



URBAN DESIGN REPORT

City of Barrie

901 Essa Road & Block 281, Barrie, Ontario

Brown Bear Dev Ltd.

December 2022

BIGLIERI
GROUP

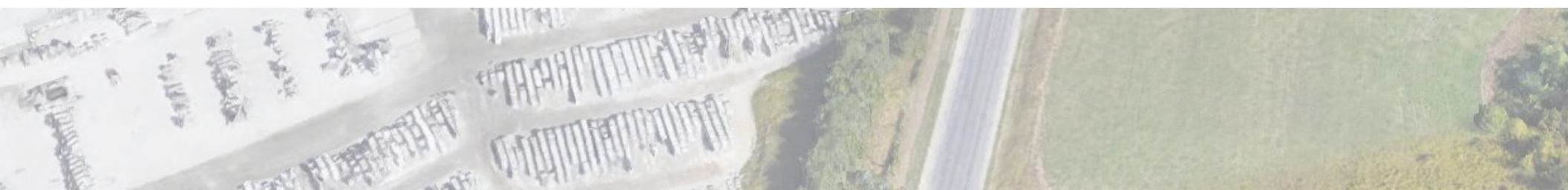


TABLE OF CONTENTS

INTRODUCTION	3
SITE LOCATION	5
SURROUNDING AREA	5
DESIGN OBJECTIVE	9
TRANSPORTATION	11
PLANNING CONTEXT	13
CITY OF BARRIE OFFICIAL PLAN, 2018	13
SALEM SECONDARY PLAN, 2018	15
CITY OF BARRIE CITY-WIDE URBAN DESIGN GUIDELINES, 2020	17
CITY OF BARRIE URBAN DESIGN MANUAL, 2014	19
DEVELOPMENT PLAN	21
DETAILED DESIGN DIRECTION	31
SITE ORGANIZATION	31
PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS	33
LANDSCAPE AND AMENITY AREAS	35
PARKING, LOADING AND SERVICING	37
BUILT FORM	39
BLOCK PLAN AND 3D MASSING	40
CONCLUSION	44

01 INTRODUCTION

This Urban Design Brief (“UDB”) has been prepared by The Biglieri Group Inc. on behalf of Brown Bear Dev Ltd. (“BBD”) in support of Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications to permit the development of two 15-storey mixed-use buildings. The proposed development, which fronts onto Essa Road, Salem Road and Brown Bear Street, will consist of a mixed-use building with two 15-storey towers atop a 3-storey podium. Commercial space is provided at grade facing Brown Bear Street. Grade-related units and live/work units are provided facing Salem Road and Essa Road. The proposed development will have 425 residential units (including 415 apartment units and 10 live-work units) and 365 square metres of commercial space. The proposed floor area is 27,565 square metres, resulting in a Floor Space Index (FSI) of 3.11 times the lot area. Two levels of underground parking and surface parking on the north side of the building provide 425 parking spaces for residents and visitors.

This describes and illustrates the proposals design visions, principles and objectives in order to demonstrate its conformity with the City’s relevant design-related policies and direction. This UDB is a companion document and should be reviewed in conjunction with the accompanying technical reports, including the Planning Rationale Report and the architectural plans.





FIGURE 1. SUBJECT SITE LOCATION

02

SITE DESCRIPTION

The Subject Site is located on the north west corner of Essa Road and Salem Road in the south west portion of the City of Barrie. The Subject Site has a net developable area of 0.89 hectares (2.19 acres), with a frontage of 90.66 metres on Essa Road, 124.45 metres on Salem Road and 63.98 metres along Brown Bear Street. The Subject Site is municipally known as 901 Essa Road and Block 281, Plan 51M-1160. A 23.0 metre road widening is provided along Essa Road and a road widening ranging between 6.92-10.5 metres is provided along Salem road.

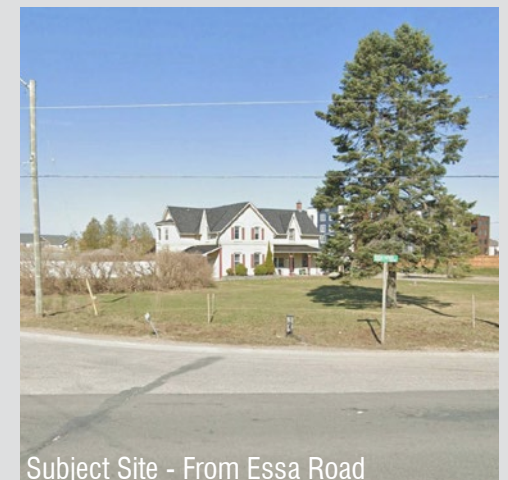
The Subject Site currently contains a single detached dwelling on the eastern portion of the site, while the western portion of the site is vacant and being used to provide access and construction storage for the surrounding subdivision.

SURROUNDING AREA

The surrounding area has experienced considerable growth recently (Figure 2.). A large subdivision north and west of the Subject Site has recently been constructed. The rest of the surrounding area is characterized by rural and urban residential, recreational, institutional and agricultural uses. A detailed summary of the land uses and built form characteristics of the community surrounding the Subject Site are described as follows:



Subject Site - From Salem Road



Subject Site - From Essa Road

FIGURE 2. SURROUNDING AREA

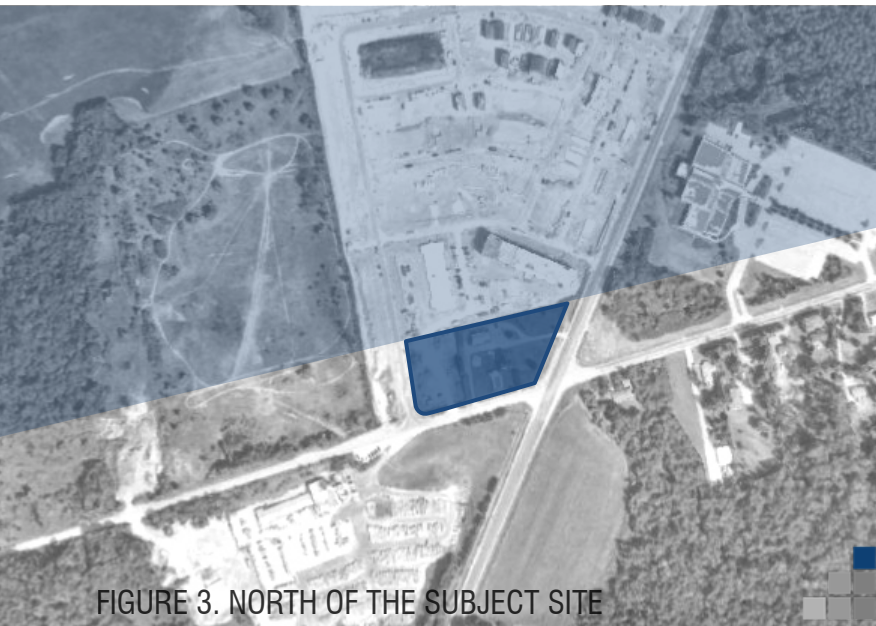


FIGURE 3. NORTH OF THE SUBJECT SITE



NORTH

Immediately north of the Subject Site is a recently completed residential subdivision consisting of 4-storey mid-rise buildings, townhouses, semi-detached and detached houses.

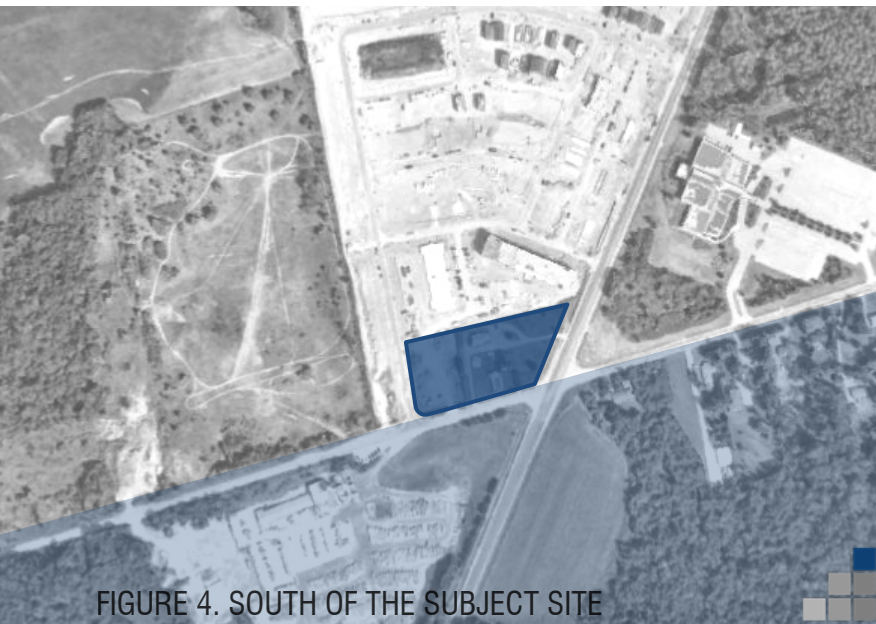


FIGURE 4. SOUTH OF THE SUBJECT SITE

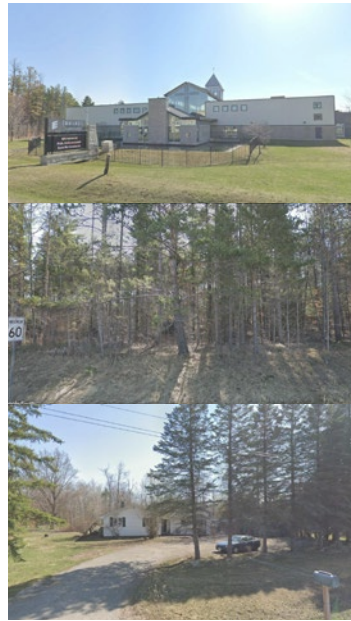


SOUTH

Salem Road is directly south of the Subject Site. Unilock, a paving and wall product supply yard and store is located on the southern side of Salem Road. Further South are several woodlots and some rural estate properties.



FIGURE 5. EAST OF THE SUBJECT SITE



EAST

Directly east of the Subject Site is Essa Road. Across Essa Road is the Emmanuel Baptist Church with rural estate housing and woodlots beyond.



FIGURE 6. WEST OF THE SUBJECT SITE



WEST

West of the Subject Site is Brown Bear Street. Further west are street townhouses and a draft plan approved subdivision containing 194 homes.



FIGURE 7. SOUTHWEST RENDERED ELEVATION (KIRKOR ARCHITECTS)



03

DESIGN OBJECTIVE

DESIGN VISION

The design objective for the Subject Site is to redevelop an existing underutilized property with a dense, mixed-use, transit-supportive building that encapsulates high-quality design at the northwest corner of Essa Road and Salem Road. The proposed development will contribute to the recent and planned growth and intensification of the Salem Secondary Plan Area and help anchor the prominent corner lot in which it is located. The proposed development will offer an array of units from live-work lofts, grade related units and a range of unit sizes in addition to amenity space and ground floor commercial.

The proposed development will support future transit lines along Essa Road while conforming with the urban design policies and guidelines outlined in the following sections of this report.



FIGURE 8. SOUTH EAST RENDERED ELEVATION (KIRKOR ARCHITECTS)

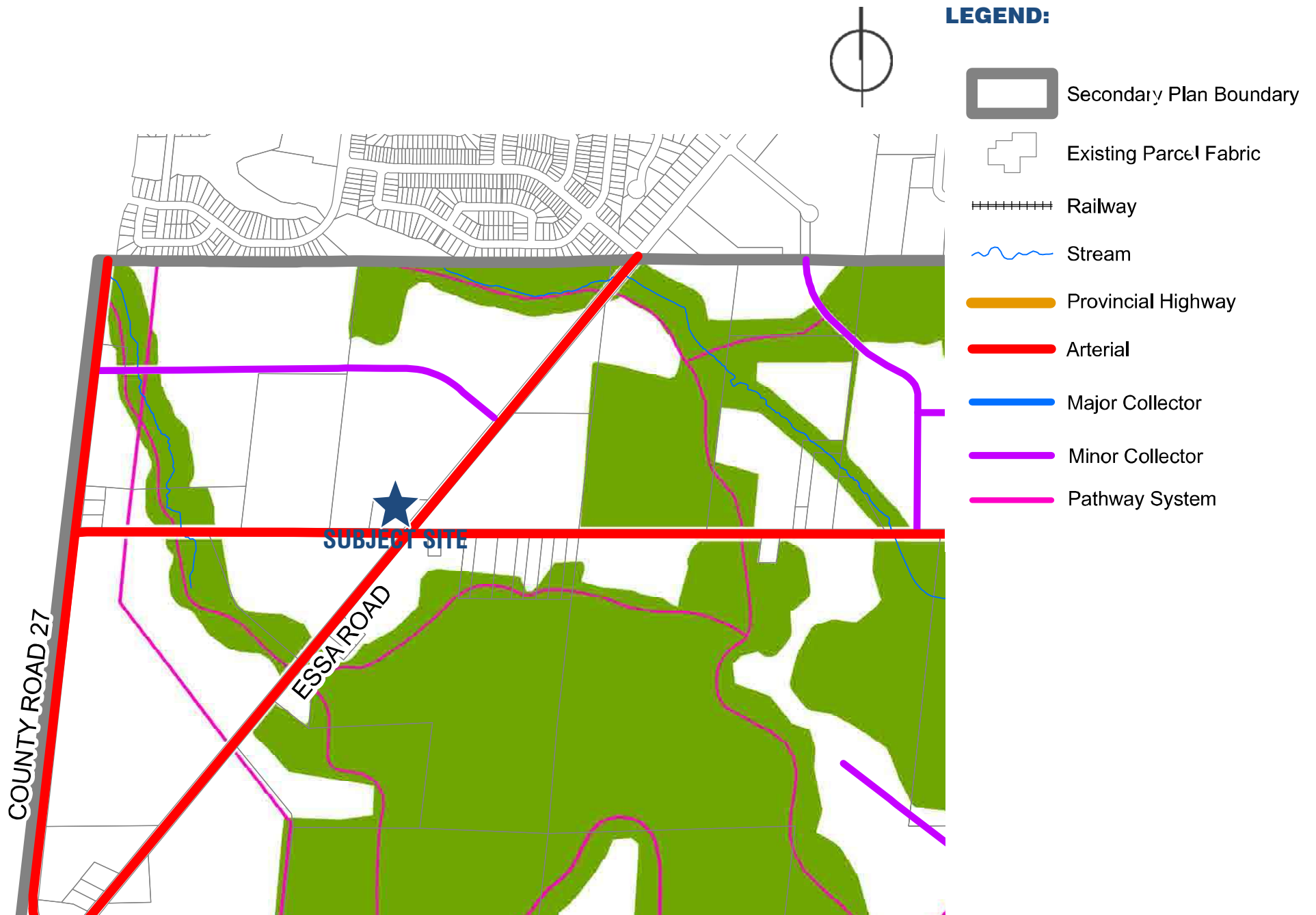


FIGURE 9. CITY OF BARRIE SALEM SECONDARY PLAN MAP 8D-A -TRANSPORTATION PLAN



04 TRANSPORTATION

The Subject Site is located on the northwest corner of Essa Road and Salem Road with Brown Bear Street bounding the western edge of the site (Figure 9). Access to the Subject Site will be via Brown Bear Street.

Essa Road is a north/east-south/west arterial roadway between Highway 27 and downtown Barrie. Essa Road currently operates with a three-lane cross-section within the vicinity of the Subject Site.

Salem Road is an east-west arterial roadway which runs from highway 27 in the west and terminating just before highway 400 in the east. It operates as a two-lane cross-section within the vicinity of the Subject Site.

Brown Bear Street to the west of the subject site runs in a north-south direction and is classified as a local road with a two-lane cross section.

The closest Barrie Transit route is the 8 RVH/Young route with stops approximately 800 metres northeast of the Subject Site at Essa Road and Athabaska Road. The Proposed 2041 Transit Route Network Concept Plan in the City of Barrie Transportation Master Plan indicates that Core Transit Routes will extend to the Subject Site and beyond along Essa Road. Further to this, the proposed new Salem Transit Hub will be located south-east of the Subject Site at the intersection of Veteran's Drive and McKay Road West (Figure 10).

Both Essa Road and Salem Road are part of the City of Barrie's Cycling Network. Numerous multi-use trails exist within walking distance from the Subject Site in the nearby natural heritage systems.

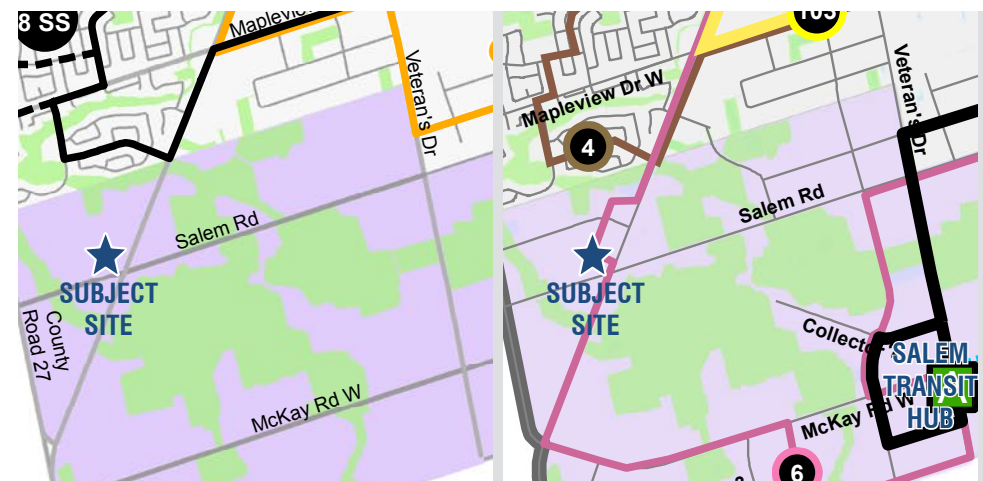


FIGURE 10. CITY OF BARRIE EXISTING & PROPOSED 2041
TRANSPORTATION NETWORK

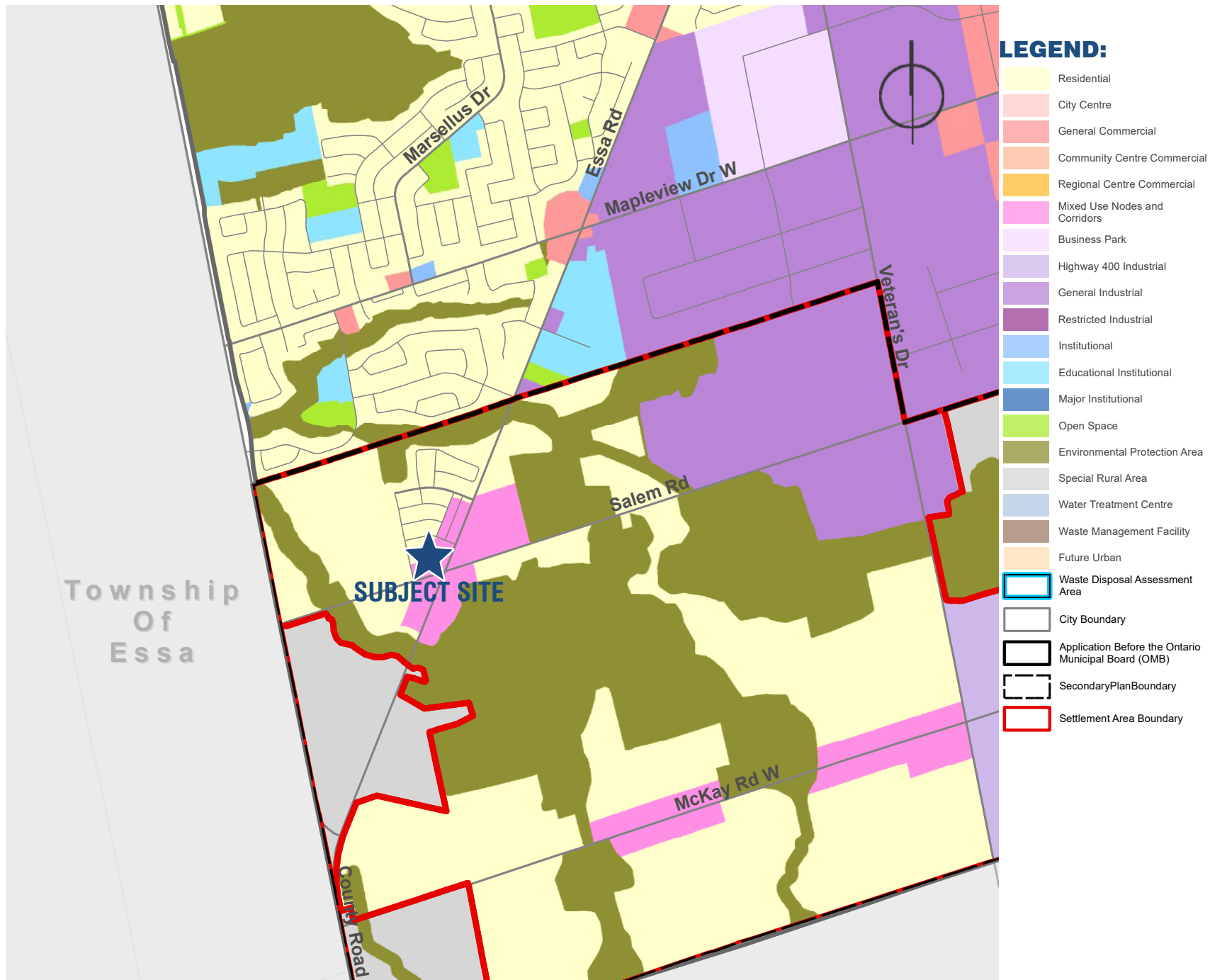


FIGURE 11. CITY OF BARRIE OFFICIAL PLAN 2018 SCHEDULE A - LAND USE

05

POLICY CONTEXT

■ CITY OF BARRIE OFFICIAL PLAN, 2018

The City of Barrie Official Plan (2018) provides land use development goals, objectives and policies for the guidance of development decisions within the City of Barrie. The Subject Site is designated Mixed Use Nodes and Corridors (Figure 11). Section 6.5 provides Urban Design Guideline policies outlining aesthetic matters of development on a site-specific basis. The guidelines provide a framework for healthy, safe, efficient and aesthetically pleasing urban environment.

Section 6.5 Urban Design Guidelines provides policies regarding building and siting, parking, landscaping, environmental features, signage, utilities and energy efficient as it pertains to Urban Design. These policies aim to:

- Encourage building design that compliment and contribute to community character through massing, architectural treatments, well-defined entrances, and the promotion of pedestrian linkages;
- Avoid large exposed blank walls. All sides of a building should be finished and treated similarly to the front;
- Connecting entrances to parking areas, driveways and access points;
- Ensure building entrance are well-defined and accessible to pedestrians and handicapped persons;
- Provide planting stripes along street frontages with native planting materials and street furniture, properly screening commercial and at-grade residential uses through the use of landscaping, berming or fencing;
- Protect, preserve and maintain natural features as part of development applications;
- Coordinate signage with the architectural design of a building in accordance with sign by-laws;
- Minimize visual impact of utilities by clustering and screening them in public R.O.W. and on private property; and
- Use energy efficient building and landscaping design features where possible.

Section 6.6 Tall Buildings and Height Control contains policies which relate to buildings higher than 3-storeys in height. It is anticipated that development of this nature will occur within the Urban Growth Centre and in Intensification Nodes and Corridors. These policies relate to:

- Innovative architectural design to reduce the visual and physical impact of height on the adjacent pedestrian realm;
- Tower design featuring floor plate sizes resulting in slimmer buildings, reducing the visual and physical impact of tall buildings;
- Separation distance between existing and proposed tall buildings or where multiple tall buildings are proposed on the same property;
- Where possible, parking areas, entrance to underground parking, site servicing, loading areas, and building utilities should be located towards the rear of the building screened from public view;
- Tall buildings will be designed to mitigate the impact of shadows on public parks, open spaces, private amenity areas and surrounding streets;

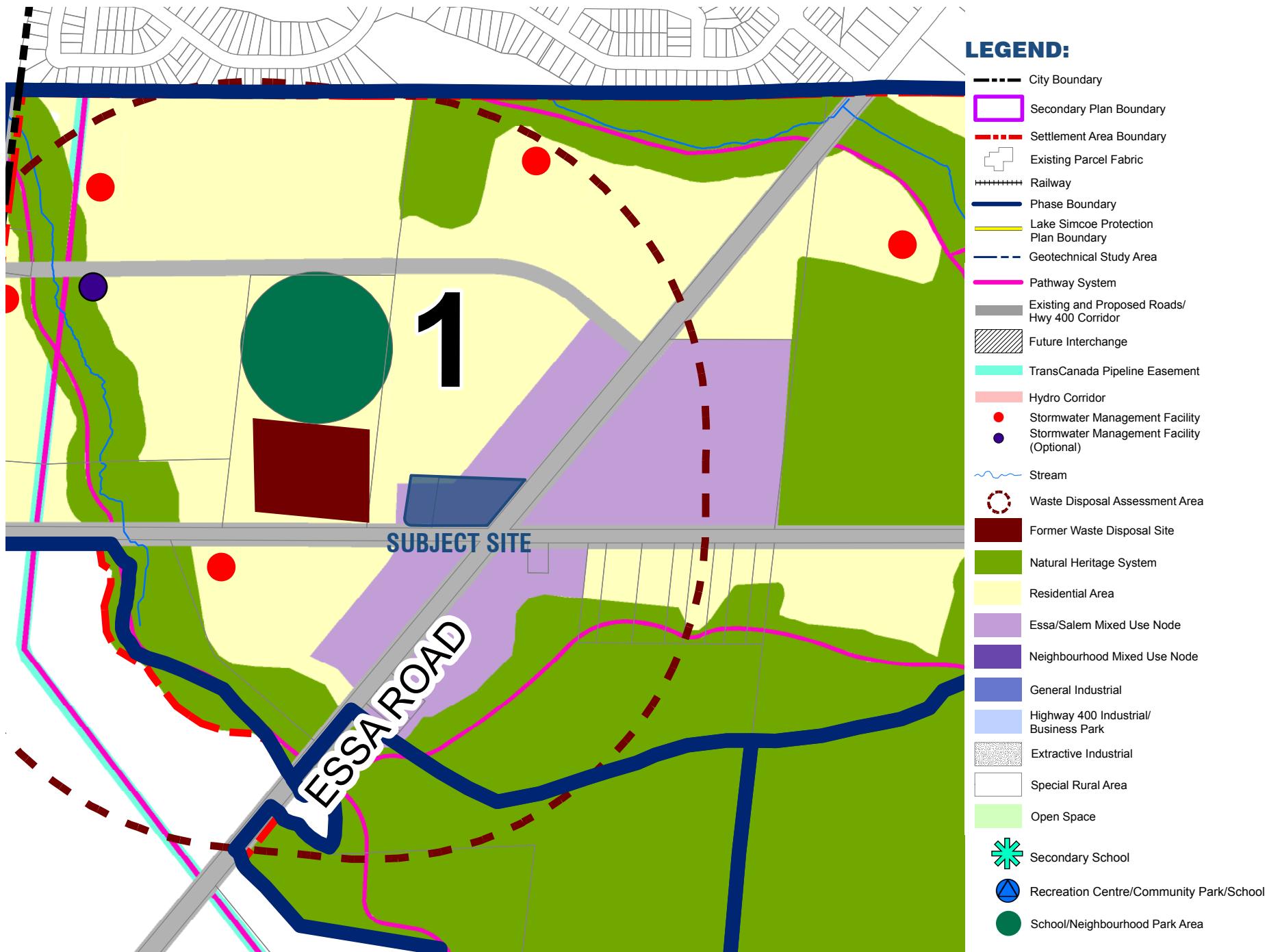


FIGURE 12. CITY OF BARRIE SALEM SECONDARY PLAN SCHEDULE 8E - DEVELOPMENT PHASES



SALEM SECONDARY PLAN 2018

Section 8 of The City of Barrie Official Plan contains The Salem Secondary Plan which provides a framework for the future urban development of the Secondary Plan Area. The Subject site is designated as Essa/Salem Mixed Use Node in the Salem Secondary Plan (figure 12). Within this designation a variety of building heights and forms is encouraged with the highest buildings being oriented to the intersection of Essa Road and Salem Road.

Section 8.4 of the Salem Secondary Plan contains policies relating to Design and Sustainable Development. This section provides policies and guidelines in relation to the proposed development including:

COMMUNITY DESIGN

- Development within the Mixed-Use Nodes and Corridors shall be designed to be compact with pedestrian and transit-oriented built form; and
- Each residential neighbourhood will have distinct characteristics.

STREET DESIGN OBJECTIVES

- Pedestrian and cyclist comfort and safety will be a priority in streetscape design.

PEDESTRIAN/CYCLIST COMFORT

- In Mixed-Use Nodes and Corridors, an enhanced streetscape and sidewalk environment will be provided; and
- Residential or mixed use blocks should be a maximum of 250 metres in length, to make walking efficient and to allow for a variety of routes.

STREET FRONTAGE

- Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street; and
- Buildings on corner lots on Arterials and Collectors should be sited and massed towards the intersection.

PARKING

- Screening of parking lots at the street with the use of features such as low fences, walls, and/or landscaping should be incorporated;
- Locating the parking lot to the side or rear of the main building; and
- Providing pedestrian walkways in parking areas adjacent to buildings.

LANDSCAPING

- The provision of landscape features which define the public realm, frame views and focal points and demarcate areas with different functions; and
- The enhancement of pedestrian comfort and scale of development.

2.2.B.4 Building Articulation



Figure 74: Mid-Rise Building Articulation

2.2.C.1 Building Orientation and Signage



Figure 77: Multiple Towers on a Site with Adequate Separation and a Human Scale Podium Creating Frontage on Adjacent Streets and Open Spaces



CITY OF BARRIE CITY-WIDE URBAN DESIGN GUIDELINES, 2020

The City of Barrie City-wide Urban Design Guidelines (2020) provides standards for urban design throughout the City of Barrie. They are a development review tool to evaluate the quality of proposals.

Section 2.0 Built Form and Site Design provides guidelines for: Site Planning and Layout; Architectural Design; Landscape Design; Site Access and Parking; and Built Form Interactions with the Public Realm. Section 2.1 provides general guidelines for Site Planning and Layout while Section 2.2 offers guidelines for Architectural Design (Figure 13). These sections speak to:

- Siting building frontages close to the street ensuring windows and doors are oriented towards the street for ease of access and to provide eyes-on-the-street;
- Locate buildings with mixed-uses such as retail stores to live/work units at the street level for visual interest and to facilitate pedestrian activity, active transportation and transit use;
- Site buildings to screen parking areas or treat parking areas with landscaping;
- Incorporate development measures to appropriately address the physical environment of the site and adjacent lands;
- Architectural designs that positions buildings to frame abutting streets, internal drive aisles, parking and amenity areas;
- When possible provide weather protection measures such as overhangs along the building frontage and the main entrances to improve pedestrian comfort;
- Provide barrier free building access at grade for pedestrians;
- Ensure building height compatibility that minimizes shadow impacts and incorporates transitions heights;
- Provide a variety of reliefs and architectural elements within the façade of lengthly “strip” buildings to enhance and diversity visual presentation of the structure; and
- Provide transitions to established residential neighbourhoods.

Section 2.2.C High-rise Built Form provides additional guidelines related to the design of buildings of 12 storeys or more in height. High-rise buildings should reflect design excellence and innovation to acknowledge the important civic role they play in defining the image of and thoughtful approach to development in Barrie. Micro-climate issues should be mitigated and these buildings should contribute to an active and animated public realm at the human scale. Buildings should be designed to address the following:

- The podium of high-rise buildings should provide and extend its frontage to be parallel to all streets, parks, and open spaces;
- Podiums shall be articulated with high-quality materials and design elements and should avoid blank walls;
- Residential, commercial, and/or institutional entrances in mixed-use buildings should be differentiated between;
- Where multiple towers are proposed on the same site, tower heights should be staggered to create visual interest within the skyline, mitigate wind impacts, and improves access to sunlight and sky sight lines;
- Towers should be designed to:
 - Minimize negative shadow and wind impacts;
 - Minimize loss of sky view from the public realm;
 - Allow for the passage of natural light into interior spaces;
 - Create architectural interest and visually diminish the overall scale of building mass; and
 - Present elegant profile for the skyline.
- Towers, including balconies, should step-back a minimum of 3.0 metres from the face of the podium along all public street frontages and open spaces;
- Tower floorplates should be no greater than 850.0 square metres;
- A minimum separation distance of 25.0 metres should be provided between towers;
- High-rise buildings should be designed to allow for a minimum of five hours of sunlight onto adjacent streets;
- Towers are encouraged to display a signature tower top to reinforce its identity.



CITY OF BARRIE URBAN DESIGN MANUAL, 2014

The City of Barrie Urban Design Manual, 2014 has been established to implement the urban design policies within the City of Barrie Official Plan. The guidelines are flexible and serve as a guide to express preferred design objectives by the City and include directives relative to:

- The physical environment and building siting;
- Pedestrian and vehicular circulation;
- Site servicing;
- Architectural design; and
- Landscape design.

The design manual provides guidelines to establish urban form ensuring that development proposals are consistent with the City's vision for urban design. The manual should be read in conjunction with the City's strategic plan, the Official Plan and the Zoning By-law. The following guidelines speak to elements captured within the proposed development:

Section 2.0 Physical Environment and Building Siting includes that speak to the following:

- Design buildings at a scale that is compatible with adjacent structures;
- Situate open storage, loading and garbage enclosures and equipment area so they are screened from public view;
- Design building setbacks at a pedestrian scale to contribute to a desirable streetscape;
- Locate active uses at the street level to encourage pedestrian activity;
- Site building to reduce visibility of parking areas or screen parking areas;
- Orient building entrances and windows close to the street to provide "eyes on the street";

Section 3.0 Site Circulation provides guidelines relating to pedestrian and vehicular circulation as well as parking. These guidelines relate to:

- Provide a safe, convenient and accessible pedestrian network from the street to building, parking area to building, and between buildings that is visible from both the street and building;
- Provide pedestrian links connecting neighboring properties where appropriate;
- Minimize pedestrian and vehicular crossings on site;
- Locate parking areas in close proximity to building entrance;
- Include barrier free parking close to entrance and elevators. Visitor parking should also be located near main entrances; and
- Ensure emergency vehicles can gain easy access to, within and from the site.

Section 7.0 Architectural Design includes the following guidelines that pertain to proposed development:

- Ensure the architectural design of the building is compatible with the developing character of the neighbouring area;
- Coordinate exterior building design and detail on all elevations with regards to colour, materiality, number of materials, architectural form and detailing;
- Locate the main building façade towards a public street or an internal courtyard;
- Enclose or screen rooftop mechanical equipment;
- Ensure main entrances are prominent and identifiable from the street to encourage pedestrian use; and
- Ensure buildings situated on corner lots have presence on both streets.



FIGURE 14. SOUTHWEST RENDERED ELEVATION (KIRKOR ARCHITECTS)



06

DEVELOPMENT PLAN

■ PROPOSED DEVELOPMENT

The proposed development introduces a mixed-use building with two residential towers at 15-storeys each and a 3-storey podium. It will have building heights of 47.9 meters above established grade (excluding the mechanical penthouses which are an additional 6.5 metres). The proposed development will have 425 residential units (including 415 apartment units and 10 live-work units) and 365 sq.m of ground floor commercial space facing Brown Bear Street. The proposed floor area is 27,565 square metres, resulting in a Floor Space Index (FSI) of 3.11 times the lot area. Two levels of underground parking and surface parking on the north side of the building provide 425 parking spaces for residents and visitors.

Vehicular access to parking, servicing and loading is provided from Brown Bear Street. A total of 425 vehicular parking spaces, including 64 for visitor and commercial uses, and 89 bicycle parking spaces are provided. Parking is provided within two levels of below grade parking and surface parking towards the rear of the building.

The proposed development provides a total of 5,178 square metres of amenity space. 1,782 square metres of indoor amenity space is provided on levels 1, 2 and 4 while 3,396 square metres of outdoor amenity space is provided on the Level 4 roof top, Level 1 and via the patios, balconies and terraces found throughout levels 1 to 15.

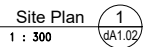


FIGURE 15. SITE PLAN (KIRKOR ARCHITECTS)

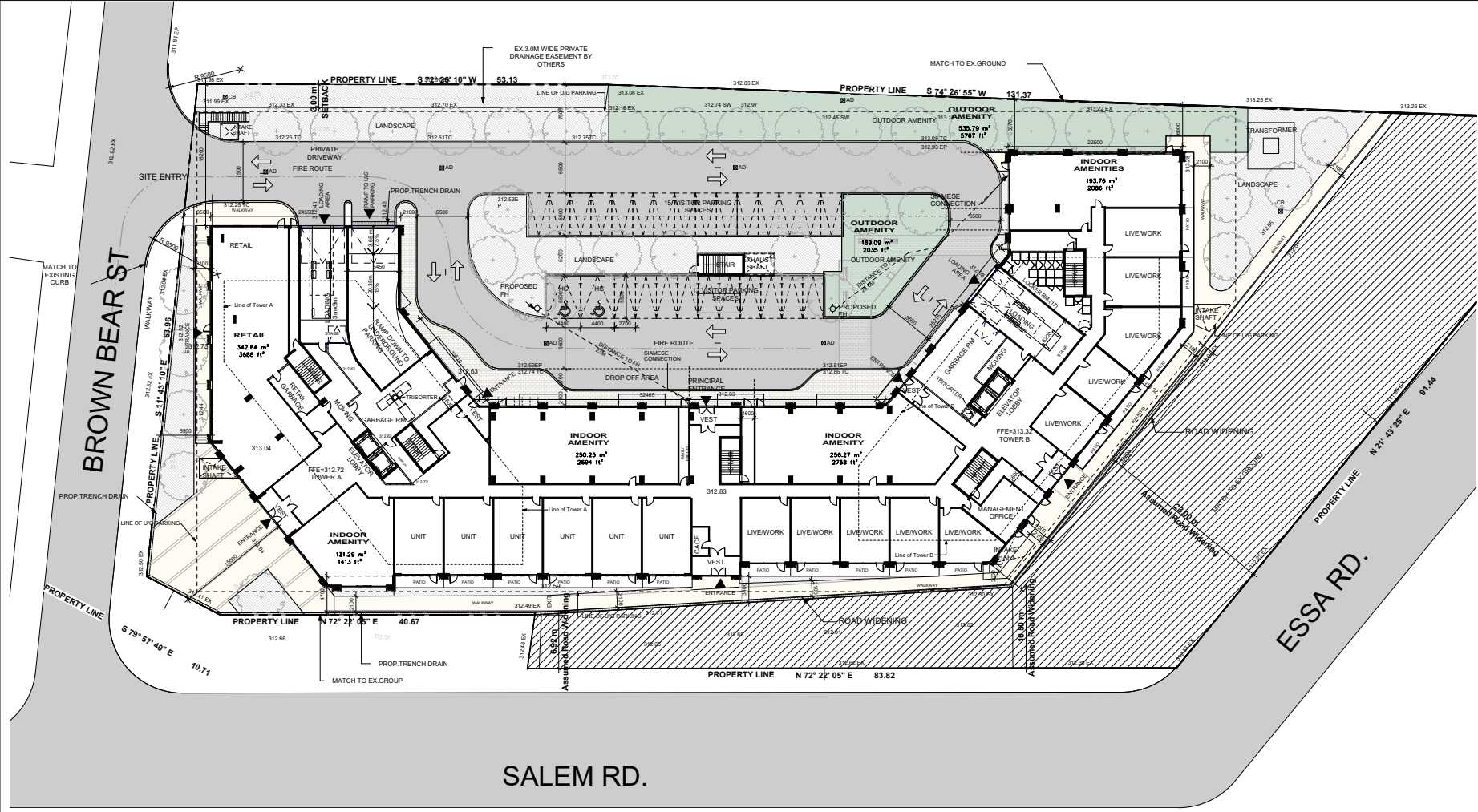
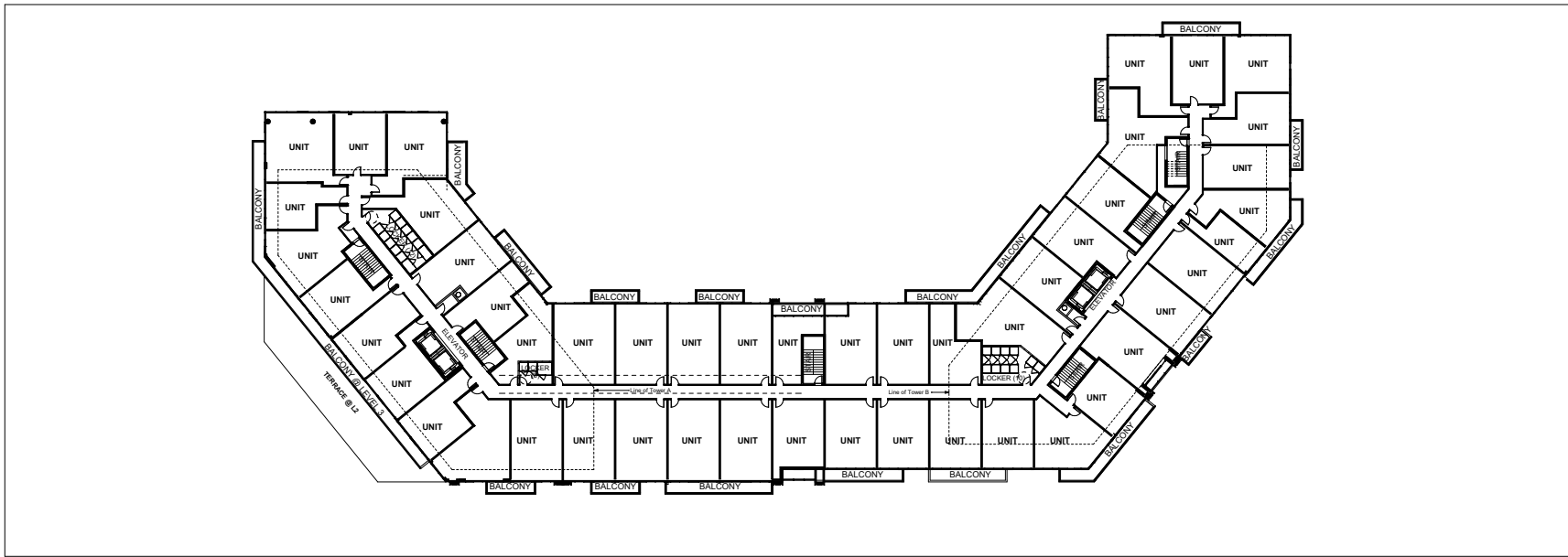
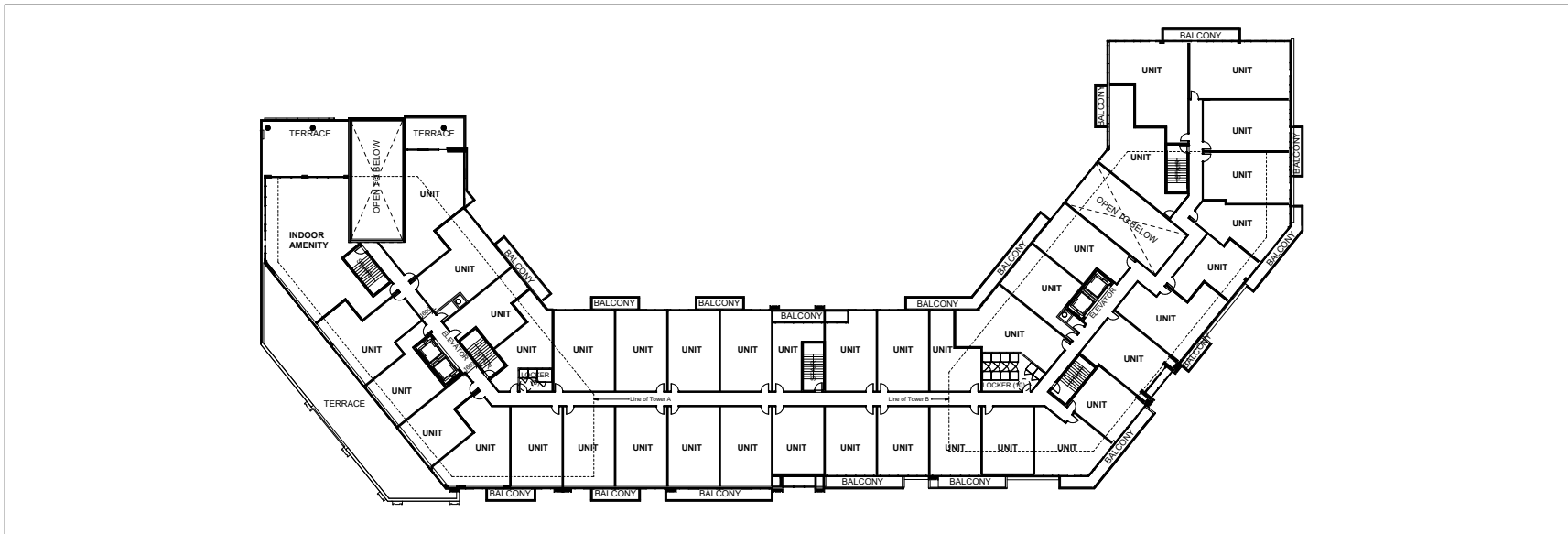


FIGURE 16. LEVEL 1 PLAN (KIRKOR ARCHITECTS)



Floor Plan - Level 3
1 : 250

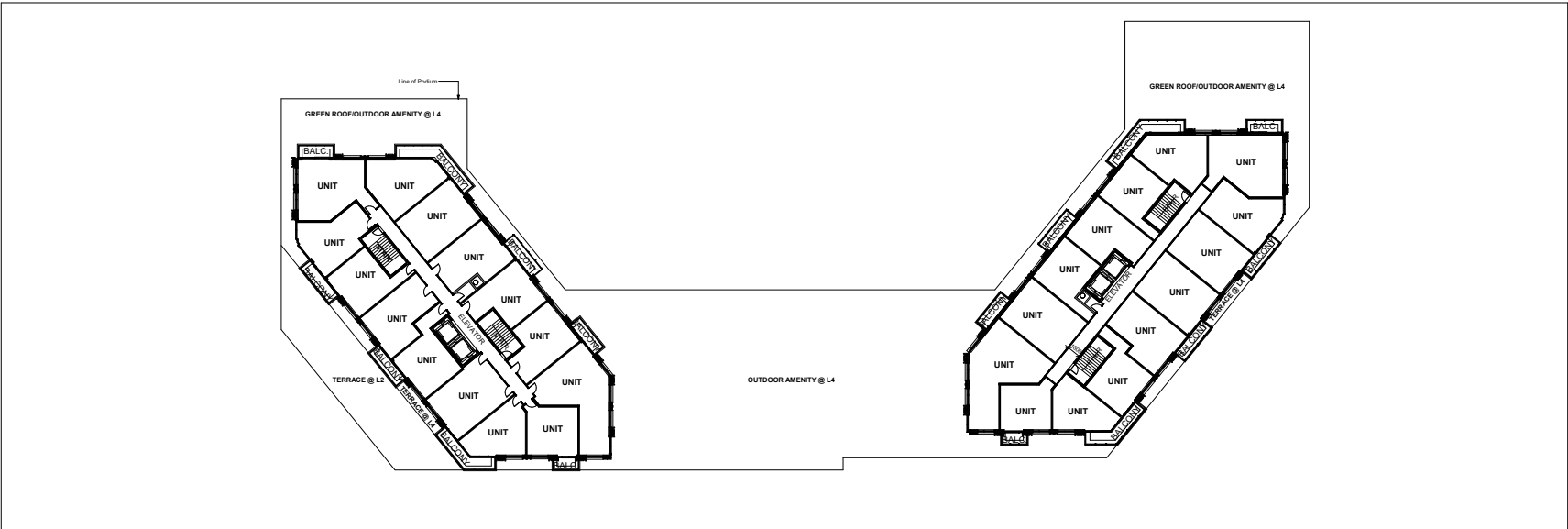
2
dA2.4



Floor Plan Level 2
1 : 250

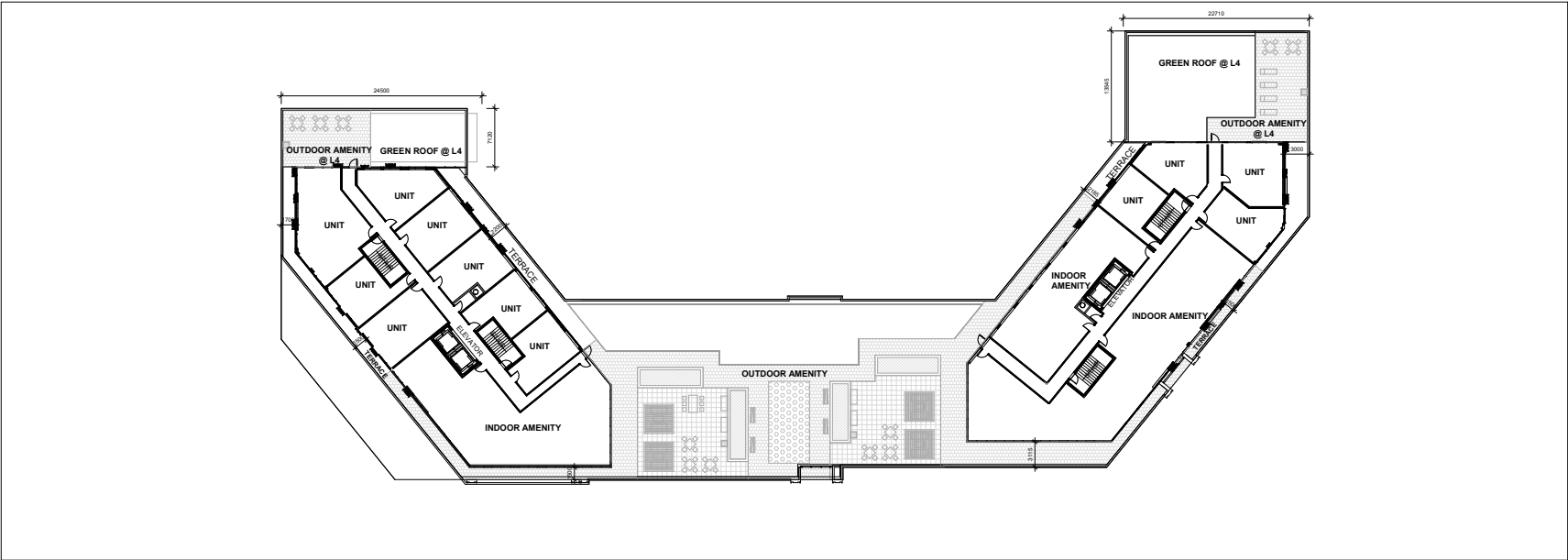
1
dA2.4

FIGURE 17. LEVEL 2 AND 3 PLAN (KIRKOR ARCHITECTS)



Floor Plan - Level 5
1 : 250

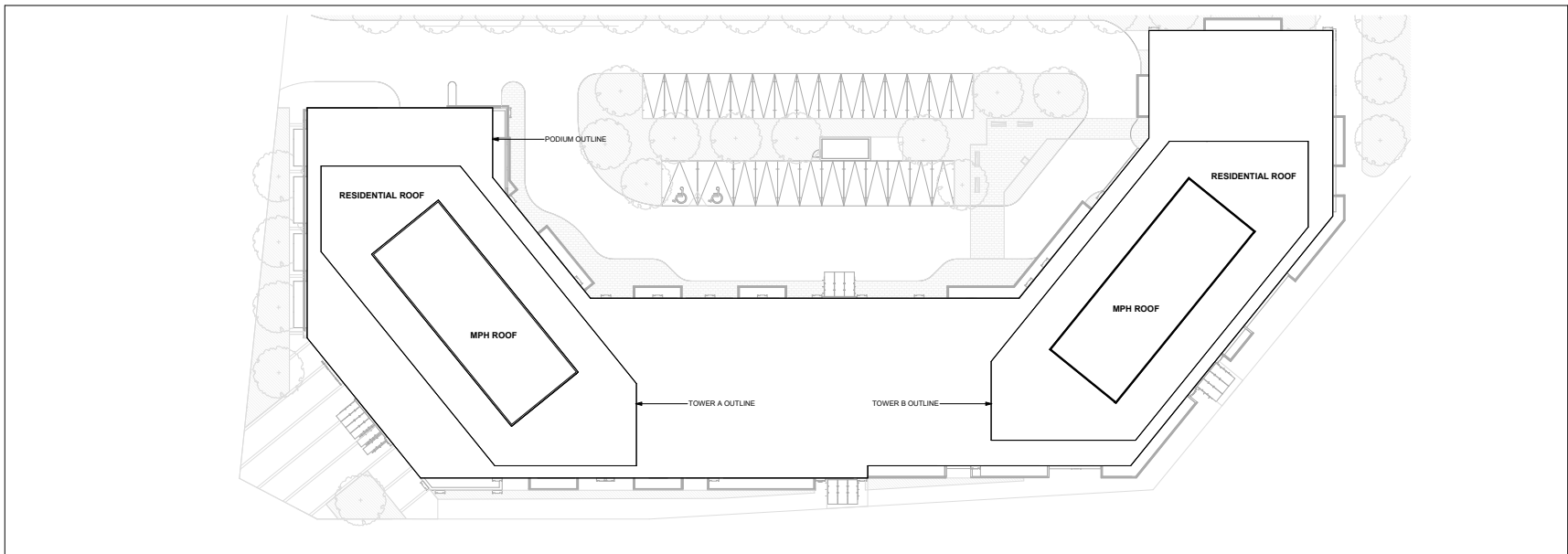
2
dA2.5



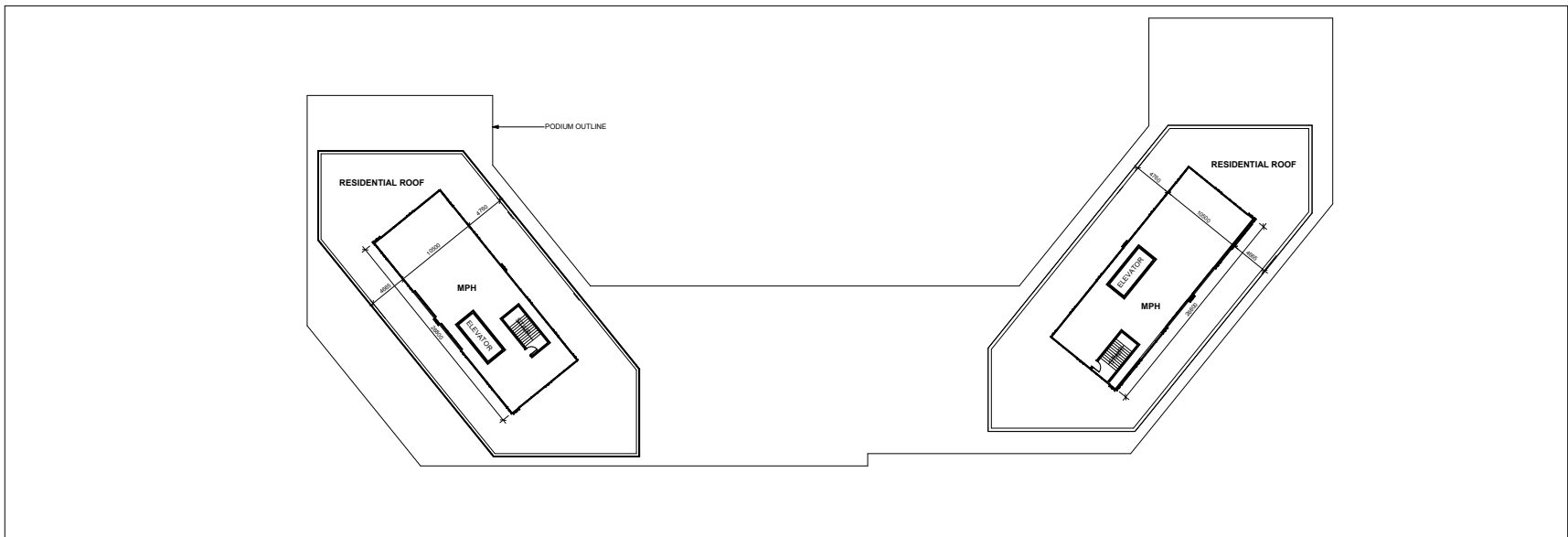
Floor Plan - Level 4
1 : 250

1
dA2.5

FIGURE 18. LEVEL 4 AND 5 PLAN (KIRKOR ARCHITECTS)



MPH Roof 2
1 : 250 dA2.6



MPH Floor Plan 1
1 : 250 dA2.6

FIGURE 19. MPH ROOF AND MPH FLOOR PLAN (KIRKOR ARCHITECTS)



FIGURE 20. NORTH ELEVATION (KIRKOR ARCHITECTS)

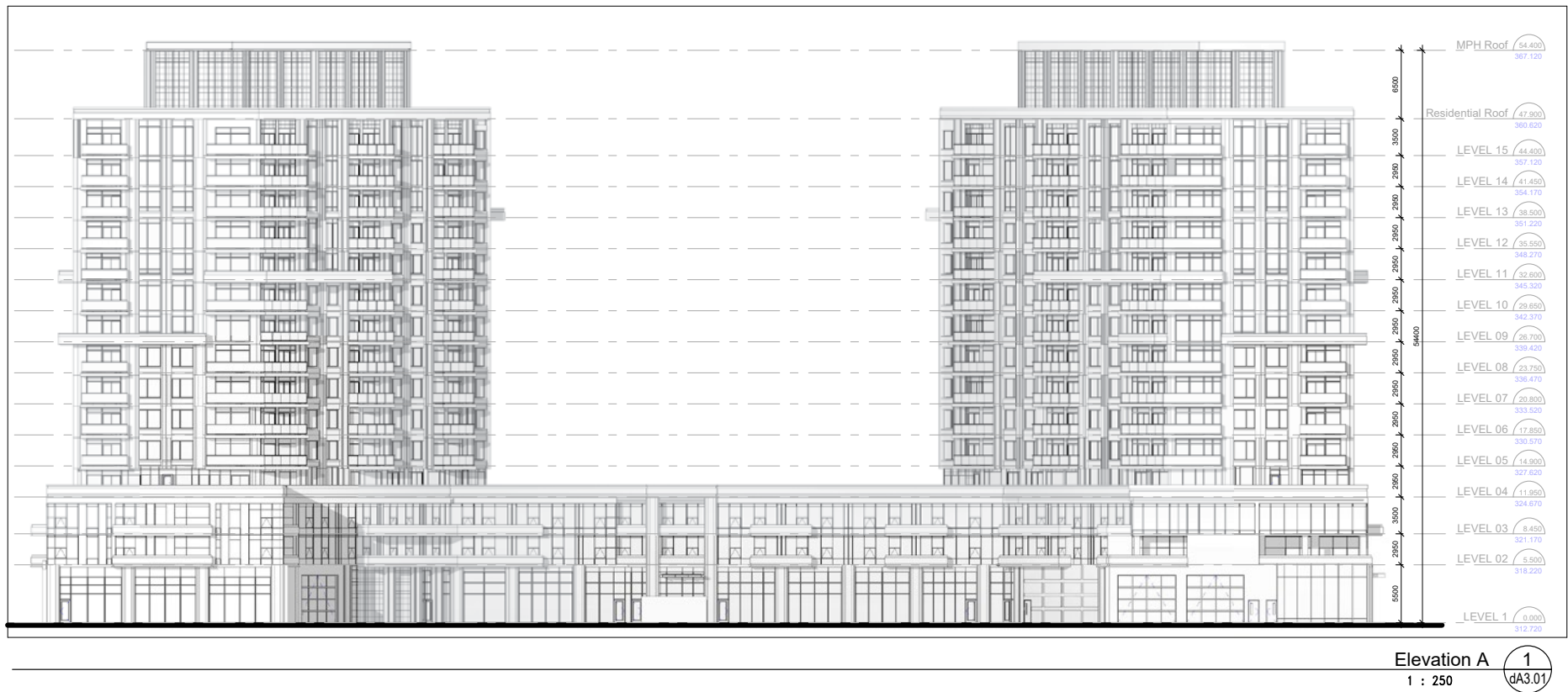
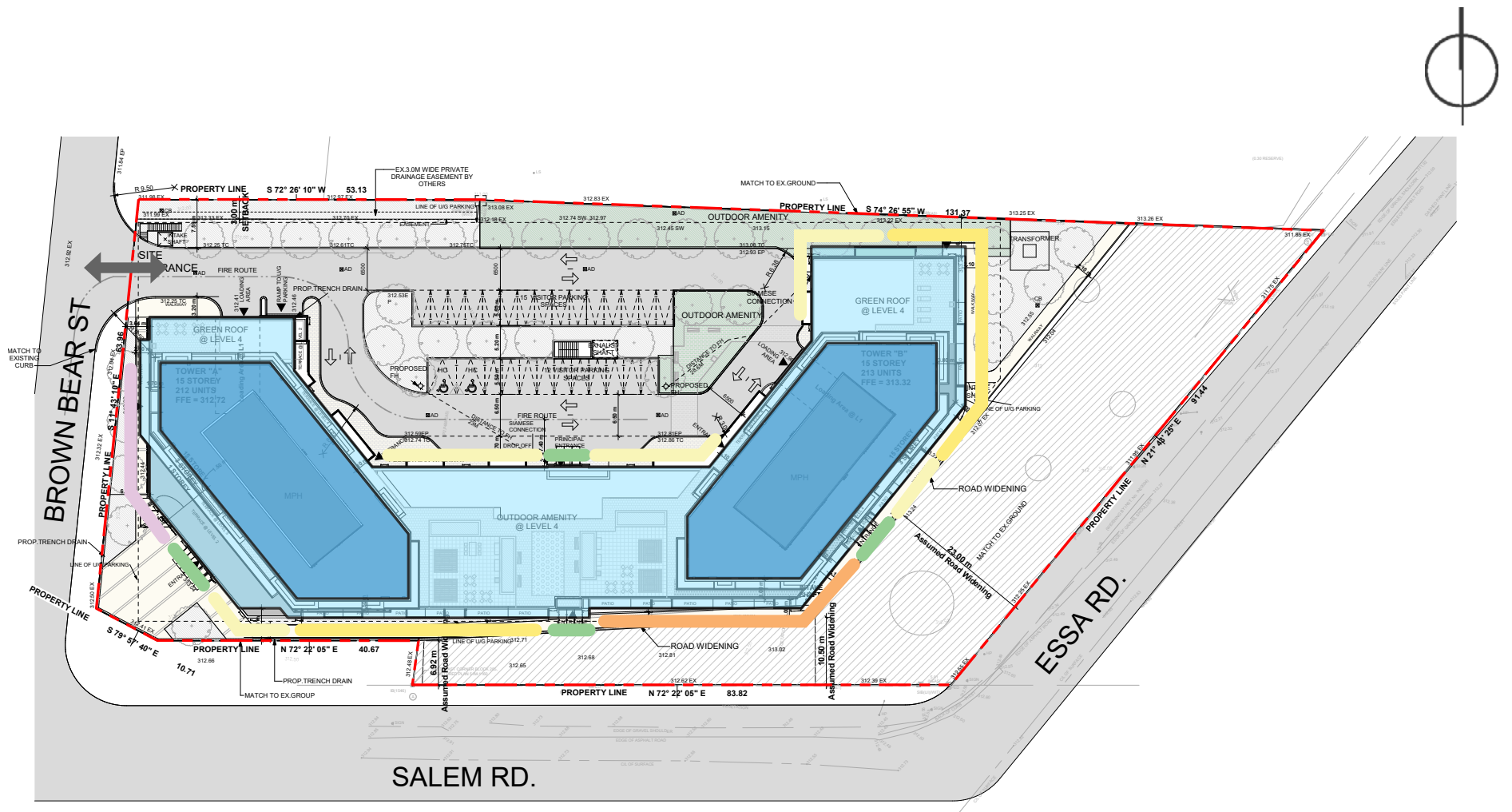


FIGURE 21. SOUTH ELEVATION (KIRKOR ARCHITECTS)



FIGURE 22. NORTH RENDERED ELEVATION (KIRKOR ARCHITECTS)



LEGEND

- Subject Site
- Tower Element
- Podium Element
- Lobby Frontage
- Indoor Amenity Frontage
- Townhouse Unit Frontage
- Live/Work Unit Frontage
- Retail Frontage
- Vehicle Access

FIGURE 23. SITE ORGANIZATION



07

DETAILED DESIGN DIRECTION

URBAN DESIGN VISION. The urban design vision for the proposed development is to create pedestrian-friendly streetscapes through innovative and sustainable building and landscape designs. Contemporary building solutions will combine with contemporary architectural styles to maintain the character and image of the community while contributing to a more sustainable future.

■ SITE ORGANIZATION

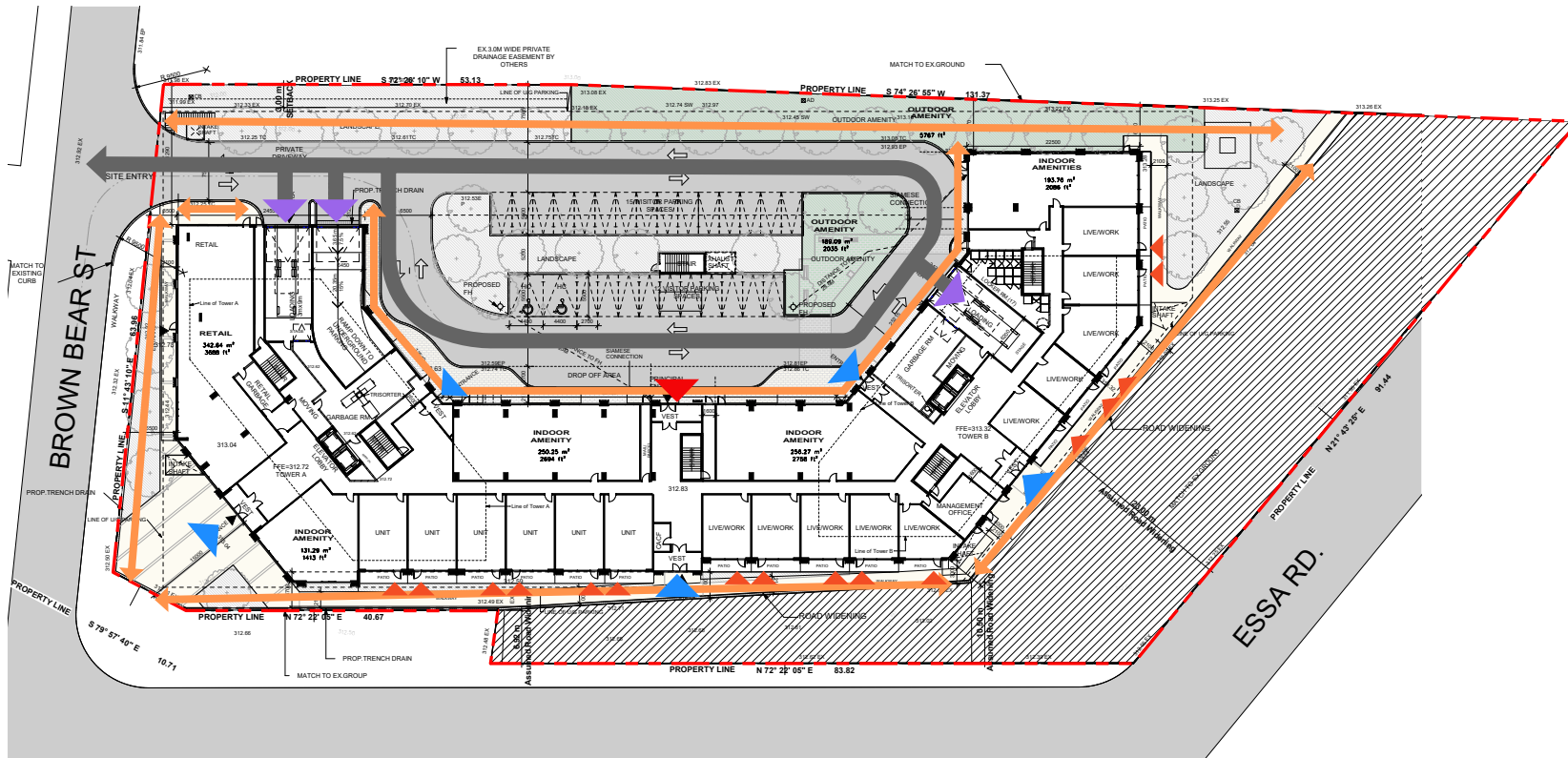
The proposed building encompasses the northwest corner of Essa Road and Salem Road. The proposal is comprised of a three-storey building podium with frontage along Essa Road, Salem Road and Brown Bear Street. Two towers are appropriately set apart and situated at either end of the building base to enhance the privacy of the residential units and increased skyview and sunlight access. At ground level, the indoor amenity space is provided at five locations with frontage along Salem Road, Essa Road and inward towards the courtyard of the building.

At-grade commercial space is situated adjacent to the primary pedestrian entrance with frontage along Brown Bear Street. The location of these uses along the street frontage will help animate and improve the existing public realm while also providing eyes-on-the-street. Three residential entrances are provided along the public street frontages. The two 15-storey

towers are each situated on the southeast and southwest corner of the Subject Site, which will define each corner and reinforce their prominence. principle entrance is situated at the rear of the building adjacent to the drop-off and visitor parking. Additional entrances are provided along Essa Road and Salem road.

Vehicular access to parking, loading and servicing is from Brown Bear Street in the northwest corner of the site. This location towards the rear is to minimize its visual appearance from Essa Road and Salem Road and enhances the public realm and pedestrian experience around the site.

Building setbacks of 3.0 metres along Salem Road, 4.0 metres along Essa Road and 3.5 metres along Brown Bear Street are provided for additional landscaping space to improve the public realm.



LEGEND

-  Subject Site
-  Primary Entrance
-  Secondary Entrance
-  Service/Underground Parking Access
-  Vehicular Circulation
-  Pedestrian Circulation
-  Grade Related Unit Entrance

FIGURE 24. PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS



■ PEDESTRIAN/VEHICULAR CIRCULATION AND ACCESS

Pedestrian circulation will primarily occur on public sidewalks that abut the Subject Site along Essa Road, Salem Road and Brown Bear Street. The principle entrance is situated at the rear of the building adjacent to the drop-off and visitor parking with additional entrances provided along the frontages of Essa Road and Salem Road. An additional pedestrian route is accessing the rear of the building along where the vehicular entrance is. Grade related units are provided with street level patio and access.

As mentioned, vehicular access to the proposed development is from Brown Bear Street in the northwest corner of the Subject Site.



SITE FURNISHINGS



LEGEND



FIGURE 25. LANDSCAPE AND AMENITY AREA

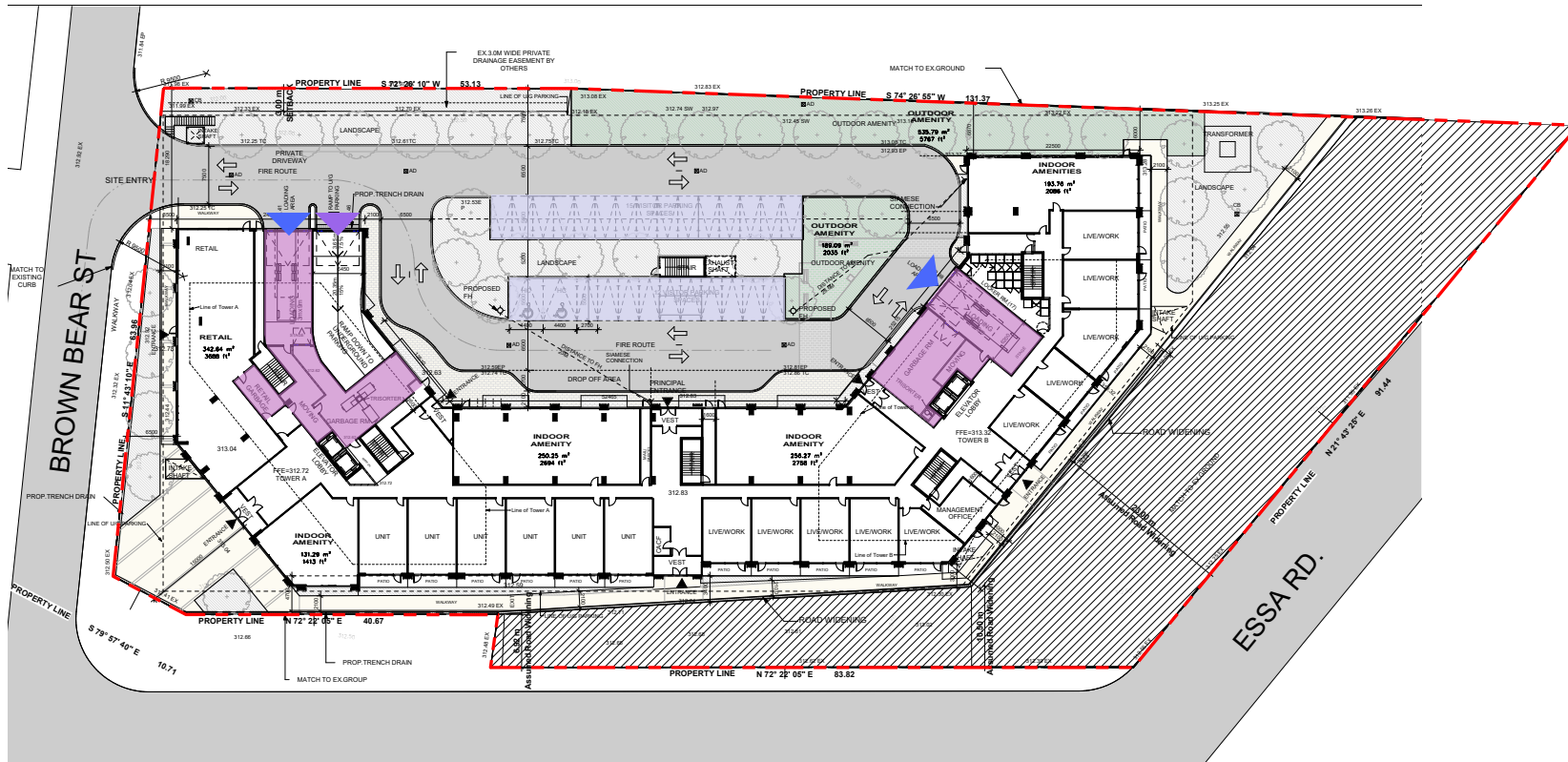


■ LANDSCAPE AND AMENITY AREAS

Landscaping is proposed along the building edges to enhance the aesthetics, provide appropriate separation with the public sidewalk and to provide privacy for at-grade units. A walkway is provided along the building on Salem Road and Essa Road. A landscaped buffer is provided between the development to the north along the north property line of the Subject Site. Furthermore, a triangular green space is provided at the northeast corner of the Subject Site. An outdoor seating area is proposed in the courtyard behind the building east of the parking stalls.

Outdoor amenity space is provided on Level 4 in three areas which will include green roofs, seating areas, a barbeque and raised planters.

As proposed development includes approximately 5,100 square metres of amenity space, with 3,396 square metres are outdoors and 1,782 square metres indoors on Levels 1, 2 and 4.



LEGEND

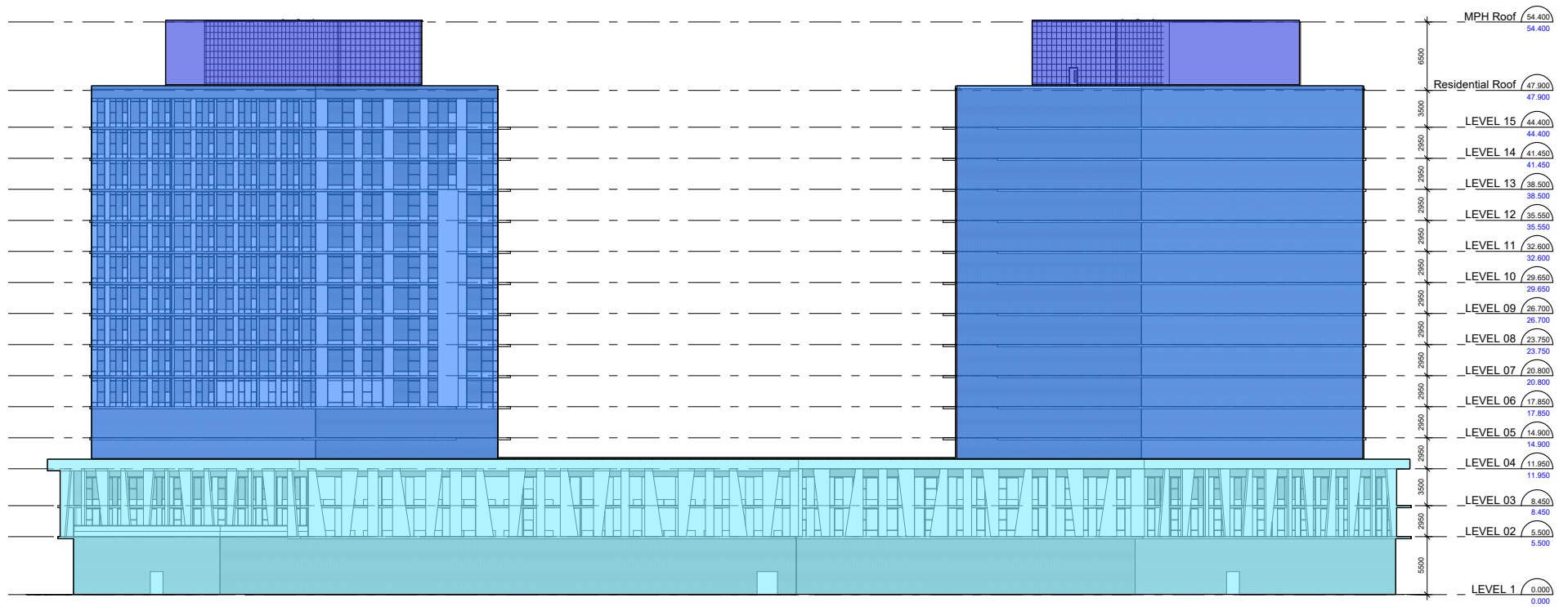
- Subject Site
- Internalized Waste Storage and Loading
- Underground Parking Access
- Service Access
- Surface Parking

FIGURE 26. PARKING, LOADING AND SERVICING



■ PARKING, LOADING AND SERVICING

“Back-of-house” activities including parking, loading, servicing and drop-off are located at the rear of the proposed building – away from Essa Road and Salem Road – resulting in a safer, more comfortable and attractive public realm and pedestrian environment. Vehicular parking is provided on two underground levels as well as on the surface on the north side of the building. Bicycle parking is provided in a secured room on Level P1. Access to below-grade parking is provided via a ramp situated at the northwest edge of the building near the vehicular site entrance. Two separate loading bays and two separate garbage/waste areas are provided, one on either side of the building podium, servicing each tower respectively.



LEGEND

Podium Tower Tower Top

FIGURE 27. PODIUM, TOWER AND TOWER TOP



BUILT FORM

HEIGHT, MASSING AND SETBACKS

The proposed tower heights of 15-storeys correspond with taller/denser buildings being planned along an Intensification Corridors as well as the Subject Site's location at the intersection of two Arterial Roads. The proposed development includes tower setbacks of 1.5 metres from the 3-storey building podium along the front of the building and 2.10 metre setbacks from the rear. These tower setbacks will help reinforce the podium as the defining element adjacent to the public realm along each street frontage and aims to limit the visual impact of the towers at grade.

The separation distance between the two towers is 43.35 metres ensuring access to natural light, views to the sky and privacy between adjacent units. This will also preserve views to the sky from the street level, reduce shadowing and create an elegant profile in the skyline.

BUILDING PODIUM, TOWER AND TOP

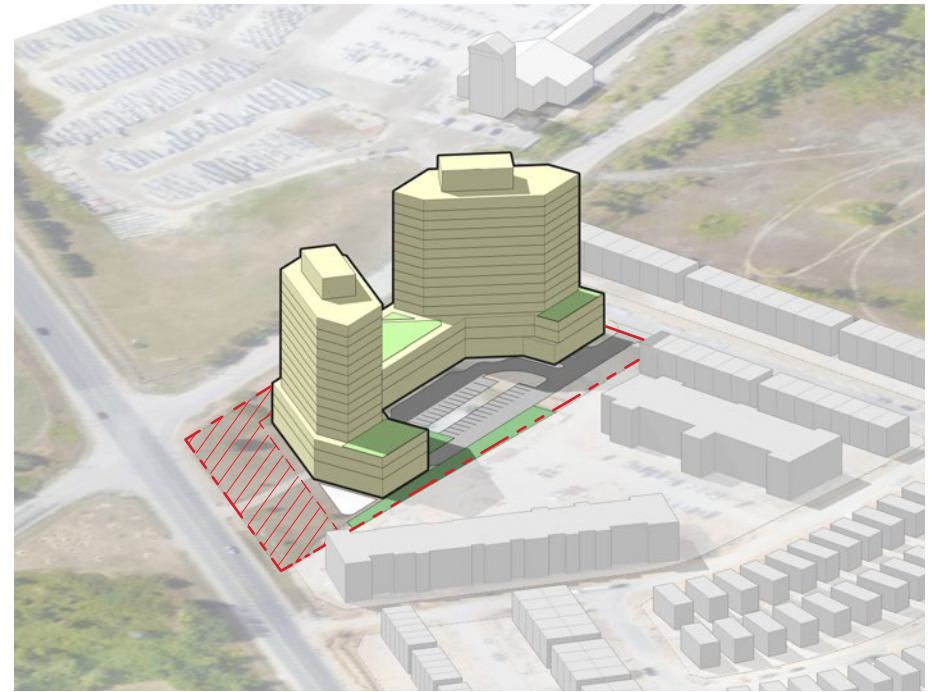
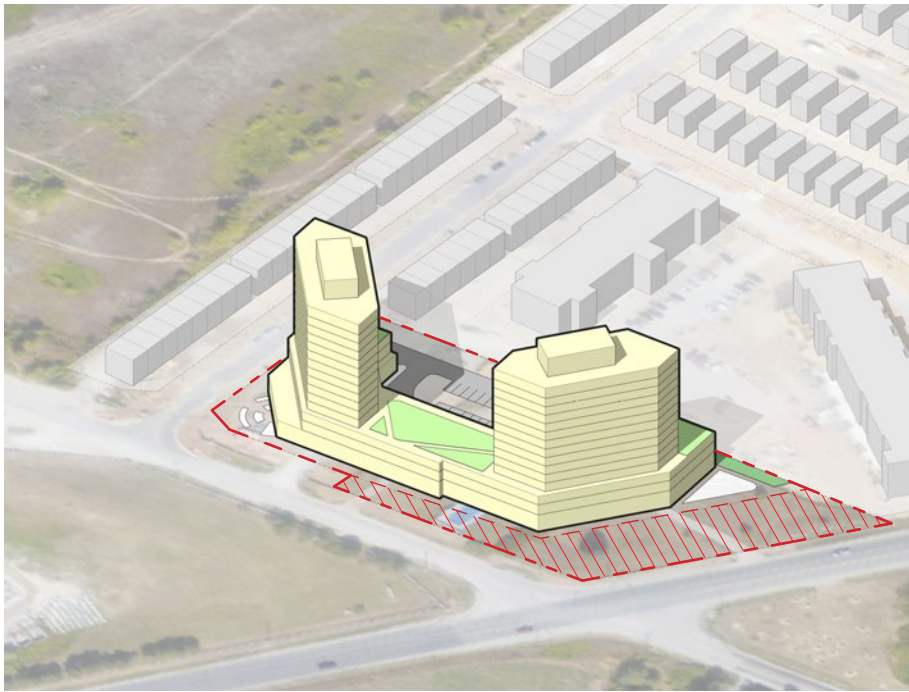
The City of Barrie Urban Design guidelines outlines three components of a high-rise building; podium, tower and tower top. The proposed 3-storey building base (podium) will create an appropriate streetwall along Essa Road, Salem Road and Brown Bear Street.

The building podium is appropriately setback from the property line and proposed road widening. At each of the southern corners of the building the podium is chamfered at the daylight triangles to provide additional public space. Commercial space is proposed on the ground floor on the west side of the podium facing Brown Bear Street.

The proposed tower elements are setback 1.5 metres from the podium along the street frontage and 2.1 metres from the rear side of the podium – reducing the perceived height of the overall built form. Tower floorplates of 850 square metres as well as the faceted shape will create a unique contribution to the skyline.

At the top of each tower is a screened mechanical unit which is appropriately setback from the edge of the towers. These constitute the building tops and will cap the top of this proposed development.

08 BLOCK PLAN AND 3D MASSING

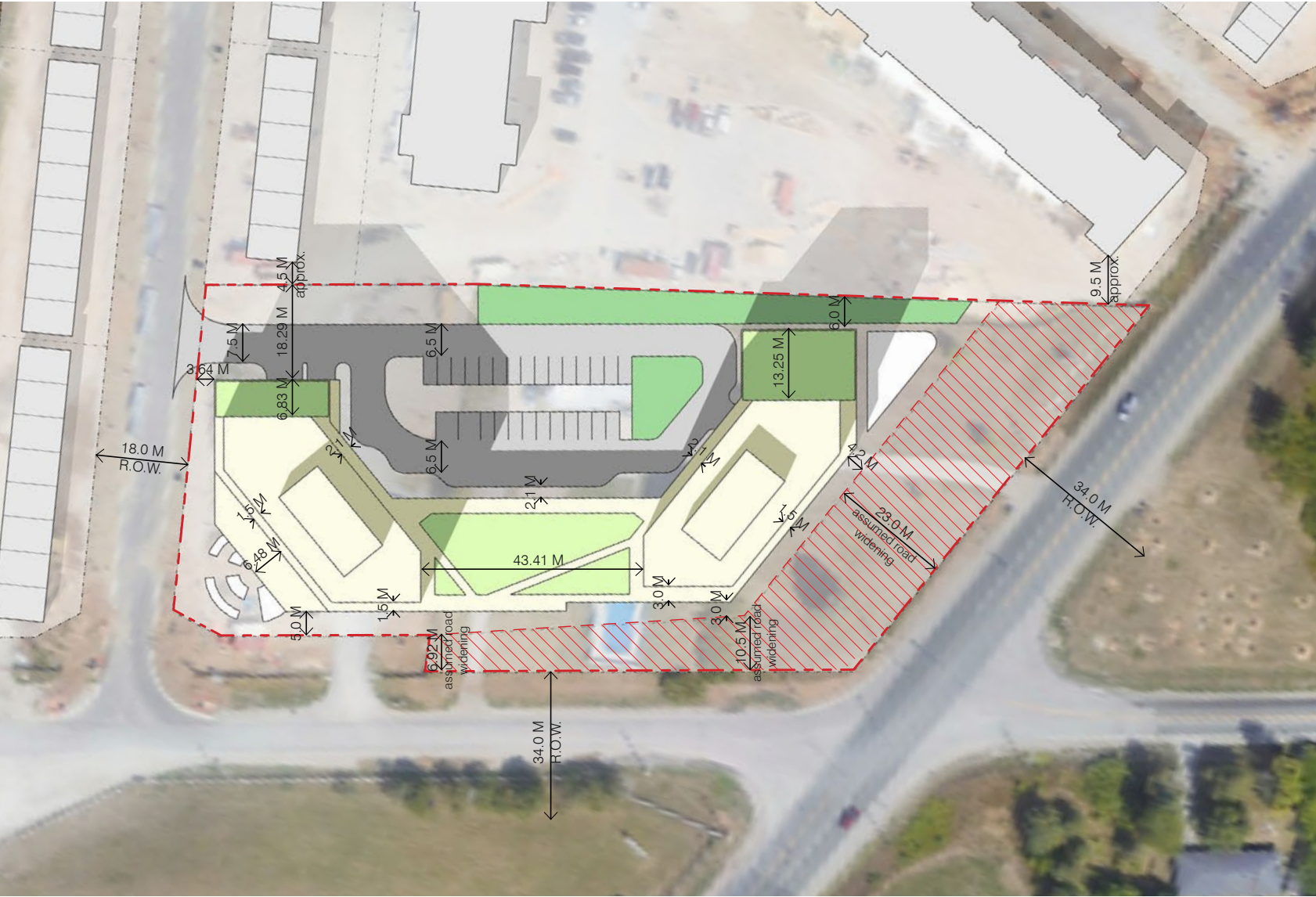


LEGEND

--- SUBJECT SITE /// FUTURE ROAD WIDENING ■ PROPOSAL

FIGURE 28. 3D ISOMETRIC VIEW - NORTHWEST & SOUTHWEST

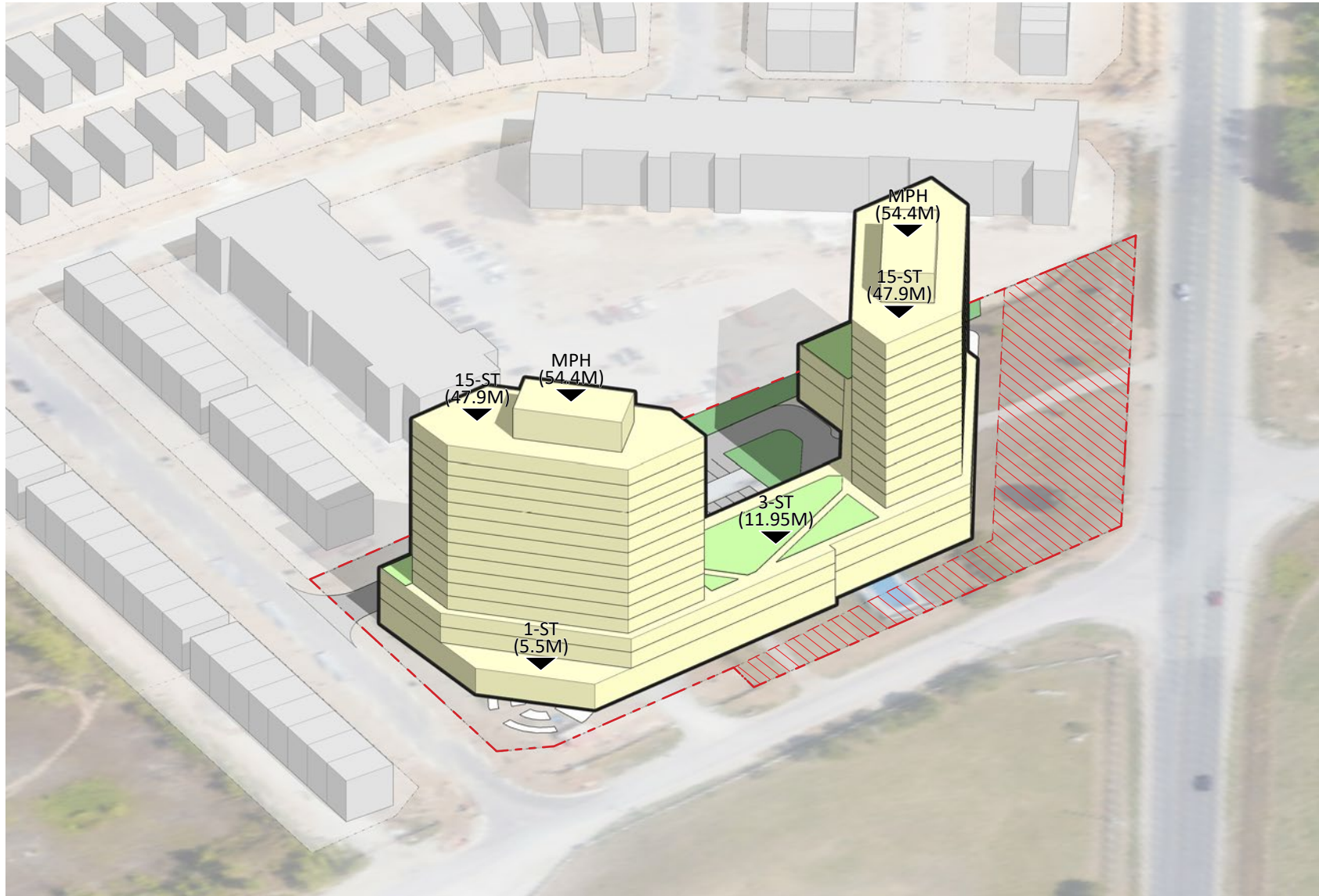




LEGEND

- SUBJECT SITE /// FUTURE ROAD WIDENING PROPOSAL

FIGURE 29. BLOCK PLAN

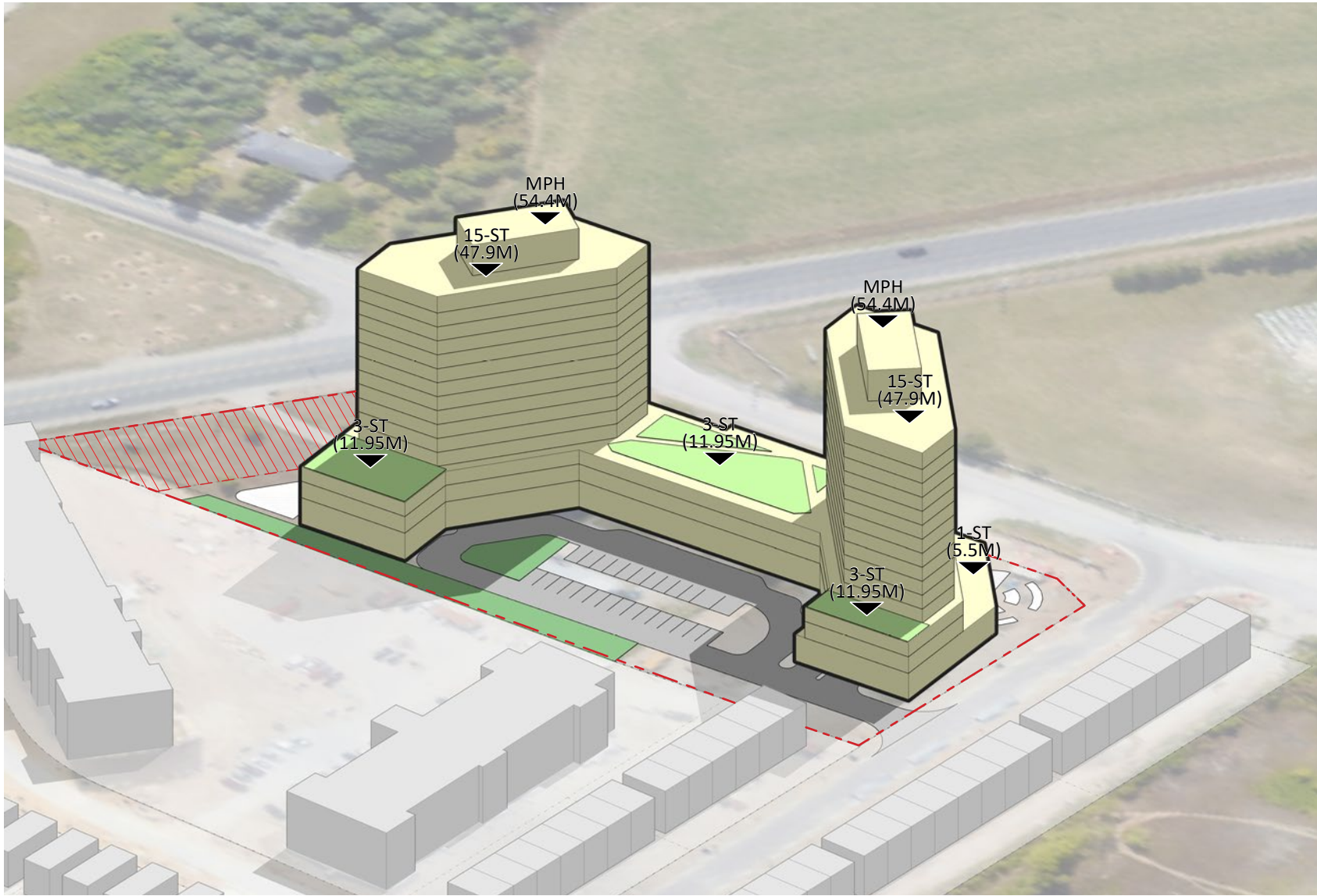


LEGEND

---- SUBJECT SITE
 ▨ FUTURE ROAD WIDENING
 ▭ PROPOSAL

FIGURE 30. 3D ISOMETRIC VIEW - NORTHEAST





LEGEND

--- SUBJECT SITE  FUTURE ROAD WIDENING  PROPOSAL

FIGURE 31. 3D ISOMETRIC VIEW - SOUTHEAST

09 CONCLUSION

The proposed development conforms with the City of Barrie's guidelines and reinforces the commitment to create a sustainable and transit-oriented community in the Salem Secondary Plan Area. It is our opinion as discussed in this Urban Design Report that the proposed development represents good urban design and is appropriate within the emerging and planned context of the neighbourhood. The proposed development is successful in creating a built form that enhances an underutilized property and builds upon recent developments north of the Subject Site. The proposed development will anchor the corner of Salem Road and Essa Road with appropriate density and built form suitable for this prominent intersection.

The proposed development generally conforms to the policies and objectives prescribed in the Salem Secondary Plan, the City of Barrie City-Wide Urban Design Guidelines, the City of Barrie Urban Design Manual and is compatible with the emerging context of the surrounding area. It is the opinion of this Brief that the proposed development is appropriate and desirable.



FIGURE 32. RENDERING (KIRKOR ARCHITECTS)

