is provided through Park Place Boulevard intersecting with Maplevue Drive East and South Village Way intersecting with Bayview Drive. Access to Highway 400 is provided approximately 250 metres southwest via Maplevue Drive. South Village Way runs east-west to bisect the site, effectively dividing the site into two sections: a north block and a south block.



Figure 2. Aerial View of Subject Site



The area immediately surrounding the site and within a 500 metre walking radius is comprised of a variety of commercial uses largely associated with the Park Place development. Commercial/retail uses provide an array of services, including but not limited to a grocery store, banks, dental offices, a fitness facility, dental and massage facilities, furniture stores, clothing stores, restaurants, retirement facility and a future hotel.

The Barrie South Transit Park Place Hub is located just north of the proposed development along Live Eight Way, offering convenient access to the City, Regional and MetroLinx transit systems.

The subject site lies within the northeast quadrant of the Highway 400 and Maplevue Drive interchange. The other three quadrants of this interchange are designated and zoned for General Commercial uses.

The other three quadrants are described as follows:

Northwest Quadrant: Commercial development in the northwest quadrant of the Highway 400-Maplevue Drive interchange are largely focused along Barrie View Drive and Bryne Drive, both of which run parallel to Highway 400. An automobile dealership, office supply store (Staples), home improvement store (the Home Depot), and smaller retail users such as restaurants, banks, and service shops are found in this quadrant.

Southwest Quadrant: Commercial development in the southwest quadrant are predominantly associated with the Smartcentres Barrie South Shopping Centre. This shopping centre includes a number of retailers, including but not limited to Walmart Supercentre, Sobeys, Indigo, Scotiabank, Kelsey's and Bulk Barn.

Southeast Quadrant: Commercial lands in the southeast quadrant currently contain a big-box retail store (Costco), home improvement

store (RONA), and an Ontario Travel Information Centre. At the southeast corner of Maplevue Drive East and Bayview Drive also lies a service station including a gas station, car wash, convenience store, and Tim Horton's with a drive-through.

Lands to the East: East of the Park Place development lies the Sadlon Arena, IBM Data Centre, City of Barrie Dog Off Leash Recreation Area, a ravine, and a stormwater pond. As previously mentioned, the development of Park Place involved the integration of the Barrie Transit Park Place Hub, to support connectivity of Park Place with the City's broader public transit system. The Park Place Hub offers connections to five Barrie Transit routes (1, 2, 3, 7, & 8) as well as Regional and MetroLinx Transit systems.



Figure 3. Aerial View of Surrounding Context



# DESCRIPTION OF THE PROPOSAL

## 3

### 3.1 The Proposal

The proposal represents an opportunity to introduce residential uses and intensification to the Park Place Village, allowing Park Place to evolve as a mixed-use district that should support the longevity of this regional shopping destination, while offering high quality, compact, and sustainable growth in alignment with City and Provincial growth strategies. The proposed plans submitted with these applications are conceptual in nature and subject to change. Final design details to this proposal will be submitted through the site plan application process and ultimate construction.

The proposed conceptual development will result in a total GFA of approximately 72,927m<sup>2</sup>, 7,385m<sup>2</sup> of landscape/amenity area and 2,346m<sup>2</sup> of retail/commercial GFA. The proposal is anticipated to be developed in three phases: Phase 1A, Phase 1B, and Phase 2.

Phase 1A and 1B will be developed within the north section of the site (north of South Village Way), with Phase 2 accommodated within the south section (south of South Village Way).

#### Phase 1A

Phase 1A contemplates a 6-storey building (Building A) with grade related commercial/retail uses. Building A is sited to have building frontage along both South Village Way and Park Place Boulevard. Building A has a total GFA of 16,488m<sup>2</sup>, of which 6,990m<sup>2</sup> is dedicated for residential use and 1,111m<sup>2</sup> for retail use. Approximately 200m<sup>2</sup> of residential amenity area is provided along with 1,375m<sup>2</sup> of landscaped open space. A total of 99 units are contemplated for Building A, through a mix of unit types and sizes.

A total of 161 parking spaces will be provided for Building A, with 109 spaces dedicated for residential use and 52 for commercial/retail use. Parking will be primarily accommodated through 2 storeys of underground parking, with some surface parking at-grade to support convenient access to the commercial/retail uses.

Phase 1A will provide continuity with the existing retail village uses to the north of the site. Grade related commercial/retail uses will allow for an expanded retail strip that supports an activated street front and continues the main street village feel, while a consistent streetwall height along Park Place Boulevard maintains a rhythmic, pedestrian-scaled streetscape. A parkette is envisioned north of Building A, for the dual purpose of providing a pedestrian through-zone while also providing a place for pedestrian respite and relaxation within the Retail Village. Private amenity areas in the form of rooftop terraces and indoor amenity areas will be provided for resident enjoyment separate to the Retail Village.

#### Phase 1B

Phase 1B contemplates a 16-storey tower with a 5-storey podium (Building B). Building B is sited to have building frontage along both South Village Way and Live Eight Way. Building B has a total GFA of 27,067m<sup>2</sup>, of which 13,395m<sup>2</sup> is dedicated for residential use and 195m<sup>2</sup> for retail use.

Approximately 1,000m<sup>2</sup> of residential amenity area is provided along with 1,630m<sup>2</sup> of landscaped open space. A total of 197 units are contemplated for Building B, through a mix of unit types and sizes.

A total of 227 parking spaces will be provided for Building B, with 217 spaces dedicated for residential use and 10 for commercial/retail use. Parking will be primarily accommodated through 3 storeys of underground parking, with some surface parking anticipated at-grade to support convenient access to the commercial/retail uses.

Building B will ultimately connect with Building A, completing the L-shaped building design for the north portion of the site.

Grade related commercial/ retail uses are also proposed for Building B (although less significant than Building A) to offer additional commercial/retail opportunities along Live Eight Way. The placement of the tower provides for a maximum setback to the Retail Village while minimizing shadowing.

#### Phase 2

Phase 2 contemplates a U-shaped building (Building C) comprised of a 6 and 12-storey tower, connected through a 5-storey podium. Building C will have building frontage along Park Place Boulevard, South Village Way, and Live Eight Way. Building C has a total GFA of 29,372m<sup>2</sup>, of which 12,815m<sup>2</sup> is dedicated for residential use and 1040m<sup>2</sup> for retail use.

Approximately 650m<sup>2</sup> of residential amenity area is provided along with 2,530m<sup>2</sup> of landscaped open space. A total of 179 units are contemplated for Building C, through a mix of unit types and sizes.

A total of 251 parking spaces will be provided for Building C, with 197 spaces dedicated for residential use and 54 for commercial/retail use. Parking will primarily be accommodated through 3-storeys of underground parking, with some surface parking anticipated at-grade to support convenient access for drop off/short term users.

Phase 2 will work in conjunction with Phase 1A to offer an expanded Retail Village, through the provision of grade related commercial/retail uses that supports an activated street front and continues the main street retail village.

Similar to Phase 1, the 6-storey mid rise will support a consistent streetwall height along Park Place Boulevard that maintains a rhythmic, pedestrian-scaled streetscape. A parkette is envisioned south of Building C, for the dual purpose of providing a pedestrian



through-zone while also providing a place for pedestrian respite and relaxation within the Retail Village. Private amenity areas in the form of rooftop terraces and indoor amenity areas will be provided for resident enjoyment separate to the Retail Village.

As a whole, the proposal accommodates for residential growth within Park Place allowing for its evolution into a mixed-use district and complete community that is pedestrian-friendly and transit supportive. As mentioned previously, the development will have access to the Park Place transit hub, while the surrounding amenities encourage convenient pedestrian access to nearby shops, parks, and restaurants, as well as the Sadlon Arena. The proposed development allows for efficient use of existing lands and infrastructure, in a manner that will support the longevity of the Park Place regional shopping destination.

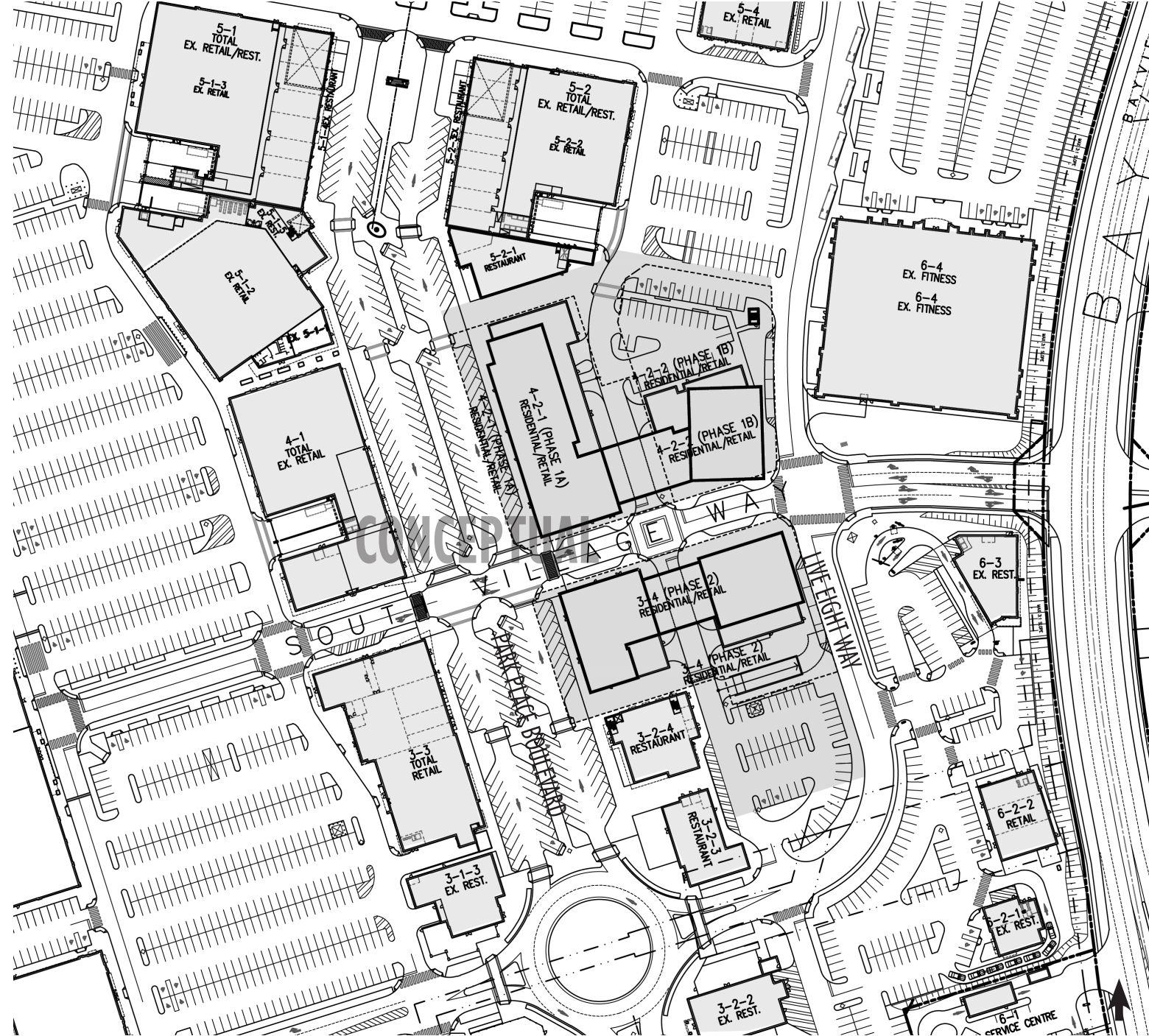
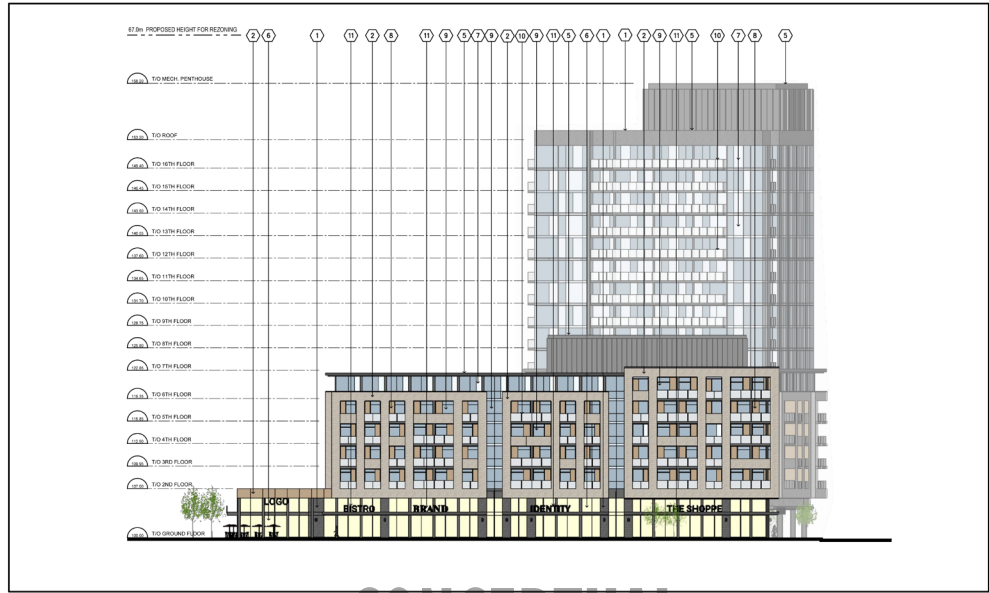


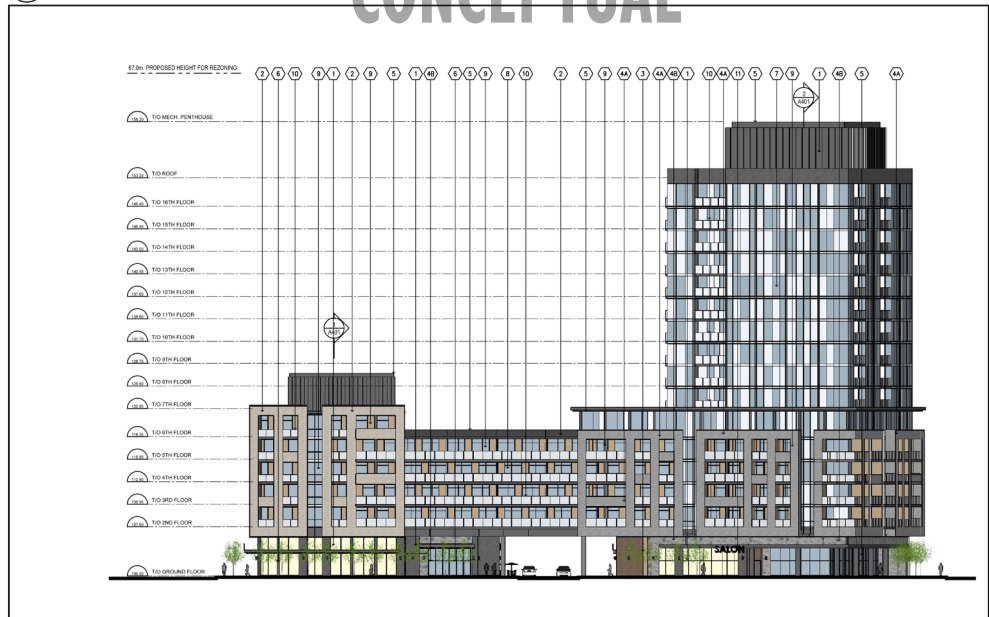
Figure 4. Conceptual Site Plan







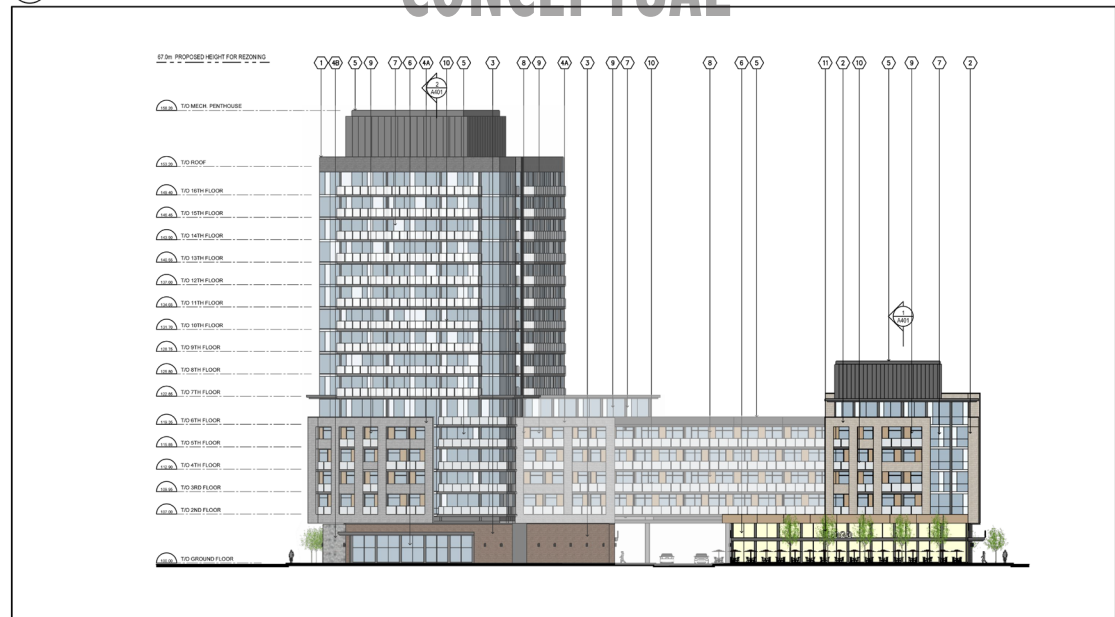
1 BUILDING A WEST ELEVATION  
A301 SCALE: 1:300



2 BUILDING A SOUTH ELEVATION  
A301 SCALE: 1:300



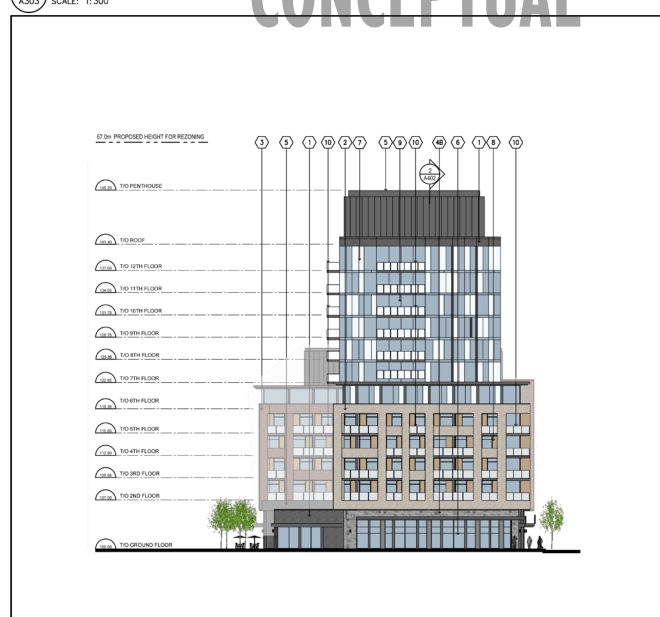
1 BUILDING A EAST ELEVATION  
A302 SCALE: 1:300



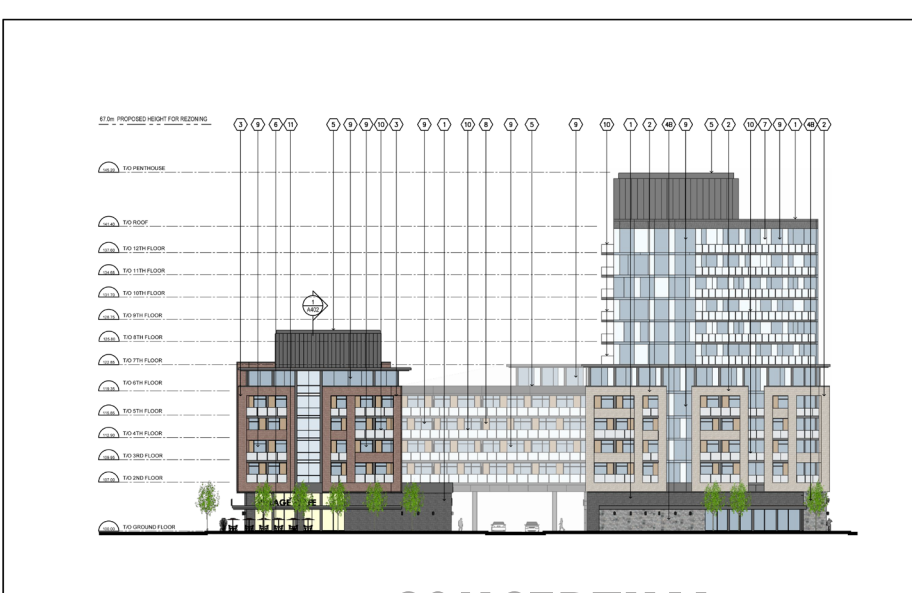
2 BUILDING A NORTH ELEVATION  
A302 SCALE: 1:300



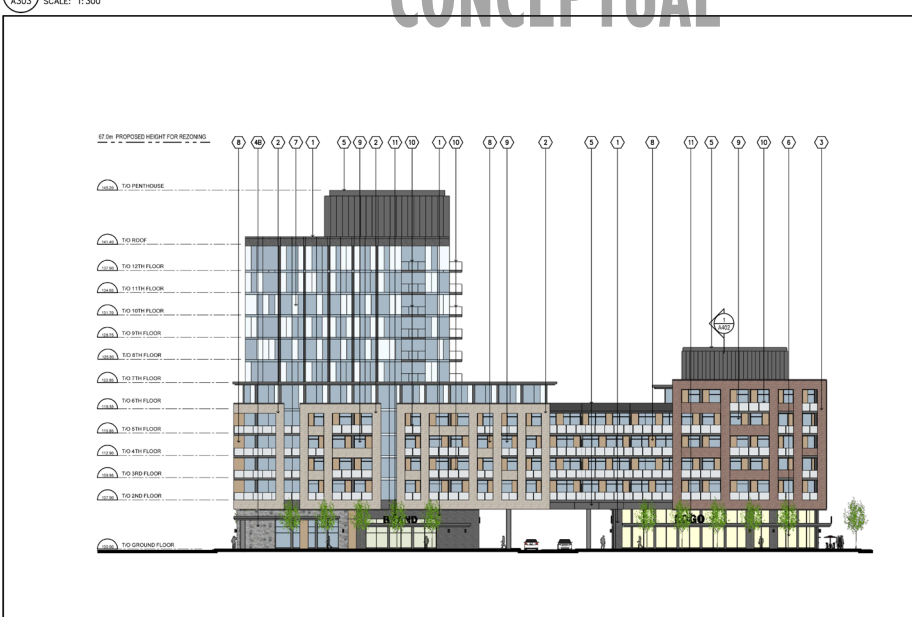
1 BUILDING B WEST ELEVATION  
A303 SCALE: 1:300



3 BUILDING B EAST ELEVATION  
A303 SCALE: 1:300



2 BUILDING B SOUTH ELEVATION  
A303 SCALE: 1:300



4 BUILDING B NORTH ELEVATION  
A303 SCALE: 1:300

Figure 5. Phase 1A & 1B Conceptual Elevations

Figure 6. Phase 2 Conceptual Elevations



### 3.2 Architecture Design Approach

The architectural approach to the proposed development seeks to introduce high-quality mixed-use, residential development. The proposed development will provide for residential units alongside ground-floor commercial uses.

The design approach to the masing follows a principle of establishing a pedestrain friendly podium with a strong rhythm of solid versus void through the use of recessed balconies. A transparent/lighter “middle” for the two towers consisting of mainly vision glass and cantilvered balconies in each phase, and a potential for a signature, decorative “top” with an integrated mechanical roof top equipment room.

The interior design of the buildings provides for a range of unit types and sizes. Along with the proposed unit types , the proposal aims to provide amenities that contribute to resident enjoyment and supplement the uses in the surrounding area, including:

- Lobby/Reception
- Centrally Located Mail Room
- Bicycle Storage
- Large Rooftop Amenity Terraces
- Gym
- Party Room
- Commercial/Retail Units.

The massing and siting of the proposed building demonstrates consideration for the principles of good urban design. The buildings demonstrate a maximum of 6-storeys along the Retail Village, to provide a human-scaled built form. The massing of the buildings along the Retail Village also has the effect of framing the street to create an activated street edge. The proposed towers have been sited to provide for a maximum setback to the Retail Village while

minimizing shadowing. Appropriate tower separation distance is also provided to ensure privacy, access to sunlight, and to mitigate wind channeling.

The exterior design focuses on a clean, timeless appearance that will complement the Park Place development, while still being an original development for surrounding neighbours to appreciate and utilize. Visual interest is provided through elements such as the mix and use of materials, balconies, and greater building articulation.

To prevent a build-up of traffic, access to underground parking, drop-off/lay by areas and loading areas are providing internally to the site. Parking is provided through a combination of surface and underground parking. Surface parking is directed behind the building in consideration of the activated street edge as well as to minimize the visual impact of surface parking areas from the Retail Village.

An architectural package has been submitted with these applications, detailing the architectural styles and design proposed for the development. The building elevations can be seen in Figures 5 and 6.



Figure 7. Rendering - View Looking Northeast



### 3.3 Landscape Design Approach

The approach for the landscape design offers consideration for the following: supporting the activation of at-grade commercial/retail uses by creating an attractive streetscape along the Retail Village, creating inviting parkette's where users can come together to relax and obtain reprieve from the Retail Village, and buffering and reducing the visual impact of surface parking areas. The proposed landscape plan is provided in Figure 8.

To support the activation of at-grade commercial/retail uses and to create an attractive streetscape, plantings are proposed along the building facades. Particular attention is paid to the plantings and street furnishings along the Retail Village. These plantings will exhibit a variety of colour and decorative characteristics to create an attractive streetscape. Street furniture such as benches and trash receptacles will be provided for pedestrians along the commercial frontages to support a welcoming and activated streetscape.

Two parkette's are provided as a space for gathering and enjoyment. Amenity style seating is envisioned, complimented by the thoughtful placement of plantings. These plantings will exhibit a variety of colour and decorative characteristics to create an attractive space for resident enjoyment.

To support buffering to and reduce the visual impact of surface parking areas, tree and shrub plantings are provided along the boundaries of the site. These plantings will also work to support compatibility with the existing surrounding commercial uses.

Private rooftop amenity areas are provided to offer residents a place to relax and play, separate to the publicly accessible spaces. A total of 7,385m2 of landscape/amenity area is provided.

The proposed landscape plan is designed to provide a cohesive aesthetic character for the proposed development that produces a high-quality urban design. Through these plans, the proposed development achieves the following:

- Provides extensive native plant materials, avoiding invasive plan species.
- Incorporates ecologically relative plantings suitable for the site characteristics.
- Implements landscape plantings which exhibit a variety of colour and decorative characteristics.
- Provides plantings and street furnishings along the building frontages to soften the building elevations and activate the streetscape.

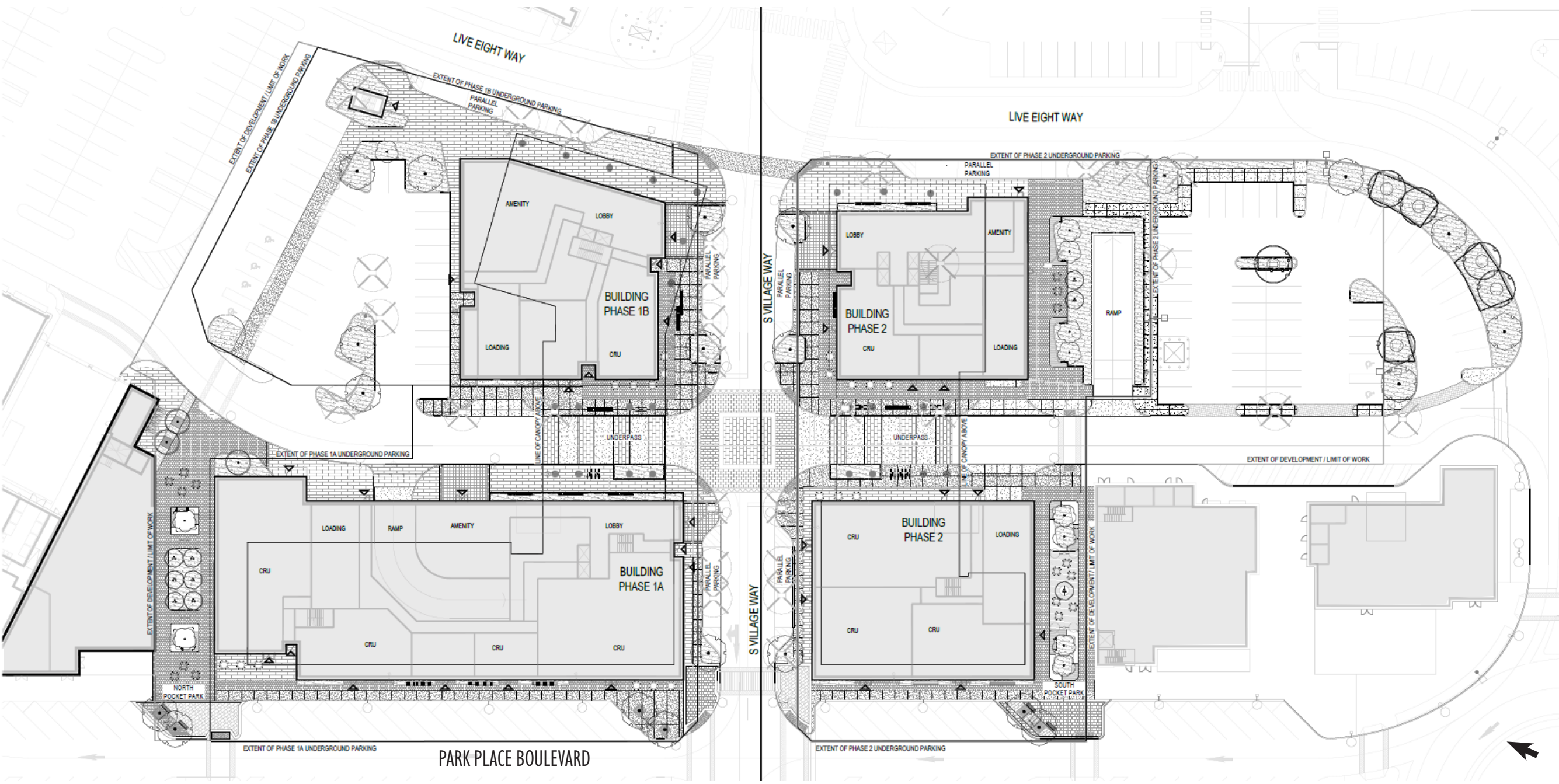


Figure 8. Landscape Plan



# URBAN DESIGN POLICY

# 4

## Human Scaled Design

In order to promote walkability and active transportation, the residential buildings at Park Place will be designed to consider their broader context. To this end the proposed buildings will be located and arranged to reinforce permeable pedestrian scaled blocks that promote convenient access throughout the property, and be integrated with existing well-established connections and linkages.

Generally, the scale of residential massing and façade elements will correspond to the various distances from which they are viewed. The proposed building design will balance massing relative to its context and maintain the general pattern for windows, doors and other façade articulation along the adjacent internal street.

Facade design will define the residential buildings as a distinct use while enhancing the larger street compositions created by existing and/or planned groups of buildings and open spaces. Facades and streetscapes will establish a mutually supportive relationship in which indoor and outdoor spaces animate and connect to each other through transparent doors and glazing, apartment balconies, and overlooking roof terraces amenity areas.

For the benefit of pedestrians, residential facade design will incorporate recessed entrances, canopies and awnings to provide shade and weather protection.





## Complete Neighbourhood Design

Since first opening, Park Place has become a thriving and popular regional shopping and entertainment lifestyle center located in the south end of the City of Barrie. With the advent of provincial and municipal policies to support urbanization and intensification, there is significant opportunity to explore and pursue the phasing of residential mixed use typologies within the existing development framework of this established commercial property.

Supported by connections to surrounding areas and a high-quality public realm consisting of an existing and integrated network of internal streets, open spaces, shops (including an on site food store), community services, on site transit routes and landscaped pedestrian pathways, the residential redevelopment of Park Place into a complete community will create a unique lifestyle living environment and shopping destination.

Residential redevelopment at Park Place will follow the principles of Crime Prevention Through Environmental Design (CPTED) to promote the safety of users at all times of day through careful consideration of building ground level design, including incorporating opportunities for casual surveillance or ‘eyes on the street.’

## Sustainable and Resilient Design

Exterior cladding materials for residential buildings will be durable and of high quality. Use of Muskoka Granite is encouraged, a cladding that has been distinctively used on the vast majority of the buildings at Park Place, is proposed.

Residential buildings proposed at Park Place will be oriented to maximize energy performance, natural ventilation and daylighting to reduce energy consumption, and promote resident health and well being.

In addition, other sustainable building strategies under consideration include:

- Low-flow water fixtures
- High efficiency HVAC and heat recovery systems that promote improved indoor air quality
- LED lighting
- Light colored roofing and green roofs
- Bird friendly glass
- Dark sky compliant site and exterior building lighting
- Increased and enhanced the tree cover and canopy
- Drought resistant landscaping
- Environmentally efficient site stormwater management strategies including pervious hard and soft landscaping surfaces

## General Public Realm Design

Park Place’s existing network of internal streets has been key in the planning of the proposed residential redevelopment and has a distinct position, identity and role in the fabric of this new community. Streets will form the majority of a new community’s public spaces, and much of the quality of the public realm will come from their design and character. The streets will act as a conduit by which residents and visitors experience Park Place whether on foot, on a bicycle, within a car or on transit.

Residential intensification at the Retail Village and along surrounding internal streets will focus on structuring and combining urban design elements such as blocks and landscape open spaces with the interface of commercial uses and the existing public realm.

Through this residential intensification the vision of the “lifestyle” concept described in Section 2.7 of the 2005 Park Place Urban Design Guidelines will evolve such that residents will now be able to live within this vibrant shopping and entertainment environment through the emergence of new mixed-use building typologies.

The residential buildings will be designed to consider their broader context in order to promote and support walkability and active transportation. Buildings will be located and arranged to reinforce pedestrian scaled permeable blocks that promote convenient access throughout the property, and be integrated with well established connections and linkages.





## Gateways

The proposed residential high-rise buildings at Park Place will be designed to be visual landmarks that will highlight the Bayview site access as an important node, and are strategically located to create a sense of place through dynamic vistas and memorable gateways.

## Accessible Design

Residential building entrances and public areas will be highly visible and their design will meet universal accessibility standards (AODA).

## Access, Circulation, Loading and Storage

As outlined in Section 2.2.1 of the Park Place 2005 Urban Design Guidelines, a pattern and hierarchy of internal streets and open spaces has been established from a thoroughly developed Master Plan. Roundabouts from Mapleview Drive and Bayview Drive provide convenient access to a network of primary and secondary landscape enhanced internal streets, and a central boulevard defined as the Retail Village - a district within Park Place - made up of permeable streetscapes, development blocks and landscape open spaces providing comfortable pedestrian environments that support gathering, walkability and active transportation.

Residential servicing and loading areas will be located and organized to limit impact on the public realm. Generally, servicing and loading areas associated with residential blocks will be consolidated in locations that are hidden from view and located off secondary internal streets and driveways, situated at the building rear or side, and away from main building frontages and primary internal streets. Service areas will be integrated within the building, and for pedestrian safety sightlines to service vehicle maneuvering areas will be maintained.

## Semi Public Spaces and Amenity Areas

New residential buildings will provide amenity space for all residents, including a mix of public/private space, as well as indoor/ outdoor space. Outdoor public areas will be provided adjacent to new residential uses that are safe, comfortable and provide amenities such as landscaping, seating and lighting to promote community life for residents. Such open spaces will also be readily visible and integrated with the established public realm of Park Place’s internal streets in a manner that enhances and reinforces the framework of linkages and connections throughout the site.

Residential building entrances and access points will be connected to generous public sidewalks that can accommodate street trees and landscaping, pedestrian clearway, outdoor patios and other amenities such as street furniture, lighting and bicycle parking.

Generally podium and midrise residential building roofs will be used as private outdoor and/or shared outdoor gathering amenity spaces in the form of green roofs, patios, terraces and courtyards. The design and location of rooftop amenity spaces will carefully consider separation and screening of rooftop mechanical areas while maximizing sunlight, access, connectivity, safety and usability.

## Lighting and Displays

Signage related to the at grade commercial component of the proposed residential buildings will be set at a consistent height at the first floor of podium facades and will be integrated in the building façade design.

Adequate pedestrian scale lighting will be provided along residential building frontages, within shared outdoor amenity areas and along pedestrian sidewalks.

## Bird Friendly Design

To mitigate any potential danger the new urban environment planned at Park Place may present to migratory birds, design strategies such as increasing the visibility of glass with patterned frit or film treatment for the first 4 storeys, the blocking of reflections of surrounding sky and vegetation with architectural screens, the addition of mesh and louvers to break up continuous transparency, and light pollution reduction will be considered in building design. Facade design of residential buildings will incorporate recessed balconies, awnings, sunshades etc to give birds visual cues to avoid collisions.

## General Built Form Development Criteria

Generally, residential building frontages at Park Place will be oriented parallel to internal streets, in line with the established built-to line. Where buildings occupy an entire block, both frontages will align with their respective street walls. Notwithstanding the above, slight variations in building frontage setbacks will be considered to create a more interesting streetscape.

Residential building design will consider both the interface between the private and public realm as well as the overall look and character of the façade to ensure cohesion with the existing adjacent built environment. Proposed residential blocks will be designed with a rich mix of materials and architectural detail, and will define and support the public realm with entrances, active ground floor uses and glazing to animate and connect to the streetscape. Use of opaque glass will be minimized as much as possible.

The appearance of long building frontages will be divided into functionally and/or visually smaller units through façade articulation including vertical breaks, recesses and niches. Generally, large

expanses of at grade blank walls that front on internal streets or outdoor amenity areas will be avoided.

Where appropriate and possible, commercial uses will be designed to ‘spill’ onto the public sidewalk through patios, outdoor seating, display areas, etc. Where feasible, roofs of midrise residential buildings will be considered as terrace opportunities for semi-private and private resident amenity areas. When combined with upper storey windows and balconies, roof top amenity terraces will offer a greater sense of safety and security through natural surveillance.

## Mid-rise Buildings

Generally, residential mid-rise buildings at Park Place will be designed to a density, height and scale that is proportional to the adjacent street width (specifically, the height of a mid-rise building will generally reflect a 1:1 ratio with the width of the adjacent internal street). Residential mid-rise buildings will be designed to animate adjacent streets through a mix of at grade retail uses, amenity spaces, residential lobbies etc. Mid-rise buildings can take the form of a 6 storey podium in a high-rise building. Where feasible, roofs or podiums should allow for landscaped semi-private and private terraces and amenity areas.

The proposed residential mid-rise buildings at Park Place will be massed to reinforce a pedestrian scale and promote strong connections to sidewalks and open spaces, as well as be designed as articulated podiums that anchor and frame the public street. Where feasible, the roof of the mid-rise buildings will allow for landscaped semi-private resident terraces and amenity areas. Design of the mid-rise residential buildings, including their mechanical penthouses will be carefully designed and located to minimize shadow impacts



# High Rise Buildings

The high-rise buildings at Park Place will achieve a high quality of design excellence and will include a base, middle and top, all articulated to reduce the perceived mass. The podium of a residential high-rise building will anchor the tower, and be designed to frame the adjacent street and provide a human scale environment supported by vibrant and active at grade uses. The tower, located above the podium, defines the appearance and aesthetic character of the building, and will be located and appropriately sized to minimize wind and shadow impacts. The top component of the tower will be uniquely designed to positively contribute to the overall skyline of the property and the surrounding context.





# Parking Design for Developments of All Types and Areas

The availability of short term convenience parking is of vital importance to the operation of Park Place as a shopping and entertainment destination, and as such will be delineated from the long term parking needs of residents. Generally, parking and access to parking designated for residents will be more discreet and hidden from view. Underground parking for residents is proposed, complimented by convenience surface parking for use by visiting patrons and guests of residents. Where possible and appropriate from a traffic flow perspective, surface parking in the form of parallel street parking for guests of residents or shopping patrons will be integrated into the design of new streets and sidewalks associated with the new residential blocks.

Generally parking provisions associated with the residential development will be directly adjacent or connected to the building it is serving. Surface parking areas and vehicular access to the underground residential parking will be located off secondary internal streets and situated at the building rear or side, and away from main building frontages and primary internal streets. Clear signage and wayfinding will be integrated in the design of the underground parkades to ensure patrons of the shopping center will not be confused and mistakenly park in parking spaces assigned to residents. Parkades will be designed with adequate lighting for user safety and security.

At Park Place multi-modal transportation is encouraged as residential development is introduced. As such, bicycle storage locations for residents will consider ease of accessibility, safety, security and convenience in both outdoor/temporary use, and

indoor/long term storage. Where feasible, internal bicycle storage rooms within residential buildings will be adequately sized to accommodate the required demand. In addition, the planning of infrastructure for bike parking within the proposed residential blocks will consider the connection between residential bike parking storage areas and the established walkways and linkages that exist and connect to surrounding areas.



# SHADOW STUDY





A Shadow Study was completed by Petroff for the proposed development. This study demonstrates the shadows cast by the proposed development during several times throughout the year. The Study determines whether shadows generated will impact adjacent properties, streets and public spaces, and to what extent.

The month of April affects the lands to the east and west. Through the simulation, the morning hours between 8:00-9:00am are the only times where a shadow is cast to the west over Park Place Boulevard and the Retail Village. Considering the shadows are cast at early hours and outside of typical business hours, there is little to no anticipated impact to the Retail Village uses. Through the simulation, the afternoon to evening hours between 2:00pm-6:00pm are the times where a shadow is cast to the lands to the east. Through a review of the lands impacted, it is noted that the areas impacted largely consist of private roads and surface parking. Slight shadowing occurs on the built form to the east, with no anticipated adverse impact to these commercial uses.

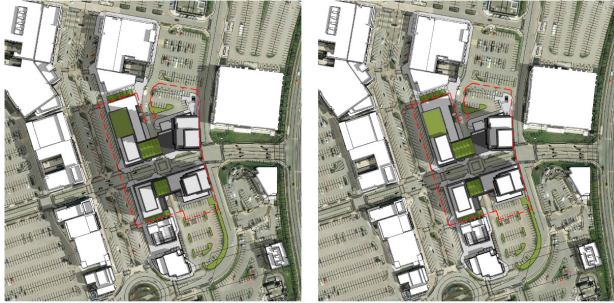
The month of June affects the lands to the east and west. Through the simulation the morning hours between 7:00-9:00am are the only times where a shadow is cast to the west over Park Place Boulevard and the Retail Village. Considering that the shadows are cast at early hours and before typical business hours, there is little to no anticipated impact to the impacted uses. Through the simulation, the evening hours between 2:00-7:00pm are the times where shadows are cast to the lands to the east. Through a review of the lands impacted, it is noted that the areas impacted largely consist of private condominium roads and surface parking. Partial shadowing occurs on the built form to the east, with no anticipated adverse impact to these commercial uses.

The month of September affects the properties located to the east, north, and west at varying times throughout the day. Through the simulation, the morning hours between 8:00-10:00am are the only times where a shadow is cast west over Park Place Boulevard and the Retail Village. By 10:00am, minimal shadowing occurs over the lands to the west. Considering that majority of the shadowing occurs between 8:00-9:00am at early hours and before typical business hours, there is little to no anticipated adverse

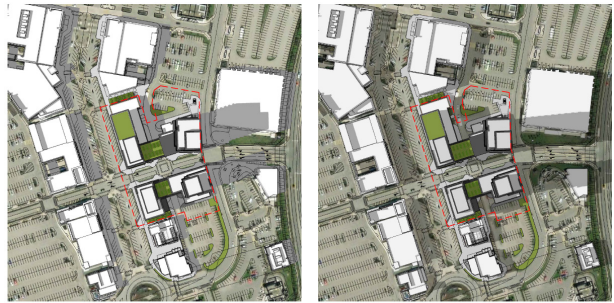
impact to the use of these lands. Through the simulation, the hours between 10:00am-1:00pm impact the lands to the north. Considering the lands affected consist primarily of surface parking, there is little to no anticipated impact to the uses to the north. Minimal shadowing occurs on the built form to the north. Through the simulation, the evening hours between 1:00pm-5:00pm are the times where a shadow is cast to the lands to east. Between 1:00-3:00pm, majority of the shadowing occurs on private roads with minimal shadowing on the built form. Between 4:00-5:00pm, shadowing impacts the built form to the east, with no anticipated adverse impact to these commercial uses.

The month of December affects the lands located to the north and east. Through the simulation, shadows are cast throughout the day, with majority of shadowing occurring over surface parking areas and private roads. Minimal shadowing occurs within the Retail Village to maintain access to light within this area.

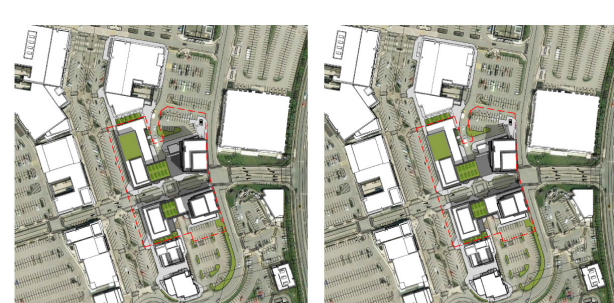
The Shadow Study is included within pages 30-32 of this Report.



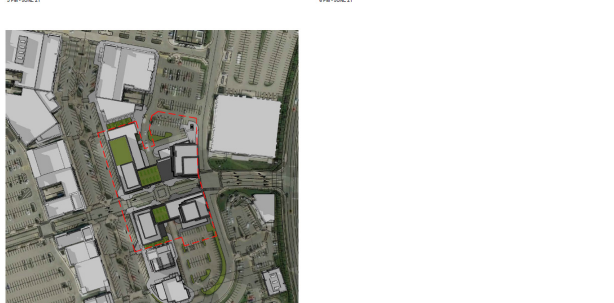
Month of April



Month of April, continued

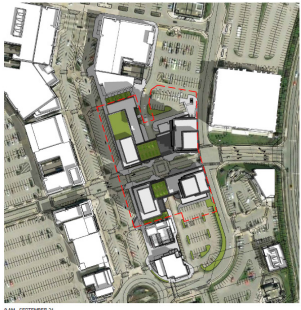


Month of June



Month of June, continued





Month of September, continued

Month of September

Month of December

# WIND STUDY

6



A Pedestrian Level Wind Study was completed by Gradient Wind Engineering Inc. for the proposed development. This study investigates pedestrian wind comfort and safety within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The Pedestrian Level Wind Study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to receive conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks, surface parking lots, building access points, and the pocket parks are considered acceptable.
- 2) Conditions over the elevated amenity terraces serving the proposed development are predicted to be suitable for sitting during the typical use period of late spring through early autumn, which is considered acceptable.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

The full Pedestrian Level Wind Study is submitted under a separate cover in support of the proposed applications.

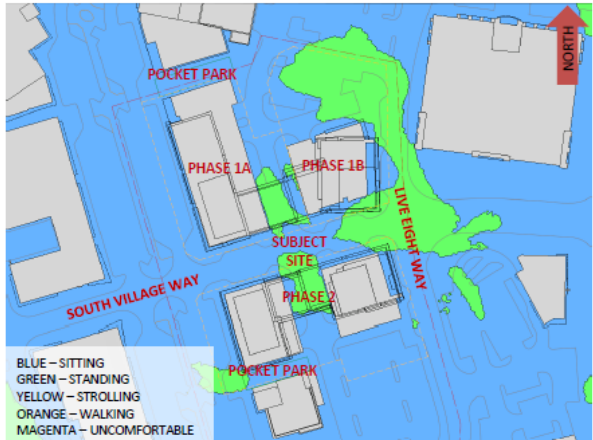


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

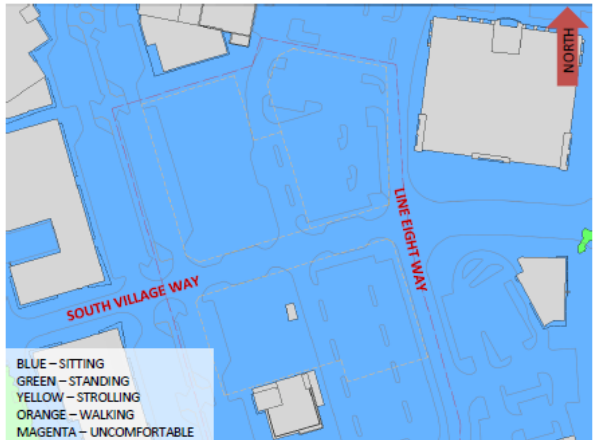


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

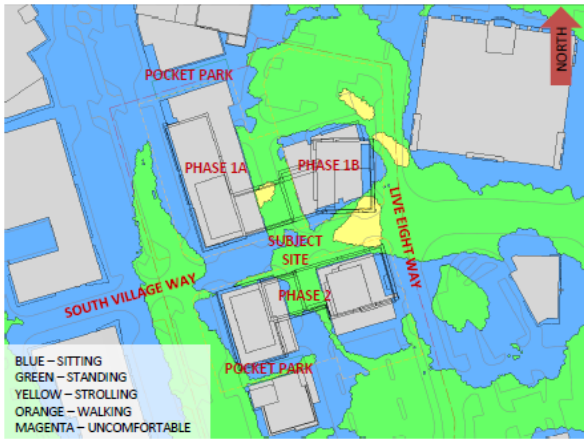


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

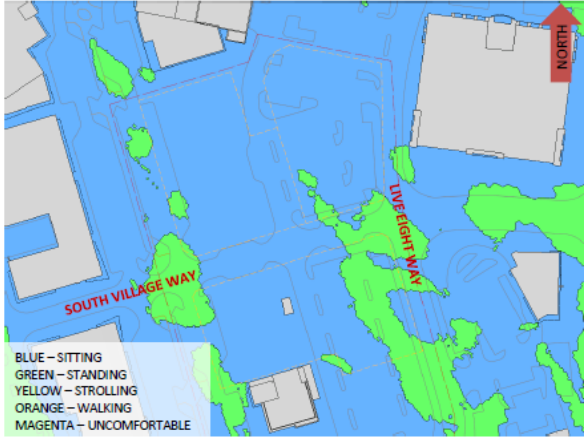


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

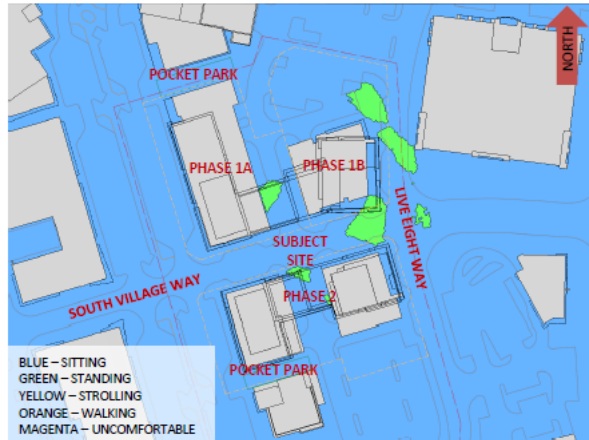


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

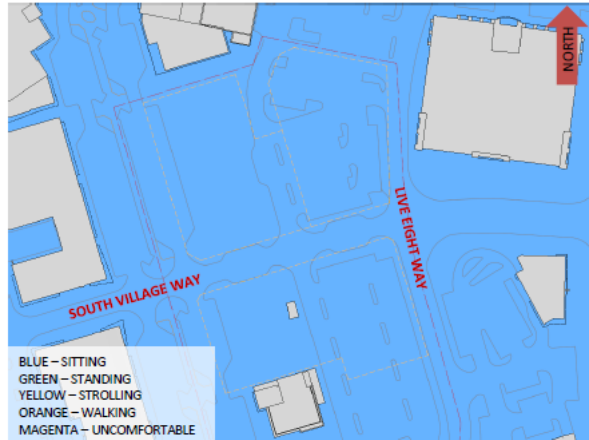


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

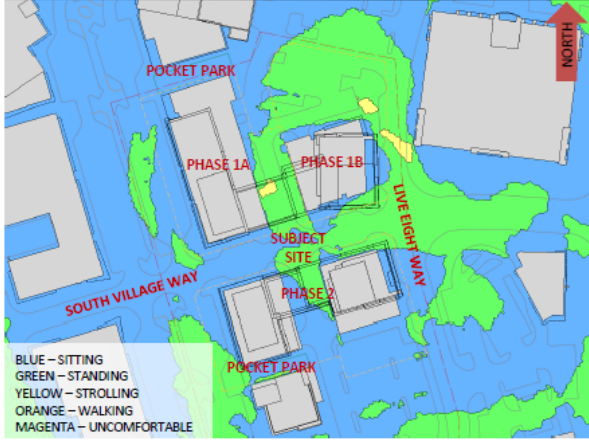


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

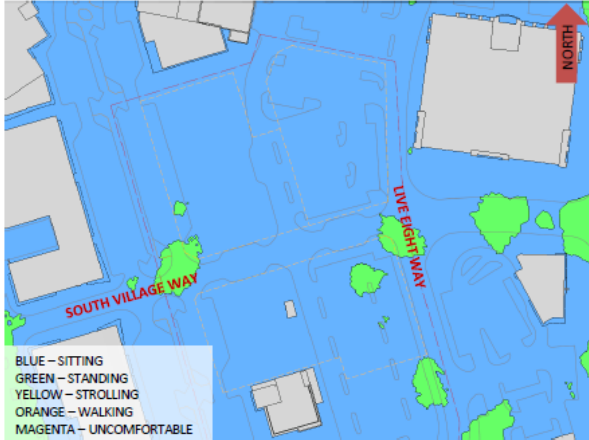


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL- EXISTING MASSING



# CONCLUSION



The purpose of this report is to support approval for an Official Plan Amendment and Zoning By-Law Amendments to revise 'Defined Policy Area R' and the 'General Commercial (C4)(SP-304)' zone in order to facilitate a mixed-use development introducing residential uses. The concept plans have been developed in partnership with Studio TLA and Petroff Architects.

Pedestrian-focused and human-scaled development are at the core of the design principles established for the site. Building massing and siting, the use of high quality design materials, lighting, and landscaping, work in synergy to enhance the pedestrian realm of the Retail Village, while encouraging alternative and multi-modal transportation. In this respect, the development has been designed to support the development of Park Place as a compact and walkable complete community.

This report represents an addendum to the Park Place 2005 Urban Design Guideline. This Urban Design Report has been developed to guide urban design relative to the proposed development, to demonstrate consistency with the objectives of the City's design directives. It is our professional planning opinion that the proposed Official Plan and Zoning By-law Amendment applications, and development in general, adequately satisfy the City's urban design goals.

Respectfully submitted,

**Innovative Planning Solutions**

Darren Vella, MCIP, RPP  
President & Director of Planning

Karla Tamayo, M.Pl.  
Intermediate Planner





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