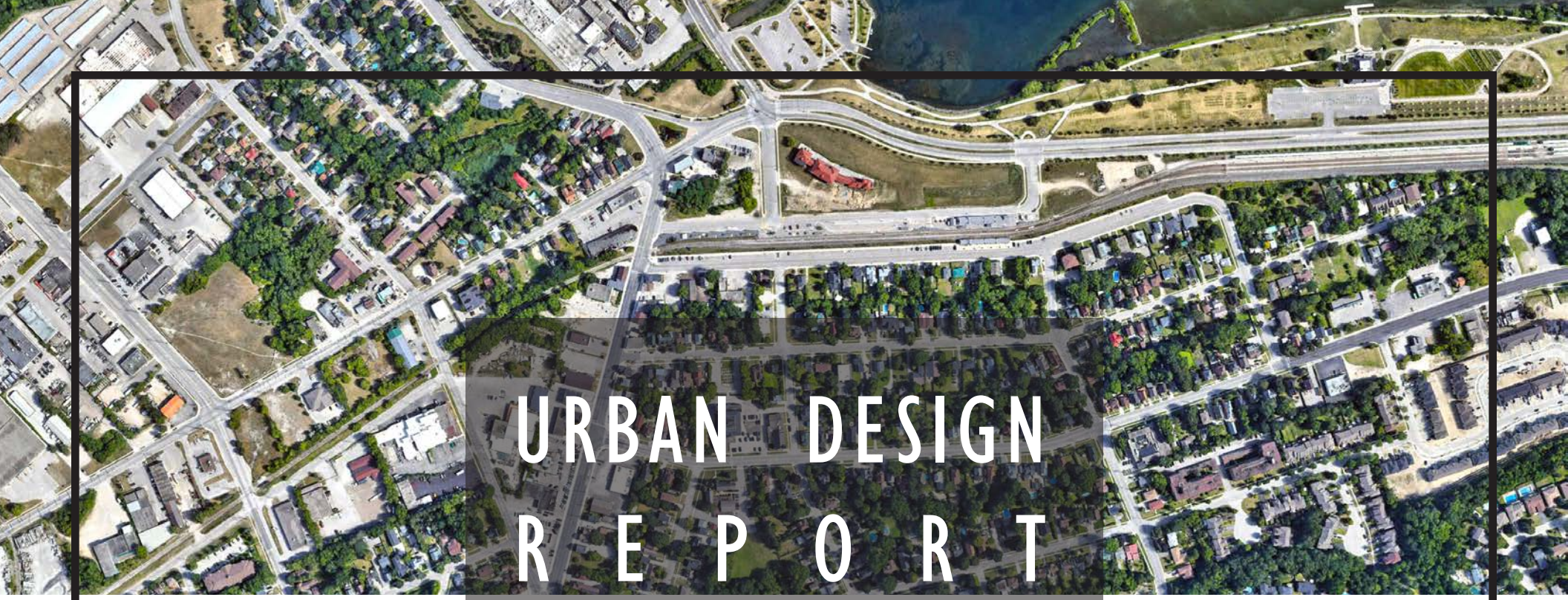

URBAN DESIGN REPORT

17 JACOBS TERRACE

259 INNISFIL STREET

41-43 ESSA ROAD

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: TONLU HOLDINGS LTD.

SEPTEMBER 2021

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPMENT

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INTRODUCTION

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Innovative Planning Solutions has been retained by Tonlu Holdings Ltd. to complete an Urban Design Report relative to applications for amendments to the City of Barrie Zoning By-Law 2009-214 as amended (ZBA).

The project is a collection of properties located in the Allandale Neighbourhood, generally located northwest of Essa Road, East of Anne Street, North of Caroline Street and South of Tiffin St. and the BCRY rail line. The lands are municipally known as 17 Jacobs Terrace, 259 Innisfil Street and 41-43 Essa Road (hereby referred to as the subject site). See Figure 1.

Although this report describes the development proposal as a whole, there will be two separate ZBA applications, one for 17 Jacobs Terrace, and one for 259 Innisfil Street / 41-43 Essa Road.

The proposed Zoning By-law Amendments (ZBA) seek a change in zoning from Light Industrial (LI) and Central Area Commercial (C1) to Transition Centre Commercial with Special Provisions (C2)(SP) for the subject area. This zone is intended to facilitate the future development of 6 towers ranging in height from 20 to 37 stories with a mix of residential, community and ground level commercial/retail uses.

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development. The City of Barrie Urban Design Guidelines have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives.

This report is to provide a description of the proposed development and an assessment of the applicable urban design policy framework and provide opinions supporting the conclusion that approving the requested amendment applications conform to and is consistent with applicable policy and planning documents and represents good planning in the public interest.

This report is intended to be read in conjunction with the Planning Justification Report provided by Innovative Planning Solutions dated August 2021.

This Report addresses various items of urban design, including:

- Land use;
- Urban built form and transition;
- Housing types and densities;
- Site organization and building placement;
- Site circulation;
- Amenity spaces;
- High quality design and materials;
- Streetscape and landscaping; and
- Pedestrian scale and walkability.

Figure 1. Subject Site

LOCATION & CONTEXT

2

2.1 Subject Site

The subject site is an assemblage of properties located in the Allandale Neighbourhood, generally located, northwest of Essa Road, East of Anne Street, North of Caroline Street and South of Tiffin St. and the BCRY rail line. As detailed earlier, although this report describes the development proposal as a whole, the lands can be characterized as two separate areas and will be submitted as separate applications. The first as 17 Jacobs Terrace, and the second as 259 Innisfil Street / 41-43 Essa Road (see Figure 2).

The total land area of the applications is approximately 27,035m^2 (2.7ha) with 17 Jacobs Terrace representing approximately 9,146m^2 (0.9ha) and 259 Innisfil & 41-43 Essa Road represents 17,889m^2 (1.8ha). The proposal has frontages along 3 municipal streets, Jacobs Terrace (101.3m), Innisfil Street (187.2m) and Essa Road (58.5m). Within the City of Barrie Official Plan, Jacobs Terrace is classified as a Local Street with a planned right-of-way of 16m, Essa Road is classified as an Arterial Road with a planned right-of-way of 29m (in this location), and Innisfil Street is classified as a Major Collector with a planned right-of-way of 27m.

The lands are relatively flat and are mostly free of vegetation with limited tree coverage along the borders of the properties. The lands are irregular in shape and are in close proximity (approximately 45-350m) to the Allandale Waterfront Go station and proposed Barrie Allendale Transit Hub.

Figure 2. Aerial View

17 Jacobs Terrace

Existing on-site today are two low-rise industrial/commercial buildings with a large surface parking lot and outdoor storage area. The majority of the site is paved with only a small corner of the property in the northwest corner landscaped. Access is currently taken from Jacobs Terrace with a large curb cut located relatively central to the frontage of the property. Across the street is the BCRY railway.

- Site Area - ~9,146m^2 (0.9ha)
- Frontage - Jacobs Terrace ~101.3m
- Existing right-of-way width - 10m - 12m

Legal Description - LOT 7 8 9 PT LOT 5 6 10 AND 11 SOUTH SIDE OF JACOBS TERRACE REGISTERED PLAN 30 CITY OF BARRIE

17 Jacobs Terrace - Aerial View

Images of 17 Jacobs Terrace

259 Innisfil Street

Present on-site of 259 Innisfil Street today are a series of connected two-storey vacant commercial/industrial buildings as well as one separated building located at the rear of the property. There is a large surface parking lot as well as two outdoor storage areas. The majority of the site is surrounded by a chain-link fence. Access is currently taken from Innisfil Street with multiple large curb cuts along the frontage of the property. The northern boarder shares a property line with the BRCY railway.

- Site Area - ~12,738m^2 (1.3ha)
- Frontage - Innisfil Street ~187.2m
- Existing right-of-way width - 20m - 21.5m

Legal Description - PLAN 29 PT LOT B LOT 7 TO LOT 9 LOT 10 LOT 11 LOT 12 RP 51R7289 PART 1PART 2 PART 5 TO PART 7

259 Innisfil Street - Aerial View

Images of 259 Innisfil Street

41-43 Essa Road

The site is currently occupied by a single-storey vacant commercial building and large surface parking lot. The majority of the property is paved. The frontage of the building facing Essa Road occupied by overgrown vegetation with the remainder of the frontage having a chain link fence and access gate. Access taken from multiple large curb cuts along the Essa Road Frontage. The northern boarder shares a property line with the BRCY railway.

- Site Area - ~5,123m^2 (0.5ha)
- Frontage - Essa Road ~58.5m
- Existing right-of-way width - 17m - 20m

Legal Description - PLAN 29 LOTS 3 AND 4 W ESSA RD BLOCK ST BLK A E BLOCK ST PT LOT 2 W ESSA RD RP 51R23560 PART 1

41-43 Essa Road - Aerial View

Images of 41-43 Essa Road

2.2 Official Plan Designation

The lands are currently designated 'City Centre' on Schedule A - Land Use of the City of Barrie Official Plan (see figure 3). The lands are also designated as 'Commercial' on Schedule B -Planning Areas. The City Centre designation is categorized under the Commercial Land Use that permits uses which provide a broad range of retail, service and residential uses to serve the general needs of the Downtown. Residential uses are permitted in a variety of housing types and are encouraged to achieve medium and high density developments within the City Centre. The designation encourages the integration of retail stores with residential uses where possible.

Schedule I of the Official Plan, designates the lands as part of the 'Urban Growth Centre (UGC)' (see Figure 4). The UGC is designated to accommodate a large amount of the population growth and development for the City of Barrie. The Official Plan sets out goals for the UGC including 150 persons and jobs combined per hectare. It is anticipated that this additional density will occur in the high-density categories averaging between 150-200 units per net hectare (Section 4.2.2.6.g).

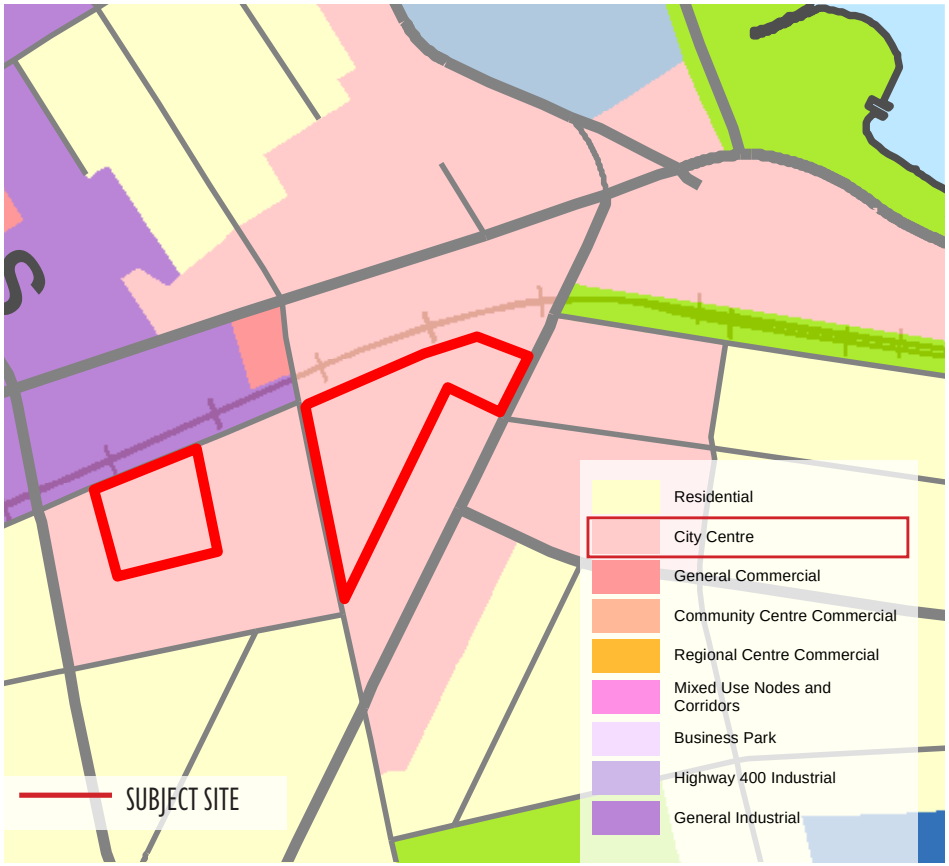


Figure 3. Barrie Official Plan Schedule A - Land Use

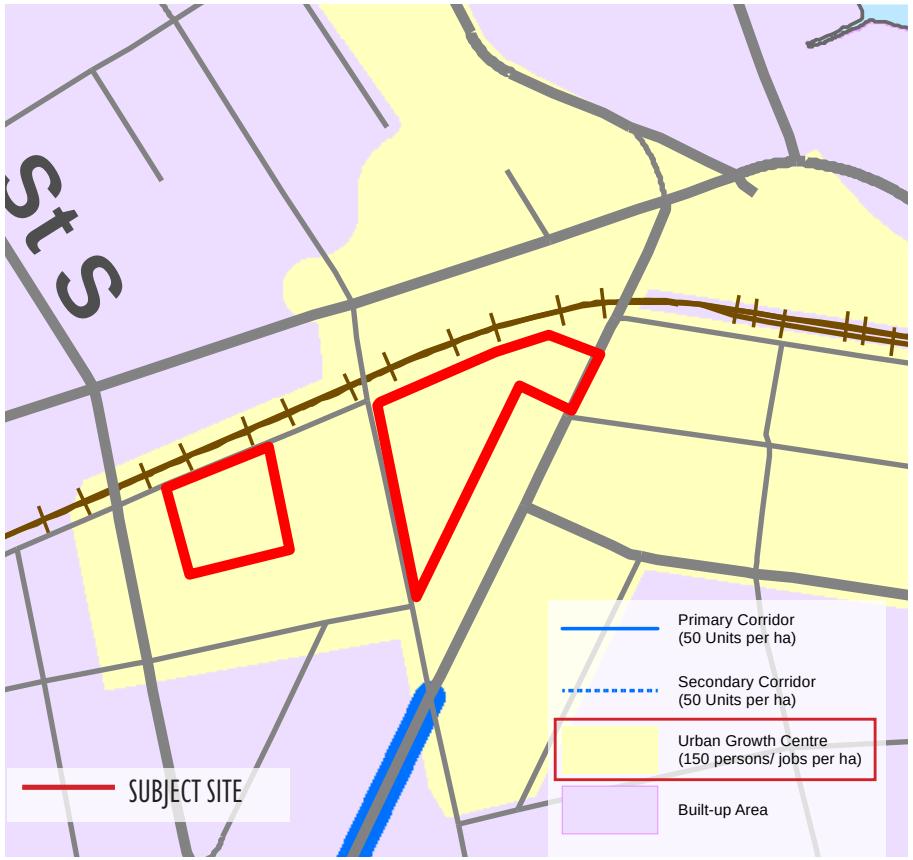
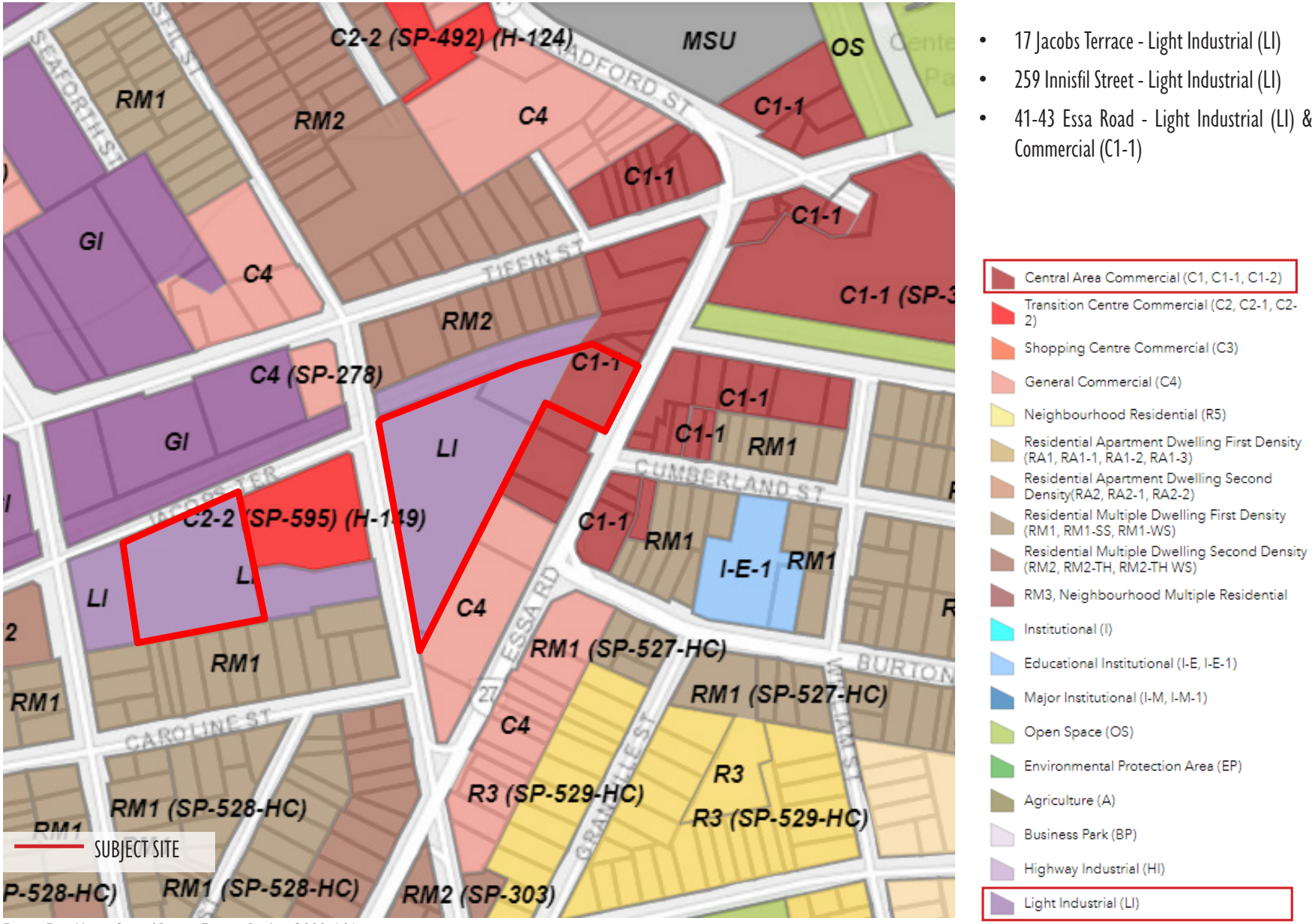


Figure 4. Barrie Official Plan Schedule I - Intensification Areas

2.3 City of Barrie Zoning By-law

The subject site is currently zoned as follows within the City of Barrie Zoning By-law 2009-141 (see figure 5).

- 17 Jacobs Terrace - Light Industrial (LI)
- 259 Innisfil Street - Light Industrial (LI)
- 41-43 Essa Road - Light Industrial (LI) & Central Area Commercial (C1-1)



Central Area Commercial (C1, C1-1, C1-2)
Transition Centre Commercial (C2, C2-1, C2-2)
Shopping Centre Commercial (C3)
General Commercial (C4)
Neighbourhood Residential (R5)
Residential Apartment Dwelling First Density (RA1, RA1-1, RA1-2, RA1-3)
Residential Apartment Dwelling Second Density(RA2, RA2-1, RA2-2)
Residential Multiple Dwelling First Density (RM1, RM1-SS, RM1-WS)
Residential Multiple Dwelling Second Density (RM2, RM2-TH, RM2-TH WS)
RM3, Neighbourhood Multiple Residential
Institutional (I)
Educational Institutional (I-E, I-E-1)
Major Institutional (I-M, I-M-1)
Open Space (OS)
Environmental Protection Area (EP)
Agriculture (A)
Business Park (BP)
Highway Industrial (HI)
Light Industrial (LI)

Figure 5. Map - City of Barrie Zoning By-law 2009-141

2.4 Surrounding Land Uses

The area immediately surrounding the site is comprised of a variety of industrial, commercial and residential uses. Aerial imagery of the immediate area is shown in Figures 2 and 6, and described as follows:

17 Jacobs Terrace

North: Directly to the north is the Jacob's Terrace right-of-way and the Barrie Collingwood Railway (BCRY) running east-west. Further to the north are various land uses including commercial, industrial and residential uses.

South: To the south of the subject lands is a residential neighbourhood designated City Centre.

East: Lands directly to the east of the subject property are occupied by commercial uses, including a strip plaza. Further to the east there are residential areas, containing low and medium density-built forms.

West: Immediately west of the subject site is a building containing retail/commercial and industrial uses. The property has recently received a Zoning by-law Amendment approval for a 17-storey residential building (272 Innisfil Street).

259 Innisfil Street and 41-43 Essa Road

North: Directly north of the subject site is the BCRY. On the opposite side of the BCRY are various land uses including commercial, industrial and limited residential uses.

South: Immediately south of the subject site are commercail/retail uses that front onto Essa Road. The former Presbyterian Church is located at 63 Essa Road.

East: Immediately adjacent to the east of the subject site are two low-rise commercail buildings. Further east is the Allandale Waterfront GO Station and lands for the future Allandale Transit Hub.

West: To the west of the subject site is the Innisfil Street right-of-way. On the West side of Innisfil Street is the recent by-law amendment approval at 272 Innisfil Street as well as various commercial, industrial and residential uses.

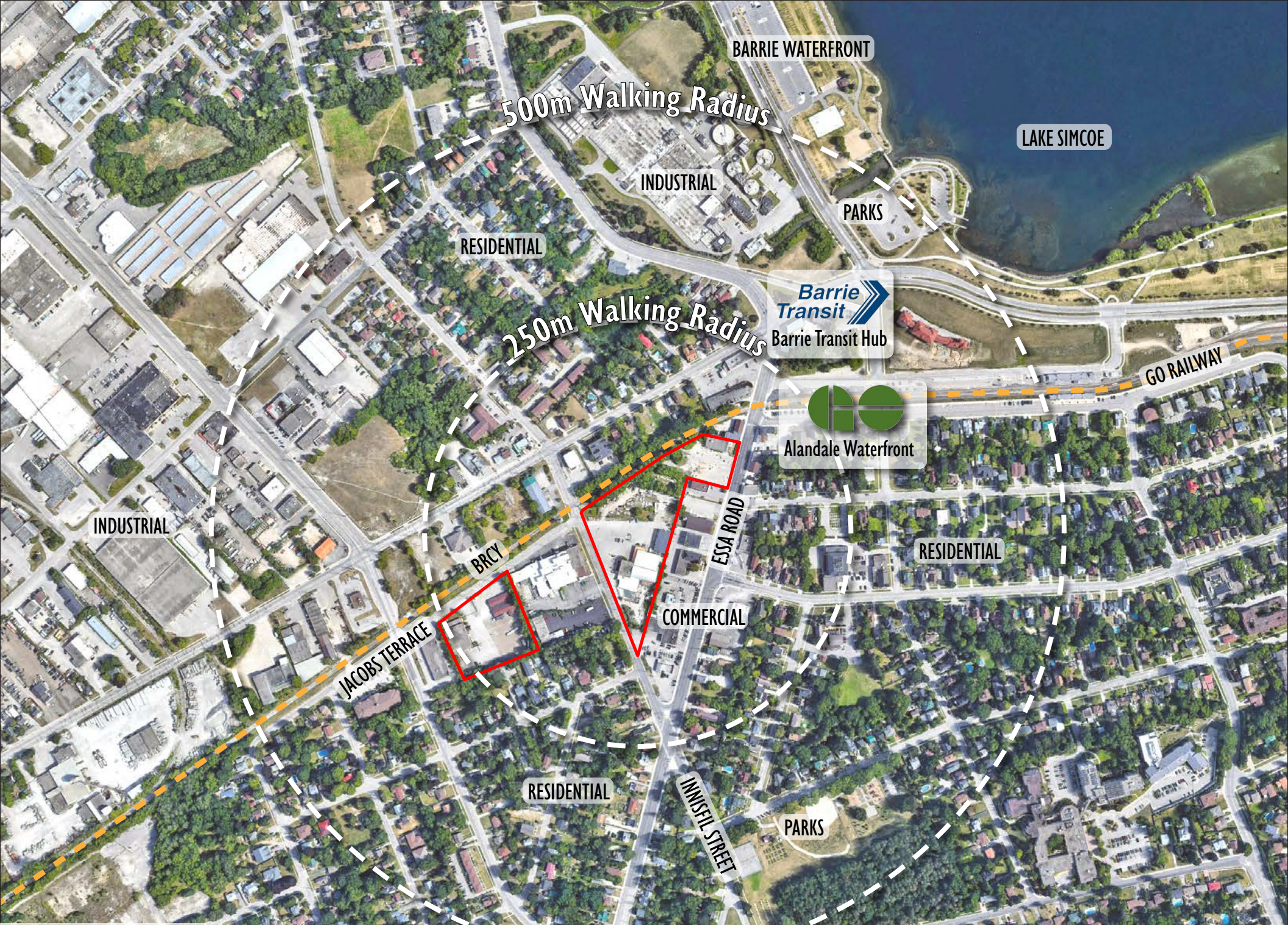


Figure 6. Aerial Context

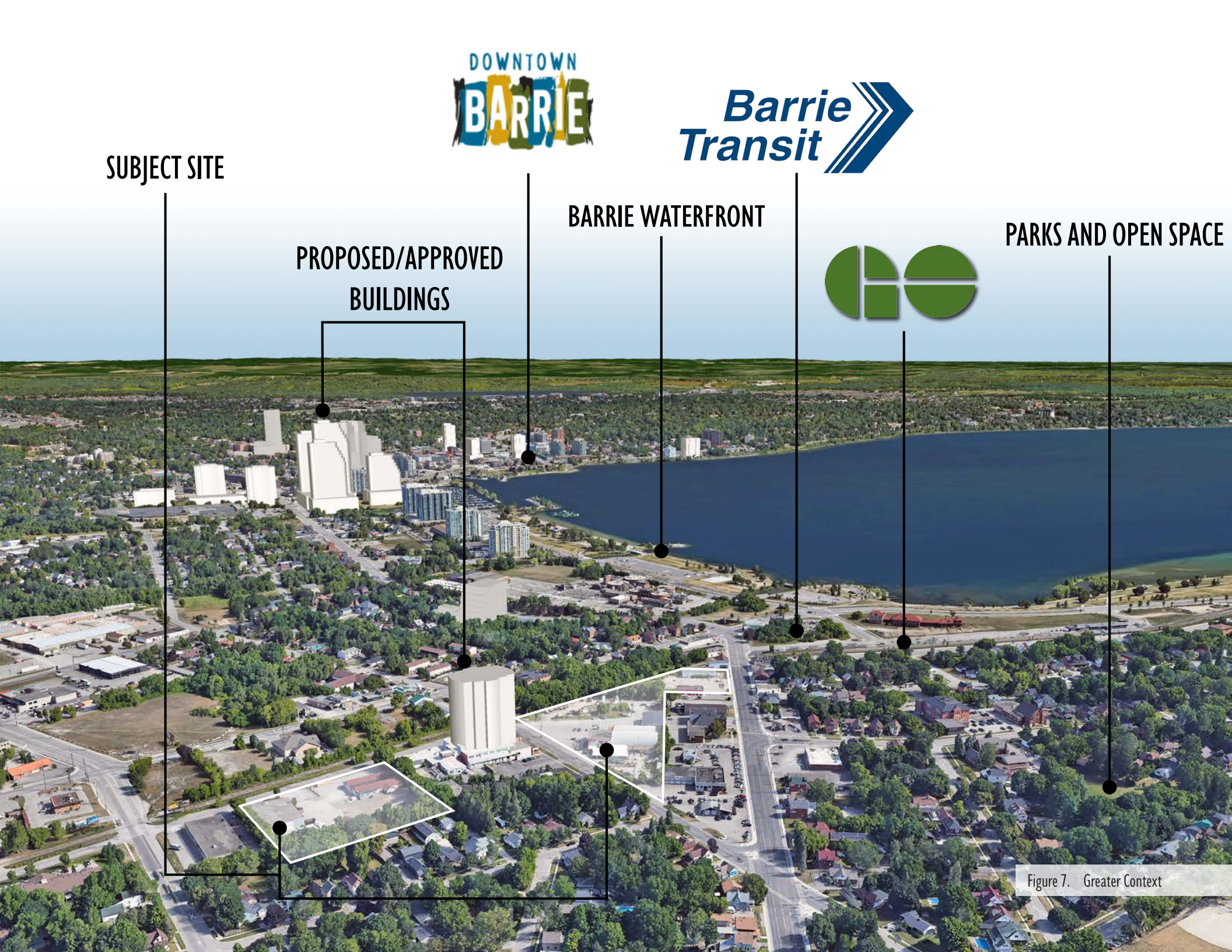


Figure 7. Greater Context

2.5 Surrounding Context

The subject site is located in the Allandale neighbourhood of central Barrie bordering along the south shoreline of Kempenfelt Bay. Allandale is a historic neighbourhood within Barrie, with much of the area being of heritage value, however, the subject site is located outside of the historic areas.

The Allandale GO Train Station plays a central significance to the identity of the Allandale community, located along the south end of Lakeshore Boulevard at the cross-section of Essa Road and Tiffin Street. Originally the Grand Trunk Railway, it expanded into the current Allandale yard at the turn of the 19th century. The aptly named South Shore Park is situated on the south shore of Kempenfelt Bay, providing a gorgeous walking and biking path. The South Shore Community Centre was formerly the Master Mechanics building for the railway and incorporates this heritage into the modern banquet facility it is known for today. Residents enjoy recreational amenities at the Allandale Recreation Centre as well as the convenient proximity to city amenities in this commuter's locale.

There are many community services and facilities existing in the Allandale neighbourhood. Outdoor Amenities include Allandale Heights Park, Blair Park, Shear Park, and Greenfield Park, as well as access to Kempenfelt Bay and the Barrie Waterfront. Downtown Barrie is located approximately 1.5km to the north of the subject site.

Image of South Shore Park

Image of South Shore Community Centre

Much of the lands to the north, east and west of the property are primarily developed with industrial and commercial uses. Located across the street from 17 Jacobs Terrace and directly abutting the northern property boundaries of 259 Innisfil and 41-43 Essa Road exists the Bayview Spur rail line that connects into the Barrie Collingwood Railway (BCRY). The lands to the south of 17 Jacobs Terrace are designated City Centre and currently contain low-rise residential uses. The lands adjacent to the south of 259 Innisfil Street and facing Essa Road are developed with commercial uses.

Although most of the Allandale area is an established historic low-rise neighbourhood, the subject site lies within an industrial/commercial portion of the community. The City of Barrie has designated this area as Allandale Centre within the Official Plan, while the majority of the traditional and historic area of the Allandale neighbourhood is designated as Allandale/Allandale Heights (see Figure 8). Allandale Centre has been a predominantly commercial/industrial area of Barrie for many years, however it has seen a steady decline for the greater part of the last two decades. Currently, much of the area sits vacant and derelict, a stark contrast to the remainder of the Allandale community.

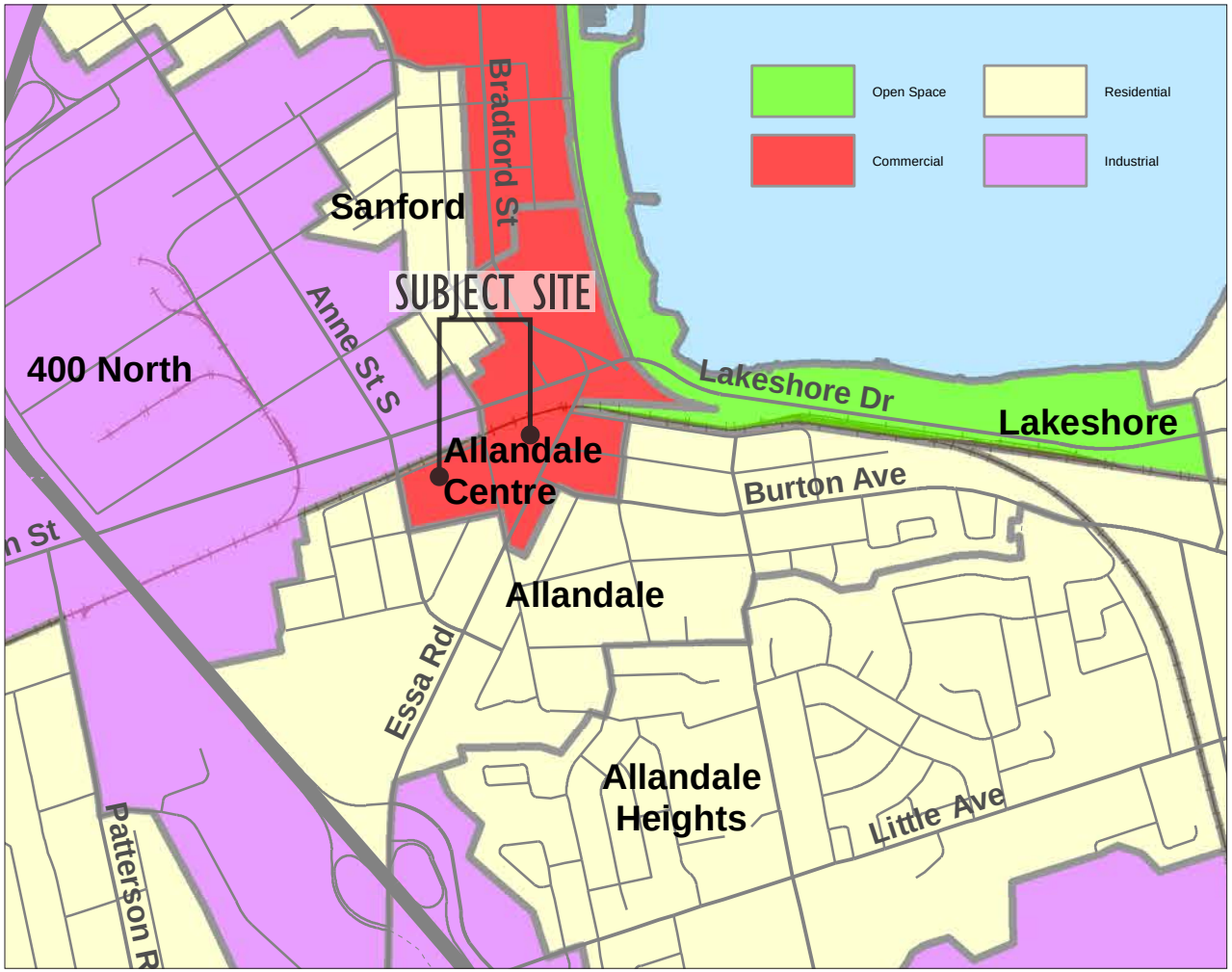


Figure 8. Barrie Official Plan Schedule B - Planning Area

Existing commercial along Jacobs Terrace


Commercial development adjacent to the west of 17 Jacobs Terrace


Existing commercial along Essa Road


Commercial development adjacent to the east of 259 Innisfil Street

2.6 Transit

The subject site is positioned in a strategic location with excellent access to public transit and regional corridors. Barrie has two Major Transit Station Areas (MTSAs)— the Allandale Waterfront GO and Barrie South GO. These are more than just train stations. They are planned to be their own urban communities that will accommodate higher levels of intensification while providing convenient access to a wide range of mobility options. The subject site lies approximately 45 - 350m away from the Allendale Waterfront Go Station and the planned City of Barrie Allandale Transit Mobility Hub.

Allandale Waterfront station has weekday train service consisting of 7 trains southbound to Union Station in the morning, and 7 trains returning northbound from Union Station in the afternoon. At other times, GO bus route 68 operates hourly to Aurora GO Station where passengers can transfer to the all-day train service to Toronto. The current Allandale Station Go transit map is shown on Figure 10.

Weekend train service consists of 5 trains in each direction throughout the day. GO bus route 68 also operates hourly to Aurora GO station or East Gwillimbury GO station where passengers can connect to the hourly weekend train service to Toronto.

In-terms of the Barrie Transit System, the current Barrie Transit System Map is shown on figure 11. Existing routes in the immediate area that serve the subject site include routes 1, 3, 4, 7 and 8.

Additionally, as described earlier, Essa Road is classified as an Arterial Road within the City of Barrie Official Plan. Arterial Roads are primarily traffic carrying facilities, providing through routes across and within the City. Essa Road has direct access to highway 400 approximately 1 kilometre to the south of the subject site providing excellent access to the region.

Allandale Waterfront Go Station

Figure 9. Location of Allandale GO Station and Allandale Transit Mobility Hub

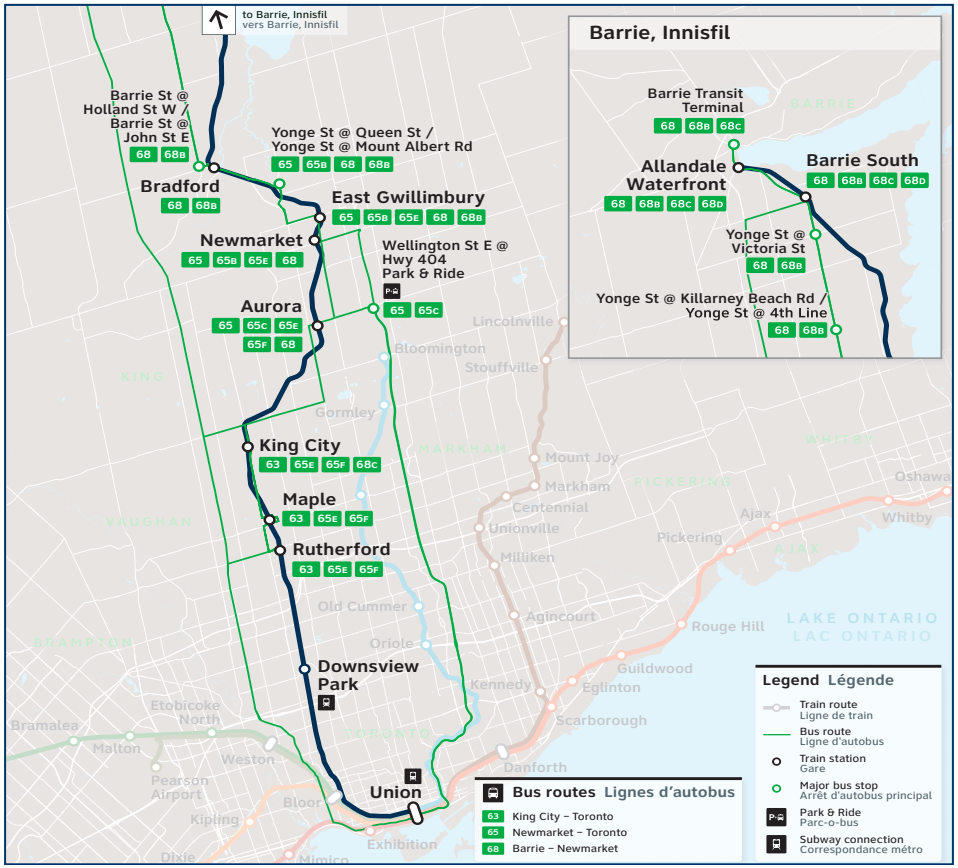


Figure 10. Allandale Station GO transit Map

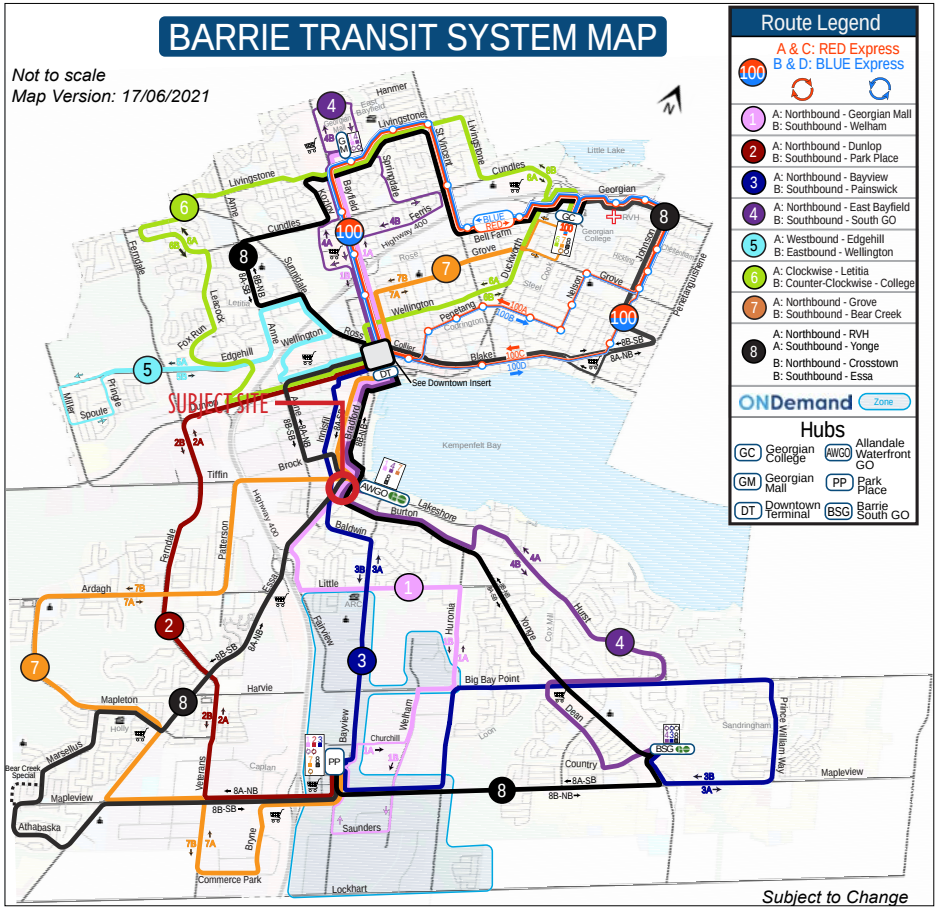


Figure 11. Barrie Transit Map

Allandale Transit Mobility Hub

The Allandale Transit Mobility Hub will be located on Essa Road between Tiffin Street and Gowan Street approximately 45m away from the subject site and is positioned to centrally locate a modern inter-regional transit hub with adjacency to the existing rail corridor. The hub is proposed to host seamless transit services and connections between Simcoe County, Muskoka, and the Greater Toronto Area (GTA). The City of Barrie Allandale Transit Mobility Hub project website describes the project benefits as the following:

"There are many anticipated benefits from building a new Transit Mobility Hub within Barrie's Allandale area. The project will:

- *support Barrie Transit growth to best meet the needs and goals of today, and tomorrow.*
- *increase transit access to the Allandale GO station to provide a more sustainable travel choice and address parking constraints.*
- *provide seamless connections for Transit Riders between GO Trains/Buses and Ontario Northland for integrated transit access to Simcoe County, Muskoka and the GTA.*
- *provide a geographically centralized hub within the city.*
- *provide a safer transit site by encouraging safe circulation and linkages between bus, vehicular, and pedestrian traffic.*
- *provide express bus stops with a lay by on Essa to improve transit travel time.*
- *support increased ridership and the City's Transportation Master Plan with targets to increase transit modal shares.*
- *support increased bicycle ridership with covered bike shelters and parking.*
- *provide easier access to tourism with multiple modes of transportation.*
- *support the City's Official Plan by building within one of the City's identified intensification and urban growth centre areas to promote growth as well as transit-centric developments.*
- *achieve Leadership in Energy and Environmental Design (LEED) Silver certification.*
- *provide an extremely efficient building by targeting Net-Zero design, which will reduce ongoing operating costs over the life of the building.*
- *create an aesthetically pleasing and fully accessible facility that is consistent with the Allandale Historic Train Station to augment the heritage of the area.*
- *provide backup emergency power necessary to maintain uninterrupted transit services during power outages."*

Figure 12. Allandale Hub Rendering (City of Barrie Public Information Centre Presentation)

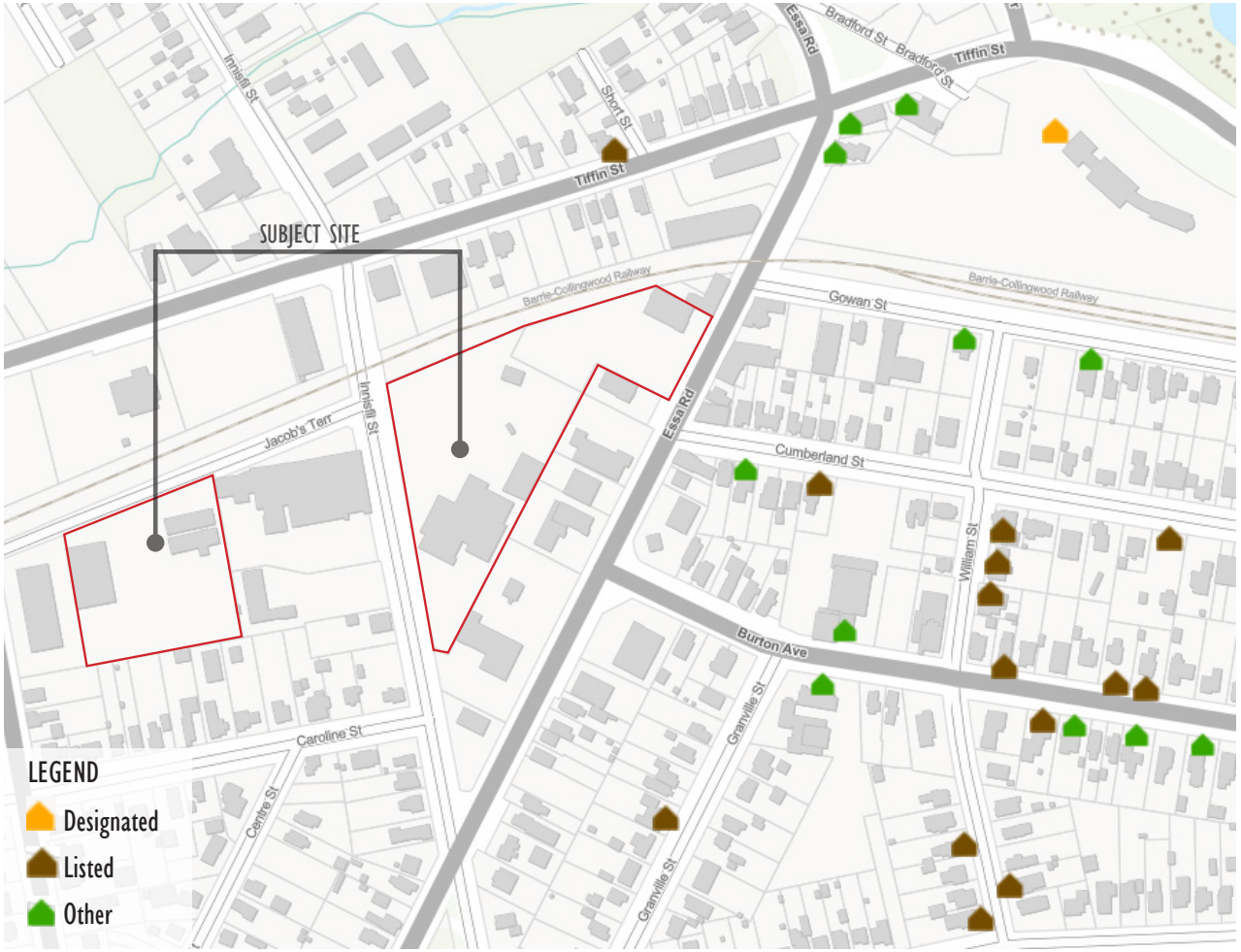


Figure 13. Heritage Map

2.7 Heritage

As described earlier, Allandale is a historic neighbourhood, with many listed and designated heritage buildings. Listed, designated and other heritage properties are shown on figure 13. The subject site does not contain, nor is adjacent to any heritage structures. Additionally, the City of Barrie Neighbourhood Heritage Strategy (NHS) was unanimously approved by Council on Monday June 21, 2010 and describes Allandale as;

> *"a quiet residential neighbourhood with quaint shops, public school and local services. Its rich heritage is recognized and preserved and in particular its railway heritage is celebrated through restoration of the original Allandale Train Station. The Train Station, now a focal point of activity for the neighbourhood and the broader community, boasts public spaces that capture and celebrate the railway legacy of this community."*

The strategy goes on to categorize the existing streets within Allandale into three categories, Red Streets, Yellow Streets, and Green Streets (See Figure 14) detailing their character and growth expectations. The subject site lies primarily on green streets described as "an area experiencing significant transition and in many parts is in need of significant investment to offset decline." Growth expectations along green streets "is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas."

Red Streets

Character: A primarily residential area that is expected to stay primarily residential in nature.

Growth Expectations: Significant change in the residential character of the area is not anticipated. Growth is expected to occur primarily through small-scale residential infill (e.g., new single-detached homes) and renovations/additions to the existing housing stock.

Yellow Streets

Character: An area that is in transition with a growing mix of housing forms and a range of services.

Growth Expectations: Some growth in the area is anticipated, primarily along minor collector roads and at smaller intersections, on vacant lots and underutilized sites. Medium-scale infill is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

Green Streets

Character: An area experiencing significant transition and in many parts is in need of significant investment to offset decline.

Growth Expectations: Growth in the areas is anticipated, primarily along major arterial roads and intersections, on vacant lots and underutilized sites. Medium-to-higher-scale development is considered acceptable provided it adheres to good urban design standards and is complementary to the neighbourhood, particularly development that is directly adjacent to stable residential areas.

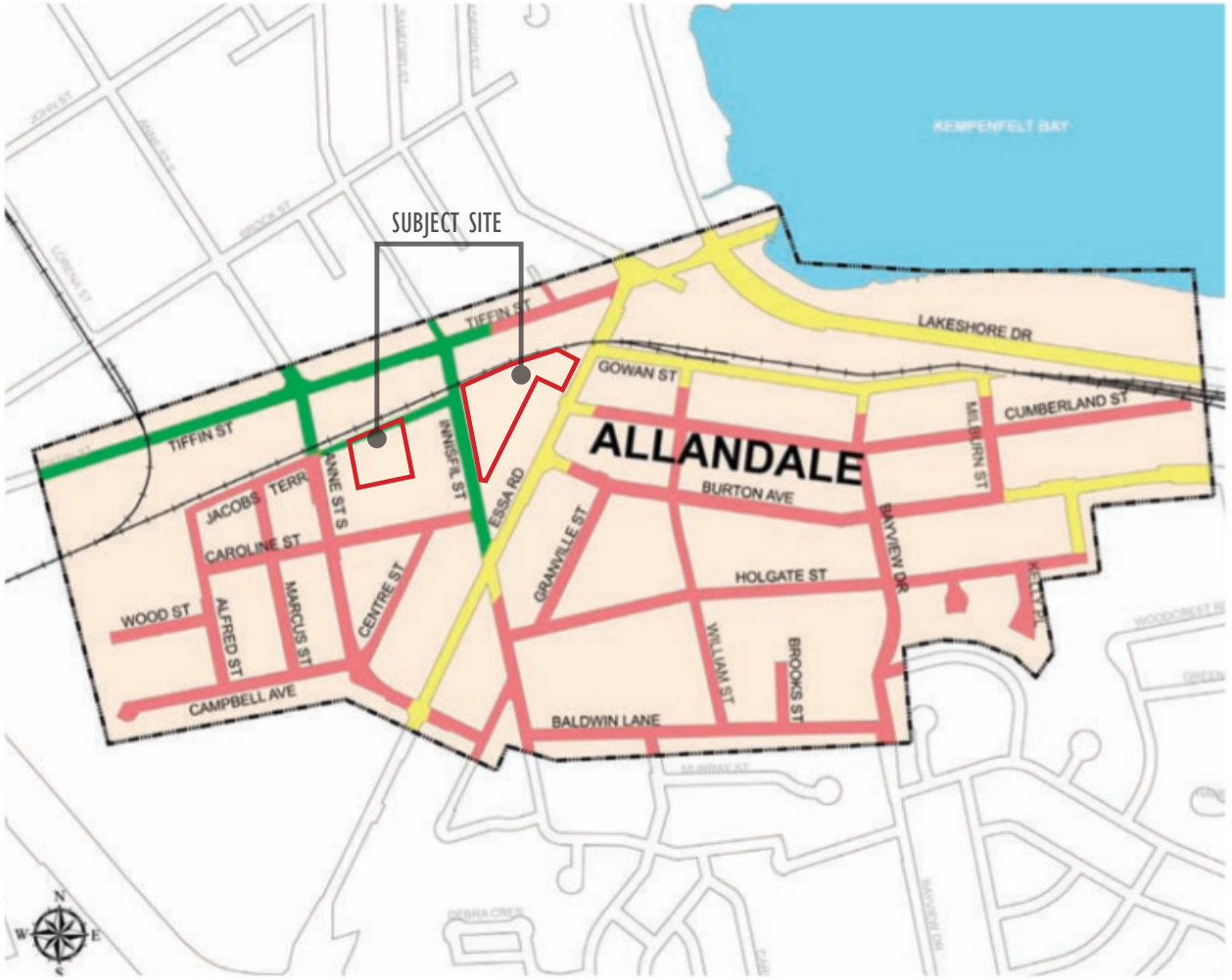


Figure 14. NHS Allandale Neighourhood street classification map

2.8 Surrounding Development Applications

As described eariler, the Subject Site is within the Urban Growth Centre (UGC). The Downtown Barrie Urban Growth Centre (as defined by the Province of Ontario in the Growth Plan) consists of the traditional downtown area as well as a significant portion of the historic Allandale neighbourhood. This area serves as the focal point for higher-density growth and intensification in Barrie. As such, a significant number of development applications/approvals have been seen in the vicinity of the proposal.

272 Innisfil Street

The neighbouring property to the east of 17 Jacobs Terrace at 272 Innisfil Street has recently received approval for a Zoning By-law amendment for a 17 storey building with a townhouse podium for a total of 164 residential units fronting onto Innisfil Street.

220 Bradford Street

Located approximately 150m to the north of 259 Innisfil Street and 41-43 Essa road, an application for site plan approval at 220 Bradford Street . The proposal consists of a 14 floor high-rise development of 121 residential units over a parking podium of 4 storey screened open parking. The proposal is currently under review.

51–75 Bradford St. & 20 Checkley Street

Approximately one kilometre north of the subject site, an Official Plan Amendment and Zoning By-law Amendment was recently approved to develop a mixed use project on the property known municipally as 51-75 Bradford Street & 20 Checkley Street. The site is approximately 3.5 hectares in size and located between Lakeshore Drive and Bradford Street in direct proximity to the City's waterfront.

The concept includes 4 buildings with heights up to 42-storeys with approximately 1700 residential units, commercial space, a hotel space and public corridors that will provide linkages with the existing natural features such as the Bunker's Creek Ecopark and Kempenfelt Bay.

A Site Plan Control application has been submitted as Phase 1 of the development concept which includes the proposed 25 storey building fronting Lakeshore Drive for 145 hotel units and 230 residential units.

34-50 Bradford Street and part of 125 Dunlop Street West

Located approximately 1.1 kilometres north of the subject site, an application for Zoning By-law Amendment contemplates a mixed-use development comprised of three residential towers (20 storeys - Building 1; 20 storeys - Building 2; and, 10 storeys - Building 3) with a total of 600 residential units. The proposed development also includes a YMCA community facility and private urban parkette.

175 & 199 Essa Road and 50 Wood Street

Located approximately 1 kilometre to the south of the subject site, an Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision has been submitted to facilitate a range of land uses, including residential, commercial, office, recreational, institutional and open space uses with buildings up to 16 storeys in height.

Figure 15. View of UGC looking east - proposed and approved developments in area

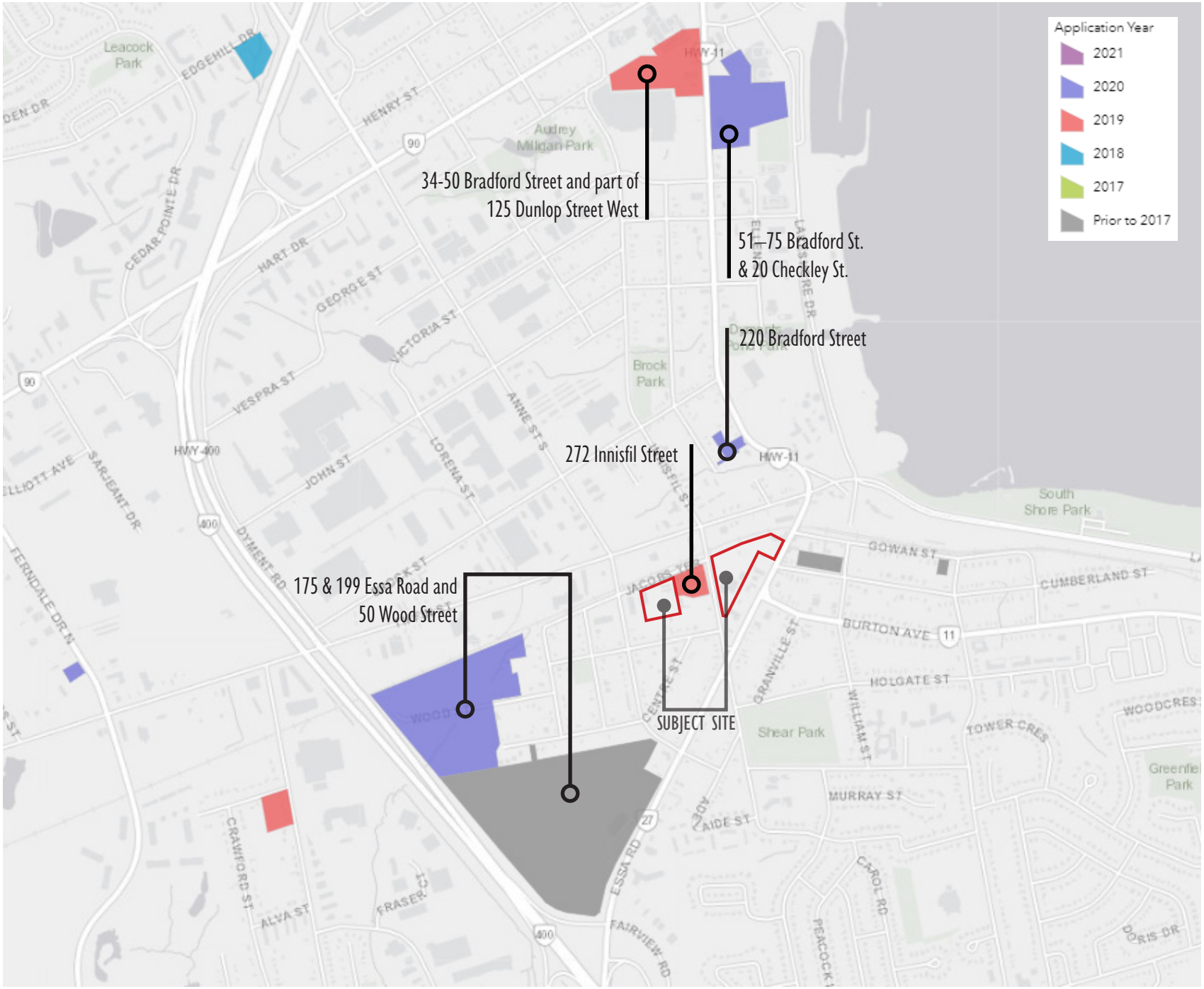


Figure 16. Map of surrounding development applications

DESCRIPTION OF THE PROPOSAL

3

3.1 The Proposal

The proposal represents an opportunity to develop this area of the City of Barrie in a comprehensive and cohesive manner. It is located in one of the identified areas where intensification is encouraged within the City's Official Plan. It will facilitate vehicular and pedestrian connections through the area and represents an important step towards achieving the province's and City's long-term vision for high quality, sustainable growth.

The proposal can be described as two areas relating to the different locations of the subject site, the first, 17 Jacobs Terrace, and the Second, 259 Innisfil Street and 41-43 Essa Road.

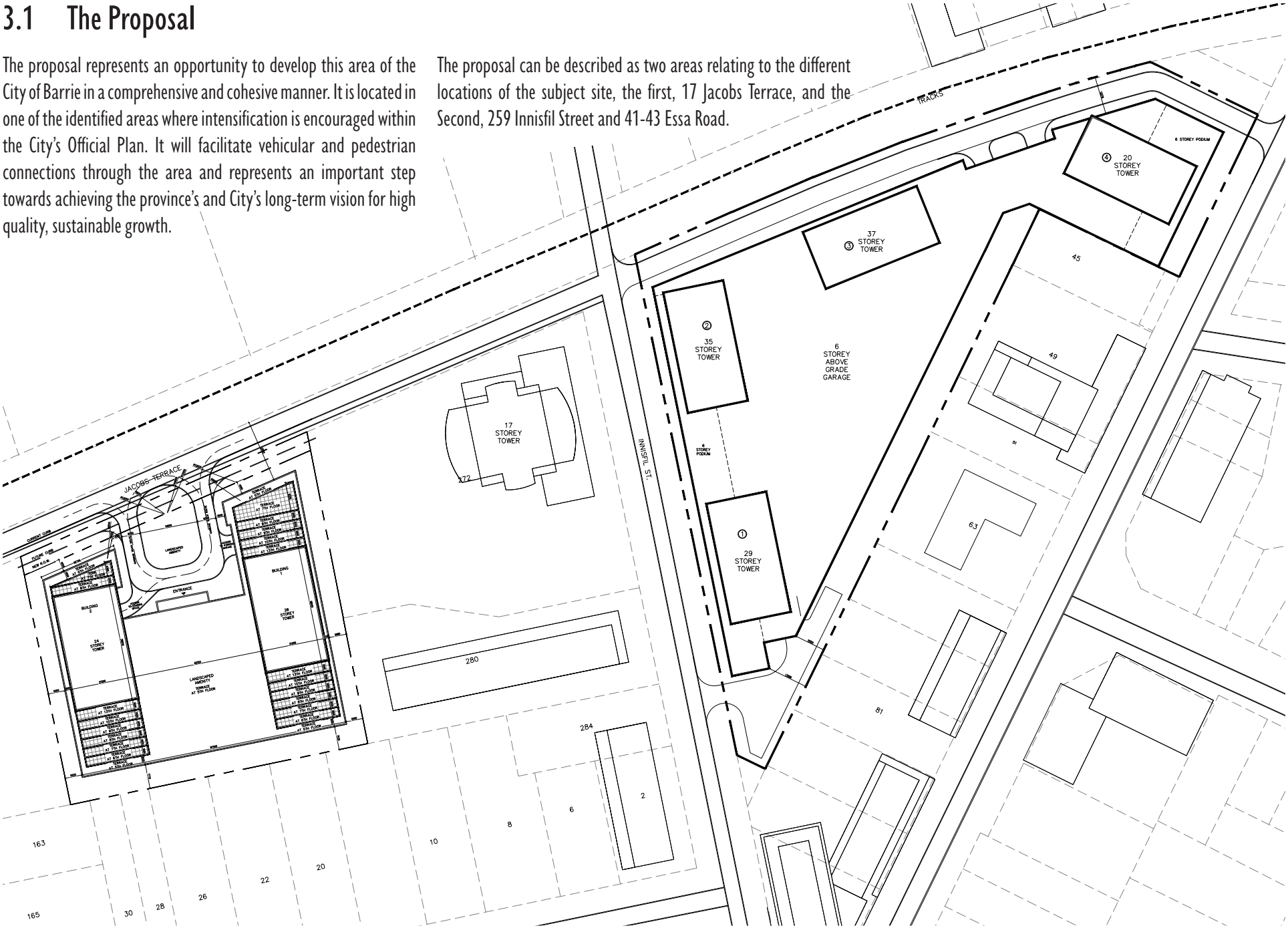


Figure 17. Overall site plan

As a whole, the proposal is to facilitate the future development of 6 towers ranging in height from 20 to 37 storeys with a mix of residential and grade related commercial uses. The proposed development will result in a total gross floor area (GFA) of approximately 135,429m^2, comprised of 134,325m^2 of residential/amenity GFA, 896m^2 of retail/commercial GFA as well as a 208m^2 community space. The proposal is anticipated to be a phased development with the phases to be determined as the project progresses.

The layout of the proposal has been designed to facilitate better pedestrian movement through the neighbourhood as a whole, by proposing a new private woonerf concept street which will connect Innisfil Street at the north west corner of the subject site to the Essa Road frontage. The woonerf is propsed to run along the northern property boundary adjacent to the BRCY rail way providing a pedestrian oriented multi-use trail. The proposed woonerf will provide the neighbourhood on the western side of Innisfil Street (including the proposed and recently approved buildings along Jacobs Terrace) with a direct connection to the Allandale Go Station and Barrie Transit Hub.

Buildings have been situated to frame the street frontages at a pedestrian level scale. Towers have been setback from the podiums with taller towers situated towards the interior of the sites. Buildings have been sited with more than adequate separation distances to provide skyview and preserve views towards the lake. Slim floorplates of 800m^2 will reduce shadow impacts on surrounding neighbourhoods. The use of setback and stepbacks throughout the development provides ample transition to neighbouring properties.

Details regarding each site design can be found in the below sections.

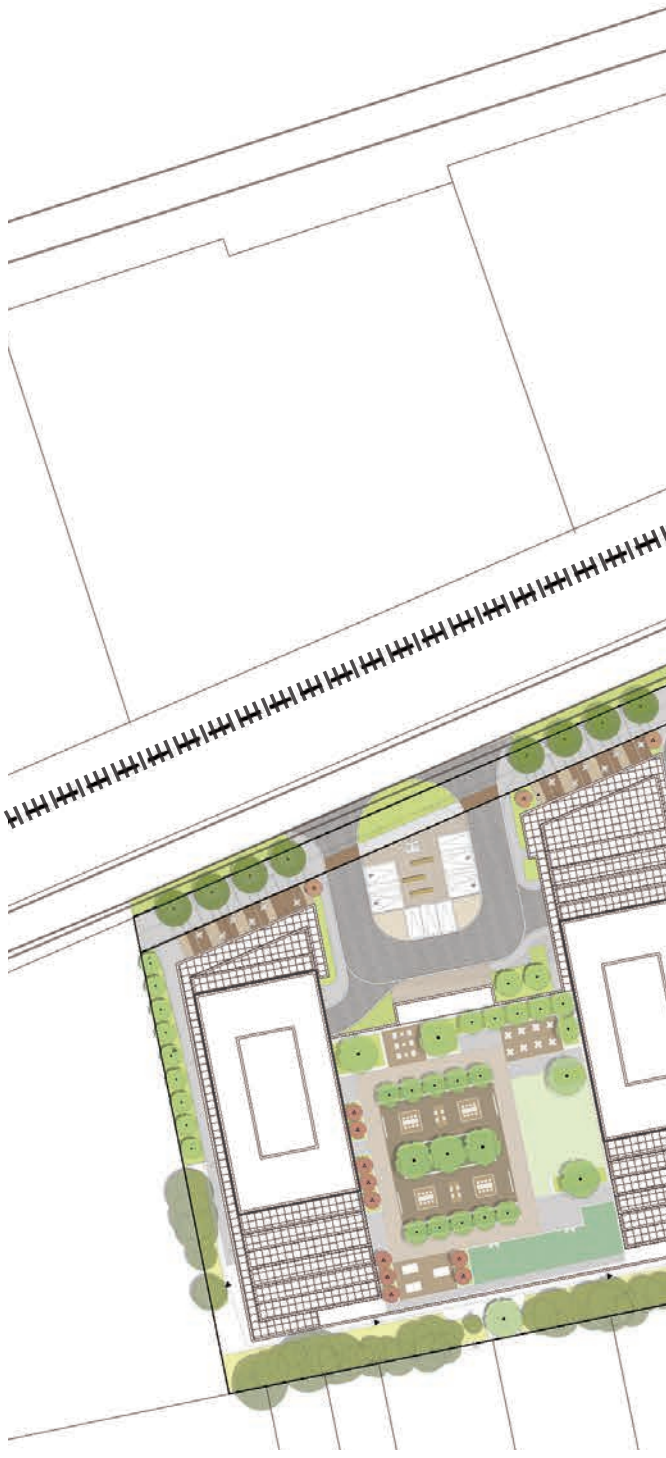
Figure 18. Overall Rendering Looking North

3.1.2 Landscape Overall design inspiration

The overall design inspiration behind the conceptual landscape development of the two sites, Jacobs Terrace and Innisfil/Essa, is driven by the architectural expression of both sites, in form, function, and materiality. The design intent is to propose a modern yet contextually relevant landscape design that complements the building design, and serves the residents, patrons, and visitors of the two sites.

The landscape and urban design aspirations include:

- Creating a connected urban landscape focused on the relationships between built form, nature, and the community in the neighborhood;
- Delivering an urban landscape that through pattern, materiality, and programming provides a uniquely expressive experience;
- Creating a visually and functionally permeable environment that invites visitors, neighbors, residents, and retail patrons to circulate through the blocks while connecting to the Woonerf, GO Station, Lake, and adjacent streets.
- Creating a variety of experiences that are not limited by seasonality, and celebrate the Outdoor Amenities as integral features of the residential experience;
- Using hardscape and softscape materials in the landscape that are local to the region, and using native plants as the primary plant palette;
- Providing opportunities for art within the landscape;
- Creating a complete place that seamlessly blends the public and private realm on the ground plane as a dynamic addition to the City of Barrie;
- Connecting the above-grade landscapes and amenity terraces as logical extensions of the architecture with a variety of experiences that promote a healthy and productive environment for users.



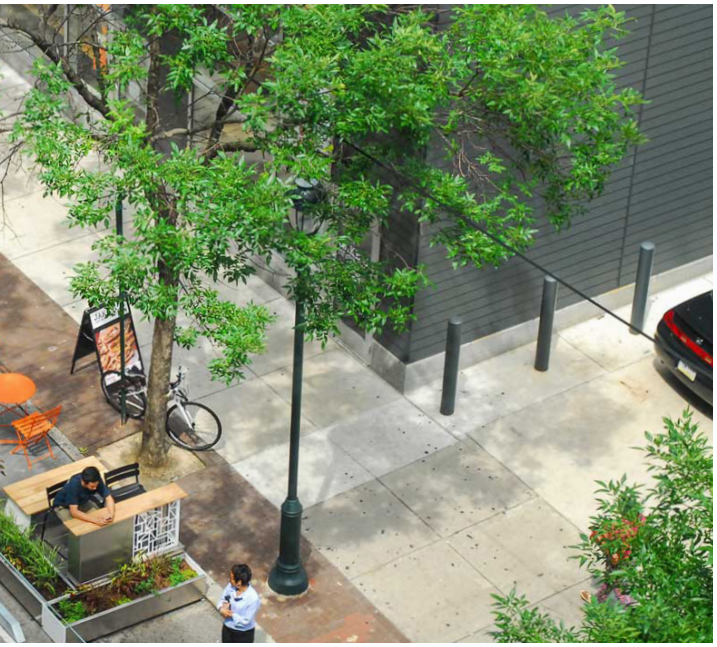

WOONERF
JACOBS TERRACE
APPROVED
17 STOREY
DEVELOPMENT
INNISFIL ST
ESSA RD

Woonerf

Shared Uses

Streetscape

Retail Frontage



Public Realm and Landscape Features

The overall landscape experience is intended to act as the logical connection between the built form of the architecture, the urban fabric of the surrounding streets, and as an organizing element for pedestrian movement.

Variety of seating options that support the functional uses of the retail and at-grade enterprises and amenities.

The landscape proposal along the site edges is designed with flexibility to support the ground level uses. The use of a modern yet contextually relevant hardscape and softscape palette will draw focus to the commitment to sustainable principles of the project.

The activated streetscape and landscape amenity courtyards create a vibrant urban enclave with and programmed spaces for tenants' and residents' use. Preliminary programming is concentrated on support of at-grade uses and building entries, with emphasis on the pedestrian experience and creating connections to the GO Station and the Lake.

Woonerf

The proposed Woonerf feature is located at the northern edge of the development. Its location is a significant connector that enhances the user experience of people arriving to and leaving the site, and strengthens the pedestrian connection to the GO Station.

The shared use and flexibility of the Woonerf promotes pedestrian safety and seasonal programming for activation.

3.2 17 Jacobs Terrace

The Jacobs Terrace proposal contemplates a 2-tower U-shaped building built on top of a 4-storey above grade garage. The western tower is proposed at 24-storeys, while the eastern tower is proposed at 26-storeys. The proposal has a total GFA of 40,956m^2, of which 40,749m^2 is for residential and amenity space use. A 208m^2 community space is located on the ground floor fronting onto the street. A total of 565 units are proposed in a mix of 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3 bedroom units.

The U-shape of the podium allows for a courtyard that integrates a drop-off with access to the residential lobby. Vehicular and pedestrian access is provided directly from Jacobs Terrace via a one-way 6.0m drive aisle loop with a landscaped amenity space located in the centre. The primary building entrance to the lobby is centrally located with access to the loading area on the west side of the drive aisle and access to the parking garage on the west side of the drive aisle loop.

The podium acts as a crash barrier for train derailment as well as a providing ample parking for the proposed residential uses above. Care is taken to articulate the façade of the parking podium to disguise the parking behind and minimize the impact of the buildings on the street. The podium is setback 7.5-7.7m from the rear property line, 5.5m from the western property line, 5.6m from the eastern property line and 4m from the front property line.

The proposal includes 580 parking spaces of which 570 spaces are for residential/visitor use and 10 spaces are for the community space. The majority of parking is located within the podium structure, however, 8-spaces including 4 barrier free parking spaces are located at grade in front of the lobby and adjacent to the community space.

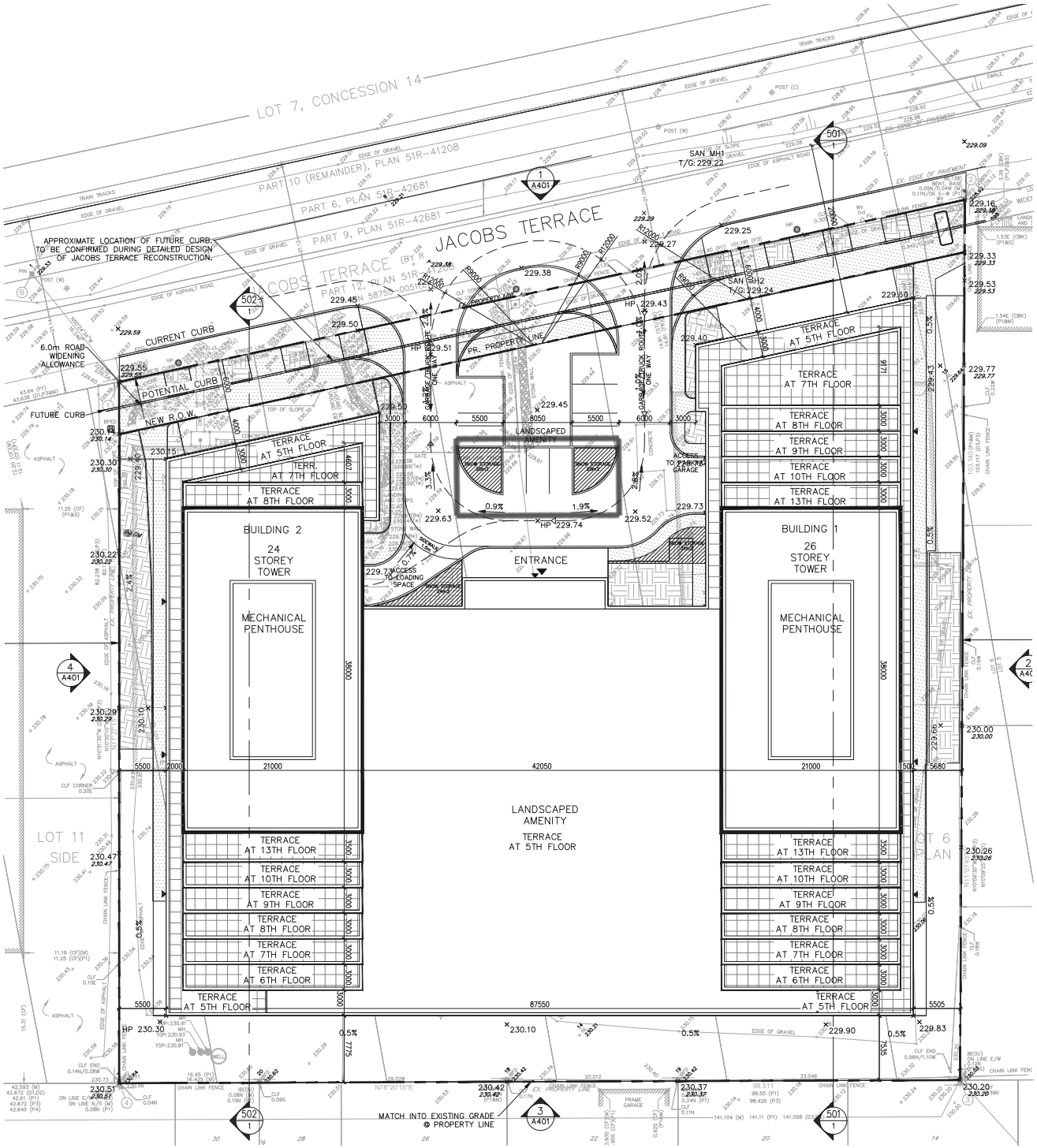


Figure 20. 17 Jacobs Terrace - Site Plan

Figure 21. 17 Jacobs Terrace - Rendering looking south

The space between the towers is designed as a large outdoor amenity space including BBQ and out seating areas, social games areas, an events/exercise lawn, a dog run and pet relief area and tables and outdoor work area. Indoor amenity space is located on the fourth floor of the podium adjacent to the outdoor amenity space providing a direct relationship. A combined indoor/outdoor total of 1,583m^2 of amenity space is proposed.

1 Outdoor Amenity
2 Social Games Area
3 Events / Exercise Lawn
4 Dog Run / Pet Relief Area
5 Tables & Work Area
6 Outdoor Furniture
7 Screening Features
8 Raised Planters

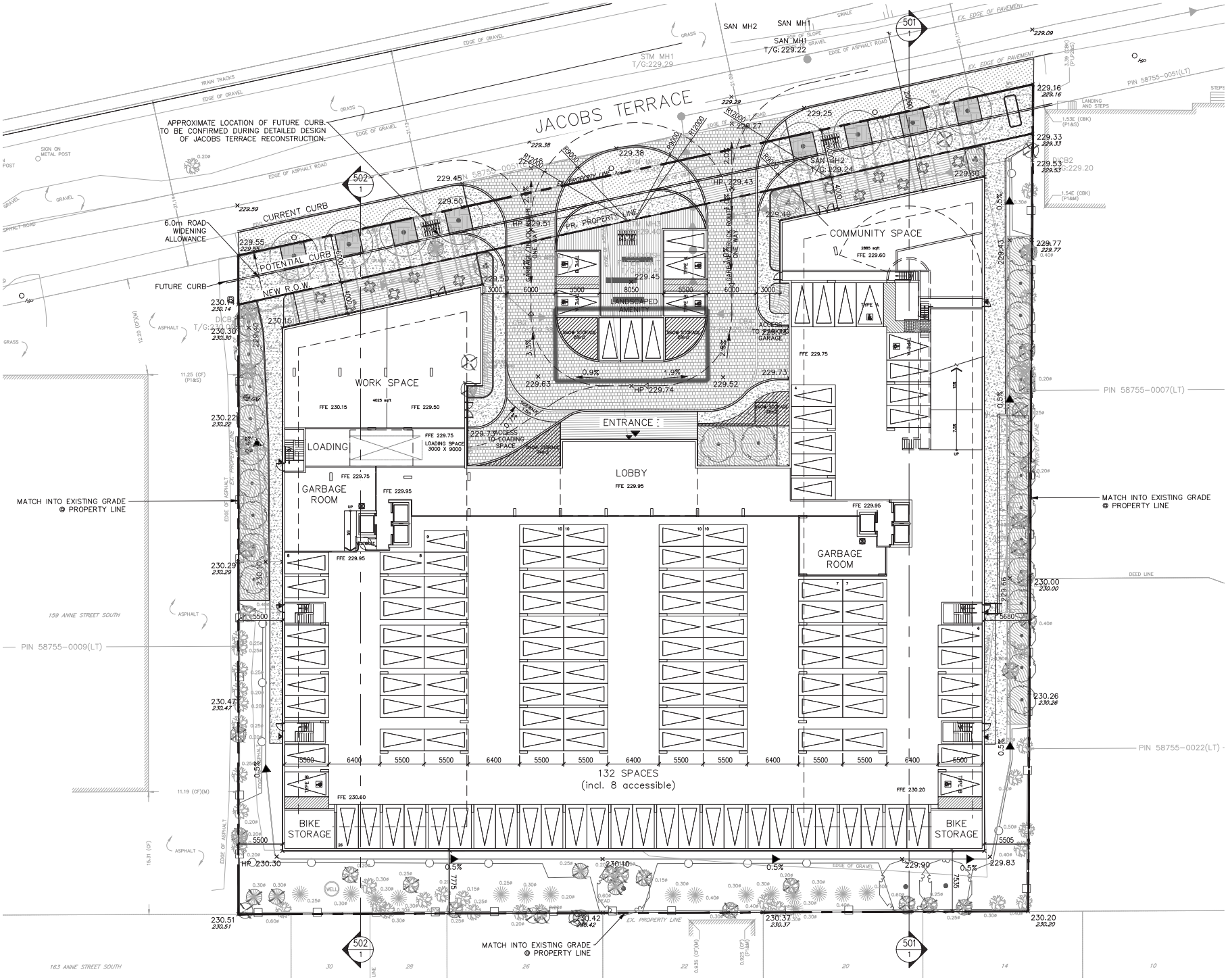


Figure 22. 17 Jacobs Terrace - Ground Floor Plan

Figure 23. 17 Jacobs Terrace - Rendering looking north

The proposed towers terrace from the north and the south side with stepbacks starting at the 4th floor. From the rear of the building, 3m stepbacks are located on floors 5, 6, 7, 8, 9, 10 and 13 on both the east and west towers. From the front, stepbacks are located on the 5th, 7th and 8th floor on the eastern tower, and 5th, 7th, 8th, 9th, 10th and 13th floor on the western tower. The towers also include step backs from the podium on the east and west sides of 1.5m and 2m respectively.

The stepbacks provide terraces for the residential units within the building in addition to providing a gradual separation from the residential uses to the south. The terraces on the north side of the building provide units with views across the city towards Lake Simcoe. The terracing of the towers is an integral part of the design of the building; the building form is derived from the terracing of the lower floors.

The shaft of both towers begins at the 13th floor, with an 800m^2 typical floor plate. The western tower is setback approximately 10m from the front property line, 7.5m from the eastern property line and approximately 41.7m from the rear property line. The eastern tower is setback approximately 28m from the front property line, 7.1m from the western property line and approximately 41.5m from the rear property line. The towers have an approximate separation of 42m.

The towers have been designed with courtyard facing projected balconies which form an undulating pattern. The façade of the towers is mainly glass. The outside faces are a play of solid and glass in a regular pattern with balconies positioned in straight lines. The placement of the towers maximizes natural light into the units with minimal units that are exclusively oriented to the north.

Figure 24. 17 Jacobs Terrace - North Elevation

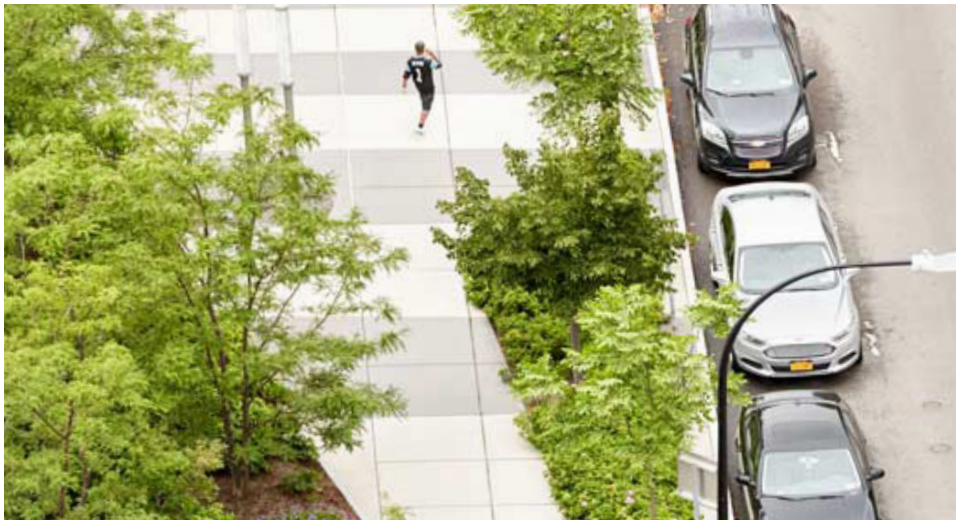

JACOBS TERRACE
CURRENT CURB
POTENTIAL FUTURE CURB LOCATION
NEW R.O.W.
PROPERTY LINE
1 Tree Protection Zone
2 Landscape Strip
3 Accent Paving & Seating
4 Landscape Amenity
5 Walkway
6 Sod
7 Sidewalk
8 Crosswalk
9 Snow Storage Area
10 Entry Drive
11 Bike Racks

Landscaping has been provided along the entire perimeter of the proposal within the podium setbacks. Care has been taken to preserve as many existing trees along the property border as possible, in addition to new mixed deciduous and evergreen trees and mixed shrub bed plantings.

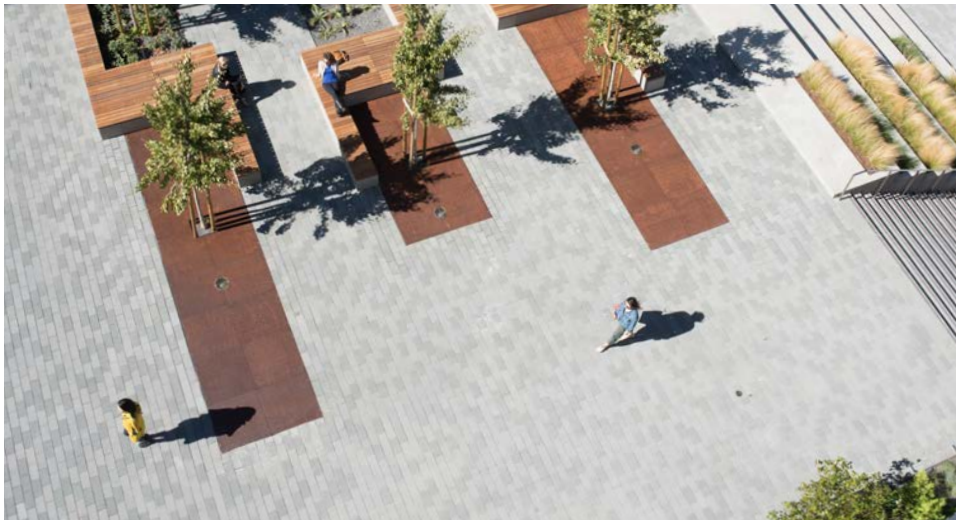
A 6m road widening dedication has been provided along the Jacobs Terrace frontage providing an ultimate right-of-way of 16m. Street trees and a continuous municipal sidewalk will be located within this area. Landscaping along the frontage of Jacobs Terrace includes community seating areas, various paving treatments including pedestrian unit paving, accent/special paving, vehicular unit paving and concrete paving, and planters.

The street edge along Jacobs Terrace will be animated by a community space proposed in the eastern wing of the proposal fronting Jacobs Terrace which will serve the Allandale community. This will work in conjunction with a communal work space provided in the western wing of the proposal, also facing the Jacobs Terrace frontage which will be for use by the building residents. Outdoor seating areas and planters proposed further animate the street.

Using hardscape and softscape materials in the landscape that are local to the region, and using native plants as the primary plant palette is an overall design aspiration. The activated streetscape and landscape amenity courtyards create a vibrant urban enclave with programmed spaces for community use.



LandscapeStrip & Walk-



Hardscape & Accent Paving

Landscape Amenity

Community Seating / Bench Planter

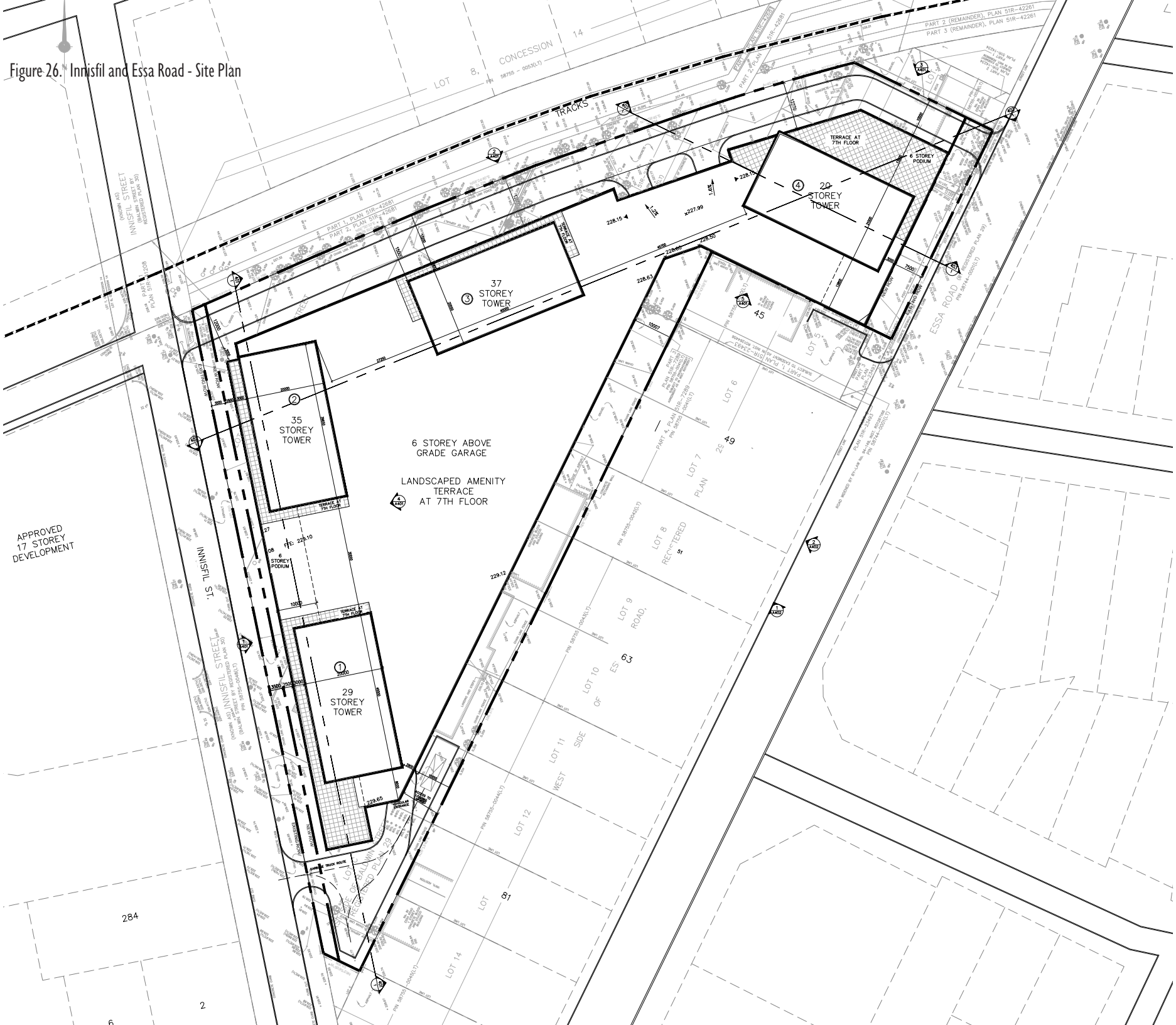
3.3 259 Innisfil and 41-43 Essa Road

The Innisfil/Essa proposal contemplates a mixed-use 4-tower irregular shaped building built on top of a 6-storey above grade garage. Tower 1, located along Innisfil Street at the souther corner of the property is proposed as 29-storeys. Tower 2 is located approximately 30m to the north of tower 1, also along Innisfil Street and is proposed at 35-storeys. Tower 3 is located to the interior of the property, close to norther property boundary and is tallest of the proposed development at 37-storeys. Tower 4 fronts onto Essa Road and is proposed at 20-storeys.

The proposal has a total GFA of 94,472.3m^2, of which 93,576.3m^2 is for residential and amenity space use, and 896m^2 is for commercial use. A total of 1,276 units are proposed in a mix of 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3 bedroom units.

Figure 25. Innisfil and Essa Road - Rendering looking no

Figure 26. Innisfil and Essa Road - Site Plan



As described earlier, the layout of the proposal has been designed to facilitate better pedestrian movement through the neighbourhood as a whole, by proposing a new private woonerf concept street which will connect Innisfil Street at the north west corner of the subject site to the Essa Road frontage. The woonerf is propsed to run along the northern property boundary adjacent to the BRCY rail way providing a pedestrian oriented multi-use trail. The proposed woonerf will provide the neighbourhood on the western side of Innisfil Street (including the proposed and recently approved buildings along Jacobs Terrace) with a direct connection to the Allandale Go Station and Barrie Transit Hub.

Figure 27. Innisfil and Essa Road - Example woonerf

A woonerf is a living street, as originally implemented in the Netherlands and in Flanders (Belgium). Woonerf refers to a new way of designing streets to be people-friendly open spaces. Techniques include shared space, traffic calming, and low speed limits. Characteristics of a woonerf include:

- A woonerf prioritizes pedestrians and bicyclists but does not exclude cars. Pedestrians have right-of-way. Cars travel at a slow speed.
- A woonerf lacks traffic lights, stop signs, painted lines, etc. However, visual cues guide people to use the street properly. Instead of reading signs, people pay attention to each other, look for cues, and make safe decisions.
- A woonerf often has outdoor furniture, trees, or plantings that support traffic calming goals and add to a welcoming atmosphere.
- Devices are installed to reduce or slow traffic (e.g. posts, chicanes).
- A woonerf is design to be a safe, social, community space

Figure 28. Woonerf rendering

The podium is proposed as a 6-storey above grade parking garage, which will act as a crash barrier for train derailment. Units facing Innisfil Street and Essa Road have been incorporated into the podium in order to activate the ground level, provide eyes on the street, and hide the above grade garage.

Primary vehicular site access is provided via the new woonerf that integrates a drop-off with access to two of the three proposed residential lobbies via a one way 6.0m drive aisle loop with a landscaped space located in the centre. The third residential lobby is centrally located along the frontage of Innisfil Street. Access to the parking garage is provided in three locations, the first located at the southern most tip of the property along Innisfil Street. This entrance includes access a loading space as well as vehicular and pedestrian access to the parking garage and podium. The second and third entrances are located in the interior of the drop off loop. The first on the west side providing access to the majority of the parking and loading. The second on the eastern side of the loop providing access to the ground level parking beneath tower 4. The proposal includes 1306 parking spaces of which 1276 spaces are for residential/visitor use and 30 spaces are for the retail.

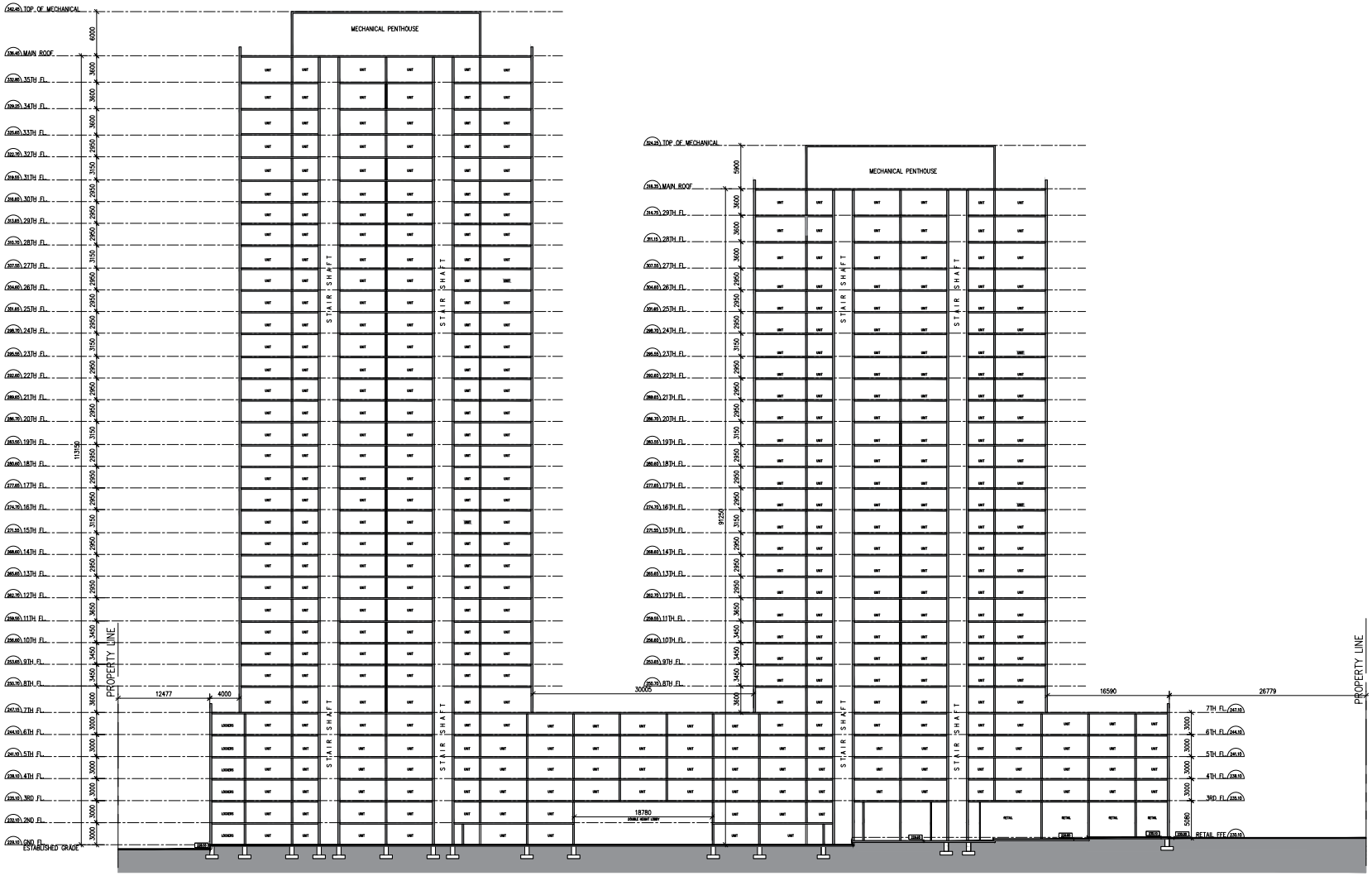
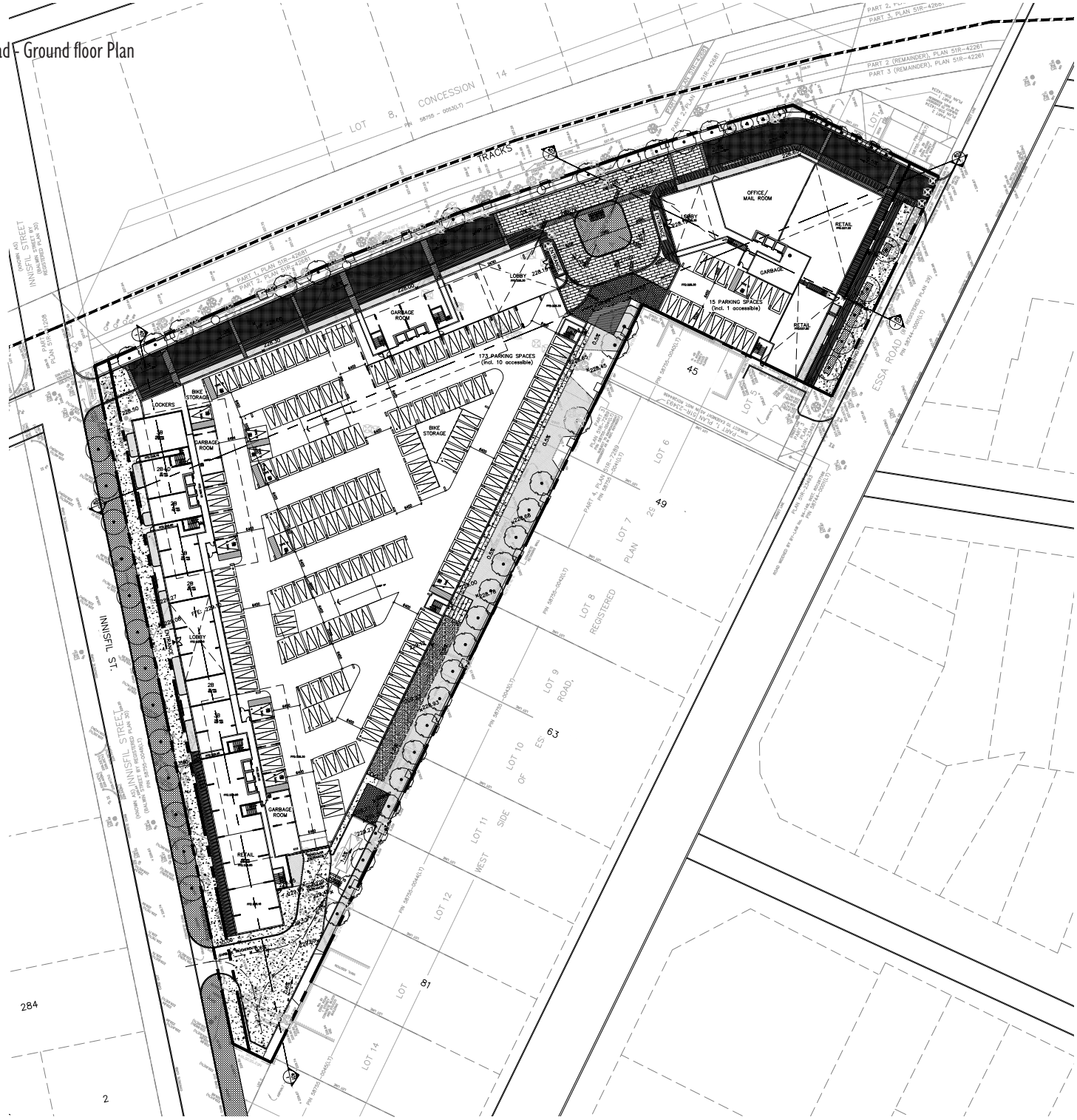


Figure 29. Innisfil and Essa Road - Section along Innisfil Street

Figure 30. Innisfil and Essa Road - Ground floor Plan



The podium has been designed fit in with the heritage character of Allandale. The facade consists of masonry and glass, with heavier (wider) brick pilasters on the lower floors that become lighter (thinner) on the higher floors. Glass elements help articulate the facade and provide breaks in the length of the podium. The towers also interrupt the podium and provide a visual link in the podium to the tower above.

Grade related retail spaces have been provided on Essa Road and the southern portions of the development along Innisfil Street. A 414m^2 retail space is provided fronting onto Essa Road and a 482m^2 retail space is provided along Innisfil Street close to the intersection of Innisfil Street and Essa Road.

The space between the towers on the roof of the podium has been designed as a large outdoor amenity space. Amenities include:

- BBQ and out seating areas
- social games areas, an events/exercise lawn
- a dog run and pet relief area
- tables and outdoor work area
- planters with seating
- green roof area

Indoor amenity space is located on the seventh floor of the podium adjacent to the outdoor amenity space providing a direct relationship. A combined indoor/outdoor total of 6,311.5m^2 of amenity space is proposed.

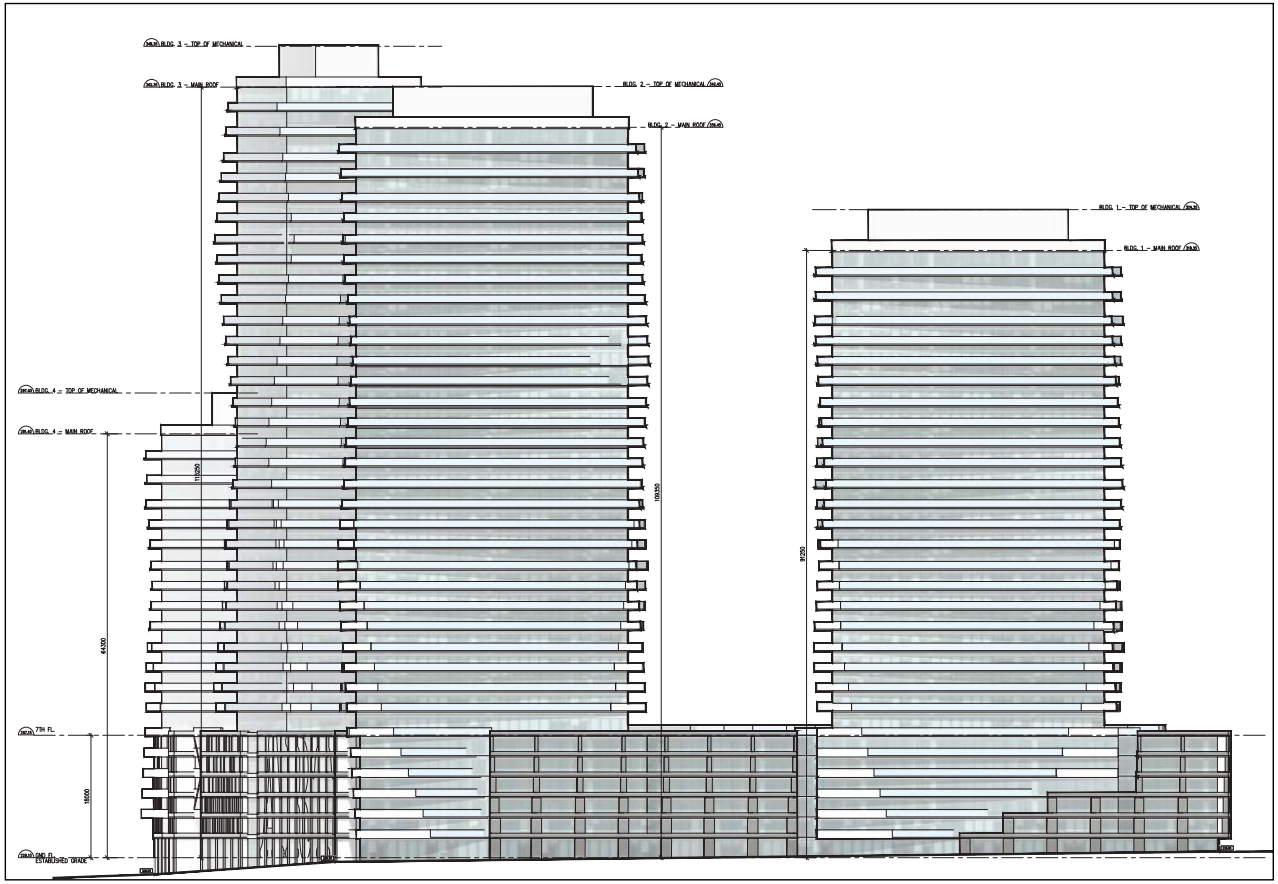


Figure 31. Innisfil and Essa Road - Elevation

Figure 32. Innisfil and Essa Road - Amenity Terrace Landscape Plan

Figure 33. Innisfil and Essa Road- Rendering looking north

The design of the towers is such that the balcony on each floor has been rotated relative to the floor above and below. This creates the effect of a wave and movement within the towers. Each floor will catch the light at a different angle creating a shimmering effect in the tower.

Tower placement on the site has been designed for minimal impact on the surrounding lands. The shortest tower has been located along Essa Road, providing a pedestrian scale along the street, while the tallest tower is located internal to the site at the north side adjacent to the railway.

Tower 1 is setback 3m from the podium along Innisfil Street and 8m from the podium on the south side of the building. Tower 2 is also setback 3m form Innisifl Street, and 3m from the podium fronting the new woonerf. Tower 3 is setback approximately 2m from the podium facing the woonerf and 24.3m from the eastern property line. Tower 4 is setback 3m from the podium facing Essa Road, 13.7m from the neighbouring property to the south and 13.8m from the podium to the north. Each tower has a typical floor plate of 800m^2.

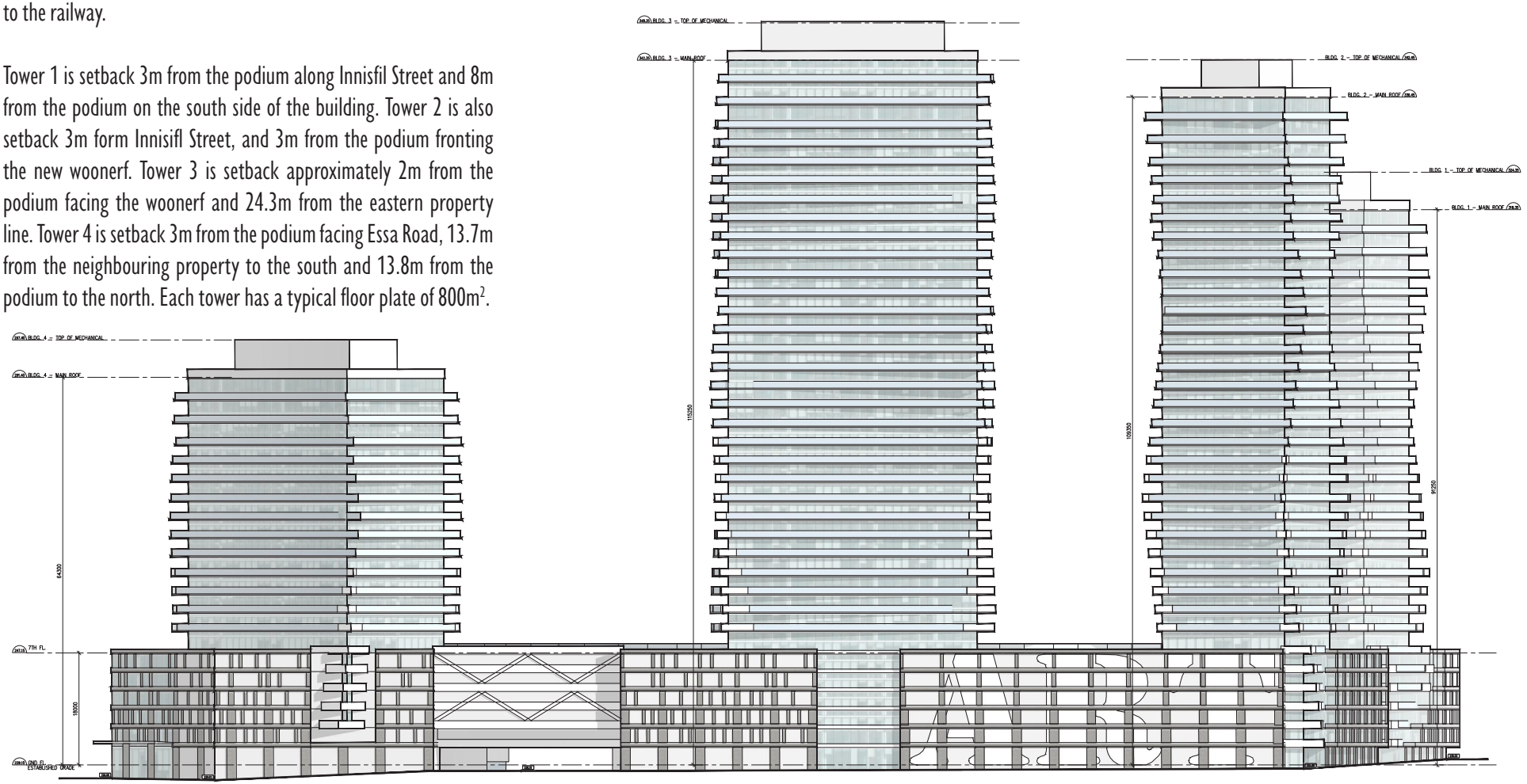


Figure 34. Innisfil and Essa Road - Elevation

Figure 35. Innisfil and Essa - Landscape Plan

Figure 36. Innisfil and Essa Road - Shared space design precedents

Extensive landscaping has been provided along the entire perimeter of the proposal within the podium setbacks. Extra care has been taken to preserve as many existing trees along the property border as possible, in addition to new mixed deciduous and evergreen trees and mixed shrub bed plantings. .

The woonerf has been designed with varying materials to delineate areas for vehicular and pedestrian activity. The shared use and flexibility of the Woonerf promotes pedestrian safety and seasonal programming for activation. The design aspiration for the woonerf is to create a visually and functionally permeable environment that invites visitors, neighbors, residents, and retail patrons to circulate through the blocks while connecting to the transit, Lake Simcoe, and adjacent streets

The landscape proposal along the site edges is designed with flexibility to support the ground level uses. The use of a modern yet contextually relevant hardscape and softscape palette will draw focus to the commitment to sustainable principles of the project.

The activated streetscape and landscape amenity courtyards create a vibrant urban enclave with and programmed spaces for tenants' and residents' use. Preliminary programming is concentrated on support of at-grade uses and building entries, with emphasis on the pedestrian experience and creating connections to the GO Station and the Lake.

A 7.5m road widening dedication has been provided along the Essa Road frontage providing for an ultimate right-of-way of 34m. Street trees and a continuous municipal sidewalk will be located within this area.

A 3.5m road widening has been included along Innisfil Street. Landscaping treatments along Innisfil Street include street trees and a continuous municipal sidewalk as well as patios and screening for residential units at grade.

URBAN DESIGN POLICY

4

4.1 City of Barrie Official Plan

The City of Barrie Official Plan is a general policy document that establishes a long range planning blueprint for land uses and resource management within the municipality. It establishes a set of goals, objectives and policies for proposed developments and provides guidance for consideration of land use changes, the provision of public works, actions of local boards, municipal initiatives, and the actions of private enterprise. In implementing the goals and policies of this Plan, the City will strive for "sustainable development," defined as development that does not jeopardize opportunities for future generations.

The Official Plan envisions new residential development will provide a growing percentage of multiple family development at medium and high densities in order to provide a complete range of housing options for the City's residents. Intensification is to represent an essential component of the City's Growth Management Strategy to minimize infrastructure requirements and to utilize existing services including transit and open space.

The Official Plan designates the subject land as:

- 'City Centre' - Schedule A - Land Use (figure 3)
- "Commercial" - Schedule B - Planning Areas (figure 7)
- Jacobs Terrace is considered a local road, Innisfil Street is considered a major collector, and Essa Road is considered an Arterial Street on Schedule D - Road Plan
- Innisfil Street has a planned right-of-way width of 27m and Essa Road has a planned right-of-way width of 29m on Schedule E - Road Widening
- 'Urban Growth Centre' (UGC) - 'Schedule I – Intensification Areas' and 'Schedule C' (Figure 7)

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

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

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

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

Relevant Policies from the Urban Design Section of the Official Plan are discussed below.

4.1.1 General Design Guidelines

Section 6.5.2.2 of the Official Plan provides general design guidelines. The following policies are relevant to the development applications.

(a) BUILDING AND SITING

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

Comment: The massing of the proposed building respects both the immediate context of adjacent lands (17-storey approved tower to the east) as well as the wider context of the Urban Growth Centre. This has been achieved by proposing podiums that are scaled to a pedestrian scale while utilizing setback and stepbacks from adjacent properties.

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

Mechanical equipment will be screened or located interior to the building. An attractive streetscape is maintained.

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

Large exposed blank walls have been avoided through design. Landscaping and building exteriors have been designed through architectural elements that provide unity. Care is taken to articulate the façade of the parking podium to disguise the parking behind.

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

Building entrances are located and have been designed to provide accessibility for all pedestrians and residents.

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

Pedestrian access is incorporated into the design in order to provide a safe and convenient place. This is achieved through enhancing the public realm and within the interior of the site with a mix of uses, such as housing, commercial/retail and community which activate the street. Units above provide 'eyes on the street' contributing to safety.

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

Although not technically on a corner lot, the proposals have been designed to frame the streets providing a consistent street wall. Parking is hidden within the above ground parking structures. Various building design and landscaping elements are included through architectural design to place emphasis on the public realm.

(b) PARKING AREAS

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

Access points have been consolidated with clear demarcated drop off loops as the main entrances to the buildings. The majority of parking is consolidated within the above grade garages which are connected to the main buildings.

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

The proposed development will provide accessible parking spaces in accordance with City Standards.

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

Parking is provided within the interior of the sites.

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

Parking loading and delivery areas are located within the interior or rear of the site and will be adequately screen by the above grade parking garages and landscaping.

(c) LANDSCAPING

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

The landscape design planting strategy conforms to the City's Guidelines and provides softscape and streetscape planting along road frontages. The use of mixed-shrub planting beds is encouraged to enhance the experience along the site's pedestrian routes.

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

The development is screened from adjacent commercial and residential uses by 2-meter high fencing and a landscape buffer that includes a mix of evergreen and deciduous planting

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

The landscape design planting strategy encourages the use of native vegetation, low maintenance planting, and promotes use of integrated stormwater management practices

(d) ENVIRONMENTAL FEATURES

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

An Arborist Report and plans are provided with the submission, with as many trees being retained as possible. Landscape concept plans have also been submitted with the applications. The open and amenity spaces will contain landscape features and plantings to enhance the spaces provided. The proposed development will have a net positive environmental impact based on increasing the amount of vegetation on site.

(e) SIGNAGE

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

Signage on site will be determined through the Site Plan Approval process and will be in accordance with City standards and requirements.

(f) UTILITIES

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

The specific locations of the utilities will be detailed through the Site Plan Review process. Appropriate easements will be provided for any utilities provided within the woonerf.

(g) ENERGY EFFICIENT URBAN DESIGN

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

Site and architectural design have taken these items into consideration, however full details will be provided through the Site Plan Approval process. An Energy Conservation Report by Ecovert has been included with the application.

ii) In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.

An Energy Conservation Report by Ecovert has been included with the application.

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.

The proposed development is a compact urban form as encouraged through this provision. The subject lands are situated on existing transit routes, leading to transit ridership. Active transportation such as cycling is encouraged through design and proximity to amenities, the downtown and employment uses. Commercial uses are proposed within the proposed development as well as amenity office spaces for residents of the buildings promoting a live-work atmosphere.

4.1.2 City Centre Guidelines

Section 6.5.2.3 of the Official Plan provides guidelines pertinent to the City Centre. The following policies are relevant to the development applications.

a) In addition to the General Design Guidelines of Section 6.5.2.2, development and redevelopment within the City Centre will be guided by recommendations of the Next Wave Revitalization Plan, the Downtown Commercial Master Plan, the applicable sections of the Waterfront Open Space Master Plan and Urban Design Studies to be prepared for the Downtown.

The proposed development has been guided by the Official Plan policies as well as the City of Barrie Urban Design Manual and City of Barrie Intensification Area Urban Design Guidelines.

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.

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

The proposed development provides sidewalks throughout the development areas as well as a woonerf. Barrier-free access is provided to the amenity spaces, commercial/retail uses and the community area. Buildings have been designed with pedestrian scaled podiums with towers above being set-back from the street. A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind in support of the development applications. Please refer to the report for full details regarding microclimate impacts.

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 waterfront open space area.

The towers will contribute to the skyline of Barrie and respond to its context by taking advantage of its views Lake Simcoe and of the surrounding area. This is achieved by setback and stepping of the towers to provide terraces and balconies that overlook the new high-quality public realm, the water, and the city.

e) New development shall connect the Downtown to the waterfront and create an attractive urban presence along the waterfront.

The proposal creates a new direct connection for residents of the area to the Allandale Barrie Transit Hub and Go Station and waterfront through the new woonerf. This will create an attractive pedestrian oriented link.

f) The construction of new buildings compatible with heritage structures shall be encouraged to blend new development with existing streetscapes and add to the area's character.

The proposed developments do not contain, nor are the adjacent to any heritage structures, however, the buildings and landscaping have been designed to complement the heritage aspects of Allandale.

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.

Street furniture design will be considered during the Site Plan Application process and will adhere to the Cities standards.

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.

The proposed development promotes active transportation with all sidewalks and paths designed to be barrier-free.

4.1.3 Tall Buildings And Height Control

Section 6.6 of the Official Plan provides policies for buildings above 3-storeys. The following policies are relevant to the development applications.

6.6.3 GENERAL POLICIES

i) The City will attempt to enhance streetscape aesthetics by addressing sign size, lighting, lettering and placement.

Signage will be considered during the Site Plan Application process and will adhere to the Cities standards.

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

Utilities will be placed underground where possible or in locations that do not detract from the streetscape.

k) Site-specific urban design studies may be required as part of a development proposal to investigate and recommend a design for compatibility with surrounding uses, micro-climate effects, pedestrian safety, and issues of human scale and views.

A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind in support of the development applications. Please refer to the report for full details regarding microclimate impacts.

(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.

As described earlier, the proposed developments have been designed to incorporate architecturally significant towers upon pedestrian scaled podiums with active street frontages and an enhanced public realm. Physical impact of height has been considered by the application of setbacks and stepping.

(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.

The towers will have an average floor plate of 800m^2. Towers heights and locations have been thoughtfully placed within the subject site as to reduce the impact of the tall buildings.

(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.

Separation distances of greater than 30m have been placed for all buildings tall buildings on-site and adjacent to the properties.

(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 aboveground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.

The proposed development includes above grade parking within the podium of the buildings. The podiums have been designed to screen the visual prominence of the parking from the public realm and provide for a continuous streetscape, allowing the creation of active frontages. At-grade commercial, residential and community uses further activate the streetscape.

(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.

The proposed buildings will provide an architecturally significant addition to the skyline of the City of Barrie. As described earlier, the towers have been designed with stylized balconies and terraces which provide visual interest to the skyline.

6.6.4 POLICIES

(a) BUILDING SHADOWING

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

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

A shadow analysis has been completed by Architectureunfolded and submitted with this application. It is also included as Appendix 1 to this report. The study indicates that adequate sunlight and skyviews are being provided at full build out. Minimal impact is seen on surrounding residential uses with the majority of the shadows falling upon the railway to the north of the subject properties.

(c) MICROCLIMATIC IMPACTS

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

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

A Pedestrian Level Wind Assessment and Microclimate Impact Report was completed by Gradient Wind in support of the development applications. Please refer to the report for full details regarding microclimate impacts.

(d) STREET LEVEL ACTIVITY

i) The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.

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.

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 treetfacing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses.

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.

The proposal will contribute to the vision of creating a vibrant and thriving downtown in Barrie. The proposal offers a range of residential, retail and community uses that aspire to create a complete community in Barrie's Urban Growth Centre. The proposed built form will provide a continuous streetwall with architecturally significant towers above to contribute to an interesting skyline in the City Centre. Buildings have been designed with pedestrian scaled podiums with towers set-back from the street. The use of varying materials will contribute to the articulation of the building mass. Main entrances are directly accessible by sidewalks. The shared use and flexibility of the Woonerf promotes pedestrian safety and seasonal programming for activation.

(e) LOCAL AREA COMPATIBILITY

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

Towers have been placed on the properties with specific regards for compatibility. Taller towers have been located to the interior of the subject site, minimizing the presence of height. Towers have also been set-back from the podiums to provide a pedestrian scaled streetwall.

6.6.6 TALL BUILDING APPLICATION SUBMISSION REQUIREMENTS

(a) The City may require the following to accompany any Zoning By-law Amendment or Site Plan applications for tall buildings: (Mod G (w))

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

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

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

iv) A MICROCLIMATIC IMPACT REPORT may be required wherever there is potential for adverse microclimatic impacts on the local pedestrian environment. The report will determine the severity of these micorclimatic impacts, and will identify measures to be taken to mitigate them

The above noted reports have been submitted with the applications.

4.2 City of Barrie Urban Design Manual

The City of Barrie's Urban Design Manual (UDM) was revised in 2014 and provides direction for design elements within urban developments. The UDM has been established to implement the existing urban design policies contained within the OP to provide a framework for establishing Barrie's future urban form, and to ensure that new development is consistent with the City's vision for urban design. The proposed concept incorporates many of the design directives found within this document. Particular emphasis is put on those directives related to; the physical environment and building siting; pedestrian and vehicular circulation; site servicing; architectural design; and public transit accessibility.

The Urban Design Manual Guidelines Checklist has been included as Appendix 2 of this report.

Physical Environment and Building Siting

The site is located in close proximity to various uses, including commercial, retail, restaurants, open and amenity spaces. The site is positioned with excellent access to existing and planned transit facilities and routes.

Retail/commercial uses, community uses, and residential uses are provided at grade to encourage pedestrian activity and interaction between internal spaces and the public realm. The mixed-use nature of the development will increase natural surveillance as building entrances and large windows will be facing the streets. Outdoor amenity and open spaces are located on site to encourage resident use and create welcoming spaces.

The built form of the proposed development is considered appropriate for the subject lands, given that is located within the Urban Growth Centre where sensible density is possible. As described earlier, a significant number of development proposals and approvals have occurred within the UGC as demonstrated by Figure 38 which depicts the proposal and proposed/approved buildings within the UGC.

Podiums have been designed to a pedestrian scale with towers setback on top, the usage of stepping provides transition to existing low-rise built form adjacent to the subject site. The visual presence of the development will be articulated with a variety of reliefs and architectural elements and materiality.

Site Circulation

Pedestrian access has been incorporated into the design in order to provide safe and convenient and accessible access from all units to the municipal sidewalk network. The woonerf will provide all members of the community with a direct connection to the Allandale GO and Transit Hub. Safety of the connection will be provided through transit calming measures such as differing paving materials. Sufficient lighting will be provided in all outdoor spaces.

Primary building entrances are centrally located to provide direct access to parking, open spaces and comfort for resident circulation. Individual pedestrian access to grade relataed units will be provided as the primary means of access to the units. This type of design is common within urban areas and promotes active transportation and connection to the street.

Suitable parking has been provided for the proposed development in accordance with City requirements. An adequate number of barrier free parking spaces are provided and distributed throughout all levels of the podium parking structure. These parking spaces will be located close to accessible barrier free entrances. All required safety features will be provided in the parking structure. Stairwells and elevators are located centrally to the parking levels in high visible areas.

Site Services

Site circulation routes for service vehicles is designed to direct transit in a logical and orderly fashion. Vehicular areas have been designed to limit the possibility of cars reversing/maneuvering on public streets.

The majority of garbage and loading has been located in the interior of the building. Loading spaces located outside will be adequately screen from the street. All utilities are proposed to be located underground or interior; placement to be confirmed during detailed design.

Lighting and Signage

Details regarding lighting and signage will be addressed through the Site Plan Application process, however, the design of light fixtures will be complementary to the architectural style of the building. Lighting will be considered for all user needs. Site lighting locations will be designed with particular emphasis on pedestrian access and circulation areas, barrier free travel paths, transit connection points, and parking. A photometric plan has been submitted with the application. Lighting will be ensured to avoid the spill of light onto neighbouring properties. All signage will conform to the City of Barrie sign by-law.

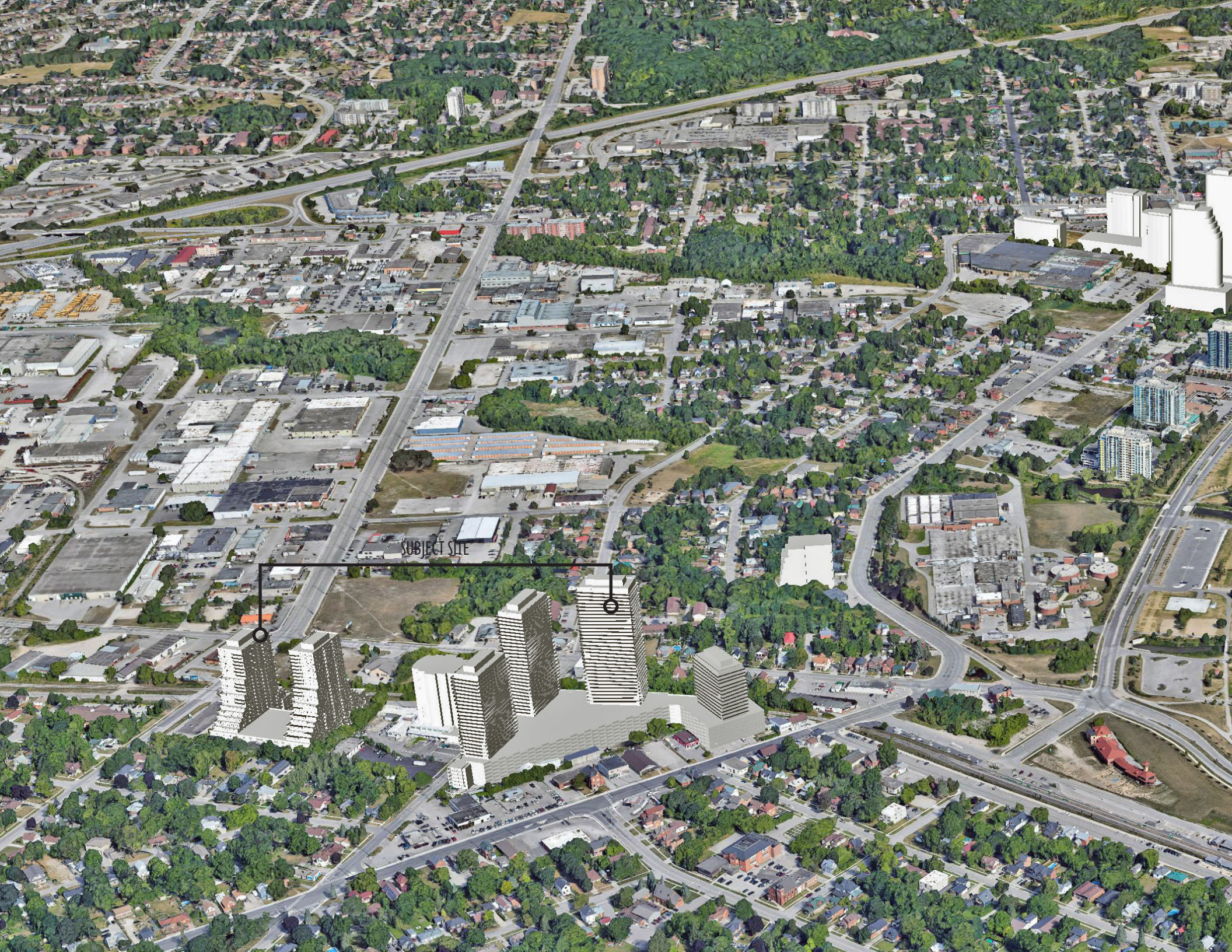

SUBJECT SITE

Figure 37. View showing proposed and approved buildings

Architectural Design

The buildings have been situated to frame the streets and provide a consistent street wall. Main building facades are oriented towards the street with large windows providing casual surveillance and breaking up the podium mass. Main entrances are prominent, providing direct pedestrian access at the ground floors and are clearly identifiable from the street. The lobbies are located in central, highly visible areas of the buildings, adding security and activating the street frontages.

The architectural design of the buildings establish visual unity through the use of consistent design, colours and materials. Podiums have been designed to pay homage to the historical characteristics of the Allandale community.

The towers use stepping and setbacks to reduce the massing of the built form. Balconies and terraces have been designed to provide usable amenity and personal space, and to overlook Kempenfelt Bay and the downtown area. Parking is located in covered above ground structures with limited surface parking. Barrier free accessibility standards have been adhered to. Mechanical equipment will be hidden from all municipal rights-of-way. Further details will be provided during the Site Plan Application process.

Waterfront Developments

Although not directly on the water, the subject site is located close to Kempenfelt Bay. The proposal will contribute to the protection and expansion of physical connections to the waterfront as well as providing views towards the lake. The proposed woonerf connection facilitates connections while the position of the towers maximize views from residential units towards the lake.

Transit

As described earlier, the subject site is positioned in a strategic location with excellent access to public transit and regional corridors. The subject site lies approximately 45 - 350m away from the Allendale Waterfront Go Station and the planned City of Barrie Transit Allandale Transit Mobility Hub. Please refer to section 2.6 of this report for details regarding transit.

Landscape Design

As described earlier, the overall design inspiration behind the conceptual landscape development of the two sites, Jacobs Terrace and Innisfil/Essa, is driven by the architectural expression of both sites, in form, function, and materiality. The design intent is to propose a modern yet contextually relevant landscape design that complements the building design, and serves the residents, patrons, and visitors of the two sites.

The landscape and urban design aspirations include:

- Creating a connected urban landscape focused on the relationships between built form, nature, and the community in the neighborhood;
- Delivering an urban landscape that through pattern, materiality, and programming provides a uniquely expressive experience;
- Creating a visually and functionally permeable environment that invites visitors, neighbors, residents, and retail patrons to circulate through the blocks while connecting to the Woonerf, GO Station, Lake, and adjacent streets.
- Creating a variety of experiences that are not limited by seasonality, and celebrate the Outdoor Amenities as integral features of the residential experience;
- Using hardscape and softscape materials in the landscape that are local to the region, and using native plants as the primary plant palette;
- Providing opportunities for art within the landscape.

- Creating a complete place that seamlessly blends the public and private realm on the ground plane as a dynamic addition to the City of Barrie;
- Connecting the above-grade landscapes and amenity terraces as logical extensions of the architecture with a variety of experiences that promote a healthy and productive environment for users.

Further details regarding the landscape plans can be found in section 3 of this report.

4.3 City Of Barrie Intensification Area Urban Design Guidelines

The Intensification Area Urban Design Guidelines direct new development within the Intensification Nodes and Corridors, Urban Growth Centre, and Major Transit Station Areas identified in the City of Barrie Official Plan. The Guidelines present a vision, and a set of priority directions, to ensure that new development is; compatible with the existing built fabric, creates an attractive and safe pedestrian realm, supports alternative modes of transportation (i.e. walking, cycling and transit), and is environmentally sustainable.

The Vision Statement described in the City of Barrie Intensification Strategy (2009) is;

> *"The City of Barrie will encourage new development in the higher density categories in appropriate areas throughout the Municipality while continuing to support the integrity of stable neighbourhoods. It is anticipated that the majority of residential and employment intensification will occur within the City's Urban Growth Centre with additional intensification occurring in appropriate nodes and corridors. Higher density uses will be of a higher quality design and will encourage a mix of uses."*

Building on this Vision Statement, in consultation with the community the vision/goal for the Intensification Areas is described;

> **"new development and revitalization within the Intensification Areas will result in active, pedestrian-supportive streets that are compatible with, and enhance, adjacent land uses. Mixed Use and Residential Avenues, Mixed-use Main Streets and Established Neighbourhood Streets will be characterized by wide boulevards, abundant landscaping, large, mature street trees, public art, and active at-grade uses" (UDG 2.4.1).**

As outlined in the Guidelines, three common types of development exist within the Intensification Areas, including:

> *1) Auto-Oriented Commercial Districts, including Bayfield Street (north of Highway 400), Dunlop Street (at Miller Drive), Essa Road (at Mapleview Drive), and Yonge Street (at Little Avenue).*
>
> *2) Core Districts, including Collier Street, and Dunlop Street East.*
>
> *3) Corridor Residential Districts, including Duckworth Street (south of Grove Street), Essa Road, and Dunlop Street (east of Anne Street).*

Section 2.4.2 describes the priority directions that will guide all new development within Intensification Areas.

• Intensification should be achieved by built form that is compatible with the scale of adjacent properties, where such development is of good quality and is part of the City's desirable building fabric.

• Where underutilized blocks exceed 100 metres in depth and 250 metres in length, consider opportunities to subdivide these blocks into more manageable, walkable land parcels.

• In the Mixed-Use Main Street areas, Taller buildings above 8-storeys may be appropriate on sites where lot size, setbacks, step-backs and building transitions can be made to respect the neighbouring properties. Taller building sites are anticipated adjacent to the waterfront where existing tall buildings are located, and at primary street intersections (subject to additional studies to ensure minimal shadowing, and disruption to views to Kempenfelt Bay).

• In the Intensification Areas, proposed mid-rise buildings are considered to be 4 to 8-storeys in height (a reduction from the existing 10-storey allowance).

• An expanded public transit system will act as a catalyst for growth and contribute to the City's vitality.

• A diversity of built form and land uses will improve public safety, and the vitality of business and development in the Intensification Areas.

• Mixed-use development, including retail, employment and residential uses, promote opportunities for live-work relationships, minimizing reliance on the automobile.

• Consider opportunities to integrate open space in the form of parks, civic spaces, or semi-private open space within longer redevelopments" (UDG 2.4.2).

The proposed development has taken the adjacent properties and surrounding land uses into consideration through design. Efforts have been made to reduce massing to the adjacent lands by placing the taller aspects of the development central to the sites and utilizing stepping and setbacks. This creates an appropriate transition to the low-rise (City Centre Designated) properties adjacent to the subject site. The site has been designed for walkable spaces that guide residents throughout the site and provides connection to transit. Various landscaped open and amenity spaces are also integrated throughout the site.

4.3.1 Intensification Typologies

As intensification occurs within the City of Barrie, Auto-Oriented Commercial Districts, Core Districts, and Corridor Residential Districts should evolve to reflect higher density, more urban conditions, defined as:

- Mixed-Use and Residential Avenues
- Mixed-Use Main Streets
- Established Neighbourhood Streets

Together, these typologies comprise the Intensification Nodes and Corridors, the Urban Growth Centre, and the Major Transit Station Areas as identified in the City of Barrie Official Plan.

The subject lands are identified as 'Mixed-Use Main Streets' and 'Mixed-Use & Residential Avenue" by the Guidelines – Intensification Typologies. Figure 41 illustrates the Intensification Typologies.

The property is also classified as a 'Auto-Oriented Commercial Districts' and 'Major Transit Stations' in the Guidelines.

The subject site is located within the 'Urban Growth Centre (UGC).

Appendix 3 includes the Intensification Area Urban Design Guidelines Checklist.

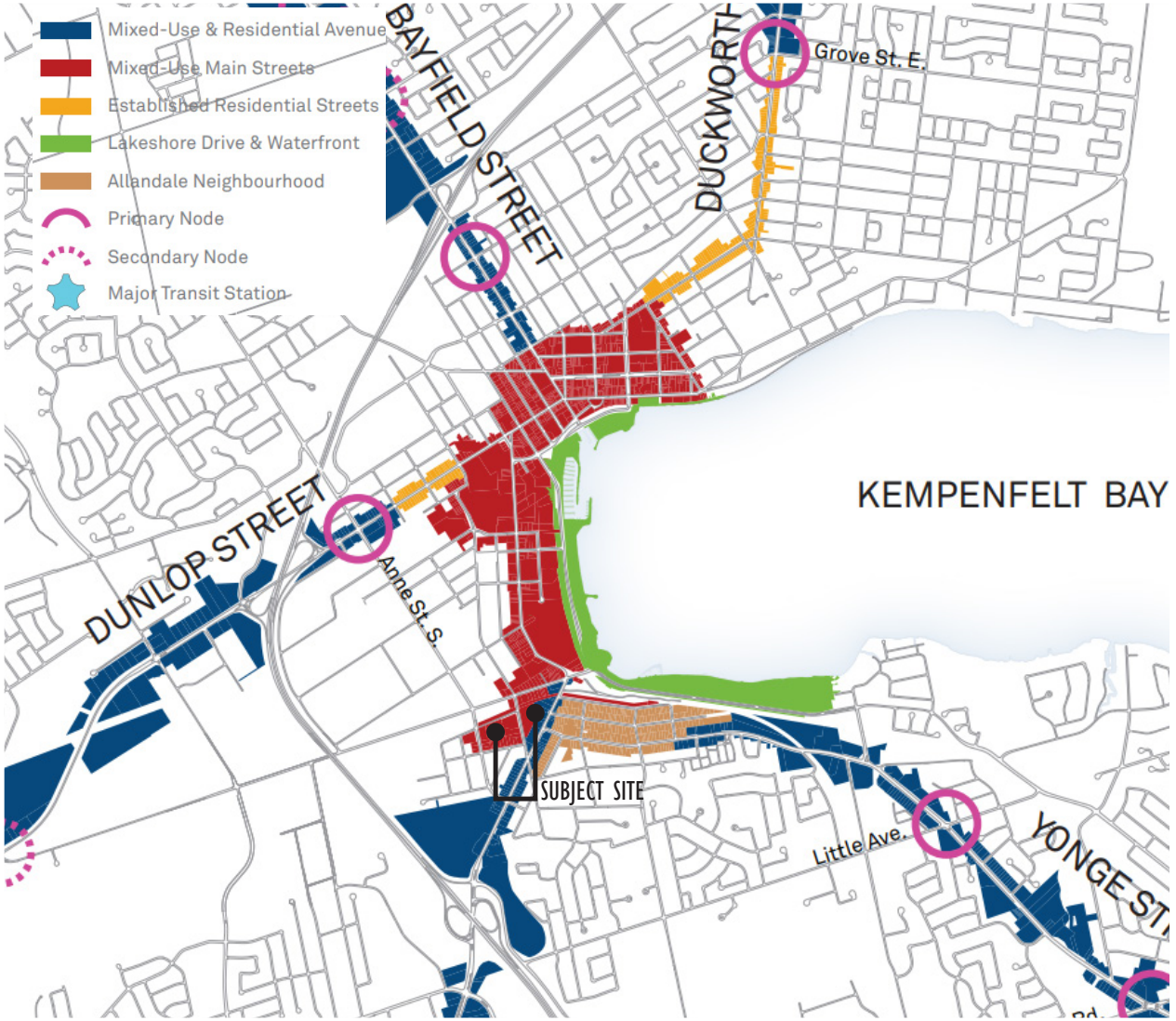


Figure 38. Intensification Typologies

4.3.2 Mixed-Use and Residential Avenue Guidelines

The Essa Road fronting properties of the subject site are identified as Mixed-use and Residential Avenue. As new development occurs on the Intensification Corridors including Essa Road, corridors are intended to "evolve into Mixed-Use and Residential Avenues, or major transportation corridors that balance the functional requirements of the street with the provision of an active, pedestrian-supportive streetscape."

Priority direction for Mixed-Use and Residential Avenue identified properties include;

- *Establish building height transitions where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas.*

- *Recognize the long-term evolution/change of these mixeduse corridors, through short-term design that supports longer term development opportunities.*

- *Focus initial development at the street edge and at key Intensification Nodes.*

- *The design of the street right-of-way should balance the requirements for vehicles, transit, and cycling while providing pedestrian amenities on the boulevards.*

- *Consider long-term options to subdivide large/deep land parcels into smaller blocks. These blocks may initially be drive aisles within surface parking areas.*

- *When surface parking lots are developed for new buildings or public open space, plan for the relocation of parking in structured facilities, including parking decks and below grade.*

The guidelines provide direction regarding prominent streets, boulevard design, crosswalks, as well as demonstration plans depicting the characteristics of such streets.

The proposal meets the intent of the guidelines by focusing development at the street edge providing a pedestrian scaled podium with active uses at-grade with towers setback above. A 7.5m road widening dedication along the Essa Road frontage will enable the City to realize an ultimate right-of-way of 34m (although the Official Plan designation is for 29m), providing ample room for street trees and an enhanced public realm. Parking is provided within a covered above grade structure which is screened from public view.

As detailed earlier, the woonerf will provide the greater community with a connection to the major transit stations adjacent to the property.

4.3.3 Mixed-Use Main Streets & The Urban Growth Centre

259 Innisfil Street and 17 Jacobs Terrace are identified as Mixed-Use Main Streets.

As redevelopment occurs within the Intensification Areas, streets within the Urban Growth Centre should transition to Mixed-Use Main Streets, or downtown commercial streets with active, pedestrian-supportive streetscapes.

Policy direction for 'Mixed-Use Main Streets' includes:

- *"Ensure a consistent, high-quality urban frontage along the waterfront and Downtown main streets.*

- *New buildings, open space and street design will build on the unique character of the Downtown (i.e. a human scaled building base, street trees, active at-grade uses, waterfront views, etc.), adjacent neighbourhoods and the waterfront setting by being context specific, appropriately scaled, and containing an appropriate mix of uses.*

- *In the Mixed-Use Main Street areas, Taller buildings above 8-storeys may be appropriate on sites where lot size, set-backs, step-backs and building transitions (i.e. step-backs) can be made to respect the neighbouring properties. Taller building sites are anticipated adjacent to the waterfront where existing tall buildings are located, and at primary street intersections.*

- *Ensure building mass and height, and street and open space design, contributes to compatible development within the existing downtown and waterfront. Additional studies are recommended to ensure new buildings do not limit sunlight access to waterfront parks, or views to Kempenfelt Bay" (UDG 2.5.2).*

Within the Urban Growth Centre, redevelopment of underutilized site is encouraged. With the proper built form, intensification and redevelopment offers numerous advantages, including land efficiency and reducing outward growth pressures.

There are various types of redevelopment depending on context; in this case, it is considered an underutilized parcel of land. These parcels are also targeted by the plans and policies in place by City of Barrie. Increasing residential densities within existing developed areas is an important planning goal for the City of Barrie and the province of Ontario. This goal is driven by objectives of providing a variety of housing choices, utilizing existing public infrastructure, and reinforcing opportunities for pedestrian and transit friendly neighbourhoods, among others. The proposed development is consistent with this as it provides an overall direction to intensify a property well underutilized, in an area seeking redevelopment and revitalization with excellent access to transit.

Measures included to reduce any potential impacts of the building height includes; providing a gradual transition in building height with the podium, using setbacks to minimize shadowing and privacy impacts on surrounding properties, building sitting and location on the site, orientation towards the street, as well as building design.

A Pedestrian Wind Assessment and Microclimate Report, has been prepared for the proposal, identifying other elements that may impact the surrounding area or residents.

Mixed-use Main Streets should be designed to encourage human-scaled, mixed-use building that are compatible with adjacent existing buildings. The pedestrian scaled podiums create a consistent human scaled street wall. Towers are setback from the podium to reduce pedestrian perception of height.

A Shadow Study by Architectureunfolded has been submitted with the application, included as Appendix 1.

Generally, streets within the Urban Growth Centre should evolve into Mixed-Use Main Streets. Key opportunities for these types of street include (UDG vii):

- Redevelopment of vacant or underutilized sites (i.e. single-storey buildings).
- Development of vacant parcels.

Key Recommendations for 'Mixed-Use Main Streets' include (UDG s.vii):

- Intensification should be compatible with the existing heritage fabric (i.e. Dunlop Street) with respect to building height, scale, façade design and key architectural characteristics.
- Mixed-Use Main Streets should maintain a tight-knit grid of streets and blocks, and a consistent streetwall height that reflects the scale and heritage character of the Downtown
- Wide boulevards should accommodate street trees, landscaping, continuous sidewalks, seating, signage and public art.
- New civic open spaces (where possible), and enhancements to existing open spaces, are encouraged to provide opportunities for pedestrian to gather and socialize.

As noted in the key recommendations for Mixed Use Main Streets, creating open spaces where residents can gather and spaces where residents are drawn to, is important for new development. Features and surfaces can be designed to provide open spaces where residents seek to spend their time. As noted in the goals for the Urban Growth Centre and Mixed-Use Main Streets, key opportunities for these types of street include redevelopment of vacant or underutilized sites.

Key characteristics have been included with the proposed development, including:

- Proposed intensification with a high-rise built form.
- A transition of the building height with the towers located central to the site. The use of stepping and setbacks provide adequate transition between the towers and neighbourhing low-rise buildings.
- The inclusion of grade-related units along Innisfil Street that provide active ground floor uses and reflect the low-density land uses in the area.
- The integration of pedestrian walkways throughout the site, that connect to open and amenity spaces, and to the municipal sidewalk and transit networks.
- Enhanced streetscape and landscape treatments and features.

BLOCK PLAN

5

This Urban Design Report acts as a Block Study for the proposed development. The report demonstrates how the proposed development contributes to the streetscape and is consistent with both the planned and existing character of the neighbourhood. An inventory, assessment and understanding of the physical features of the existing site context, including recently approved and active development applications is included within this report.

An overall Block Plan has been developed by Architectureunfolded to demonstrate how the planned context (including land use designations, zoning envelopments and other relevant planned context from site specific/ city-wide guidelines) could evolve. The plan shows the development proposal in context and includes potential future massings which have considerations for transition to adjacent sites, as well as any potential impacts to the development feasibility of the site and its adjacencies.

The intent of the plan is to show how the proposed development fits in with the existing land fabric, current and potential land uses, potential sites for redevelopment, and identify various design improvements that could occur.

The block plan is shown in Figure 40 and attached as Appendix 4.

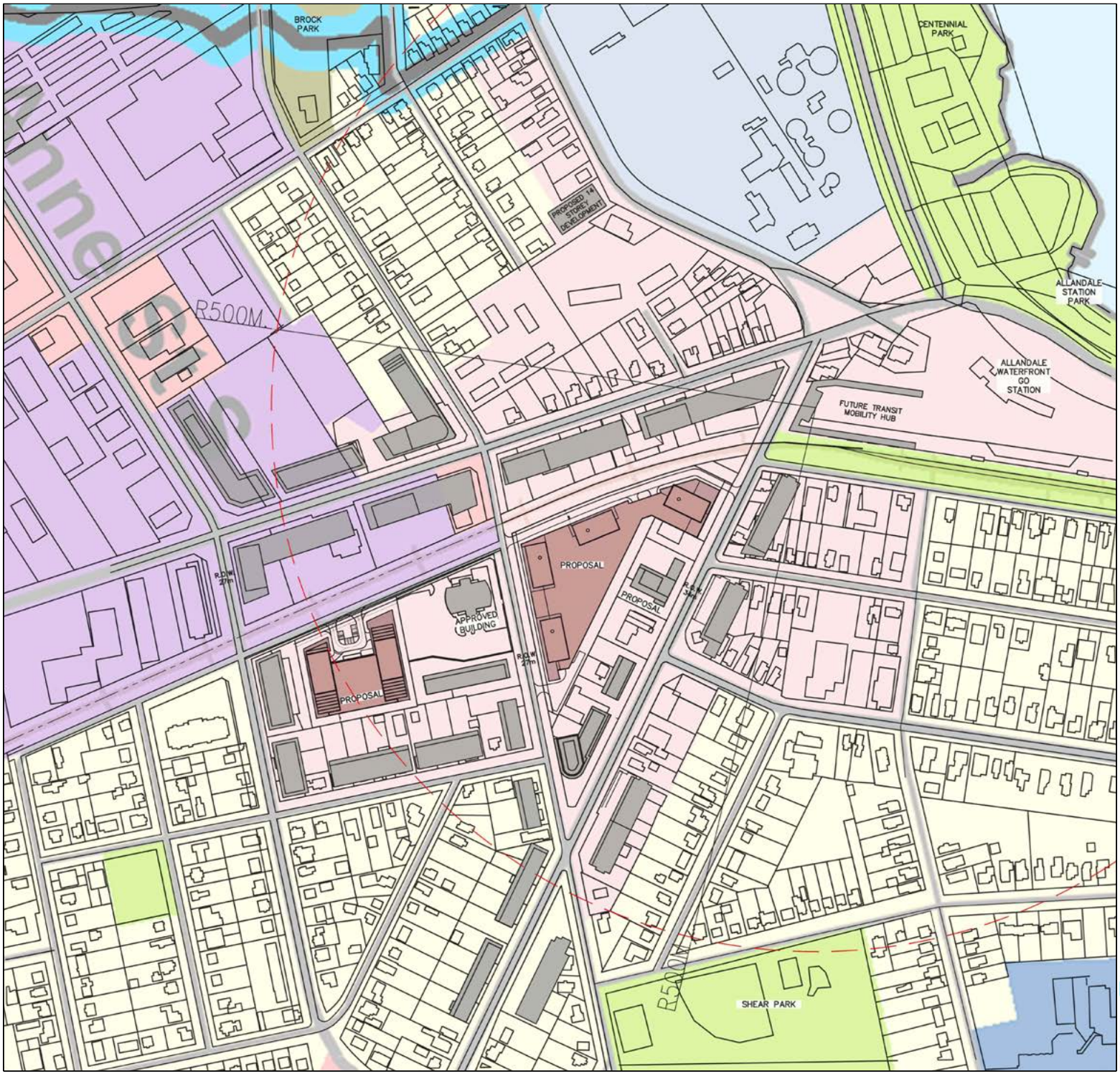


Figure 39. Block Plan

SHADOW STUDY

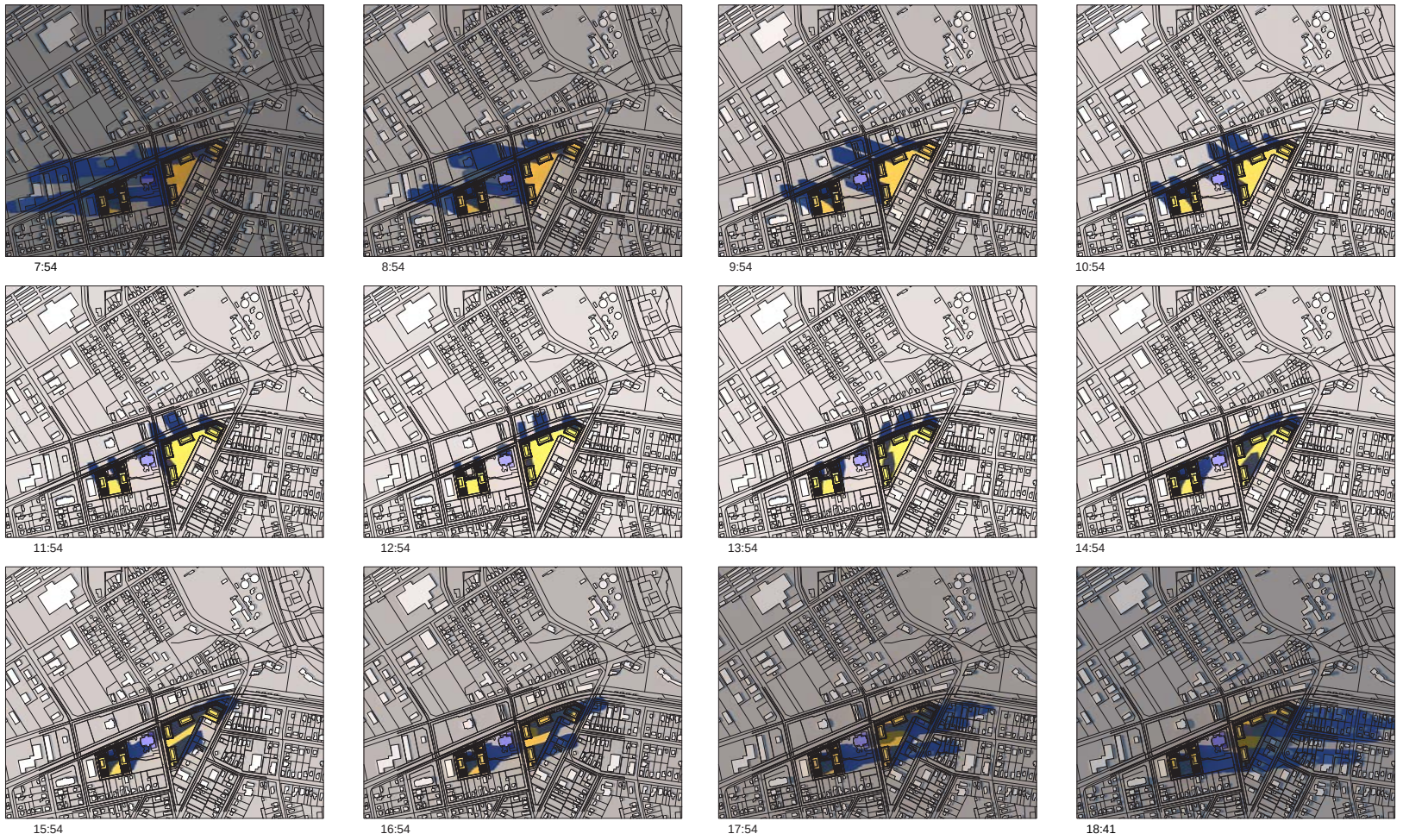
6

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

The assessment was competed through the months of April, June, September and December.

The Shadow Study demonstrates that the majority of shadows cast fall on the railway and commercial/industrial lands to the north of the subject site. Minimal shadow impacts are seen on adjacent residential uses, limited to the early morning and late evening hours throughout the year. It is our opinion that the shadows cast by the proposed development are limited and acceptable.

The Shadow Study is show in Figure 41-44 and attached as Appendix 1.



context map

notes:

revisions: d.m.yr

architectural team :

mark zwicker

construction manager:
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structural:
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electrical:
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mechanical:
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landscape:
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site services:
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project:
259 Innisfil Street
barrie, ontario

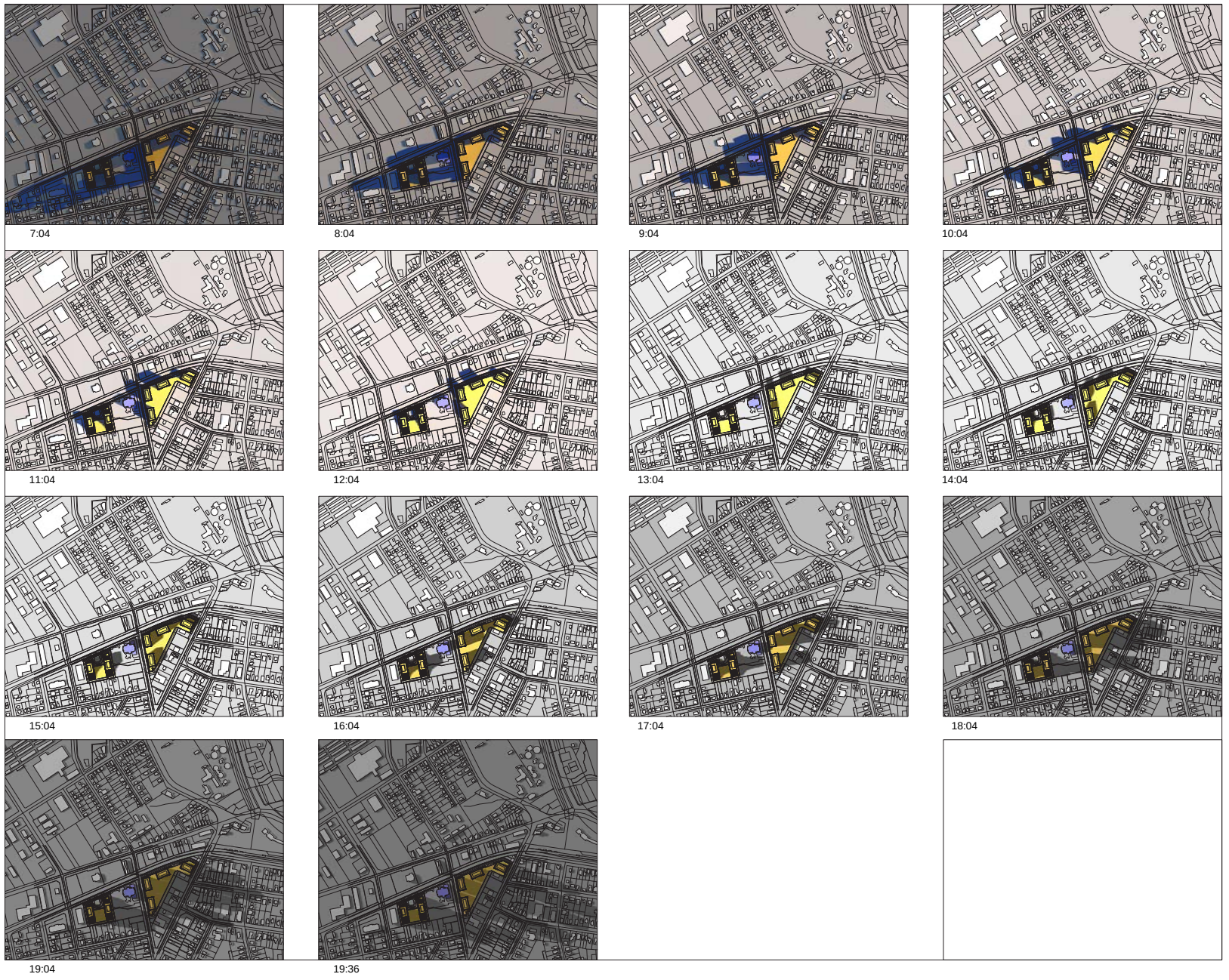
shadow study
april 21st

june 21, 2021 — date:
n.t.s. — scale:
21-04 — project:
i.d — drawn by:

drawing number:
A601

architectureunfolded
info@unfolded.ca
mark zwicker OAA/AAO/RAIA
21st dufferin street, suite 201b, toronto, on.

Figure 40. Shadow Study - April



context map

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revisions: d.m.yr

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project:
259 Innisfil Street
barrie, ontario

shadow study
june 21st

june 21, 2021 — date:
n.t.s. — scale:
21-04 — project:
i.d — drawn by:

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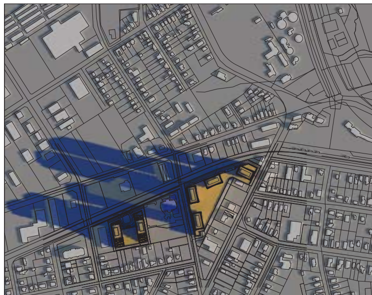
Figure 41. Shadow Study - June



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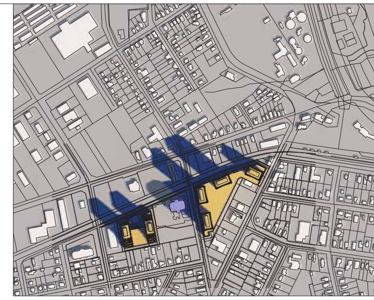

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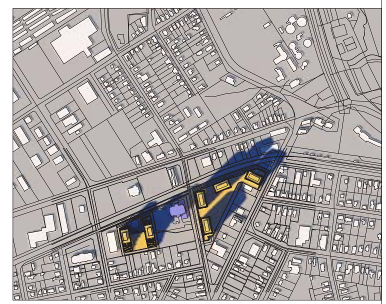

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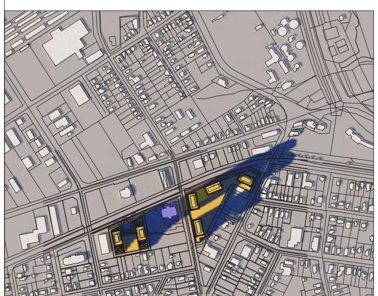

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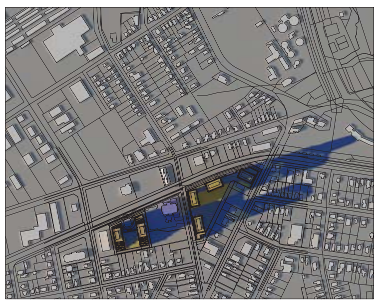

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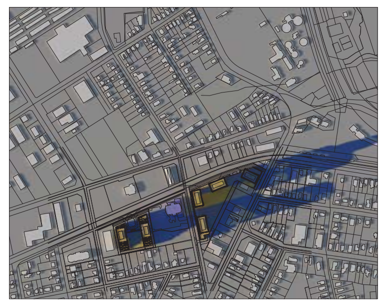

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context map

notes:

revisions: d.m.yr

architectural team :

mark zwicker

construction managers:
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structural:
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electrical:
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mechanical:
-
landscape:
-
site services:
-

project:
259 Innisfil Street
barrie, ontario

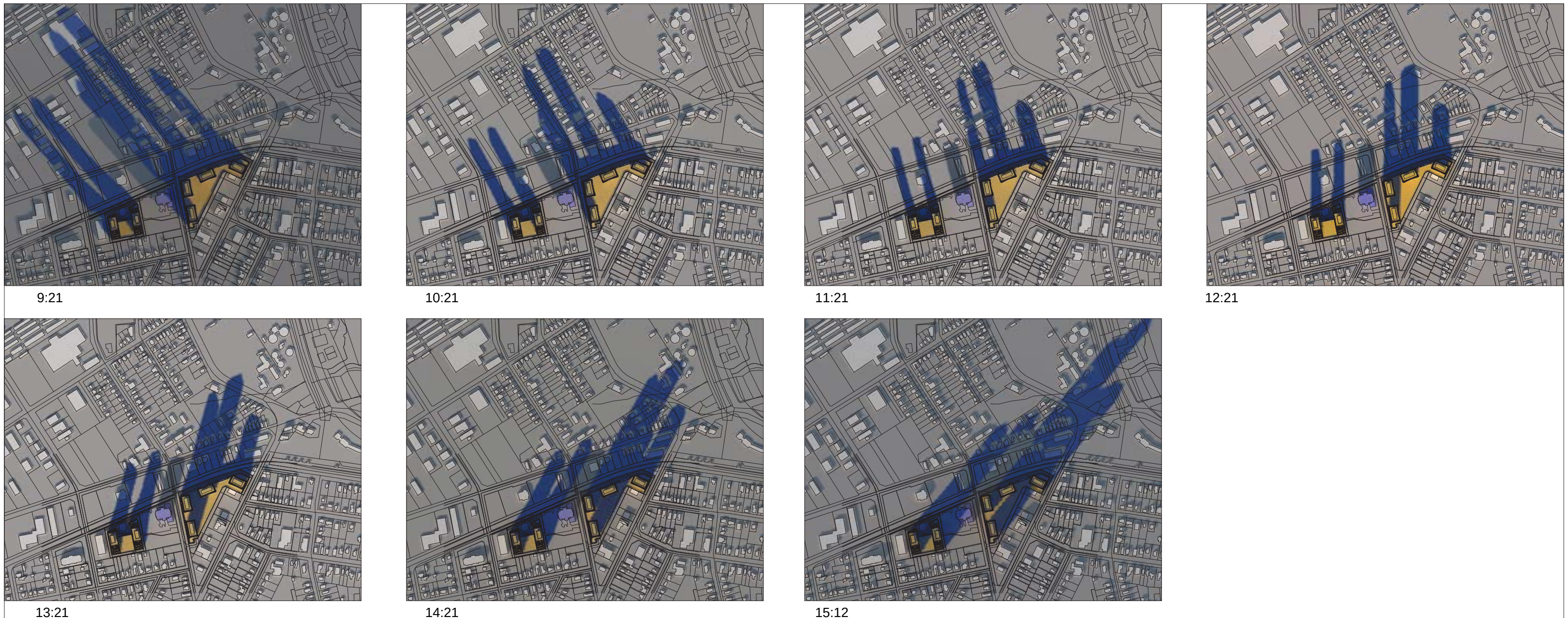
shadow study
september 21st

june 21, 2021	date:
n.t.s.	scale:
21-04	project:
i.d	drawn by:

north

drawing number:
A603

Figure 42. Shadow Study - September



context map

architectureunfolded

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notes:

revisions: d.m.yr

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structural:
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electrical:
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mechanical:
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landscape:
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site services:
-

project:
259 Innisfil Street
barrie, ontario

shadow study
december 21st

june 21, 2021 date:
n.t.s. scale:
21-04 project:
i.d drawn by:

north

drawing number:
A604

Figure 43. Shadow Study - December

CONCLUSION

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The proposed Zoning By-law Amendment seeks a change in zoning from Light Industrial (LI) and Central Area Commercial (C1) to Transition Centre Commercial with Special Provisions (C2)(SP) for the entire project area. This zone is intended to facilitate the future development of 6 towers ranging in height from 20 to 37 stories with a mix of residential and ground level commercial uses.

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development. The City of Barrie Urban Design Guidelines have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives.

The proposal represents an opportunity to develop this area of the City of Barrie in a comprehensive and cohesive manner. It is located in one of the identified areas where intensification is encouraged within the City's Official Plan. It will facilitate vehicular and pedestrian connections through the area and represents an important step towards achieving the province's and City's long-term vision for high quality, sustainable growth.

The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

Respectfully submitted,

Darren Vella, MCIP, RPP
President & Director of Planning Planner

Kyle Galvin, MCIP, RPP
Senior Planner


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INNOVATIVE PLANNING SOLUTIONS
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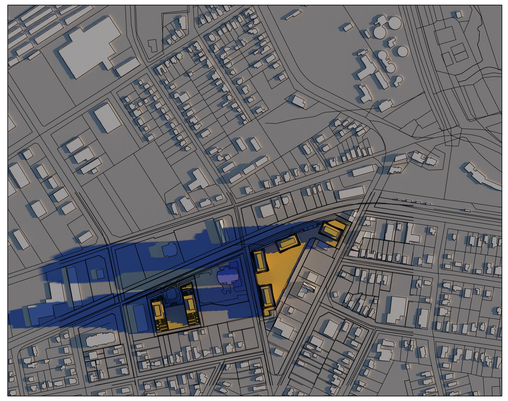
APPENDIX 1



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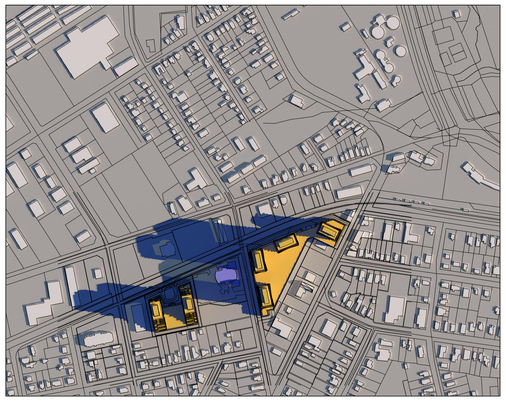

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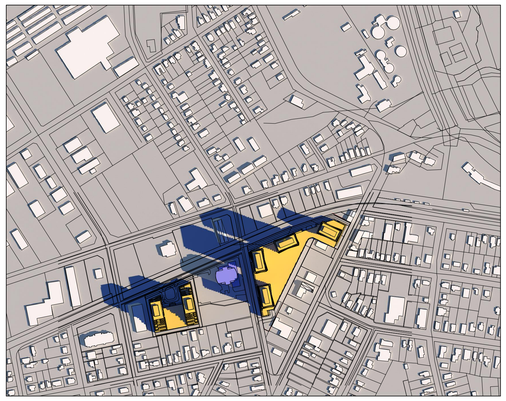

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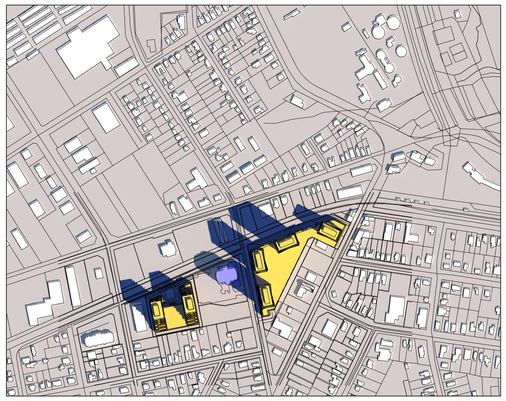

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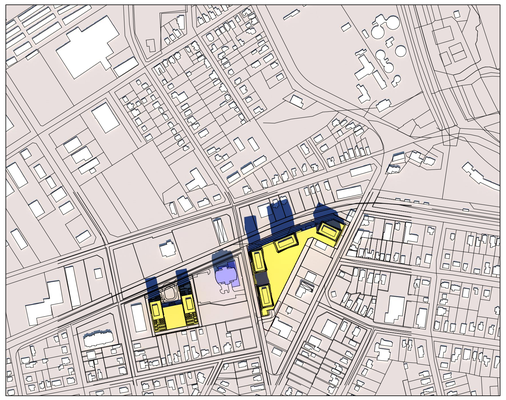

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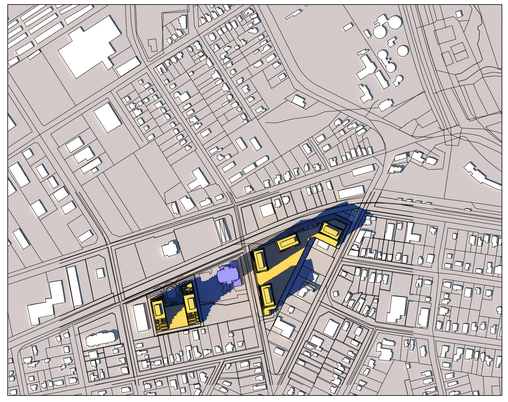

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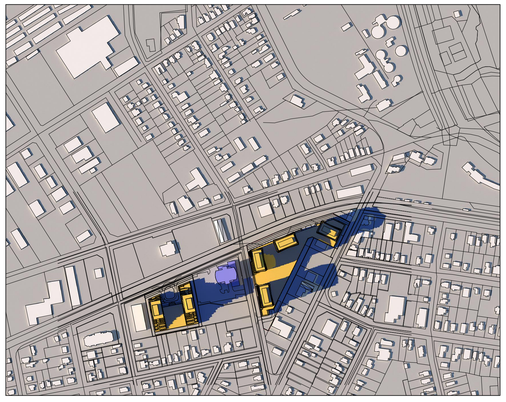

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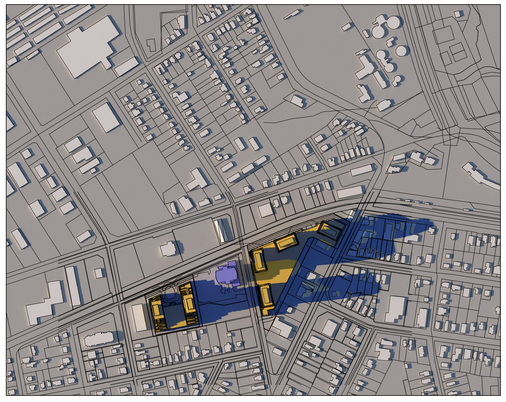

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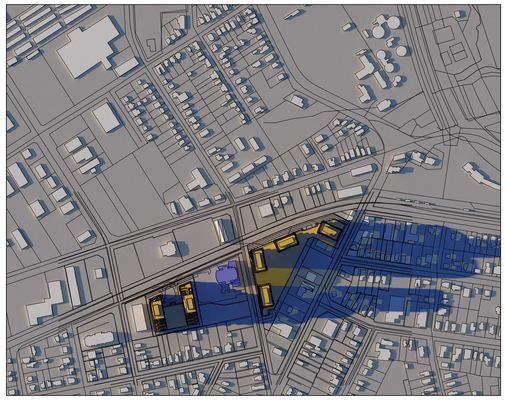

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context map

notes:

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landscape:
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259 Innisfil Street
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april 21st

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north

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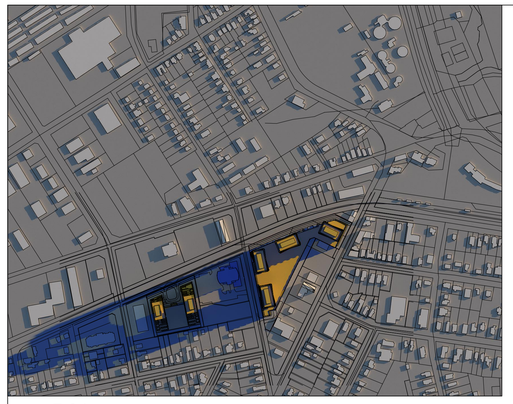
A601



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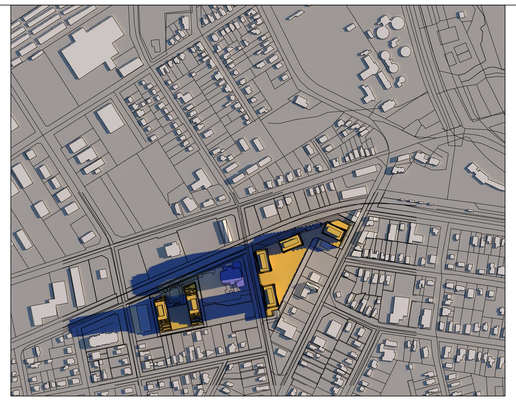

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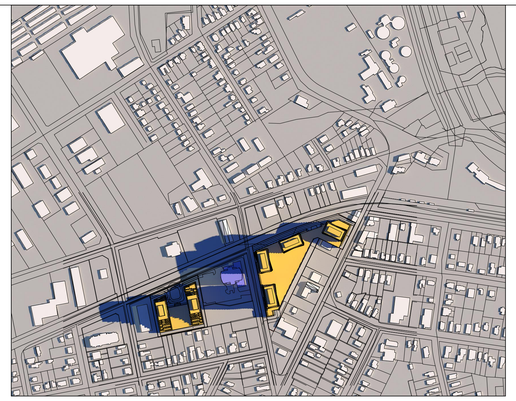

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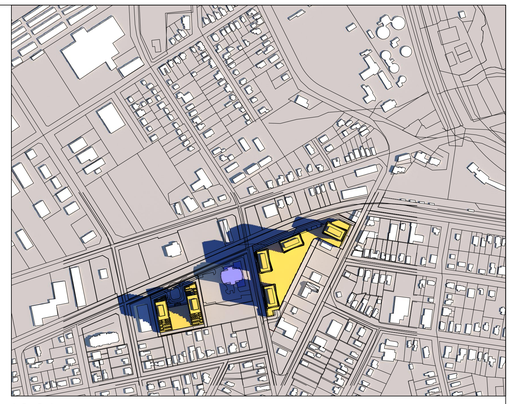

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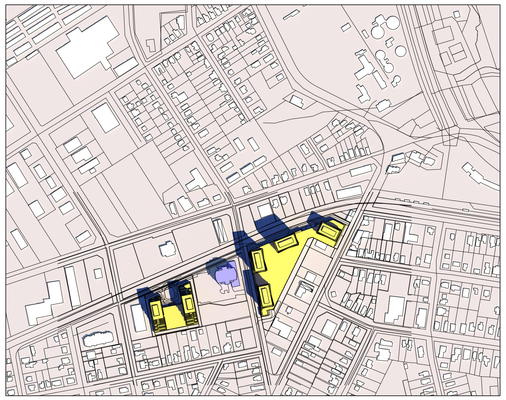

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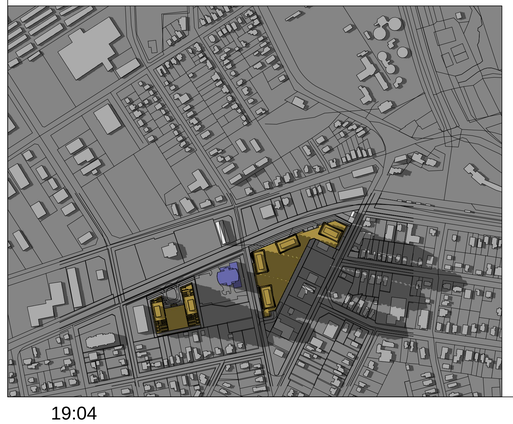

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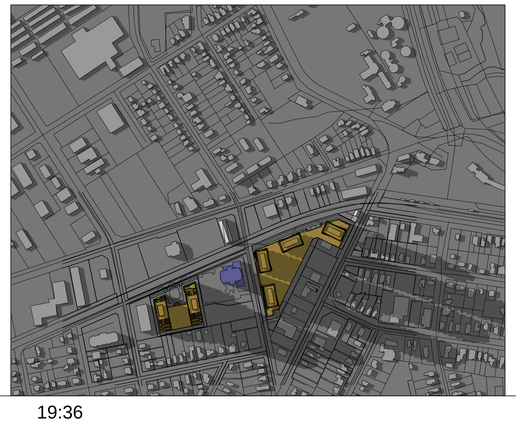

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notes:

revisions: d.m.yr

architectural team :

mark zwicker

construction managers:
-
structural:
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electrical:
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mechanical:
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landscape:
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site services:
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project:
259 Innisfil Street
barrie, ontario

shadow study
june 21st

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A602

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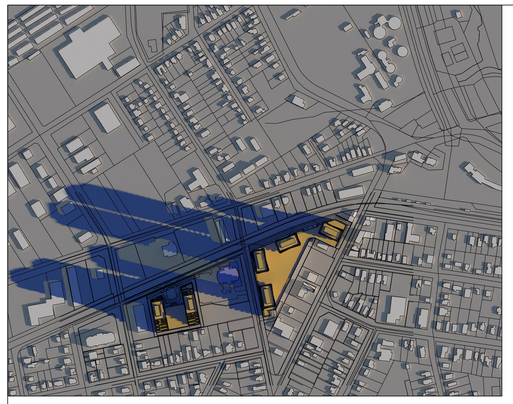

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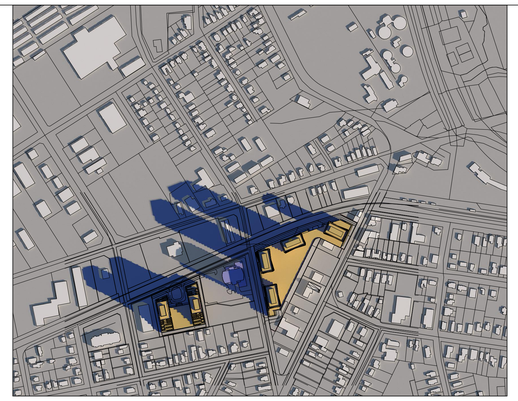

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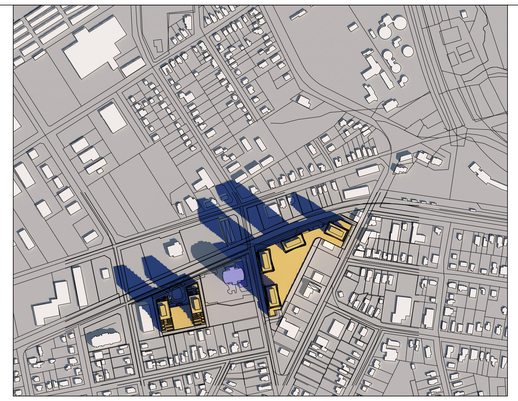

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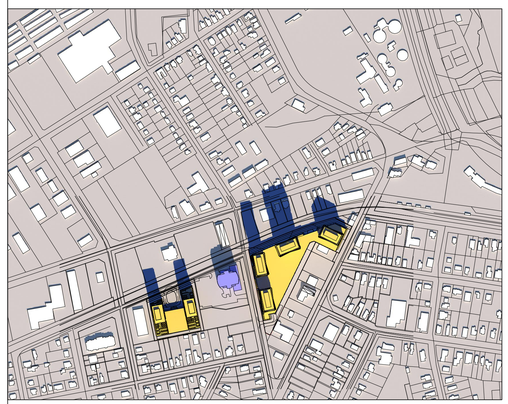

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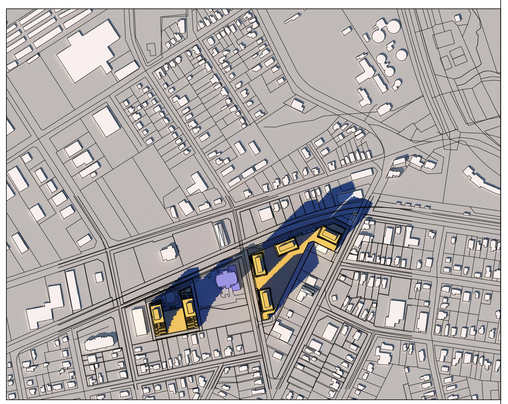

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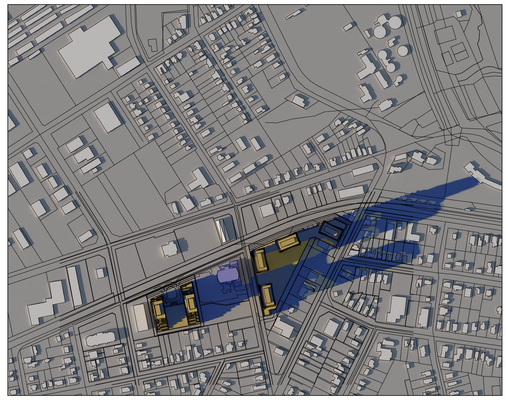

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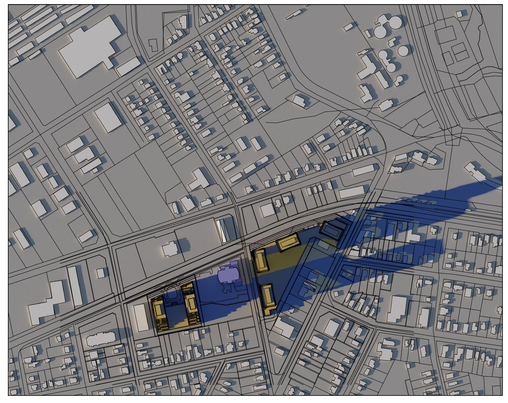

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context map

notes:

revisions: d.m.yr

architectural team :

mark zwicker

construction managers:
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structural:
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landscape:
-

site services:
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259 Innisfil Street
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shadow study
september 21st

june 21, 2021	date:
n.t.s.	scale:
21-04	project:
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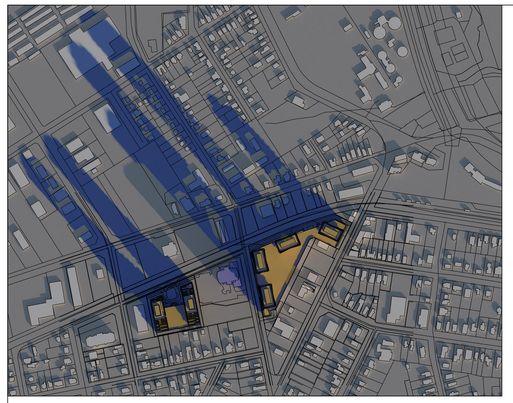

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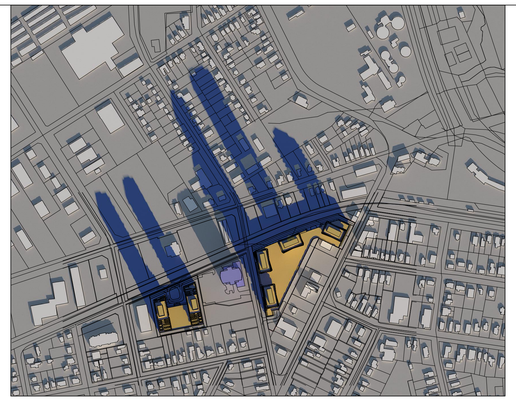

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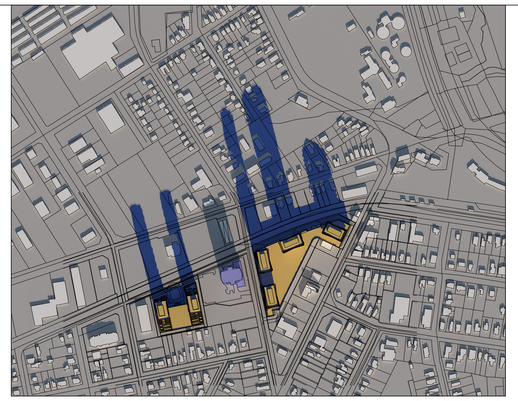

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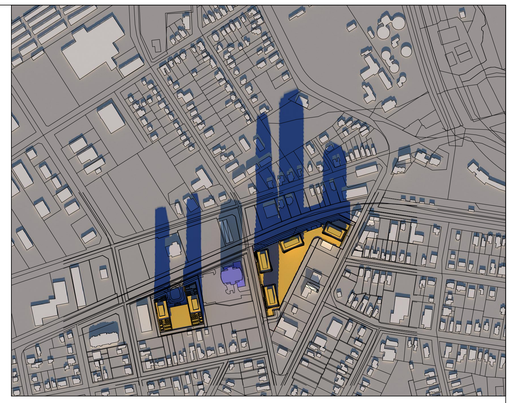

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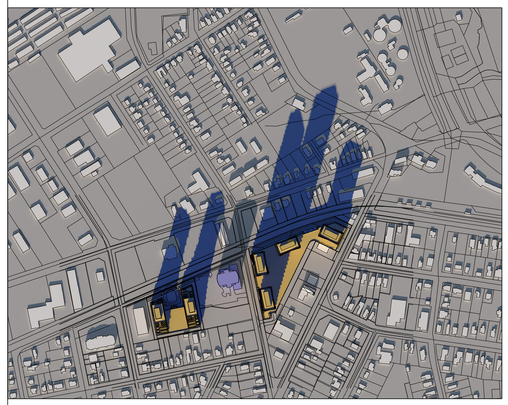

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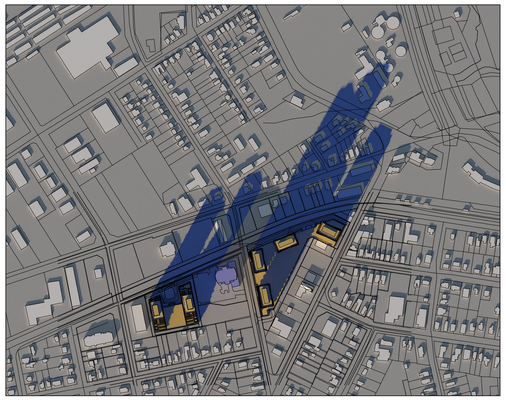

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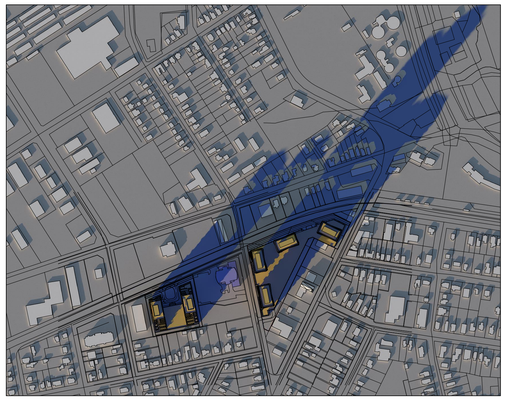

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context map

notes:

revisions: d.m.yr

architectural team :

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construction managers:
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259 Innisfil Street
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21-04	project:
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north

drawing number:
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APPENDIX 1

URBAN DESIGN GUIDELINE CHECKLIST

2.0 PHYSICAL ENVIRONMENT AND BUILDING SITING

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

3.0 SITE CIRCULATION

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

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

4.0 SITE SERVICES

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

5.0 LIGHTING

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

6.0 FENCING

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

7.0 ARCHITECTURAL DESIGN

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

7.2 Heritage Resources

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

8.0 SIGNAGE

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

	yes	n/a	Comments
G. Ensure that mature landscaping and signage work in harmony.	(X)	( )	Details provided at SPA
H. Provide street address numbers for identification.	(X)	( )	Details provided at SPA

9.0 LANDSCAPE DESIGN

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

9.2 Landscape Strips

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

10.0 WATERFRONT

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

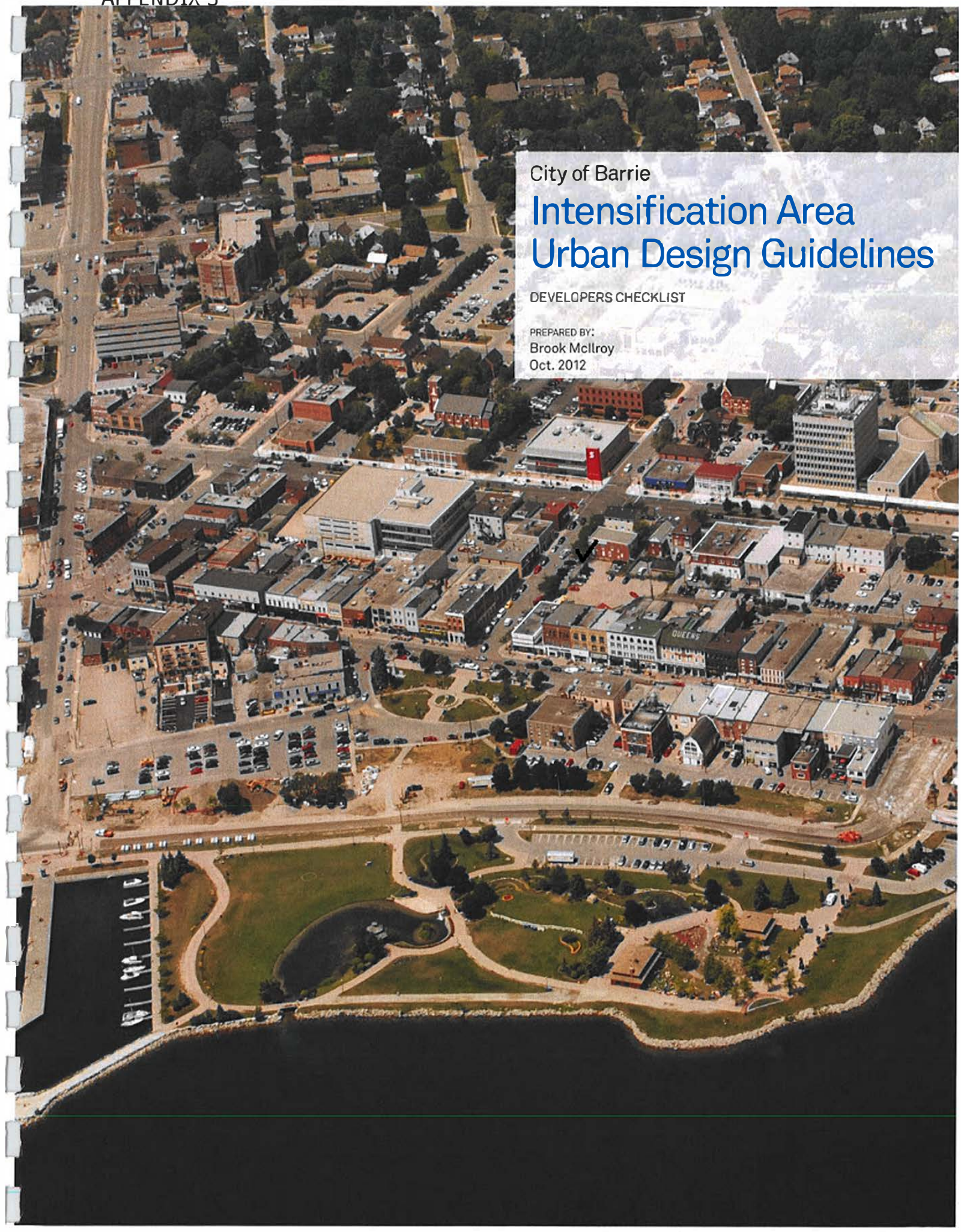
11.0 DEVELOPMENT ADJACENT TO RAILWAYS

(subject to Council's consideration)

12.0 TRANSIT

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

APPENDIX 3



City of Barrie

Intensification Area Urban Design Guidelines

DEVELOPERS CHECKLIST

PREPARED BY:
Brook McIlroy
Oct. 2012

Applicant Information

Project Name: 17 Jacobs Terrace

Project Address: 17 Jacobs Terrace

Project Design Team: Innovative Planning Solutions, Architectureunfolded, Studio TLA

Applicant Name: Tonlu Holdings Inc. c/o Innovative Planning Solutions

Applicant Telephone: 705-812-3281 Applicant e-mail: kgalvin@ipsconsultinginc.com

Land owner: Tonlu Holdings Inc.

Project Description: Urban Design Report - IPS

Urban Design Guideline Checklist

This checklist is intended to assist the development community and the City of Barrie in ensuring appropriately designed developments within the intensification areas. Those submitting development applications should familiarize themselves with the Urban Design Guidelines for Barrie's Intensification Areas, and then complete this checklist as a part of the approvals process. The City should review the checklist and work with the proponents to ensure new development meets the City's goals and intent as outlined in these guidelines.

Using the Checklist

Applicants should complete the checklist by responding to each item. When the guideline does not apply, check "N/A" and offer an explanation of exemption in the comments area.

A page reference to the full guideline is provided for each item in the checklist should the applicants require more information on the intent of that guideline.

In the event of a phased or temporary development application, the applicant must demonstrate that the design does not preclude future development phases or additions from meeting the guidelines.

Applicants should provide a written description of how their project meets the intent of the guidelines.

As there are some guidelines that are specific to the location of the subject land, the applicant must ensure that all guidelines that are relevant to their location be addressed.

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.1 Natural Heritage Feature, Parks and Open Spaces	3.1.1 Natural Heritage Features	32	a) Environmental Protection Areas are preserved where possible.				✓	
		32	b) Adjacent natural heritage features, parks and open spaces are connected.				✓	
		32	c) Sensitive natural heritage features are adequately buffered.				✓	
		32	d) Higher density buildings are adjacent to natural heritage features.				✓	
		32	e) Natural drainage networks are maintained.				✓	
	3.1.2 Parks and Open Spaces	33	a) A significant amount of the park perimeter is surrounded by streets.				✓	
		33	b) Parks are distributed within a 10-minute walk of most residents.				✓	
		33	c) New parks and open spaces link with existing natural heritage features, parks and open spaces.				✓	
		33	d) Parks and open spaces serve the diverse needs of the community.				✓	
		33	e) Larger tree species are provided in parks and open spaces.				✓	
		33	f) Park entrances provide appropriate amenities.				✓	
		33	g) Pedestrian connections are flexible to accommodate emergency and maintenance vehicles.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.1 Natural Heritage Feature, Parks and Open Spaces	3.1.3 Semi-Private Open Spaces	34	a) Semi-private open spaces are directly accessible from public sidewalks.	✓				
		34	b) Semi-private open spaces are constructed of materials similar to the main buildings.	✓				
		34	c) Semi-private open spaces should be in view of occupied indoor areas.	✓				
		34	d) Buildings include semi-private rooftop amenity space.	✓				
		34	e) Interior courtyards maximize sun exposure.				✓	
		34	f) Paving materials is high quality, and low maintenance.	✓				
		34	g) Site furnishings are manufactured from high quality, durable materials.	✓				
		34	h) Plant materials are low maintenance, and placed to ensure clear views.	✓				Detailed design
	3.1.4 Multi-Use Trails	35	a) New trails create a linked trail network.				✓	
		35	b) Trails link to core activity areas.	✓				
		35	c) Recreational trails reflect the open space they occupy.				✓	
		35	d) Multi-use trails distinguish between walking and cycling areas.	✓				
		35	e) Nature trails include multiple access points.				✓	
		35	f) Trails include adequate amenities.	✓				
		35	g) Trails in sensitive natural environments are made of low impact materials.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.2 Streets and Streetscapes	3.2.1 Green Street Design	37	a) Streets within the Intensification Areas have enhanced landscaping.	✓				
		37	b) Street trees are placed to grow to maturity under urban soil conditions.	✓				
		37	c) Streets near the Bay and key entrances to the Urban Growth Centre have a high proportion of tree planting.				✓	
		38	d) Existing street trees are preserved.				✓	
		38	e) Supplemental street trees are provided where the existing tree canopy is reaching the end of its life-cycle.	✓				
		38	f) Street trees are planted with appropriate soil volume.	✓				
		38	g) The use of soil cells has been considered.	✓				
		38	h) Soil infrastructure is improved on boulevards.	✓				
		38	i) Street trees are offset a minimum of 1.5 metres from the curb.	✓				
		38	j) Trees are spaced at 6.0 to 9.0 metre intervals based on mature size.	✓				Refer to Landscape Plan
		38	k) High branching trees will not interfere with large vehicles.	✓				
		38	l) Street trees and landscaping are locally adapted species.	✓				
		38	m) Shrub and ground cover planting is utilized in open tree pits.	✓				
		38	n) Shrubs and ground cover are tolerant of urban conditions.	✓				
		38	o) Seasonal appeal is considered for all planting.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.2 Streets and Streetscapes	3.2.7 Transit Amenities	45	a) Transit shelters include basic amenities.				✓	
		45	b) In high pedestrian traffic areas, transit stops include a shelter for weather protection.				✓ ✓	Public transit stops are located in close proximity.
		45	c) Sidewalks connect directly to transit shelters.	✓				
		45	d) Transit stops have barrier-free access.	✓				
		45	e) Transit shelters are located 300mm from the sidewalk to allow for snow clearing.				✓	
	3.2.8 Lighting	46	a) Lighting minimizes the impacts of light pollution.	✓				
		46	b) Downcast pedestrian-scale lighting is provided in high traffic areas.	✓				Detailed design
		46	c) Lighting is located within the Street Furniture and Landscape Zone.	✓				
		46	d) Additional pedestrian-scale lighting is provided in areas with a high volume of pedestrian activity.	✓				
		46	e) New lighting complies with the City's Dark Sky Policy	✓				
	3.2.9 Utilities	47	a) Where possible, utilities are buried below grade.	✓				
		47	b) Above grade utilities are grouped where feasible.	✓				
		47	c) Utilities are incorporated into building design.	✓				
		47	d) New and innovative solutions for integrated utility services have been explored.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.3 Parking	3.3.1 On-Street Parking	48	a) Parallel on-street parking is provided over perpendicular parking.				✓	
		48	b) On-street parking is situated within bump-outs, where appropriate.				✓	
		48	c) Bump-outs are landscaped with street trees or low level ground cover.				✓	
		48	d) Where appropriate, permeable paving is considered.				✓	
	3.3.2 Bicycle Parking	49	a) Bicycle parking is provided at regular intervals.	✓				
		49	b) Bicycle parking is located close to building entrances.	✓				
		49	c) Bicycle posts do not impede pedestrian movement.	✓				
		49	d) Post-and-ring bicycle parking is used.	✓				
		49	e) Bicycle storage facilities are provided at public parks and open spaces.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.1 Development of Large Parcels	4.1.1 Community Structure	54	a) The existing road network is expanded to improve connectivity.	✓				
		54	b) A connected network of streets and blocks is provided.				✓	
		54	c) New streets are based on a modified grid pattern.				✓	
		54	d) A variety of block sizes and shapes are provided.				✓	
		54	e) Block lengths do not exceed 250 metres.				✓	
		54	f) Where blocks exceed 250 metres, a mid-block pedestrian connection is provided.				✓	
		54	g) Mid-block pedestrian connections are a minimum width of 3.5 metres.				✓	
		54	h) Rear lanes are provided to reduce the need for street driveways.				✓	
	4.1.2 Lot Size Variety	56	a) Lot shapes are rectilinear where possible.				✓	
		56	b) Corner lots are adequately sized to accommodate set-back requirements on both streets.				✓	
		56	c) Lots adjacent to amenity areas support higher density development.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.1 Development of Large Parcels	4.1.3 Transit Supportive Design	57	a) A mix of land uses and higher densities are promoted around key locations.	✓				
		57	b) Access to local transit routes should is located within a 10-minute (500 metre) walking distance of most residents.	✓				
		57	c) Auto dependent uses are discouraged.	✓				
		57	d) Transit facilities are located at public places.	✓				
		57	e) Trails and bicycle routes link to transit facilities.	✓				
4.2 Access and Parking	4.2.1 Surface Parking	59	a) Large areas of uninterrupted parking are avoided.	✓				
		59	b) Surface parking is located at the rear of buildings.			✓		Type text here
		59	c) Buffers are provided between parking areas and sidewalks.	✓				
		59	d) Surface parking areas are broken into smaller parking courts.	✓				
		59	e) 1 tree is provided for every 8 parking spaces.				✓	
		59	f) Principles of LID applied adjacent to the waterfront.				✓	
		59	g) Parking screening does not obstruct the primary façade.	✓				
		59	h) Distinctive pavement and/or markings are used to indicate pedestrian crossings.	✓				
		59	i) Pedestrian-scaled lighting is provided along pathways.	✓				
		59	j) Preferential parking for bicycles, energy efficient vehicles and car-share.	✓				
		59	k) Where appropriate, permeable paving is used to promote drainage.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.2 Access and Parking	4.2.2 Structured Parking	51	a) Where appropriate, parking structures are developed with active at-grade uses.	✓				
		51	b) 50% of the building frontage (and side on a corner building) is a use other than parking.	✓				
		51	c) A vertical mix of parking, residential and/or office is provided where appropriate.	✓				
		51	d) Vehicular parking access is located at the rear and/or side of buildings.	✓				
		51	e) Pedestrian entrances for parking structures are located adjacent to main building entrances.	✓				
		51	f) Parking within a structure is screened from view at sidewalk level.	✓				
	4.2.3 Lanes and Alleys	53	a) The paved area of laneways provide adequate space for emergency vehicles.	✓				
		53	b) Areas at the end of laneways are reserved for snow storage.	✓				
		53	c) Laneways provide variety in building form and set-backs.	✓				
		53	d) Rear façade is equal in quality to the front façade.	✓				
		53	e) Where feasible, laneways are considered as places to accommodate future intensification (i.e. granny flats).				✓	
		53	f) The primary façade of buildings do not face the laneway.				✓	
		53	g) Laneways with residential adjacencies are aesthetically pleasing.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.2 Access and Parking	4.2.4 Servicing and Loading	54	a) Loading docks and service areas are located at the side or rear of buildings.	✓				
		54	b) Garbage storage is accommodated internally.	✓				
		54	c) Servicing enclosures are constructed of materials that complement the main building.	✓				
		54	d) Service and refuse areas are paved with an impervious surface.	✓				
		54	e) Service and refuse areas do not encroach into the exterior side or front yard set-back.	✓				
		54	f) Loading and service areas occupy the full rear yard (provided adequate landscape edge and buffer treatments are provided).	✓				
4.3 General Building Guidelines	4.3.1 Building Orientation and Site Layout	66	a) Buildings are positioned to frame abutting streets.	✓				
		66	b) Buildings abutting natural heritage features or open spaces create opportunities for easy access and viewing.				✓	
		66	c) Main building entrances are directly accessible from public sidewalks.	✓				
		66	d) The front streetwall of buildings is built to the front property line.	✓				
		66	e) A minimum of 75% of a building's frontage is built to the applicable set-back line.	✓				
		66	f) The remaining 25% of the building frontage is set back up to 5m to accommodate public spaces.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.2 Building Heights	67	a) Buildings generally range between 4 to 8-storeys.			✓		
		67	b) The maximum height (8-storeys) is only achieved where buildings comply with all other design guidelines.			✓		
		67	c) Taller buildings are located at key landmark areas.	✓				
			d) Taller buildings are located on sites where lot size, set-backs, step-backs, and building transitions can be made to neighbouring properties.	✓				
		67	e) All new buildings achieve a minimum height of 7.5m (2-storeys).	✓				
	4.3.3 Minimum Ground Floor Height	68	a) Ground floor heights are a minimum of 4.5m.	✓				
		68	b) Ground levels are free of any significant grade changes to promote barrier-free access and retail activity.	✓				
	4.3.4 Front Façade Step-backs	69	a) A 45-degree angular plane has been applied at a height equivalent to 80% of the width of the right-of-way.			✓		
		69	b) On wider right-of-ways, an additional "pedestrian perception step-back" has been provided.			✓		
		69	c) Step-backs are a minimum of 1.5m.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.5 Side Building Set-backs	70	a) New buildings built to the side property line (with no windows).				✓	
			a) New buildings maintain a minimum 5.5 metre distance from existing adjacent buildings.	✓				
		70	b) New buildings, set back at least 5.5 metres from the property.	✓				
		70	c) Additional set-backs are included where existing buildings have their primary windows on the side face.				✓	
	4.3.6 Side Building Step-backs	71	a) The building's uppermost storeys step back sideways where properties have wider frontages.				✓	
		71	b) Narrow sites are limited to their maximum permitted height based on side step-back requirements.				✓	
	4.3.7 Transition to Neighbourhoods	72	a) Buildings step back sideways 5.5 metres above 80% of the building's permitted height.				✓	
		72	b) Side step-backs are provided above the minimum building height to create a more "porous" streetwall.				✓	
		72	c) Upper storey side Step-backs are not required for buildings that are 20 metres (6 storeys) or less.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.10 Materials	75	a) New buildings and developments utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency.	✓				
		75	b) All exterior building finishes demonstrate a high quality of workmanship, durability and ease of maintenance.	✓				
		75	c) Building materials used as intended, and not to replicate other materials.	✓				
		75	d) Finished materials extend to all sides of the building.	✓				
		75	e) Ground floor incorporate a minimum of 60% glazing.	✓				Detailed design
		75	f) Building materials facing public streets do not include synthetic siding sytems, mirror/heavily tinted glass panels, and unadorned concrete block.	✓				
		75	g) Blank walls are avoided where new developments are adjacent to existing parking areas.	✓				
		75	h) Where possible, construction materials are recycled.				✓	
		75	i) Efforts have been made to purchase materials from demolition sales, salvage contractors and used materials dealers.				✓	
		75	j) New construction materials are locally sourced.				✓	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.1 Mixed-Use and Residential Avenue Guidelines	5.1.1 Prominent Streets	80	a) Prominent streets create a sense of entrance and arrival, contributing to community image and identity.	✓				
		80	b) Taller buildings, typically at a 1:1 ratio with the width of the right-of-way, are concentrated at key areas along prominent streets.				✓	
		80	c) Development meets a high standard of design.	✓				
		80	d) The most prominent entrance features are located adjacent to Highway 400, where the entrance to the Urban Growth Centre begins, and at the Intensification Nodes.				✓	
		80	e) Minor entrances are located on Duckworth Street, Bayfield Street, and Dunlop Street, to signal the transition into the Urban Growth Centre.				✓	
	5.1.2 Boulevard Design	81	a) On streets with right-of-way widths greater than 30m, the minimum boulevard width is 6m.				✓	
		81	b) In special areas, the minimum boulevard width is 8m.				✓	
	5.1.3 Crosswalks	82	a) Mid-block crosswalks are provided on large development sites every 100-215m.				✓	
		82	b) Concrete or painted lines are used for crosswalk where the length is significant.				✓	

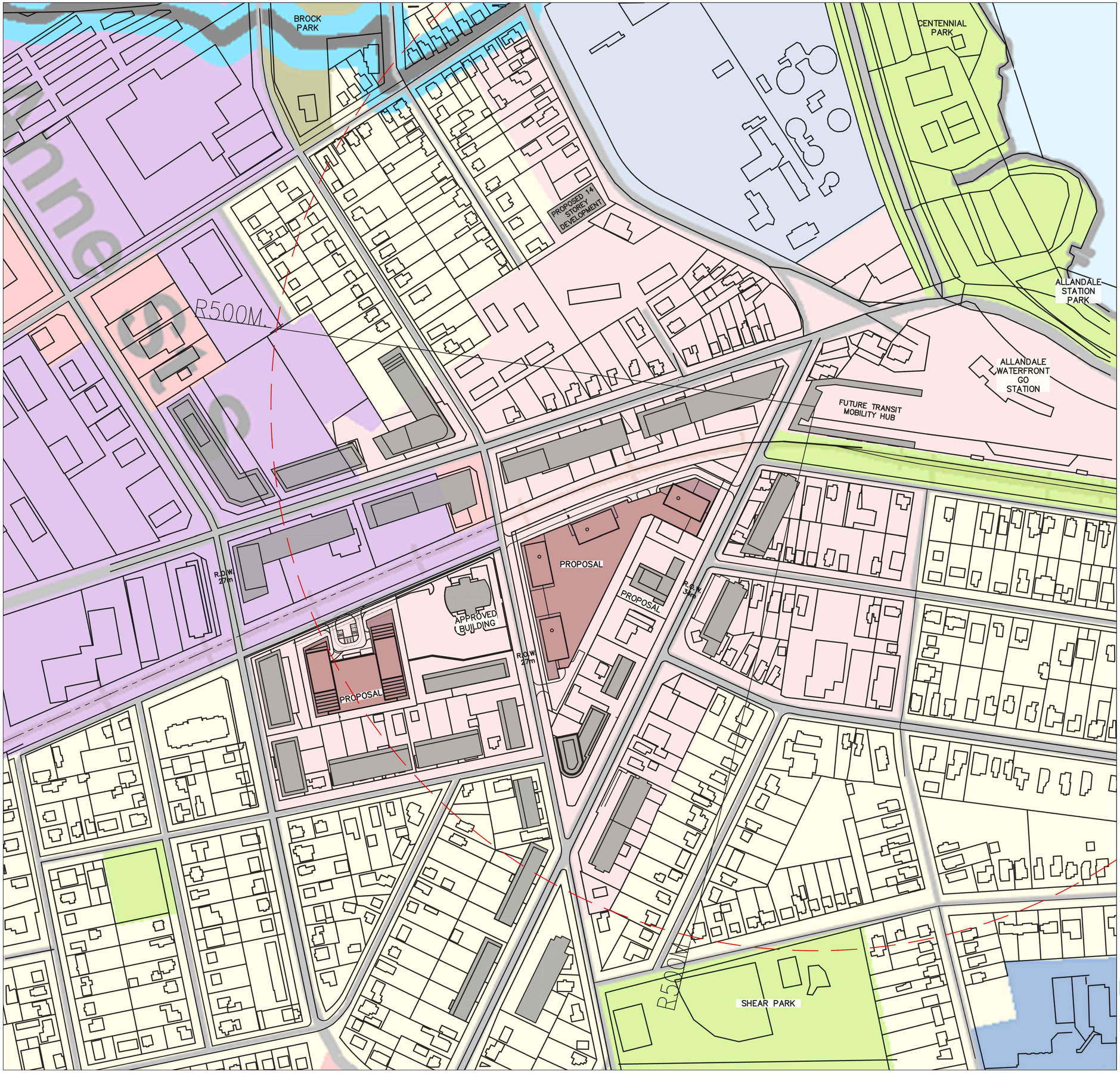
		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.2 Mixed-Use Main Street Guidelines	5.2.1 Pedestrian-Uses	88	a) Auto-focused uses (i.e. car-wash, drive-through) are not included as part of the development.	✓				
	5.2.2 Parks and Open Spaces	88	a) Urban parks are located throughout the Urban Growth Centre to ensure all residents are within a 10-minute (500m) walking distance of outdoor amenity space.	✓				
		88	b) Corner lots, some mid-block lots, and irregularly shaped lots are developed into small urban parks where appropriate.				✓	
		88	c) Urban parks are a minimum of 0.15 hectares in size.				✓	
		88	d) Parks and open spaces connect to natural heritage features through multi-use trails and tree-lined streets.				✓	
		88	e) Wherever possible, higher-density developments provide semi-private open spaces.	✓				
		88	f) Cash-in-lieu provided for enhancements to nearby parkland.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.2 Mixed-Use Main Street Guidelines	5.2.3 Boulevard Design	89	a) On streets with ROW widths less than 30m, the minimum boulevard width is 4.8m.	✓				
		89	b) Pedestrian amenities within the boulevard reflect the existing heritage character.	✓				
		89	c) Public art is provided at key intersections.				✓	
		89	d) Where possible, new development is set back to accommodate increased boulevard requirements.	✓				
		89	e) Opportunities to narrow the street have been explored with the City's Engineering Department.				✓	
		89	f) "Bump-Out" parking accommodates wider boulevards.				✓	
		89	g) On-street parking is not removed to accommodate a wider boulevard.				✓	
		89	h) Where narrow boulevards are retained, all efforts have been made to satisfy the general recommendations in Sections 3.2.1 and 3.2.2.				✓	
	5.2.4 Heritage Context Infill	90	a) Alterations to existing buildings match the pre-established set-back of adjacent buildings.				✓	
		90	b) Where streets lack a continuous building frontage, new developments contain a set-back that reflects an average between the adjacent buildings.				✓	
		90	c) Infill buildings have sympathetic scale, massing, and height.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.5 Major Transit Station Area Guidelines		104	a) There is a high concentration of people working and/or living within a 10 minute walk (500m) walk.	✓				
		104	b) Plans encourage a mix of uses near the station.	✓				
		105	c) New local roads provide efficient connections.				✓	
		105	d) Weather protected paths provide connections between transit modes.				✓	
		105	e) Local trails provide direct links to transit routes.	✓				
		105	f) Auto dependent uses are discouraged.	✓				Public transit stops are located in close proximity.
		105	g) Opportunities to limit surface parking have been explored, where possible.	✓				
		105	h) Transit facilities are located at public places.	✓				
		105	i) Clearly defined pedestrian routes are provided.	✓				
		105	j) High quality street furniture is provided to encourage interaction.	✓				
		105	k) Open spaces are provided to encourage socialization.	✓				
		105	l) Wayfinding signage is provided throughout the Major Transit Station Area.	✓				
		105	m) Landmark features are provided at Major Transit Station Areas.	✓				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.5 Major Transit Station Area Guidelines		106	n) The station building is designed and massed as a landmark building.				✓	
		106	o) Buildings provide a continuous weather protected connection to the station.				✓	
		106	p) Buildings have a pedestrian scaled building base.	✓				
		106	q) The main station entrance includes pedestrian amenities.				✓	
		106	r) The transit station includes an abundance of bicycle parking.				✓	
		106	a) Station design adheres to the principles of CPTED.				✓	
5.7 Lakeshore Drive		110	a) Taller buildings are encouraged adjacent to Lakeshore Drive.				✓	
		110	b) Lakeshore Drive, and streets that connect directly to Lakeshore Drive, have enhanced streetscape treatments.				✓	
		110	c) The boulevard width is 8m to accommodate a double row of street trees and a transition zone.				✓	

APPENDIX 4



Legend

- Proposal
- Potential Block Development
- Residential
- City Centre
- General Commercial
- Community Centre Commercial
- Regional Centre Commercial
- Mixed Use Nodes and Corridors
- Business Park
- Highway 400 Industrial
- General Industrial
- Restricted Industrial
- Institutional
- Educational Institutional
- Major Institutional
- Open Space
- Environmental Protection Area
- Special Rural Area
- Water Treatment Centre
- Waste Management Facility
- Future Urban
- Waste Disposal Assessment Area
- City Boundary
- Application Before the Ontario Municipal Board (OMB)
- SecondaryPlanBoundary
- Settlement Area Boundary

notes:

revisions: date

1 ZBA submission 03-09-21
submissions: date

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block plan

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scale: n.t.s
project: 21-04
drawn by: mz - id
drawing number: A102

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