

URBAN DESIGN BRIEF

220 Bradford St, Barrie, ON L4N 3B6

FILE NUMBER:

SUBMISSION DATE: FEB 21, 2020

SUBMISSION FILE NUMBER: 1

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MATAJ
ARCHITECTS INC

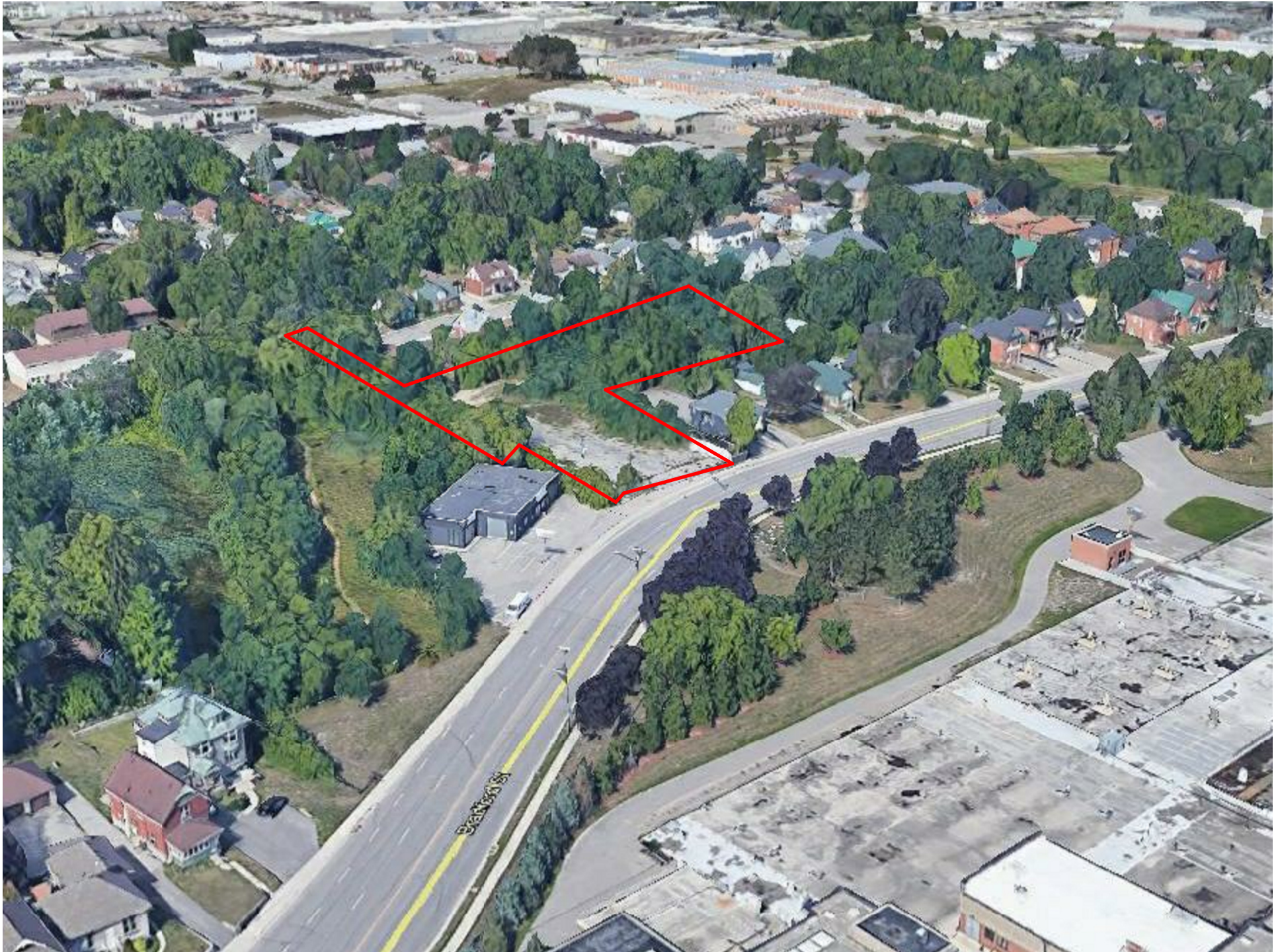


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INTRODUCTION

Mataj Architects Inc. has been retained by Chayell Development (hereinafter as the “Applicant”) to prepare an Urban Design Brief for the redevelopment of the property located at 220 Bradford Street (hereafter referred to as “the Subject Lands” or “the Site”). The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided for the Urban Growth Centre of the City of Barrie. The zoning of this property is C2-2(SP-492) (H-124). Overall the proposal represents intensification within the boundaries of the City’s downtown, optimizing development through intensification that encourages reinvestment and revitalization of the existing areas. The proposal follows the policy guidelines for intensification of the areas within the Urban Growth. The proposed development will promote the use of multi-modal transportation options such as walking, cycling and will support the use of local transit routes with connections to GO Transit in the Downtown.

THE POLICY FRAMEWORK

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

design and tall building design policies within Official Plan set forth goals of providing a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. Supported by relevant urban design guidelines, these Official Plan Policies guides context sensitive development and promote an enhanced public realm in the Downtown Area.

OUR APPROACH

In response to this design vision, Mataj Architects Inc. on behalf of the Applicant has prepared this Urban Design Brief to illustrate how the proposed development has met the development requirements within the Official Plan. Specifically, City of Barrie policies regarding urban design guidelines, and tall buildings and height control (Policy Sections 6.5 and 6.6 of the Official Plan) will be evaluated. Further, the relevant guidelines within the City of Barrie Intensification Area Urban Design Guidelines will be evaluated wherever possible. Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Eva Mataj
OAA, MRAIC, NSAA, NLAA
Architect and Principal of Mataj Architects Inc.

2 THE PROPOSAL

THE PROPOSED DEVELOPMENT

The proposal consists of a 14 floor high-rise development of 121 residential units over a parking podium of 4 storey screened open parking. Available parking for this development is 159 parking stalls located on grade and above grade and accessed via Bradford entrance. Due to the shape of the lot the narrow part of the property has been designed to extend the parking podium to accommodate the parking requirements, but at the same time help reduce the parking podium mass from the street. The roof of the parking wing has been designed to accommodate the condo amenities (some are shared with public) and receive a roof top outdoor area to help offset the parking use below and to allow both residents and public to enjoy water views from a higher view point. The proposed building will have a total GFA of 17,291sm from which 513.1 sm is the commercial component open to the public as a combination of grade location and grade access to the public access of roof top shared amenity.

The entrance to Condo and open parking is from Bradford street. Care has been given to the portion of the lot facing the street by trying to use better materials at eye level and help create an active wall for the pedestrians

along Bradford street. Loading is taking a corner of the façade but care has been given to have that recessed from the view.

Public access to the amenities located to the roof of the wing is via a sidewalk on the side of the property that will receive all season maintenance from the Condo Board. Access to the public amenities is at grade via elevator and exit provided via two stair shafts.

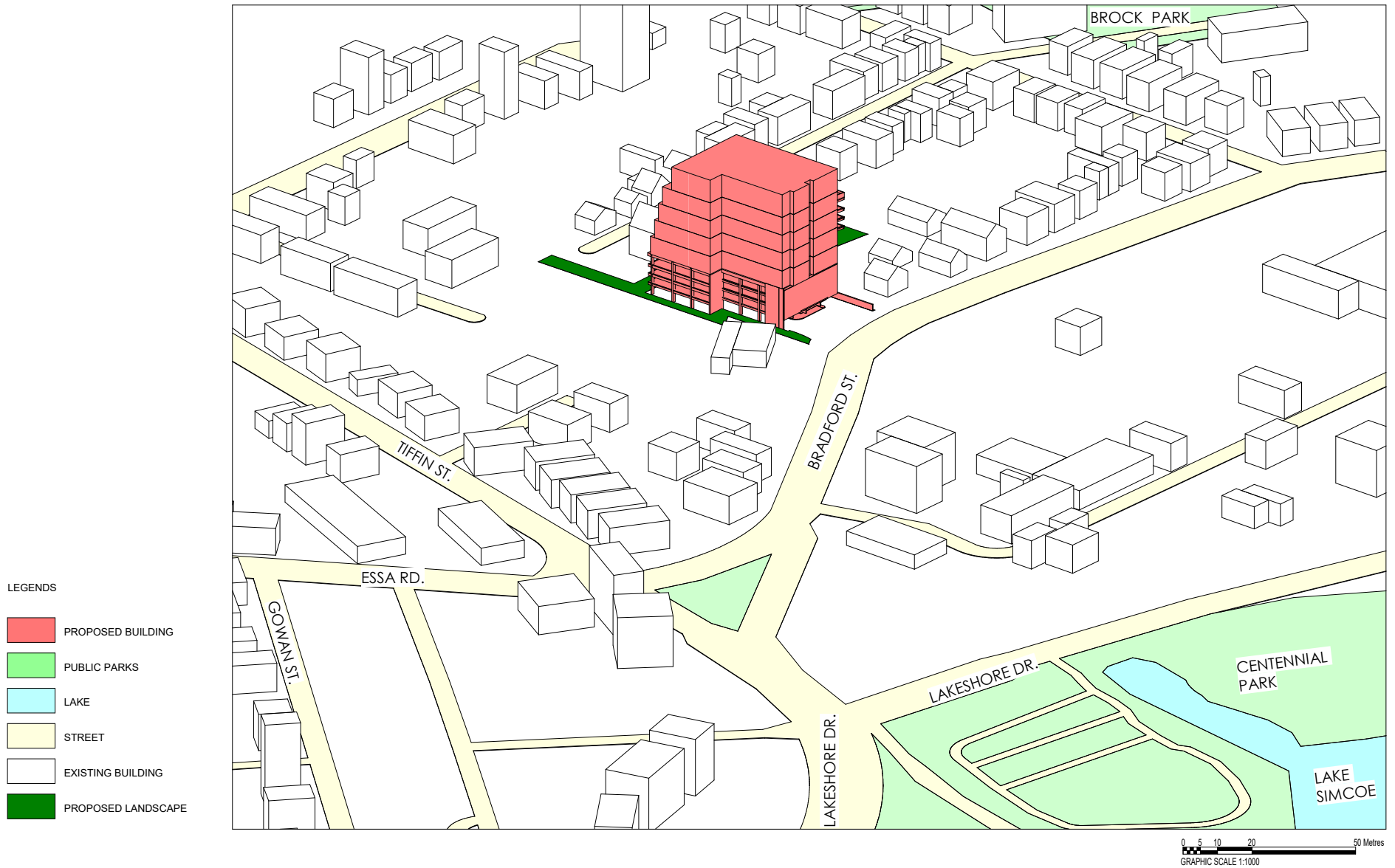


Figure 1. Overall massing of the proposed development

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SITE DESIGN AND ORIENTATION

GUIDANCE

City of Barrie Official Plan

Policy 6.5.2.2 i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

Policy 6.5.2.3 (b) New development shall be of high quality design to maintain and enhance the Downtown's image as an enjoyable, safe, accessible, pedestrian-oriented place, and designed and built to complement pedestrian activity and historical attributes.

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

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

RESPONSE

The proposed development represents intensification within the boundaries of the Urban Growth Centre in Downtown Barrie. The proposed massing provides a transition of density, recognizing the Subject Lands are located at the edge of the Downtown.

Despite challenges with the shape of the property and limited frontage, the proposal addresses well the streetscape, pedestrian access and massing on the street by creating comfortable pedestrian-oriented public realm. The proposed active at-grade uses and design treatments, including high-quality landscaping, will assist in creating comfortable and thriving streets. A pedestrian path/access to the roof area amenities above the parking wing is proposed at the west corner of the site to further animate the streetscape.



Figure 2. Building height and context

GUIDANCE

Policy 6.6.4 (b) i) Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.

Policy 6.6.4 (b) ii) Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.

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

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

RESPONSE

While the proposal has frontage along Bradford Street, which has a direct view of Kempenfelt Bay, the north-south orientation of the site, the proposed setbacks and massing step backs will appropriately protect the view corridor without the use of a 45-degree angular plane. Due to the design of the tower and base building massing, the proposed development will assist in framing future developments along Bradford Corridor. Further, the slender design of the proposed tower component will enhance the skyline of Downtown Barrie . The proposed tower component is stepped back from property lines to allow for tower separation in the future. It is noted that no tall building exists or is planned on the adjacent lands.

The proposed massing steps down in height from north to south, limiting the impact of shadow on adjacent lands. The height transition also allows the development to be a context-sensitive landmark in Barrie's skyline with well-distributed density impact. The proposed massing is setback from adjacent low-rise buildings to allow for appropriate transition and spacious separation in the interim of further intensification in the area.

The north and east facade of the proposed development will be an introduction to the intensified area of the downtown Barrie and a landmark of the intersection Essa Road and Bradford.

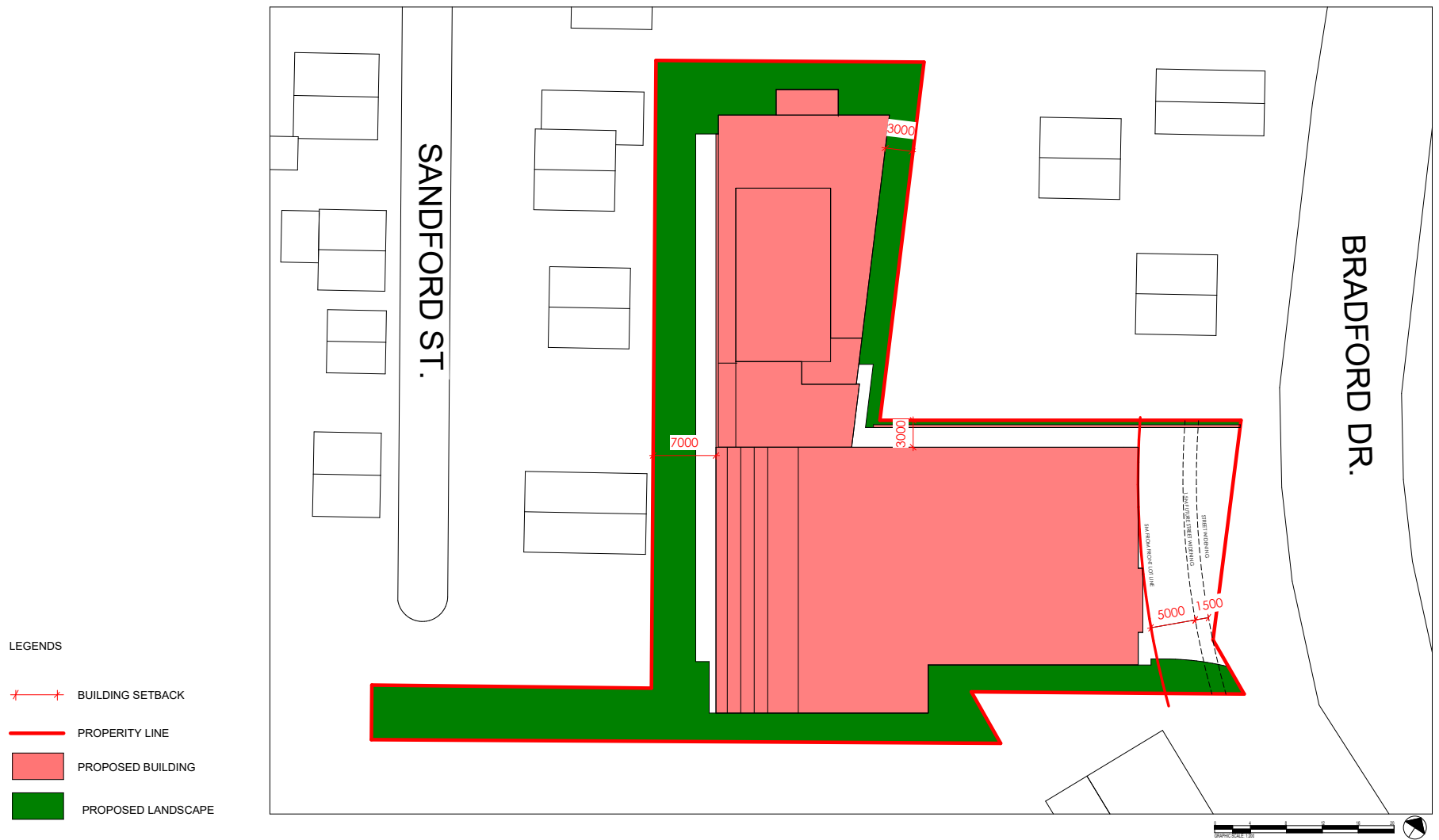


Figure 3. Building setback

GUIDANCE

Urban Design Guidelines for Barrie's Intensification Areas

Guideline 4.3.1 a) Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas. On corner sites, buildings should be designed to frame both the primary and the secondary street.

Guideline 4.3.1 d) The front streetwall of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.

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

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

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

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

Guideline 4.3.7 a) Above 80% of the building's permitted height, the property should step-back sideways 5.5 metres to provide sky views and sunlight

GUIDANCE

penetration to the sidewalks in the right-of-way, and to other nearby properties.

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

Guideline 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.

Guideline 6.6.3 b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

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

RESPONSE

With the exception of parking deck, the majority of the of the building frontages the property along Bradford Street, The proposed tower is 5 metre from the widening line of Bradford street noted from Engineering Development.

The front property/ proposed building provides building entrances and offers visual interest at street-level. The proposed tower component on the northern portion of the Subject Lands is 14-storeys in height. The proposed tower floor plates are appropriately sized to achieve more units in the lower floors while providing appropriate building transition to neighboring properties. Furthermore, the 5-storey component at the east side of the property offers a transition to the adjacent properties fronting Sanford Street. As the Subject Lands are within an intensification area, the proposed base building is designed to be 14-storeys in height, that is within permitted height.

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

4 SITE CIRCULATION

GUIDANCE

City of Barrie Official Plan

Policy 6.5.2.2 v) Building entrances should be well-defined and accessible to pedestrians and the handi-capped persons with disabilities.

Policy 6.5.2.2 vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.

Policy 6.5.2.3 (h) The City will promote pedestrian orientation through the development of open space systems that incorporate bicycle and barrier-free walking paths linking the downtown to the waterfront.

Urban Design Guidelines for Barrie's Intensification

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

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

RESPONSE

The proposal has opportunities for an engaging street-level design as a number of at-grade entrances have been proposed along frontage. In addition to the proposed residential lobby entrances along Bradford street, commercial entrance, pedestrian access at the roof top amenity via maintained pathway are provided at-grade.

The proposed commercial and lobby entrances will be well-defined and accessible to pedestrians of all abilities. The proposed amenity access has an elevator to take public to the rooftop amenities and will provide barrier-free access from Bradford street. The majority of building entrances will have direct access to the public sidewalk.

Pedestrian movement will also be safe as vehicular movement has been directed away from locations of foot traffic. The proposed area of vehicular movement is consolidated to two access point along Bradford Street. Painted line and sidewalk links will take users safely to entrance doors. The circulation pattern of the proposal is shown in Figure 4



Figure 4. Vehicular circulation, pedestrian circulation and building entrances

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ARCHITECTURAL DESIGN

GUIDANCE ON ARTICULATION

City of Barrie Official Plan

Policy 6.5.2.2 ii) The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.

Policy 6.5.2.2 iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

Urban Design Guidelines for Barrie's Intensification

Areas Guideline 4.3.8 k) When building frontages exceed 12 metres in width they should be divided into functionally and visually smaller units through the use of facade articulation, internal courtyards, and networks of connected walkways and landscaping.

Guideline 6. 6.4 (d) iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.

Guideline 6. 6.4 (d) iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.

RESPONSE

The proposed development's façade and roof design have been shown to support this application. It is anticipated that the proposed design will conform to Official Plan policies regarding articulation, landscaping, and screening of utility elements to create an attractive public realm. All public street frontages of the proposal will not have blank walls, which will activate street-level residential and retail uses. The proposed development will include residential and commercial portion along Bradford street.

The frontage will have direct access to the public realm, including the sidewalk. The proposed street wall along the public street will be uniform, save and except for articulation at building entrances. The roof top amenity section at the East side of the property will provide additional public space for the enjoyment or residents, public, and visitors.



Figure 5. Contemplated architectural styles

GUIDANCE ON ARCHITECTURAL FEATURES AND DETAILS

Urban Design Guidelines for Barrie's Intensification Areas Guideline 4.3.3 a)

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

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

Guideline 4.3.8 a) The facades of large buildings should be designed to express individual commercial or residential units through distinct architectural detailing, including entrance and window design.

Guideline 4.3.8 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.

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

Guideline 4.3.8 f) A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.

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

Guideline 4.3.8 h) Building entrances should work in conjunction with retail uses and can be expressed and detailed in a variety of ways including large entry awnings, canopies or double height glazing. Retractable awnings and canopies may encroach into the public right-of-way provided a minimum of 2.7 metres of vertical clearance is provided. Permanent awnings or canopies that encroach into the public right-of-way may require a permit.

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

Guideline 4.3.8 j) Secondary entrances should not be the dominant entrance. However, they should be easily accessible and convenient for service, loading and parking areas.

Guideline 6.6.3 b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.

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

Guideline 6.6.4 (d) ii) New development will foster a pedestrian friendly public realm by featuring a street-wall of continuous built form frontage adjacent to any principal streets. This streetwall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.

RESPONSE

Opportunities for animation at the ground level will be available at commercial unit and wherever appropriate for lobby and residential entrances. Weather protection features, such as overhangs, is provided at building entrances for additional building articulation. These features will add architectural interest. Further, Architectural elements, such as balconies, architectural play with colors and window placement, is considered to be part of the overall display.

GUIDANCE ON MATERIAL

Urban Design Guidelines for Barrie's Intensification Areas

Guideline 4.3.8 b) Despite the use of various architectural styles within the City, the design and material quality should be consistent and building materials and finishes should be complementary.

Guideline 4.3.10 a) All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency.

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

Guideline 4.3.10 c) Building materials should be used as they are intended (i.e. colour, texture, etc.), and should not be used to mimic other materials.

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

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

Guideline 4.3.10 f) Building materials and finishes on building facades facing onto or visible from public streets and public spaces should not include synthetic siding systems, mirror/heavily tinted glass panels, and unadorned concrete block.

Guideline 4.3.10 g) Blank walls or unfinished materials along property lines where new developments are adjacent to existing parking areas or smaller-scaled buildings should be avoided.

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

Guideline 4.3.10 i) If no salvageable materials are available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.

Guideline 4.3.10 j) New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.

RESPONSE

A variety of architectural styles that currently exists in the City are considered, including modern, timeless color selection. The design is proposed to play with Aluminum Composite metal panel, Perforated metal screening to conceal the view of the parking garage, Precast walls EIFS assembly on the rest of the wall assembly. Stainless steel and glass balconies.

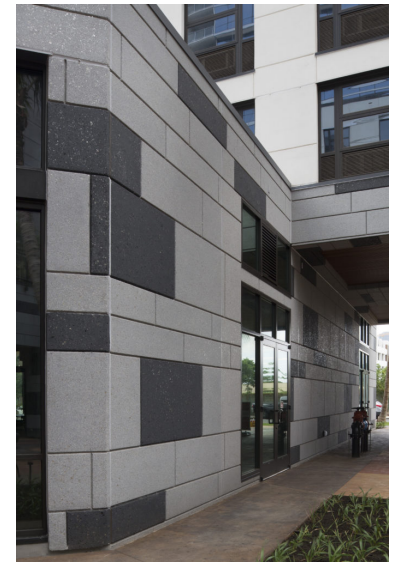
At the pedestrian level is where most of the high quality materials are implemented, including Condo entrance, Canopy, Commercial unit glazing, perforated screen for the parking.

The exterior building finishes will be in keeping with the Urban Design Guidelines for Barrie's Intensification Areas.

Efforts will be made to continue to ensure an active street-level design. In the case of commercial uses, a minimum of 60% use of glazing material is provided in the façade design. Wherever possible, use of environmentally friendly construction material will be considered.



Aluminum composite panel



EIFS panels



Perforated metal



Perforated metal

Figure 6. Contemplated exterior materials

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PUBLIC REALM AND LANDSCAPE DESIGN

GUIDANCE

City of Barrie Official Plan

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

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

Urban Design Guidelines for Barrie's Intensification

Areas Guideline 3.1.3 b) Features within semi-private open spaces (e.g. paving, seating, public art, etc.) should be constructed of materials equal in quality and appearance with those of the main buildings.

RESPONSE

The proposed development has screened abutting commercial use areas with overlapping board on board fencing for complete privacy in combination with a mixture of heights of native vegetation. In areas where other residential areas are abutting, fencing and shrubs have been proposed and a large percentage of mature, existing trees have been retained to retain the neighbourhood's character.

Plants have been chosen that are drought tolerant and native to the region.

All site features have been chosen to be in keeping with the architectural style of the building.

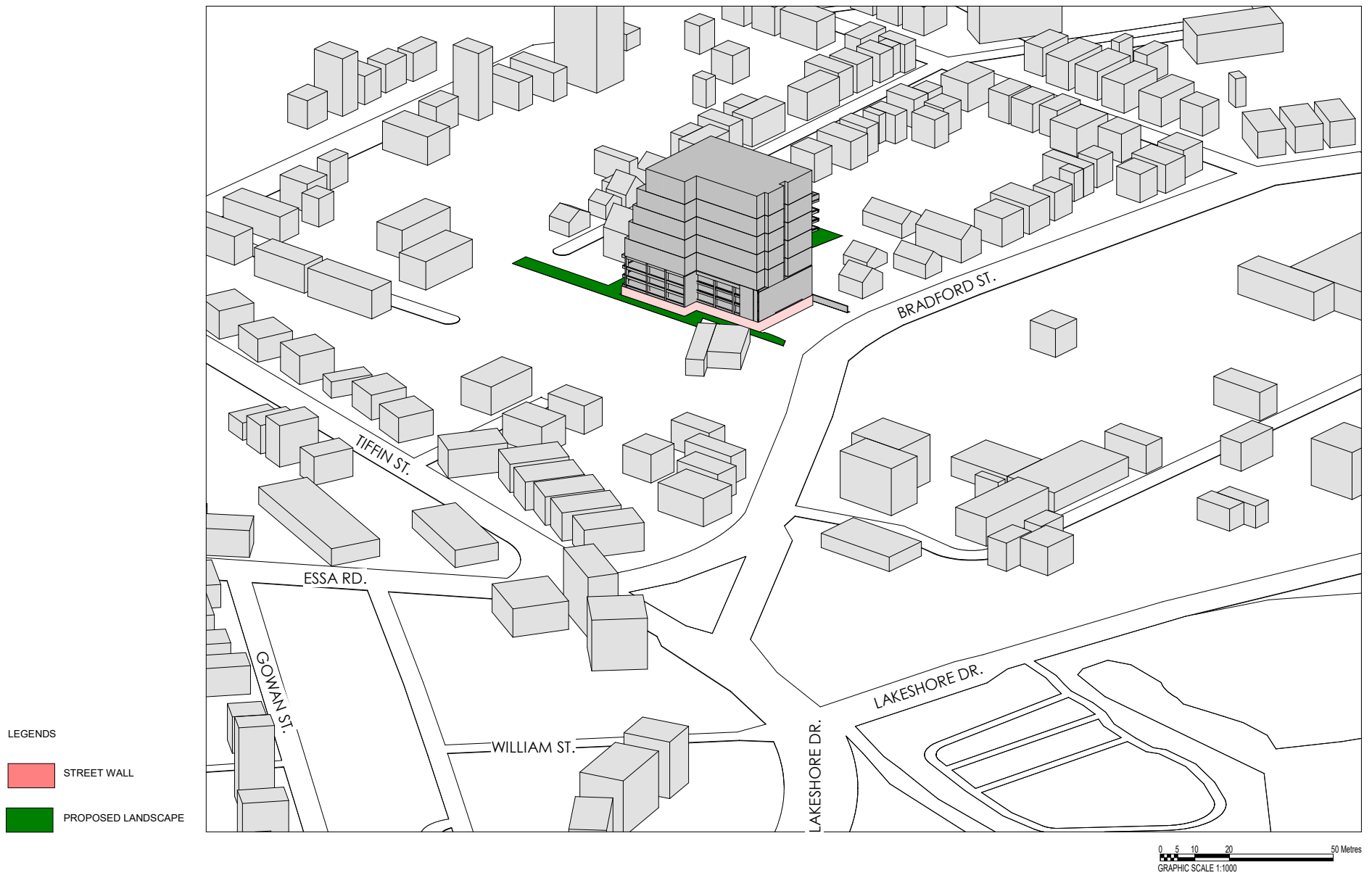


Figure 7. Streetwall and adjacent public realm of the proposal

GUIDANCE

Guideline 3.1.3 f) Paving materials should be high quality, easily replaceable and low maintenance.

Guideline 3.1.3 g) Site furnishings (e.g. play equipment, public art, shelters, signage, fencing, etc.) should be manufactured from high quality, durable materials.

Guideline 3.1.3 h) Plant materials used in landscaping should be low maintenance, pest and disease resistant and placed to ensure clear views into and out of semi-private open spaces.

Guideline 5.2.2 e) Wherever possible, higher-density developments should provide semi-private open spaces, including at-grade parks and plazas, as well as rooftop amenity space. This is particularly important for those who live in higher-density buildings and do not have access to private open spaces (i.e. large back yards).

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

RESPONSE

All landscape and hardscape material on site including the building frontages, main level and parking garage fixtures, rooftop amenity space and fencing will be of high quality and meet the City of Barrie Standards. The use of native vegetation will ensure low maintenance, pest and disease resistance as well as being compliant with the LSRCA (Lake Simcoe Region Conservation Authority) standards. Vegetation has been chosen to ensure clear views and follow CPTED (Crime Prevention Through Environmental Design) principles. Semi-private space has been provided with the rooftop amenity area.

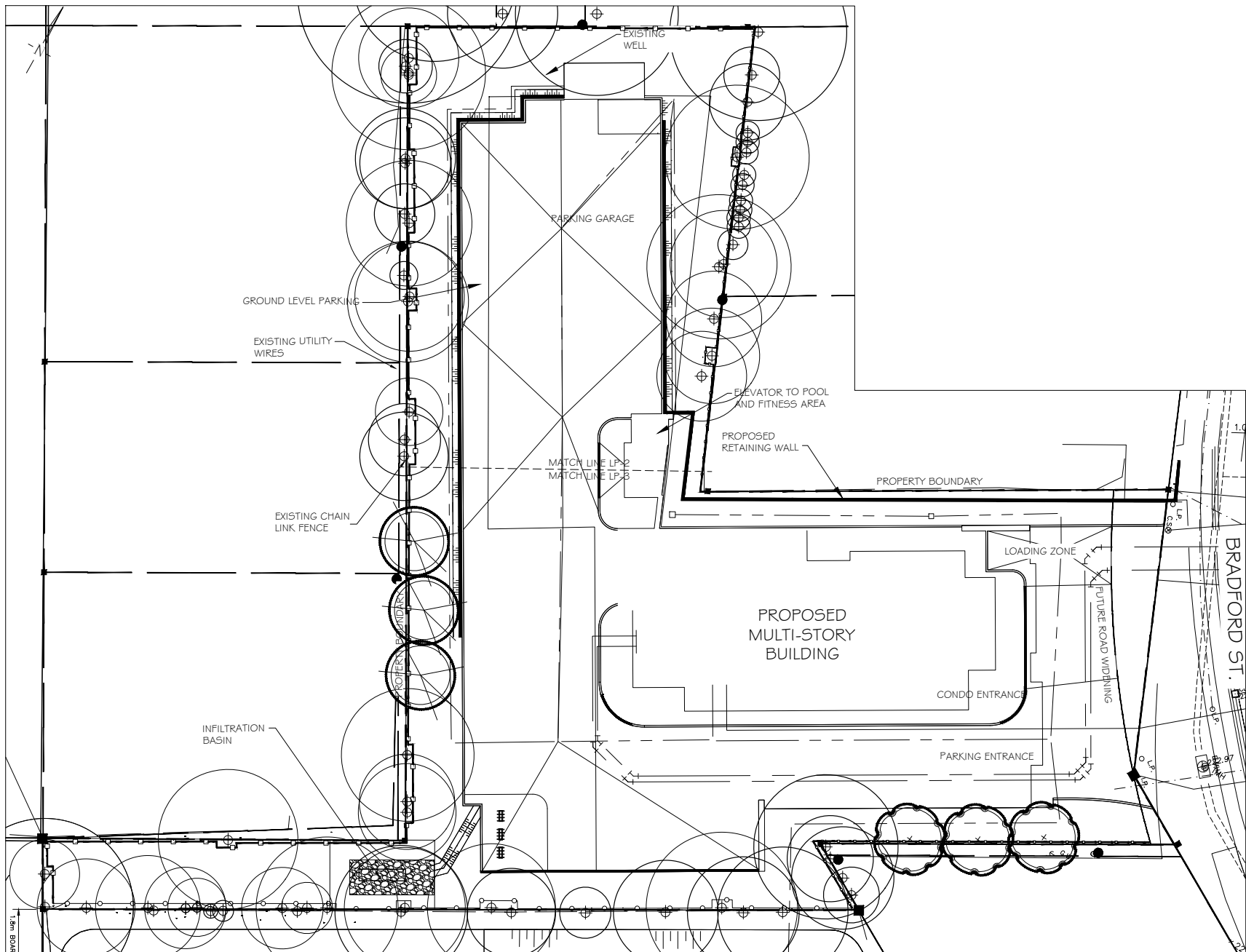


Figure 8. Landscape concept plan-ground floor

GUIDANCE ON STREETScape

City of Barrie Official Plan

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

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

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

Urban Design Guidelines for Barrie's Intensification Areas Guideline 3.2.1a) As new development occurs, all streets within the Intensification Areas should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.

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

RESPONSE

Plant groupings have been proposed along parts of the street frontage which contain native, hardy varieties that will provide street enhancement of a high standard. Plant material has been chosen to create a unified design that will also be consistent with the character of the neighborhood.

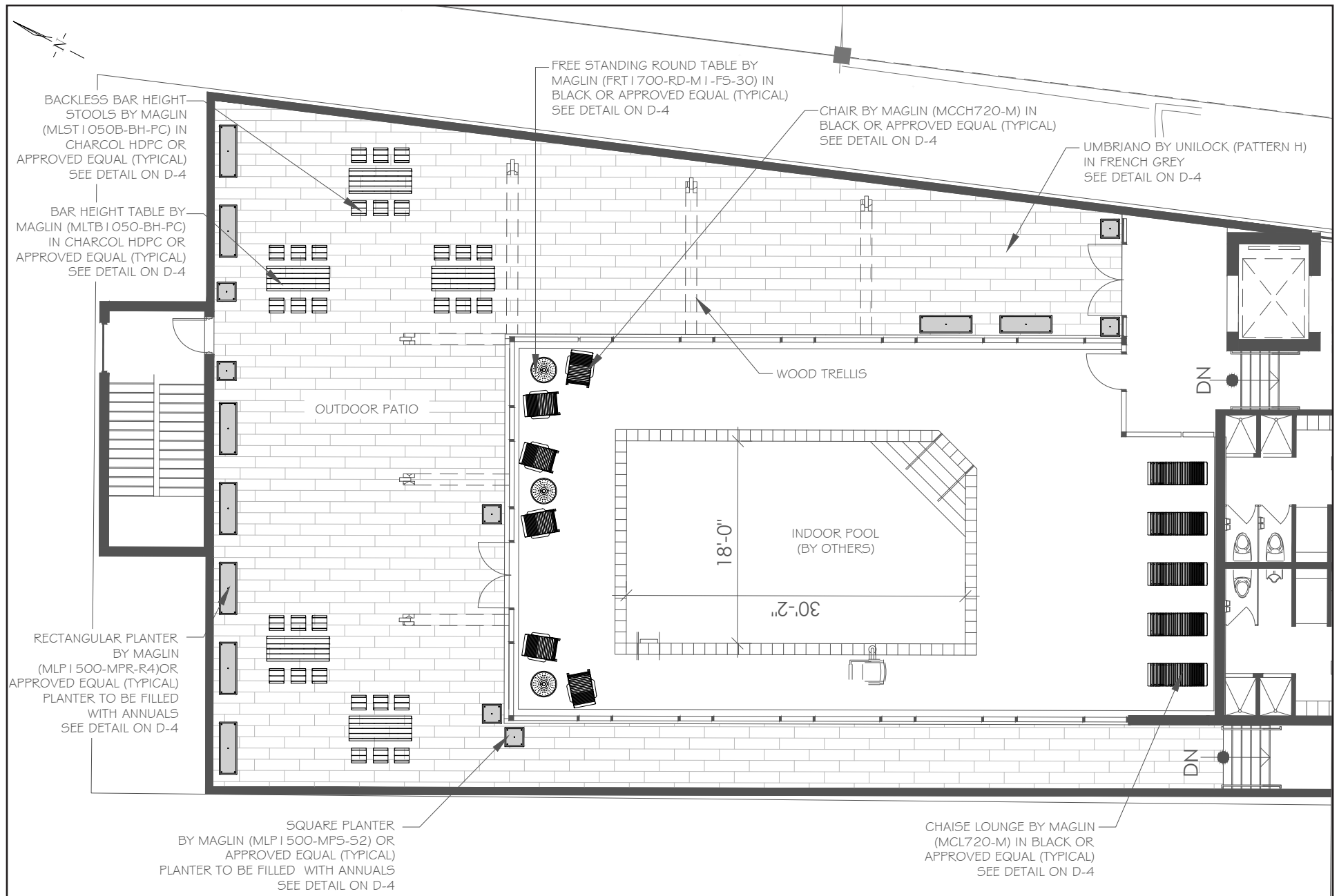


Figure 9. Landscape concept plan-5TH floor



Serviceberry -Amelanchier



Roof Top Amenity Pavers



Maglin Bike Rack



Lady Fern



Helianthus



Limeglow Juniper



Basswood Tree



tilia americana

Figure 10. Potential landscape treatment

7 PARKING AND SERVICING

GUIDANCE

City of Barrie Official Plan

Policy 6.5.2.2 b) i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.

Policy 6.5.2.2 b) ii) Adequate disability parking spaces will be provided where required.

Policy 6.5.2.2 b) iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.

Policy 6.5.2.2 b) iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

RESPONSE

The proposed development is designed to accommodate parking and loading functions that do not interfere with resident's and visitor's enjoyment of the public realm. All on-site parking spaces will be provided underground.

One loading space is located on the side the site. Further, the loading door is not visible from the street. The retaining wall on the side of the property dividing with the next adjacent load will help minimize any noise during pick up times. The loading space is located near the associated storage and garbage rooms, which are accommodated internal to the proposed building.

Measures have been taken to ensure the loading door is buffered from the public realm. The material used in and around the loading area will be integrated with the overall façade of the proposal. The loading area run-of will be managed and treated on site.

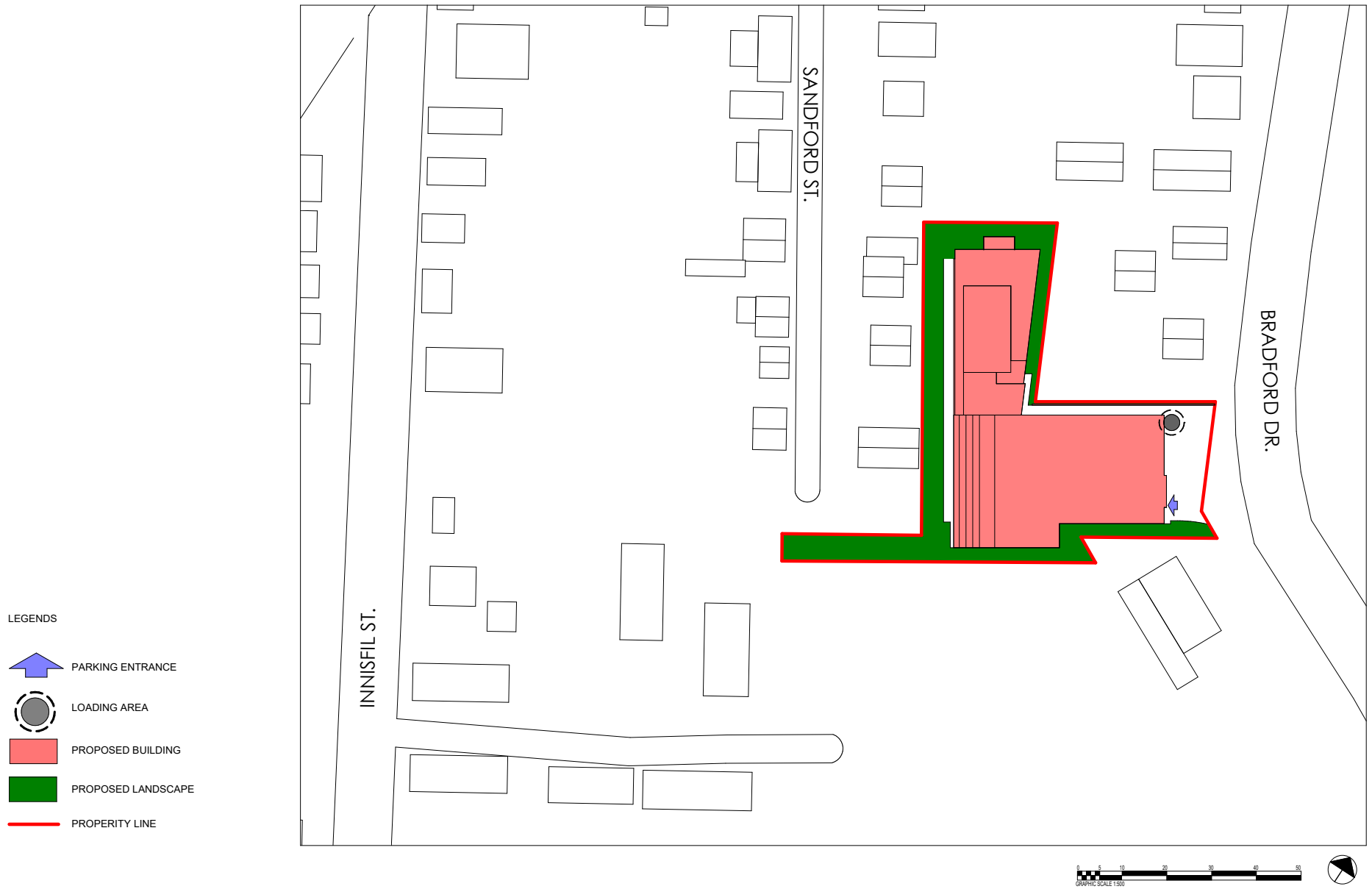


Figure 11. Parking and loading areas

GUIDANCE

Urban Design Guidelines for Barrie's Intensification

Areas Guideline 3.3.1 a) Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the roadway and optimize sightlines.

Guideline 3.3.1 b) On-street parking may be situated within bump-outs, where appropriate.

Guideline 3.3.1 c) Bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading.

Guideline 3.3.1 d) Where appropriate, permeable paving should be considered to promote drainage and enhance the street edge.

Guideline 3.3.2 a) Bicycle parking should be provided at regular intervals in the Primary and Secondary Intensification Nodes, the Urban Growth Centre, and other areas of high pedestrian activity.

Guideline 3.3.2 b) Bicycle parking should be located close to building entrances and should be sheltered. Short-term visitor bicycle parking should also be provided.

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

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

and snow clearing.

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

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

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

Guideline 4.2.4 d) Service and refuse areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.

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

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

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

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

RESPONSE



Figure 12. Photo example of entrance to parking podium



Figure 13. Photo example of parking structure exterior

The proposed development's façade and roof design have been shown to support this application. It is anticipated that the proposed design will conform to Official Plan policies regarding articulation, landscaping, and screening of utility elements to create an attractive public realm. All public street frontages of the proposal will not have blank walls, which will activate street-level residential and retail uses. The proposed development will include residential and commercial portion along Bradford street.

The frontage will have direct access to the public realm, including the sidewalk. The proposed street wall along the public street will be uniform, save and except for articulation at building entrances. The roof top amenity section at the East side of the property will provide additional public space for the enjoyment or residents, public, and visitors.

The design of the architectural features is keeping with the Urban Design Guidelines for Barrie's Intensification Area.

In general, the ground-level is treated with higher quality material as the area closest to the pedestrian walkway and where main entrances are located

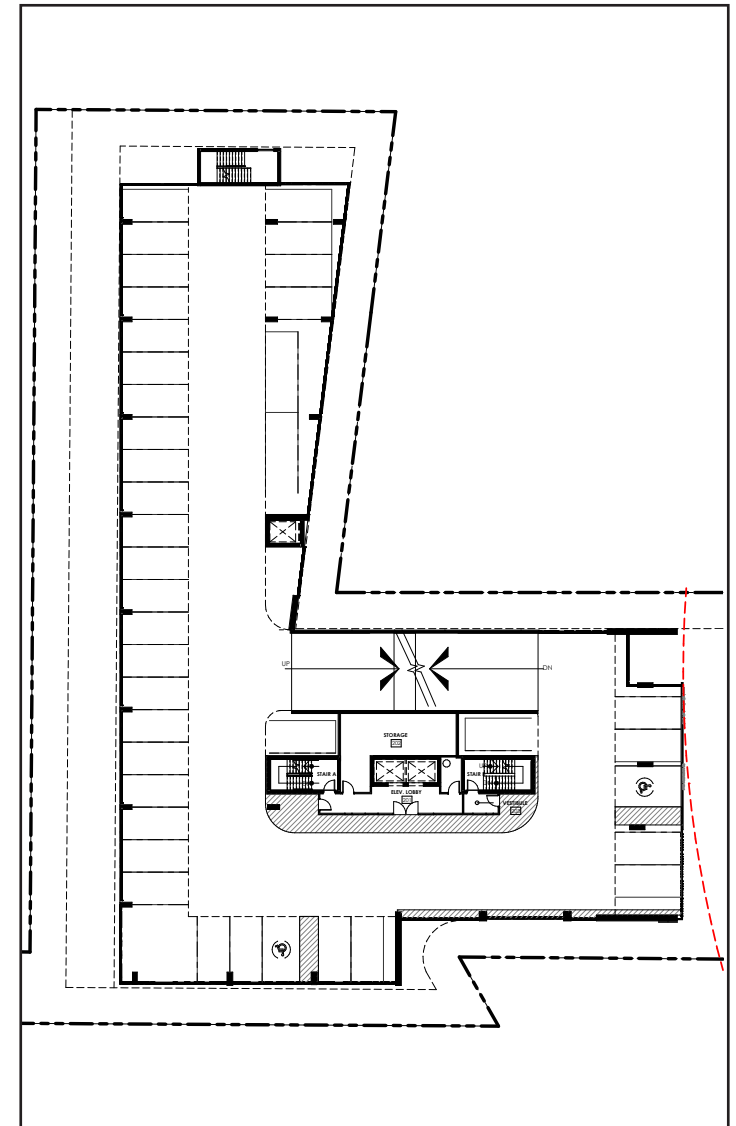
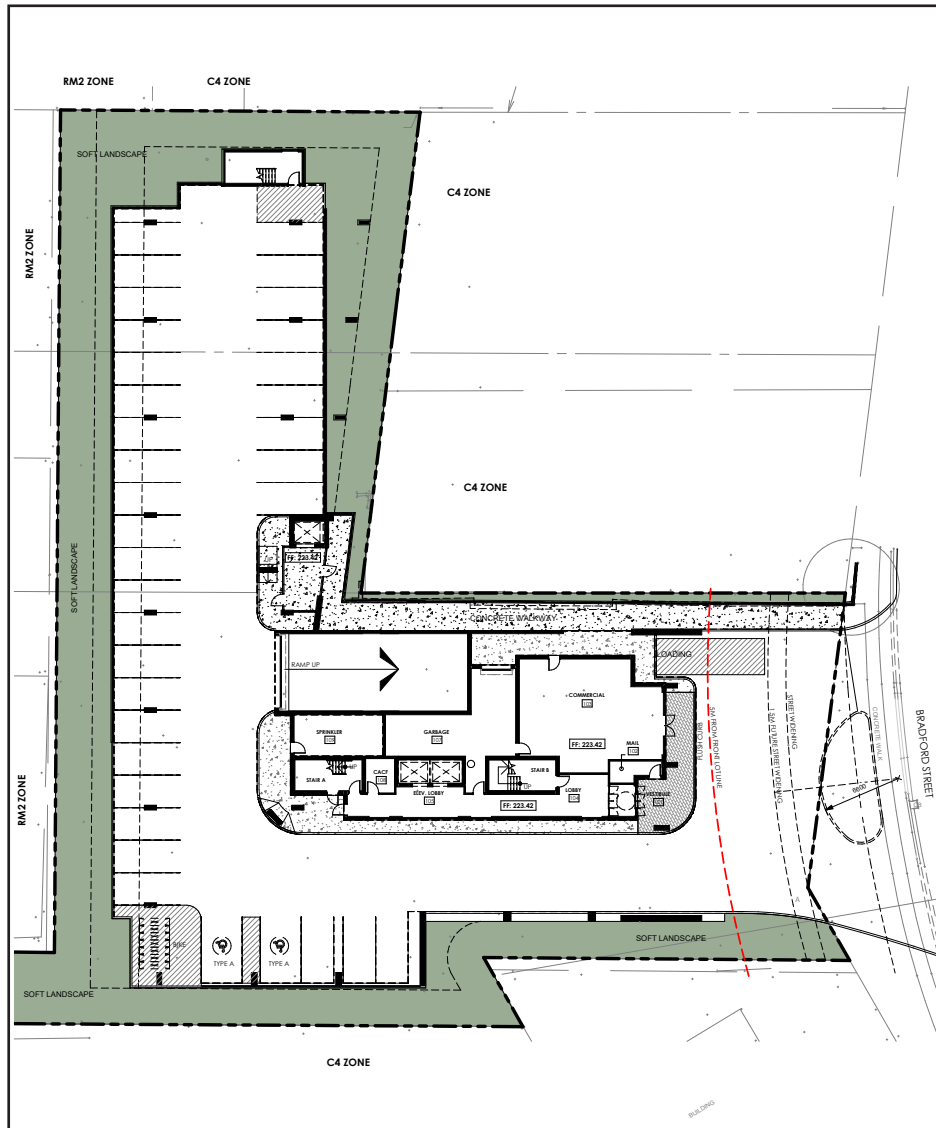


Figure 14. Ground floor

Figure 15. 2nd floor

8

UTILITY, LIGHTING AND SIGNAGE

GUIDANCE

City of Barrie Official Plan

Policy 6.5.2.2 (e) i) Signs shall complement the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.

Policy 6.5.2.2 (f) i) Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

Policy 6.5.2.3 (j) New development shall be encouraged to locate all utilities underground, where feasible, or in locations that do not visually detract from the Downtown.

Urban Design Guidelines for Barrie's Intensification

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

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

Guideline 3.2.9 a) Where possible, utilities should be buried below grade, typically in the boulevard section of the right-of-way, where feasible. The use of a joint utility trench is encouraged for access and maintenance benefits.

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

Guideline 3.2.9 c) Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres, should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view, where they will not interfere with pedestrian movement or transit stops.



Figure 16. Examples of at-grade lighting, and signage features

GUIDANCE

Guideline 3.2.9 d) New and innovative solutions for integrated utility services can result in reduced street clutter. For instance, poles that incorporate both street lighting and telecommunication facilities within the same pole. Although the City currently does not practice such integration, these opportunities should be considered when developing large sites, or making streetscape improvements for the long-term benefit of the public realm.

Guideline 4.3.9 a) Mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the recommended angular planes.

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

Guideline 4.3.9 c) The portion of the building roof that is not used for a mechanical penthouse should be occupied by green roofs and/or usable outdoor amenity space.

RESPONSE

In general, the proposed design utility, lighting and signage elements will be consistent with design guidelines.

As the Subject Lands are within an urban area, the provision of utilities will generally be consolidated in the adjacent right-of-ways or on the site (i.e. electric box) hidden from the street. The proposed development will connect to existing services in coordination with utility providers. Efforts will be made to ensure the visual impact of utilities will be minimized, including locating utilities away from view wherever permissible by the utility provider. The proposed development will consist of residential and commercial uses. As such, signage will be provided where appropriate and in accordance with Sign By-laws to accommodate commercial tenants and to provide way finding to residents and visitors. This signage will assist with the way finding needs within Downtown Barrie.

The proposed lighting design will be dark-sky friendly, including providing downcast lighting. The rooftop mechanical structures are proposed to be screened. The architectural design and façade material of mechanical structures will be coordinated with the overall design of the building to ensure minimal visual impact.

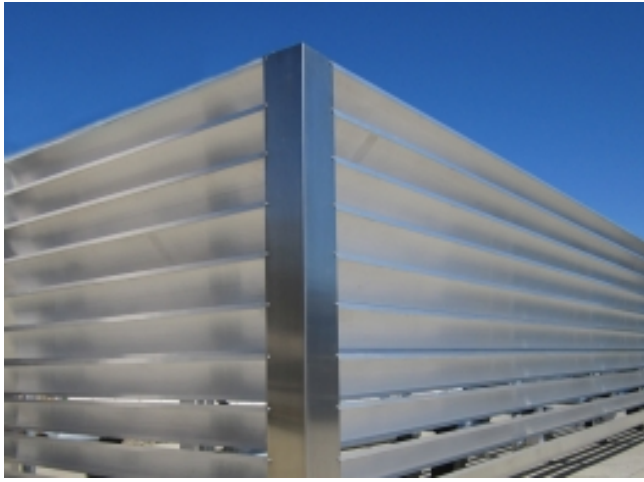


Figure 17. Examples screened roof top utility areas

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SUSTAINABILITY AND MICROCLIMATE

GUIDANCE

City of Barrie Official Plan

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

Policy 6.5.2.2 (g) i) Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, “green” roofs, and other methods.

Policy 6.5.2.2 (g) iv) Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.

Policy 6.6.4 (a) ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.

Policy 6.6.4 (c) i) Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.

Policy 6.6.4 (c) ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.

Policy 6.6.4 i) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day.

Policy 6.6.4 ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.

Urban Design Guidelines for Barrie’s Intensification Areas

Guideline 3.2.2 j) Where possible, the principles of low impact development (LID) should be applied to control stormwater on-site and minimize discharge to the City’s sewer system.

Guideline 4.3.9 d) Sustainable technologies, such as photovoltaic panels, are encouraged on the roofs of buildings. These panels must fit within the prescribed angular planes.

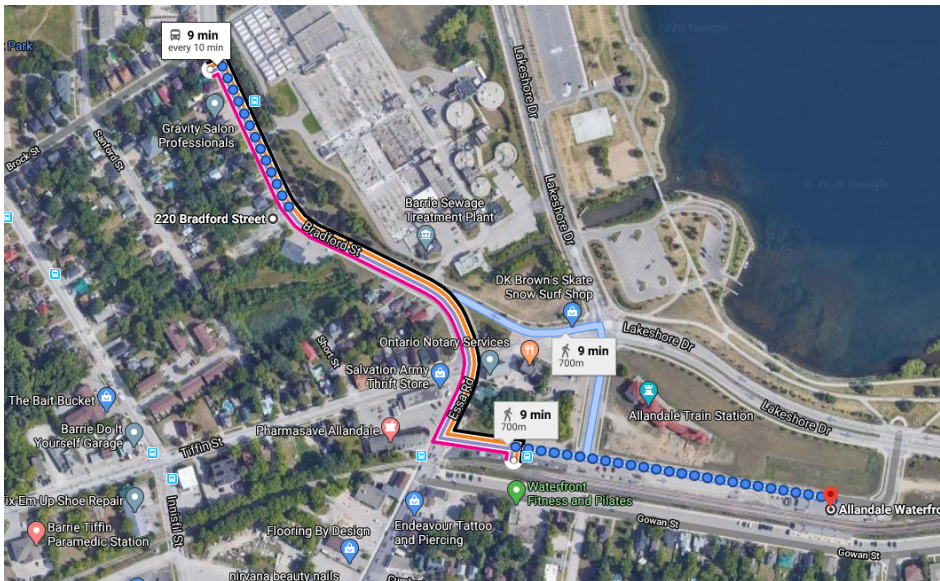


Figure 18. Examples of sustainable measures

RESPONSE

The Applicant is supportive of sustainable initiatives and intends to apply what is most appropriate during Building Design Process .In general, the proposed landscape design will utilize native and drought-tolerant species. This landscape design will ensure for energy efficient and water conservation features. Planting and cool roof features will be discussed in the building proposal stage, including the terrace areas on the roof of the parking wing.

The proposed massing has been designed to mitigate shadow impact on adjacent lands, maximize skyview, reduce wind impact and provide weather protection, especially through step backs and building articulations.

The recommendation for wind control measures, such as tall guardrails, wind screens, trellises, landscaping, façade and articulation elements will be considered at the Building design stage. The design of the building will ensure pedestrians will be protected from the elements

While the urban design policies within the Official Plan and the Urban Design Guidelines for Barrie's Intensification Areas do not directly address active sustainable transportation, the proposed development will contribute to providing for sustainable transportation within Downtown Barrie.

As the proposed development is located within 700 metres of the Allandale Go Transit Station, the proposed development is within walking distance from regional public transportation services. Combined with parking provisions that complies with the reduced parking rate for the Downtown Barrie's urban context, the proposed development will encourage the reduced use of single-occupant vehicle use.

Active transportation will be supported by the proposed development. Future residents of the proposed development will be able to meet most of their daily needs within a walking distance, given the Subject Lands' adjacency to amenities. Cycling is supported and bike storage is provided on grade. Overall the proposed development will assist in reducing greenhouse gases emissions.

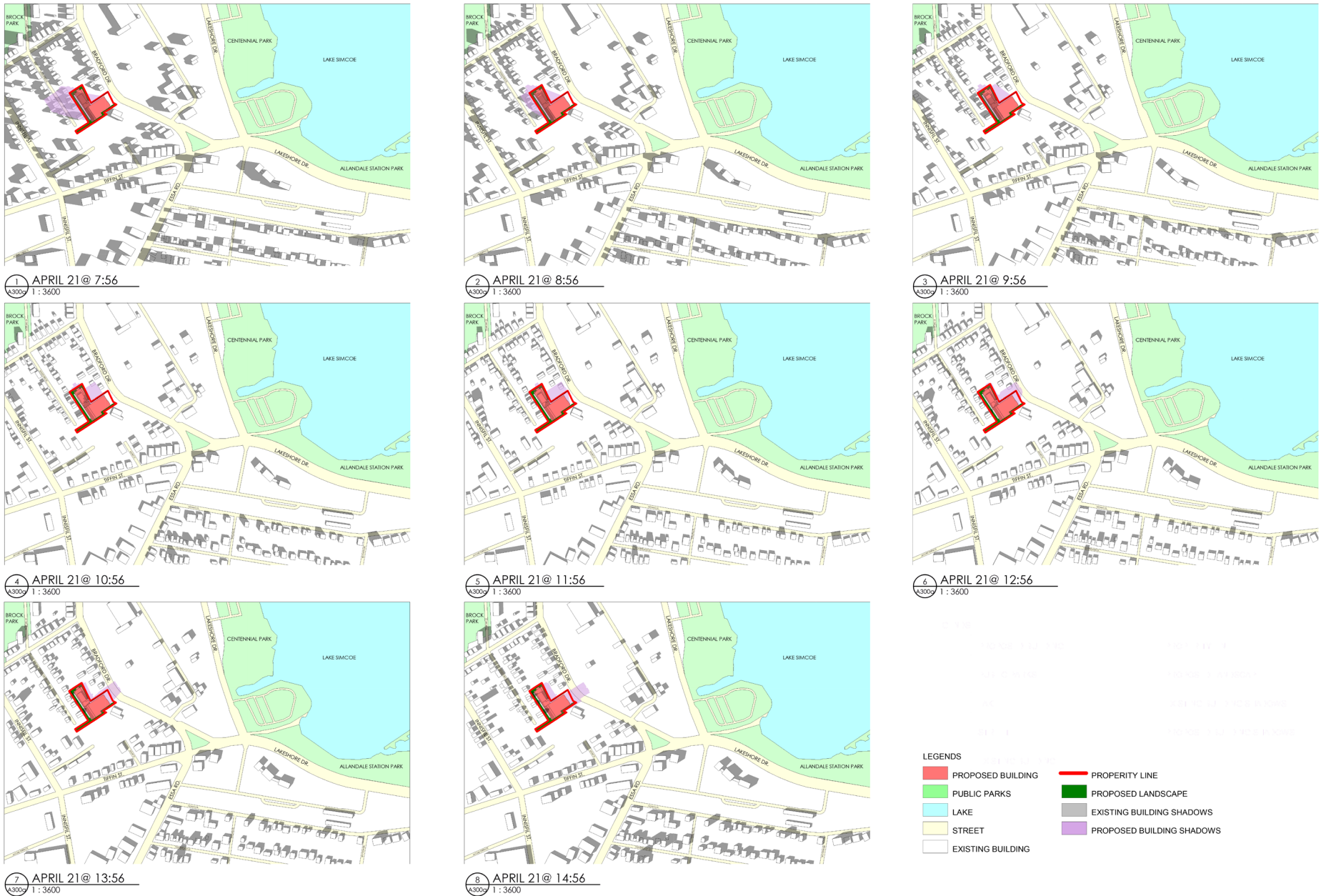
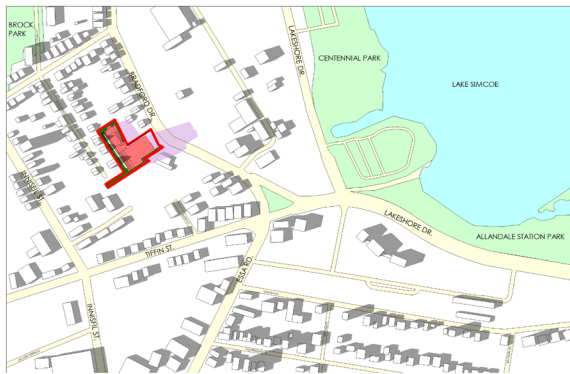
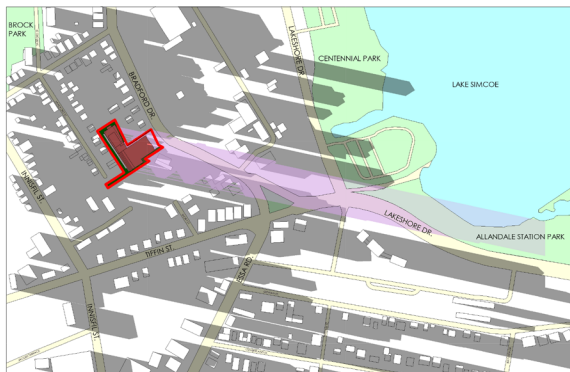


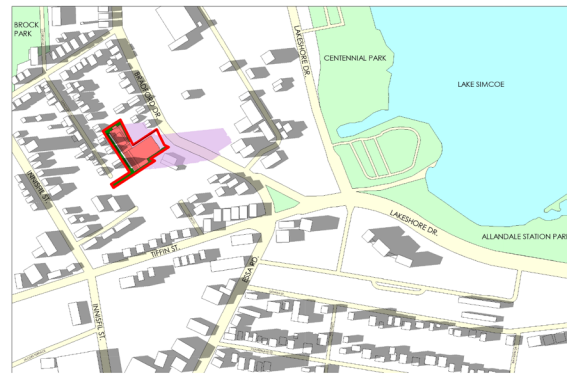
Figure 19. Shadow impact analysis for April 21



1 APRIL 21 @ 15:56
A3000 1:3600



2 APRIL 21 @ 16:56
A3000 1:3600



3 APRIL 21 @ 17:56
A3000 1:3600



- LEGENDS
- PROPOSED BUILDING
 - PUBLIC PARKS
 - LAKE
 - STREET
 - EXISTING BUILDING
 - PROPERTY LINE
 - PROPOSED LANDSCAPE
 - EXISTING BUILDING SHADOWS
 - PROPOSED BUILDING SHADOWS

Figure 20. Shadow impact analysis for April 21

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CONCLUSION

Based on our review, it is our opinion that the proposal adheres to the design direction of the City of Barrie.



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