

An aerial photograph of a city street intersection. In the center, there is a large, multi-story building with a light-colored facade and a flat roof. To the right of the building is a large parking lot filled with cars. The surrounding area includes residential houses with green lawns and trees. A road curves around the building and parking lot. The text 'URBAN DESIGN REPORT' is overlaid in large, white, sans-serif capital letters on a semi-transparent dark grey rectangular background.

# URBAN DESIGN REPORT

54 & 76 ROSS STREET,  
150 TORONTO STREET &  
61 WELLINGTON STREET WEST

CITY OF BARRIE | COUNTY OF SIMCOE

PREPARED FOR: VICTORIA VILLAGE

DECEMBER 2021

**IPS**

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

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# APPENDICES

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# INTRODUCTION



Innovative Planning Solutions has been retained by Victoria Village to complete an Urban Design Report in support of a Zoning By-law Amendment application to amend the City of Barrie Zoning By-law 2009-141. The subject lands consist of four properties in the City of Barrie, County of Simcoe, municipally known as: (1) 54 Ross Street, (2) 76 Ross Street, (3) 150 Toronto Street, and (4) 61 Wellington Street West. Collectively, the properties are commonly referred to as Victoria Village (*Figure 1*).

The purpose of this report is to support Zoning By-Law Amendment (ZBA) applications for the subject lands that will facilitate future development and the provision of 128 long-term care beds approved by the Provincial Government. Specifically, the ZBA application proposes the rezoning of 150 Toronto Street and 54 Ross Street to the 'Institutional – Special Provisions (I-SP299)' zone to consolidate zoning with 76 Ross Street and 61 Wellington Street West. The application also proposes permitting additional residential uses within the I-SP299 zone to allow low-rise residential housing forms. The intent of the ZBAs is to establish consistent zoning throughout the subject lands and provide flexibility for future developments associated with the expansion of the Victoria Village campus.

This Urban Design Brief provides description of the proposed development concept and a high-level overview of key design ideas and themes that will be considered during future design stages. Applicable guidelines and policies that direct urban design within the City of Barrie relative to the proposed development concept will also be outlined and addressed to demonstrate consistency with the intent and objectives of the City of Barrie. This report is intended to be read in conjunction with the Planning Justification Report provided by Innovative Planning Solutions.

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



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## 2.1 Subject Site

The subject lands comprise four individual parcels that are municipally known as: (1) 54 Ross Street, (2) 76 Ross Street, (3) 150 Toronto Street, and (4) 61 Wellington Street (*Figure 2*). All subject land parcels are located in the City's Built-Up Area. The properties are located in a block bounded by Toronto Street to the east, Ross Street to the south, Wellington Street West to the north, and 96 Ross Street to the west which contains a five (5) storey residential apartment building (Ross Well Suites). The four subject land parcels are collectively referred to as Victoria Village. The lands are depicted in Figure 1. The subject lands are irregular in shape and have limited vegetation cover. The lands contain areas that are flat, as well as areas in the north that slope southward.

The subject lands have a lot area of 2.7 hectares (6.7 acres) and frontages of approximately 187.4 metres (614.8 feet) along Toronto Street, 227.1 metres (745.1 feet) along Ross Street, and 174.4 metres (572.2 feet) along Wellington Street West. Wellington Street West, Ross Street, and Toronto Street are classified as Arterial, Major Collector, and Minor Collector, respectively. Access to the subject lands is provided through multiple entrances from Wellington Street West, Toronto Street, and Ross Street.

The subject lands are located adjacent to Queen's Park to the south and near the City Centre to the east and south. Public transit routes 5A/B and 8A/B operate adjacent to the subject lands along Ross Street with other routes operating nearby at the intersection of Ross Street and Maple Avenue. The Barrie Bus Terminal is located just to the southwest along Maple Avenue (650 metres).



Figure 2. Aerial View of Subject Site

The uses surrounding the subject lands are described as follows (Figure 3):

**North:** Institutional, residential, and City Centres uses are primarily found north of the subject lands. A property containing facilities associated with Royal Victoria Regional Health is located to north of the lands beyond Wellington Street West. The Hillcrest Public School and recreational space is located north of the health facility. These properties are adjacent to residential areas that largely consist of single-detached dwellings. Continuing north past these areas is the Bayfield Primary Intensification Node and Highway 400.

**East:** Toronto Street is located immediately east of the subject lands, with some institutional, residential, and City Centre uses past the street. A day care centre (Learning Jungle Maple Hill) is located east of the facility at the southeast corner of Toronto Street and Wellington Street West. Residential properties found east of the lands largely consist of single-detached dwellings. Continuing east is the Bayfield Intensification Corridor which contains various retail businesses, restaurants, services.

**South:** Ross Street is located immediately south of the subject lands, with open space and residential areas located past the street. Queen's Park is located across Ross Street and contains various recreational spaces and facilities, including fields, tennis courts, a baseball diamond, and skateboard park. The park contains recreational trails running throughout and along the park boundary. Residential properties are also found south of the lands, with a mix of housing forms ranging from single-detached dwellings to multiple-unit buildings. Continuing south is Downtown Barrie and the Dunlop Intensification Corridor

**West:** The subject lands are immediately adjacent to a five (5) storey residential apartment building to the west. Past this property are further residential properties that largely consist of single-detached dwellings. Environmental Protection Area and commercial areas that contain buildings for businesses are also found to the west. Past these areas is Highway 400.

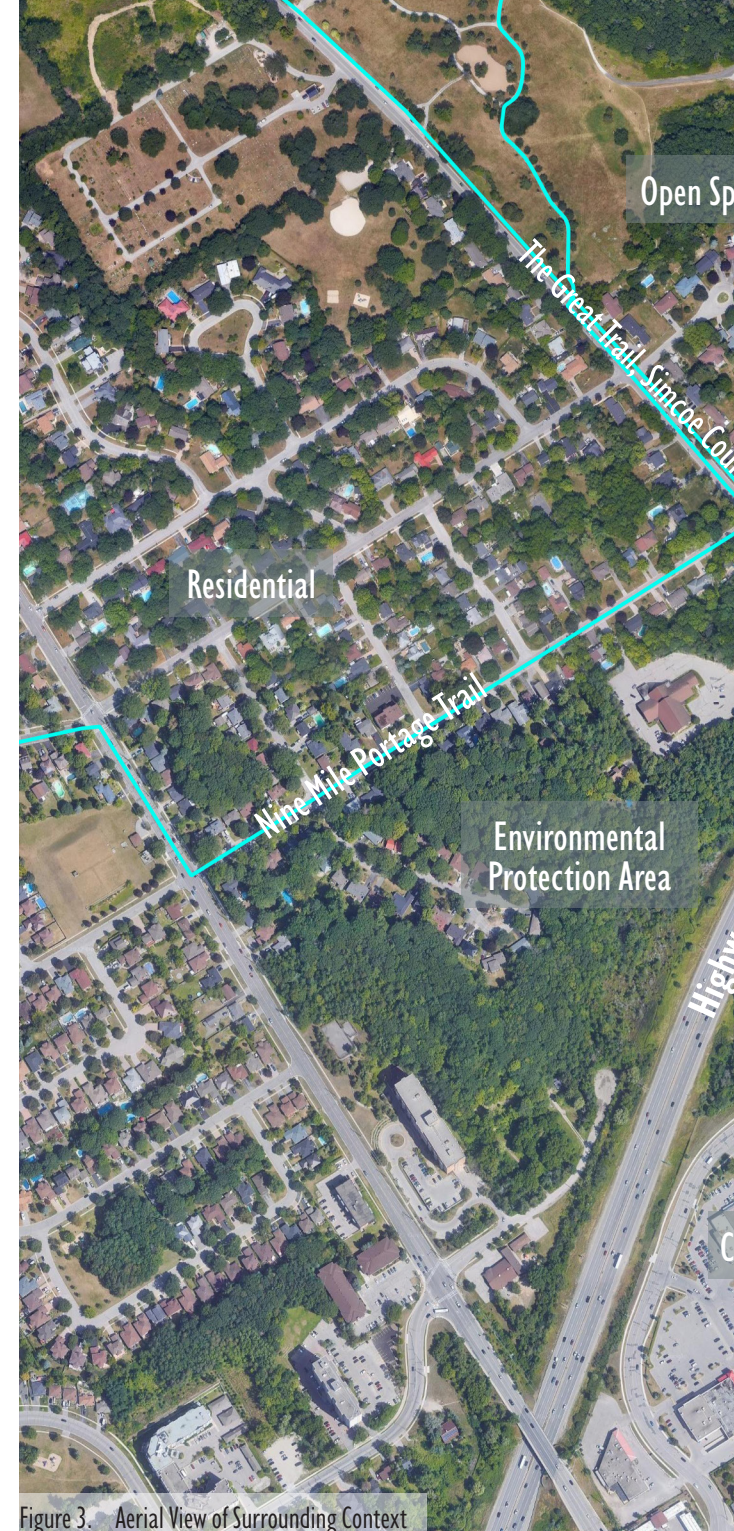
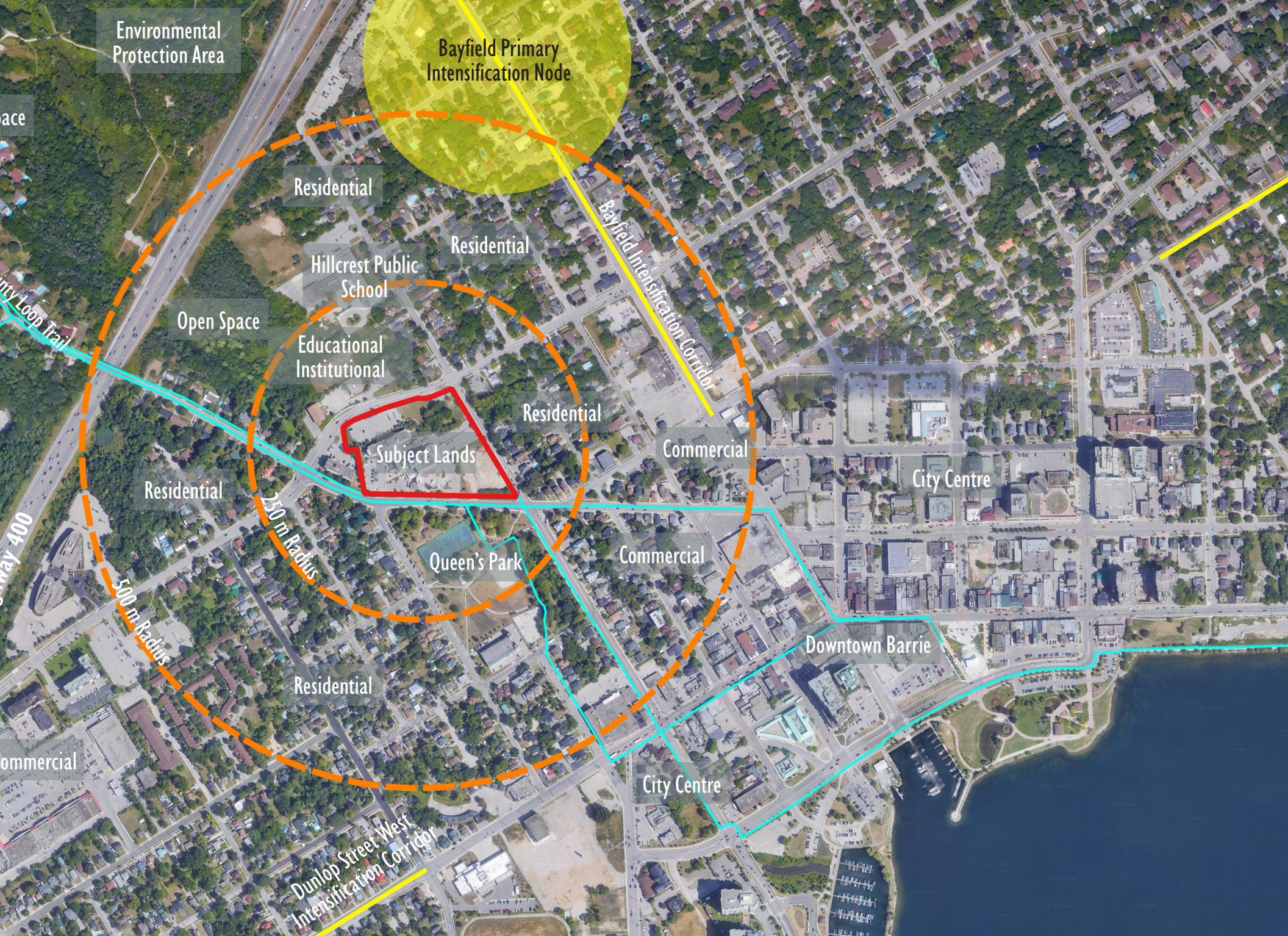


Figure 3. Aerial View of Surrounding Context



Environmental Protection Area

Bayfield Primary Intensification Node

Residential

Residential

Hillcrest Public School

Open Space

Educational Institutional

Residential

Subject Lands

Commercial

City Centre

Residential

Queen's Park

Commercial

Downtown Barrie

Residential

City Centre

Dunlop Street West Intensification Corridor



## 54 Ross Street

The property at 54 Ross is located in the northwest corner of the Toronto Street and Ross Street intersection. The property previously contained an institutional building (Central United Church), which has since been demolished. The site is currently vacant and primarily consists of a gravel parking lot. Small areas of grass are located along the north and south property boundaries, with some additional tree cover along the south boundary. The property is mostly flat, sloping slightly down towards Ross Street. The property is adjacent to 76 Ross Street to the north and west, Toronto Street to the east, and Ross Street to the south. The property is designated 'Institutional' per City of Barrie Official Plan — Schedule A (Land Use), and zoned 'Institutional' (I) per the City's Zoning By-law 2009-141.

- Site Area: ~4,608 m<sup>2</sup> (0.46 ha)
- Frontage: Ross Street ~71.8 m; Toronto Street ~103.2 m
- PLAN 394 LOTS 8 AND 9 PT LANE PLAN 622 PT LOT 52 RP 51R31086 PART 2



## 150 Toronto Street

The property at 150 Toronto Street is located along the west side of Toronto Street. The lands are vacant and largely consist of grass with a concrete pad in the east corner and tree cover along the west and north boundaries. The land slightly slopes north to south, with low lying areas along the south boundary. The property is adjacent to the property at 76 Ross Street to the north, south, and west and Toronto Street to the east. The property is designated 'Institutional' per City of Barrie Official Plan — Schedule A (Land Use), and zoned 'Residential Multiple Dwelling Second Density' (RM2) per the City's Zoning By-law 2009-141.

- Site Area: ~1,012 m<sup>2</sup> (0.10 ha)
- Frontage: Toronto Street ~20.2 m
- PLAN 622 LOT 50





76 Ross Street



76 Ross Street



76 Ross Street

## 76 Ross Street

The property at 76 Ross Street is located on the north side of Ross Street and along the east side of Toronto Street. The property contains the main facility within the existing Victoria Village Campus, a multi-building structure centrally located on the property. Paved parking areas are located throughout the property, with larger lots found in the southwest and southeast corners, and in the east, along the southernly Toronto Street frontage. Grassed areas are found along the property boundary of the property, with heavier vegetation found in the northeast corner near the boundaries with 150 Toronto Street and 61 Wellington Street West. The lands are largely flat with slightly sloping land in the north that slope north to south. The property is irregularly shaped and is adjacent to 61 Wellington Street West to the north, 96 Ross Street to the west, Toronto Street, 54 Ross Street, and 150 Toronto Street to the east, and Ross Street, 150 Toronto Street, and 54 Ross Street to the south. The property is designated 'Institutional' per City of Barrie Official Plan – Schedule A (Land Use), and zoned 'Institutional' (I-SP299) per the City's Zoning By-law 2009-141.

- Site Area: ~16,551.0 m<sup>2</sup> (1.66 ha)
- Frontage: Ross Street ~155.5 m; Toronto Street ~52.7 m
- PLAN 394 LOTS B 5 TO 7 PT LOTS A 2 TO 4 PLAN 622 LOTS 49 AND 51 PT LOT 53 AND RP

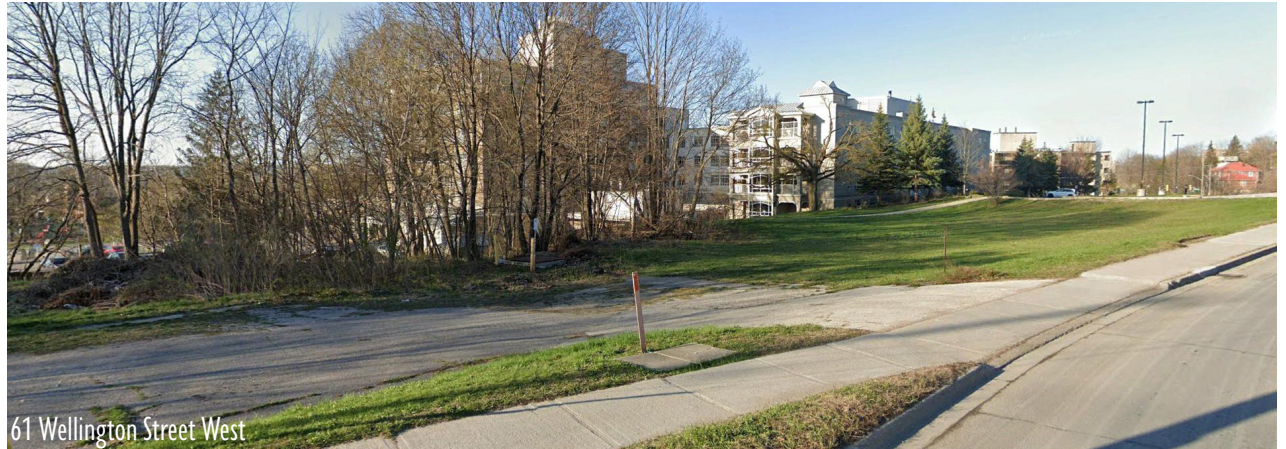


76 Ross Street

## 61 Wellington Street West

The property at 61 Wellington Street West is located along the south side of Wellington Street West. The property is vacant with two (2) paved parking areas, one (1) located in the east portion of the property and one (1) in the west. Areas of grass cover are located along the west property boundary with 96 Ross Street and in the centre of the property between both parking areas. Tree cover is mostly located along the south property boundary with 76 Ross Street and 96 Ross Street. The property is mostly flat with sloping areas located in grassed areas in the centre and west. The property is adjacent to Wellington Street West to the north, 96 Ross Street to the west, 76 Ross Street to the south, and Toronto Street to the east. The property is designated 'Institutional' per City of Barrie Official Plan — Schedule A (Land Use), and zoned 'Institutional' (I -SP299) per the City's Zoning By-law 2009-141.

- Site Area: ~5,033.4 m<sup>2</sup> (0.50 ha)
- Frontage: Wellington Street West ~186.3 m; Toronto Street ~11.6 m



# PROPOSAL OVERVIEW



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### 3.1 Proposed Development

The proposal represents an opportunity to consolidate the properties surrounding the existing Victoria Village campus for future development and intensification along Toronto Street. Future development on the lands will strength the longevity of Victoria Village as a pillar of the surrounding community and provide a large institutional facility supporting multiple uses including expansions to the Victoria Village care centre, as well as retail, commercial, recreational and community spaces, and residential. The proposal seeks to diversify the housing options within the area by providing a range of residential unit types and forms that can accommodate the social, financial, and health needs of future residents. The future development of the lands represents the progression of the Victoria Village Masterplan, which aims to provide one hundred and twenty-eight (128) long-term care beds in the first phases of the plan. The proposed plans submitted with these applications are conceptual in nature and may be subject to change.

The proposed conceptual development of the lands contemplates a C-shaped building that frames Toronto Street. The design of the building will maintain compatibility with the surrounding area by complementing existing heights of the Victoria Village and other nearby buildings. Current concepts suggest the location of the tallest portions of the building in the southwest corner of the Toronto Street and Wellington Street South intersection. The building may gradually decrease in height through a step-down design along Toronto Street towards Ross Street to accent and mirror the minor sloping of the land. The building may also feature a step-back from Toronto Street to accommodate outdoor amenity space for rooftop gardens and patios on higher levels. This design would limit the height perception of the building and reduce the height impact on the pedestrian realm, reinforcing compatibility with surrounding building forms and design features. A conceptual site plan is shown in **Figure 4**.

The future institutional facility would be highlighted by the expansion of the Victoria Village care facility. Expansion of the current care facility would enhance the person-centred care capacity of Victoria Village to meet the growing need for healthcare targeted towards older persons. In addition to the expansion of Victoria Village, the future facility would like feature spaces dedicated to commercial, retail, community, and recreational uses that would complement developed residential units and provide convenient access to goods and services for future residents.

The proposal will lend to a comfortable pedestrian environment with attractive landscaping elements and incorporation with well-established existing pathways. Vehicular access to future developments will likely be maintained through the existing entrances off Ross Street, Toronto Street, and Wellington Street West, and safe movement through the property will be encouraged through thoughtful road designs and connections with existing driveways.

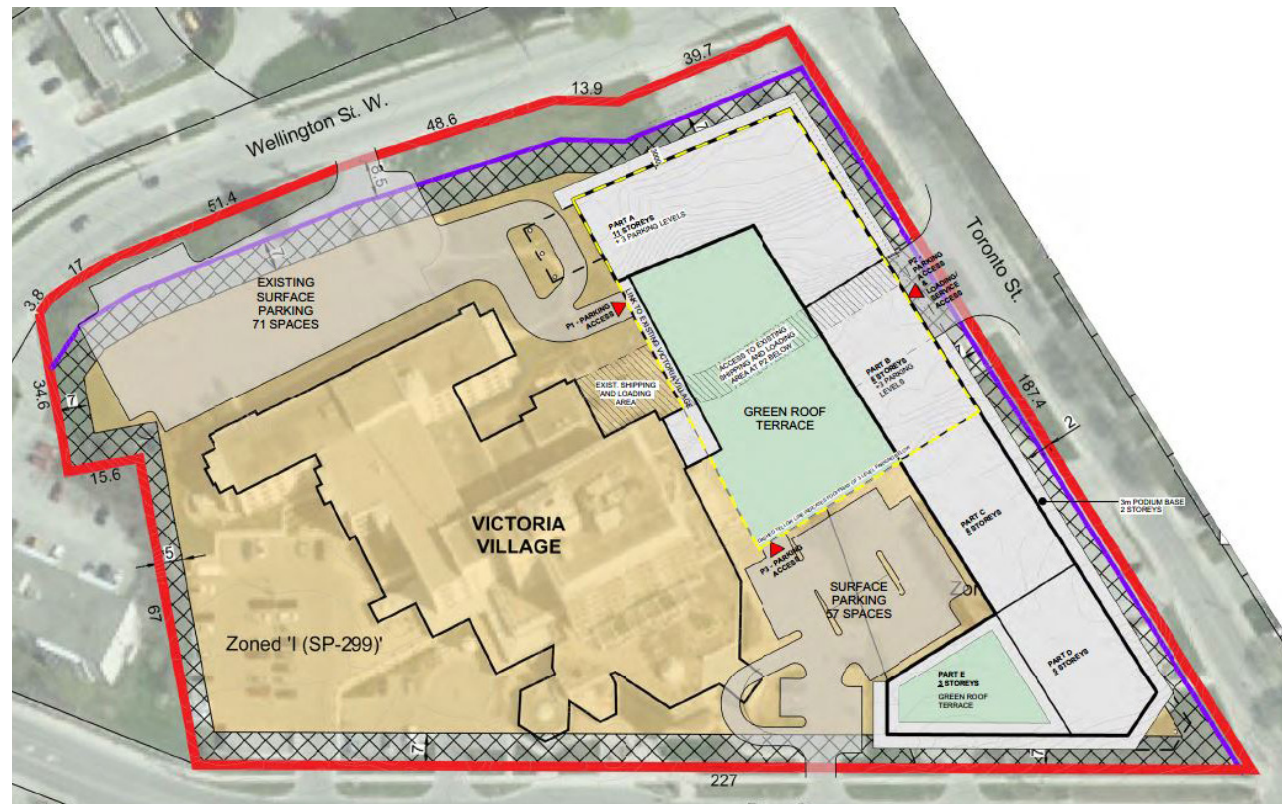


Figure 4. Proposed Site Plan Concept

Parking spaces to accommodate higher residential density and increased visitor rates will be provided in additional surface parking areas and potential underground parking lots.

The future expansion of Victoria Village and the development of residential, community and retail spaces in the subject lands will enrich the surrounding communities and provide appropriate future growth that makes efficient use of existing infrastructure and the proposed lands.

## 3.2 Design Approach

The current development application proposes several zoning amendments within the subject lands that will facilitate the future development of a large institutional building highlighted by the provision of 128 long term care beds. The intention of the current application is to provide conceptual flexibility in the subsequent designing stages of future developments. As such, specific details related to the architectural makeup, composition of the building, and landscape layout have not yet been finalized. Nevertheless, integral themes and focal ideas that will be emphasized throughout the development process have been identified and will be implemented in the future design of the building and the property grounds. This section will provide an overview of these ideas which will influence future site plan applications of the property.

### 3.2.1 Architecture

The architectural approach to the conceptual development will take into account the unique uses and context of the development as well as the diverse features of the surrounding built environment. The design of the development aims to maintain cohesion and compatibility with the existing neighborhood and nearby open spaces to encourage the sense of community.

The conceptualizations of the buildings' interior design will seek to

best elevate the diverse uses within the facility while maintaining a feeling of balance and harmony throughout the facility. The expansion of Victoria Village will promote a healthy and stressful environmental by integrating welcoming and functional spaces that accommodate the needs of visitors and residents. Interior spaces will enhance the experience of residents and visitors to the variety of spaces within the facility by incorporating clean and enduring design elements.

The conceptualizations of the building's exterior design will seek to provide a compatible and pleasing form that seamlessly integrates into the City of Barrie's surrounding established neighbourhoods, while providing a contemporary addition for surrounding neighbours to appreciate and utilize. A large emphasis in the design of the building will be placed on limiting the impact of the building height. The potential incorporation of a step-down design along Toronto Street towards Ross Street will accommodate the existing gentle slope, providing consistent height perception on the street-level. Similarly, the potential use of a step-back design will remove the bulk of the building from the sightlines of pedestrians on Toronto Street and contribute to maintaining a human-scale design on Toronto Street. Design elements to reduce the perceived building height will contribute to the integration of the building with the surrounding community and complement existing built forms. Additionally, materials and textures that reflect elements found in surrounding neighborhoods will be incorporated to signify the Victoria Village campus as part of the community.

While seeking cohesion, conceptualizations will also balance functionality of the variety of spaces for different uses in the facility. Connectivity to the existing Victoria Village will likely be promoted to make efficient use of established pathways, drive aisles, and property entrances from roads and sidewalks. Such a design would encourage better flow between the current and future campus of Victoria Village. Conceptual massing models for the proposed development are shown in *Figure 5* and *Figure 6*.

### 3.1.2 Landscape

Conceptualizations for the landscape designs will seek to be reflective of the surrounding open and recreational spaces near the lands while bolstering the future Victoria Village facility as an area for community engagement and recreation. The proposed development is planned to provide ample outdoor space throughout the facility for use by visitors, residents, and surrounding community members, including gardens, patios, and terraces. Such outdoor spaces will offer places for relaxation and recreation and will emphasize a foundation of openness, welcoming, and invitation. Additionally, commercial and retail uses within the facility will be supported through creation of attractive streetscapes and walkways. Landscaping around these uses will exhibit a variety of color and decorative characteristics to create an enticing and interactive environment that invites residents and pedestrians on the streets to explore these spaces.

Landscaped spaces will provide a cohesive and pleasant aesthetic for the proposed development that implements high-quality urban design. The proposed development will factor in considerations such as:

- Use of native plant species and avoiding invasive and non-native species
- Incorporate ecologically relative plantings suitable for the site characteristics
- Implement landscape plantings which exhibit a variety of color and decorative aesthetics
- Provide plantings and street furnishing along the building frontages to soften the building elevations and activate the streetscape.

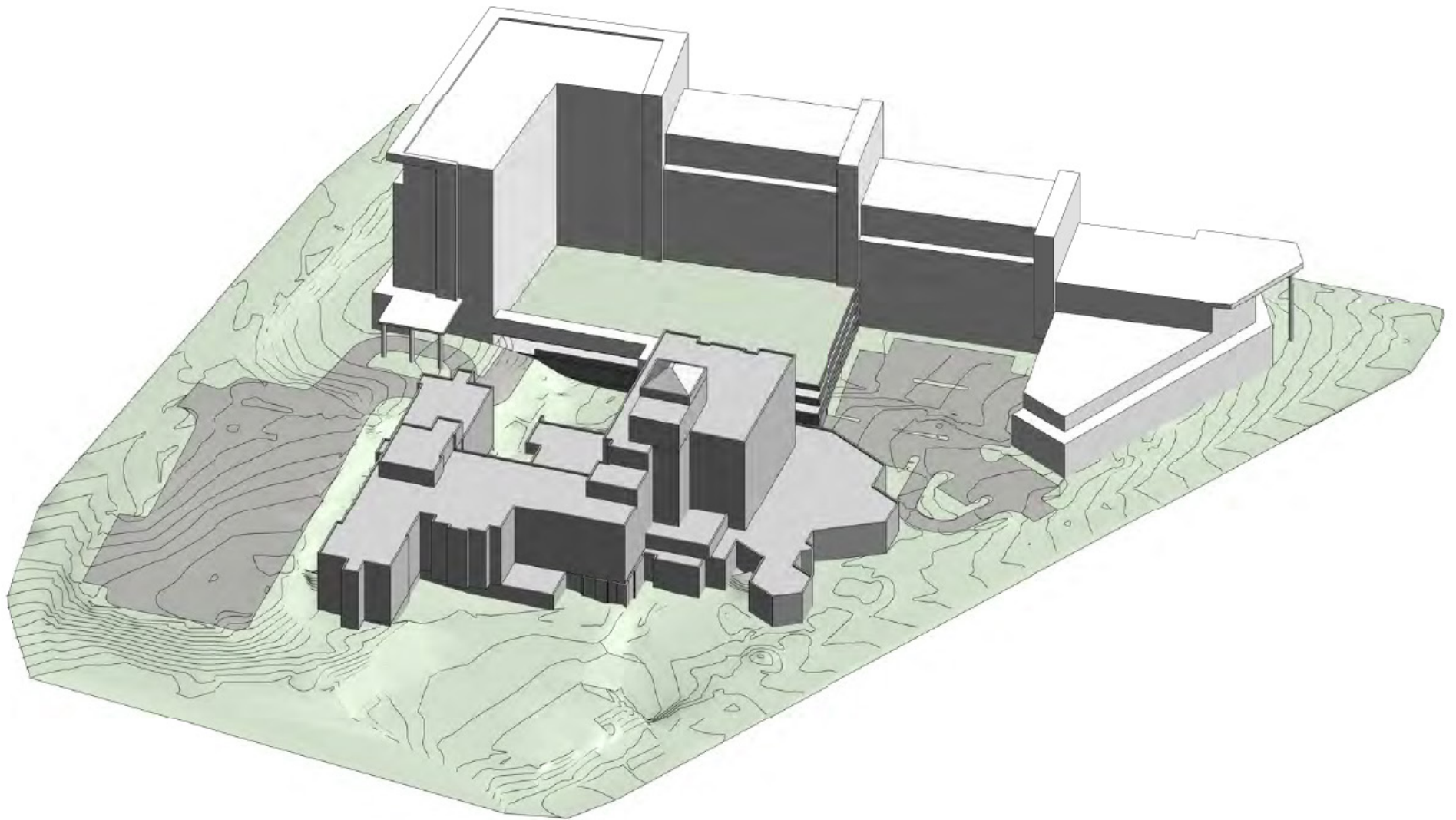


Figure 5. Conceptual Massing Model From Ross Street

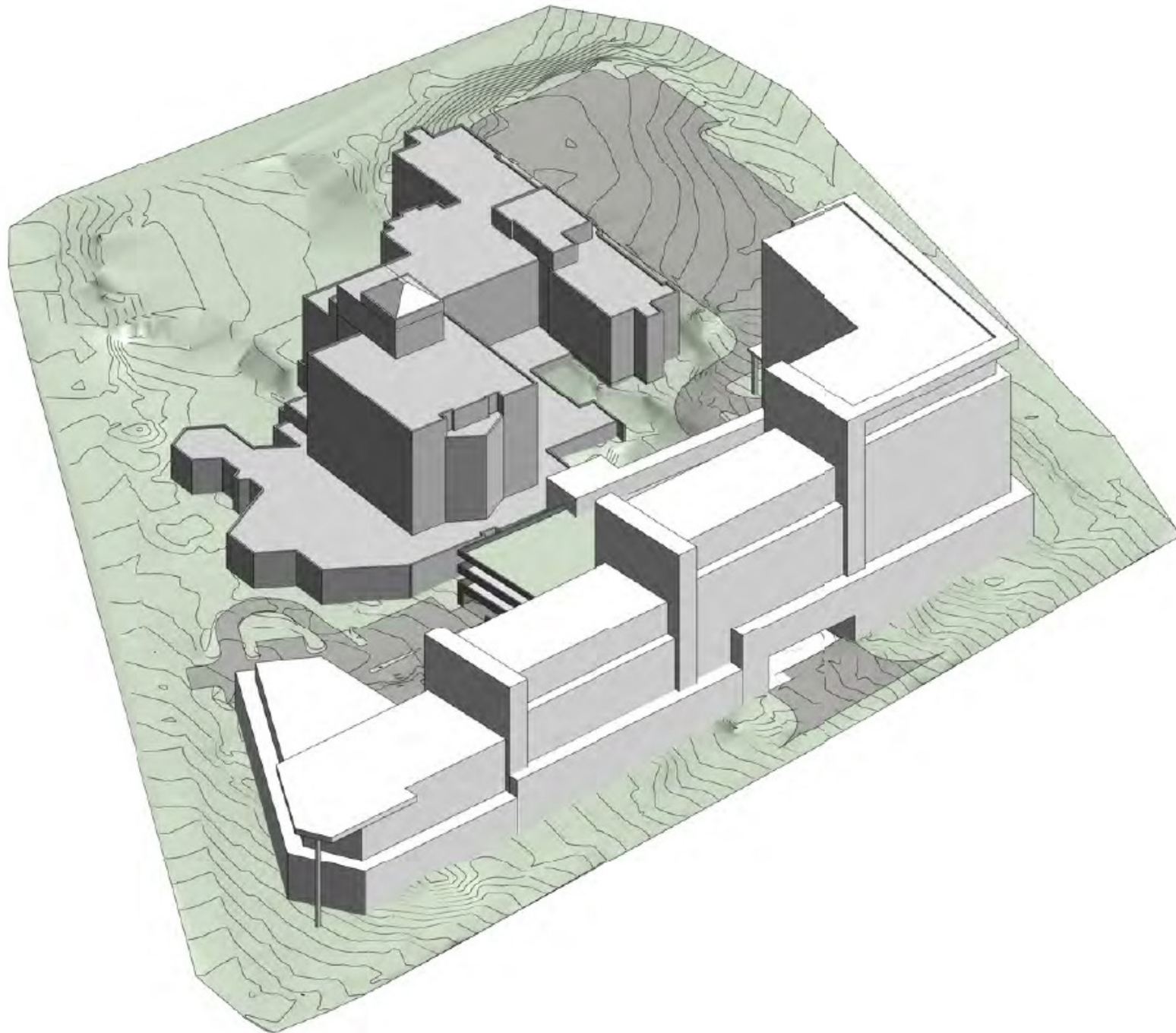


Figure 6. Conceptual Massing Model From Toronto Street and Ross Street

# SHADOW STUDY



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A Shadow Study was completed in December 2022 by Salter Pilon Architecture for the proposed development. This study demonstrates the shadows cast by the conceptual massing of the proposed development during several times throughout the year, to determine whether and to what extent shadows generated will impact adjacent properties, streets, and public spaces.

Depictions of the proposed development conceptual massing are shown in *Figure 5* and *Figure 6*. This conceptual massing was analyzed on four different dates of the year to assess any shadow impacts. The study was simulated for April 21, June 21, September 21, and December 21. The study analyzed the impact of shadows throughout the day. The completed Shadow Study by Salter Pilon Architecture is provided below.

## 4.1 April Study

The study analyzed shadows every hour on the 21st of April between 8:45am and 6:45pm (*Figure 7*). In the early morning hours (starting at 8:45am) shadows are cast northwest towards Wellington Street West onto the road and a small portion of the properties across the road. The shadows persist north of the property throughout the morning until 11:45am. The impact of the shadows in the morning are minor.

From 12:45pm, the shadows begin to move northeast of the subject lands towards Toronto Street. These shadows are limited to the adjacent Toronto Street and Wellington Street West right-of-ways.

The shadows continue to move eastward at 1:45pm. The size of the shadows cast to the east grow as the day continues, with the most significant shadows occurring at 5:45pm. During this time period, Toronto Street and many of the residential properties to the east are completely shadowed. At 5:45pm, the shadows extent towards and onto the residential properties on the east side of Mary Street. Shadows cast by the proposed development subside by 6:45pm.

## 4.2 June Study

The study analyzed shadows every hour on the 21st of June between 8:10am and 7:10pm (*Figure 8*). From 8:10am, shadows are cast towards the west by the proposed development. However, these shadows are contained within the subject lands. The cast shadows move towards the east throughout the day. Minor shadows are cast on Wellington Street West, but are generally contained within the subject lands during this time period.

After 12:10pm, the shadows begin moving east of the proposed development. From 1:10pm to 4:10pm, the shadows continue moving eastward, shadowing areas of Toronto Street and portions of the residential properties on the east side of Toronto Street.

From 4:10pm onwards, the building shadow continues moving southeast, impacting larger areas as the day continues. The most significant shadows on this day are experienced at the last assessment hour, 7:10pm, where shadows are completely cast over the residential properties to the east and portions of Ross Street, including the intersections of Ross Street/Toronto Street and Ross Street/Mary Street.

## 4.3 September Study

The study analyzed shadows every hour on the 21st of September between 9:08am and 6:15pm (*Figure 9*). In the morning (beginning at 9:08am), shadows are cast north of the subject lands onto Wellington Street North and on portions of the institutional and residential properties on the north side of the street. The impact on these properties decrease through the morning, as the shadows move in a southeasterly direction. By 12:08pm, a small portion of the residential properties north of Wellington Street West are impacted, with the majority of shadows contained to the subject lands and portions of the roads.

From 1:08pm onwards, the shadows begin to move east and impact Toronto Street and the properties to the east. These shadowed areas to the east continue to grow larger as the day continues, with the most significant shadows experienced at 5:08pm. By this time, many properties east of the subject lands are completely shadowed, and the shadows extent as far as the residential properties on the west side of Maple Avenue. By 6:15pm, the shadows cast by the proposed development have subsided.

## 4.4 December Study

The study analyzed shadows every hour on the 21st of December between 9:20am and 4:20pm (*Figure 10*). From 9:20am, shadows are cast north of the subject lands and extend as far as Hillcrest Public School. Residential properties along Wellington Street West and Toronto Street are completely or partially shadowed. The impact of these shadows slightly decreases throughout the morning until 11:20am, as they move southward.

After 11:20am, the shadows move eastward, impacting the portions of residential properties near the intersection of Wellington Street West/Toronto Street and areas of these roads. From 1:20 onwards, the areas impacted by cast shadows increases as the shadows extend northeast. The most significant shadows are experienced at 4:20pm, where the buildings completely shadow several properties to the east and extend as far east as Bayfield Street, however this is typical of shadows cast during the winter months and is directly prior to sunset.

## April 21st

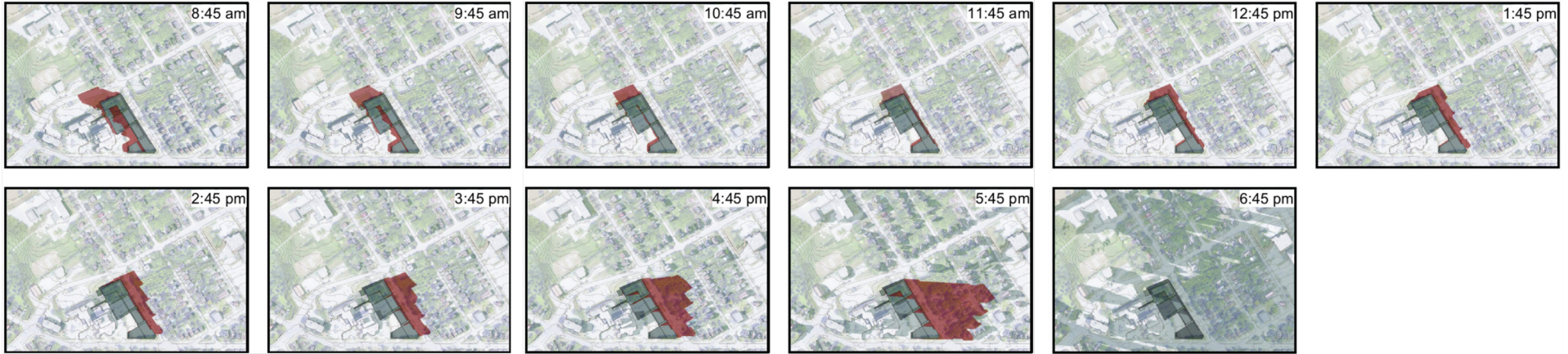


Figure 7. April Shadow Study of Conceptual Massing

## June 21st

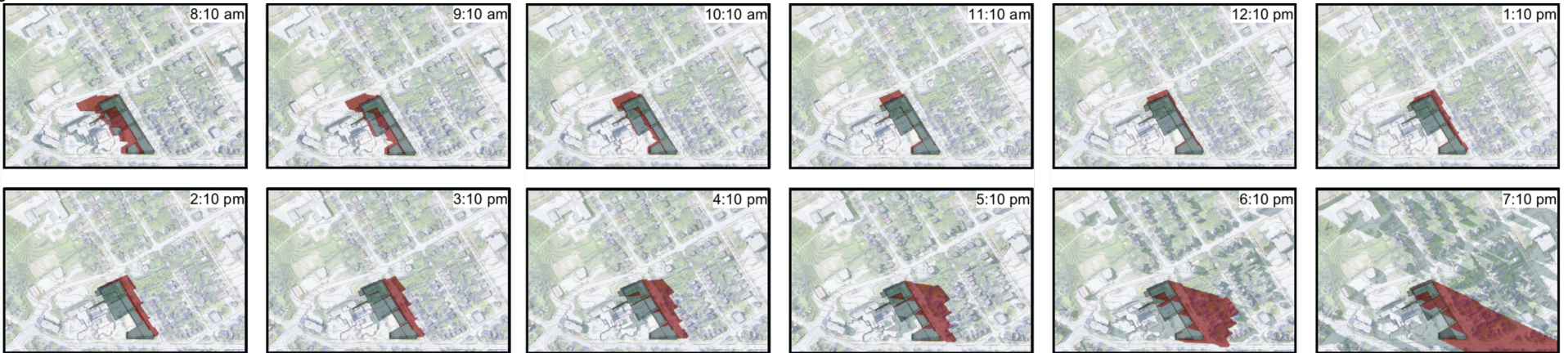


Figure 8. June Shadow Study of Conceptual Massing

## September 21st

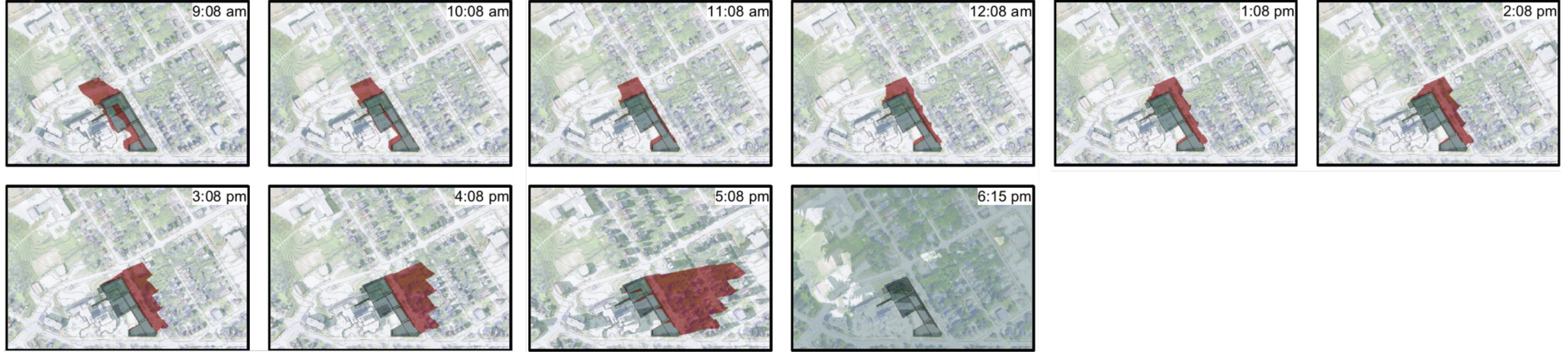


Figure 9. September Shadow Study of Conceptual Massing

## December 21st

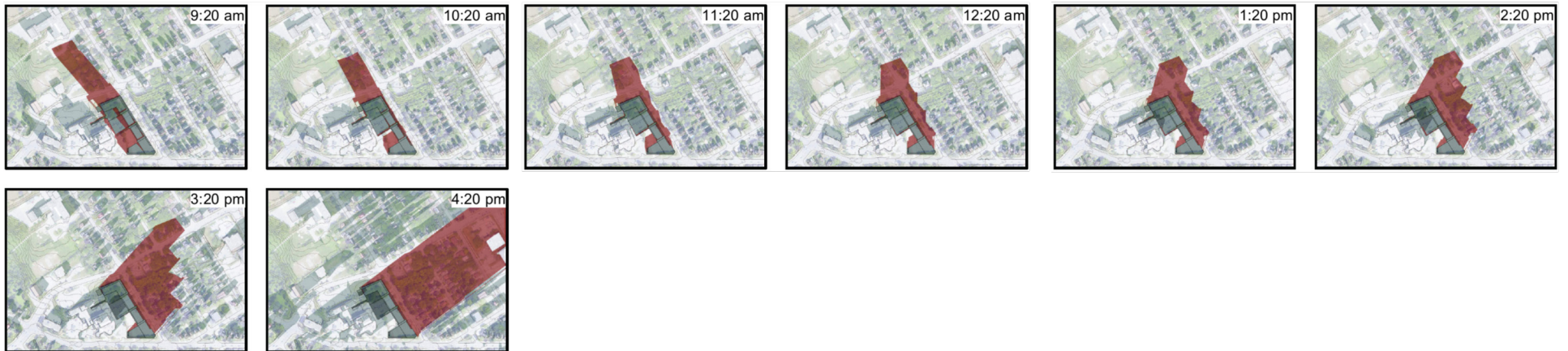


Figure 10. December Shadow Study of Conceptual Massing

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# BLOCK AND CONTEXT PLAN



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A Block and Context Plan analysis was completed in December 2022 by Salter Pilon Architecture and is illustrated in *Figure 11*. The plan depicts the proposed development in the context of the surrounding environment and features neighbouring built forms, land use patterns, and infrastructure.

The plan illustrates that the proposed development is well suited in the context of the existing environment. The presence of the existing Victoria Village campus buildings and location of other nearby institutional properties complement the primary intended use of the proposed development. Additionally, the proposed development provides the potential to include a variety of uses that will complement the surrounding residential areas and contribute to the development of a complete community.

The potential built form and building heights featured in the plan mirrors existing buildings within the Victoria Village campus and are designed to limit incompatibility with nearby residential properties.

The subject lands and the proposed development also benefit from a highly-accessible location along arterial and collector roads, cycling lanes, and pedestrian walkways that supports a number of transportation modes. Additional future cycling infrastructure, as proposed in the City of Barrie Transportation Master Plan, will further bolster the accessibility of the proposed development.

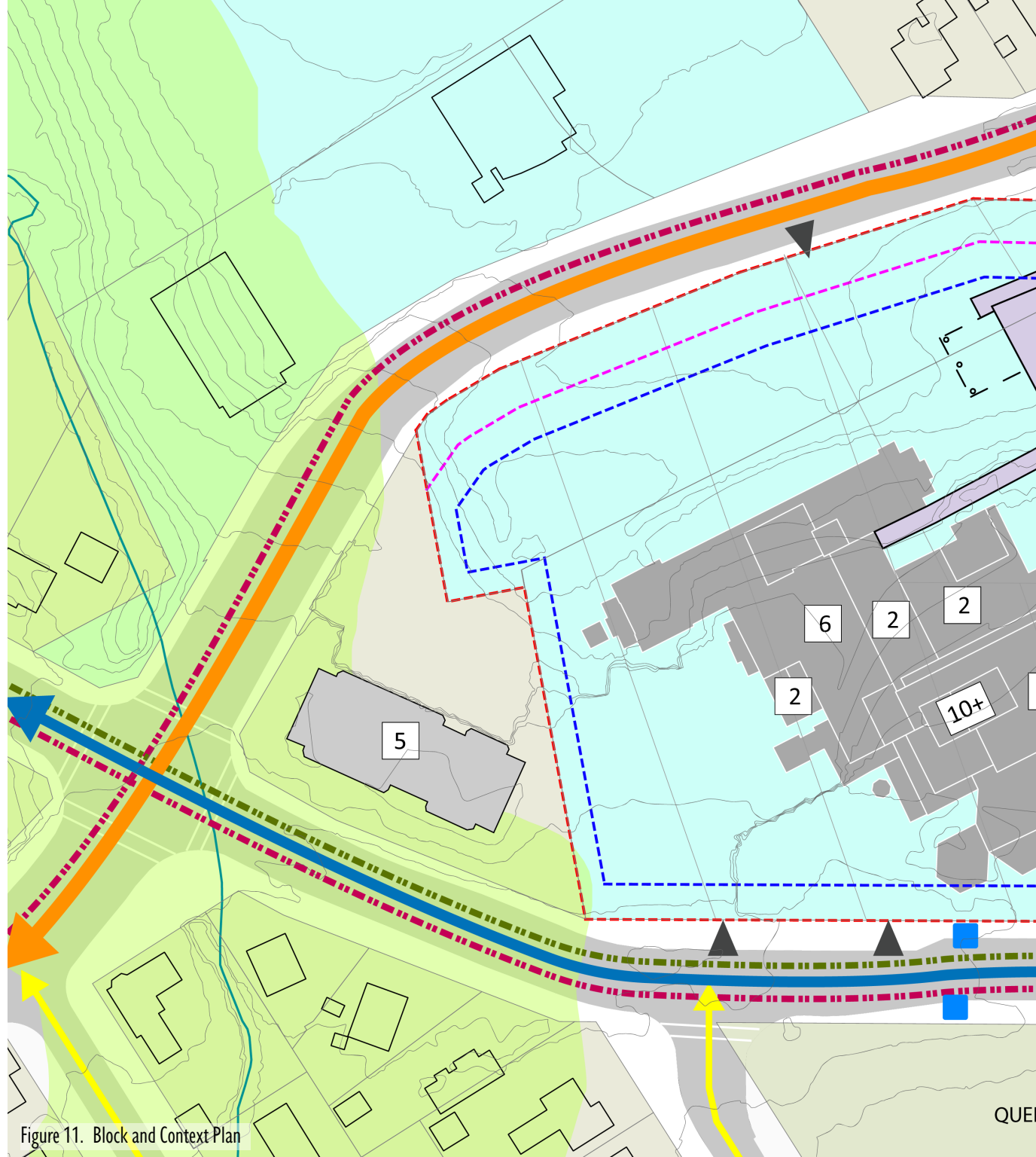
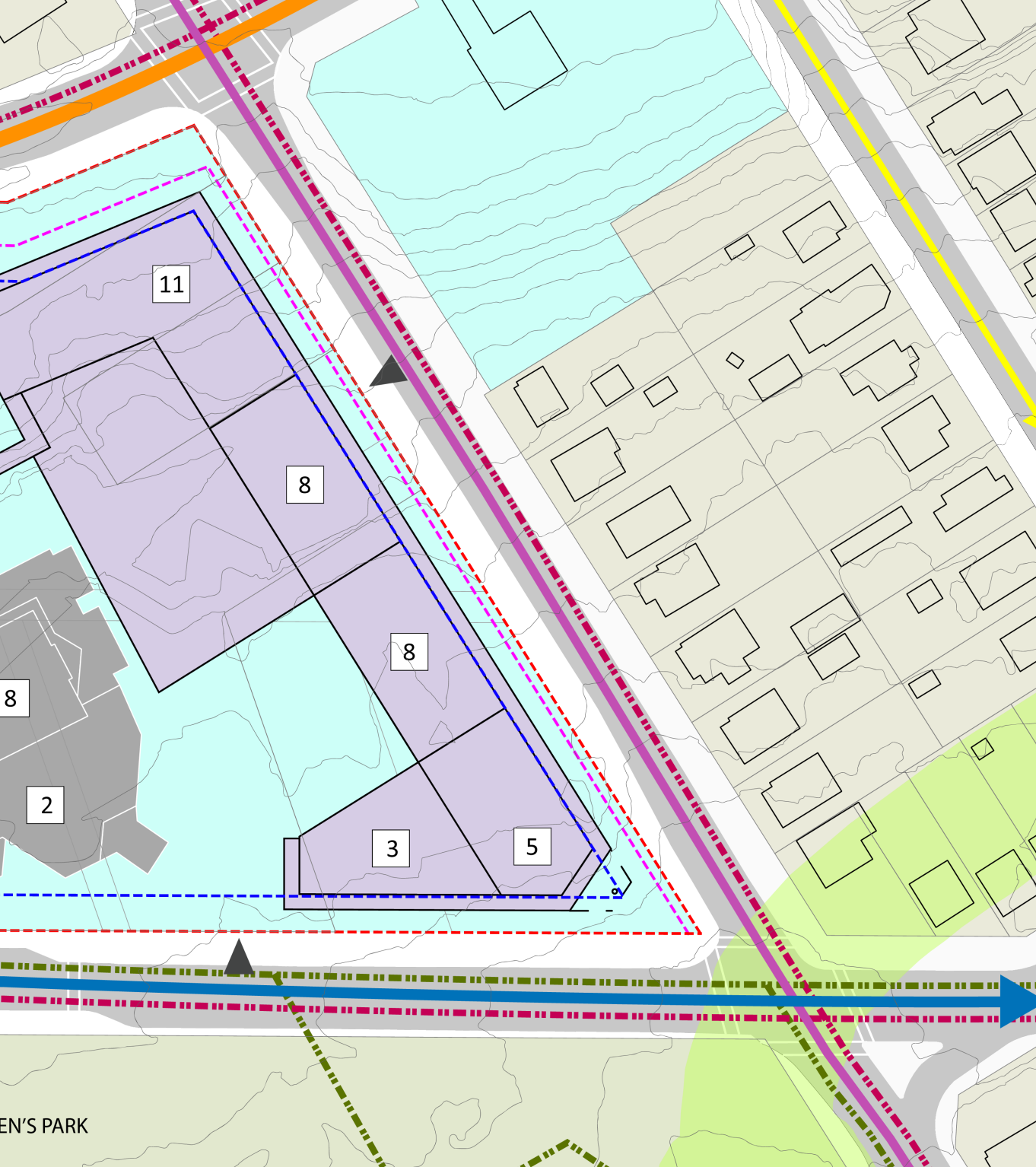


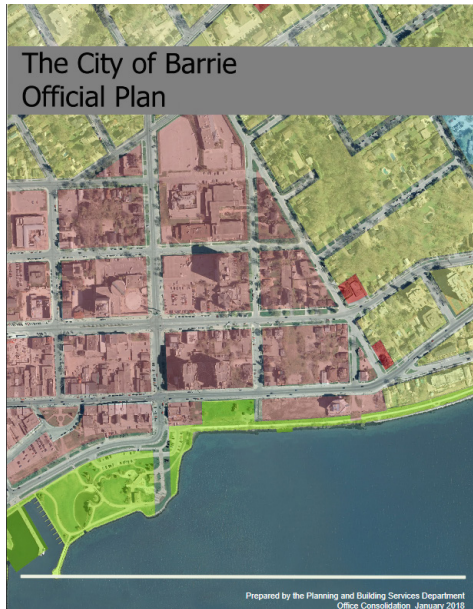
Figure 11. Block and Context Plan



- - - PROPERTY BOUNDARY
- - - ROAD WIDENING
- - - ZONING SETBACK
- SUBJECT SITE  
(150 TORONTO ST, &  
54 & 76 ROSS ST.)
- OPEN SPACE
- INSTITUTIONAL ZONING
- ADJACENT PROPERTIES
- RESIDENTIAL ZONED AREA
- LSRCA REGULATION LIMITS
- ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- MINOR COLLECTOR ROAD
- SECONDARY LOCAL ROAD
- BARRIE TMP  
PROPOSED BIKE LANE
- EXISTING TRAIL SYSTEM
- ▶ EXISTING MAINTAINED  
VEHICULAR ACCESS
- # BUILDING HEIGHT IN  
STOREYS
- EXISTING TRANSIT STOPS

# POLICY OVERVIEW

6



## 6.1 City of Barrie Official Plan

The City of Barrie Official Plan establishes the long range planning policy framework 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 designates the subject lands as:

- ‘Institutional’ — Schedule A (Land Use)
- ‘Defined Policy Area N’ — Schedule C (Special Policy Areas)
- Schedule D (Roads Plan)
- Toronto Street is considered Minor Collector

- Ross Street is considered Major Collector
- Wellington Street West is considered Arterial
- Schedule E (Road Widening Plan)
- Toronto Street has a planned right-of-way width of 24m
- Wellington Street West has a planned right-of-way width of 37m
- Part of 76 Ross Street is within the Lake Simcoe Region Conservation Authority Regulation Limits on Schedule F (Conservation Authority Regulation Limits)
- The subject lands are located within the Built-Up Area 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.

### 6.1.1 Institutional Policies

The Official plan provides overall goals for areas under the ‘Institutional’ designation. The goals provided in Section 4.5.1 of the Official Plan are:

- To ensure that civic, educational, health and social facilities are planned and designed in such a manner as to serve the needs of the City and the region.*
- To strengthen the regional role of Barrie through the support and development of major government facilities and major health care facilities.*
- To encourage the shared use of public buildings, open space areas and school grounds to promote functional and cost efficiencies.*

The proposed development is found within ‘Institutional’ designated areas in the City of Barrie. The proposed development ultimately intends to provide a variety of health, community, commercial, and residential spaces on the lands that will enable residents and community members to engage and socialize. The development has been approved to provide 128 long term care beds that will help meet the growing need for such care spaces within the City and reaffirm the role of the City of Barrie within the region as a provider of major health services. Additionally, as much of the areas currently proposed to site future developments lies vacant, the proposal to build on these areas will make efficient use of existing infrastructure and limit potential costs that would otherwise be associated with the construction of similar developments.

General policies that pertain to the areas within this designation are provided in Section 4.5.2.3 of the Official Plan. The policies applicable to the proposed development include:

- Institutional uses will be located to minimize any potential conflict between these uses and adjacent land uses, particularly residential areas. Appropriate visual screening, planting and/or fencing measures shall be provided between the institutional use and the nearby residential area.*

Comment: The proposed development is likely to be sited adjacent to residential areas along Wellington Street West and Toronto Street. The design of the future development will emphasize an appropriate transition from the subject lands to these adjacent areas to prevent potential conflicts between areas. Several design elements and features will be considered for future buildings and the subject lands to aid in easing the transition between areas, including fencing, landscaped areas, and screening.

- Approval of development within Institutional areas will be subject to the availability of required urban services including municipal sewer and water and of adequate vehicular access*

*and off-street parking and loading facilities, except for those areas exempted from parking and loading through the implementing zoning by-law or where the alternative of providing cash in lieu of parking is available in specified zones, such as the City Centre zone.*

Comment: Areas within the subject lands proposed to site future developments had previously contained buildings such as a religious place of worship and single-detached dwellings. These buildings have since been demolished and are currently vacant. Subsequently, future developments in these areas would have immediate access to municipal services previously used by these buildings, including municipal water and sewer. Additionally, as a proposed expansion of the existing Victoria Village campus, future buildings on the property will have access to existing vehicular access points, off-street parking areas, and loading facilities, ultimately maximizing the efficiency of their use. Additionally, the large size of the subject lands would be able to adequately accommodate additional vehicular areas should they be required for future developments.

### 6.1.2 Urban 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 in Section 6.5.1, which are:

- (a) 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.*

Comment: The proposed development will satisfy this goal by constructing a large, multifaceted, institutional facility featuring the expansion of the Victoria Village care facility in addition other uses. The facility will strive to maintain cohesion and compatibility with the surrounding areas by incorporating architectural elements

and designs that mirror and enhance the existing built form. The facility will provide safe and convenient access to a range of different uses provided through interconnected pathways that link spaces in the facility and the surrounding community.

- (b) To initiate an overall visual improvement program for the Planning Areas with emphasis on the Defined Policy Areas and major entrances to the City through public works programs incorporating such matters as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development.*

Comment: The proposed development will satisfy this goal by making all effort to providing aesthetic and visually appealing landscaped spaces that enhance the pedestrian realm and activate the community spaces provided on the lands. Landscaped areas will strive to incorporate sound design principles to best achieve this goal.

- (c) To provide guidelines for environmentally sensitive development or redevelopment proposals that minimize disruption to significant natural heritage features and utilize existing vegetation where possible.*

Comment: Limited environmentally sensitive areas and natural heritage features are located within or close to the subject lands. Nevertheless, the proposed development will endeavor to utilize existing vegetation where possible, and enhance open spaces and outdoor amenity areas provided through thoughtful and carefully planned landscaping.

This section will identify and review the applicable policies for the proposed development. Section 6.5.2.2 provides general design guidelines for developments within the City.

### (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.*

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

- 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.*

- iv) Cultural heritage resources and cultural facilities shall be conserved pursuant to the City's Heritage Strategy.*

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

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

- 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.*

Comment: Final design and siting of the building will be provided in future stages of the development process. Early concepts at this stage of development site the building along Toronto Street from Ross Street to Wellington Street West. These concepts strive to incorporate architectural designs and elements that reinforce

compatibility and cohesion with the surrounding areas and built form while still providing an interesting appearance. Features that detract from the overall appearance of the building will be avoided or mitigated where possible, including roof-top mechanical areas and blank exposed walls. With future spaces dedicated to long-term care beds and care facilities, it is likely that many occupants will have higher mobility and accessibility needs that will need to be accommodated for. As a result, enhancing the pedestrian realm will be an area of emphasis. This may include designing well-defined building entrances to meet a range of accessibility needs of all residents and visitors, encouraging travel throughout the site by providing safe, well-connected, and well-lit walking infrastructure that limit interactions with vehicles, and providing outdoor furniture and landscaping to activate the streetscape.

**(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.*
- ii) Adequate disability parking spaces will be provided where required.*
- iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*
- iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

Comment: The proposed development features an expansion of the existing Victoria Village campus. As such, future buildings will have

access to the existing vehicle infrastructure currently in use, such as drive aisles, road access points, and parking areas. Concepts for future developments at this stage do not propose additional access points from Wellington Street West, Toronto Street, or Ross Street. Additional parking areas will be required for future developments and will provide an adequate number of disability parking spaces in addition to those existing on the site. Future parking areas may be contained at-grade or in underground areas. Regardless of location, efforts will be made where possible to maintain visual appeal around parking areas through using techniques such as interesting layouts and landscaping. Specific parking space requirements will be detailed in the Site Plan application stage, where a complete Traffic Impact Study and Parking Needs Study will be completed. The placement of parking areas on site will also be outlined at the Site Plan stage.

**(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.*
- ii) Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.*
- iii) No Environmental Protection Area should be included in the minimum landscaping standard.*
- iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

Comment: Given the conceptual stage of the proposed development, landscape plan details have not yet been established. An inventory study of existing municipal and boundary trees has been completed by

Hill Design at this stage. A full Landscape Plan and Tree Preservation Plan will be provided at the Site Plan application phase. Landscaped areas provided in future developments will be designed with the landscape design approach described in Section 3.1.2 of this report. Efforts to provide visually attractive and well-landscaped areas on the subject lands will be exercised where possible. The subject lands do not contain any Environmental Protection Areas.

**(d) ENVIRONMENTAL FEATURES**

- i) Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.*
- 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.*
- iii) The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.*

*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: The subject lands presently do not contain any environmentally sensitive areas, natural heritage features,

contiguous forest areas, or piped/channelized watercourses. The preservation of existing vegetated and treed areas and tree compensation approaches will be identified in subsequent landscape plans.

*(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: The location and design of signage from the proposed development will be detailed in future stages of the development process. All signs included in future developments will be designed to complement the architectural aesthetic of the main building and be placed in easily visible locations. The design of all signage will abide by the Sign By-law.

*(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: Plans detailing the placement and location of utilities will be provided in subsequent stages of the development process. Consideration will be given to cluster and group utilities where possible to minimize their visual impact on the streetscape.

*(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.*

- 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.*

- iii) The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.*

- 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 conceptual designs provided with this application do not provide detail related to energy efficiency and the use of energy efficient features and elements will be detailed in subsequent plans to be provided in the Site Plan approval stage. These plans will give considerations to the inclusion of measures to increase the energy efficiency of future developments where possible. The proposed development is closely located to a variety of infrastructure that encourages the use of alternative transportation modes. Transit routes and the Barrie Bus terminal are located within walking distance of the lands, while trails along Ross Street and in the adjacent Queen’s Park support active transportation. The variety of uses within the facility also puts residents and visitors within close distance of a number of services and goods and reduces the need for vehicles to meet daily needs. Similarly, the close proximity of the Downtown Barrie area and surrounding intensification corridors encourages walking instead of car use.

### 6.1.3 Tall Buildings and Height Control

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

Applicable general policies that apply to the proposed development from Section 6.6.3 include:

- (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: Preliminary concepts for the future buildings on the subject lands feature architectural elements that serve to reduce the building height impacts on the surrounding areas. These building concepts feature a step-down design along Toronto Street that aligns with the natural contours of the land. This design will help maintain a building height that accommodates the downward slope from Wellington Street West to Ross Street. Similarly, concepts also incorporate the use of a step back design that will reduce the perceived building height along the streetscape. These design features will aid in the transition of the building to nearby residential areas where the predominant built form is two-storey detached dwellings. The building height will be comparable to the existing height of buildings in the existing Victoria Village campus to maintain a cohesive built form throughout the block.

- (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: Preliminary concepts for the building design minimizes

the impact of the building height on the surrounding areas by including a stepped-down and stepped-back design that reduces the perceived height on the streetscape and providing greater cohesion with the existing built form. Changes in the design of the building will likely maintain an emphasis on reducing the impact of the building height through incorporating such design elements.

(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 proposed development will provide a large institutional facility that will mirror the existing institutional facility on the subject lands. Preliminary concepts for future buildings provide appropriate spacing between the proposed and existing buildings by siting the proposed building along the east property boundary along Toronto Street. The distance between the two buildings will help ensure access to light and views of the sky throughout the property.

(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 will make efficient use of existing parking areas, and servicing and loading areas. These existing areas will be obscured from street view by the massing of

the proposed building and various landscaped areas around the property's perimeter. Preliminary concepts include new parking spaces provided in surface and underground parking lots. These conceptual lots would similarly be obscured from street view by the massing of the proposed building.

(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: Future buildings developed on the subject lands will strive to use timeless and high quality building materials that contributes to the attractiveness and visual appeal of the existing neighborhood.

Applicable policies that apply to the proposed development from Section 6.6.4 include:

(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.*

Comment: As described earlier, a Shadow Study has been completed for the proposed building concept, please refer to section 4 of this report. The building will be designed to reduce the cast shadows on public parks, open spaces, private amenity areas, and surrounding streets as much as possible.

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: Preliminary concepts for the future building on the subject lands feature the use of step downs and step backs that will aid in reducing the perceived building height and shadow impacts to adjacent properties and streets.

(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: Design features, such as awnings, canopies, and other creative solutions, used to provide weather protection for pedestrians and minimize microclimatic impacts on the street level will be detailed in subsequent plans and reports submitted at the Site Plan stage of development. Effort to include these features in the final building design will be made where possible.

(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 proposed development is not located within the Urban Growth Centre or in an intensification area. However, preliminary concepts for the development feature the tallest portions of the building in the Toronto Street and Wellington Street West corner, with the main massing of the building along Toronto Street. Features and designs that aim to activate the streetscape surrounding the

proposed development will be provided in future reports during the Site Plan stage. These future streetscape designs will likely focus on incorporating elements that activate the street-level, create interest, and respect the importance of the pedestrian scale. Maintaining a high degree of walkability and connectivity with municipal sidewalks and spaces within the facility, and accommodating the mobility needs of future residents and visitors will also likely be focal points.

(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: The proposed development is located adjacent to areas that feature lower scale buildings consisting predominantly of two-storey residential detached dwellings. Preliminary concepts of the proposed development prioritize designs that limit the impact of the building height from the surrounding areas. These designs feature step backs and step downs that allow for a more gradual height transition and increased cohesion and compatibility with the surrounding building scale. Higher scale buildings have been sited as far away from the lower-scale neighbouring properties as possible to ensure adequate transition.

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:

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 microclimatic impacts, and will identify measures to be taken to mitigate them.

Comment: The applicable required reports noted in this section will be prepared in support of this application. A block plan and shadow impact study has been included with this submission and a detailed microclimatic impact report will be submitted with the Site Plan Control application at a later date.



**CITY OF BARRIE**  
Urban Design Manual

APRIL 2007  
REVISED OCTOBER 2014



## 6.2 City of Barrie 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 future building proposed will feature appropriate measures and elements that are sensitive to the uses and building scales surrounding the subject lands. The intent of incorporating such measures will be to achieve maximum cohesion and compatibility that complements the existing community and reduces conflicts.

Preliminary concepts propose siting the building along Toronto Street where it will maintain an engaging building frontage and contribute to a pedestrian scaled streetscape which incorporates landscaped features and visual interest. The facility will encourage pedestrian activity by providing numerous walkways and pathways that promote connectivity.

Views of features that detract from the visual appearance of the property, such as loading and parking areas will be obscured from street view by the massing of the building and various landscaped areas.

The building will contain a variety of services within the facility, as well as support those in the nearby City of Barrie Centre Area and intensification corridors. The site is also located in close proximity to various open and amenity spaces and is positioned with direct access to existing and transit routes and transit facilities.

Preliminary concepts propose a built form that is appropriate for the subject lands and the context of the surrounding area given the close proximity to the existing Victoria Village campus and numerous amenities and services.

### SITE CIRCULATION

Maintaining a high degree of pedestrian connectivity and accessibility throughout future buildings will be a priority for the development. The pedestrian network should provide ease of access between existing and future facility spaces as well as city sidewalks and accommodate a wide range of mobility needs for future residents and visitors. Pedestrian pathways will be clearly defined and minimize interactions between pedestrians and vehicles to deliver a safe walking experience.

The subject lands contain the existing Victoria Village campus and associated drive aisles, access points, and parking areas. The proposed development will maintain the use of existing vehicular infrastructure where possible and development new drive aisles and parking areas where required to facilitate efficient vehicular circulation around the facility. New infrastructure to support vehicular circulation will be developed such that it provides clear connections existing and new facilities and municipal roads. Minimizing interactions with pedestrians and pedestrian pathways will be pursued and ensure safe transportation for everyone on site. New parking structures will be well-lit, clearly demarcated and situated near building entrances where possible. Developed parking areas will be mindful to incorporate specially designated parking spaces to accommodate persons with disabilities. Use of existing access driveways will likely be maintained and provide efficient access to the property from adjacent municipal roads.

Additional vehicle circulation routes and parking areas required will be determined through a Traffic Impact Study and Parking Needs Study completed at the Site Plan application stage.

All circulation routes throughout the future development will employ the use of highly visible wayfinding infrastructure to aid vehicle, resident, and visitor navigation.

## SITE SERVICES

Site services for future developments on the subject lands, including loadings areas, and recycling and garbage areas, may be provided through existing designated provided on the current Victoria Village campus. If additional site service areas are required to accommodate future developments, efforts to ensure that views of these areas are shielded from the street will be exercised where possible. Potential measures to accomplish this include the use of fences, landscaped areas, screens to obscure views, and through locating these areas away from streets, potentially in underground or interior spaces. Details for additional site service areas and their placement on the property related to future developments will be finalized during subsequent stages of the development process.

The proposed development will likely pose significant water and wastewater needs associated with providing 128 approved long term care beds and other potential uses on the site. The potential development site within the subject lands previously contained several buildings, which have since been demolished. Therefore, future developments on the site will make efficient use of these existing municipal infrastructure systems to satisfy their potential servicing needs. The final specifications for required services will be provided at the Site Plan application stage, where a Functional Servicing Report outlining the anticipated sanitary and water demand will be submitted.

## LIGHTING

The proposed development will ensure a safe environment is provided for all residents, employees, and visitors. Providing sufficient lighting throughout the facility will help achieve this goal. Lighting provided in the facility will be selected such that it provides ample lighting all facility uses, is aesthetically cohesive with the design of the facility, and does not result in adverse impacts to the surrounding properties. The impact of the lighting used in future developments

on adjacent properties will be outlined in a future Illumination Study to be completed at the Site Plan application stage.

## ARCHITECTURAL DESIGN

The proposed developments will employ a high degree of architectural quality that enhances the experiences in different spaces throughout the facility while complementing the surrounding residential properties across Toronto Street and Wellington Street West, open spaces at Queen's Park, and existing Victoria Village buildings. Maintaining an interesting and functional building will be a key focus during the building layout design, building materials selection, and façade and signage designs.

Future developments will place special considerations to promote the pedestrian realm throughout the facility, especially along building frontage along Toronto Street and the Toronto Street corner locations at Wellington Street West and Ross Street. Preliminary concepts for the proposed development feature step downs and step backs that reduce the impact of the building height and building massing on the street level. These features also provide the potential to accommodate rooftop patios and terraces to be enjoyed by residents and visitors. Additional measures that may be implemented where possible include weather protection features such as awnings or canopies, integrating ample windows and transparent material along the ground-level of the building, and including door and entryways along these frontages to create interesting streetscapes that are not uniform and dull. Features that detract from the visual appearance of the building will be mitigated by providing landscaping areas, fencing, and other measures to obscure their view from the street.

Details and designs of the future developments on the site will be finalized in future reports and will follow the architecture design approach mentioned in Section 3 of this report.

## LANDSCAPE DESIGN

The landscaping elements for the proposed development are to be outlined in subsequent Landscape Plans, which will follow the landscape design approach mention in Section 3 of this Urban Design Report. The proposed development will make effort to preserve existing natural features and will offset canopies lost during development by planting new trees and plants in outdoor areas where possible. The Landscape Plan will strive to ensure harmony with the existing landscape features surrounding the site by maximizing the use of ecologically appropriate native species. Landscaping will likely be provided throughout the future facility to aid in delineating circulation routes, beautifying pathways and outdoor areas, and transitions from the site to adjacent uses. Preliminary concepts for the design of the building provide outdoor amenity areas throughout facility, including rooftop patios and terraces. Such areas will be landscaped with appropriate plant species that will enhance the enjoyment of residents and visitors using these spaces.

## TRANSIT

The subject lands are located in an ideal location for access to local transit options. Several transit routes operate adjacent to the site along Ross Street, and the entire transit network is accessible within walking distance at the Downtown Barrie Bus Terminal. Future developments will make effort to incorporate transit-supportive infrastructure on the property to encourage increased ridership and accessibility. These potentially include internal transit stops, building entrances close to adjacent roads and transit stops, barrier free pedestrian walkways, and sufficient lighting that promotes pedestrian safety.

# CONCLUSION



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This report supports the proposed Zoning By-law Amendment Application for the subject lands at 54 Ross Street, 76 Ross Street, 150 Toronto Street, and 61 Wellington Street West in the City of Barrie. The proposed amendment to rezone 150 Toronto Road and 54 Ross Street from 'RM2' and 'I' to 'I-SP299' aims to consolidate the zoning policies for the subject lands. Additionally, the amendment to add 'Low-Rise Residential' uses to the permitted uses within the 'I-SP299' zone aims to increase the housing forms allowed within future developments and to maintain flexibility during supplemental design stages. These amendments will facilitate the future plans of developing an institutional facility along Toronto Street that will provide an additional 128 Long-Term Care beds in an expansion of Victoria Village. The facility will also likely include affordable residential units and community, retail, and office space.

The future development represents the reinforcing of Victoria Village as a community hub through efficient development of vacant lands to provide employment opportunities in residential, recreational, commercial, and care spaces with nearby amenities and transportation options. This application will serve as an important step in the progression of the Victoria Village Masterplan and the fulfilling of the Victoria Village vision and mission.

It is my professional opinion that the proposed development represents good planning as it conforms to the applicable policies reviewed in the Provincial Policy Statement and Growth Plan. The application also meets the intent and objectives of the City of Barrie's Official Plan for intensification and redevelopment. This application will permit the subject lands to be developed in an efficient and compact manner and contribute to housing and density targets while providing a variety of uses that helps to create complete communities.

Respectfully submitted,

**Innovative Planning Solutions**



Kyle Galvin  
Senior Planner



Ivan Ho  
Junior Planner

# APPENDICES

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APPENDIX 1:  
Urban Design Manual Guidelines Checklist

## 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.	( )	( )	_____
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
<b>3.1 Pedestrian Circulation</b>			
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.	( )	( )	_____
<b>3.2 Vehicle Circulation and Parking</b>			
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.	( )	( )	_____
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
<b>3.3 Parking Structures</b>			
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.	( )	( )	_____
<b>3.4 Access Driveways</b>			
A. Reduce traffic conflict and confusion.	( )	( )	_____
B. Provide mutual driveways where appropriate.	( )	( )	_____
C. Ensure pedestrian safety & maximum visibility.	( )	( )	_____
D. Maximize distance between driveways & intersections.	( )	( )	_____
<b>3.5 Drive-Through Facilities</b>			
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.	( )	( )	_____
<b>3.6 Emergency Access</b>			
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.	( )	( )	_____
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.	( )	( )	_____
B. Minimize visual monotony.	( )	( )	_____

	yes	n/a	Comments
<b>7.0 ARCHITECTURAL DESIGN</b>			
A. Ensure design is compatible with developing character of the neighbourhood.	( )	( )	_____
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.	( )	( )	_____
D. Integrate internal transit movements where appropriate.	( )	( )	_____



**IPS**

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