URBAN DESIGN REPORT

505 - 533 YONGE STREET

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: CORE REALTY PARTNERS INC.

DECEMBER 2021

IPS INNOVATIVE PLANNING SOLUTIONS
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TABLE OF CONTENTS

LIST OF FIGURES

INTRODUCTION

1

Innovative Planning Solutions has been retained by Core Realty Partners Inc. to complete an Urban Design Report relative to an application for a Zoning By-law Amendment (ZBA). This Urban Design Report will address the various guidelines and policies to guide urban design within the City of Barrie. The City's Urban Design Guidelines and policies have been reviewed relative to the proposed development concept to demonstrate consistency with the intent and objectives of the City's direction for Urban Design.

The project is a collection of properties located along the Yonge Street Intensification Corridor between the Little Ave Intensification Node and the Big Bay Point Road Intensification Node. The properties are known municipally as 505 Yonge Street, 511 Yonge Street, 515 Yonge Street, and 533 Yonge Street (hereby referred to as the subject lands). See Figure 1.

The proposed Zoning By-law Amendments (ZBA) seek a change in zoning from 'Residential Multiple Dwelling Second Density' (RM2-SP-98 & RM2-SP-468) and 'Residential Single Detached Dwelling First Density' (R1) to 'Apartment Dwelling Second Density-2 with Special Provisions' (RA2-2-SP-___). This zone is intended to facilitate the future development of rental apartment buildings, with commercial at grade, that range from 8 to 12 storeys.

This Urban Design Report will review the Urban Design Guidelines of the Official Plan as well as the Intensification Area Urban Design Guidelines relative to the proposed development of the subject lands.

The design and scale of the proposed development will align the Zoning By-Law with the vision of the Official Plan for Intensification Corridors. The proposed will contribute to the diversity of housing options within the surrounding area and will increase the stock of purpose built rental units within the area. The nearby commercial and intensification nodes will also benefit from the increased population and consumer base. The development presents opportunities to increase the modal share of active and public transportation users within the community based on its connections to current transit and pedestrian networks.

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

This Report addresses various items of urban design, including:

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

Figure 1. Subject Site

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LOCATION & CONTEXT

2

2.1 Subject Site

The subject lands are designated 'Residential' and 'Environmental Protection' in the City's Official Plan (Schedule A), and are within Special Policy Area D (Schedule C). The subject lands are zoned 'Residential Multiple Dwelling 2nd Density - Special Provision' (RM2-SP-98 & RM2-SP-468), 'Residential One' (R1), and 'Environmental Protection' (EP) in the City's Zoning By-Law.

In order for the proposed development to proceed, a ZBA is required to rezone the lands to the Apartment Dwelling Second Density-2 (RA2-2) zone with special provisions related to the proposed residential development.

The subject lands are located within the Built-up Area of the City of Barrie, and along a Primary Intensification Corridor between two Primary Nodes. The subject lands have an approximate area of 2.68 hectares with approximately 167.6 metres of frontage on Yonge Street. Of the 2.68 hectares, approximately 1.6 hectares are considered developable due to the sloping topography and environmental protection (EP) area associated with Lovers Creek and wooded area along the eastern portion of the site.

The subject lands currently hold a two-storey medical building and three (3) detached houses with accessory buildings. Trees and vegetation can be found along the eastern portion of the site, within and around the EP lands. Within the EP lands is Lovers Creek and woodlands; the area is classified as Natural Heritage Level 2 feature within the City of Barrie Official Plan and is within the Lake Simcoe Regional Conservation Authority (LSRCA) regulated area. The topography of the site slopes towards the northeast, towards Lovers Creek.

Yonge Street is considered an arterial road and a Primary Intensification Corridor, with public transit (Route 8) and a 34 metre

Figure 2. Aerial View of Subject Site

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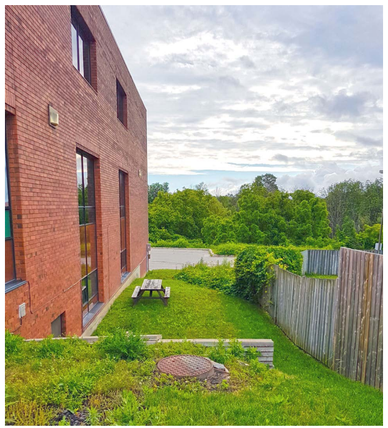
right-of-way for a projected road widening. Located along Yonge Street, in proximity to the subject lands, are schools, institutional uses, retirement homes, restaurants and commercial uses. The site is located between two commercial nodes, one at the intersection of Little Avenue (860 metres north), the other at the intersection of Big Bay Point Road (750 metres south). Both of these commercial nodes are designated Primary Intensification Nodes.

Parks and greenspace are located close by with Lovers Creek running through the rear of the site, D'Ambrosio Park located approximately 110 metres west, and Brunton Park and Carter Park located in the residential area to the north. Along with the public transit route along Yonge St, the subject property has access to the Barrie South Go Station (2.6 kilometres south), and access to the 400 Highway (7.5 kilometres southwest off Mapleview Dr).

The location of the subject lands provides convenient access to necessary amenities including commercial uses, transit, parks, recreation, and future intensification nodes. The surrounding land uses are depicted in Figure 3.



Grade Change

505 Yonge Street

511 Yonge Street

515 & 533 Yonge Street

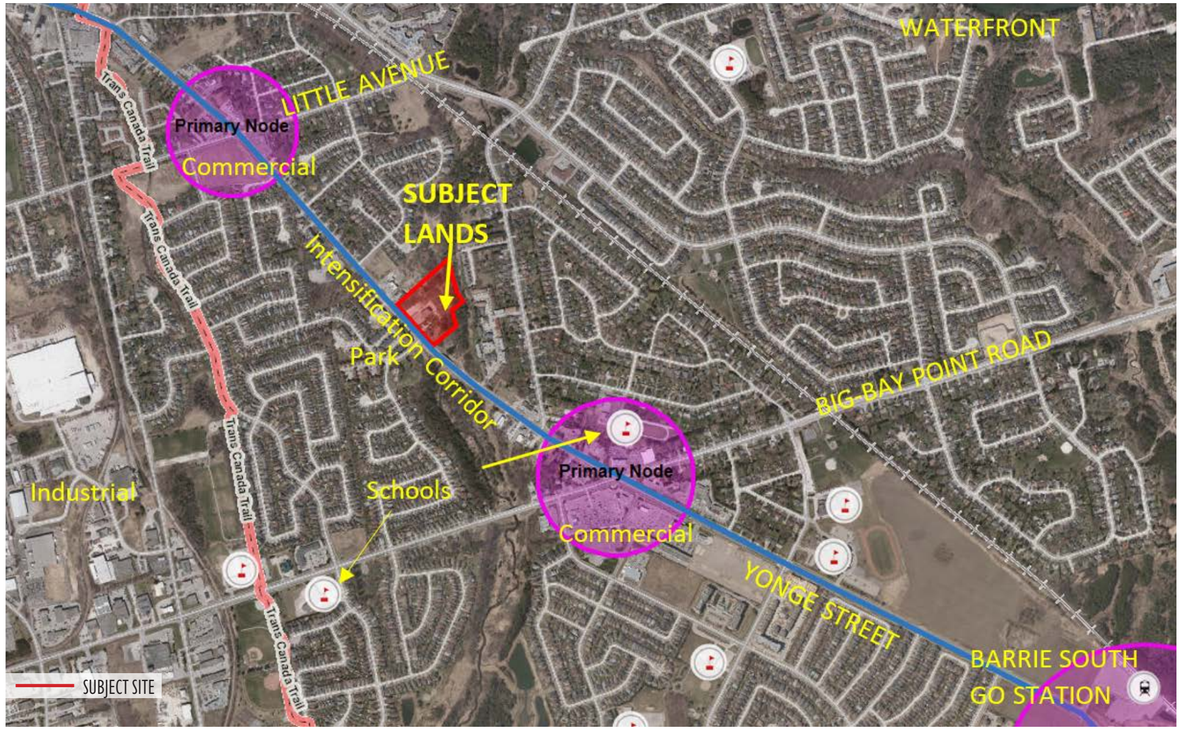


Figure 3. Aerial View of Surrounding Context

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DESCRIPTION OF THE PROPOSAL

3

3.1 The Proposal

The proposal represents an opportunity to provide for redevelopment and intensification along the Yonge Street Primary Intensification Corridor. The proposal also seeks to deliver new housing options in the form of Condominium units and Market Rental units to the City of Barrie housing stock.

The proposal includes four (4) residential buildings that range in height. Building 1 is an 8-storey condo building located in the northwest corner of the site. Building 2 is a 10-storey market rental residential building with at-grade commercial fronting onto Yonge Street. A slight building step-back is provided at the second storey to reduce the height impact on the pedestrian realm, with further step-backs at the eighth storey to limit the perception of height. Building 3 is another 8-storey condo building located in the southeast corner of the site. Building 4 is located internally towards the rear of the site and is a 12-storey condo building. Building 4 takes advantage of the change in grade to limit the impact of height and incorporates a through passage to the rear amenity space.

As a whole, the proposal will result in a total gross floor area (GFA) of approximately 49,069m^2, comprised of 47,990m^2 of residential GFA and 1076m^2 of retail/commercial GFA. The proposal will also provide approximately 8,194m^2 of total amenity space and a total of 469 parking spaces to meet the parking requirements of the Zoning By-law. The proposal is anticipated to be a phased development with phases to be determined as the project progresses.

All buildings within the development will be provided vehicular access through a single private condominium road with two access points to Yonge Street. Underground parking is provided for residents, with some surface level parking available. A total of 469 parking spaces will be provided, comprising of 447 residential parking spaces and 22 commercial parking spaces. One central outdoor amenity space of approximately 650m^2 is located between the two-lane drop-off areas. A second, lower outdoor amenity space of 1,747m^2 is provided towards the rear of the property, to support a transition to and continuity with the environmental protection area. Given the topography of the site, a ramp is proposed to facilitate access to this lower outdoor amenity area. Additional indoor amenity space of 1,866m^2 will be provided throughout the buildings along with individual unit balconies.

The massing and siting of the proposed buildings demonstrates consideration for the principles of good urban design. To ensure that the proposed development will lend to a comfortable pedestrian environment and attractive streetscape, the three buildings positioned along Yonge Street provide for building step-backs above the 2nd storey. Building 2 provides further building step-backs above the 8th storey to further support adherence to the City's

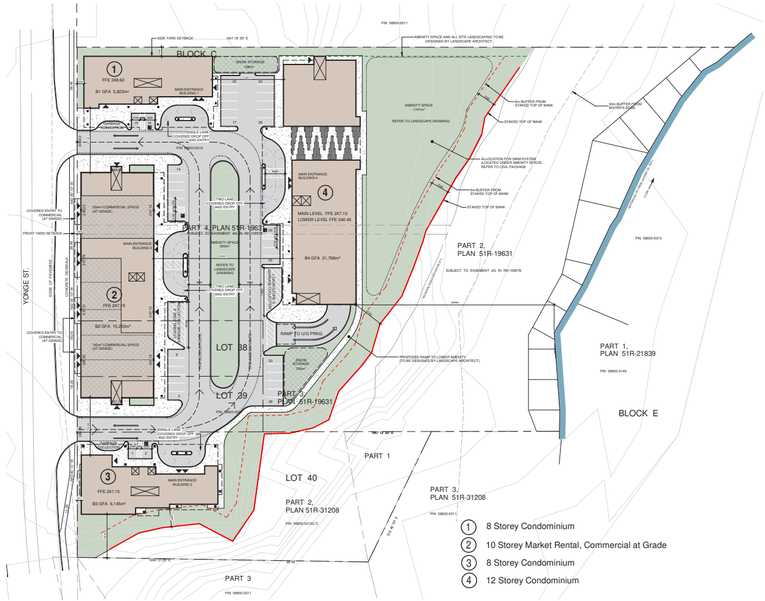

Figure 4. Proposed Site Plan

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angular plane provisions. In addition, where Building 4 is proposed at 12-storeys, this building is sited internally, towards the rear of the site, and at a slightly lower grade to support reduced impact to the Yonge Street streetscape. Provided that multiple tall buildings are proposed on-site, sufficient separation distances are provided between the buildings to maintain privacy, support access to light, and views of the sky. The buildings support the common urban design idea of a 1:1 ratio for avenues and buildings (the width of the avenue being equivalent to the height of the building). With a road widening of 34 metres planned along Yonge Street, a building height of approximately 34 metres (Building 2) is appropriate for the subject lands.

3.2 Architecture Design Approach

The architectural approach to the proposed development took into account the unique size and features of the subject lands including: the deep lot, steep slopes, and natural vegetation. The design aims to capitalize on the solar benefits the site has to offer as it runs primarily North/South.

The interior design of the buildings concentrate on three unit options including: spacious one bedroom units, one bedroom plus den, and two bedroom units. Along with the various unit types the proposal also aims to provide a range of one-of-a-kind amenity spaces. With views overlooking the environmentally protected lands to the east, both the living and amenity spaces capitalize on the unobstructed natural views.

The exterior design focuses on a clean, timeless appearance that will fit seamlessly into Barrie's evolving neighbourhoods, while still being an original development for surrounding neighbours to appreciate and utilize. A large emphasis has been placed on the pedestrian realm. The design encourages pedestrian use through full-loop walkways that go around the site, multiple indoor and outdoor amenity areas, and through ground level commercial uses fronting onto Yonge Street. The development proposes four buildings at gradually increasing heights, with the fourth building utilizing the Eastern slope of the site, creating further living and amenity space overlooking the environmentally protected area and landscaped amenity space.

Some of the proposed amenity options include:

- Lobby/Reception
- Centrally Located Mail Room
- Resident and Tenant Storage Lockers
- Hair Salon and Spa
- Private Dining Room
- The Village Market (Retail)
- Education Studio
- Bistro and Cafe (with Seasonal Outdoor Seating)

To prevent a build-up of traffic along Yonge Street, two access points have been proposed. The main entrance is located at the intersection of Yonge Street and D'Ambrosio Drive, and will create a four-way signalized intersection (where a three-way intersection currently exists). A secondary entry/exit is located North of the primary entrance to allow for emergency vehicle access and continuity of traffic through the site. All main building entrances are located off of this private condominium road and provide covered drop-off areas.

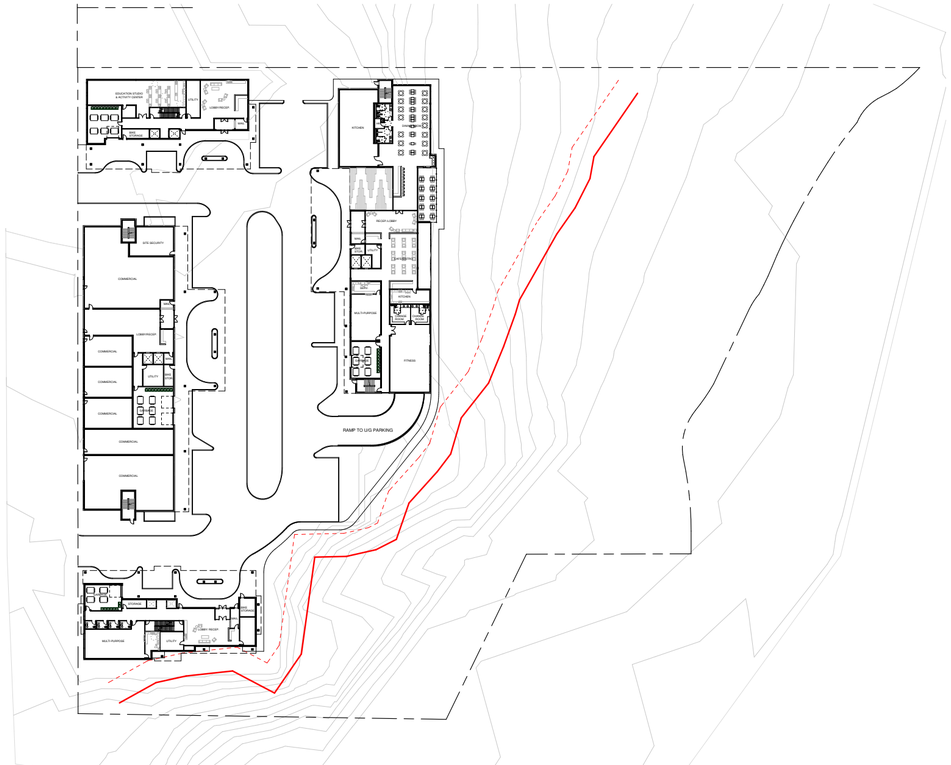
Figure 5. Rendering From Yonge Street

Figure 6. Rendering From Inner Courtyard


Salter Pilon Precedent Image

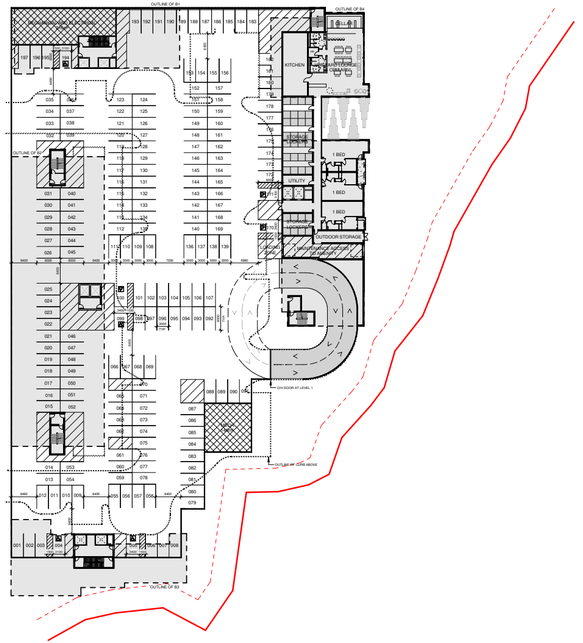

Salter Pilon Precedent Image


Salter Pilon Precedent Image



1 / A201 Level 1 Floor Plan(1)
1 : 400

Figure 7. Level 1 Floor Plan



1 / A202 Level 00 U/G Parking 1
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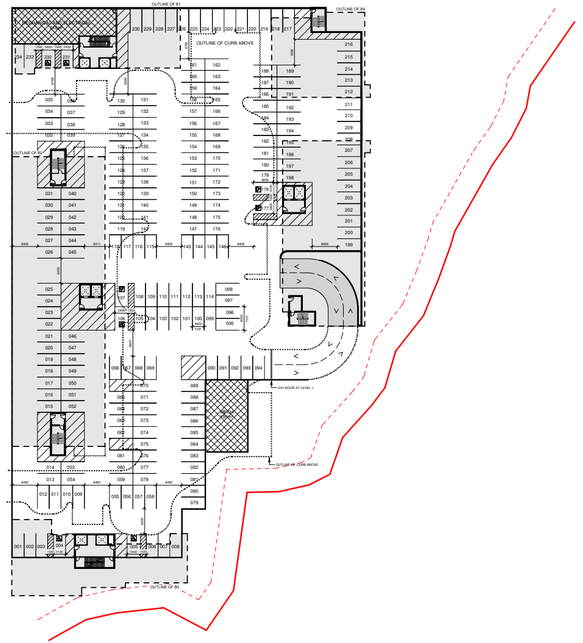

2 / A202 U/G Parking 2
1 : 400

Figure 8. Underground Parking Levels 1 & 2

1 / A302 East Site Elevation
1 : 250

2 / A302 West Site Elevation
1 : 250

Figure 9. West & East Elevations

1 / A301 North Site Elevation
1 : 250

2 / A301 South Site Elevation
1 : 250

Figure 10. North & South Elevations

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3.3 Landscape Design Approach

The approach for the landscape design was to create a place where residents and community members can come together to relax and play. This resulted in two distinct outdoor community amenity areas for both active and passive recreational use.

The passive amenity area is located to the rear of the subject lands and overlooks the scenic Lovers Creek. This amenity area provides a relaxing area that includes community gardening, picnic areas, amphitheater, central event circle and shade structures to support the recreational programming of outdoor education, exercise, and nature appreciation.

The active amenity area is located centrally to the four residential buildings and is a more animated recreational space. With the location in the central courtyard of the four buildings, pedestrian safety is of primary importance. This amenity space runs north south and includes three Multi-use Event Plazas that are intended to be active meeting spaces for a variety of activities. The central multi-use plaza is intended for outdoor performances whose sounds lift up to the enjoyment of residents. The north and south multi-use linear plazas are intended to support programming such as Fairs and Farmer's Markets; painting instructions; outdoor movies; light recreational (i.e.: Badminton and Bocce Ball); and play. These three plazas are complete with landscape seating, seasonal plantings, and vegetation.

A full-loop walkway is incorporated into the landscape design, connecting the two amenity spaces with the municipal sidewalks. The full-loop walkway goes around the entire site encouraging pedestrian use. To further enhance pedestrian circulation, a ramped passageway is provided, at ground level, through the first floor of Building 4. This passage way provides easy access to the passive amenity space.

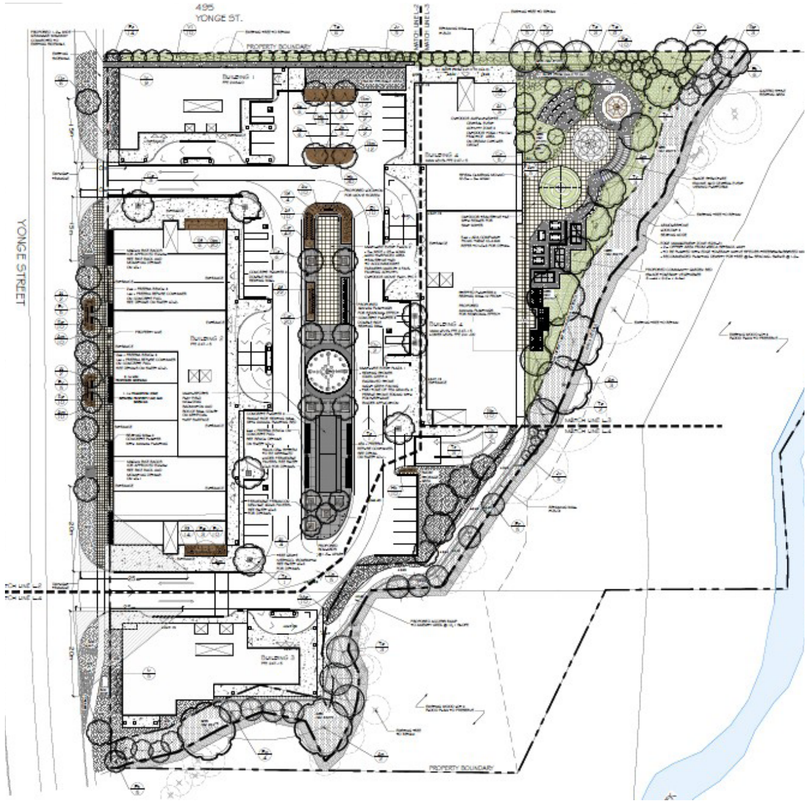

Figure 11. Proposed Landscape Plan

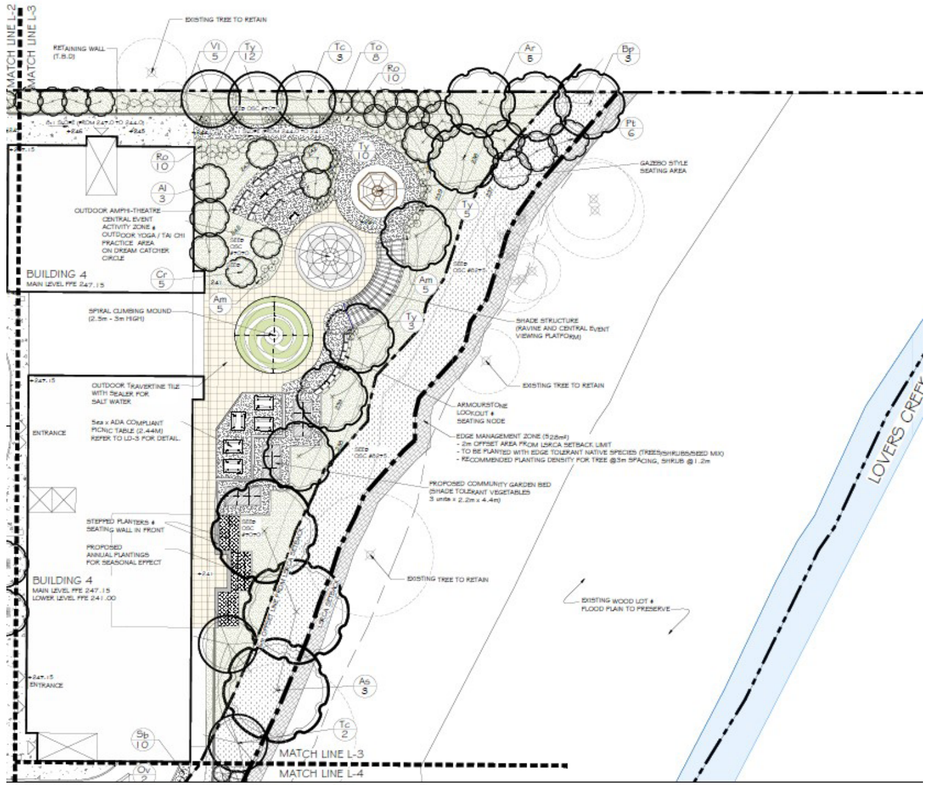

Figure 12. Passive Amenity Space

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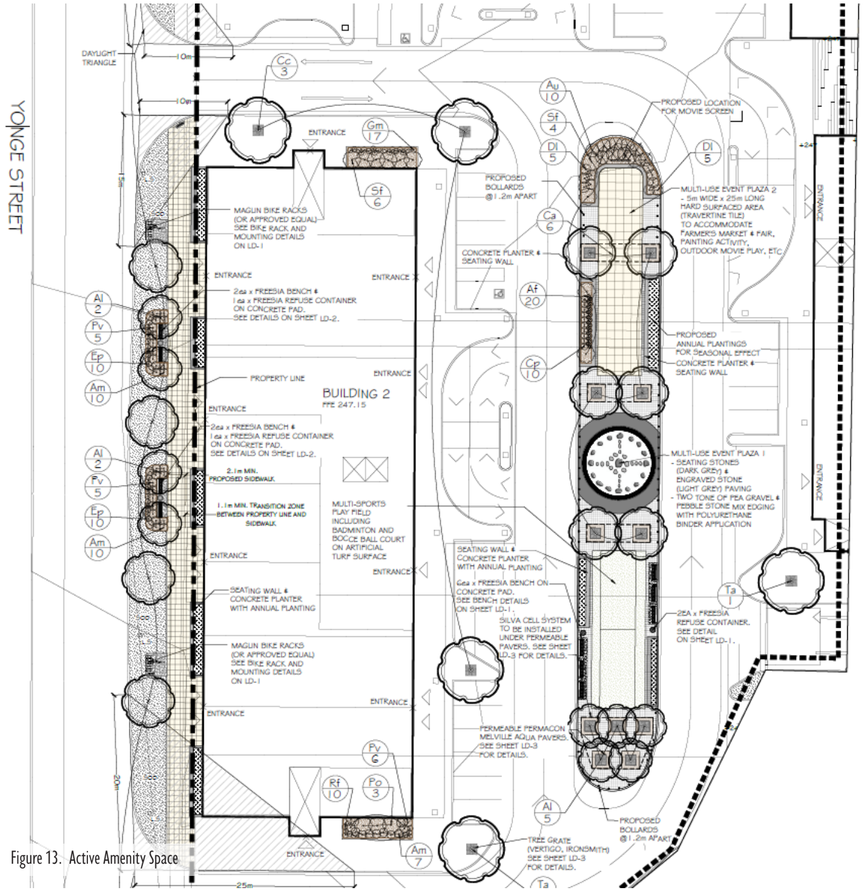


Figure 13. Active Amenity Space

URBAN DESIGN POLICY

4

4.1 City of Barrie Official Plan

The City of Barrie Official Plan 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 as providing 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:

- 'Residential' - Schedule A - Land Use
- 'Special Policy Area D' - Schedule C - Special Policy Areas
- Yonge Street is considered an Arterial Street on Schedule D - Road Plan
- Yonge Street has a planned right-of-way width of 34m on Schedule E - Road Widening
- Yonge Street is considered a Primary Intensification Corridor on Schedule I - Intensification Areas

The Official Plan includes policy provisions related to Urban Design, in Section 6.5, and Tall Buildings, Section 6.6. The policies are to be applied, where applicable, to development proposals throughout the City. The relevant policies are outlined below and are reviewed in reference to the proposed development concept.

4.1.1 General Design Guidelines

The City of Barrie has developed Urban Design Guidelines, which are found in Section 6.5 of the Official Plan. The Urban Design Guidelines identify goals which are "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 policies are intended to improve the appeal of developments throughout the City through provisions and features such as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development.

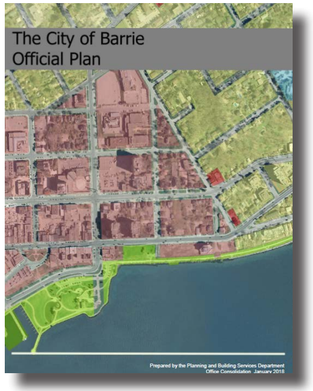
The following policies are relevant to the development applications.

6.5.2.2 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 buildings provide a high density design complementary of the goals and vision of the Official Plan for Intensification Corridors. The four buildings are at gradually increasing heights, with step-backs provided at the second and eighth storeys. The fourth building is located at the rear and takes advantage of the sloped topography. The step-backs and building positions minimize the impact the buildings have along the street.

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



Comment: Mechanical equipment will be screened where required and 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.

Comment: Large exposed blank walls have been avoided on all four buildings. All sides of the building have been finished and treated to match the front facade. Landscaping has been incorporated into the design of the building to allow for a cohesive design.

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

Comment: Primary building entrances are well defined with sheltered drop-off areas and are located along the private condominium road. Entrances to the at grade commercial uses in Building 2 are well-defined and located along the pedestrian sidewalk fronting onto Yonge Street. All entrances, both residential and commercial, have been designed to provide accessibility for all pedestrians and residents of all disabilities.

(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.

Comment: Access to the underground parking and building entrances have been located along the private condominium road, allowing for a mutual entrance off of Yonge Street. Two entrances/exits are located off of Yonge Street. The main entrance is located at the intersection of Yonge Street and D'Ambrosio Drive, which will create a four-way signalized intersection. The secondary entry/exit is located north of the primary entrance to allow for emergency vehicle access and for continuity of traffic through the site.

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

Comment: 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.

Comment: The subject lands are deeper than 60 metres and the parking areas have been reduced by providing underground parking for residents, minimizing the visual impact. Landscaped islands, in the form of amenity space, have been provided to soften the visual impact of the private condominium road.

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

Comment: Parking and loading areas are screened from Yonge Street and are located along the private condominium road.

(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.

Comment: The landscape design planting strategy conforms to the City's Guidelines and provides plantings and street furniture (benches, bike racks, etc.) along Yonge Street.

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

Comment: A detailed landscaping plan is provided with this submission in accordance with this guideline.

(d) ENVIRONMENTAL FEATURES

ii) All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.

Comment: A Tree Preservation Inventory and Preservation Plan, prepared by Landmark Environmental Group, was prepared in support of this development.

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.

Comment: In addition to the Tree Inventory and Preservation Plan, a Landscape Plan was prepared by Landmark Environmental Group. The Landscape Plan demonstrates how the design of the amenity space has been incorporated with the existing woodland and protected areas. The buildings have been located to allow for recreational uses at the rear, along the Environmental Protection Area. New trees have also been planted where possible.

(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.

Comment: A Signage Plan was prepared by Salter Pilon and submitted as part of the application.

(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.

Comment: The specific locations of the utilities will be detailed through the Site Plan Application process.

(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.

Comment: Specific energy conservation and sustainable design techniques will be considered in detail during the Site Plan Application process. It is noted that there are opportunities to incorporate energy efficiencies.

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.

Comment: The proposed development creates a compact built form that encourages the use of transit and active transportation. The subject lands are located on an existing transit route and are in close proximity to a Major Transit Station, lending to transit ridership and many other amenities(nearby and regionally). The proposed development also provides sidewalk connectivity to municipal sidewalks, further encouraging active transportation.

4.1.2 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

(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.

Comment: The proposed development has been designed with a focus placed on pedestrian use. At-grade commercial is provided along front street to provide an interactive pedestrian realm with the facade of the building. A slight step-back is provided above the 2nd storey along Yonge Street to limit the impact of height on the pedestrian realm. Step-backs are also provided above the 8th storey to support adherence to the City's angular plain provisions and to further limit the impact of height.

(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.

Comment: The building locations have been thoughtfully placed within the subject site to reduce the impact of the tall buildings. The tallest building, 12-storeys, is located in the rear, away from the street, and takes advantage of the change in grade, making the building appear shorter. The building step-backs at 8 storeys also help in reducing the visual and physical impact of the 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.

Comment: The four buildings are appropriately separated with a separation distance that ranges from 18.9 metres to 45.3 metres. These separation distances maintain privacy, access to light and views of the sky.

(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.

Comment: The proposed development includes underground parking for residents, and some surface level parking. Loading areas are located along the private condominium road and are therefore screened from Yonge Street.

(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.

Comment: The proposed buildings will provide an architecturally significant addition to the skyline of the City of Barrie. The buildings have been designed to provide visual interest to the skyline, through the combination of different facade materials, balcony placement, and designed step-backs.

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.

Comment: A shadow analysis has been prepared by Salter Pilon and submitted with this application. 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 Environmental Protection Area.

(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 channeling, 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.

Comment: A Pedestrian Level Wind Impact Study was completed by RWDI in support of the development application. Please refer to the report for full details regarding impacts. Each building incorporates a covered entry and drop-off area to provide weather protection.

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

Comment: The proposal supports street level activity as it provides at-grade commercial along Yonge Street. The uses at-grade incorporate transparent windows and doors to allow for an interactive streetscape. The primary building facades are oriented along the property line with main commercial entrances off of Yonge Street. The building massing and materials respect the pedestrian scale through step-backs and active transparent at-grade commercial.

(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.

Comment: As the subject lands are located along a Primary Intensification Corridor, it is expected that other high density development will take place on adjacent properties in the future, resulting in taller buildings on the neighbouring properties. The four buildings proposed range in height with the lower 8-storey buildings located on the corners of the subject property, allowing a gradual height transition.

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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.

Comment: The above noted reports have all been prepared by Salter Pilon and have been submitted with this application.

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 1 of this report.

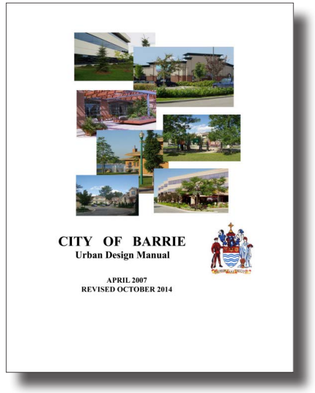
PHYSICAL ENVIRONMENT AND BUILDING SITING

The proposed structure and associated density is considered appropriate for the subject lands as they have been planned for in a manner that is sensitive to the surrounding uses and are located in an identified intensification area within the City.

The proposed buildings front Yonge Street and contribute to a pedestrian scaled area which incorporates landscaped features and visual interest from the street. Commercial uses are provided at-grade to encourage pedestrian activity and interaction between internal spaces and the public realm.

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

The built form of the proposed development is considered appropriate for the subject lands, given that they are located within the Primary



Intensification Corridor where such density is possible.

SITE CIRCULATION

Pedestrian access has been incorporated into the design in order to provide safe and convenient access to and from all building entrances and amenity/park space. The pedestrian network connects each building to the municipal sidewalk and provides a trail loop around the site, avoiding dead ends. A ramped passageway is provided at ground level of Building 4 to further enhance circulation and pedestrian connections to the rear amenity space.

Primary building entrances are located along the private condominium road, providing direct access to the surface parking while also creating central drop-off areas for each building.

The private condominium road provides two entry and exit points, minimizing additional traffic along Yonge Street. The two entry and exit points also provide for easy and safe vehicular circulation. Access to all building entrances and underground parking are off of the private condominium road. An adequate number of parking has been provided on site. An adequate amount of barrier free parking spaces are provided within the surface level parking and within the underground parking. These parking spaces are located close to accessible barrier free entrances. All required safety features will be provided in the underground parking with stairwells and elevators located in high visible areas.

SITE SERVICES

Site circulation routes for service vehicles are 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. All required vehicle movements will be conducted within the internal private road, with two access points proposed off of Yonge Street.

Loading areas have been located along the interior condominium road of the buildings. Loading spaces located outside will be adequately screen from the street. All utilities are proposed to be located underground or in the interior; placement to be confirmed during detailed design.

ARCHITECTURAL DESIGN

The buildings have been situated to provide for at-grade commercial uses along Yonge Street, while also providing central vehicular circulation and drop-off areas. The at-grade commercial are oriented towards the street with large windows providing active storefronts and breaking up the building mass. The main entrances for the commercial uses are prominent along Yonge Street, provide direct pedestrian access, and are clearly identifiable. Above the commercial uses, at the 2nd storey, there is a slight building step-back to minimize the impact the building height may have on the pedestrian realm. The main residential entrances are off of the internal private road. These main entrances are prominent, clearly identifiable, and offer covered drop-off areas.

The proposed buildings use a high degree of architectural quality. There is a cohesive visual relationship between the four buildings which is created through similar design elements, building step-backs, and through the mix and use of materials. The change in materials creates visual architectural interest while also maintaining a consistent design.

The buildings use step-backs to reduce the massing of the built form. Balconies and terraces have been designed to provide usable amenity and personal space. Parking is located underground with limited surface parking provided. 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.

Further details regarding the architectural plans can be found in Section 3 of this report.

TRANSIT

The site is located in an ideal location for access to regional and local transit options. The subject site lies along a public transit route and in less than 3.0 kilometres from the Barrie South GO Station. The site will also be linked to the municipal sidewalk network, further promoting active transportation.

LANDSCAPE DESIGN

The proposed landscape design preserves the existing natural features of the site and includes two distinct amenity areas both for active and passive recreation. As mentioned in Section 3 of this Urban Design Report, the passive amenity area is located to the rear of the subject lands and overlooks the scenic Lovers Creek valley. By locating this amenity space to the rear it can act as a buffer between the buildings and the environmentally protected area, while also incorporating the protected area into the landscaped design. The active amenity space, is located centrally to all four buildings and provides active meeting spaces for a variety of activities. The overall design intent is to create a connected landscaped design that complements the building design, is accessible, and serves the residents, patrons, and visitors of the site.

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

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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.

As the subject lands are located within the Primary Intensification Corridor in Yonge Street, the urban design guidelines apply to the subject lands. The guidelines identify the intensification typology as a mixed-use and residential avenue. Key opportunities for mixed-use and residential avenues include redevelopment of underutilized parcels for street-oriented mixed-use development in low to mid-rise buildings. This is to be achieved by providing active pedestrian supportive streetscapes, human scaled buildings, and wide boulevards that accommodate landscaping, sidewalks, and other pedestrian oriented design features.

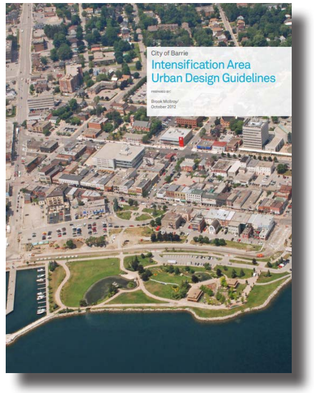
The proposed development is reflective of the mixed-use residential avenue. The design is pedestrian oriented, offering active streetscapes, wide boulevards with landscaping and sidewalks, and building step-backs to support the pedestrian scale. The proposed development provides taller buildings and follows the common urban design idea of a 1:1 ratio for avenues and buildings (the width of the avenue being equivalent to the height of the building). With a road widening of 34 metres planned along Yonge Street, a building height of approximately 34 metres (Building 2) is appropriate for the subject lands.

Section 2.5.1 describes the priority directions that will guide all new development within the mixed-use and residential avenues. These 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 mixed-use 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.*

4.3.1 Public Realm Urban Design Guidelines

Section 3.2 provides direction on streets and streetscapes. It states that streets within the intensification areas should be pedestrian-supportive, include landscaping, wide boulevards, and accommodate opportunities for active uses. Implementing tree plantings, street furniture and wide boulevards that encourage active transportation.



The proposed development incorporates at-grade commercial, wide boulevards, tree plantings, and street furniture (benches, bike racks, etc.) to create a pedestrian supportive streetscape.

4.3.2 Private Realm Urban Design Guidelines

Section 4.0 provides policy direction for the private realm, including community structure, transit supportive design, parking considerations, building orientation, and site layout. The proposed development is transit supportive, providing residential uses along a public transit route (Section 4.1.3). The guidelines encourage the use of underground parking and screened parking areas (section 4.2). The proposed development implements an underground parking structure with limited surface parking which is screened from Yonge Street.

Section 4.3 speaks to General Building Guidelines, including building orientation, site layout, and building height. The proposed development is situated along Yonge Street, providing an active public realm with at-grade commercial, contributing to a positive interactive streetscape (Section 4.3.2). Although two of the buildings are taller than the recommended 8-storeys, step-backs have been implemented to reduce the impact on the public realm and neighbouring properties. The proposed development contributes to the character of Yonge Street as a Primary Intensification Corridor, providing an appropriate density to the area.

Section 4.3.7 provides direction for transition to neighbourhoods to provide "transition in height from mid-rise buildings to low residential homes to reduce the shadow impacts on the residential properties, as well as the perception of height". The proposed development maintains a large building setback from the residential areas north of Yonge Street. In addition, a Shadow Impact Study has been prepared by Salter Pilon and submitted in support of this application. The study demonstrates shadowing impact on the neighbouring properties. Step-backs have also been used to reduce the impact of shadows on neighbouring properties.

4.3.3 Mixed-Use and Residential Avenue Guidelines

Section 5.1 sets out policies relating to the Mixed-use and Residential Avenue typology. The guidelines state that Yonge Street and other such corridors should evolve into "major transportation corridors that balance functional requirements of the street with the provisions for an active, pedestrian-supportive streetscape". Specifically, development should be oriented to the public realm, have a high degree of architectural quality, and make use of design features such as landscaping, special paving, unique light standards and public art. Emphasis is placed on creating streets that are attractive pedestrian supportive destinations.

As mentioned, the proposed development is mindful of the guidelines of the Mixed-use and Residential Avenue for the Yonge Street Intensification Corridor area. It proposes a pedestrian oriented structure with active at-grade frontages; it makes use of landscaping features; reduces the amount of surface parking; is in close proximity to transit stops; and is linked to the established municipal sidewalk network.

For the reasons stated above, the proposed development satisfies the guidelines set forth in the Intensification Area Urban Design Guidelines.

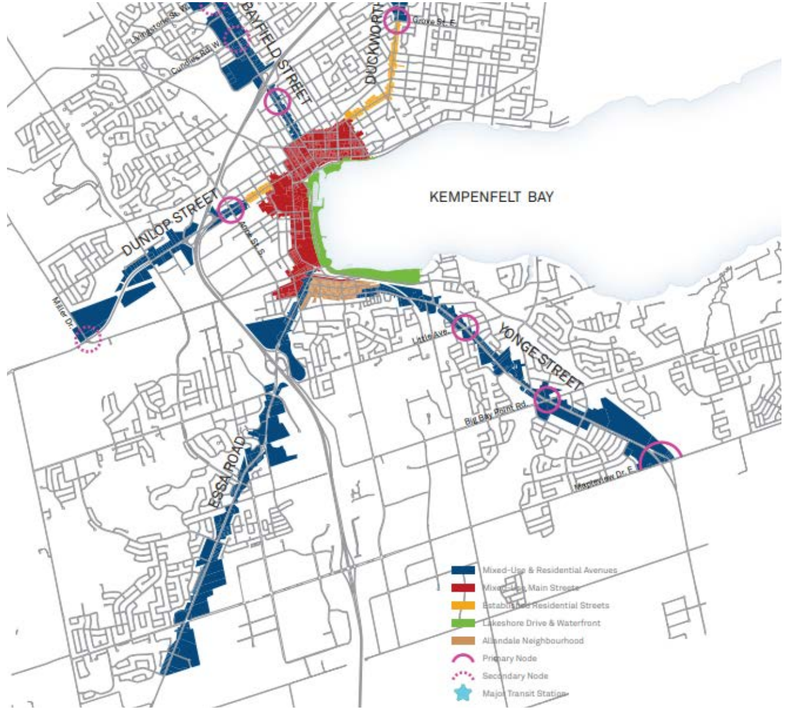


Figure 14. Intensification Typologies - Intensification Area Urban Design Guidelines

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BLOCK PLAN

5

A Block Plan was completed by Salter Pilon for the proposed development. This Urban Design Report demonstrates how the proposed development contributes to the streetscape and is consistent with both the planned and existing character of the Yonge Street Intensification Corridor. An inventory, assessment, and understanding of the physical features of the existing site context is included in Section 2 of this report.

The overall Block Plan has been developed to demonstrate how the Intensification Corridor could evolve. The plan shows the proposed development and surrounding context, including proposed developments taking place along Yonge Street. It is expected that other high density development will take place on adjacent properties in the future, resulting in taller buildings along the Intensification Corridor.

The intent of this plan is to show how the proposed development fits into the existing lot fabric, land uses, and other potential development sites. The plan also demonstrates why higher densities should be considered appropriate in this location given the properties context to abutting lands.

The Block Plan is shown inf Figure 15.

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Proposed Site (505-533 Yonge St)
410 Yonge St Proposal
Open Space
General Commercial
GoTrain Line
Residential
Environmental Protection Area
Primary Node/Major Transit Node
Educational Institutional
Primary Corridor
481 Yonge St Proposal

Figure 15. Block Plan

SHADOW STUDY

6

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

The Shadow Study demonstrates that the majority of shadows fall on the Environmental Protection area to the rear of the subject property. Minimal shadow impacts are seen on the adjacent residential uses and Yonge Street, limited to early mornings throughout the year. It is our opinion that the shadows cast by the proposed development are limited and acceptable for the surrounding uses.

The Shadow Study is shown in Figure 16.

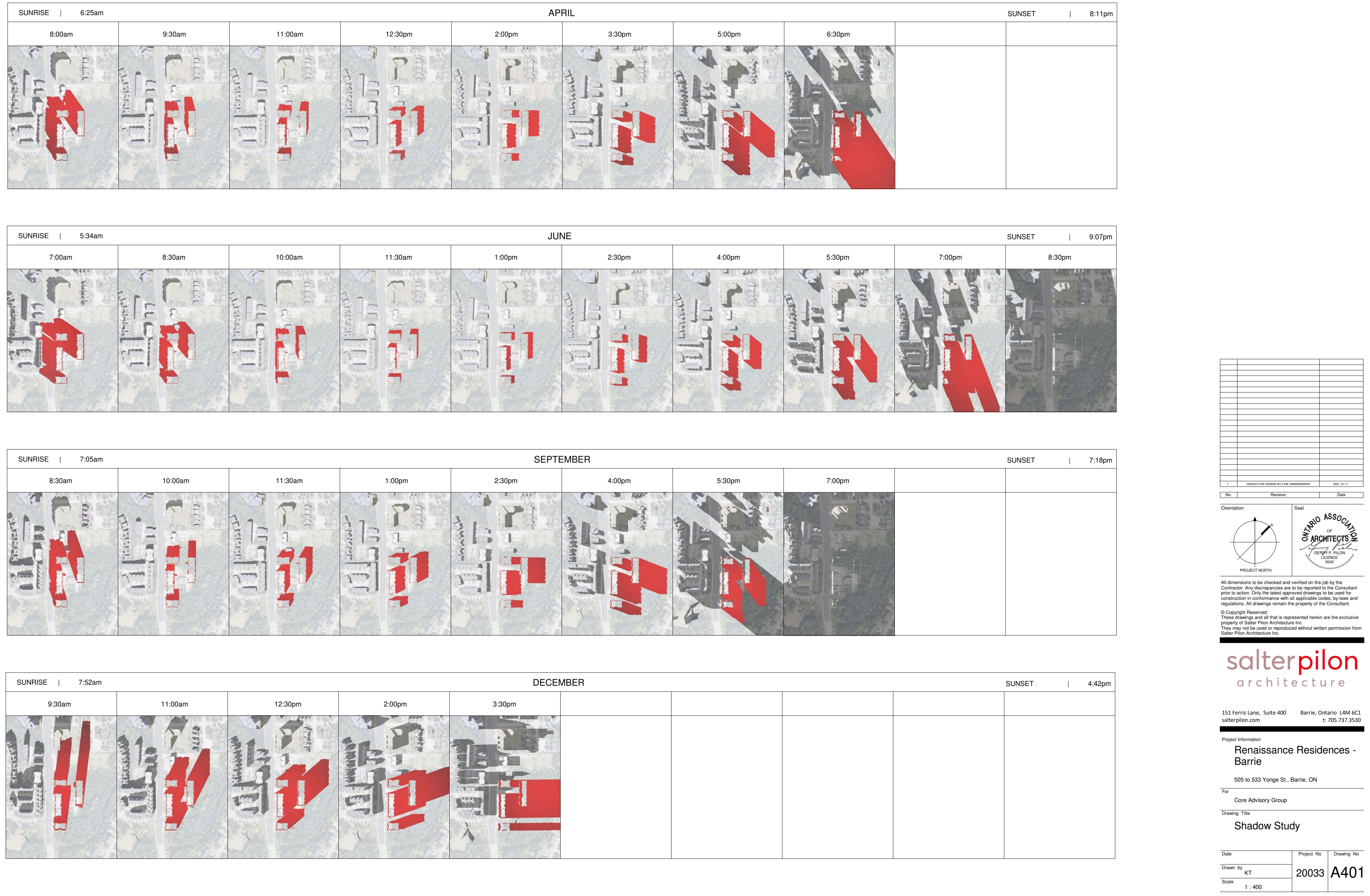

Figure 16. Shadow Study

CONCLUSION

7

The proposed Zoning By-law Amendment seeks a change in zoning from 'Residential Multiple Dwelling Second Density' (RM2-SP-98 & RM2-SP-468) and 'Residential Single Detached Dwelling First Density' (R1) to 'Apartment Dwelling Second Density-2 with Special Provisions' (RA2-2-SP-___). This zone is intended to facilitate the future development of condominium and market rental apartment buildings (with commercial at grade), that range from 8 to 12 storeys.

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 site is considered appropriate for intensification and is in accordance with the established locational criteria. A strong urban streetscape, pedestrian supportive design, and high quality site design creates a development that aligns with the vision of the Yonge Street Intensification Corridor.

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.

It is our professional planning opinion that the Zoning By-law Amendment application, and development in general, adequately satisfy the City's urban design guidelines and goals.

Respectfully submitted,
Innovative Planning Solutions

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

Kyle Galvin, MCIP, RPP
Senior Planner

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

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

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

4.0 SITE SERVICES

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

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	(✓)	( )	Lighting features and elements to be detailed at the Site Plan Stage
B. Design site lighting to meet building and user needs.	(✓)	( )	_____
C. Use lighting to accentuate site features.	(✓)	( )	_____
D. Eliminate glare and light spillage.	(✓)	( )	_____
E. Used pedestrian scaled lighting.	(✓)	( )	_____
F. Coordinate lighting systems and landscaping.	(✓)	( )	_____

6.0 FENCING

A. Design fencing and other site elements to complement the architecture of the main building.	(✓)	( )	Fencing details to be detailed at Site Plan Stage
B. Minimize visual monotony.	(✓)	( )	_____

	yes	n/a	Comments
7.0 ARCHITECTURAL DESIGN			
A. Ensure design is compatible with developing character of the neigbourhood.	(✓)	( )	_____
B. Ensure multiple buildings have a cohesive visual relationship.	(✓)	( )	_____
C. Coordinate exterior building design on all elevations.	(✓)	( )	_____
D. Orient buildings toward street/internal courtyard.	(✓)	( )	_____
E. Conceal rooftop mechanical equipment.	(✓)	( )	_____
F. Ensure buildings over 3 storeys in City Centre contribute to the skyline.	(✓)	( )	_____
G. Design rooftops with identifiable shapes.	(✓)	( )	_____
H. Emphasize main building entrance.	(✓)	( )	_____
I. Employ the effective use of building materials, architectural detail and lighting.	(✓)	( )	_____
J. Ensure buildings on corner lots have presence on both streets.	(✓)	( )	_____
7.2 Heritage Resources			
A. Incorporate natural, historical, architectural or cultural resources.	(✓)	( )	_____
B. Conserve significant heritage resources.	(✓)	( )	_____
C. Incorporate existing architectural features.	( )	(✓)	_____
D. Site features to respect heritage resources.	(✓)	( )	_____
8.0 SIGNAGE			
A. Integrate signs to complement the design of the building.	(✓)	( )	_____
B. Use materials found elsewhere in the project in the design of the ground sign.	(✓)	( )	_____
C. Ensure that new signs on existing buildings provide an appearance with existing signs.	(✓)	( )	_____
D. Provide uniform fascia signs.	(✓)	( )	_____
E. Provide for convenient and attractive replacement of signs.	(✓)	( )	_____
F. Accommodate mobile signs in appropriate landscaped areas.	(✓)	( )	_____

	yes	n/a	Comments
G. Ensure that mature landscaping and signage work in harmony.	(✓)	( )	_____
H. Provide street address numbers for identification.	(✓)	( )	_____

9.0 LANDSCAPE DESIGN

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

9.2 Landscape Strips

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

10.0 WATERFRONT

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

11.0 DEVELOPMENT ADJACENT TO RAILWAYS

(subject to Council's consideration)

12.0 TRANSIT

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