



URBAN DESIGN REPORT

3195 East Bayshore Road, Owen Sound

SkyDev Bayshore Owen Sound LP

Site Plan Application

October, 2022



Georgian Bay

SITE

31st St E

East Bayshore Rd

26th St E

9th Ave E

20th St E

3rd Ave E

3rd Ave W

27th St W

24th St W

20th St W

5th Ave W

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1. BACKGROUND AND PURPOSE

1.1 Scope

GSP Group prepared this Urban Design Brief for SkyDev Bayshore Owen Sound LP (the “Client”) previously provided to facilitate rezoning of the property, and now for the removal of Holding Provision and Site Plan Approval to permit the development of the former RCA site, municipally addressed as 3195 East Bayshore Road (the “Subject Site”). The owner is proposing to develop the currently vacant property into eight 6-storey residential apartment buildings (the “Proposed Development”) with a total of 712 residential units.

1.2 Purpose

The removal of Holding Provision and Site Plan Approval are required in order to facilitate the Proposed Development on the Subject Site. An Urban Design Brief was identified as a requirement of these applications as per the pre-submission consultation meeting dated May 16, 2022.

1.3 Report Content

Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief contains:

- A description of the existing physical conditions on the Subject Site, surrounding land use compatibility and transportation network (Section 2);
- A description of the design components of the Proposed Development (Section 3);
- An assessment of the proposed design concept in respect to relevant design policies and guidelines (Section 4); and
- A summary of the report findings (Section 5)

1.4 Supporting Studies and Materials

This Urban Design Report has considered the following plans and reports prepared in support of the subject applications:

- Site Plan prepared by KWA Site Development Consulting Inc.;
- Floor Plans prepared by SRM Architects;
- Elevations prepared by SRM Architects ;
- Landscape Plan prepared by Ron Koudys Landscape Architects;
- Shadow Study Graphics prepared by SRM Architects; and
- 3D Renderings prepared by SRM Architects

2. EXISTING SITE CONDITIONS AND CONTEXT

2.1 Location and Description

The Subject Site is located along the eastern shore of Georgian Bay at 3195 East Bayshore Road and was formerly known as the RCA site. It is bound by East Bayshore Road to the west, 32nd Street East to the north and 9th Avenue East to the east. The Subject Site is legally described as Plan 838, Lot 53 & 54, Part Lot 7. The Subject Site is 15.5 hectares (38.3 acres) in area, having a frontage of approximately 404 metres along East Bayshore Road and 348 metres along 32nd Street East.

2.2 Existing Site Condition and Vegetation

The Subject Site is currently vacant, having been the location of a former manufacturing building and its associated parking lots. A telecommunication tower is located at the southeast corner of the property.

The Subject Site is generally flat with a pronounced downward slope on the western side towards Georgian Bay as well as an upward slope around the existing communication tower at the southeast corner of the property. The Subject Site contains light vegetation throughout the property aside from a deciduous and coniferous successional growth areas with trees located in the southwest corner of the property.

Current driveway access exists off East Bayshore Road and 32nd Street East. East Bayshore Road is classified as a County road and is also known as Grey Road 15.



Study Area

2.3 Surrounding Land Uses and its Compatibility

The Subject Site is situated northeast of the City of Owen Sound's city centre, along East Bayshore Road. It is located at the northern fringe of the Owen Sound Industrial Park, approximately one kilometer within the city boundary. While the Subject Site is located in the northern part of the City, its location along East Bayshore Road provides easy access to the city centre and amenities. Schools, hospital, YMCA, Bayshore Community Centre and other community facilities are within a short drive and easily accessible by active transportation modes. The land uses around the Subject Site can be characterized as recreational, service commercial and industrial.

East Bayshore Road is located approximately 85 metres to the west from the nearest Proposed Development and to east of the Subject Site is the Kiwanis Soccer Field Complex and recreational area. Also, within close proximity is an extensive trail network providing direct access to the city centre and waterfront. The surrounding land uses, include the commercial building (north), McArthur Tire Retread facility (east) and Hobart Food Equipment (south). The commercial building is considered to be Class I industrial land, and McArthur Tire Retread facility and Hobart Food Equipment are considered to be Class II facility as defined by D-6 Guidelines.

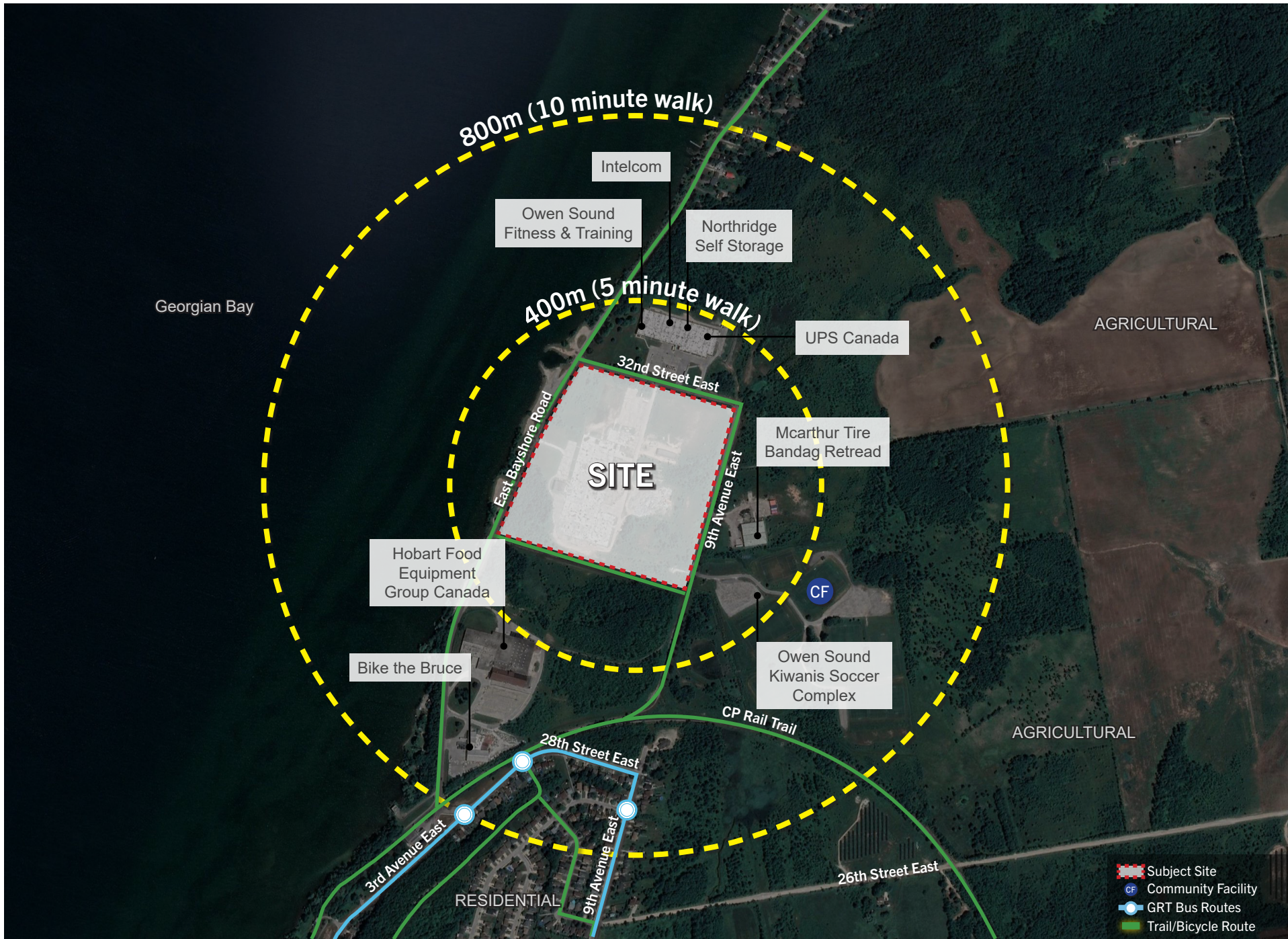
The commercial building (the former Veyance Technologies) consists of a fitness centre, storage facility, and UPS shipment facility and is located 20 metres distant across the 32nd Street right-of-way, with approximately 90 meters between the front of the building and the proposed residential unit. The parking lot acts as a spatial separator while the majority of trucking and loading occurs away from the Subject Site, on the east side of the commercial building. While the commercial property is not designated as an Industrial Transition Zone, its characteristics are comparable with both the Subject Site and Hobart Food Equipment. When considering the future of the commercial property, it could potentially be redesignated and considered an ITZ and transition to another use in the future.

The Hobart Food Equipment facility to the south is in operation, however,

this should not pose compatibility concerns. The Hobart building is setback approximately 200 metres from its property line, which provides more than sufficient separation from the proposed residential uses. In addition, both the Kenny Drain and area of trees fall between the Hobart facility and the Proposed Development. The area of trees provides an additional layer of visual and noise barrier between the uses. Also of significance is that, like the Subject Site, the Hobart property has been designated as an Industrial Transition Area in OPA 4. Due to its location on the waterfront and similar characteristics to the Subject Site, it is reasonable to foresee the property being redesignated and becoming a residential neighbourhood in the future.

The McArthur Tire Retread facility is located immediately east of the site on 9th Avenue East. This facility is to be considered a Class II facility per the D-6 Guidelines and therefore, is located within the 70 metre minimum setback distance.

A detailed Noise Impact Study was prepared by Cambium Inc. The results of this noise impact study notes the Proposed Development is feasible under the defined conditions, assumptions, and recommendations of the report. No specific noise control measures are required, and typical Ontario Building Code facade constructions are sufficient to achieve the indoor sound level criteria.



Surrounding Context Area

2.4 Immediate Site Context

The surrounding land uses generally include:

North: To the north is a one-storey facility, the commercial building (former Veyance Technologies). The current use of the building is commercial/light industrial uses including a fitness centre, storage facility, and UPS shipment facility, and farther to the north are the Hibou Conservation Area.

East: East of the Subject Site is an industrial property (McArthur Tire Retread facility), as well as rural and agricultural lands. Farther east is a large recreational park, known as the Kiwanis Soccer Complex.

South: To the south is an area of trees, an existing trail and Kenny Drain, followed by light industrial building - Hobart Food Equipment, a commercial kitchen appliances manufacturer. Farther south of the Subject Site is the Grey County CP Rail Trail, and low-rise residential uses.

West: Directly west of the Subject Site, across East Bayshore Road, is Georgian Bay with a small strip of publicly owned land along the shoreline with a boat launch.



1 Commercial building (former Veyance Technologies) abutting the Site.



2 Kiwanis Soccer Complex



3 Kenny Drain, running east-west, adjacent to the southern property line.



4 Wooded area along East Bayshore Road.



5 Boat launch, west side of East Bayshore Road, opposite Site.

Immediate Site Context

2.5 Transportation Network

The Subject Site is located in an area of the City that is connected to transit, and recreational trails, and has convenient road access to the greater City. The Subject Site is located along East Bayshore Road, which is classified as a County Road in the Official Plan. The road provides one travel lane in each direction, providing direct access to downtown Owen Sound. A Transportation Impact and Parking Study ("TIS") was undertaken by Paradigm Transportation Solutions, analyzing the existing and future traffic impacts related to the Proposed Development. The TIS predicts that 216 morning trips and 280 afternoon trips will be generated by the Proposed Development. The TIS report identified an existing condition below acceptable standards at the 3rd Avenue East and 15th Street East intersection for the City to contemplate improvements.

The Grey County CP Rail Trail is located near the Subject Site. This multi-use trail is 77 kilometres long, beginning near the Harry Lumley Bayshore Community Centre to the south of the Subject Site. A trail connection is located at the southeast corner of the Subject Site, linking to the formal trail. The trail follows a wide arc east of the City and runs parallel to Highway 6 to Chatsworth. In addition to this trail, Schedule 4 of the Owen Sound Official Plan designates the road network surrounding the Subject Site as bicycle routes, further demonstrating the future active transportation connectivity of the Subject Site as the City of Owen Sound Master Transportation Plan further defines these roadways as "Planned Bicycle Routes".

The Subject Site is in proximity to public transit. The East Bayshore bus route operates along 3rd Avenue East, where a stop is located within walking distance of the Subject Site via the Grey County CP Rail Trail, providing future residents with convenient options for alternative methods of transportation. The bus route provides access to the major commercial centre along 16th Street East, hospital, and continues toward the downtown area of Owen Sound and the central transit terminal.



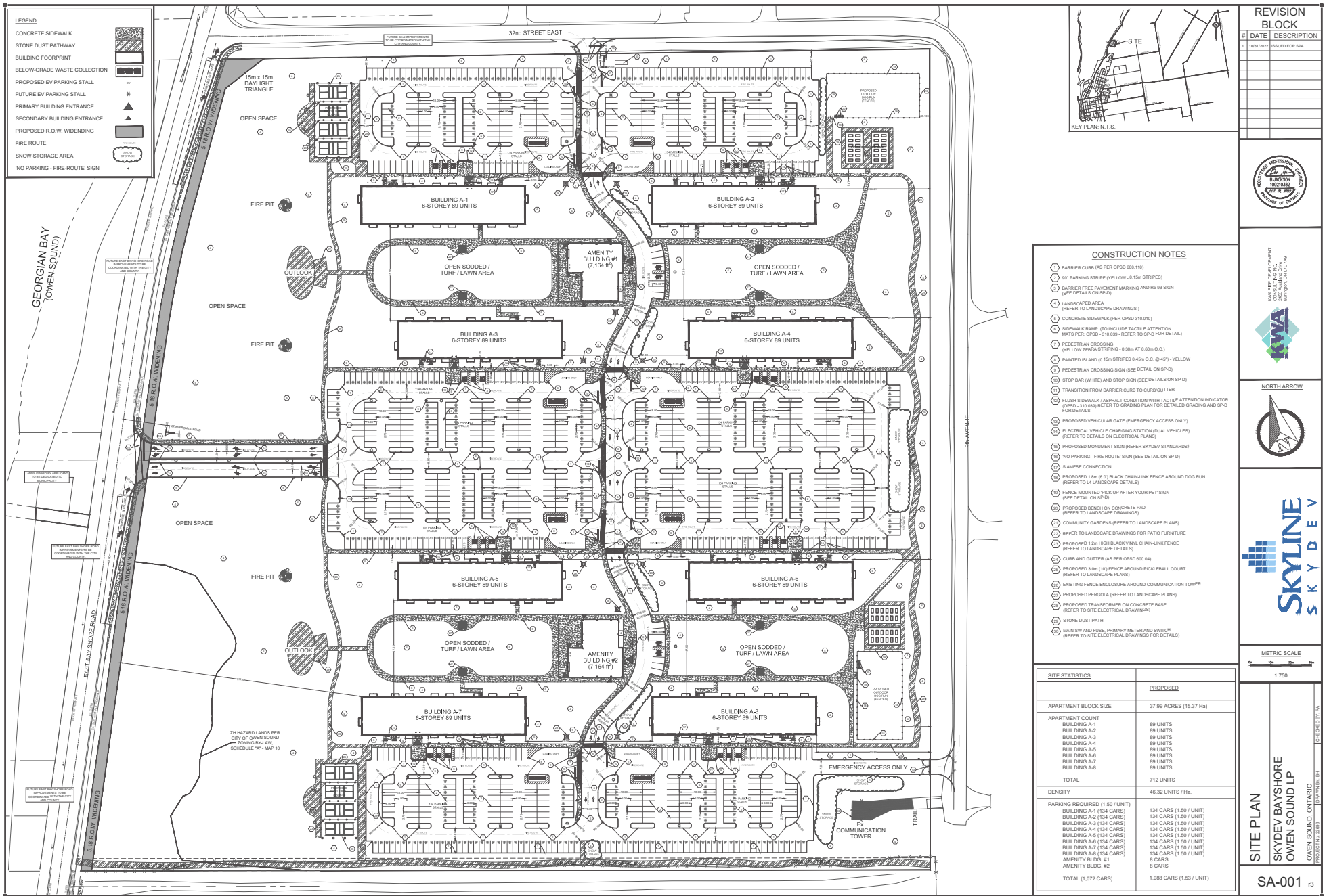


Aerial view of the Subject Site

3. PROPOSED DEVELOPMENT

3.0 Development Overview

The Proposed Development consists of eight 6-storey residential apartment buildings. Each building will contain 89 dwelling units for a total of 712 units. Each building is 18 metres in height with a ground floor footprint of approximately 1,520 square metres in area. The proposed unit mix is a combination of one and two-bedroom units ranging generally from approximately 636 square feet to 1000 square feet in floor area. Surface parking, as well as outdoor bicycle racks, will be provided to accommodate the Proposed Development, with vehicular access from the existing driveway off of East Bayshore Road and off of 32nd Street East with an addition of emergency access off of 9th Avenue.



Site Plan, prepared by KWA Site Development Consulting Inc.

3.1 Site Design and Orientation

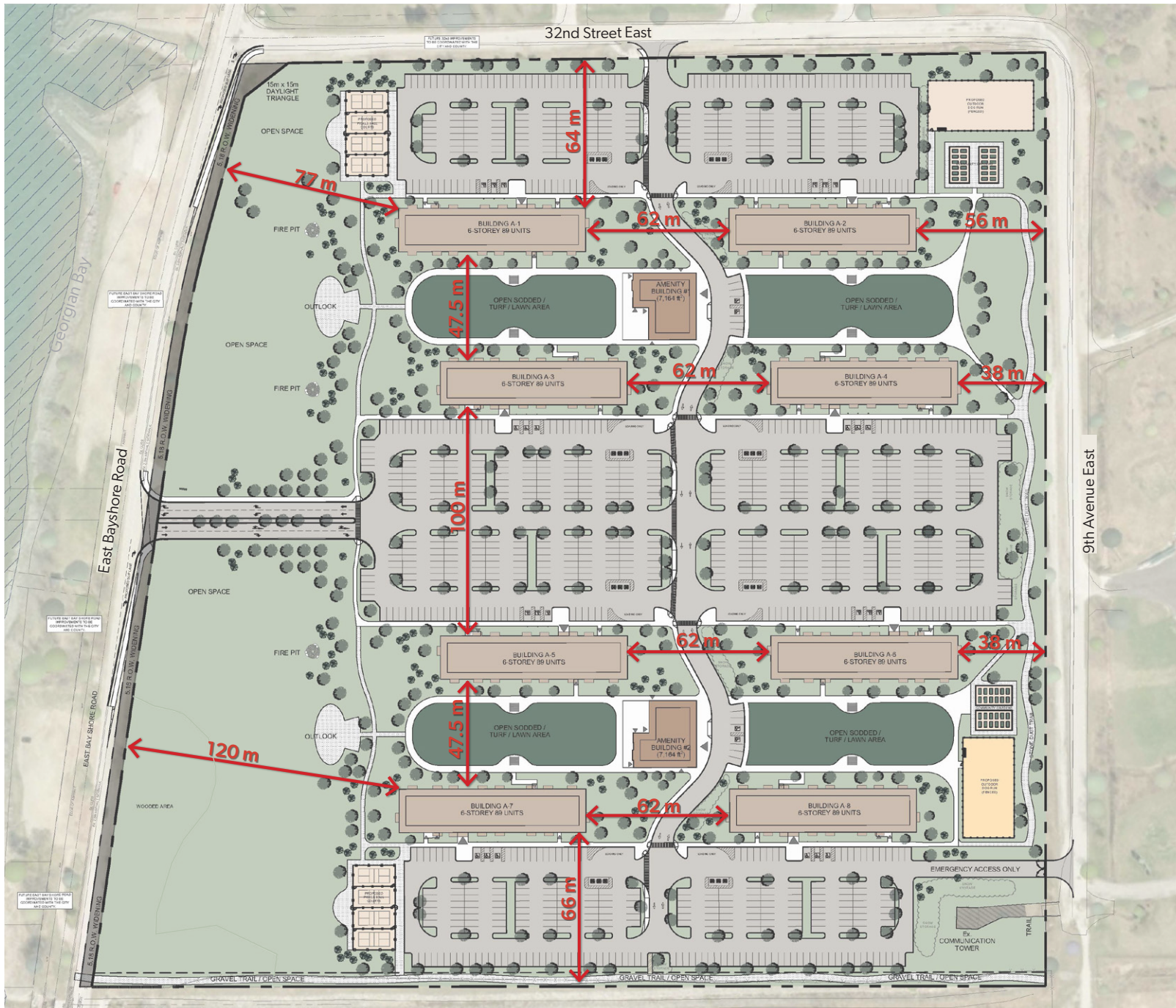
The proposed Site plan is arranged in two modules of four buildings, each situated on the north and south ends of the Subject Site complemented by a series of outdoor amenity areas and parking lots, varying in size and configuration.

The proposed buildings are oriented to the interior of the Subject Site and the intervening spaces between the buildings contain surface parking lots and outdoor amenity areas, arranged in a manner where the outdoor amenity areas are framed by the buildings within each module, and an amenity building is placed in the center. The buildings are placed in an east-west direction to maximize the views toward Georgian Bay. This arrangement mitigates impact on adjacent properties and ensures minimal shadow impacts. The apartment buildings are approximately 64 metres setback from the northern property line, approximately 38 to 56 metres from the eastern property line, 66 metres from the southern lot line, and approximately 77 to 120 metres from the western property line. The separation distance between the adjacent buildings are 47.5 metres and 62 metres. In addition to these setbacks, the existing built forms on the adjacent properties are also set back significantly from the shared lot lines. There is a significant setback from East Bayshore Road; this preserves the view to the Bay and creates a natural extension of the open space along this frontage to the open space next to the Bay.

Site access for vehicles is organized along each of the northern, eastern, and western property lines. The access points at East Bayshore and 32nd street provide direct connection to the Subject Site. The access point at 9th street is proposed to permit only emergency vehicle access only to discourage cut through traffic from East Bayshore Road to the soccer complex.

Pedestrian access throughout the Subject Site is provided by pathways, connecting the building entrances to the parking lots and to various proposed outdoor amenity areas. The on-site pathways also connect to the public sidewalks at East Bayshore Road and 32nd Street East.

Extensive amenity uses are proposed across the Subject Site, including two amenity buildings, walking trails, two dog run areas, two lookout points towards the Bay, open grassed areas, two patio/shaded areas, community gardens, pickle ball courts, fire pits, and open space areas. In addition to these communal amenity spaces, each unit will have access to a private balcony.

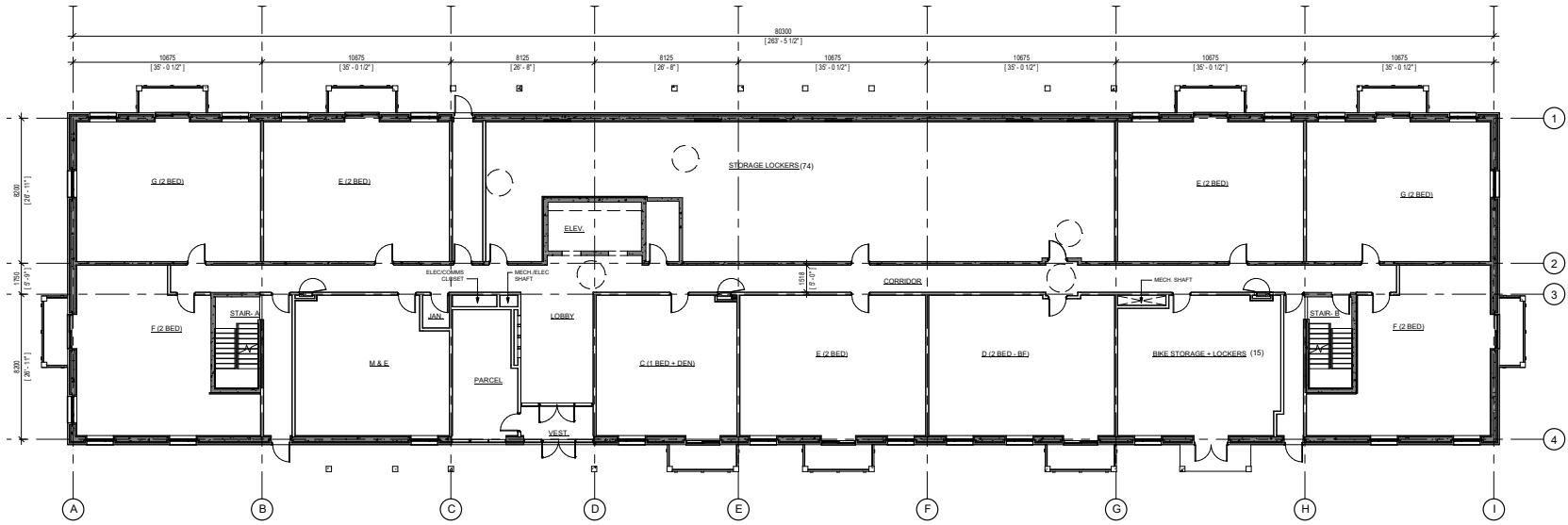


Site Organisation

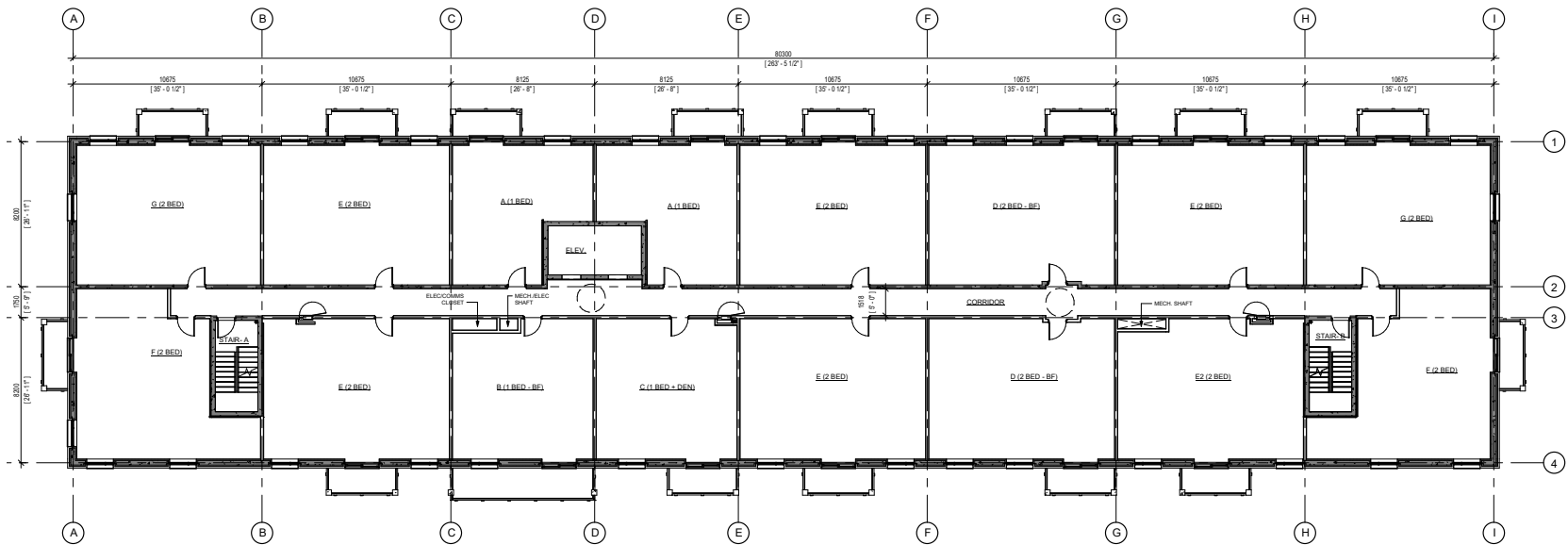
3.2 Building Scale and Massing

The eight 6-storey residential apartment buildings share a common building footprint, scale, and massing pattern. This commonality and form allow for spacious, well-proportioned units and design efficiencies. The buildings have a slab form, with a similar width and length measuring 18.2 metres wide by 80.3 metres long and an overall height of 18 metres to the top of the roofline. Collectively, the buildings occupy a footprint of 12,149 square metres, which is approximately 8% of the lot area.

Each building has a total of 89 units with a mix of the one-and two-bedroom unit, ranging from approximately 636 square feet to 1000 square feet. The length of the buildings is broken down into smaller components through building articulation. Unit balconies are proposed on all building elevations.



1 FLOOR PLAN - LEVEL 1
1:150



2 FLOOR PLAN - LEVEL 2-6
1:150

Floor Plans, prepared by SRM Architects

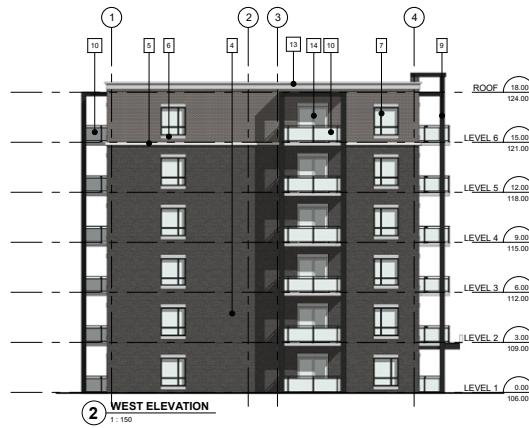
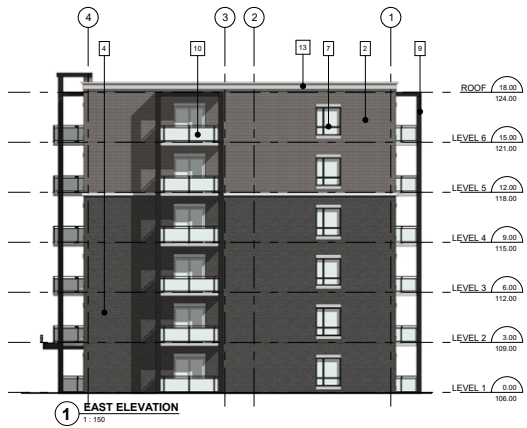
3.3 Building Articulation and Materials

The proposed building is articulated with built form projections, including prominent canopies and balconies on all sides of the building. The design of the building façades provides a clear distinction between the lower and upper storeys using different materials and colour palettes. The lower part of the building will positively contribute to the human scale by providing design elements such as well-defined entrances, balcony articulation and ample fenestration, further defining the physical and visual connections between the private and public realms. The entrance to the residential lobby is clearly distinguished through architectural details such as transparent glazing and double doors. These entrances will provide visibility to the

interior lobby to allow for a safe and convenient arrival and departure from the building with direct access from the parking lot including barrier-free pathways. Overhead weather protection for pedestrians is provided at the point of entry to the residential lobbies. Unit balconies have balcony bays grouped and encased with vertical bands as an articulation measure, providing vertical definition to the building.

A palette of durable and contemporary building materials will be used and coordinated with landscape elements. A combination of glass, stone, and brick cladding will create a distinct identity for the development and enhance the contemporary theme. The change in materials is proposed to distinguish the building base and the upper storey and to reduce the perception of mass or bulk.





MATERIAL LEGEND

- | | | | |
|---|--|---|--|
| 1 EXTRUDED CORNICE MOLDING WITH CEMENT COATING & PRE-FINISHED ALUMINUM CAP FLASHING
COLOR : LIGHT GREY | | 7 VINYL GLAZED CASEMENT WINDOWS
COLOR: DARK GREY FRAME | |
| 2 BRICK VENEER
COLOR : DARK GREY | | 8 VINYL GLAZED SLIDING DOOR
COLOR: DARK GREY FRAME | |
| 3 BRICK VENEER
COLOR : MOUNTAIN GREY | | 9 PAINTED PRE-CAST CONC. COLUMN
COLOR : DARK GREY | |
| 4 STONE VENEER
COLOR : DARK GREY | | 10 ALUMINUM AND FROSTED GLASS RAILING.
MIN. 42" HIGH | |
| 5 PRE-CAST CONCRETE SILL | | 11 PRECAST BALCONY | |
| 6 PRE-CAST CONCRETE WINDOW SILL & HEADER | | 12 SIGNAGE | |
| | | 13 PRE-FINISHED METAL CAP FLASHING | |



Floor Plans, prepared by SRM Architects

3.4 Vehicular Access and Circulation

A total of three vehicular accesses are proposed off the public streets to access loading, parking, and pick-up/drop-off facilities. The principal vehicular access points to the proposed buildings are served off of East Bayshore Road and 32nd Street East with emergency vehicle access only from 9th street to discourage cut through traffic from East Bayshore to the Kiwanis soccer complex.

Loading area and pick-up/drop-off activities for each building will be accommodated in the form of a lay-by located on the internal driveway adjacent to the building entrance.

3.5 Pedestrian Access and Circulation

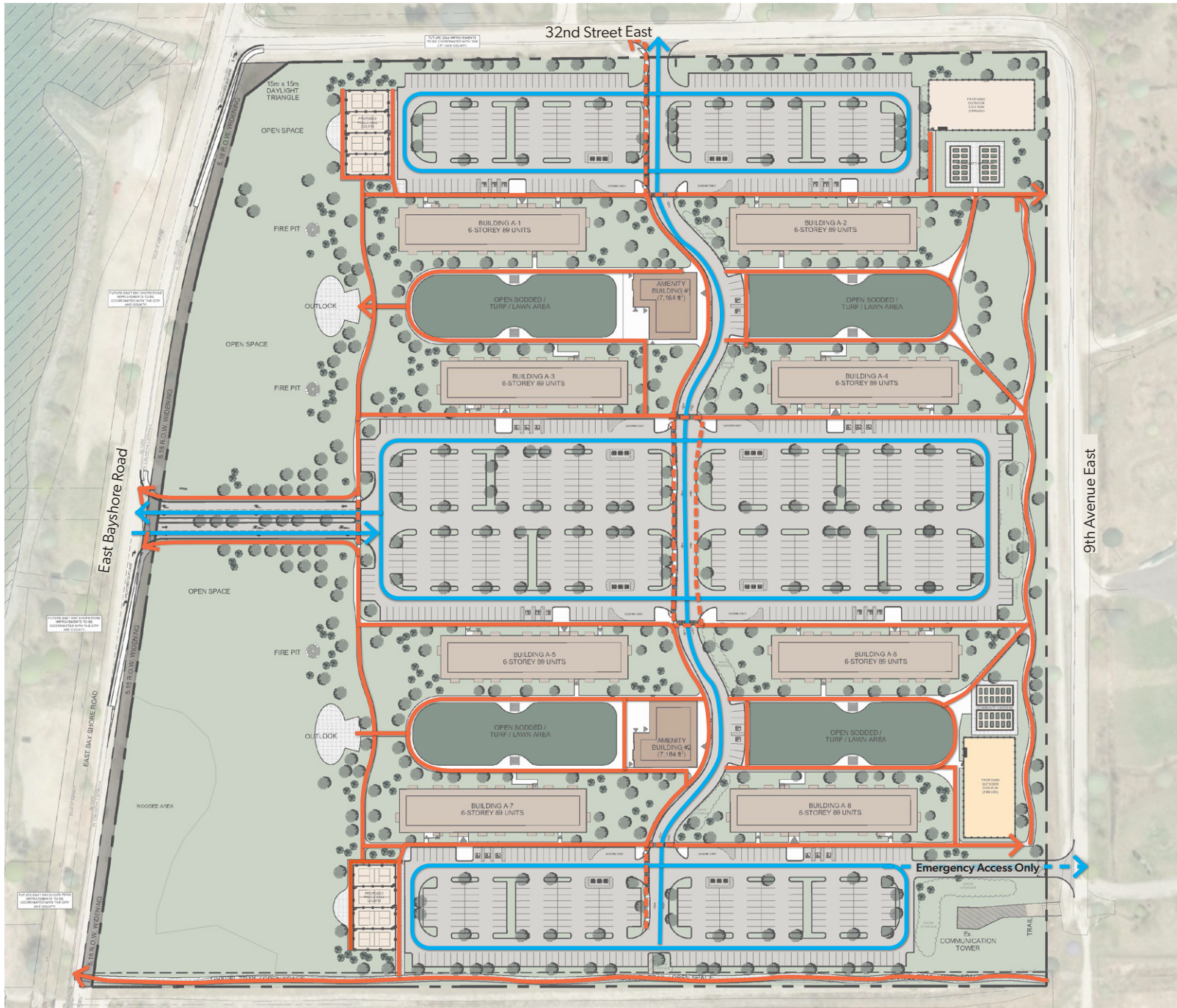
The design of the internal road ensures that pedestrian and vehicular traffic are separated and appropriately designed. The proposed sidewalk and walkway network provide safe and comfortable access throughout the Subject Site, including connections to each building entrance and outdoor amenity areas. Barrier-free walkway connections from the parking areas to the building entrances are proposed for each building. Landscaping, lighting, and materials used will further enhance the pedestrian realm within the Subject Site.

Currently, there are no municipal sidewalks along East Bayshore Road. A 5.18 metre road widening is accounted for, and the Proposed Development has proposed a concrete sidewalk to provide direct connections to the future municipal sidewalks along East Bayshore Road.

The pedestrian walkways connect to the existing trail located along Kenny Drain, with directly linking to the waterfront to the west.

3.6 Lighting and Signage

Outdoor lighting will be complementary to the ultimate building design and will avoid impacting the night sky and neighbouring areas. A unified and coordinated approach will be taken for signage with an emphasis on architecturally integrated building signage. Signs will be designed not to obstruct pedestrians, other non-vehicular travel, and barrier-free movements.



- Pedestrian Circulation
- Vehicular Circulation

Pedestrian and Vehicular Circulation

3.7 Parking, Loading and Service Areas

A total of 1,088 parking spaces, including 22 barrier-free parking spaces are proposed within each of the three surface parking lots proposed. While three parking lots are proposed, they are compartmentalized and oriented towards each apartment building to provide easy and direct access to the building entrances, facilitating complete and safe on-site pedestrian connections. The incorporation of landscape strips, tree plantings, and walkway connections within the parking area is meant to assist in breaking up the visual extent of the surface parking area. Concrete walkways, adequate lighting, and landscape treatment will be provided throughout the Subject Site. The driveways connect to all three surface parking lots and individual loading areas with respect to each building. The clearways of the internal drive aisles accommodate fire and emergency vehicle access throughout the Subject Site and provide an efficient flow of vehicular circulation.

The loading areas are generally provided near the building entrance for each respective building to facilitate convenient and efficient movement with as little disruption to the function and quality of the Site as possible. An internal mail room is located on the ground floor of each building next to the lobby. Each building has a deep-well waste storage system situated within the parking lot, near the loading area.

There is a secure indoor bicycle storage room provided on the ground floor of each building with direct access to the bike room from the pedestrian walkway, accommodating 15 bicycle parking spaces as well as individual lockers for each suite sized to accommodate a bike. There is sufficient space to accommodate surface-mounted bicycle racks for short-term bicycle parking for visitors near the building entrance.



- Moloks
- Loading Area
- Snow Storage

Parking and Loading Areas

3.8 Landscape and Amenity Areas

A detailed Landscape Plan has been prepared by Ron Koudys Landscape Architects. The site plan shows that approximately 47% of the Subject Site is to be used for landscaping. The site landscape design helps provide an attractive pedestrian realm within the Subject Site's interior and aid in beautifying the Proposed Development. The proposed design of the landscaped open area provides large, contiguous shared outdoor spaces that provide opportunities for different amenities and recreation functions; including community gardens, lookout areas, pickle ball courts, turf/lawn area, fenced off-leash dog run area, fireplace features and open unprogrammed flexible spaces. The landscape elements will also include a series of pedestrian walkways, patios, benches, shade structures, street trees, and accent plantings. The pedestrian walkways connect to the existing trail located along Kenny Drain, directly linking to the waterfront to the west.

Coniferous and ornamental plantings will be placed around the outdoor amenity areas to provide visual screening, mitigate wind, and create a positive microclimate for residents. Ultimately, the landscaped area is intended to encourage a safe, accessible, and active pedestrian environment and be inviting.

In addition to outdoor active spaces, an indoor amenity building is proposed on the north and south portions of the Subject Site. The proposed apartment buildings and the outdoor amenity landscaped areas frame the amenity building which is centrally located within each module. This provides a multi-element space for the residents and is meant to complement and round out the recreation and relaxation opportunities for residents all year round. Private amenity space is also provided for residential use in the form of balconies, offering additional opportunities for landscaping. Landscape species will include native species that will exhibit seasonal variety, drought tolerance, salt resistance, and ease of maintenance.



- ① Outdoor Dog Fenced Run
- ② Pickle Ball Courts
- ③ Fire Pit
- ④ Outlook
- ⑤ Open/Sod/Turf/Lawn Area
- ⑥ Community Garden
- ⑦ Amenity Building

Amenity Areas



View of the amenity building

3.9 Shadow Impact Analysis

SRM Architects prepared the Shadow Impact Analysis for the Proposed Development (enclosed in Appendix A of this Urban Design Brief).

Shadow Impact Analysis provided in Appendix A are for March 21 (Spring Equinox), and September 21 (Fall Equinox) at 2 hour intervals between sunrise and sunset, as well as noon. The red colour illustrates the new net shadows by the Proposed Development to quantify potential shadowing impacts

Generally, it illustrates that more than 4 hours of sunlight on nearby open spaces, and abutting properties are maintained, and it also illustrates that shadows from the proposed buildings do not affect any structures or sidewalks between 10am and 4pm under equinox conditions (March 21 and September 21). While the December 21 periods offer less than the suggested 4 hours of the criteria on outdoor spaces, this is mitigated by the fact of more limited use of outdoor spaces in December.

Based on the analysis, the shadows move across the Subject Site such that the planned outdoor amenity areas will have sufficient sunlight for their intended use and this assessment meets the shadow impact guidelines.

4. RESPONSE TO OFFICIAL PLAN POLICY

Section 8 of the Official Plan establishes the general urban design direction for new development in the City. The Proposed Development's design responds to the applicable design policies of Section 8, as outlined below.

4.1 Natural Features (Section 8.2)

Access and Protection

8.2.1.1 - Development and redevelopment shall be encouraged that protects and enhances natural features and the opportunities to enjoy them, including the river valley and escarpment setting.

8.2.1.5 - The protection and replacement of mature trees throughout the City is encouraged, particularly on the slopes of the escarpment and along the streets.

8.2.1.6 - Where new development is proposed, locations of existing mature trees should be considered in the preparation of a site plan. Through the implementation of the Tree Preservation Policy, the City will ensure tree protection in maintaining healthy trees. The City will require the planting of street trees in new development areas through a tree survey planting plan.

Response: The Subject Site is adjacent to Georgian Bay and the Proposed Development of the property will provide further opportunities to enjoy the views and natural setting. The Subject Site features an area with trees, which will be maintained through the development of the property. Where the more sparsely treed areas are intended to be cleared, several trees will be introduced to the Subject Site.

4.2 Pedestrian Environment (Section 8.4)

Objective

8.4.1.1 - The City will seek to secure a safe and accessible pedestrian environment in public and private development through the development and use of design guidelines which provide standards for clear visibility

in public places, appropriate lighting, safe movement around vehicles, barrier free sidewalks and building entrances and such other measures as may be appropriate.

Response: Vehicular access to the Subject Site is provided from 32nd Street East, East Bayshore Road, with only emergency vehicular access served off of 9th Avenue to avoid cut through traffic from East Bayshore Road. There are 22 barrier-free parking spaces provided in close proximity to the building entrances. The proposed buildings entrances are designed to optimize visibility and access through on-site pedestrian walkways. The proposed buildings will define pedestrian-scale lighting and will ensure even illumination of exterior areas.

Living Streets

8.4.2.4 - The City will promote public and private development that provides a comfortable, human scale environment, supports social interaction and which addresses the issues of year round use.

8.4.2.5 - In developing design guidelines and in public works, the City will promote an interesting and inspiring public environment through a high standard of building and landscape design, the inclusion of public art in accessible and visible locations and the preservation of heritage features.

8.4.2.7 - The City will promote public and private development that achieves the optimum conditions of sun, shade and wind conditions throughout the seasons in all outdoor pedestrian areas. Conditions should be suitable for the expected activities, whether active, such as walking or passive, such as sitting. Optimum conditions may be achieved through the appropriate siting of buildings and open spaces, the shape of taller buildings, the use of building elements such as awnings and walls and the use of landscaping elements to provide windbreaks and shade. In areas where taller buildings may be built or where there is direct exposure to open water, the City may require wind testing and shadow studies of proposed development and the adjacent pedestrian areas and public spaces.

Response: The Proposed Development provides a wide variety of amenities to foster social interaction, including lookout areas, fire pits, turfed areas, and pickle ball courts. In addition to the extensive landscaped open areas, indoor amenity buildings are provided to ensure that recreational opportunities are available year round. At a height of six storeys, the buildings remain human in scale, and in conjunction with the large lot area and open spaces of the Subject Site, do not overwhelm the property. The main entrances are designed with an overhead canopy for pedestrian weather protection.

As demonstrated in the Shadow Impact Analysis, the siting and massing arrangements on the Subject Site at a greater distance from the adjacent properties ensures adequate sunlight to neighbouring properties and the abutting public sidewalks, as well as on the internal sidewalks and open spaces.

4.3 Streetscape (Section 8.6)

Objectives

8.6.1.3 - The City may define, within any development area, building heights and setbacks or, in some cases, 'build to' lines that are consistent with the intended form of development and relevant guidelines. Within a residential area, such heights and setbacks should be consistent with the general form of existing development. Increased setbacks may be required where high buildings are proposed.

8.6.1.4 - The City may provide, or may require of new development, enhancement of the public right of way consistent with the character of the neighbourhood and applicable urban design guidelines, using streetscaping elements such as special lighting, landscaping, paving stones, street furniture, public art and other complimentary features and fixtures.

8.6.1.5 - Streetscape adjacent to parks, open space, natural areas or waterfront should be designed to visually extend the natural elements and spaces

Response: The apartment dwellings of the Proposed Development are set back significantly from the neighbouring properties, in line with the expectations for taller buildings. Several design elements such as lighting, paving stones, and street furniture will be confirmed through the detailed design stage. The design of the frontage along East Bayshore Road and the waterfront is intended to extend and connect the open space of the Subject Site to the open space along the waterfront, and provide a visual extension to the waterfront.

Large Lots

8.6.5.3 - Consideration should be given to continuous pedestrian access along the building fronts near the street and connecting to adjacent development. Safe, comfortable, accessible and barrier pedestrian points of access from the street should be provided at regular intervals to all buildings on the lot.

8.6.5.4 - Connect City sidewalks to main, accessible entrances.

8.6.5.5 - In this form of development, parking shall be separated from sidewalks by a landscaped buffer. Sidewalks may also be set back from the road with landscaped boulevards where appropriate. These areas should be landscaped in accordance with applicable design guidelines.

Response: The landscaped areas around the perimeter of the Subject Site, and between the proposed buildings and the parking lots provide sufficient space for comprehensive landscape treatments that contribute to an attractive pedestrian-oriented streetscape. These landscaped areas may include outdoor seating and landscaping in the form of planting beds and street trees that can accommodate passive users. Landscape strips, tree plantings and walkway connection will be incorporated within the surface parking areas to break up the visual extend of the parking areas.

Parking and Access

8.6.6.1 - Where off street parking is required, the City may develop and enforce design criteria and guidelines to provide for:

- a. Safe vehicular access.
- b. Pedestrian safety, convenience and accessibility.
- c. Adequate lighting, signage and landscaping.
- d. Controlled visual impact by appropriate location on the site.

8.6.6.2 - Parking should be located in a manner appropriate to the size of the site, the optimum relationship of the building to the street and convenient access for users as described in Section 8.6.

8.6.6.3 - Access points should be clearly visible and distinguishable, limited in number and designed in a manner that will minimize hazards to pedestrian and motor traffic in the immediate area. The City may require consolidation of adjacent parking areas to provide appropriate spacing of access points on arterial roads.

8.6.6.4 - Pedestrians should have a safe, well-lit, clear route from vehicle to building at all times of the year. Safe, comfortable, accessible and barrier-free pedestrian points of access should be frequent and easily identified with clear directional signage. Larger developments should provide sitting areas for pedestrians awaiting pick-up.

8.6.6.5 - Parking areas are to be adequately landscaped in accordance with urban design guidelines. Parking areas should maintain distinct street edges through appropriate landscaping or structures.

Response: The Proposed Development provides parking in surface parking lots. These lots have clearly defined points of access for pedestrians, and walkways to facilitate safe circulation. Barrier free spaces are provided in accordance with the Zoning By-law. The parking areas will be appropriately landscaped and provide distinct vehicle and pedestrian areas. Residential pick-up and drop-off areas are located on the internal driveway, next to the residential entrances. Drop-off area will be surfaced appropriately to facilitate barrier free access to the building from the sidewalk and parking area. Planting strips and landscaped

edges will frame the surface parking areas and driveways to minimize the aesthetic impact of the surface parking.

Adjacent Uses

8.6.7.2 - The City shall consider the potential impact of abrupt changes in building height and scale on surrounding uses and protected views when considering zoning by-laws and site plan approvals. Generally, the City will seek compatible building forms.

8.6.7.3 - Where the height or mass of a proposed building may significantly shadow or cause increased wind conditions on an adjacent open space or solar collector, the City may require a study be undertaken to assess the impact and may develop and enforce setback requirements, site plan requirements and design guidelines to ameliorate the problem.

8.6.7.4 - Wherever a residential type of use abuts an industrial use, a commercial use, an institutional use, a parking area, a loading area or any other incompatible use, the City may develop and enforce setback requirements, site plan requirements and design guidelines to provide adequate visual and aural separation and privacy for the residential use in accordance with MECC.

Response: The Subject Site is adjacent existing commercial and employment uses to the north and south. The Proposed Development orients surface parking to these frontages to ensure adequate physical separation from the surrounding uses and the dwelling units. The Shadow Impact Analysis demonstrates that there are not anticipated shadow impacts on the abutting public sidewalks.

New Residential Development

8.6.8.2 - Buildings should be sited to provide relatively consistent streetscapes within an area, with similar setbacks, defining the visual width of the streets. Street trees should be planted in accordance with an appropriate plan.

8.6.8.3 - In new comprehensively designed residential development, the City may permit building setbacks and lot sizes which vary from

surrounding development where these are determined to be appropriate to the proposed form of development in accordance with accepted design guidelines.

8.6.8.4 - New development should support the maintenance of a continuous open space system and provide appropriate pedestrian access.

Response: The Proposed Development provides a consistent building setback, which is a significant distance from the roadway. This is done to ensure views of Georgian Bay and enjoyment of the open space towards this frontage. The Subject Site is adjacent to the Grey County CP Rail Trail and provides a connection to this trail, contributing to the continuous open space in the City.

Outdoor Lighting

8.6.9.1 - New development and redevelopment shall be designed with responsible lighting practices that create safe outdoor environments and minimize glare and impact to night sky, public view and surrounding properties.

Response: Given the nature of this development, significant lighting will be included, particularly at street level to ensure the safety of residents and visitors alike. A Lighting Plan is prepared by a qualified lighting consultant in accordance with the City's standards. Outdoor Lighting for the building and the Subject Site are provided at sufficient levels for identity and safety at night. Lighting design will avoid the creation of glare on adjacent properties and public roads. Walkways will be accentuated with pedestrian scaled lighting.

Landscape Design

8.6.10.1 - Landscaping shall be designed to enhance the presence of each building and used as a major visual element to unify the proposed building, streetscape and surrounding environment.

8.6.10.2 - Landscaping design shall utilize a diversity of plant material that are appropriate for the site conditions in all seasons, including a focus

on native plant material where appropriate, and avoid the use of invasive species in accordance with City policies and guidelines.

Response: The landscape design includes lawns/turf areas, hard paved areas, shade structures, seating areas, and plantings. Tree plantings and massed understory plantings will be proposed between the buildings and throughout the surface parking lot to break up the surface parking area and reinforce the pedestrian walkways. Tree plantings will provide shade for amenity areas and contribute to softening the interface along property lines. Peripheral landscaping will be included to frame the bounding streets, soften the edges of buildings, and screen undesirable views such as utility equipment. Water efficient and drought resistant landscaping will be considered, including using native planting materials.

4.4 Safety and Security (Section 8.7)

Public Safety in the Built Form

8.7.1.1 - New development and redevelopment shall be designed to promote safe, comfortable and accessible environments for all users.

8.7.1.3 - Physical design measures such as adequate lighting and clear sightlines should be used as basic design elements.

Response: The Proposed Development includes features such as patios, shaded areas, pergolas, a dog run, and wide walkways, ensuring that the development is safe, comfortable, and accessible for future residents. These elements will be well lit and clearly defined. There will be no blank facades; all building elevations will be highly articulated and will have regularly spaced openings, to ensure "eyes on the street" and provides visibility between building interiors and parking areas/open areas. Adequate lighting will be provided for parking areas and pedestrian areas, to enhance the sense of safety and illuminate various areas throughout the Subject Site.

5. SUMMARY

Based on the review contained in this report, it is our opinion that the Proposed Development is an appropriate redevelopment of the Subject Site in meeting its housing objectives and intensification targets, in a manner that is sensitive to its contexts and provides appropriate design measures to transition from adjacent uses. In summary, the Proposed Development represents good design as it:

In summary, the Proposed Development represents good design as it:

- Provides an opportunity for residential intensification and the provision of a housing alternative and is situated in a good location for housing with its unique relationship to Georgian Bay;
- Introduces architectural design elements and expressions, including horizontal banding and vertical articulation that add visual interest and reduce the perception of mass or bulk;
- Places all parking, loading, and servicing facilities away from the public streets; and
- Ensures adequate sunlight to neighbouring properties and the abutting public sidewalks by providing greater distance from the adjacent properties through siting and massing arrangements of the buildings on the Subject Site

In conclusion, the proposed residential development is consistent with Provincial, County and City planning policies, assists the City in meeting its housing objectives and intensification targets, and is an appropriate redevelopment of the Subject Site.

APPENDIX A

Shadow Impact Analysis

MARCH 21

(Spring Equinox)

The following shadow studies demonstrate the shadow impacts of the Proposed Development during the Spring Equinox. The proposed site currently has 8 residential buildings of 6 storeys. The site also includes 2 single storey amenity buildings.

Each proposed 6 storey residential building consists of 89 units, with a total of 712 units overall.

Building Height: 18 metres + Mechanical Penthouse

The shadow impact study takes place from 10 am to 6pm at 2 hourly intervals and is located at:

Latitude: 44° 35'58.0308" N

Longitude: 80° 55'9.9804' W

Mitigation measures include:

- Buildings are located away from the property line.
- Parking lots in between the buildings to minimize any impact of shadows on other buildings within the property.

Impacts

The Proposed Development has the following:

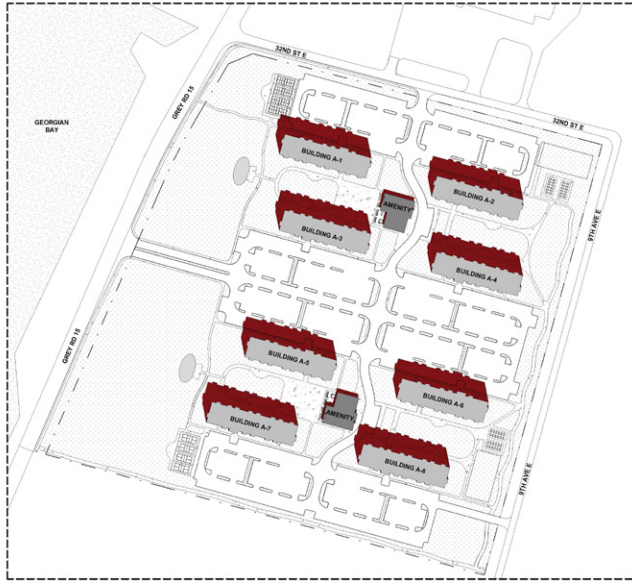
- Minor impact on the amenity buildings within the property, around 4pm.
- Major impact on the amenity buildings within the property, around 6pm.
- Impact on 2 of the 8 residential buildings within the site around 6pm.

MARCH 21

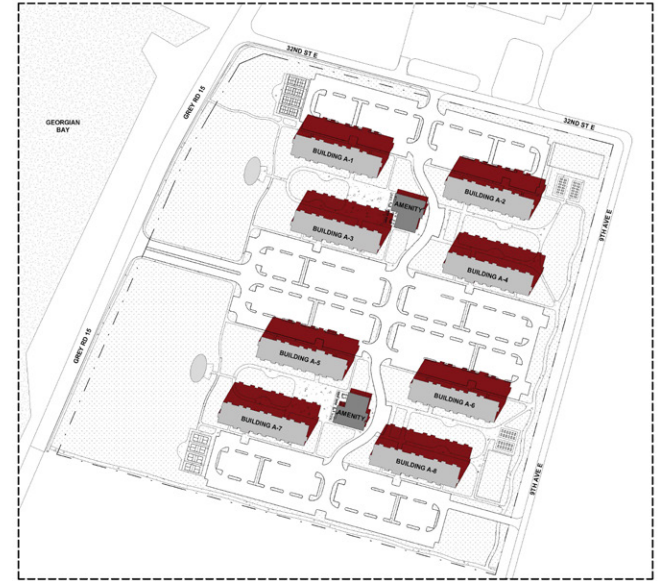
(Spring Equinox)



March 21st - 10 am

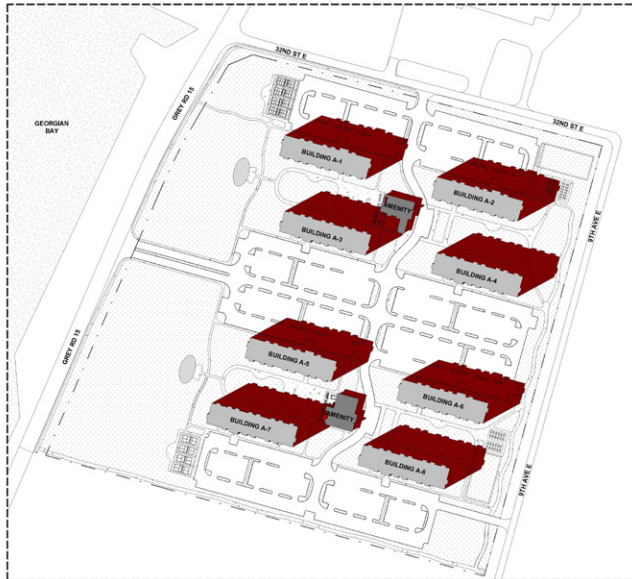


March 21st - 12 pm

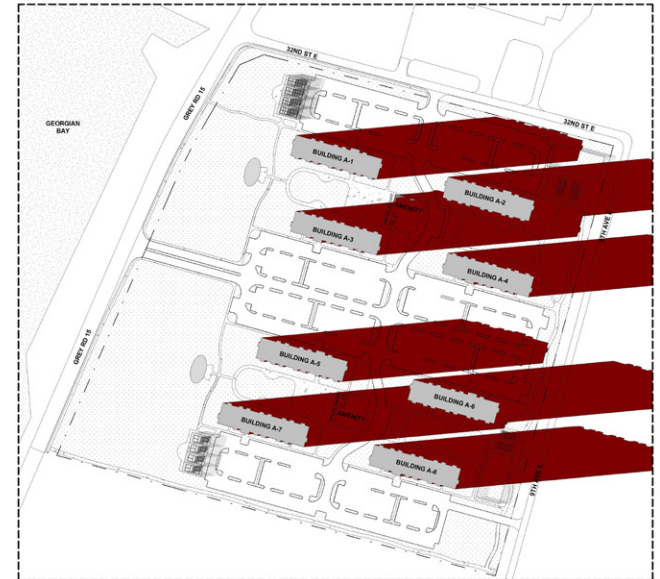


March 21st - 2 pm

- Proposed Development Shadows
- Proposed Development Footprint
- Property Line



March 21st - 4 pm



March 21st - 6 pm

JUNE 21 (Summer Solstice)

The following shadow studies demonstrate the shadow impacts of the Proposed Development during the Spring Equinox. The proposed site currently has 8 residential buildings of 6 storeys. The site also includes 2 single storey amenity buildings.

Each proposed 6 storey residential building consists of 88 units, with a total of 528 units overall.

Building Height: 18 metres + Mechanical Penthouse

The shadow impact study takes place from 10 am to 6pm at 2 hourly intervals and is located at:

Latitude: 44° 35'58.0308" N

Longitude: 80° 55'9.9804' W

Mitigation measures include:

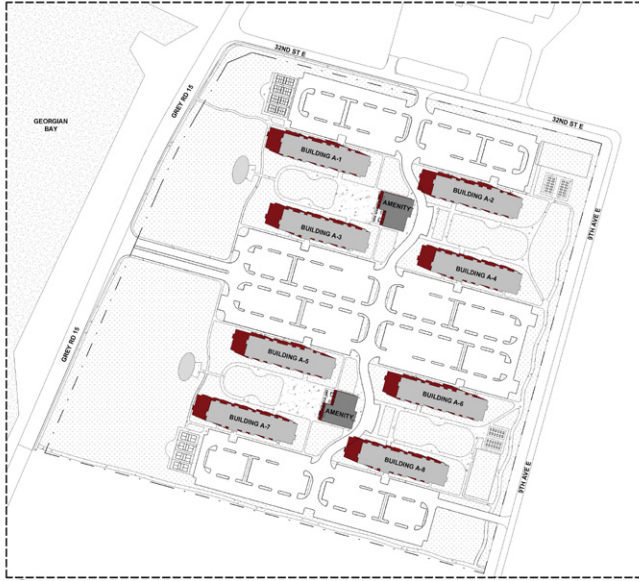
- Buildings are located away from the property line.
- Parking lots in between the buildings to minimize any impact of shadows on other buildings within the property.

Impacts

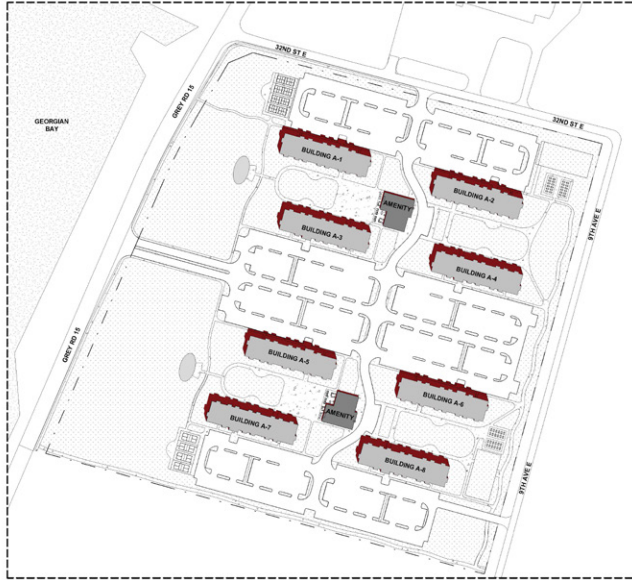
The Proposed Development has no impact on any of the buildings within the property at any given time.

JUNE 21

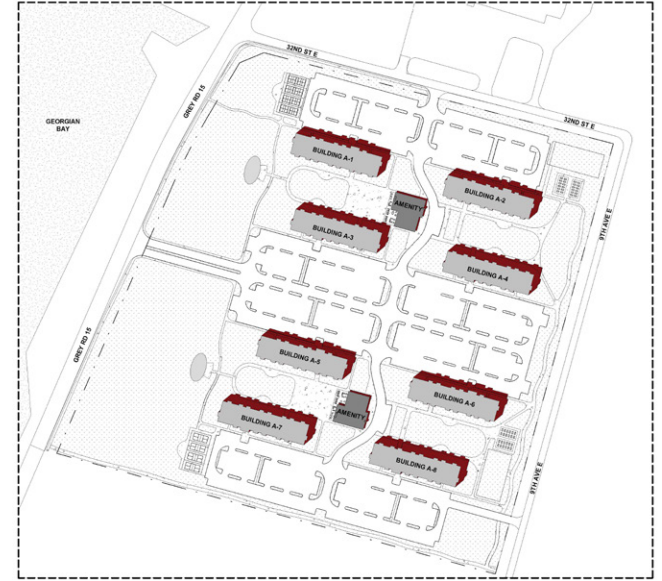
(Summer Solstice)



June 21st - 10 am

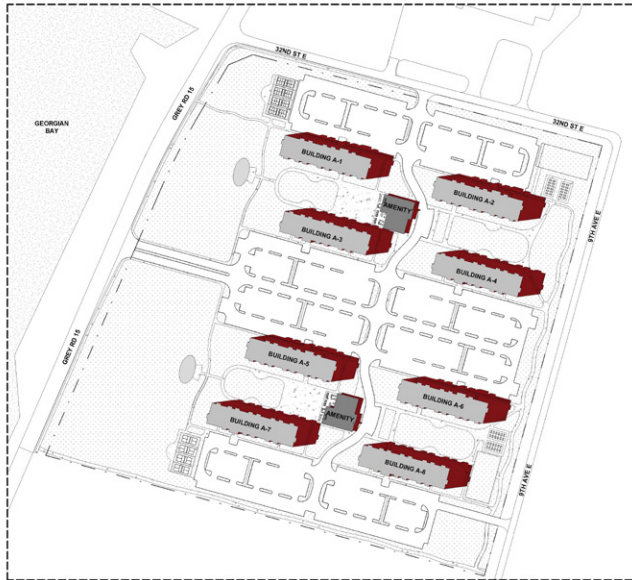


June 21st - 12 pm

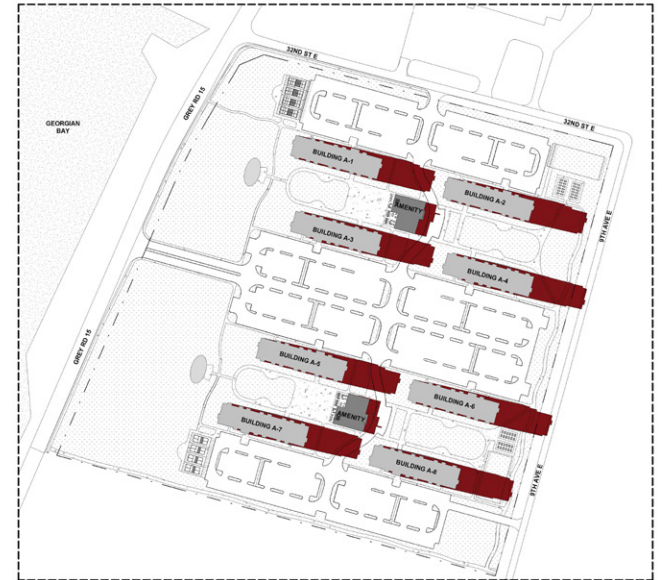


June 21st - 2 pm

- Proposed Development Shadows
- Proposed Development Footprint
- Property Line



June 21st - 4 pm



June 21st - 6 pm

SEPTEMBER 21 (Fall Equinox)

The following shadow studies demonstrate the shadow impacts of the Proposed Development during the Spring Equinox. The proposed site currently has 8 residential buildings of 6 storeys. The site also includes 2 single storey amenity buildings.

Each proposed 6 storey residential building consists of 88 units, with a total of 528 units overall.

Building Height: 18 metres + Mechanical Penthouse

The shadow impact study takes place from 10 am to 6pm at 2 hourly intervals and is located at:

Latitude: 44° 35'58.0308" N

Longitude: 80° 55'9.9804' W

Mitigation measures include:

- Buildings are located away from the property line.
- Parking lots in between the buildings to minimize any impact of shadows on other buildings within the property.

Impacts

The Proposed Development has the following:

- Impact on the lot east of the property, across 9th Ave E around 6pm.
- Minor impact on the amenity building within the site, around 4pm.

DECEMBER 21 (Winter Solstice)

The following shadow studies demonstrate the shadow impacts of the Proposed Development during the Spring Equinox. The proposed site currently has 8 residential buildings of 6 storeys. The site also includes 2 single storey amenity buildings.

Each proposed 6 storey residential building consists of 88 units, with a total of 528 units overall.

Building Height: 18 metres + Mechanical Penthouse

The shadow impact study takes place from 10 am to 6pm at 2 hourly intervals and is located at:

Latitude: 44° 35'58.0308" N

Longitude: 80° 55'9.9804' W

Mitigation measures include:

- Buildings are located away from the property line.
- Parking lots in between the buildings to minimize any impact of shadows on other buildings within the property.

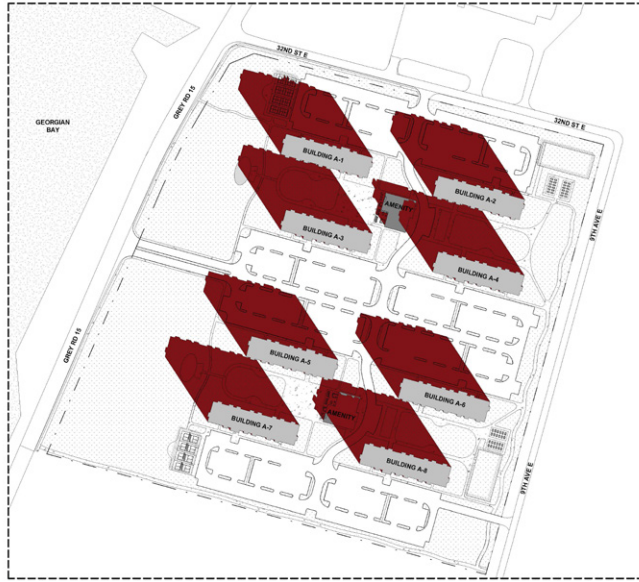
Impacts

The Proposed Development has the following:

- Impact on the amenity building within the property, around 10pm.
- Minor impact on the 4 of the 8 residential buildings within the site, around 2pm.

DECEMBER 21

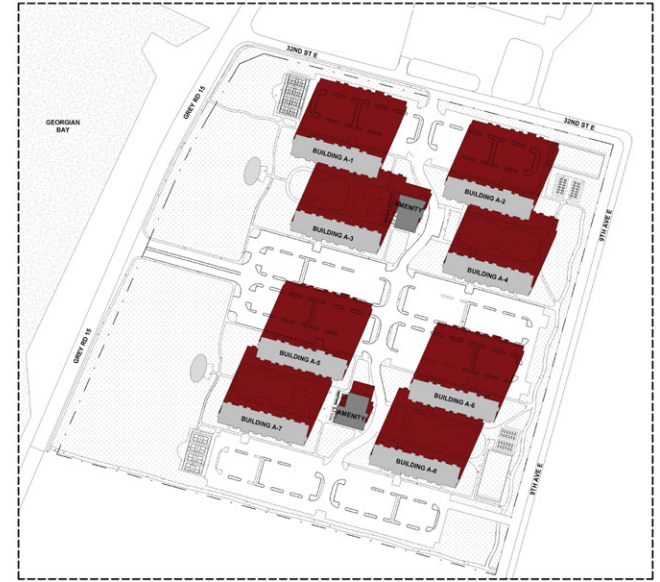
(Winter Solstice)



December 21st - 10 am



December 21st - 12 pm



December 21st - 2 pm

-  Proposed Development Shadows
-  Proposed Development Footprint
-  Property Line