37 JOHNSON STREET, BARRIE

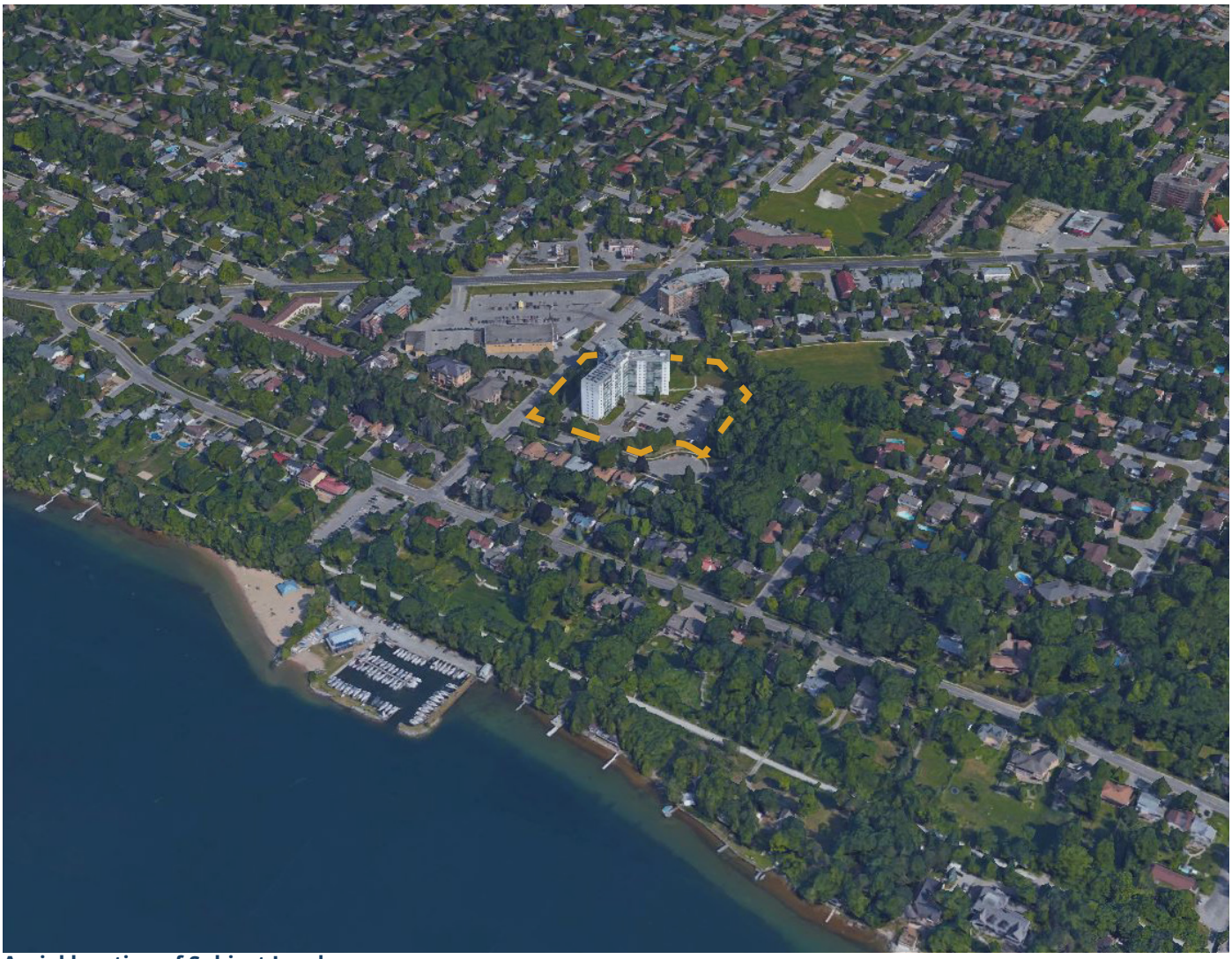
FEBRUARY, 2020

URBAN DESIGN BRIEF

File No. 1433H

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

CONTENTS



Aerial location of Subject Lands

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Starlight Investments Ltd. (hereinafter referred to as the "Owner") to prepare an Urban Design Brief for the redevelopment of the lands municipally addressed as 37 Johnson Street, located on the east side of Johnson Street, south of Indian Arrow Road, and north of Campfire Court in the City of Barrie (hereinafter referred to as "the Subject Lands" or "the site"). The purpose of this Urban Design Brief is to illustrate how the proposal will meet the design objectives provided for this area in the City of Barrie.

The site is comprised of a total area of 1.42 hectares (3.52 acres) occupying approximately 93.7 m (307.41 ft) of frontage along Johnson Street, 66.1 m (216.86 ft) of frontage along Indian Arrow Road, and 99.23 m (325 ft) of frontage long Campfire Court to the south. The proposal is for an 11 storey infill residential apartment building to be located adjacent to the existing 11 storey residential apartment building. The infill development will occupy the northeast portion of the Subject Lands (hereinafter the "Development Site"). In total the Subject Lands will consist of 407 rental units and 407 parking spaces located in a combination of both underground and surface parking located internal to the site.

The Policy Framework

On October 11, 2019 the Local Planning Appeal Tribunal ("LPAT") approved the proposed development as outlined in Section 5.0 of this Brief. The approval established the policy framework for the Subject Lands by adding a "Defined Policy Area" to the Official Plan Schedule "C" that permitted a total of 290 units per net hectare. In addition, the approval established the zoning permissions to rezone the Subject Lands to Residential Apartment Second Density RA2-1 (SP-579), that included the following permissions:

- Increase in lot density;
- Increase in building height;
- Reduced building setbacks;
- Reduced landscape buffer;
- Reduced parking rate; and,
- Increase in lot coverage.

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 OP and applicable City 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

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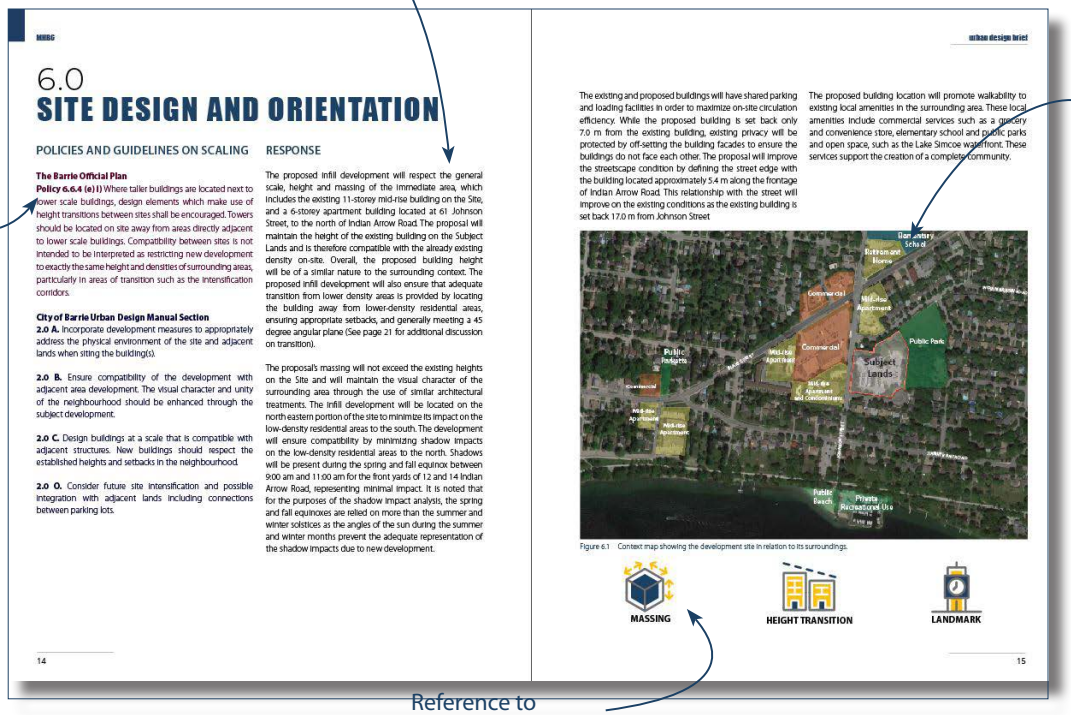
2.0
HOW TO READ THIS BRIEF

Response to design policy and guidelines

Design policy and guidelines from the municipality



6.0
SITE DESIGN AND ORIENTATION

POLICIES AND GUIDELINES ON SCALING

The Barrie Official Plan
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.

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

RESPONSE

The proposed infill development will respect the general scale, height and massing of the immediate area, which includes the existing 11-storey mid-rise building on the Site, and a 6-storey apartment building located at 61 Johnson Street, to the north of Indian Arrow Road. The proposal will maintain the height of the existing building on the Subject Lands and is therefore compatible with the already existing density on-site. Overall, the proposed building height will be of a similar nature to the surrounding context. The proposed infill development will also ensure that adequate transition from lower density areas is provided by locating the building away from lower-density residential areas, ensuring appropriate setbacks, and generally meeting a 45 degree angular plane (See page 21 for additional discussion on transition).

The proposal's massing will not exceed the existing heights on the Site and will maintain the visual character of the surrounding area through the use of similar architectural treatments. The infill development will be located on the north eastern portion of the site to minimize its impact on the low-density residential areas to the south. The development will ensure compatibility by minimizing shadow impacts on the low-density residential areas to the north. Shadows will be present during the spring and fall equinox between 9:00 am and 11:00 am for the front yards of 12 and 14 Indian Arrow Road, representing minimal impact. It is noted that for the purposes of the shadow impact analysis, the spring and fall equinoxes are relied on more than the summer and winter solstices as the angles of the sun during the summer and winter months prevent the adequate representation of the shadow impacts due to new development.

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The existing and proposed buildings will have shared parking and loading facilities in order to maximize on-site circulation efficiency. While the proposed building is set back only 7.0 m from the existing building, existing privacy will be protected by off-setting the building facades to ensure the buildings do not face each other. The proposal will improve the streetscape condition by defining the street edge with the building located approximately 5.4 m along the frontage of Indian Arrow Road. This relationship with the street will improve on the existing conditions as the existing building is set back 17.0 m from Johnson Street

The proposed building location will promote walkability to existing local amenities in the surrounding area. These local amenities include commercial services such as a grocery and convenience store, elementary school and public parks and open space, such as the Lake Simcoe waterfront. These services support the creation of a complete community.

Figure 6.1 Context map showing the development site in relation to its surroundings.

MASSING HEIGHT TRANSITION LANDMARK

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Figure illustrating adherence where applicable

Reference to key design principle being acknowledged

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 site is located in the City of Barrie and specifically within the North Shore Secondary Planning Area of the City. The site is bound by Indian Arrow Road to the north, Shoreview Park to the east, Campfire Court to the south, and Johnson Street to the west. The site is currently surrounded by the following uses:

NORTH Indian Arrow Road, Low density residential in the form of single detached dwellings.

WEST Johnson Street; Commercial centre consisting of a grocery store and service commercial.

EAST Shoreview Park

SOUTH Campfire Court, Low density residential in the form of single detached dwellings.

The site is within walking distance to several key destinations included Shoreview Park, Johnson Beach, No Frills, Beer Store, Pharmasave, Canada Post, Johnson Street Public School, and Eastview Secondary School all located within a 5 to 10 minute walk of the Subject Lands. Buildings within this area range between 1 to 11 storeys in height with the tallest building located on the site. Of note, though the site is taller than the surrounding area there are several apartment clusters and nodes within the area that range in heights between 3 to 6 storeys, that indicate that this is a unique node within the City. Additional major institutional uses such as Georgian College and the Royal Victoria Regional Health Centre Hospital are further located over a 1 km from the Subject Lands which provides medical and major institutional needs to both existing and future residents. The proximity of these identified facilities will play a key role in supporting the transit-oriented development that is proposed for the site.

The design of the proposed building will be compatible and in character with the existing and planned form of the surrounding planning area design and will adhere to both the City of Barrie Official Plan design policies and the Urban Design Manual. The context map in Figure 3.1 has been prepared based on the guidelines and policies provided in Section 2.0 of the City of Barrie Urban Design Manual.

Figure 3.1 Context map showing the Subject Lands in relation to its surroundings.

4.0 OPPORTUNITIES

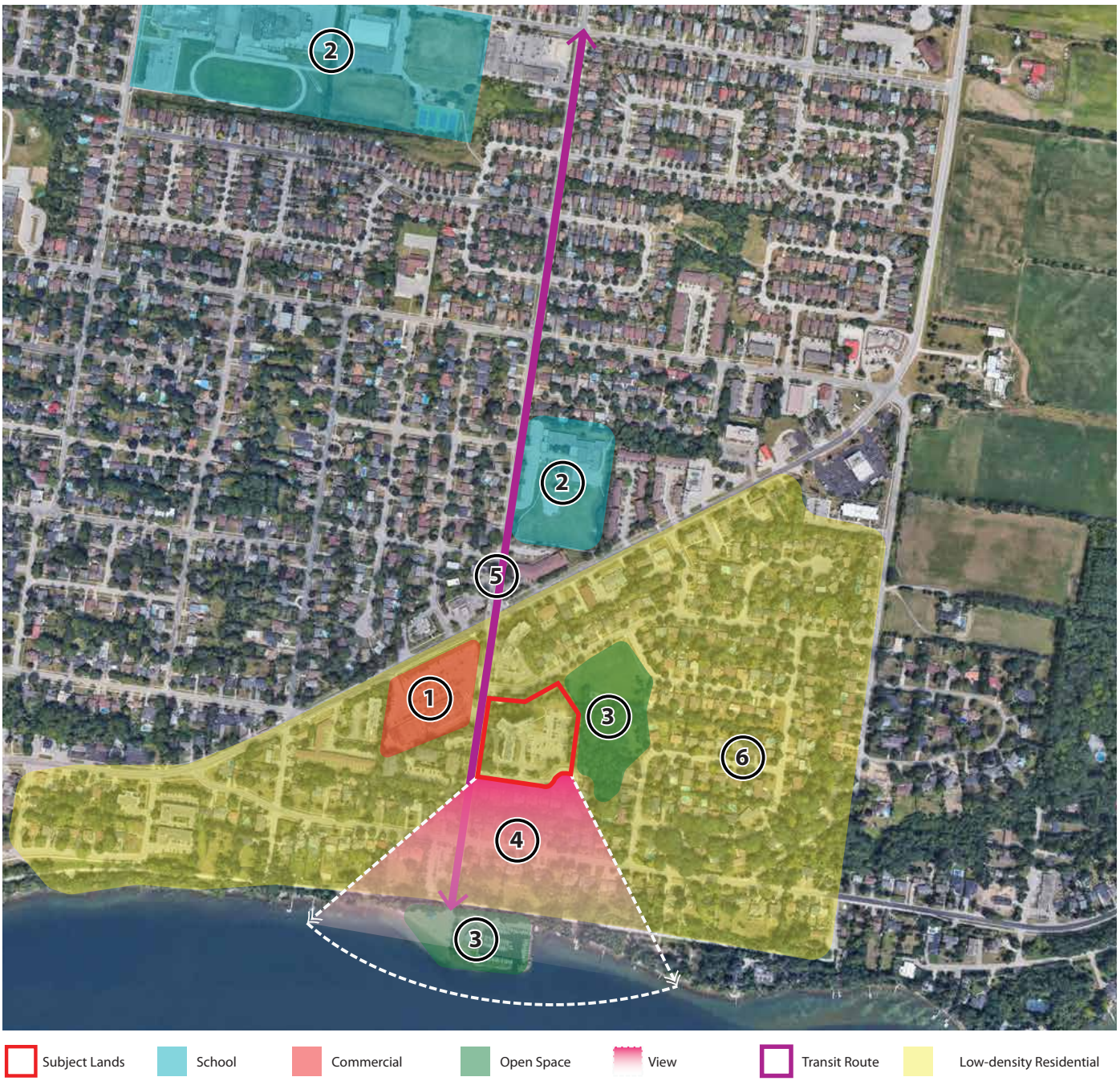

Figure 4.1 Opportunities map

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.

1. COMMERCIAL OPPORTUNITIES

Across Johnson Street includes a variety of commercial opportunities within a 3 to 5 minute walking distance that offer daily needs and services. Further representing how the proposal promotes active transportation initiatives, in a complete community.

2. PROXIMITY TO SCHOOLS

The site is located within less than a 5 minute walking distance to Johnson Street Public School, and within approximately a 10 minute walking distance to Eastview Secondary School. The site can provide opportunities for a range of housing types and sizes in proximity for future students.

3. ACCESS TO OPEN SPACE

The site directly abuts a municipal park, Shoreview Park in addition to the public open space and beach south at Johnson Street Beach, all located within less than a 5 minute walk. This will enhance the livelihood of future residents with access to open space and recreation opportunities.

4. VIEWS

The location of the Subject Lands in addition to the proposed height, will provide future residents with a view of Lake Simcoe and the City skyline to the south.

5. ACCESS TO TRANSIT

The site is located less than 100 m has access to several City of Barrie Transit bus routes including 8A, 8B, 100C, and 100D, with connections to the Downtown and Georgian College.

6. COMPATIBLE LAND USES

Adjacent to the subject lands are existing low density residential dwellings, which represent a stable residential community.

4.1 CONSTRAINTS

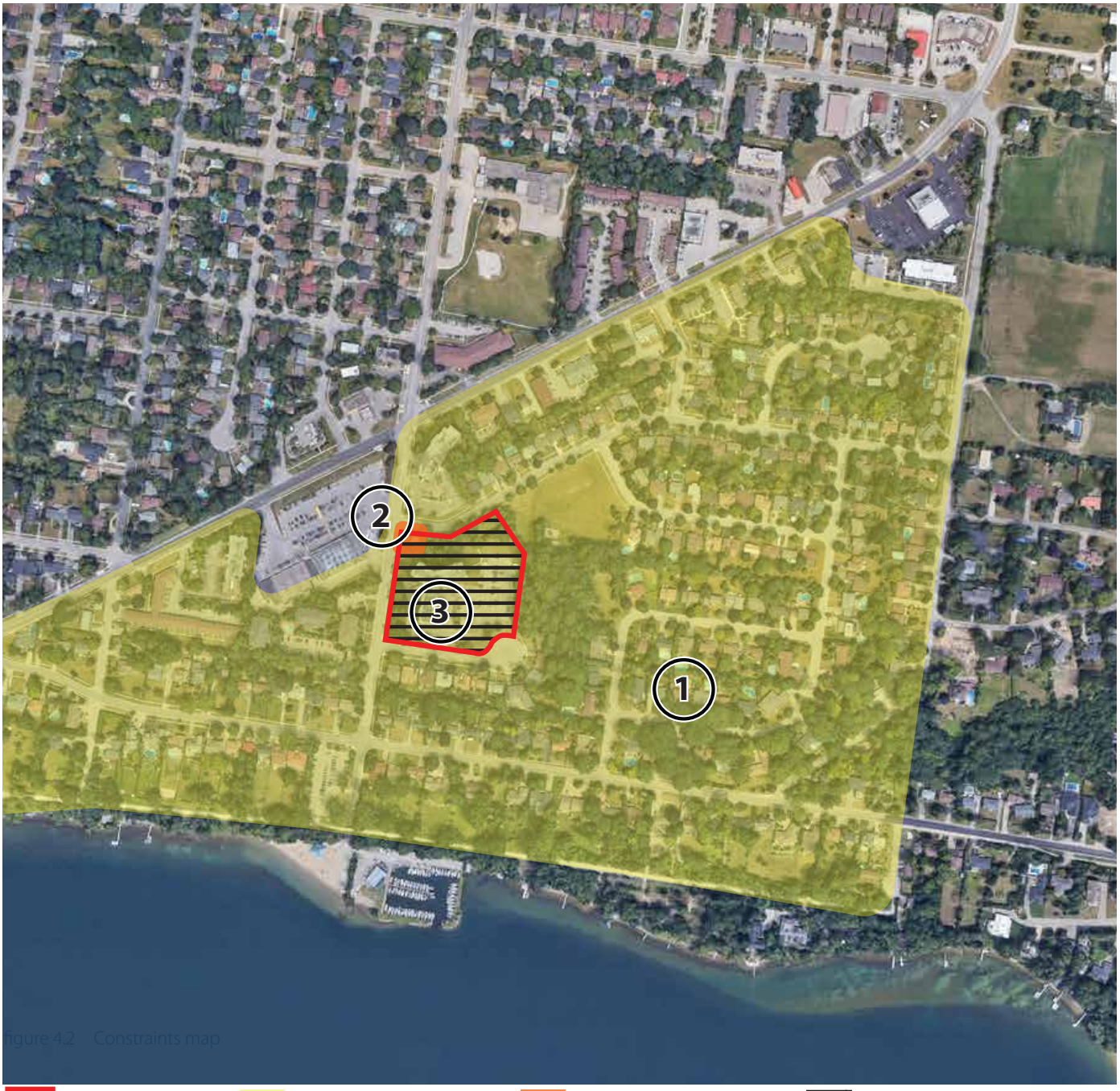

figure 4.2 Constraints map

1. LOW DENSITY BUILT FORM

The site is located adjacent to existing low density residential uses, which required additional built form modifications in the form of stepbacks to ensure compatibility is maintained.

2. FRAGMENTED PARCEL OWNERSHIP

The site is located adjacent to an existing low rise residential dwelling at the northwest corner of the site, that results in a irregular lot pattern.

3. EXISTING SLOPES

The site contains a range of slopes on site that requires on site mitigation measures and retaining walls to contain existing slopes.

5.0
THE PROPOSAL

THE PROPOSED DEVELOPMENT

The Owner proposes to redevelop the Site to accommodate an 11 storey infill apartment building consisting of 215 purpose built rental units. The new building will be located adjacent to the existing 11 storey rental apartment building on site that consists of 192 units. In total the site will consist of a combined total of 407 rental apartment units comprised of 10 bachelor, 260 1-bedroom units, 134 2-bedroom units, and 3 3-bedroom units. The proposed development will incorporate 117.95 sq m (1,269.6 sq ft) of new shared amenity space for residents of both buildings to access and share. The proposal consists of 218 additional parking spaces located within a combination of existing redesigned surface parking areas located internally to the site and new underground parking levels located under the proposed new building. The underground parking area will connect internally to the existing underground parking areas to provide continuous parking areas. Access points from both Johnson Street to the west and Campfire Court to the south will be retained. Access to the proposed underground parking will be located at the southeast corner of the new building to reduce areas of conflict between pedestrians and vehicles on site. In total the combined existing and proposed buildings will result in a total of 407 parking spaces for the entire site, representing a 1 to 1 ratio of units to parking.

The proposal accommodates the existing grade changes on site by providing a continuous pedestrian pathway on site that connects to existing municipal sidewalks that will adhere to AODA standards, where feasible. A building entrance and at grade units have been located to front onto to public sidewalk abutting Indian Arrow Road to the north and animate the streetscape.

The proposed architectural design utilizes a variety of materials and treatments to promote a visually interesting design that contributes to the skyline. Materials are varied to provide a visually heavier looking building base with lighter materials towards the top to create the appearance of a lighter building. Additional building stepbacks are provided at the upper levels to further reduce the visual appearance and assist with mitigating concerns of shadows and overlook on adjacent properties, as show in Figure 5.2.

Figure 5.2 Proposed rendering prepared by architectureunfolded.

6.0
SITE DESIGN AND ORIENTATION

POLICIES AND GUIDELINES ON SCALING

The Barrie Official Plan

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.

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RESPONSE

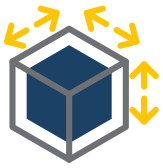
The proposed infill development will respect the general scale, height and massing of the immediate area, which includes the existing 11-storey building on the Site, and a 6-storey apartment building located at 61 Johnson Street, to the north of Indian Arrow Road. The proposal will maintain the height of the existing building on the Subject Lands and is therefore compatible with the already existing massing on-site. Overall, the proposed building height will be generally compatible to the surrounding context. The proposed infill development will also ensure that adequate transition from lower density areas is provided by locating the building away from lower-density residential areas, ensuring appropriate setbacks, and generally meeting a 45 degree angular plane (See page 38 for additional discussion on transition).

The proposal's massing will not exceed the existing heights on the Site and will maintain the visual character of the surrounding area through the use of similar architectural treatments and mixture of materials such as similar brick tones, precast grey and white concrete, and vision glass. The infill development will be located on the north eastern portion of the site to minimize its impact on the low-density residential areas to the south. Building stepbacks at the upper levels have been provided to further mitigate concerns of shadow and overlook to residential dwellings to the north. The development will ensure compatibility by minimizing shadow impacts on the low-density residential areas to the north. Shadows will be present during the spring and fall equinox between 9:00 am and 11:00 am for the front yards of 12 and 14 Indian Arrow Road, representing minimal impact. It is noted that for the purposes of the shadow impact analysis, the spring and fall equinoxes are relied on more than the summer and winter solstices as the angles of the sun during the summer and winter months prevent the adequate representation of the shadow impacts due to new development.

The existing and proposed buildings will have shared parking and loading facilities in order to maximize on-site circulation efficiency. While the proposed building is setback only 7.0 m from the existing building, existing privacy will be protected by off-setting the building facades to ensure the buildings do not face each other. Additionally, the proposal provides building stepbacks at the 2nd and 5th storeys to further provide transition to the west and promote privacy on site. The proposal will improve the streetscape condition by defining the street edge with the building located approximately 5.4 m along the frontage of Indian Arrow Road. This relationship with the street will improve on the existing conditions by animating and urbanizing the public realm, as the existing building is setback 17.0 m from Johnson Street.

The proposed building location will promote walkability to existing local amenities in the surrounding area, by being locating within 100 m or less than a 5 minute walk to daily services. These local amenities include commercial services such as a grocery and convenience store, elementary school and public parks and open space, such as the Lake Simcoe waterfront. These services support the creation of a complete community, as shown in Figure 6.1 below.

Figure 6.1 Context map showing the development site in relation to its surroundings.



MASSING

HEIGHT TRANSITION

LANDMARK

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.

RESPONSE

The siting of the proposed building on the site will promote safe pedestrian linkages to sidewalks along the public right-of-way. This will benefit the development given its proximity to existing local amenities, allowing for convenient pedestrian connections to be made to the surrounding neighbourhood, public parks to the east, public transit and commercial developments to the west and Johnson's Beach to the south. The local transit stop is located less than 100 m or a 5 minute walk from the proposed building, and is located approximately 30 m or less than a 1 minute walk to Shoreview Park the east. Connections from the building's main entrance on the south facade and secondary entrance on the north facade will be provided through on-site walkways, which will be linked to municipal sidewalks for continuous access and pedestrian safety. Entrances have been covered along the north facade and recessed on the south facade to provide weather-protection for pedestrians and create comfortable and well-defined entrances for pedestrians, that promote wayfinding.

The proposed walkways will work with the grade changes on-site to maintain and preserve barrier-free accessibility, where feasible. Landscaping will be used to create an engaging pedestrian experience along these walkways along with pedestrian scaled lighting. Details of the design for the walkways and entrances proposed conform to the Accessibility for Ontarians with Disabilities Act ("AODA").

The proposed development has been designed and sited to support existing transit services. The Subject Lands is within a 1 minute walking distance to existing local transit facilities at the intersection of Johnson Street and Indian Arrow Road, located within approximately 86 m from the entrance to the proposed building, as shown in Figure 7.4. This transit stop offers local bus service to Downtown Barrie and to the greater community.

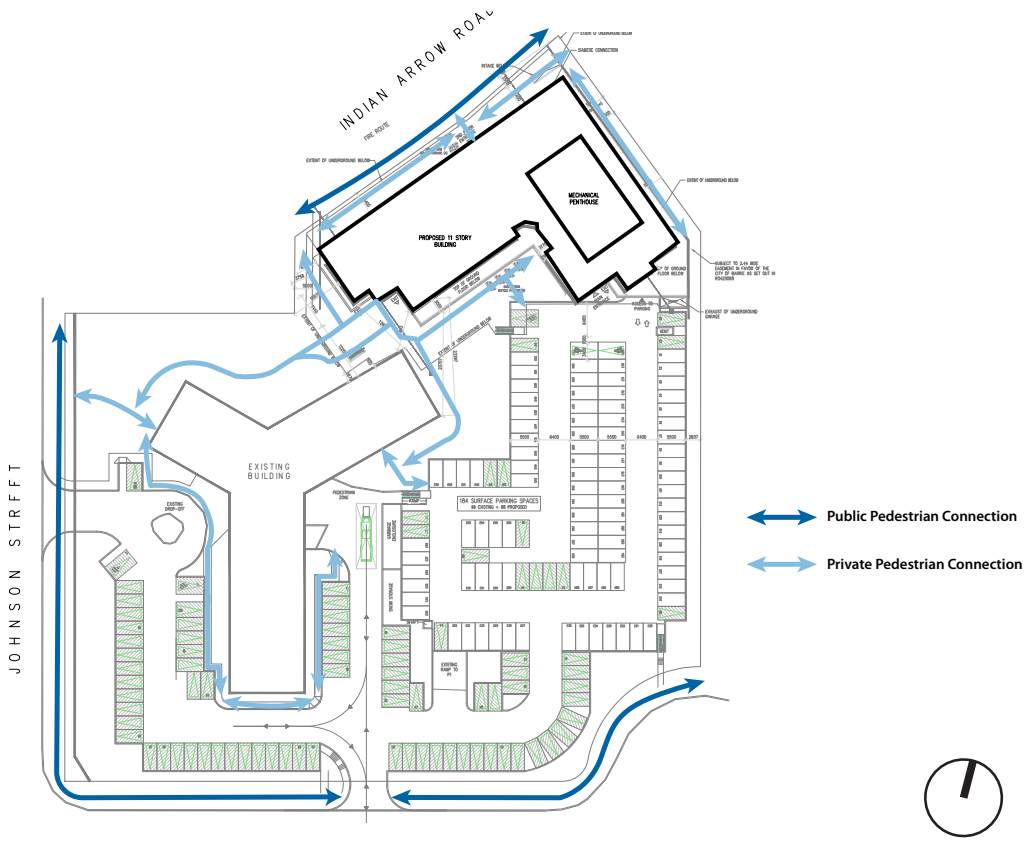


Figure 7.1 Proposed pedestrian circulation diagram on. Site plan by architectureunfolded.

Figure 7.2 Example of a easily identifiable and well-designed bicycle parking that blends with the landscape.

Figure 7.3 Photo example of a clearly defined pedestrian entrance with landscaping.

Figure 7.4 Aerial overview showing proximity to transportation stops.

POLICIES AND 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

3.6 D. Identify the location of hydrants and sprinkler connections through the use of signage and bollards.

The proposed built form is a transit oriented development, by modestly intensifying a site in proximity to existing services that will help to promote transit ridership. The location of the proposed infill development encourages the use of transit by ensuring that it is easily accessible for pedestrians.

The site will maintain both existing vehicular access points located along Johnson Street on the west side, and along Campfire Court on the south side of the Subject Lands. The retention of existing access points and primary internal routes will assist in maintaining on-site safety by ensuring that proper fire routes are maintained and the number of municipal sidewalk crossings is minimized.

The majority of proposed additional parking spaces will be located underground to minimize vehicular conflict with pedestrians and emergency services. Design elements such as the use of signage have been address and identified within the proposed Signage Marking and Pavement Plan prepared by BA Group to ensure safe vehicle and pedestrian movement. Access to the underground parking through the proposed access point on the southeast facade of the proposed building, to further reduce areas of conflict between pedestrians and vehicles on site. The proposed new 130 interior/underground parking spaces, will connection to existing underground parking as shown in Figure 7.6.

The proposed building will utilize existing hydrants on Johnson Street where fire and emergency service will be provided.

PEDESTRIAN-ORIENTED

URBAN FABRIC

PUBLIC REALM

Figure 7.5 Enlargement of proposed entrance to underground parking.

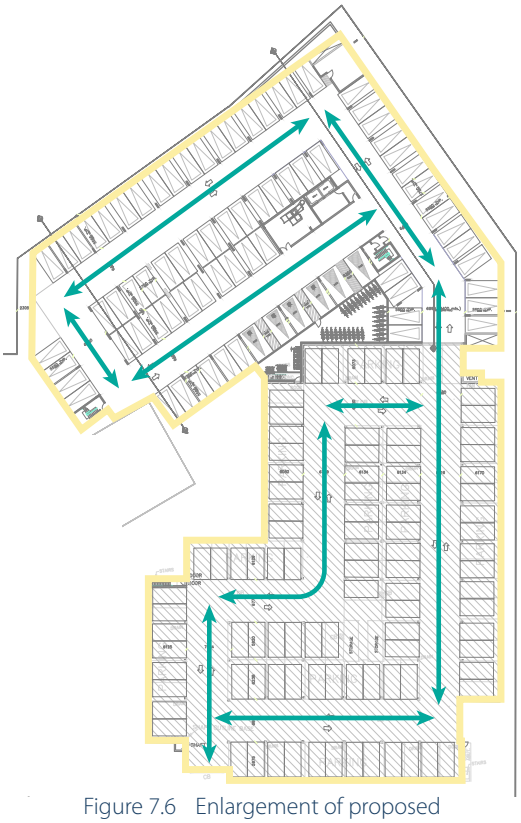


Figure 7.6 Enlargement of proposed vehicular circulation in underground parking.

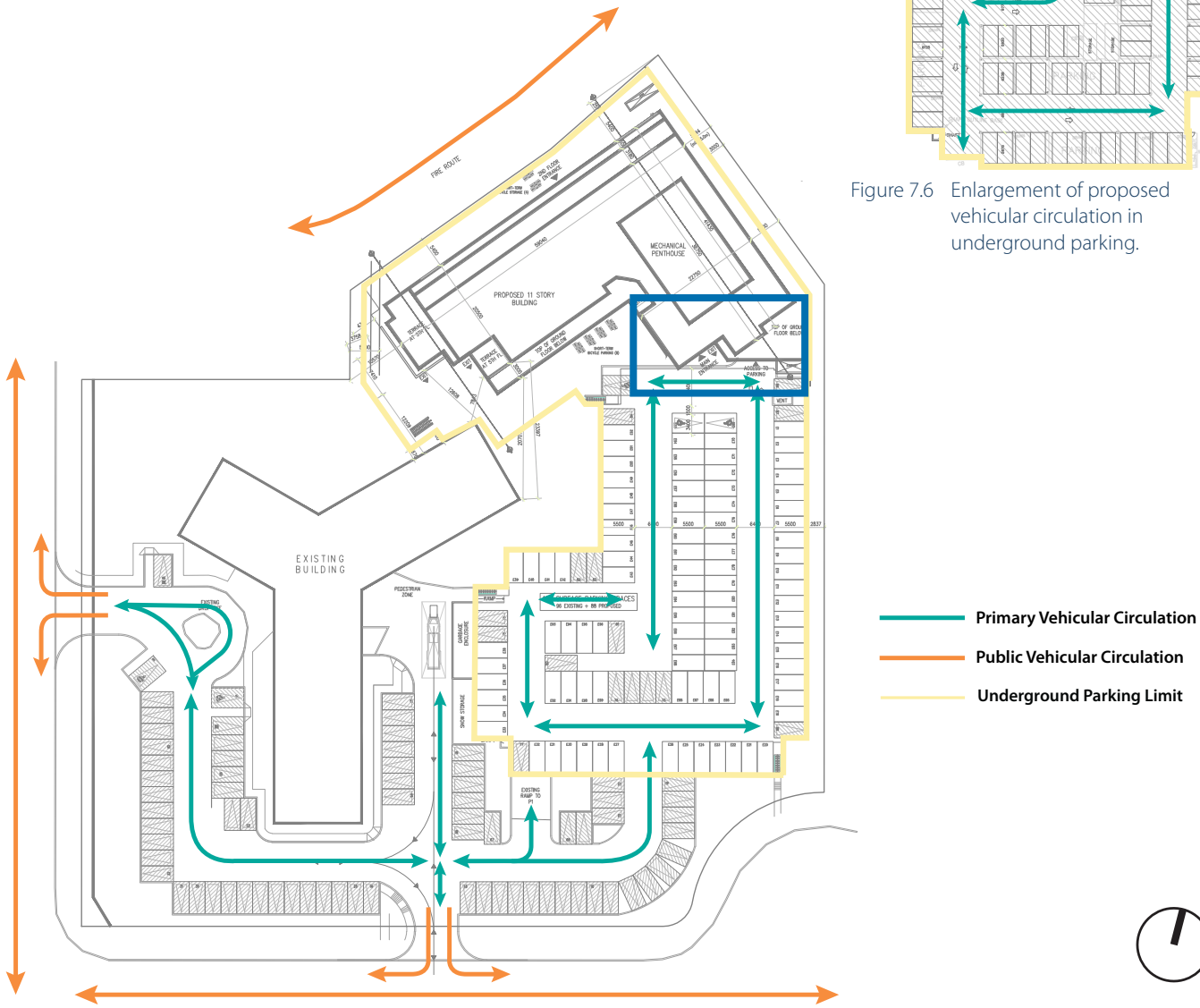


Figure 7.7 Site plan illustrating vehicular circulation for both public and private on Site Plan prepare by architectureunfolded.

8.0
SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING

The 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

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.

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.

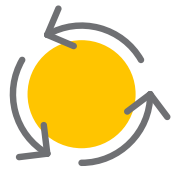
3.2 Q. Provide appropriate snow storage areas that do not interfere with pedestrian and vehicle circulation, or sensitive landscape plantings, as well as in an area that could be a visual obstacle.

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.



CIRCULATION

RESPONSE

The majority of new parking will be provided underground, reducing visual impacts to the public realm. Furthermore, existing parking will be screened from Indian Arrow Road by the virtue of the orientation of the proposed building. Additionally, an enhanced landscape treatment will be provided along the southern lot line where feasible to further screen the parking area from Campfire Court. Loading and waste removal will continue to be located at the rear of the existing building, shared by both buildings. This area will be enclosed to promote on site screening and reduce visual impact.

The proposed development will utilize existing access points, minimizing vehicular dominance to the public realm and helping to promote safety at the property edge. Maintaining existing accesses will reduce the number of turning opportunities on and off the abutting roads. Landscaping will be used to screen parking at the property line, while providing breaks where entrances exist to ensure there is a visual distinction for vehicles and pedestrians. On-site circulation will be facilitated to incorporate safe continuous vehicular travel routes that reduce conflict between vehicles and pedestrians, and provide for pedestrian circulation within the parking area.

The parking field will be maintained as a relatively shallow and walkable depth due to the use of new underground parking. The proposal will provide the required amount of barrier-free parking spaces at grade and below-grade to support both residents and visitors.

Access to underground parking will be provided for on-site through a strategically located ramp adjacent at the southeast corner of the proposed building, as well as an existing ramp near the entrance off of Campfire Court. The proposed ramp entrance will be clearly identified to ensure visibility and safety, as identified within the Signage and Pavement Marking Plan.
As noted previously, the majority of the proposed additional parking will be located underground parking area to separate vehicular areas from pedestrian areas. A total of 218 parking

spaces are proposed for the site in addition to the 189 existing spaces resulting in a total of 407 parking spaces including 13 accessible spaces, 223 located underground and 184 surface parking spaces (including 81 visitor spaces).

Parking routes will be continuous with sufficient turning radii to provide for a safe convenient movement within parking areas, avoiding dead-end aisles. Accessible parking will be located close to building entrances 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 daytime and nighttime.

Landscaped areas are proposed along the frontages on Campfire Court and Indian Arrow Road to ensure parking is screened from the street. Landscaping will be located throughout the Subject Lands to create an attractive on-site experience, and further reduce the impact of surface parking exposed to adjacent streets.

On-site waste collection for the proposed building will be stored underground within a waste removal room and transported on the day of pick-up to the centralized outdoor storage area. Further measures will be included such as garbage and recycling sorting (tri-sorter) within the garbage facility to manage waste appropriately. This garbage location will minimize issues and concerns regarding noise, odour and will significantly reduce visibility from the street and area residents. The use of existing loading bays will eliminate conflict with future vehicles and retain the existing access for service vehicles. Snow removal locations have been proposed along the eastern lot line abutting the adjacent park and internal to the site.

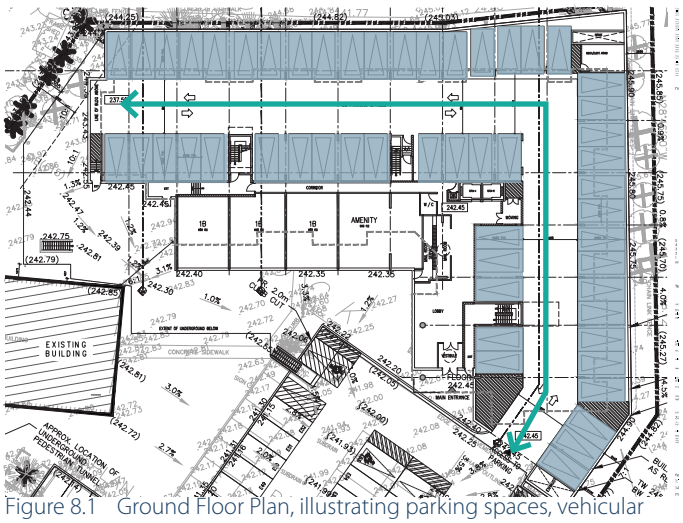


Figure 8.1 Ground Floor Plan, illustrating parking spaces, vehicular circulation and pedestrian access. Base plan by architectureunfolded

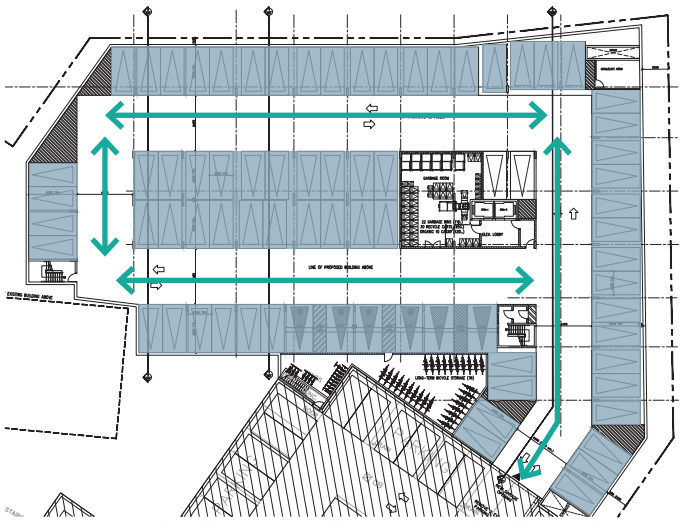


Figure 8.2 P1 Plan, illustrating parking spaces, vehicular circulation and pedestrian access. Base plan by architectureunfolded

Underground Parking

Surface Parking Spaces

Garbage/Loading Area

Proposed Waste Vehicular Circulation

Proposed Parking Entrances/Ramp

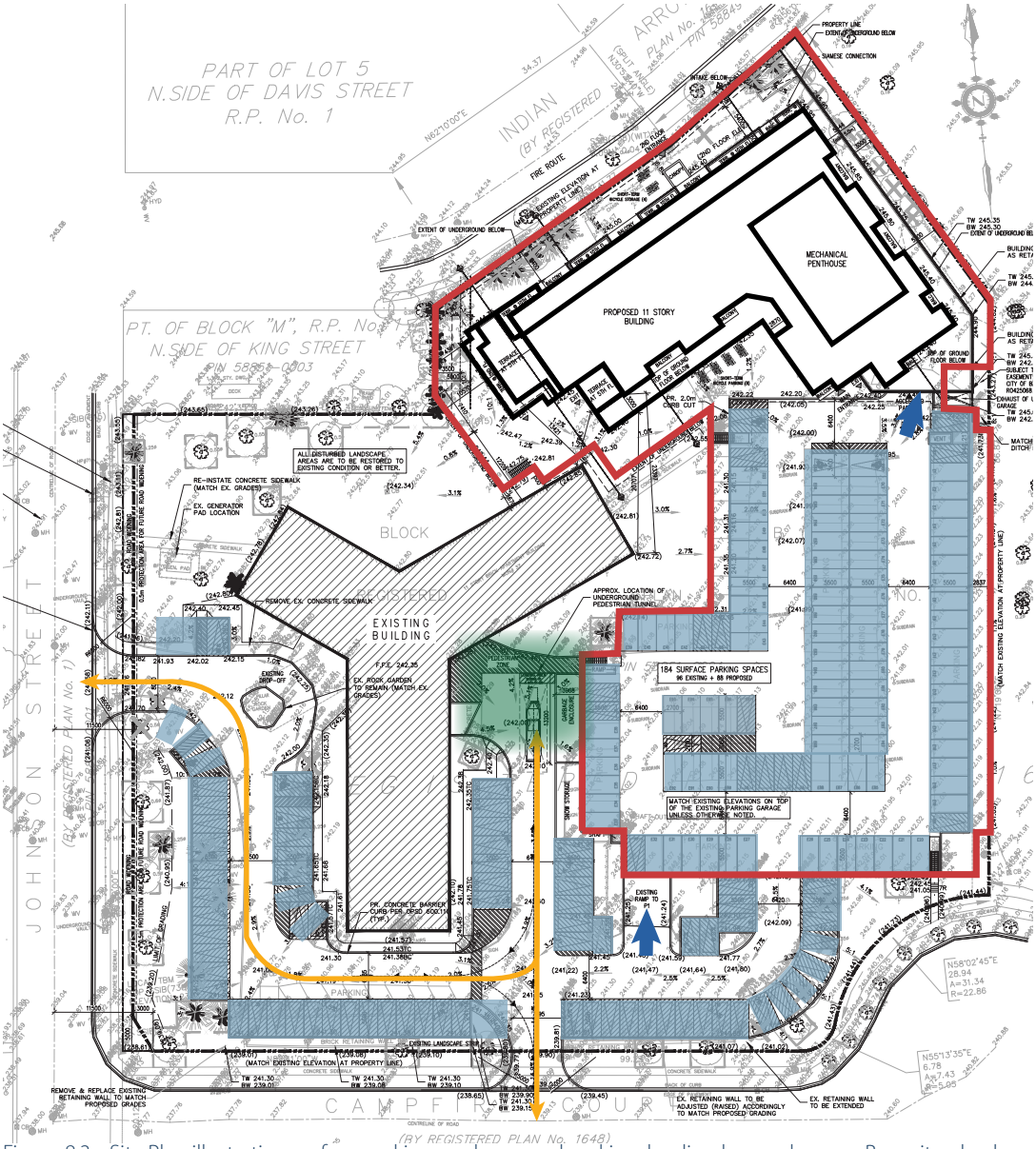


Figure 8.3 Site Plan illustrating surface parking, underground parking, loading bay and ramps. Base site plan by Architecture Unfolded

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 6.6.3 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

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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 6.5.2.2 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 6.6.4 (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 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

NORTH ELEVATION

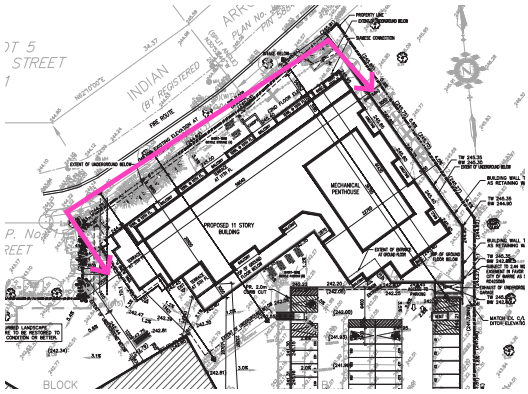


Figure 9.1 North elevation of the proposed building.

SOUTH ELEVATION

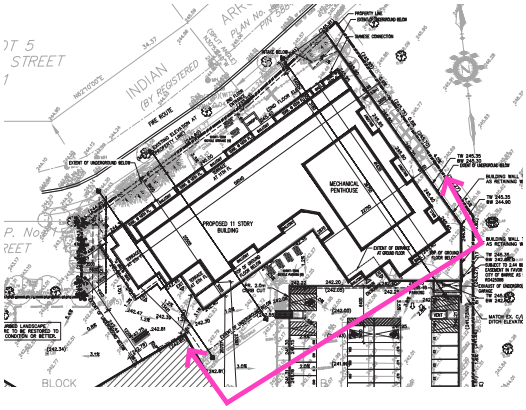


Figure 9.2 South elevation of the proposed building.

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.

RESPONSE

The proposed 11-storey infill development will be compatible with the character of the existing 11-storeybuilding on the Site, and the 6-storey building located at 61 Johnson Street, north of Indian Arrow Road. The development seeks to contribute to the neighbourhood through attractive architectural design that reflects high quality materials and design.

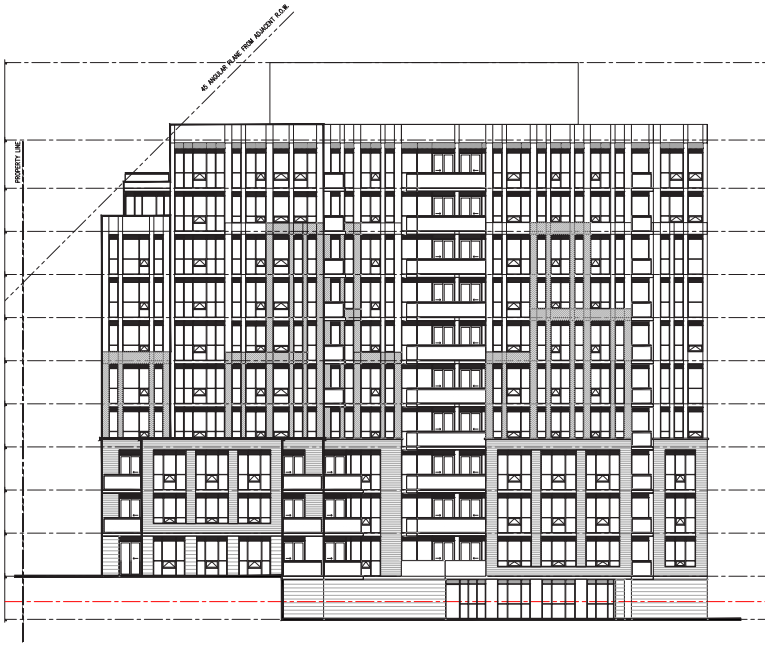
The proposed building orientation will promote an engaging streetscape through architectural treatments that animates the street edge by breaking up the facade horizontally and vertically. This architectural treatment will blend harmoniously with the existing 11-storey building on site by utilizing similar colour tones and materials.

The proposed rooftop incorporates a screen around the mechanical room to create a distinguished rooftop design, while maintaining the building character. The height of the building will maintain adequate transition and protect available sunlight to the surrounding land uses by generally maintaining a 45 degree angular plane along Indian Arrow Road. The building top further provides stepbacks at the top of the 10th and 11th storeys to further minimize concerns of overlook and shadow impact.

Appropriate separation will be maintained from the existing building on-site to ensure privacy. This separation distance meets the OBC requirements for separation. While the proposed building is not a tower, attention is given to access to light through the preparation of a shadow impact study demonstrating minimal impact.

The main building entrance has been strategically located within the interior of the site to ensure direct barrier-free access from the surface parking areas. Ground-level access will be provided from the main entrance, as well as from second floor on the north side towards Indian Arrow Road, which will provide convenient pedestrian connections to the surrounding community. These entrances will be identified through attractive and distinguished building recessions or under building overhangs along the street to provide for surveillance and to break up the built form, and to provide weather protection.

WEST ELEVATION



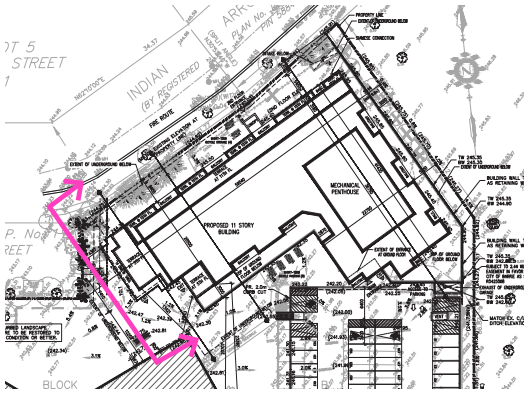
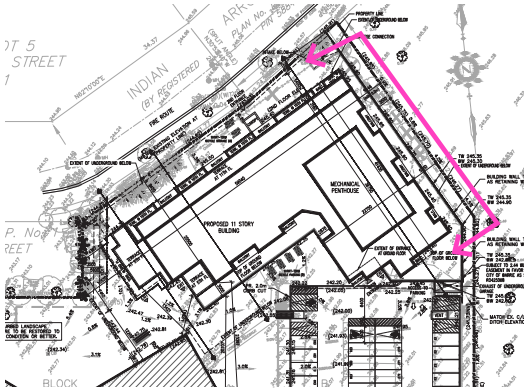


Figure 9.3 West elevation of the proposed building.



EAST ELEVATION

Figure 9.4 East elevation of the proposed building.

Architectural treatments proposed for the development will incorporate a mixture of materials such as glass, brick and precast concrete, and cladding on the lower podium design. This will provide for a sense of rhythm along the street edge and a grounding of the building base. Lighter materials such as the cladding and pre-cast will be utilized on the upper storeys of the building to give the impression of a lighter built form. The contemporary design will include similar mixed materials of the surrounding area to create cohesion through architectural treatment in a modern lens. Balconies are inset to avoid encroachment of setbacks, while helping to provide relief and rhythm to the facade.

Furthermore, the building design will include similar tones and built form to the existing building on-site. These materials and treatments will create a shared visual relationship with the existing building for a harmonizing architectural vernacular across the site.

Each side of the building is designed to create an engaging and diverse visual presence. The use of glass on the top of the building will reduce the physical impact of the development height and projection into the sky. The proposed footprint of the development is in an L-shape to further reduce the impact of the scale, and contribute to the pedestrian scale. The L-shape will also ensure that the prepared development has presence along and frames Shoreview Park, a local asset to the Site. When combined with landscape plantings the development site will provide a compatible character to existing community through design.

Figure 9.5 Rendering of proposed building prepared by architectureunfolded.

RHYTHM AND PATTERN

CHARACTER

BUILT FORM

Figure 9.6 Example of proposed cladding.

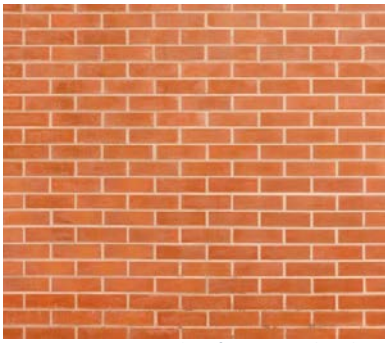


Figure 9.7 Example of proposed red brick.

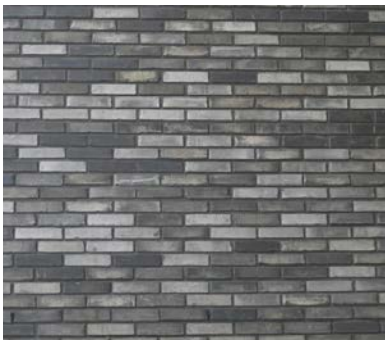


Figure 9.8 Example of proposed grey brick.

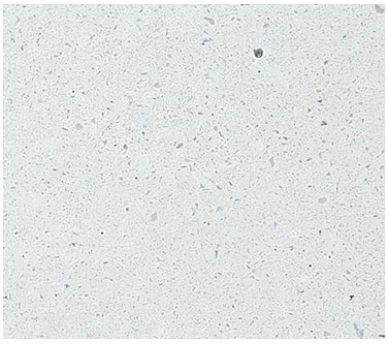


Figure 9.9 Example of proposed white precast.

ANIMATION

FACADE

ARTICULATION

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

9.0 B. 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).

9.0 I. 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.

9.0 J. 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.

RESPONSE

An attractive landscaping treatment will promote the softening of the edge of the Subject Lands through screening and planting beds. Landscaped screening will be provided along all frontages.

Along Indian Arrow Road, site landscape interventions such as integrated raised planter beds will be included to enhance the pedestrian realm for the site. The planter beds will also provide informal seating for pedestrians along the sidewalk. Additional amenity areas will include a landscaped courtyard with furnishings at the rear entrance to enhance the entrance to the building from the parking field, and create an informal gathering space opportunities for existing and future residents. Further plantings will be located throughout the Subject Lands, particularly at the edge, to enhance the quality of the site, and further soften the proposed development's potential impact to the surrounding neighbourhood.

Landscaping will incorporate local plant species common in the community to harmonize the Site with the surrounding area, specifically Shoreview Park to the east, including but not limited to:

- Red maple
- Kentucky Coffee Tree
- Red Oak
- Annabelle Hydrangea
- Purple Coneflower
- Black eyed-susan
- Fountain Grass
- Creeping Juniper.

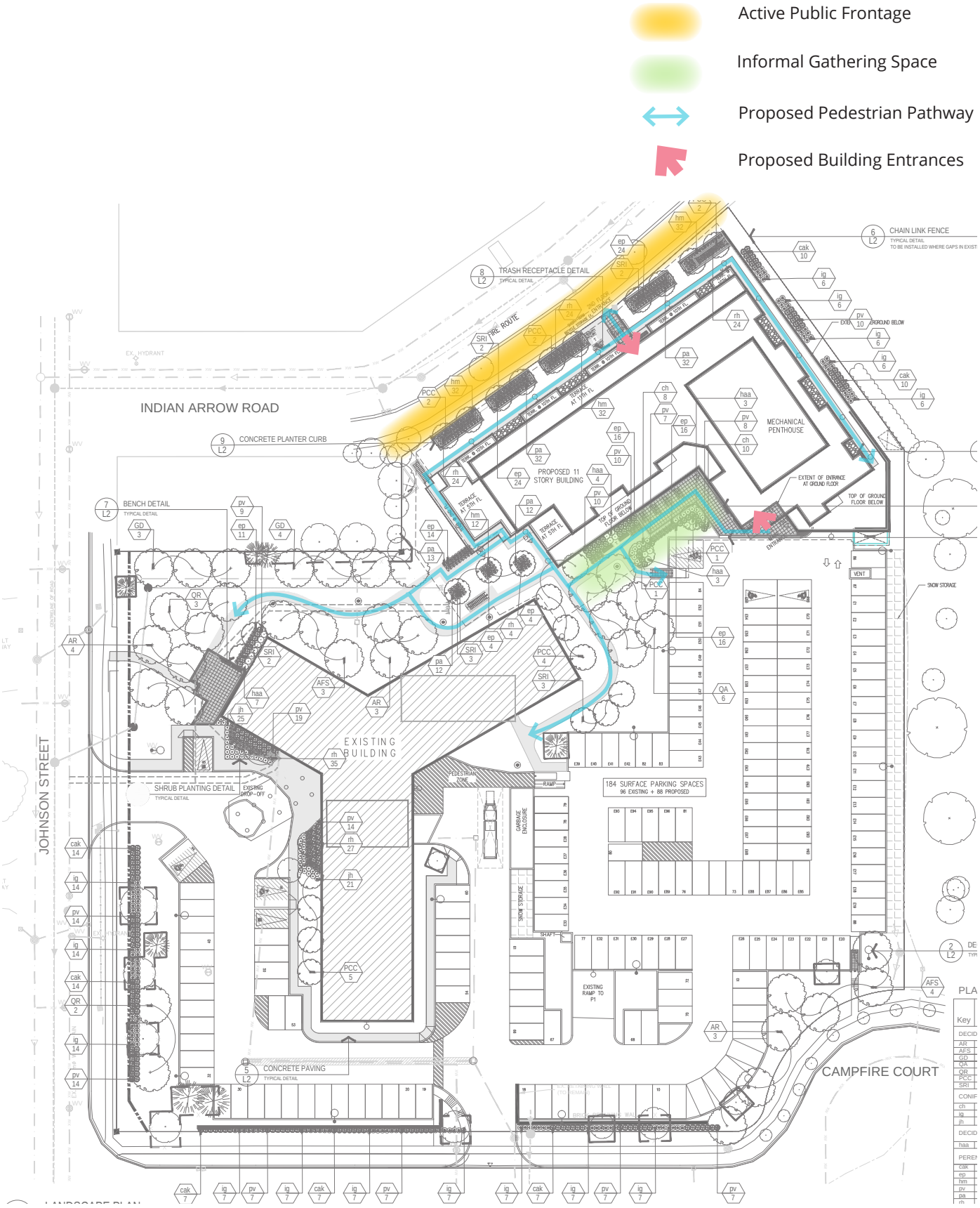


Figure 10.1 Proposed landscape plan prepared by MHBC.

Figure 10.2 Photo example of enhanced street plantings and animated public streetscape.

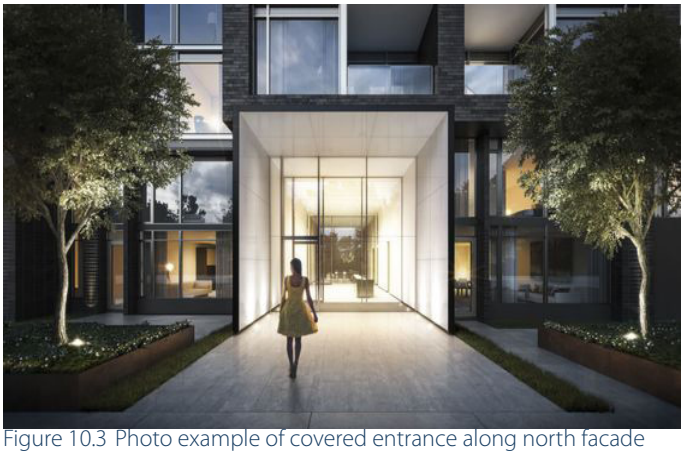


Figure 10.3 Photo example of covered entrance along north facade abutting Indian Arrow Road.

PUBLIC REALM

STREET FURNITURE

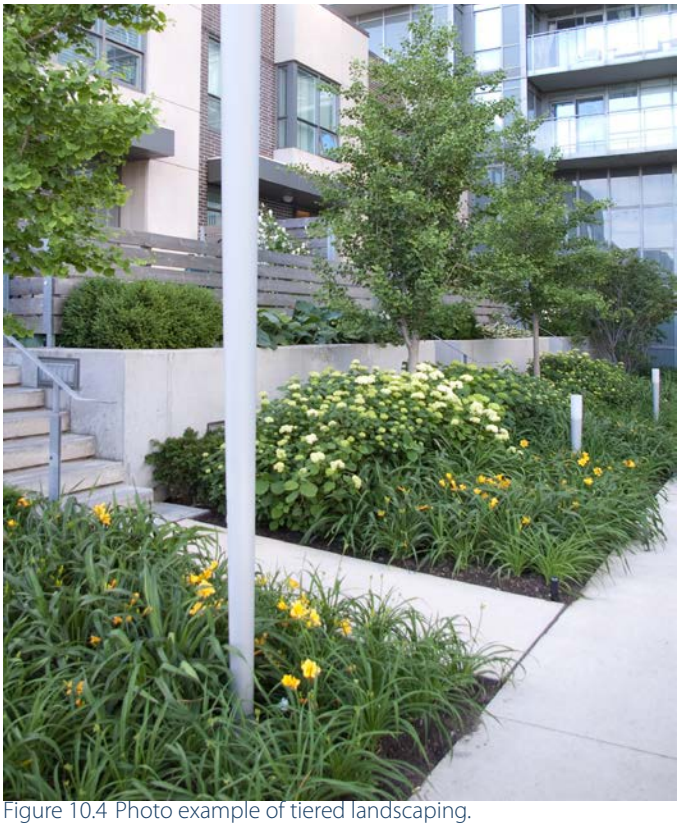


Figure 10.4 Photo example of tiered landscaping.

Figure 10.5 Photo example of proposed street furniture.

Figure 10.6 Photo example of proposed informal gathering space.

Figure 10.7 Photo example of proposed recessed building entrance located internal to the site.

Figure 10.8 Photo example of proposed raised planter beds.

ACCESSIBILITY

PEDESTRIAN-ORIENTED

NODE

FOCAL POINT

11.0
UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

The 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.

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.

RESPONSE

The proposed development will connect to existing sub-grade utilities at the perimeter of the site, grouping utilities where possible and therefore maintaining the visual character of the area. Coordination with utility companies will ensure screening from roads and areas of high visibility is respected. The Owner will work with the City and utilities to ensure any above grade utilities deemed necessary such as transformers will be screened while allowing for access.

The final location of utilities and signage and their integration on the building and site have been addressed and detailed within the Site Pavement Marking Plan and Signage Plan prepared by BA Group, to ensure that City guidelines are addressed and work in harmony with the landscaping and architecture of the site

The proposed lighting for the building will incorporate attractive light standards and fixtures that will be located around the entrances and site 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. Cut-offs will be used to ensure light spillage onto neighbouring properties will not occur. Appropriate lighting design have been proposed on the Photometric Plan prepared by E-Lumen, with fixtures shown in Figure 11.2.

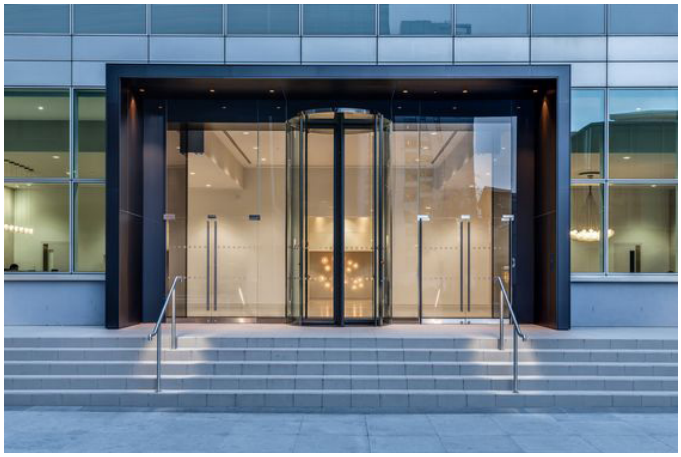


Figure 11.1 Examples of appropriate entrance with sufficient lighting

Figure 11.2 Examples of proposed lighting features.

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 landscaping will include drought–tolerant species that will reduce potable water consumption. 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 boilers (condensing)
- High Efficiency Cooling / Chiller
- White/albedo roof design
- Low flow toilets and water fixtures
- LED lighting with occupancy sensors in the parking garage and hallway
- Low VOC finishes (paints, carpets, cabinets, flooring)
- Energy star rated appliances
- Heat pumps for in-suite cooling/heating and programmable thermostats
- High R value insulation

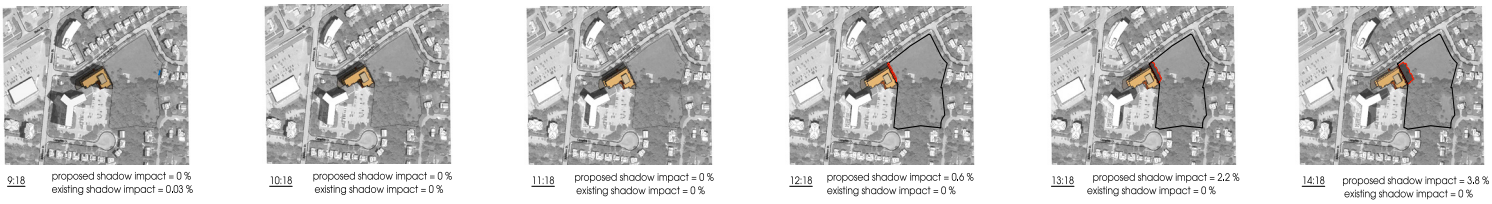
The proposed building is located and oriented to minimize negative impacts of shadows on adjacent land uses to maintain the spirit of the intent of the urban design guidelines. This has been done through setbacks from the existing building on site to allow for adequate sunlight, particularly within the active and programmed spaces, as well as stepbacks at the upper storeys of the proposed building. The development has also been oriented to minimize shadow impact and accommodate for solar access to surrounding uses as per the shadow study prepared by Architects Unfolded.

The prepared study as shown in Figure 12.2 on page 38, reviews the anticipated shadows from the proposed development on the adjacent Shoreview Park and low-rise residential dwellings to the north of Indian Arrow Road. As noted previously shadows will occur during the spring and fall equinox between 9:00 and 11:00 am for the front yards of 12 and 14 Indian Arrow Road, representing minimal impact. Furthermore, in terms of the existing park to the east, the proposed development will have minimal shadow impact as the combined average of existing and proposed shadows will only result in an approximate 16% shadow coverage. This is the highest average measured during June 21st, where all other equinoxes and solstices are lower. In addition, the form and orientation of the development allows shadows to move quickly across the park, and limits shadow impact to well below 50% of the park area for more than 5 consecutive hours. 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 shadow during the winter regardless of new development.

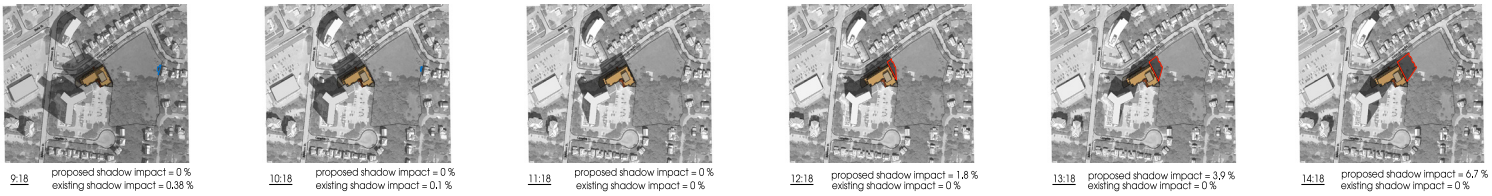
Figure 12.1 Example of existing transit systems.

12.1
SHADOW STUDY

june 21st



september/march 21st



december 21st

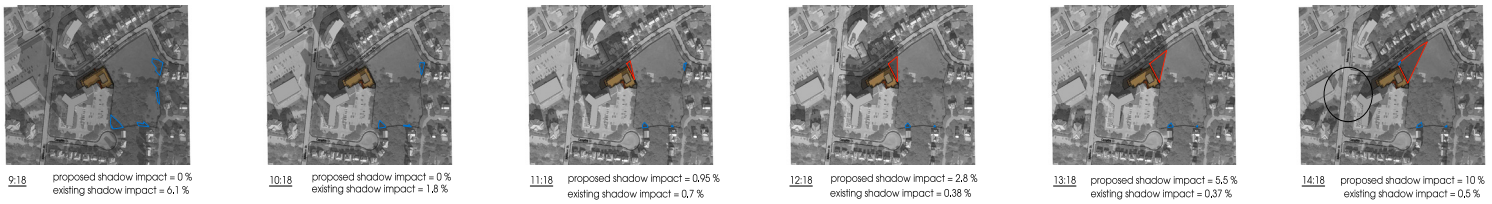
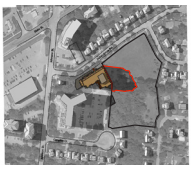


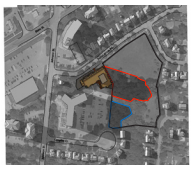
Figure 12.2 Proposed Shadow Study prepared by architectureunfolded.

15:18 proposed shadow impact = 5,89 %
existing shadow impact = 0 %

16:18 proposed shadow impact = 8,74 %
existing shadow impact = 0 %



17:18 proposed shadow impact = 13,4 %
existing shadow impact = 0,67 %



18:18 proposed shadow impact = 23,6 %
existing shadow impact = 9,9 %

19:18 proposed shadow impact = 37 %
existing shadow impact = 9,7 %

13.0 CONCLUSIONS

The proposed infill development represents intensification in proximity to existing services and along a transit route. The proposed variety of unit types and sizes will offer a range of housing opportunities in proximity to surrounding local amenities such as a park, grocery store, transit route, and school. The architectural design, site orientation, and siting of the building has been carefully designed to compliment the existing building and surrounding area by establishing a gateway to the area along an arterial road. The plan contemplates design choices such as a comprehensive pedestrian network, enhanced public realm, and outdoor amenity space 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 articulated building design and defined entry will identify the proposed development as a landmark to visitors to the area. The proposal further protects the existing low rise residential dwellings to the south by locating the building along the northern edge that will further assist in creating a comfortable and defined public realm. From this the proposal will be compatible with the surrounding community and will adhere to both the City of Barrie Official Plan policies and City of Barrie Urban Design Manual guidelines for residential tall building developments.

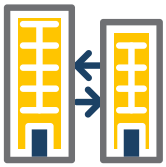
14.0 DESIGN TERMS

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

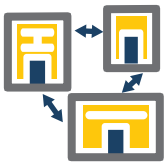
ADAPTIVE REUSE
Converting an existing building into a new use

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



COMPATIBILITY
Similar size, form and character of a building relative to others around it



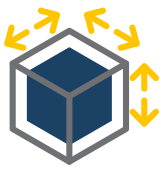
CONNECTIVITY
The ease of movement and access between a network of places and spaces

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

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

STEP BACK
aA 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

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

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

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

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE