

103 Napier Street and 107 Napier Street, and 95 Cook Street

CITY OF BARRIE,
COUNTY OF SIMCOE

URBAN DESIGN REPORT

PREPARED BY

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ON BEHALF OF

2556055 Ontario Inc.,

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1.0 PURPOSE

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development located at 103 and 107 Napier Street and 95 Cook Street.

The following key documents have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives:

- City of Barrie Official Plan (January 2018)
- City of Barrie draft Official Plan (February 2022)
- City of Barrie Urban Design Manual (October 2014)
- Intensification Area Urban Design Guidelines (October 2012)

This report is in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications, required to facilitate the proposed townhouse development. This report is intended to be read in consideration with the Planning Justification Report provided by Innovative Planning Solutions (December 2022).

This Urban Design Report addresses various items of urban design, including:

- Land uses.
- Urban built form, housing types and densities.
- Site design and building placement.
- High quality design and materials.
- Streetscape and landscaping.
- Pedestrian scale and walkability.

2.0 LOCATION & SUBJECT LANDS

The subject Zoning By-law Amendment application applies to three (3) properties, located at 103 and 107 Napier Street and 95 Cook Street in the City of Barrie. The properties are located south east of the intersection of Napier Street and Cook Street. The lands currently contain two single detached dwellings, two accessory structures and a church establishment (St Giles Church) with an associated car park area. The lands have a combined area of 11,338m² (1.12 hectares) with 61 metres of frontage along Cook Street and 34.40 metres of frontage along Napier Street.

The lands are designated 'Residential' and 'Institutional' in the City of Barrie Official Plan, Schedule 'A'. 'Residential' is the predominant land use in the area surrounding the subject lands, with occasional 'Open Space' and 'Educational Institutional' parcels present. The lands are further situated within lands regulated by the Lake Simcoe Regional Conservation Authority (Schedule 'F'), within a 'Built Up Area' (Schedule 'I') and within the Lake Simcoe Watershed Boundary (Schedule 'J'). The lands are further zoned 'Institutional – Special Provision No.149' (I)(SP-149) and 'Residential Single Detached Dwelling Second Density' (R2).

Land uses and notable establishments are described below:

- North:** Immediately north of the property of 93 Cook Street and south of Napier Street exists single detached residential dwellings. This is the same north of Napier Street and north of the 103 and 107 Napier Street properties. Low density residential land uses are the prominent land use north of the subject lands. Notable establishments to the north include Strabane Park (<200m north), St Monica's Separate School (<500m north), Seven Oaks Academy (<500m north), Steele Street Public School (<500m north) and Eastview Secondary School (<1km north). Further north, Georgian College is located less than 1.5km north of the subject lands, and is accessible by public transit.
- South:** Existing immediately to the south are single detached dwellings along Codrington Street, consistent further south. South east of the subject lands are mixed commercial and community uses along Blake Street. The Barrie North Shore Trail is accessible less than 1km south of the lands.
- East:** Immediately adjacent to the east are single detached dwellings along Weldon Street, with the same form of land use continuing further east. Less than 1km east are commercial establishments along Blake Street.

West: Directly to the west exists single detached dwellings across Cook Street. Low density residential land uses are consistent further west. Further west exists Codrington Public School (<500m), Barrie North Collegiate Institute (<2km) and Oakley Park Public School (<2km).

Figure 1 provides an overview of the location and surrounding lands uses.

Figure 1. Locational Context – Subject Lands



3.0 PROPOSED DEVELOPMENT

The proposal seeks to introduce thirty-five townhome dwellings, while maintaining the existing two single detached dwellings and the church buildings, to the subject lands by way of OPA and ZBA.

The OPA seeks to designate the southern portion of the lands to permit land uses in the 'Residential' designation as opposed to 'Institutional'.

The ZBA will enable rezoning appropriate to permit the proposed dwellings with the 'Residential Multiple Dwelling Second Density – Special' (RM2-SP-X). In addition, the existing dwellings will be rezoned to 'Residential Single Detached Dwelling Second Density – Special' (R2-SP-X) and the existing institutional use will be rezoned to 'Institutional – Special' (I-SP-X).

The proposed development will enhance the subject lands through intensification of use, representing an infill development. The construction of built form for residential land uses will introduce new dwelling units and styles to the area, which predominantly consists of single detached dwelling styles. The proposal will further retain the institutional land uses by maintaining the existing church, in keeping with the original land use designation in the City of Barrie Official Plan.

The development proposal is demonstrated in the Conceptual Site Plans, contained in **Appendix 1**.

The residential proposal consists of thirty-five (35) residential units, with a total land area of 8,627m². The composition of these units are divided into six (6) blocks. The townhouse units are provided surface and garage parking spaces, for 2 spaces for each unit. Total parking spaces provided will be 78, inclusive of 8 visitor spaces and barrier free spaces with an optional/potential 21 second parking spaces.

The proposal includes an internal condominium road network, connecting common elements of the lands. Access is proposed along Cook Street to the western lot line, which will adjoin with the proposed Street 'A' running east and Street 'B', connecting northern and southern townhouse blocks and associated parking. The lands will be further connected through internal sidewalks provided adjacent to the front of townhome units, further connecting to the municipal sidewalk along Cook Street.

The two existing single detached residential lots will be maintained at 103 and 107 Napier Street. The associated accessory structures will be removed.

The lands will be landscaped throughout with vegetation and plantings to the perimeter of the residential units. An amenity area of 420m² will be provided directly north of the townhomes and south of the single detached lots. Appropriate snow

storage space is provided throughout (116m²). The lands will be serviced by private garbage collection, snow clearing and landscape maintenance in accordance with the condominium development.

The development applications further propose an institutional block (1,514.5m²) along 95 Cook Street. The proposal seeks to demolish a portion of the existing church situated on 95 Cook Street, maintaining approximately 378m² for an institutional / community building, which has the potential use for a private school, place of worship, assembly hall, childcare facility, or medical office. This will accommodate an appropriate lot configuration for the residential development proposal detailed above. This block will be located to the south and southwest of the residential development, where the current institutional use is situated.

The proposed applications are submitted to facilitate the proposed residential townhouse development. Following approval of the OPA and ZBA applications, a consent application will be submitted for a boundary adjustment and severance to establish the revised lot line configuration for the single detached lots, institutional block and townhouse block.

Figure 2 demonstrates the Site Plan.

Figure 3, and 4 illustrates Conceptual Elevations of the proposed development.

Figure 2. Site Plan

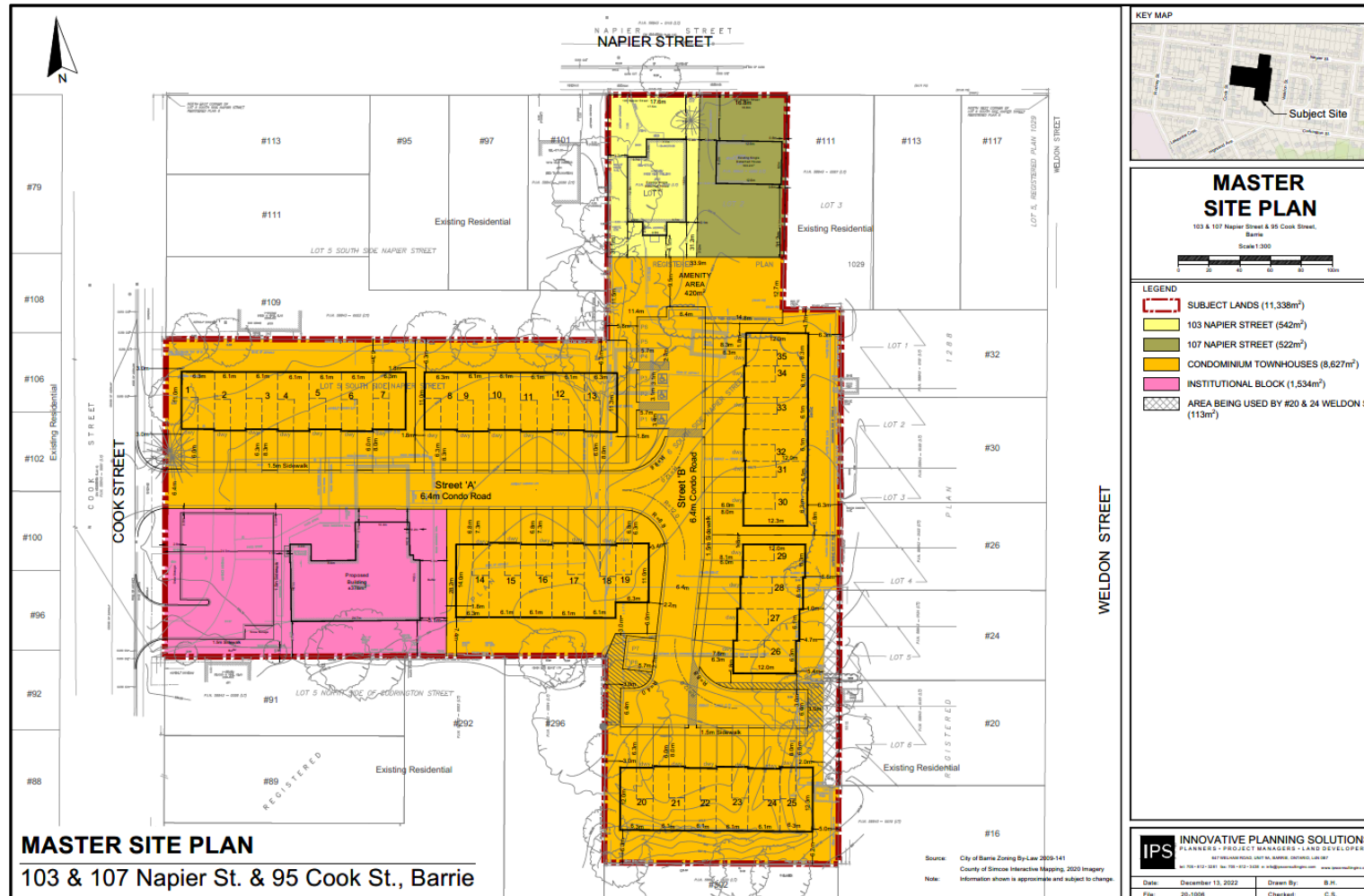
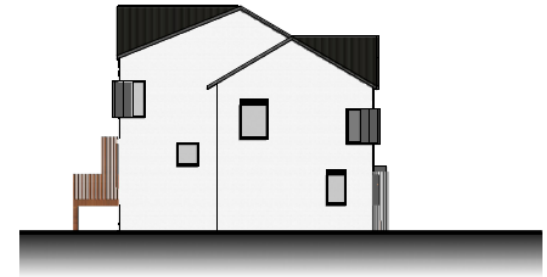


Figure 3. Conceptual Elevation 2 Storey



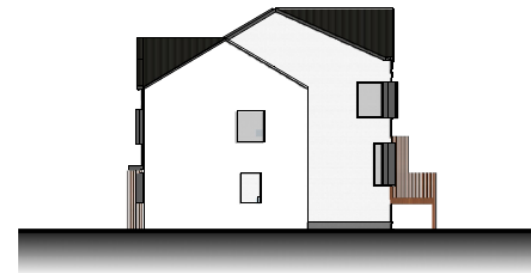
1 front elevation
A401



2 side elevation
A401



3 back elevation
A401



4 side elevation
A401



3
A403 2 storey TH
front elevation

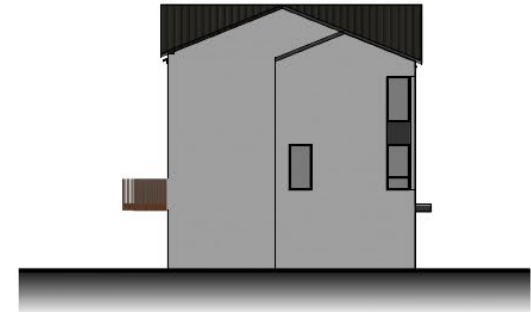


4
A403 2 storey TH
back elevation

Figure 4. Conceptual Elevation 3 Storey



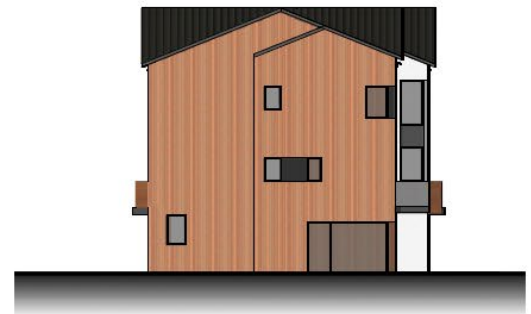
1
A402 front elevation



2
A402 side elevation



3
A402 back elevation



4
A402 side elevation



1
A403
3 storey TH
front elevation



2
A403
3 storey TH
back elevation

4.0 CITY OF BARRIE OFFICIAL PLAN - URBAN DESIGN GUIDELINES

The City of Barrie Official Plan (January 2018) includes policy provisions related to urban design under Section 6.5. The Urban Design Guidelines of the Official Plan identifies that the goal of the guidelines is *to provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment.*

The subject lands are designated by the City of Barrie Official Plan as follows:

- Schedule A – Land Use: '**Residential**' and '**Institutional**'
- Schedule B – Planning Areas: '*Residential - Codrington Planning Area*'
- Schedule D – Roads Plan: '*Local*' (Cook Street and Napier Street)
- Schedule I – Intensification Areas: '*Built-up Area*'

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

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

The policies of the Official Plan's guidelines are reviewed in reference to the proposed development concept for the subject lands.

4.1 BUILDING & SITING

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

The built form has been designed to compliment and contribute to a desirable community character in terms of massing and conceptual design. The site has been designed maintain a portion of the existing church fronting Cook Street. The single detached dwellings fronting Napier Street will be maintained, keeping the Napier Street frontage unchanged. The townhouse residential development will front Cook Street; however, the impact will be minimal as only one townhouse dwelling will be adjacent to the street. The townhouse development is positioned to the interior of the site. Adequate setbacks have been proposed to the adjacent lands, providing buffers as well as space for landscaping.

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

Mechanical equipment will be screened and located interior to the buildings, maintaining an attractive streetscape.

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

Large exposed blank walls will be avoided through design. Architectural elements will be incorporated to provide visual unity along all building exteriors, and enhanced landscaping will be provided to add visual interest to the built form.

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

Building entrances are well-defined, with identified access to each unit. Designated accessible parking spaces are provided within the institutional site and townhouse development.

- i. 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.*

The subject lands are interior lots and therefore do not have corner lot conditions.

4.2 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.*

Site access is provided off Cook Street for both the institutional site and townhouse development. A singular access is provided for both sites. The single detached dwellings will maintain their existing access points/driveways off Napier Street.

- ii. Adequate disability parking spaces will be provided where required.*

Adequate accessible parking spaces are provided in accordance with the Zoning By-law standards. For the townhouse development a total of 3 spaces are required, 1 type 'A' and 2 type 'B'. For the institutional use only 1 type 'A' is required.

- i. 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 beaming and planting.*

The institutional site has a 2.9m landscape stripe along the street, providing space for landscaping and planting to screen and soften the streetscape.

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

The proposed development does not include any major parking, loading and delivery areas. A garbage enclosure is proposed for the townhouse site, which is situated to the interior of the site and not visible from the street.

4.3 ENVIRONMENTAL FEATURES

- i. 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.*

Landscaped open space is illustrated on the Landscape Plan provided by Landmark Environmental and submitted with this application. It demonstrates various amenity and open spaces where the re-planting of trees, plantings and vegetation is encouraged.

An Arborist Report and associated tree preservation plans are provided with the submission. Further detailed landscape design will be addressed through the Site Plan Approval process.

4.4 SIGNAGE

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

Signage on site will be in accordance with City's standards and requirements. Location identification (address) will be incorporated into the site design and the materials of any signage will compliment building design.

Detailed signage specifications are controlled through the Site Plan Control and Building Permit process with the City.

4.5 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.*

Utilities shall be clustered or grouped where possible to minimize visual impact. The specific locations of the utilities will be detailed through the Site Plan review process, to ensure an attractive streetscape and public realm.

4.6 ENERRGY EFFICIENT 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.*

Energy efficiency is encouraged through the site and building design. The proposed massing of the built form has been designed to mitigate impact on adjacent lands, through setbacks and building orientation. Site design has concealed parking to the interior of the site.

Further details for building materials, landscaping, and energy efficiency will be provided through the Site Plan Approval process.

- ii. *Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit routes.*

The proposed development is considered a compact urban form, supporting energy efficient design. Given the location of the subject lands, energy efficiency is further promoted through the encouraged use of public transit and active transportation. Residents will be able to access neighbourhood commercial uses and amenities within a short distance, reducing commuting distances and discouraging auto dependence.

4.7 LANDSCAPING

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

The proposed development contains a number of landscaped areas that can support enhancements street side and contribute to an improved public realm. Fronting Cook Street, the institutional site allows for a 2.9m landscape strip while the townhouse site provides a 3m landscape strip. Further landscaping can be provided throughout the interior of both sites. Please refer to the landscape drawings provided by Landmark Environmental submitted with this application. Further detailed landscape plans will be provided during the Site Plan application stage.

- ii. *Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

Please refer to the landscape drawings provided by Landmark Environmental submitted with this application. Further detailed landscape and planting design will be established during the Site Plan Approval process. Landscaping will utilize native vegetation and water conservation practices will be explored, where feasible.

Figure 5 illustrates townhouse developments that have incorporated strong street presence and improved public realm through landscaping design and plantings.

Figure 5. Precedent Townhomes – Attractive Landscaping & Strong Street Presence



Source: Google.com/Images

5.0 CITY OF BARRIE URBAN DESIGN MANUAL

The City of Barrie's Urban Design Manual (Revised 2014) provides direction for design elements within urban developments. The proposed concept incorporates many of the design directives found within this document.

The Urban Design Manual Guidelines Checklist has been included as **Appendix 5** of this report.

The Guidelines have been established to implement the existing urban design policies contained within the Official Plan, 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 guidelines are intended to be flexible, aimed to achieve the overall design objectives of the City's plans. The plan states that *a successful development will achieve the City's vision while meeting the individual needs of the proponent.*

5.1 PHYSICAL ENVIRONMENT & BUILDING SITING

- Compatibility has been maintained between the proposed development and the adjacent lands. The building height has been restricted to 3 storeys (maximum 10 m). This maintains the permitted maximum height throughout the neighbourhood, as the as of right height in the neighbourhood under 'R2' zone is also 10m. The church will maintain the existing height, as the built form is not intended to change.
- The visual character of the neighbourhood has been maintained and enhanced through site and building design. As illustrated on the Conceptual Elevations, the built form has chosen a more traditional townhouse design to maintain compatibility with an established neighbourhood.
- The built form has maintained an appropriate scale with the adjacent land uses and dwelling types.
- Setbacks have been implemented to provide buffering and separation to adjacent uses.
- The site is located in close proximity to various uses; including commercial, retail, restaurants, schools, open space and local amenities.
- Located with access to existing transit facilities and routes, supporting transit supportive measures.
- Outdoor amenity and open spaces are located on site to encourage resident use and create welcoming spaces.
- The built form has been designed and setback at a pedestrian scale, to contribute to a desirable streetscape.

- Site design has reduced the visibility of parking areas for the townhouse development.
- Architectural elements avoid lengthy buildings and create visual diversity and interest.

5.2 SITE CIRCULATION

- Pedestrian access and circulation has been incorporated into the design to provide safe and convenient access from all units to the municipal sidewalk network.
- Entrances are located to provide direct access to parking areas and open spaces, increasing comfort for resident circulation.
- Hard surfaces and walkways are provided to promote safe and efficient site circulation for the user.
- Suitable site lighting will be provided along pedestrian connections and walkways, increasing safety.
- Pedestrian and vehicular crossings have been minimized.

5.3 SITE SERVICES

- Waste collection will be located interior of the site and separated from the public street and adjacent uses. Collection is proposed to be private and managed by the condominium corporation.
- All utilities will be located underground or interior of the built form. Placement is to be confirmed during detailed design.
- Vehicular areas have been designed to limit the possibility of cars reversing or manoeuvring on the public streets.

5.4 ARCHITECTURAL DESIGN

- The built form is situated to the interior of the site, allowing the existing dwellings along Napier Street and the existing church along Cook Street to remain.
- The building height and scale relates to the existing developed built form of the area, and maintains a similar building height of which currently is permitted under the existing zone (R2) on the subject lands and surrounding land uses.
- The architectural design is compatible with the existing and developing character of the neighborhood.

- The townhouse blocks have been designed to create a cohesive visual relationship between the buildings.
- Exterior building design and detail is coordinated on all elevations with regard to colour, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.
- Main entrances are designed to act as prominent features, providing direct pedestrian access and are clearly identifiable from the street.
- Private balconies are designed to provide usable activity space for the residents, thereby increasing opportunities for residents to overlook common amenity and open spaces.
- All mechanical equipment will be hidden from all municipal rights-of-way.
- Principle walls contain windows and architectural features to provide visual appeal and break up the building mass.

Further detailed design will be provided during the Site Plan Approval process.

An assessment of the built form has been completed for the surrounding area, focused on Napier Street. **Figure 6** demonstrates that the architectural design (colours, materials, etc.) of the existing dwellings in the area. Dwellings in the area contain similar architectural features including white trim, white siding or brown brick, feature windows, and main entrances with elevated porches facing the street. The proposed development will compliment and blend in with the surrounding area and existing built form.

Figure 6. Surrounding Built Form – Façade Demonstration



Napier Street

Source: IPS / Google Maps

5.5 LANDSCAPE DESIGN

- Please refer to the landscape drawings provided by Landmark Environmental submitted with this application.
- Various landscaping treatments will be implemented throughout the site.
- Amenity and open spaces will provide visual character and attractive design elements.
- Existing on-site and boundary trees will be preserved, to the furthest extent possible.
- Landscaping will be designed to encourage positive functional relationships between the site uses and their surroundings.
- Appropriate plant species will be selected based on their capability and suitability with the areas climate.
- A 2.0 metre tight-board fence is proposed along the property lines, creating visual and physical separation.
- Soft landscaped areas are proposed on the perimeters of the site to delineate boundaries, and establish streetscape appeal, spatial separations, and snow storage areas.
- Attractive landscape treatments will be provided throughout the site to soften and improve the visual character of the development, including harmonious integration of plantings, fencing, retaining walls, and hard surfaces.

5.6 LIGHTING & SIGNAGE

- The design of light fixtures will compliment the architectural design of the building.
- Site lighting will consider all users and needs.
- Site lighting locations will be designed with particular emphasis on pedestrian access and circulation areas, barrier free travel paths, and parking areas.
- Feature lighting will be included to highlight the building design, landscape features and entrances.
- Light sources will be designed to avoid visibility to/on adjacent properties.
- Any signage incorporated will be minimal to maintain or enhance visual appeal of the site design.
- All lighting and signage will comply with the Ontario Building Code and the City standards.

5.7 ACCESSIBILITY

- Designated accessible parking spaces are provided, including one type 'A' space and two type 'B' space for the townhouse site and one type 'A' space for the institutional site, in accordance with the Zoning By-law requirements.
- Barrier free parking spaces are located in close proximity to the built form and the unit entrances, to limit travel distance.
- Barrier free parking spaces are designed not to block curb cuts or ramps.
- Accessible spaces will be clearly identified on site through pavement markings and signage.

5.8 VEHICLE CIRCULATION & PARKING

- Parking and vehicular movement has been designed in a safe, convenient, and easily understood manner with appropriate turning radii and visibility.
- Parking areas will be provided with appropriate signage, adequate and uniform lighting for visibility.

- Parking areas are located with close access to building entrances.
- Pedestrian circulation has been incorporated within the parking area and by adjacent walkways to enhance safety.
- Landscaped areas and buffers are included around the perimeter of parking areas, enabling landscaping treatments and creating visual interest.
- Surplus parking is provided, ensuring visitor and overflow spaces are provided.
- The parking entrance/exits are designed to be clearly visible and provide effortless traffic movement.
- Site access is located in a manner that reduces traffic conflict and confusion.
- One site access point is proposed to provide safe movements and away from the intersection, to create efficient traffic movement.
- Emergency vehicles are able to gain easy access to, within and from the site.

5.9 TRANSIT

- The site is situated in a location with the provision of public transit options.
- The site will be linked to the municipal sidewalk network to promote active transportation.
- The site is near many local and intercity transit routes, which provide convenient access to areas within the City of Barrie. The site is also connected to other regional transit linkages including the Barrie Bus and Transit Terminal and the Allandale Waterfront GO train station.

Public transit routes run along Napier Street, and includes transit stops at the intersection of Napier Street and Cook Street. This provides connection to transit routes 100A and 100B. Additionally, transit route 6A and 6B is located along Wellington Street East to the north, offering additional transit routes throughout the City.

Figures 7 illustrates the City of Barrie Transit Network. This map depicts that residents of this development can access a transit network for the City of Barrie, a short distance from the site.

Figure 7. Barrie Transit System Map



Source: Barrie.ca/Barrie-Transit-System-Map

6.0 CITY OF BARRIE DRAFT OFFICIAL PLAN

The City of Barrie's new Official Plan was adopted by City Council on February 14, 2022. The new Official Plan is now with the Province of Ontario's Ministry of Municipal Affairs and Housing for approval. Until the new Official Plan is approved by the Ministry, the existing Official Plan (Office Consolidation January 2018) remains in effect. The General Urban Design Policies within the draft Official Plan identifies that the goal is to create human scale neighbourhoods that accommodate the anticipated intensification and growth.

The subject lands are designated by the draft City of Barrie Official Plan as follows:

- Map 2 – Land Use: '**Community Hub**' and '**Neighbourhood Area**'
- Map 4b – Mobility Network: '*Local*' (Cook Street and Napier Street)
- Map 8 – Cultural City Features, Historic Neighbourhood Boundary: '*East End*'
- Appendix I – Conservation Authority Areas: Lake Simcoe Region Conservation Authority Boundary (LSRCA), not regulated

Section 3.0 of the Official Plan relates to Planning an Attractive City, containing the following policies:

Section 3.2, General Urban Design Policies

Section 3.3, Built Form Types and Development Criteria

Section 3.4, Parking Design for Developments of All Types and Areas

The policies of the Official Plan are reviewed in reference to the proposed development concept for the subject lands.

6.1 General Urban Design Policies (Section 3.2)

6.1.1 Human Scale Design

- a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, shall demonstrate the following:*

- i) *A compact and walkable pattern of streets and blocks which responds to, and connects with, the existing and planned community structure set out in Map 1, including how streets, blocks, and open spaces are used to:*
 - a. *Increase overall connectivity and walkability by increasing intersection density across the city, ideally with block lengths ranging from approximately 150.0 metres to typically a maximum of 250.0 metres in length, with shorter block lengths being preferable in intensification areas;*
 - b. *Improve the existing urban fabric by connecting cul-de-sacs and dead-end streets into the wider street network, wherever possible; and,*
 - c. *Contribute to the city's legibility (meaning the coherent organization of the built environment), navigability and sense of place;*

The proposed development's internal condominium road is approximately 160 metres in length and provides connectivity to the adjacent local street network.

- ii) *A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;*

The institutional building fronts Cook Street, providing connectivity while animating the streetscape. The townhouse unit that abuts Cook Street will have an animated exterior side yard façade, engaging the street.

- iii) *Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;*

A municipal sidewalk exists along the east side of Cook Street. The proposed developments, both the institutional block and townhouse development, propose sidewalks connecting to the municipal sidewalk. In addition, landscaping areas along the frontage of the developments will also enhance the pedestrian environment.

- iv) *Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including active transportation and public transit; and,*

Not applicable to this development.

- v) *Appropriate transitions between the private and public realm. This shall be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.*

Setbacks, landscaping including trees and decorative fencing, and signage are proposed to delineate the transition between the public realm being Cook Street and the private realm being the townhouse development and institutional site.

- b) *Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.*

The institutional block will maintain the existing front yard setback and interior side yard setback to the south. The proposed townhouse development establishes new property lines between the institutional use and townhouses. For the most part, the setbacks proposed meet the required setbacks of the zoning bylaw or are addressed through the Zoning Bylaw Amendment application. The proposed setbacks from the existing single detached dwelling lots to the townhouse development respect the existing uses and align with the zoning criteria.

- c) Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive.*

The proposed height for the townhouse development conforms to the zoning bylaw provisions, which is consistent with the maximum height permitted within the surrounding area for the existing single detached dwellings. In addition, the density proposed is 40.4 uha, whereas 40 uha is permitted. The increase is deemed to be minor. The height of the church will be maintained, as the building is to be retained.

- d) The City will not support over-development. Over-development does not necessarily result from one incompatible form, but often from a cumulation of unbalanced characteristics. The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without overdevelopment occurring on any given property. At the same time, over-development may sometimes occur even when permissions have been followed. Therefore, the determination of over-development must be weighed across a variety of characteristics that include, but are not limited to:*

- i) Development that is excessive in its demands on city infrastructure and services;*

The proposed development does not require any excessive demands on city infrastructure or services. The existing services in the area are sufficient to service the proposed development.

- ii) Development that negatively impacts the public realm and local character;*

The proposed development retains the existing church building and two single detached dwellings fronting Napier Street. These three buildings assist in maintaining the character of the subject lands. The proposed townhouse development will compliment the local character and enhance the public realm through enhancing the streetscape and architecture along Cook Street.

- iii) Development that proposes excessive height or density;*

As noted above, the proposed height conforms to the zoning bylaw. The density proposed is 40.4 uha, whereas 40 uha is permitted. The increase is deemed to be minor.

iv) Variances to the City's development standards resulting in inappropriate built form, especially where an alternative built form solution is more appropriate;

The proposed development is requesting a Zoning Bylaw Amendment, which does include some site specific exceptions. Refer to the Planning Justification Report for details related to zoning standards.

v) Undesirable building separation distances resulting in shadow impacts, inappropriate over-look conditions, or which significantly negatively impacts access to daylight; and,

The proposed development maintains appropriate setbacks, which reduces the conditions of shadowing, over-look conditions and access to daylighting.

vi) Development that results in other impacts to a site's functionality or that limits the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.

The proposed development provides an infill redevelopment, which respects the surrounding area and setbacks. Access is provided to the site off Cook Street, for both existing church building and townhouse development. The proposed site plan does not hinder or restrict future redevelopment in the area.

6.1.2 Completed Neighbourhood Design

a) To ensure the development of complete neighbourhoods, development applications outside of Employment Areas, where appropriate, shall generally be designed to contribute to:

- i) The diversity of land uses in the neighbourhood;*
- ii) The diversity of housing types and options in the neighbourhood;*

- iii) The diversity of, and connectivity between, different open space types in the neighbourhood;*
- iv) Connectivity to transit facilities and active transportation networks in the neighbourhood;*
- v) Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;*
- vi) Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;*
- vii) For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;*
- viii) Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,*
- ix) Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.*

The neighbourhood is primarily made up of single detached dwellings. The proposed development will maintain the institutional use of the subject lands while introducing townhouse development, diversifying the housing options within the neighbourhood. The proposed development provides private open space within the townhouse development. Sidewalks proposed connect to the municipal sidewalk which provide connectivity to other open spaces within the neighbourhood. In addition, the sidewalks proposed will provide connectivity to the City transit stops within the neighbourhood.

The proposed development is planned to be a private condominium development and therefore doesn't contribute to providing amenities, parks, or open spaces for the general public. It is anticipated that the institutional building will provide community facility to the neighbourhood. The activation of Cook Street will take place through the placement of the proposed driveways/entrances, the proposed sidewalks to both the townhouse development and institutional use as well as the orientation and architectural features of the townhouse development. Local neighbourhood commercial uses are within 450 metres of the subject lands.

6.1.3 Sustainable and Resilient Design

- a) *To support the City's sustainable design priorities, all development applications shall demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:*
- i. Optimization of passive and renewable energy design strategies;*
 - ii. Minimization of non-renewable energy consumption, as well as waste;*
 - iii. Use of environmentally-friendly products;*
 - iv. Protection and conservation of water;*
 - v. Enhancement of the natural environment;*
 - vi. Mitigation of climate change and major weather events, including through the use of design elements and durable materials;*
 - vii. Adaptation to Barrie's seasonal changes; and,*
 - viii. Resource conservation through operational and maintenance practices.*

The above design elements will be further considered during Site Plan / detailed design.

6.1.3.1 Green Development Standards

- a) *The City will establish green development standards in consultation with the building and construction industry, and until such time as green development standards are adopted by City Council, applications for an Official Plan amendment, Zoning By-law amendment and/or plan of subdivision or site plan approval are required to submit a Sustainable Development Report, indicating how sustainable design best practices are being addressed. While justification can be made for why certain best practices are not being pursued, the report shall demonstrate how the development proposal intends to:*
- i. Provide a high level of efficiency in energy consumption to reduce greenhouse gas emissions;*
 - ii. Maximize solar gains and be constructed in a manner that facilitates future solar energy installations;*

- iii. Include or facilitate future on-site renewable energy systems;*
- iv. Provide a high-level of efficiency in water consumption, including rainwater harvesting and greywater recirculation for irrigation purposes;*
- v. Enhance indoor air quality; vi) Contain or facilitate the future installation of plug-ins for electric vehicles;*
- vi. Use environmentally preferable building materials, high-renewable and recycled content building products, and certified sustainably harvested lumber;*
- vii. Prioritize local sourcing to reduce carbon footprint;*
- viii. Provide water efficient and drought resistant landscaping, which should include the use of native plants;*
- ix. Incorporate low impact development and maximize permeable surfaces, including the provision of permeable driveways;*
- x. Incorporate green roofs into building design;*
- xi. Reduce construction waste and divert construction waste from landfill;*
- xii. Design to connect amenity areas, open spaces, and parks; and,*
- xiii. Promote Energy Star qualified and LEED-certified development.*

The above design elements will be further considered during Site Plan / detailed design.

6.1.4 Public Realm Design

To pursue design excellence in the development of a high quality, sustainable and attractive public realm, the streets, squares, parks, and other public places that comprise the public realm should not be seen in isolation, but within the wider network of public and private spaces, as well as the context of adjacent buildings and their uses.

6.1.4.1 General Public Realm Design

- a) To design and develop a connected and vibrant public realm, the City will:*

- i. *Ensure that all streets and open spaces have a clearly distinguishable purpose and function and that their design prioritizes the pedestrian experience and active transportation;*
- ii. *Create design standards for each street type within the street network;*
- iii. *Create design standards for each park and open space type within the Greenspace network;*
- iv. *Require that development, if possible, improve connectivity between existing and planned open spaces;*
- v. *Design, build, and support public spaces that create a "sense of place" and foster a pedestrian-friendly environment that encourages walkability and active transportation;*
- vi. *Encourage activation and animation of public spaces;*
- vii. *Identify and protect key views and vistas related to landmarks and natural areas, as well as views to and from Community Hubs, parks, and other community facilities; and,*
- viii. *Encourage sustainable development practices and enhancement/restoration of degraded natural heritage features (e.g., sustainable forest management, etc.).*

The proposed development fosters a pedestrian-friendly environment that encourages walkability and active transportation through the provision of sidewalks. The subject lands are adjacent to public transit routes, which further encourages transit use.

6.1.4.2 Accessible Design

The City, as an employer and provider of services, is committed to barrier-free access and universal design. Accordingly, the City will:

- a) *Be a leader in Barrie by setting an example for accessible design including with respect to physical access, integration, employment equity, communications, recreation, transportation, housing and education, and by identifying barriers and gaps in the City's facilities and provision of services.*

- b) Adhere to the Accessibility for Ontarians with Disabilities Act (AODA) and the Standard of the Accessibility for Ontarians with Disabilities Act.*
- c) Continue to improve the level of accessibility of municipal services, Greenspaces such as parks, and facilities by establishing city-wide accessible design guidance, and implementing it in all design, development, and operation of new and renovated municipal services and facilities.*
- d) Encourage the modification of new and existing private buildings and facilities, including parking, to improve the level of accessibility beyond the minimum AODA standards and policies.*
- e) Integrate accessibility considerations into the design of municipal infrastructure to promote a universally-accessible environment across the city.*

The proposed development will meet the AODA standards where applicable including sidewalks, parking lots and parking spaces. The institutional building will be required to meet the required AODA standards where applicable.

6.1.4.3 Access, Circulation, Loading and Storage

- a) Shared driveways are encouraged for employment, commercial, and mixed-use sites to reduce access points and reduce conflicts with pedestrians.*
- b) Private streets required for site circulation shall be designed to be comfortable for pedestrians, cyclists, and vehicles. They should provide high-quality landscape treatments that contribute to pedestrian comfort and safety, and to a sense of place and the character of the development.*
- c) Where appropriate, internal private streets will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement and that frame appropriately sized development parcels. Internal private streets will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network wherever possible.*

- d) Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems, as well as to Greenspace.*
- e) Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall not be located immediately adjacent to an intersection, and will be directed away from a public street, park, river, public open space or residential area. If this is not possible, they will be adequately screened.*
- f) Where outdoor storage is permitted, it shall not be located between a building and a street edge or a building and the intersection of streets.*

The proposed private street will provide adequate circulation for both pedestrians and vehicles. Landscaping will be provided throughout the development. The pedestrian walkway/sidewalk to the institutional building will be well articulated and link to the municipal sidewalk.

6.1.4.4 Semi-Public Spaces and Amenity Areas

- a) Amenity areas are strongly encouraged to be consolidated and centrally located, and indoor/outdoor amenity areas should be co-located wherever possible.*
- b) Tree planting is strongly encouraged as trees are considered an essential part of the neighbourhood fabric.*
- c) Where required, buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.*

The proposed consolidated amenity area has been located in a central area of the site. Landscaping and tree planting will be provided throughout the site, which will be further reviewed during Site Plan.

6.1.4.5 Lighting and Displays

- a) *Signs, display areas and lighting should be compatible in scale and intensity to the proposed activity and tailored to the size, type, and character of a development or the space to be used.*
- b) *All building and site lighting shall be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets. Outdoor lighting shall follow industry standards and should incorporate energy efficiencies, such as sensors and timers, and direct light away from the night sky. Lighting of prominent buildings, monuments and other built features to accentuate civic and architectural design may be permitted.*
- c) *Adequate pedestrian-scaled lighting to accent walkways, steps, ramps, transit stops, and other features should be provided.*
- d) *Signs on cultural heritage resources, including within heritage areas or within cultural heritage landscapes, shall be compatible with the heritage character of the property, district or landscape and may be regulated in accordance with the provisions of the Ontario Heritage Act, as applicable.*
- e) *Signage should be incorporated into the building design.*
- f) *Commercial signage should be displayed at a consistent height on building facades such as at the top of the ground floor. Signage shall generally not be permitted on the top of buildings or poles.*
- g) *Where outdoor display areas are associated with a large building, the use of landscape elements such as plantings, decorative fencing, and architectural elements such as façade extensions and canopies shall be incorporated for effective integration with the overall development.*
- h) *Outdoor display areas adjacent to street edges shall generally be avoided, subject to the regulations of the Zoning By-law. However, well-designed, pedestrian-scaled outdoor display areas that contribute to a comfortable and safe public realm may be permitted in areas of high pedestrian traffic, provided that safety and accessibility are not compromised.*

The proposed development will provide lighting throughout the development. These details will be further reviewed at Site Plan.

6.2 Built Form Types and Development Criteria (Section 3.3)

The following section identifies urban design policies for the main built form types expected to be developed across the city. The built form types listed shall also be subject to further design guidance in the City-Wide Urban Design Guidelines and the Zoning By-law, with locations where each type is permitted identified in the Zoning By-law. Building types covered in this section include:

- *Low-rise development;*
- *Mid-rise buildings;*
- *High-rise buildings;*
- *Low-rise employment buildings; and,*
- *Shopping malls and major retail.*

6.2.1 General Built Form Development Criteria

The following urban design policies apply to all new development in Barrie:

a) Buildings shall be oriented to create a strong street presence, with main entrances located to face the street.

The institutional building, as existing, is orientated towards the street, with the main entrance facing Cook Street. This is anticipated to remain. The proposed townhouse fronting Cook Street will be designed to create and enhance the street presence of the development.

b) Corner buildings shall address both streets by providing two articulated façades facing the street.

Not applicable to this development.

c) Blank facades facing a street, open space, or park shall be strongly discouraged.

As noted above, the townhouse fronting Cook Street will have an enhanced façade.

d) Buildings adjacent to the street edge and at sites with high public visibility shall be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.

These elements will be further reviewed through Site Plan when designing the proposed townhouse units.

e) Intersections of major streets shall be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.

Not applicable to this development.

f) Buildings will be designed to completely screen roof-top mechanical equipment from public view.

This will be reviewed through Site Plan.

g) Long building facades that are visible along a public street will incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the façade to create articulation and visual interest in the mass of such facades.

The subject development does not propose any long building facades.

6.2.2 Low-Rise Development

Low-rise development includes low-rise residential and mixed-use development, such as detached houses, semi-detached houses, townhouses and walk-up apartment buildings. This building type is limited to five storeys in height. While further low-rise development design guidelines are provided for in the City-Wide Urban Design Guidelines, the following urban design policies apply:

a) The scale, massing, setback, and orientation of low-rise development will be determined through the process of developing and approving block plans, plans of subdivision, Zoning By-laws, demonstration plans, and/or urban design briefs.

The proposed development is a low-rise residential development consisting of townhouse units that are a maximum of three storeys in height. The development of the site is supported by a block/context plan, a zoning bylaw amendment and this urban design report.

b) The primary defining features of low-rise residential or mixed-use development are the main building entrance, arrangement of windows, articulation of the building façade, and articulation of the roofline, and these shall be distinctive in their urban design but not out of proportion within a neighbourhood.

The proposed development and the architectural design of the townhouses will consider the above elements. It is anticipated that the townhouses will have prominent building entrances and provide articulation in the building façade through changes in the architectural elements, arrangement of windows and changes in the roof line.

c) Low-rise development shall respect and complement the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate area and shall be consistent with the other policies in this Plan.

The proposed townhomes will be a maximum of 10 metres, which aligns with the permitted maximum height of the neighbourhood. Adequate setbacks have been provided throughout to further complement the adjacent uses.

d) Where a townhouse end unit does not front a public street but flanks a public street, the flanking unit(s) should provide a front-yard and front-door pedestrian entrance facing the public street.

The end townhouse unit will flank Cook Street. As noted above this unit's orientation will be towards Cook Street.

e) Stacked townhouses shall be a maximum of four storeys in height and shall be designed to generally resemble a traditional street townhouse.

Not applicable to this development.

- f) To provide appropriate privacy and daylight for any adjacent lower-scale housing forms, low-rise buildings on a lot that abuts another detached house, semi-detached house or townhouse shall incorporate setbacks and buffers that maintain a high quality of urban design, as per the policies of Section 3.2 of this Plan, the Zoning By-law and the City Wide Urban Design Guidelines.*

As noted, the provision of adequate setbacks and landscape buffers have been made through the design of the conceptual site plan.

- g) To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the city are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.*

The proposed townhouses are to be designed to compliment the existing neighbourhood.

- h) Dwellings should be sited with a consistent setback to provide human scaled streets.*

The townhouse development proposes a 3m setback to the street from the flankage of the dwelling along the street. This setback is consistent to the required exterior side yard setback and assists in enhancing the street scape.

- i) Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within intensification and mixed-use areas, rear lanes can help create attractive streetscapes and minimize the impact of driveways on pedestrian circulation and the public realm.*

Not applicable to this development.

- j) Garages shall not project forward in such a way that the resultant streetscape created at ground level is dominated by the garages rather than the overall building facades.*

The townhouses will be designed with garages recessed back from the front face of the dwelling.

6.3 Parking Design for Developments of All Types and Areas (Section 3.4)

- a) *Parking areas supporting new development in the Urban Growth Centre, Strategic Growth Areas, Major Transit Station Areas, or Intensification Corridors shall be encouraged to be located underground and/or in structured parking to reduce or eliminate the need for surface parking.*

Not applicable to this development.

- b) *Above-grade parking structures shall be screened from view by development or otherwise designed to provide facades of high architectural quality facing streets. Street related uses on the ground level of the parking structure should be provided where appropriate to contribute to an active pedestrian realm and screen the parking structure.*

Not applicable to this development.

- c) *Surface parking lots should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking lots shall be designed in a manner that contributes to an attractive public realm by providing screening and landscaping.*

The proposed surface parking lot for the institutional use is proposed between the front of the building and the street. A landscape strip is proposed between the parking lot and street to provide screening and landscaping to enhance the public realm.

- d) *Walkways should be provided directly from parking lots and municipal sidewalks to the main entrance(s) of the building(s). Walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.*

Sidewalks and walkways are proposed, connecting to the municipal sidewalk to the main entrance of the institutional building and throughout the townhouse site. These linkages ensure a safe and accessible pedestrian network.

- e) Large surface parking areas should be divided into smaller and defined sections using landscape strips, islands and/or pedestrian walkways.*

Noted.

- f) Surface parking lots adjacent to low-rise residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.*

Landscape strips are proposed on all sides of the institutional use parking lot to provide for adequate landscape and tree planting.

- g) Bicycle parking shall be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.*

Bicycle parking will be provided near the building entrance of the institutional building.

- h) Surface parking lots shall incorporate the use of pervious surfaces where feasible.*

Noted.

- i) To prepare for the widespread use of electric vehicles, the City will investigate and plan for the installation of Level II electric vehicle charging stations at parking stalls across the city, including for residential, commercial and industrial buildings.*

Noted, the required electric vehicle charging stations rough ins will be provided.

7.0 CONTEXT / BLOCK PLAN

A Context / Block Plan has been incorporated with this Urban Design Report and included with the application.

The plan identifies various elements, including:

- Parcels of land identified for potential redevelopment.
- Parks and open spaces.
- Vehicular circulation routes.
- Public transit routes.
- Pedestrian circulation.
- Enhanced streetscaping and future enhanced streetscaping.
- Pedestrian crossing areas.
- Adjacent and surrounding land uses.

The intent of this plan is to illustrate how the proposed development fits in with the existing lot fabric, land uses and potential for redevelopment. The Context / Block plan have been included as **Appendix 2** of this report.

8.0 SUMMARY AND CONCLUSION

The subject Official Plan Amendment and Zoning By-law Amendment applications aim to facilitate a residential townhouse development and support the existing institutional use and two single detached dwellings located at 103 and 107 Napier Street and 95 Cook Street, in the City of Barrie.

The site is considered appropriate for such intensification, is in accordance with applicable policies, and established land use designations. The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

Respectfully submitted,

Innovative Planning Solutions

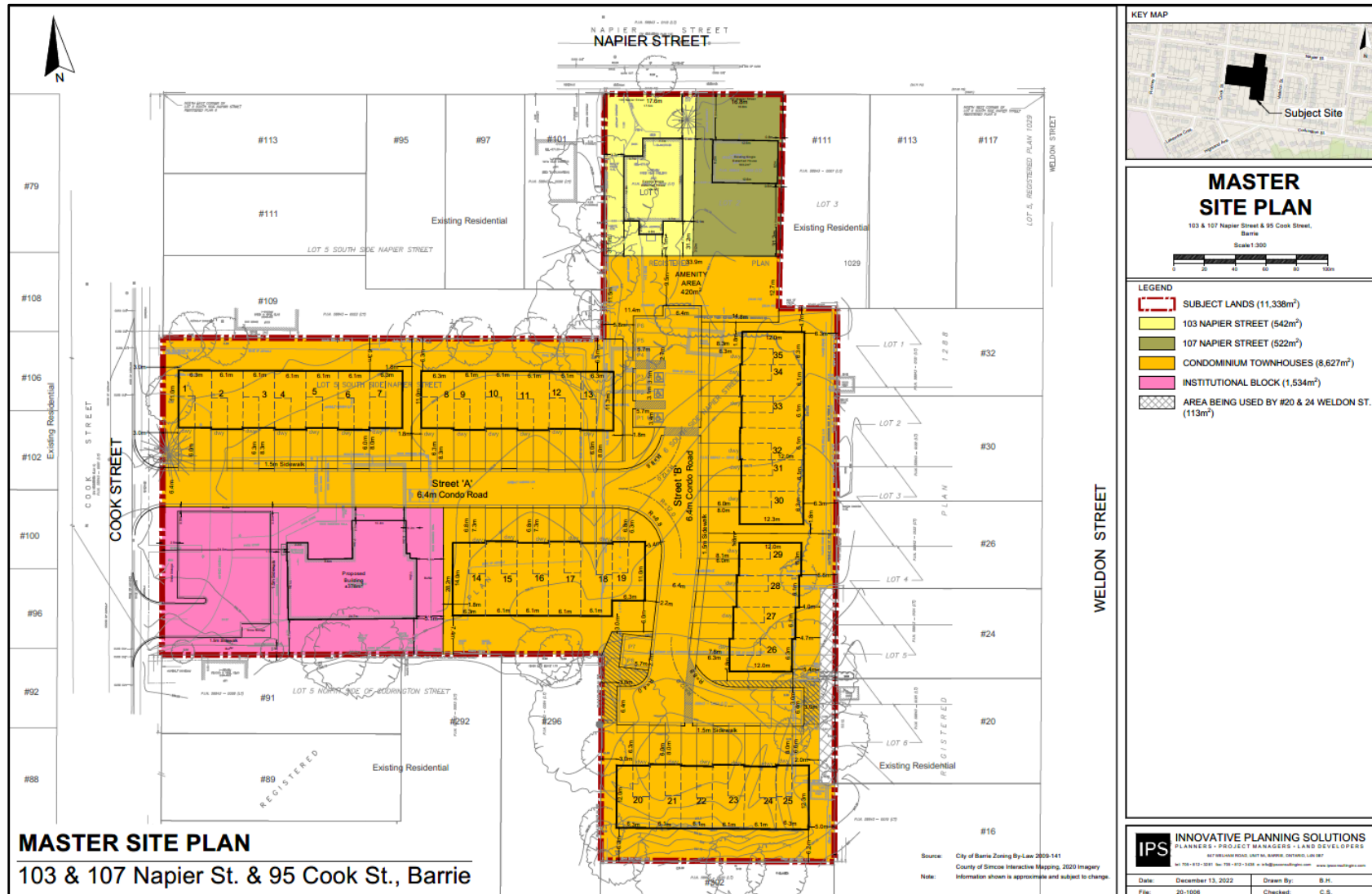
A handwritten signature in blue ink, appearing to read 'Kyle Galvin H. BCD, RPP, MCIP'.

Kyle Galvin H.BCD, RPP, MCIP
Senior Planner

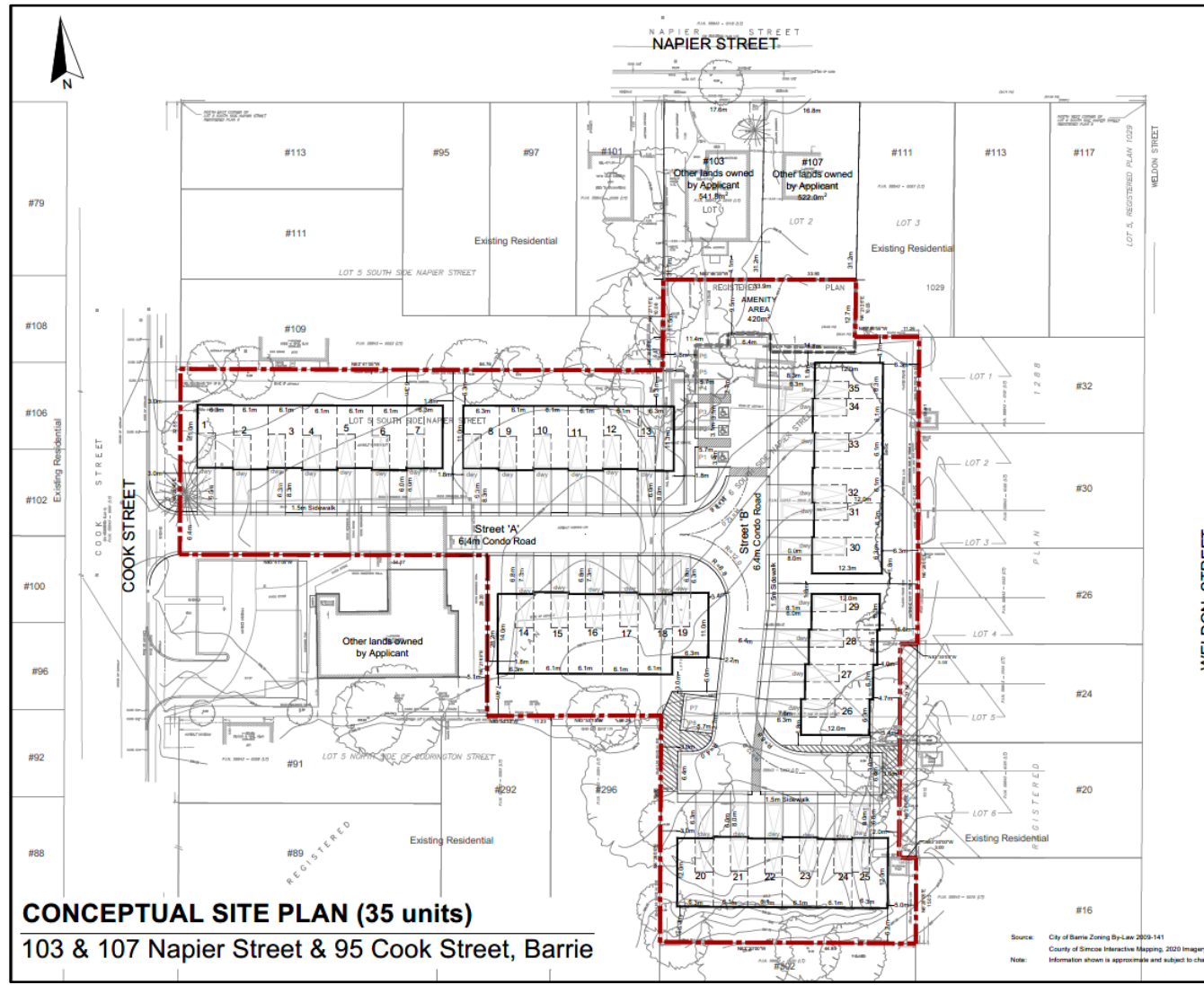
APPENDICES

Appendix 1. Conceptual Site Plans

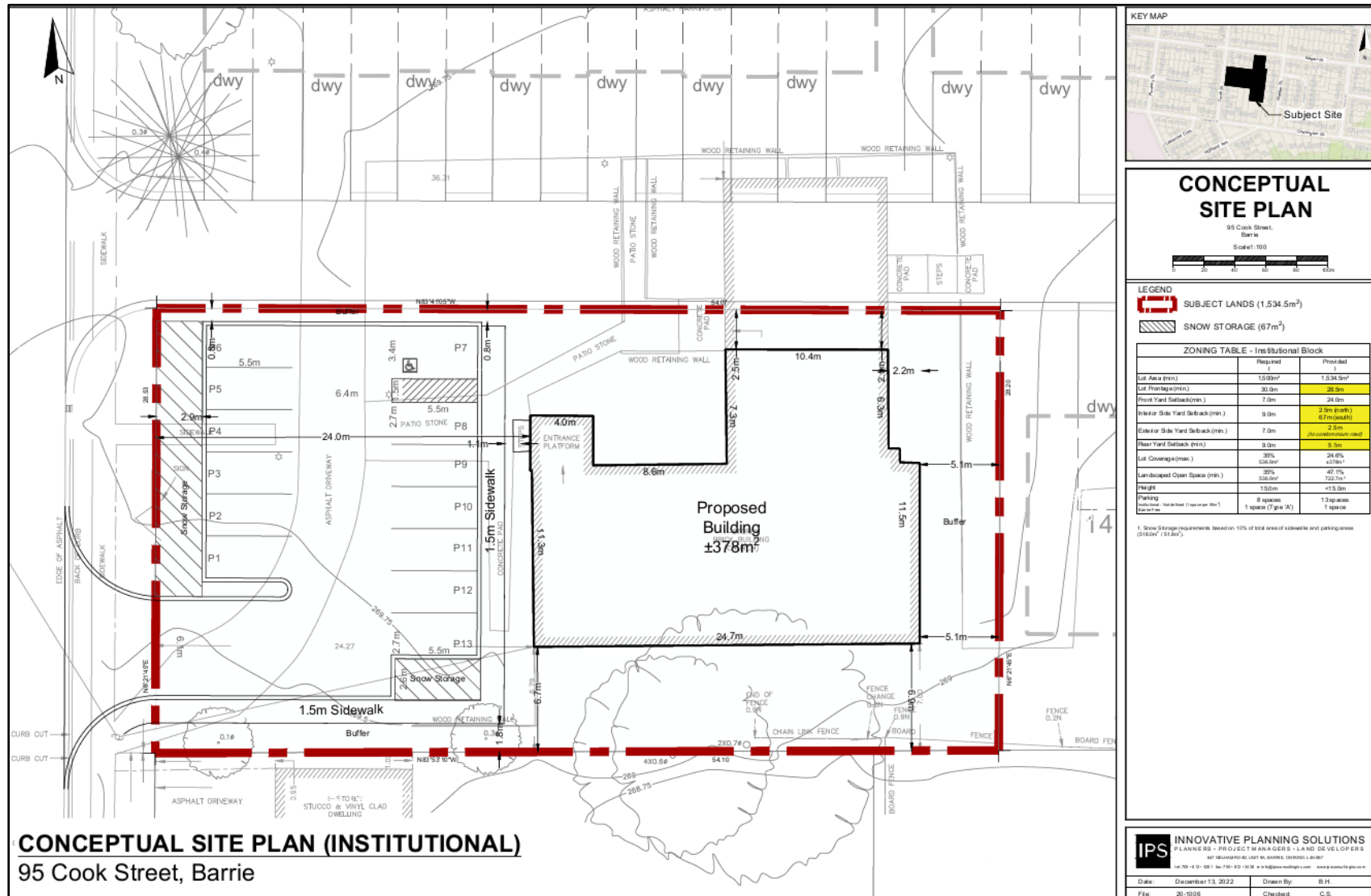
Master Site Plan



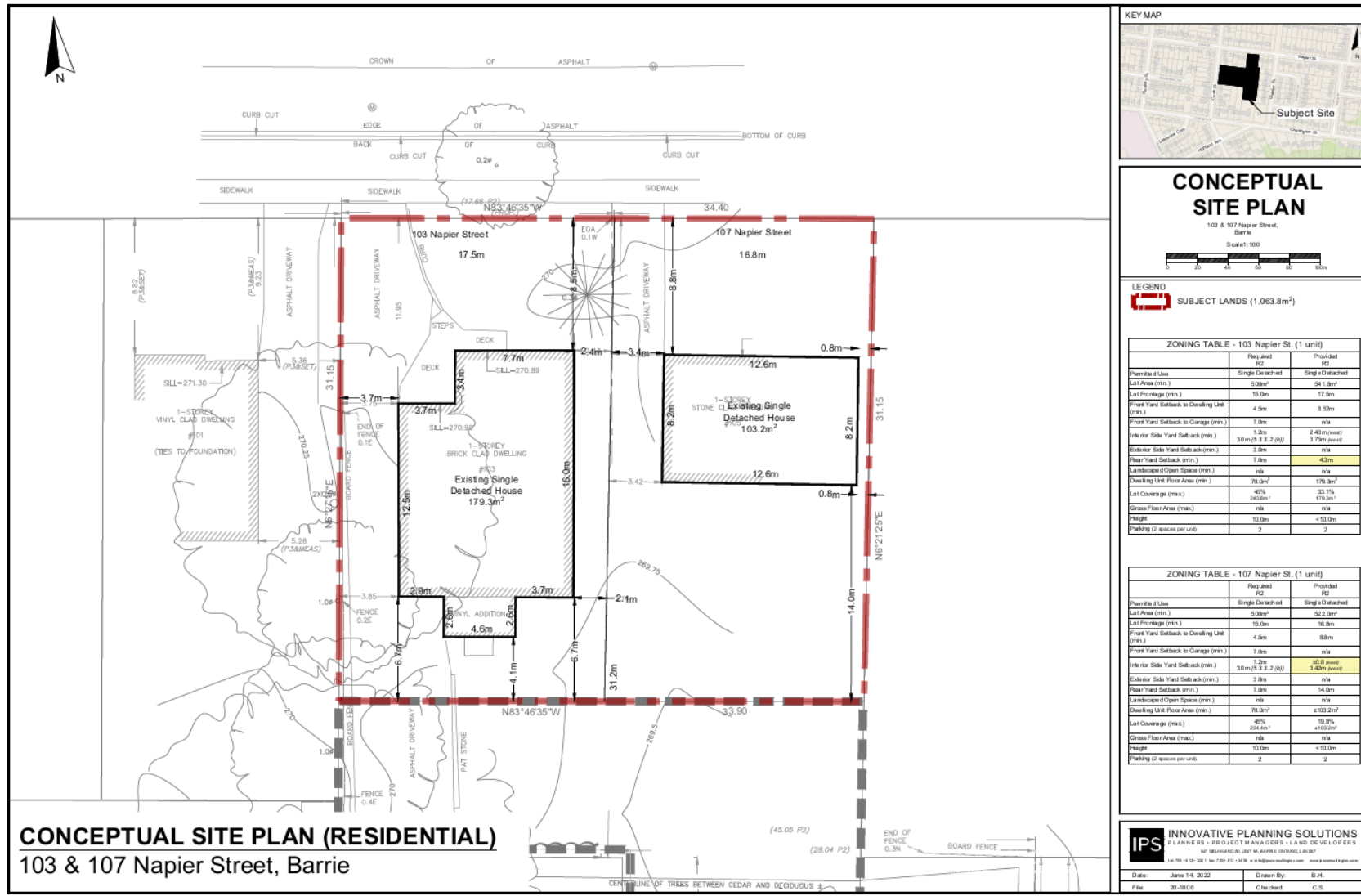
Townhouse Site Plan



Institutional Site Plan



Lots Only Site Plan



Appendix 2. Block / Context Plan



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

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

4.0 SITE SERVICES

	yes	n/a	Comments
A. Locate site services away from 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 from 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
7.0 ARCHITECTURAL DESIGN			
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.	()	()	_____