

URBAN DESIGN BRIEF

BLOCK 210, PLAN 51M-1221
1000 MAPLEVIEW DRIVE EAST
MAPLEVIEW PARK - BARRIE
ONTARIO

DRAFT



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SECTION 0.0 - INTRODUCTION

0.1 INTRODUCTION

4 Architecture prepared the following Urban Design Brief in support of the City of Barrie’s Site Plan Approval submission requirements. The purpose of this report is to present a proposed Mixed Use Development by 970 Maplevue Inc. located at 1000 Maplevue Drive East.

The Urban Design Brief provides details on the development and illustrate its conformance to the City of Barrie’s Official Plan and Urban Design and Sustainable Design Guidelines for the Salem and Hewitt’s Secondary Plan Areas. The report also illustrates how the proposed development achieves key urban design principles and sustainability initiatives.



SECTION 1.0 - VISION & PRINCIPLES

1.1 DESIGN VISION - MASTERPLAN OVERVIEW

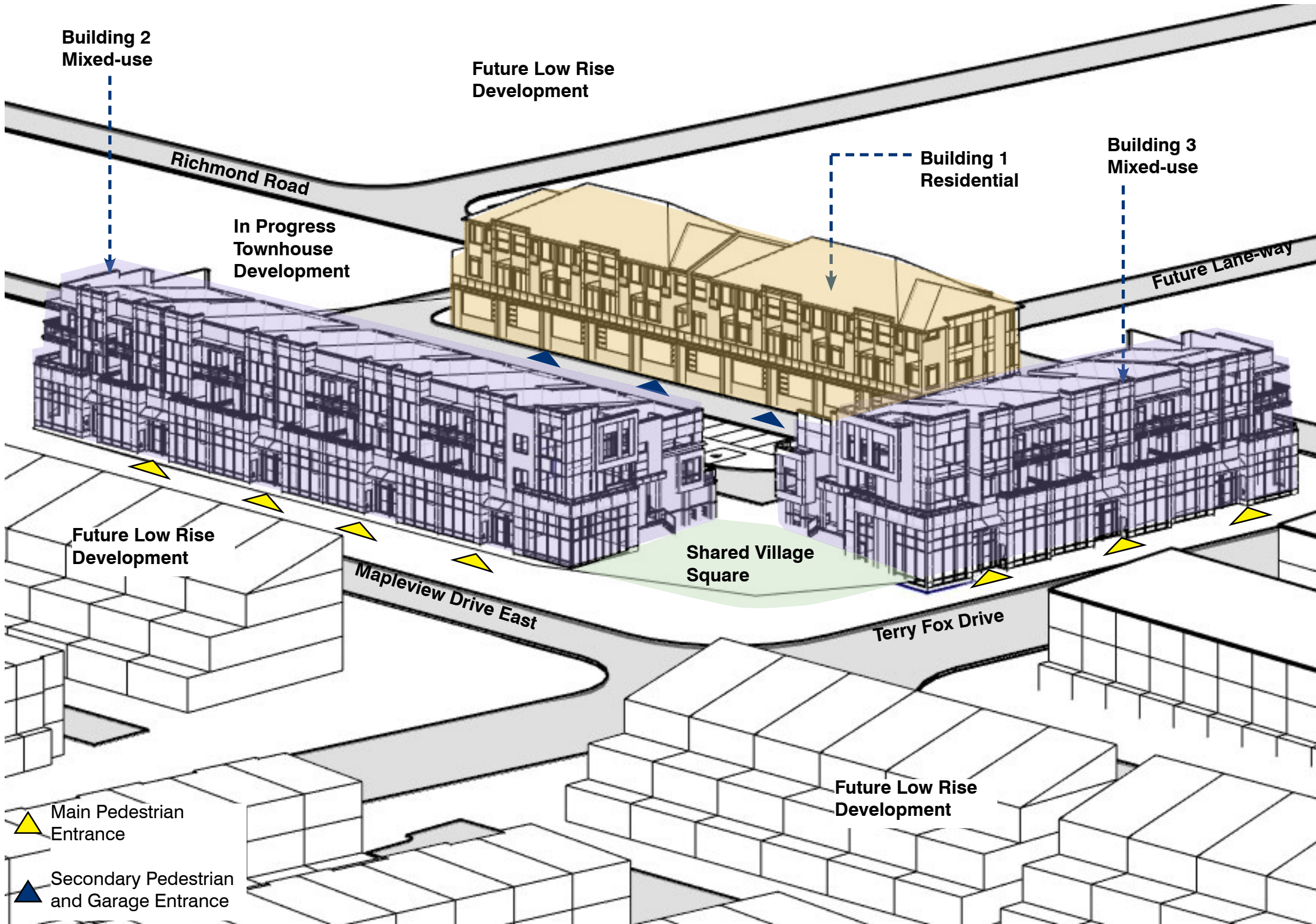
The proposed Mixed Use Development is situated on a rectangular site located on the North West corner of Maplevue Drive East and Terry Fox Drive. The site is currently vacant.

The Official Plan Designation for the site is Neighbourhood Mixed Use Node within the City of Barrie Hewitt's Secondary Plan. It is zoned as Neighbourhood Mixed Use.

The development consists of three buildings. Two of the buildings are Mixed Use, the third building is residential.

Residential Building No 1:
One residential building in the form of a 3 storey townhouses faces Richmond St. The building is comprised of 10 townhouse units with a total gross floor area of approximately 1860 sm.

Mixed Use Buildings No. 2 & 3:
Mixed use buildings address both the Maplevue Drive East and Terry Fox Drive frontages. They include 15 grade related stand alone retail and service related commercial units with 29 walk up apartment suites above. The buildings have an overall gross floor area of approximately 7,000 sm and including 950 sm of commercial space. The buildings are 3.5 stories in height.



SECTION 1.0 - VISION & PRINCIPLES

1.2 DESIGN OBJECTIVES: URBAN DESIGN AND SUSTAINABLE DEVELOPMENT GUIDELINES FOR THE SALEM AND HEWITT'S SECONDARY PLAN AREAS

The guidelines have outlined an urban design strategy to promote policy directions and ensure high standards in the physical design of the built and natural environment in the City of Barrie.

The high standards relate to overall quality, environmental sensitivity, sustainability and provide for public safety and security in achieving a strong and positive sense of place and identity.

Salem and Hewitt's Secondary Plan Areas will be gateways to the City of Barrie, providing a range of employment, housing, and a mix of other uses that allow residents to live, work and play in their community.

The planning principles that provide the context for new development proposals are:

Sustainability and Conservation

All new neighbourhood and business areas will be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include the best practices in the use of district energy, water conservation/recycling and sustainable community planning.

Heritage Protection and Articulation

The new developments will draw on the strengths of the historic neighbourhood, grid street patterns, public space,s and pedestrian friendly street design.

Diversity

The new developments will have a variety of housing types in new neighbourhoods.

Accessibility to Municipal Services

Municipal services like fire services, parks, and wastewater lines will be built in advance of the issuance of occupancy permits. Additionally, the City of Barrie continues to develop satellite service locations to ensure easier access for residents.

Public Consultation

The new developments planning should occur through extensive consultation with the public, community stakeholders and with the business and development communities.

Economic Growth

It will be ensured that the working age of residents in the City of Barrie not be allowed to outpaced the growth of jobs to ensure that the City of Barrie stays a strong economic center of opportunities for residents.



AERIAL VIEW OF HEWITT'S PLAN AREA

SECTION 1.0 - VISION & PRINCIPLES

1.3 PUBLIC REALM GUIDELINES

A summary of the significant Urban Design Guidelines that inform the proposed development as outlined in the Urban Design and Sustainable Development Guidelines for the Salem and Hewitt’s Secondary Plan Areas.

City of Barrie

Urban Design and Sustainable Development Guidelines

Salem and Hewitt’s Secondary Plan Areas

Executive Summary

Section 1 Introduction

Section 2 Vision, Planning Principles and Community Structure

Section 3 Public Realm Guidelines

Section 4 Private Realm Guidelines

Appendix A: Multi-Modal Active Transportation Plan Schedules

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1.4.1 STREETSCAPES (Performance Guideline - PG #4.2)

Principle: To support adjacent land use and encourage a viable transit network

Guidelines:

1. The design of streetscape should be done according to landscape zone, sidewalk zone, and transition zone.
2. The street furniture should be appropriate to the land use and built form context.
3. Priority should be given to pedestrian and cyclist movement in high activity areas.

1.4.2 GATEWAYS (PG #4.2F)

Principle: To enhance the point of entry to Salem and Hewitt’s Areas contributing to a welcoming entrance.

Guidelines:

1. To create a sense of entrance by enhanced landscaping, higher order of paving, public art, and urban squares with double heights and taller elements.

1.4.3 UNIVERSAL DESIGN (PG #4.2D)

Principle: Promote a barrier-free environment throughout the Town that facilitates access for persons with disabilities and special needs.

Guidelines:

1. Design in accordance to Ontarians with Disabilities Act and other applicable Provincial legislation.
2. Provide barrier-free curb or ramp connections between the street and pedestrian walkways.
3. In high activity areas, multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and warning of potential hazards.

1.4.4 SAFETY AND SECURITY(PG #4.2E)

Principle: Promote safety and security throughout the Town through appropriate building and site design.

Guidelines: Adhere to Crime Prevention through Environmental Design (CPTED) principals.

1. Ensure sight lines between buildings and pedestrian walkways are unobstructed and well lit.
2. Consider views for safety and surveillance opportunities when selecting and siting landscape elements.
3. Adequate lighting and visibility in public areas should be enabled

1.4.5 SUSTAINABLE DESIGN (PG #1):

Principle: Optimize the sustainable design techniques to better integrate the built and natural environments and enhance the Green-way system through the water conservation, material management and solid waste management.

Guidelines:

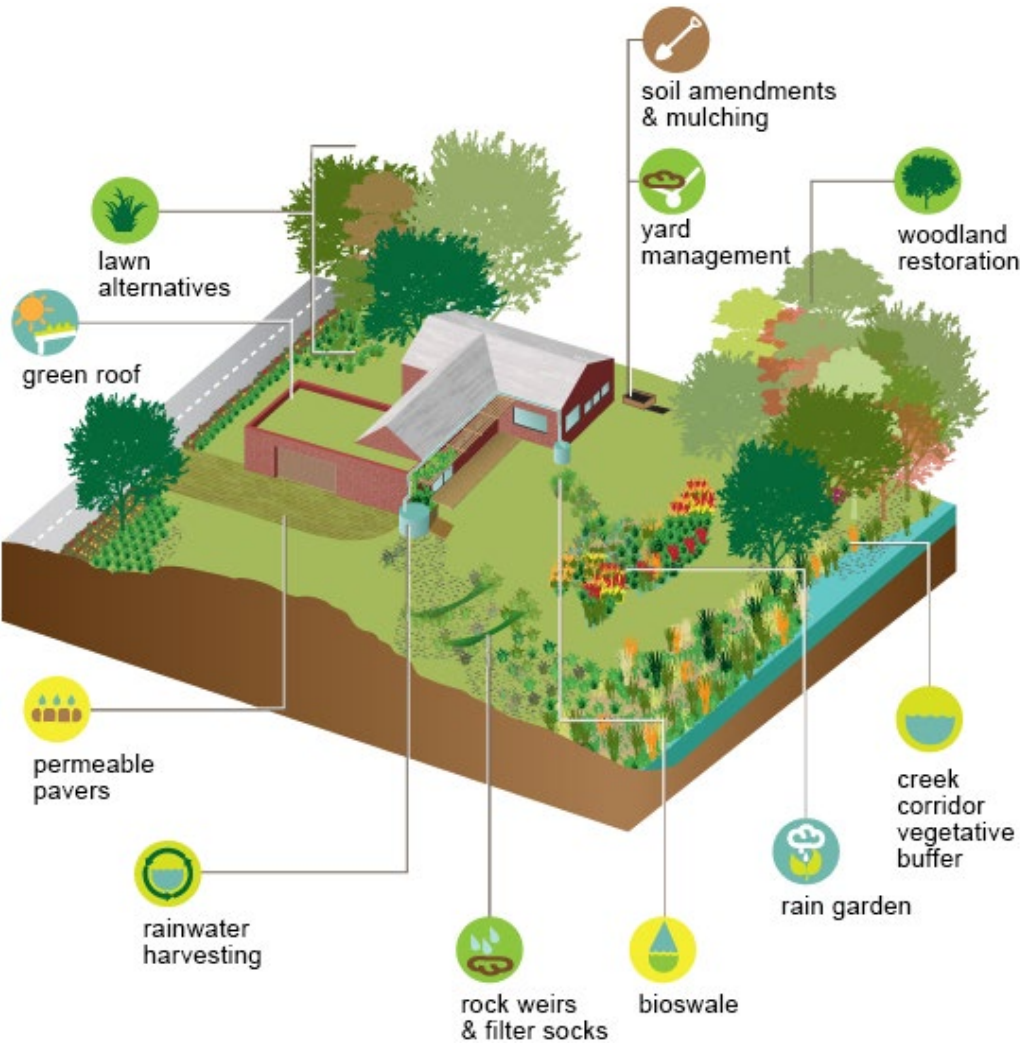
1. Local and renewable materials to be used where possible.
2. Reduce urban heat island through high SRI paving materials and roofing materials, or green roofs.
3. Renewable energy technologies like passive solar, geothermal heating and cooling, and photo-voltaic cells should be used where possible.

1.4.3 STORMWATER MANAGEMENT (PG #3)

Principle: Integrate water management facilities into the community to be functional as well as aesthetic.

Guidelines:

1. Manage water resources through green roof and rain harvesting methods and the introduction of integrated bioswales at road surface parking areas to naturally cleanse water run-off to the water table.



SECTION 1.0 - VISION & PRINCIPLES

1.4 SITE DESIGN

1.5.1 SITE DESIGN (PG #6)

Principle: Place and orient buildings and landscape to frame adjacent streets and open spaces as well as to establish an urban character in new communities.

Guidelines:

1. Site should be designed to promote social interaction, create community areas, and use elements in streetscape that create architectural interest.

1.5.2 SITE CIRCULATION (PG #4)

Principle: Prioritize pedestrian and bicycle circulation and connectivity with adjacent sites.

Pedestrian Connections

Guidelines:

1. Provide pedestrian walkways on the site between buildings, through parking lots and/or through covered building arcades.
2. Provide continuous sidewalks through driveways.

Pedestrian Drop-of Areas

Guidelines:

1. Design pedestrian drop-off areas to minimize conflicts with pedestrian routes. Pedestrian connections should lead directly from drop-off areas to the front entry of the building.
2. Design drop-off areas to be pedestrian-oriented, and to include decorative paving material, textures or colors to emphasize pedestrian connections.

1.5.3 STORAGE, SERVICING AND LOADING (PG #6.1)

Principle: Integrate loading, servicing and utilities on the site to minimize their visual and functional impact on the pedestrian realm.

Guidelines:

1. Located loading bays and servicing facilities at the side or rear of the site, where feasible, underneath the site or inside the building.
2. Incorporate recycling and garbage storage facilities within the primary building. If within an accessory structure, the structures should complement the main building material. No enclosure should be made of chain link or other non-opaque materials.
3. Service areas should be coordinated with parking areas to reduce curb cuts along the streetscape.

1.5.4 LANDSCAPE DESIGN (PG #6.2)

Principle: Incorporate trees and other plant material to enrich the pedestrian experience, enhance the visual image of the site/area., and improve the overall ecological function.

Guidelines:

1. Private and public landscaping should be coordinated in all sites.
2. A mix of water resistant, salt tolerant ground covering low shrubs, high branching deciduous trees and native plants should be done for varied and year-round green areas.
3. Landscaping should be used to add visual interest to blank facades, screen parking areas, enhance ground level privacy in residential suites, and provide a definition for pedestrian movement in open areas.

1.5.5 BICYCLE PARKING (PG #7.1)

Guidelines:

1. Bicycle parking should be located near the entrance to the building and should include weather protection.
2. They should be provided with bicycle ramps, and storage facilities.

1.5.6 SURFACE PARKING AREAS (PG #7.2)

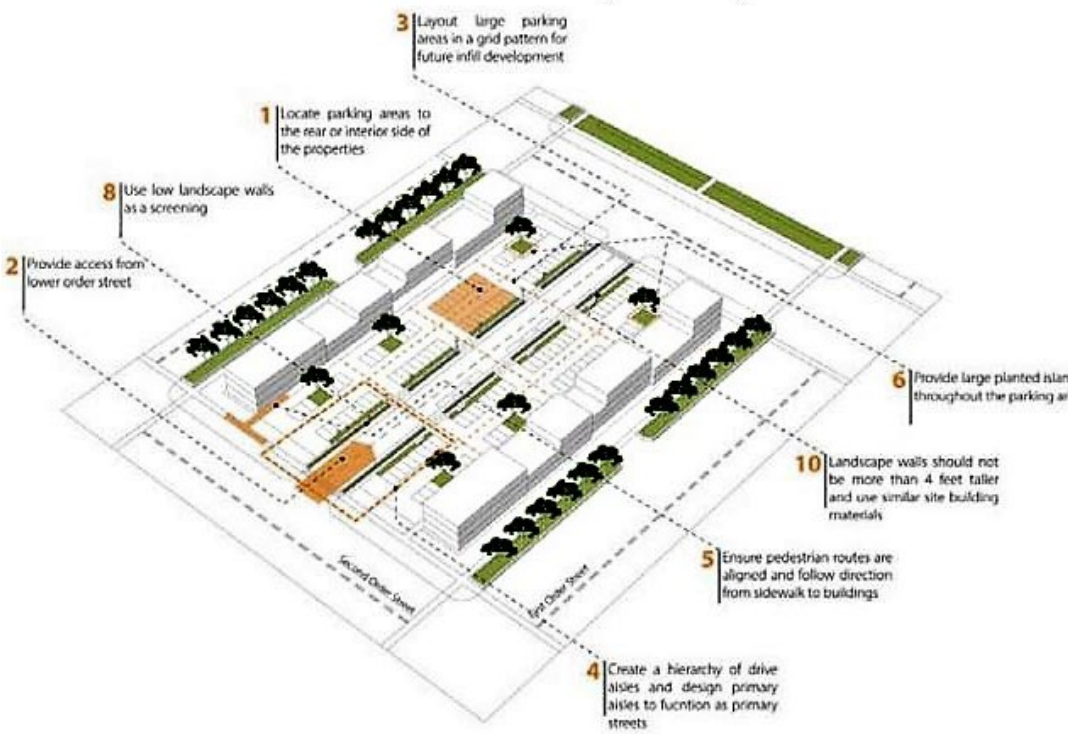
Guidelines:

1. Locate surface parking areas at the rear or side of buildings. For corner sites, parking areas should not be located on the exterior side.
2. Major internal vehicular routes should be defined by raised curb and traffic islands.
3. In addition to accessible parking, reserved spaces for energy efficient vehicles and car sharing services should be encouraged.

1.5.7 STRUCTURED PARKING (PG #7.3)

Guidelines:

1. Underground parking or parking structures are encouraged over above-ground parking lots where possible to conserve land, promote compact development and minimize the heat island effect.
2. Design above-grade parking structures to reinforce the intended built character and blend into the street-scape through facade treatments and active use on ground level.
3. Entrances to parking structures should be adjacent to the main building, public streets, or highly visible locations and they should be well lit.



SECTION 1.0 - VISION & PRINCIPLES

1.5 BUILDING DESIGN

1.6.1 RESIDENTIAL BUILDINGS (PG #8.1)

Significant Guidelines:

Frame the Public Realm:

Principle: Position the buildings to define and enhance the public realm.

Guidelines:

- 1. Variability in setback should be incorporated to add interest in the street edge.

Facade Treatment:

Principle: Design visually permeable, well-constructed building facades of durable materials with a well considered architectural rhythm and color palette.

Guidelines:

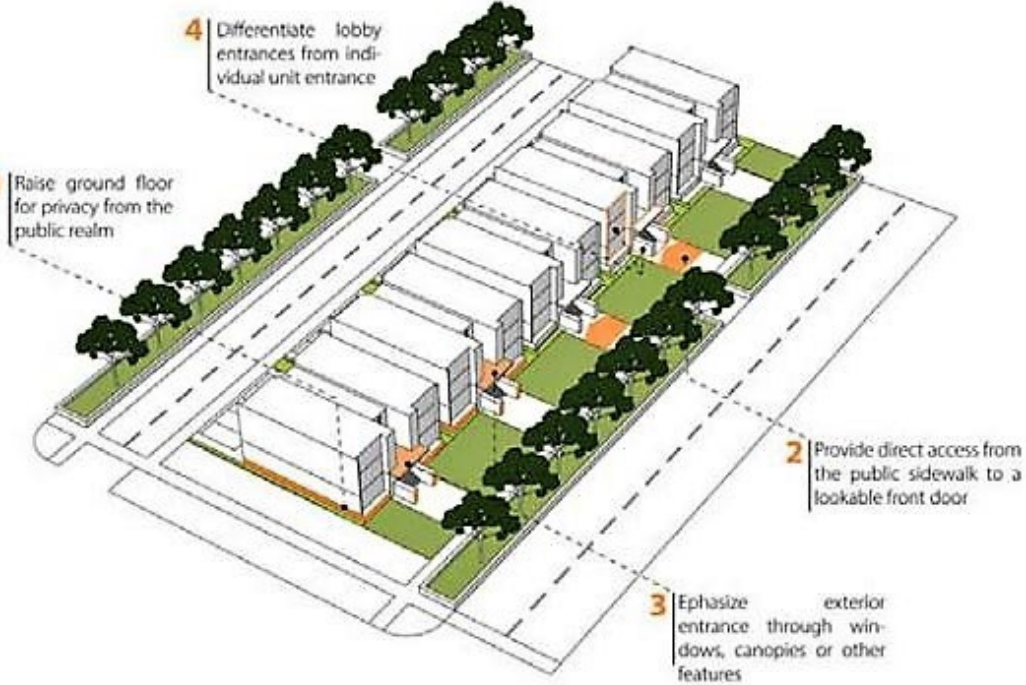
- 1. Long facades should be avoided using vertical breaks, material change or other architectural feature such as porches.
- 2. A large number of windows and doors should be used on the facade to increase access and transparency.

Amenity Space:

Principle: Integrate projections such as canopies, private balconies, porches, outdoor terraces and bay windows into the overall form and design of the buildings.

Guidelines:

- 1. Entrance canopies, awnings and signage shall be appropriately scaled, attractive and integrated into the architecture of the building to enhance streetscape.
- 2. Private terraces are at upper level and roof terraces also increase informal surveillance.



1.6.2 MIXED USE BUILDINGS (PG #8.2)

Rationale: Mixed use buildings should be designed to animate the street frontage and create interaction between indoor and outdoor spaces.

Significant Guidelines:

Frontage:

Principle: Activate the street by incorporating the most public and active uses within the ground floor.

Guidelines:

- 1. The minimum ground floor height for all low-rise buildings should be 4.5 meters to accommodate various commercial uses.
- 2. Street related activities, amenities and spill out spaces should be provided on the ground level.
- 3. Awnings and canopies should be incorporated for shade and weather protection for pedestrians.
- 4. A variety of materials, textures, and color should be used to enhance the aesthetic appeal.

Sense of Entry :

Principle: Provide visible and easy accessible pedestrian entrances from the public sidewalk.

Guidelines:

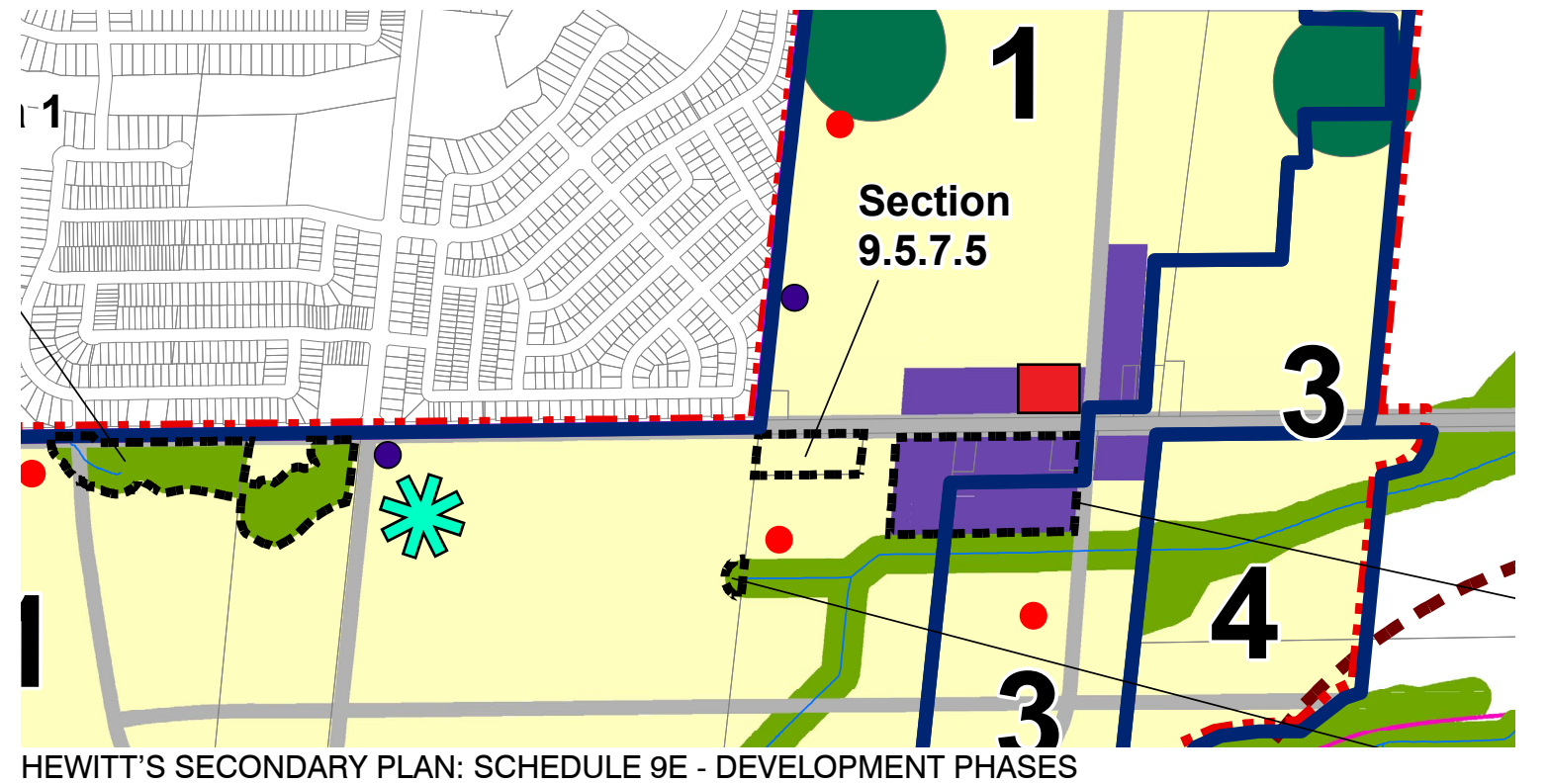
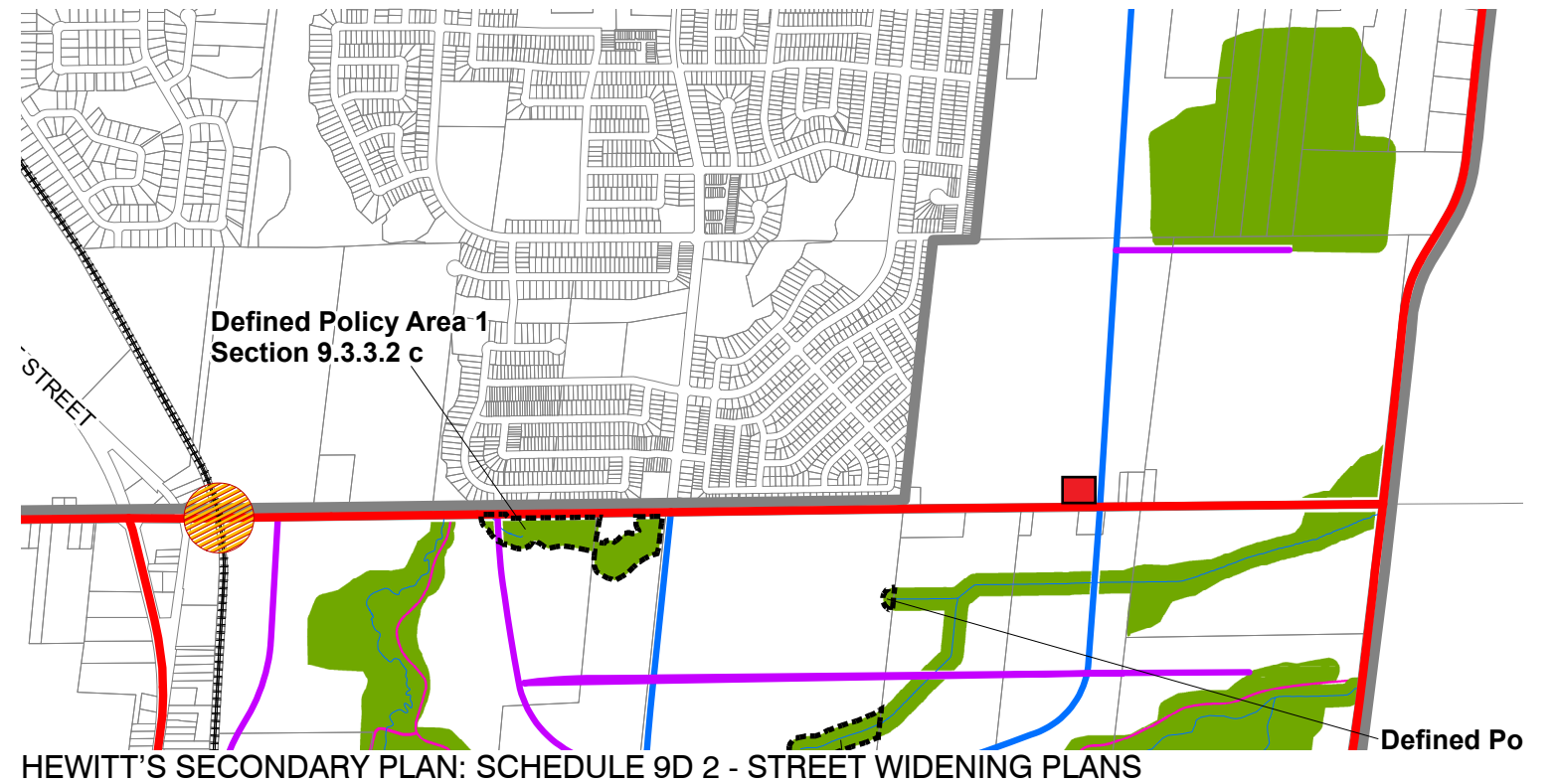
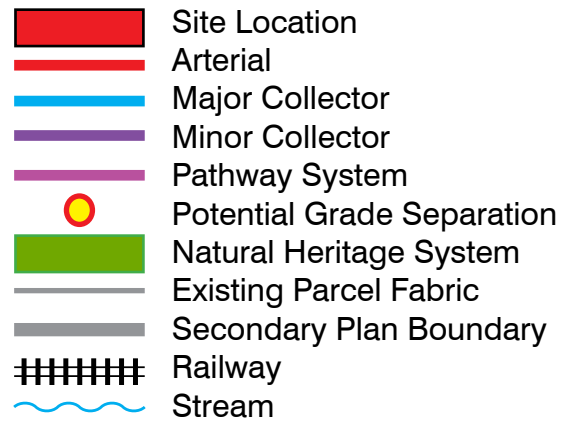
- 1. Entries should be detailed using prominent entry lobbies, large awnings, canopies, or double height glazing.
- 2. Secondary entries should be designed to emphasize the primary entrance and define the municipal address.
- 3. Glazing should be used on ground floor retail use areas to maximize interior-exterior connection.

SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

2.1 CITY POLICY AND REGULATORY FRAMEWORK

2.1.1 HEWITT'S SECONDARY PLAN

TEXT FROM PLANNING



SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

2.2 SITE AND DEVELOPMENT CONTEXT

2.2.1 SITE

The subject site is part of a Neighbourhood Mixed Use Node. This context is addressed as the form of development is intended to compliment and enhance developments proposed at the other three corners, at the intersection of Mapleview Drive and Terry Fox Drive which together, act as a focal point for the Mapleview Park community to the other north and future communities to the south. Planning applications under consideration for these areas include street related buildings of similar form, height, and use. The urban space located at the southeast corner of the subject site provides spatial relief that compliments the presence of the other buildings that are to be located close to the street line of the other corners.

2.2.2 TOPOGRAPHY AND NATURAL FEATURES

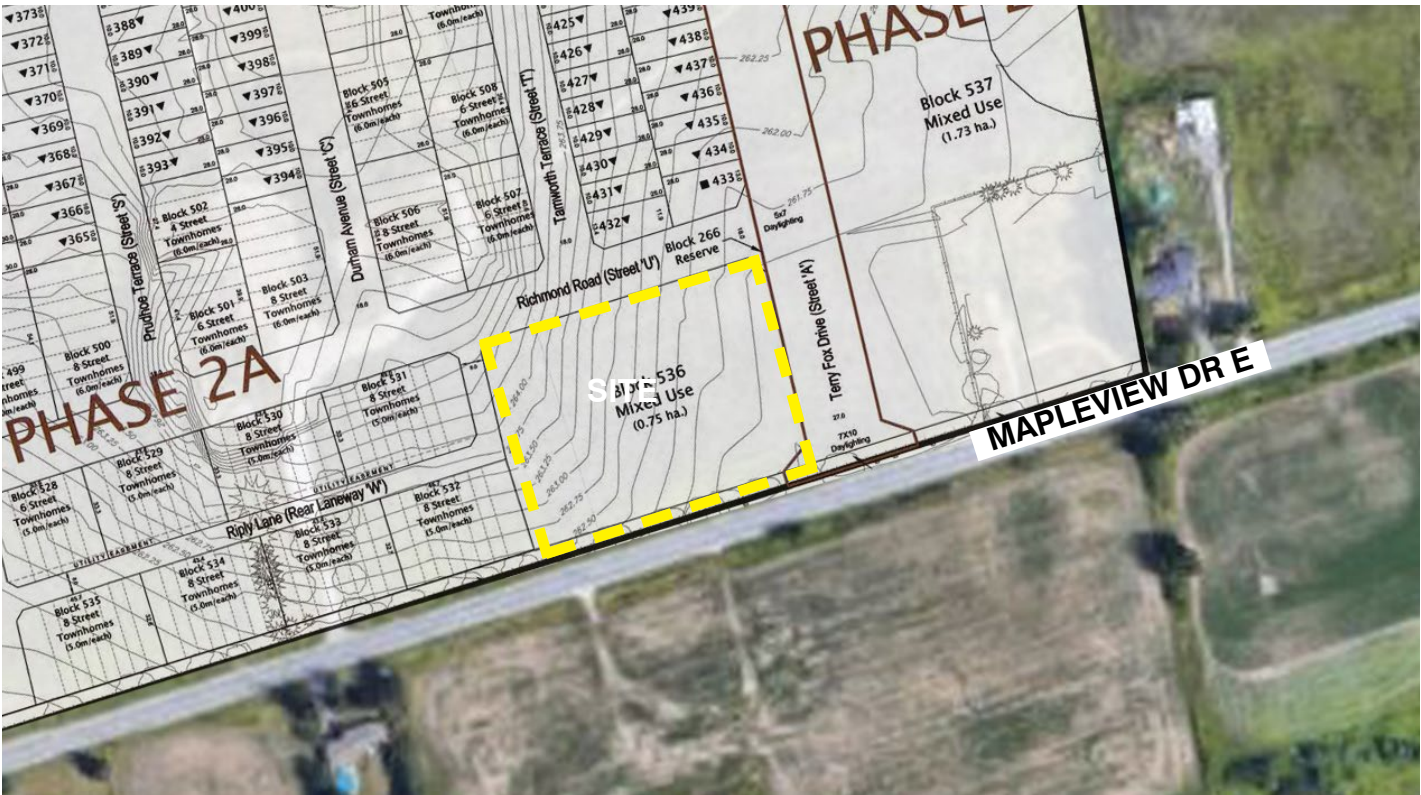
The topographic survey of the parcel indicates that the site is relatively flat throughout with a slight grade change of approximately 1.5m from the west to the east. Accordingly, the building facing Terry Fox Drive will be designed to accommodate the grade transition. This will ensure that all commercial units will accommodate barrier free access.



OVERALL CONTEXT MAP



AERIAL VIEW 1



SITE PLAN



AERIAL VIEW 2

SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

2.2.3 SURROUNDING CONTEXT

The site’s surrounding context also includes a variety of spaces, uses and building forms. The following provides a detailed description of them:

North and West:

A partially completed low rise community by 970 Maplevue Inc. known as Maplevue Park (MVP). It consists of freehold single-family homes and freehold townhomes, two and three storeys in height.

South side of Maplevue Drive:

Proposed three storey mixed use development of similar form and height.

East side of Terry Fox Drive:

Lands owned by applicant that are proposed to be developed with three storey stacked townhomes and conventional townhouses.

2.2.4 TRANSPORTATION SERVICES

Maplevue Drive is a major collector road with access to the Barrie South Go Train Station at Yonge Street and Highway 400 beyond. Maplevue is serviced by transit and a multi-use path system.



VIEW FROM MAPLEVIEW DRIVE EAST FACING NORTH



VIEW FROM RICHMOND ROAD FACING SOUTH

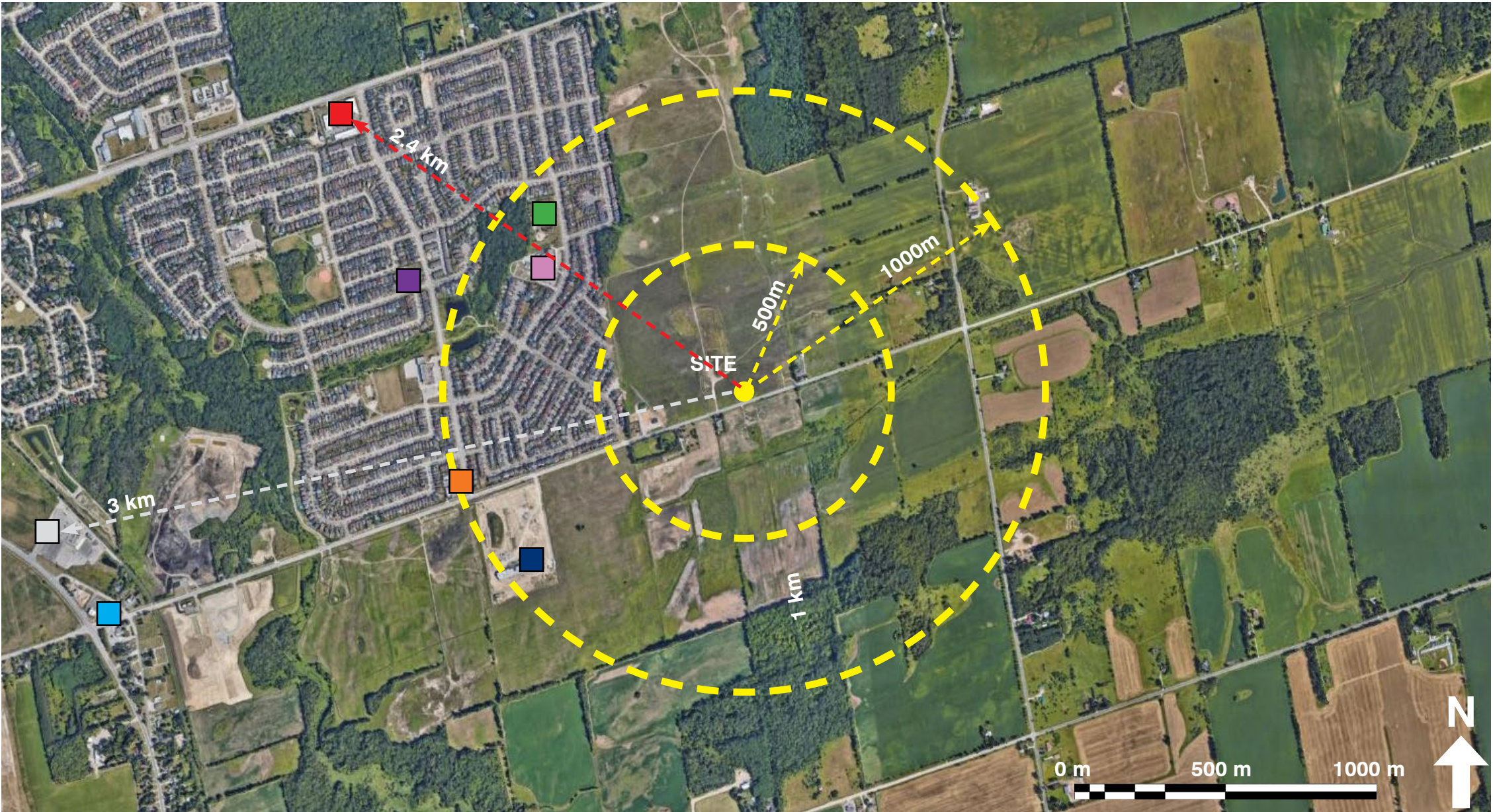
SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

2.3 COMMUNITY SERVICE

The site is well served in terms of available social and community facilities located in the surrounding area. The facilities include multiple retail and grocery stores, pharmacies, schools, & a church within a walking distance of 1km. Access to most of the municipal services are also located within a reasonable travel distance. Some of these facilities are:

- Pharmasave Prince William:**
Within 1km distance, the Prince William-Way Mews Retail complex offers a pharmacy, convenience store, retail shops along with food outlets on the site.
- Hyde Park Public School:**
Situating near a green area, the Hyde Park Public School is an elementary school within 1km walking distance.
- Hyde Park**
Within 1km walking distance.
- Scotiabank**
Within 2.5 km driving distance.
- Maple Ridge Secondary School**
Secondary school located within 1km distance.
- Barrie Go station**
A major transit station located 3 km west of the site.
- Barrie Medicine Clinic**
Located 2.4 km north-west of the site on Big Bay Point Road, the medical facility is a community clinic accompanied by several retail shops and a Shopper's Drug Mart.
- Barrie Victory Church**

In addition to the nearby services, the Barrie public library is situated 4 km to the west of the site.



PRINCE WILLIAM-WAY MEWS RETAIL



HYDE PARK SCHOOL



BARRIE GO STATION



VICTORY CHURCH

SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

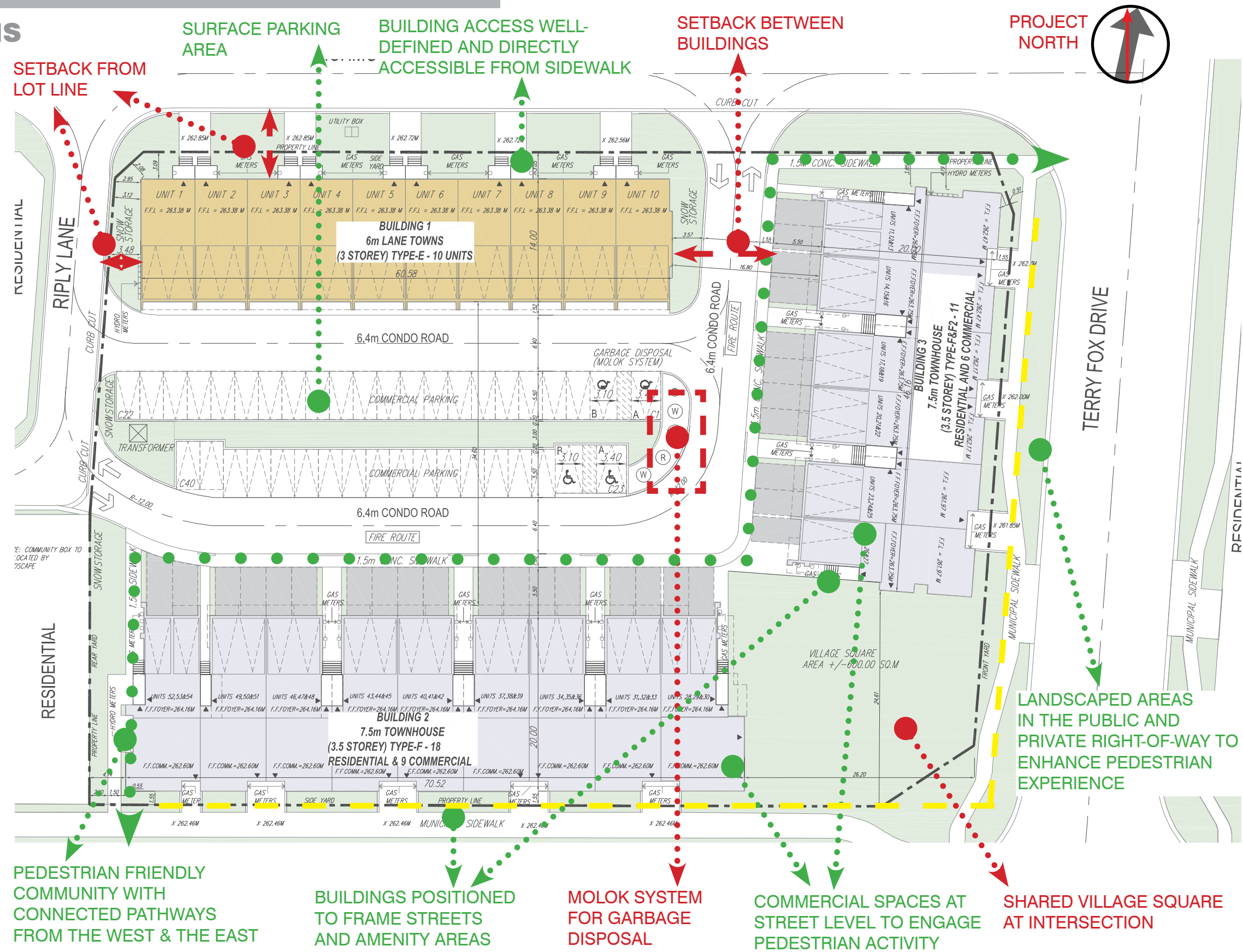
2.4 SITE AND CONTEXT ANALYSIS

2.4.1 SITE DESIGN CONSTRAINTS

- Minimum spacing between buildings
- 3m setback from property line
- Ensuite garbage disposal not possible, hence Molok system used

2.4.2 SITE DESIGN OPPORTUNITIES

- New housing opportunity
- Pedestrian Friendly Community – Well-connected pathways and access points to transit system
- Building structured and placed to enhance pedestrian experience



SECTION 3.0 - DESIGN CONSIDERATIONS

3.1 THE PROPOSED DESIGN - MASTER PLAN

SITE STATISTICS

STANDARDS REFLECT PARENT BYLAW REQUIREMENTS UNLESS DENOTED OTHERWISE.

NUMBERS IN SQUARE BRACKETS INDICATES ZONING BYLAW ASSOCIATED WITH SPECIFIED STANDARD.

PARENT BYLAW:

SITE SPECIFIC BYLAW:

PROPOSED ZONING DESIGNATION:

1.0 SITE STANDARDS

SITE AREA	7,561 sq.m. (1.87 ac) [0.76 ha]			
PROPOSED DENSITY	54 units / 0.76 ha = 71.05 units per hectare (ha)			
PROPOSED FAR	+/-7035 sq.m. / 7561 sq.m. = +/-0.93			
GROSS FLOOR AREA (GFA)	PROPOSED			
	BUILDING 1 (RESIDENTIAL)	BUILDING 2 (MIXED USE)	BUILDING 3 (MIXED USE)	TOTAL
COMMERCIAL	-	+/-560 sq.m.	+/-380 sq.m.	= +/-940 sq.m.
RESIDENTIAL	+/-1950 sq.m.	+/-2540 sq.m.	+/-1605 sq.m.	= +/-6095 sq.m.
	TOTAL GFA = +/-7035 sq.m.			

2.0 LOT STANDARDS

	REQUIRED	PROPOSED		
	NUMBERS HAVE BEEN CONVERTED TO METRIC AS REQUIRED	BUILDING 1	BUILDING 2	BUILDING 3
ZONING STANDARD				
MAXIMUM NUMBER OF DWELLING UNITS		10 UNITS	27 UNITS	17 UNITS
LOT FRONTAGE		+/- 72.65 m		
MINIMUM FLOOR AREA				
MAXIMUM BUILDING HEIGHT	12 STOREYS	3 STOREYS	3 STOREYS	3 STOREYS
MAXIMUM COVERAGE	N/A	SEE ABOVE		
		TOTAL = +/-3269 sq. m. (+/-43.23 %)		
SETBACKS				
TOWNHOUSES	FRONT YARD	0.00 m	38 m	18.20 m
	NORTH EXTERIOR SIDE YARD	1.50 m	2.08 m	53 m
	SOUTH EXTERIOR SIDE YARD	1.50 m	56 m	1.55 m
	REAR YARD	1.50 m	2.95 m	4 m
	INTERIOR SIDE YARD	N/A		79 m
BUILDING COVERAGE		BUILDING 1 (RESIDENTIAL)	BUILDING 2 (MIXED USE)	BUILDING 3 (MIXED USE)
		+/-952 sq.m. = -0.23 ac +/-0.095 ha	+/-1401 sq.m. +/- 0.34 ac +/-0.14 ha	+/-916 sq.m. +/-0.22 ac +/-0.091 ha
MINIMUM BUILDING SEPARATION		BLDG. 1 - BLDG. 3		BLDG. 1 - BLDG. 2
		34.60 m		16.80 m
MINIMUM LANDSCAPE STRIP @ WEST LOT LINE				
MINIMUM FRONT YARD LANDSCAPING				
MINIMUM LANDSCAPE OPEN SPACE				

3.0 ADDITIONAL PROVISIONS

	COMPLIANCE
ZONING STANDARD	YES NO

4.0 AMENITY AREAS

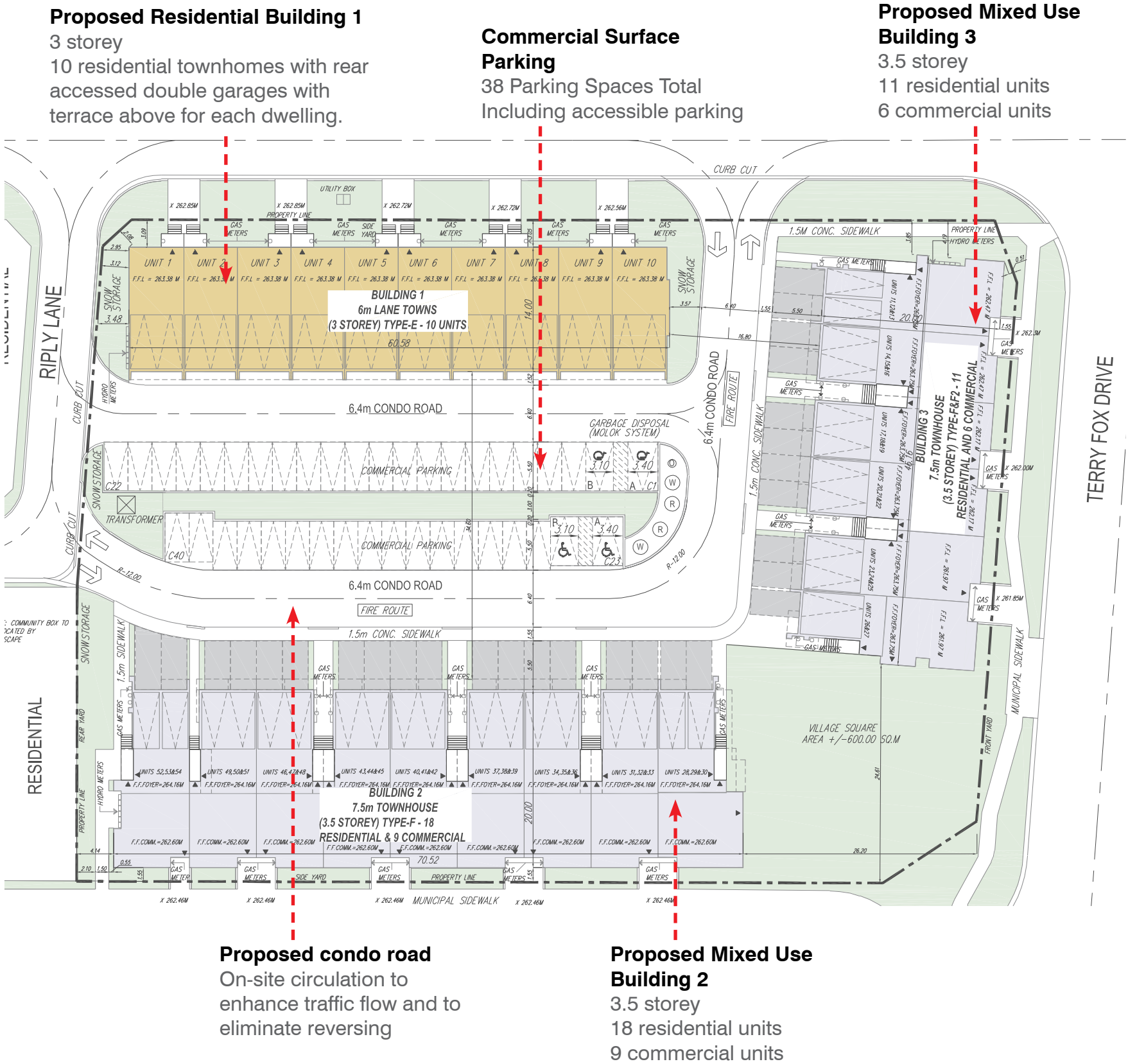
AMENITY AREAS (5.4.2.2) RESIDENTIAL USES	REQUIRED	PROPOSED		
	12 SQ.M/ UNIT	BUILDING 1	BUILDING 2	BUILDING 3
TYPE F = +/- 13 SQ.M PER UNIT		-	X14 = 182 SQ.M	X8 = 104 SQ.M
TYPE F2 = +/- 23 SQ.M PER UNIT		-	-	X1 = 23 SQ.M
TYPE F END UNIT = +/- 15 SQ.M PER UNIT		-	X2 = 30 SQ.M	X2 = 30 SQ.M
TYPE F UPG = +/- 15 SQ.M PER UNIT		-	X2 = 30 SQ.M	-
TYPE E = +/- 11 SQ.M BALCONY PER UNIT +/- 10 SQ.M PATIO PER UNIT		X10 = 110 SQ.M X10 = 100 SQ.M	-	-
AMENITY AREA		+/- 210 SQ.M	+/- 242 SQ.M	+/- 157 SQ.M
TOTAL	488 SQ.M	+/- 609 SQ.M.		

5.0 VEHICULAR PARKING REQUIREMENT

ZONING STANDARD	REQUIRED	PROPOSED		
		AT GRADE	UNDERGROUND	TOTAL
VEHICULAR PARKING REQUIREMENTS				
RESIDENT PARKING				
MINIMUM NUMBER OF PARKING SPACES	1 / UNIT			
REQUIRED RESIDENT PARKING RANGE	39	78	0	78 RESIDENT
COMMERCIAL PARKING				
MINIMUM NUMBER OF PARKING SPACES	1 PER 24 SQ.M			
MAXIMUM NUMBER OF PARKING SPACES	N/A			
REQUIRED COMMERCIAL PARKING RANGE	40	40	0	40 COMM.
MINIMUM PARKING SPACE WIDTH	2.90 m	2.90 m		
MINIMUM PARKING SPACE LENGTH	5.50 m	5.50 m		
ACCESSIBLE PARKING				
MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES	4 SPACES	4	0	4 ACCESSIBLE
MIN. ACCESSIBLE PARKING SPACE WIDTH	3.40m TYPE A 3.10m TYPE B	COMPLIANCE COMPLIANCE		
BICYCLE PARKING REQUIREMENTS				
RESIDENT BICYCLE PARKING				
MINIMUM NUMBER OF BICYCLE SPACES				
REQUIRED RESIDENT PARKING RANGE				
COMMERCIAL BICYCLE PARKING				
MINIMUM NUMBER OF PARKING SPACES	13			
REQUIRED PARKING RANGE	13	13		

6.0 SNOW STORAGE

AREA OF PARKING LOT	AS SHOWN
AREA OF SNOW STORAGE	AS SHOWN



SECTION 3.0 - DESIGN CONSIDERATIONS

3.2 DESIGN RESPONSE

The following is an analysis of the key concepts incorporated into the development proposal that address the City of Barrie's Official Plan Policies and Urban Design Guidelines (UDG).

3.2.1 SITE DESIGN

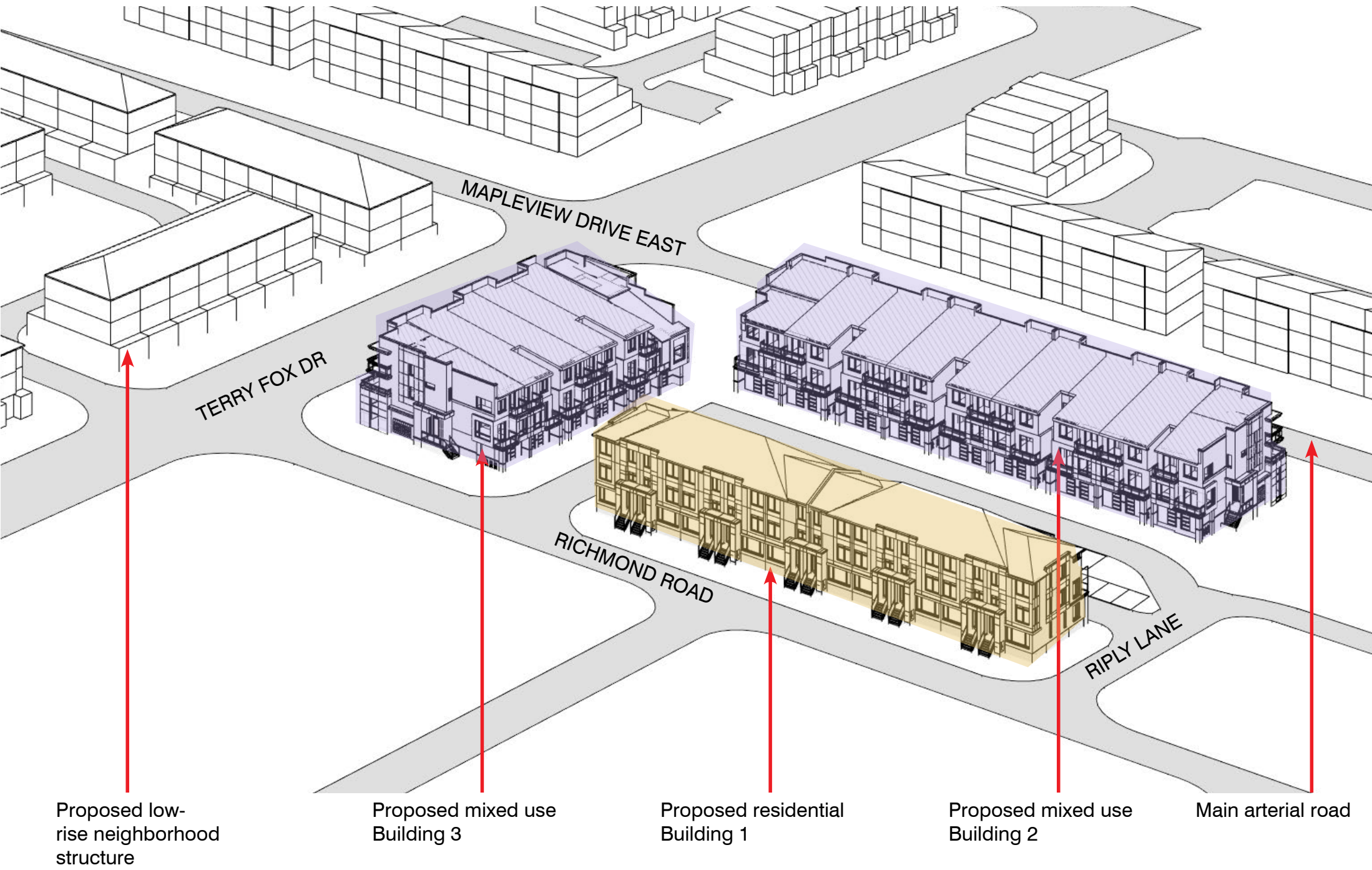
Building Location and Site Layout:

Residential Building No 1:

The building provides individual entrances and porches facing Richmond Road. Two car garages located behind the building, are accessed from a private road. The building design thus enhances the pedestrian focused street experience. Private amenity spaces are provided in the form of balconies above the rear garages.

Mixed Use Buildings 2&3:

Commercial entrances at grade activate the Maplevue and Terry Fox streetscapes promoting a pedestrian friendly environment that engage the multi-use path along the north side of Maplevue Drive and the public sidewalk along Terry Fox Drive. Commercial entrances also address the shared Village Square located at the main intersection. This space, and the buildings addressing it, serve to reinforce the City's vision of the site as a Neighbourhood Mixed Use Node. The Square provides an elevated experience that provides an urban space for both the development's residents, and the greater neighbourhood. It is intended to provide a consolidated passive amenity area, and the opportunity to support small cafes with patios that can further activate the space, providing more opportunity for social interaction. All residential suites have individual entrances with direct access to grade on the internal side of the development. Private amenity areas are in the form of balconies. Each suite has 2 parking spaces in the form of a driveway and a private at grade garage.



SECTION 3.0 - DESIGN CONSIDERATIONS

Access and Circulation:

Vehicular access to the site is proposed off Richmond Road to the north and through Riply Lane to the west. Two way traffic and full turning movements are provided. The internal driveway will allow vehicles to circulate through the site and access the internal drop-off and parking areas. Traffic calming techniques and various pedestrian sidewalks are incorporated into the design to allow for a safe walkable pedestrian-friendly development. Internal sidewalks connect the internal parking area to the commercial units accessed from the public sidewalks on Terry Fox Drive and the multi-use path on Mapleview Drive.

Parking and Loading:

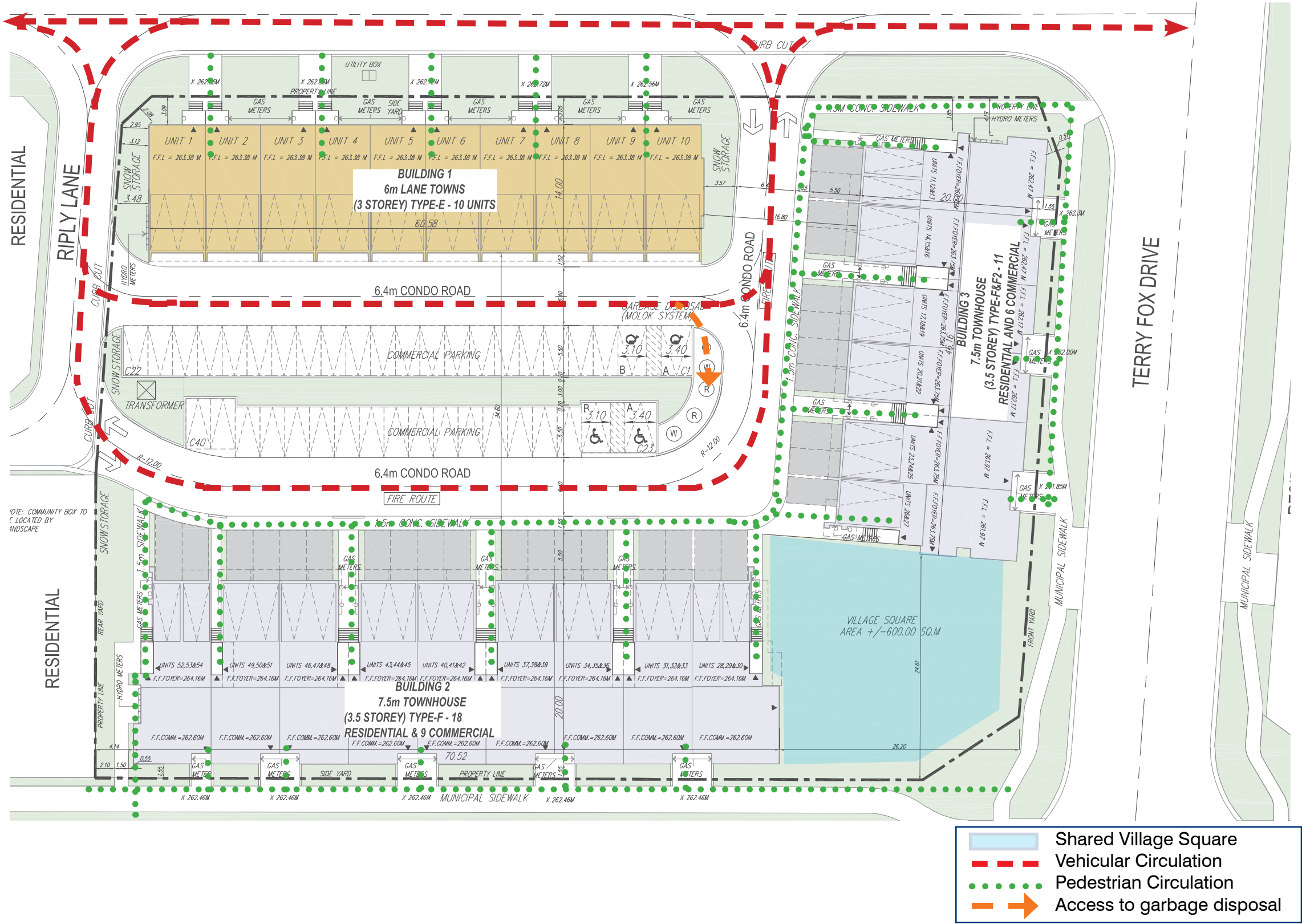
All parking, loading and waste collection areas are provided centrally, between the buildings and out of public view. The private road also functions as a fire route. Private garages are also provided in the residential units.

Private Amenity:

The proposed development will provide private indoor and outdoor amenity space in the form of private balconies and terraces and the common Village Square which totals up to more than 12 sm per unit.

Landscape Design:

The proposed site design will incorporate new hard and softscape landscaping features. Refer to Section 3.3 for the proposed design features.



SECTION 3.0 - DESIGN CONSIDERATIONS

3.2.2 PLACE MAKING – PUBLIC REALM FRAMEWORK

Gateways and Linkages

Landscape features will be incorporated in the design to assist in developing vehicular gateway and pedestrian pathways throughout the site.

Views and Vistas

Building presence and treatment along Maplevue Drive and Terry Fox Drive will promote an urban edge and frame views along the streets and into the Village Square. Building design will be enhanced when exposed to public views.

Public Open Space

Internal and external pedestrian sidewalks provide connectivity and fluidity to open space systems (Parks and Trails) on and adjacent to the overall subdivision property.

Sustainability

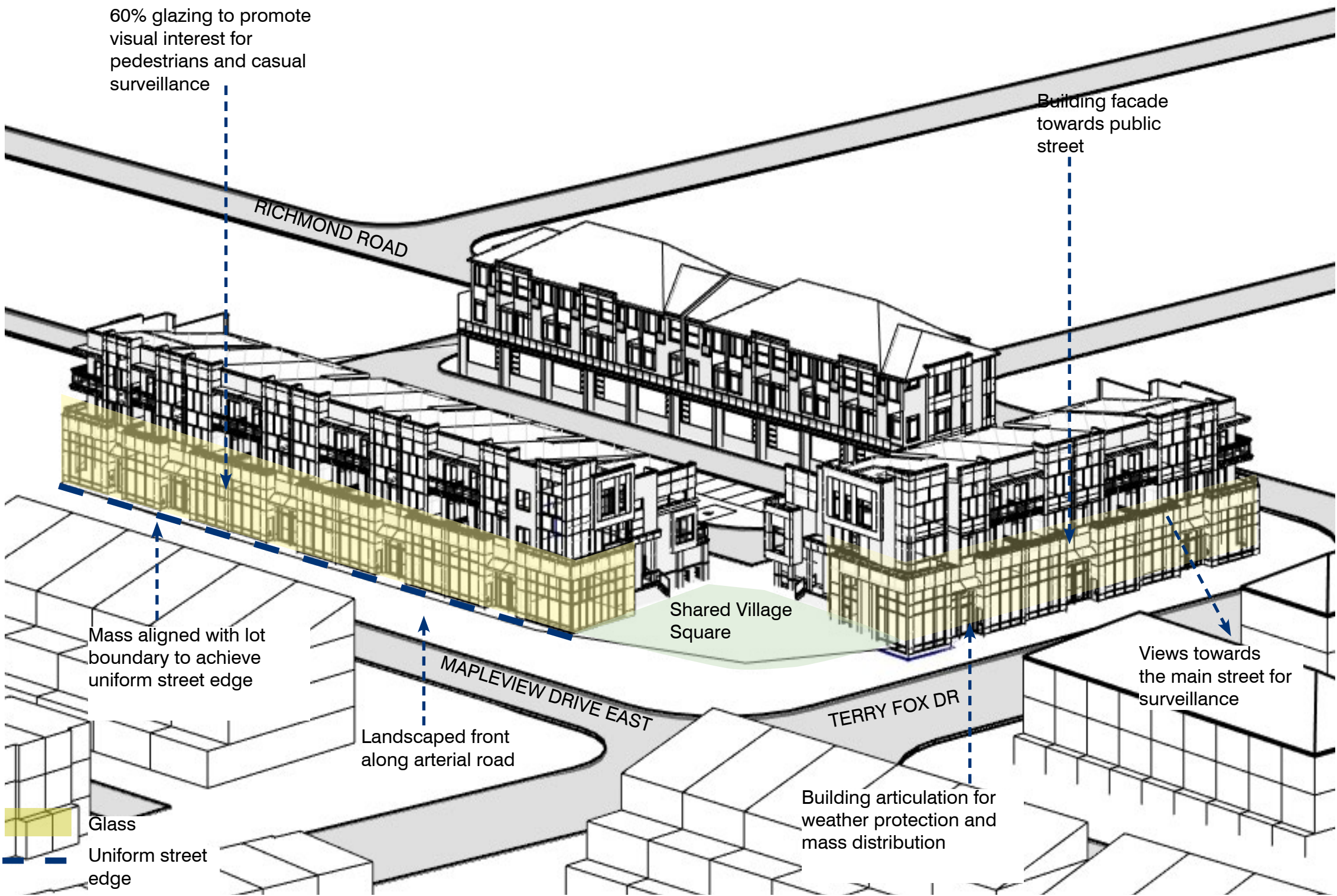
The development will include best practices with environmentally sustainable measures such as energy conservation and waste recycling.

Public Safety

Natural surveillance through CPTED initiatives have been incorporated into the design to provide safety and security to the residents and visitors. Natural surveillance through improved open space views and lighting and signage will be incorporated in the design.

Accessibility/Barrier-Free

The proposed development will incorporate both barrier-free and universal accessibility standards throughout the development as outlined in the Accessibility for Ontarians with Disabilities Act.



SECTION 3.0 - DESIGN CONSIDERATIONS

3.2.3 BUILDING DESIGN

Mixed Use Buildings:

The two proposed Mixed Use Buildings will be developed to provide appropriate transition in scale and massing to the Maplevue Park Community.

Neighbourhood Node

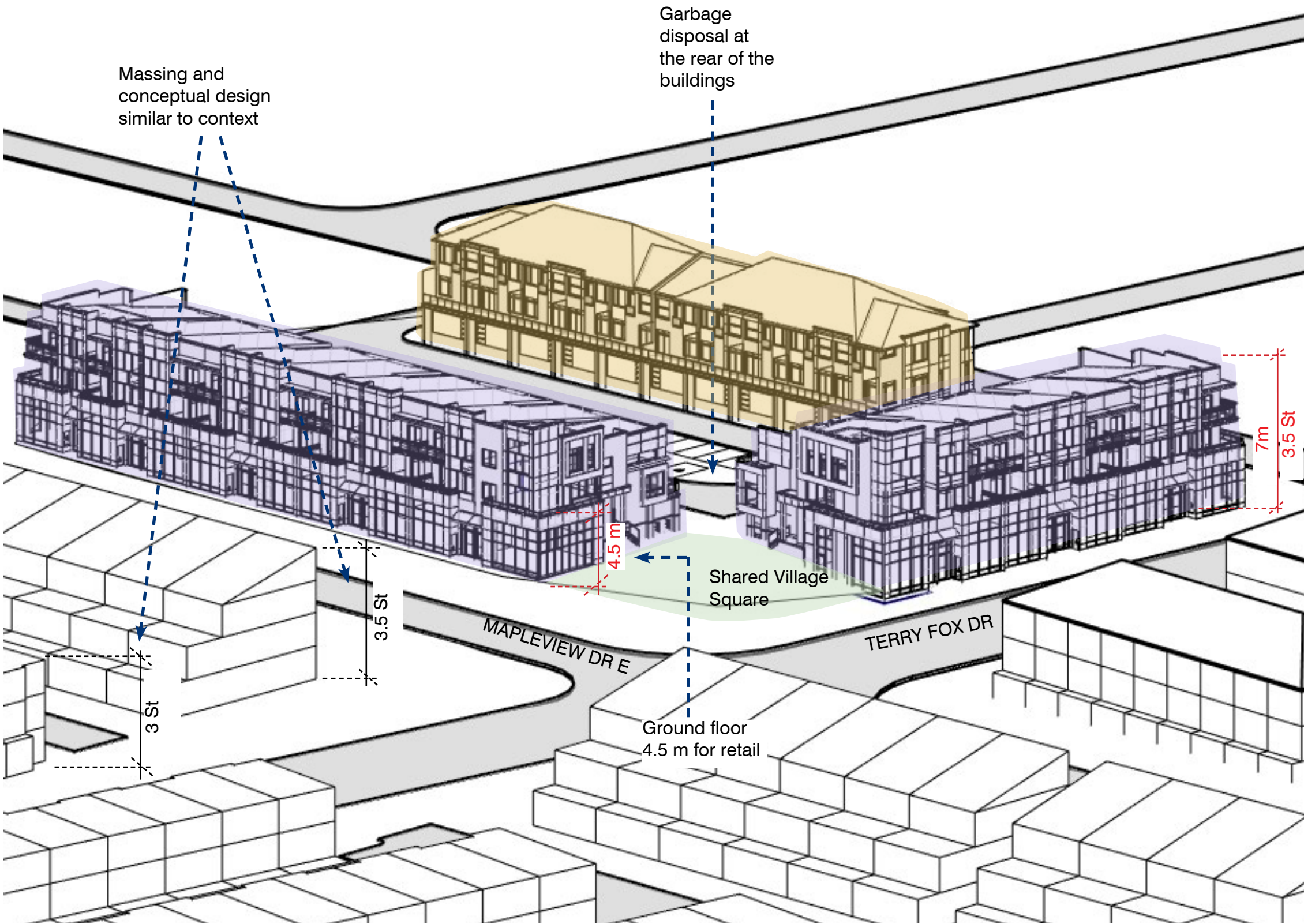
The commercial nature of the of the three and a half storey building facades is clearly expressed at the ground floor level that feature various architectural elements including large expanses of glass, framed with architectural panels, which define each storefront. A consistent rhythm is established which will maintain visual interest and divide the building vertically into various segments. The residential component above the commercial spaces is divided horizontally by step backs, and expressed differently by fenestration and use of balconies. The building uses are further defined by changes in materials and colour.

Ground Floor Ceiling height

A ground level floor-to-ceiling height of 4.5m is proposed for the retail/personal services component of the buildings will accommodate the various uses permitted.

Building Entrance and Access

Primary commercial entrances will be located along Maplevue and Terry Fox. These entrances further animate the street frontages and encourage public activity. Pedestrian connections to parking is to be provided through the Village Square and at the ends of the buildings.



SECTION 3.0 - DESIGN CONSIDERATIONS

3.2.4 BUILDING ARTICULATION AND MATERIAL

The architectural approach for the development is one that creates an elegant contemporary exterior facade that incorporates traditional materials including clay brick juxtaposed with modern elements of metal and glass to create a unique exterior facade. This achieves a high standard of design, detailing and variety. Building facades will incorporate architectural details that achieve a unique identity. They include varying fenestration, awnings, balcony projections and building elements arranged in a manner that reinforces the contemporary architectural vocabulary. The buildings will be developed with high-quality materials that are durable, energy efficient, and exhibit a quality of workmanship, sustainability and that will require minimal maintenance.

1. Masonry & precast concrete finish

Utilize masonry and precast elements as a primary building material at both the lower podium and upper levels.

2. Exterior glazing system :

Consists of various types of prefinished aluminum window wall systems, punched openings and integrated glass railing systems.

3. Landscape materials

High quality design elements including pavers, raised planters, benches and soft landscaping features.



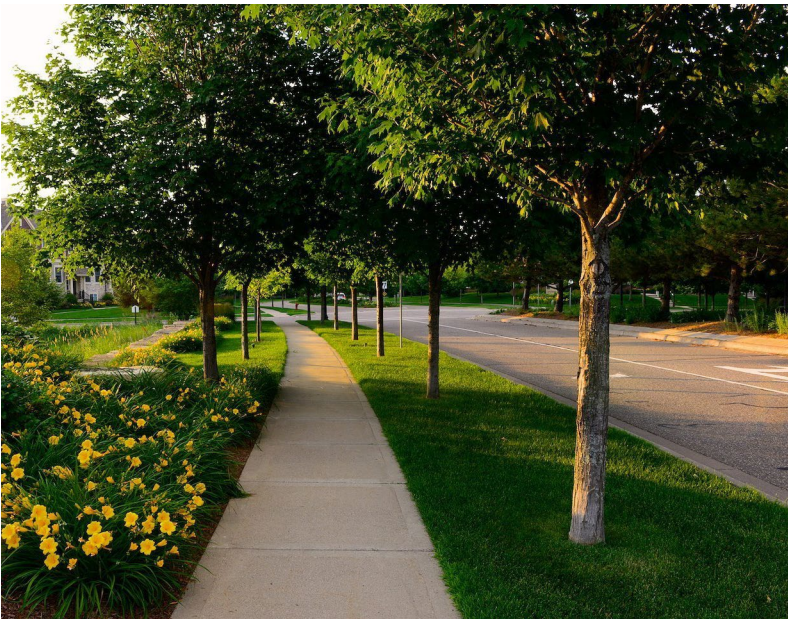
	1A	<u>PREFINISHED ALUMINIUM COMPOSITE PANEL</u> EXT. COLOR: WHITE MANUFACTURER: TBD
	1B	<u>PREFINISHED ALUMINIUM COMPOSITE PANEL</u> EXT. COLOR: DARK GREY MANUFACTURER: TBD
	2	<u>MASONRY - BRICK VEENER / STONE FINISH</u> EXT. COLOR: BEIGE MANUFACTURER: TBD
	3	<u>PREFINISHED CURTAIN WALL SYSTEM - VISION PANEL</u> EXT. COLOR: TBD MANUFACTURER: TBD

SECTION 3.0 - DESIGN CONSIDERATIONS

3.3.1 LANDSCAPE ELEMENTS

3.3.1.1 BOULEVARD TREES

- 1. Boulevard trees are significant features of the streetscape and are subject to City of Barrie requirements.
- 2. Deciduous canopy trees shall be provided within the municipal boulevards of Richmond Road and Maplevue Drive East as part of the subdivision works. These trees will provide shade for the pedestrian sidewalks, create visual interest, and contribute to visual unification of the community.
- 3. Boulevard trees to be planted where utilities allow and are to be located as directed by the City of Barrie's road profiles.
- 4. Tree species should be in groups of 3-6 to provide species diversity.



BOULEVARD TREES EXAMPLE

3.3.1.2 FENCING

Decorative Metal Fence

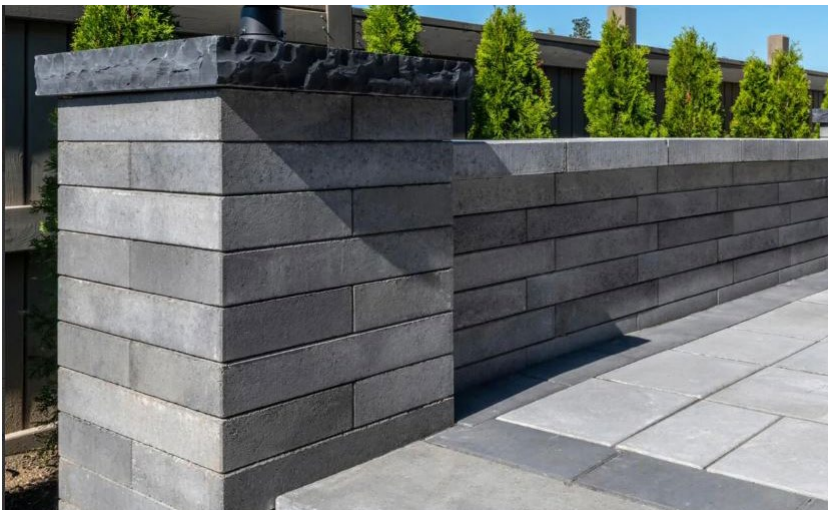
- 1. Decorative metal fence is proposed around outdoor patios located on either side of the Village Square.
- 2. This fencing will delineate the spaces and provide controlled access to the commercial patios.
- 3. Decorative metal fencing will be in accordance with the City of Barrie's standards.

3.3.1.3 DECORATIVE PAVING

- 1. Paving treatments shall be of high-quality materials that harmonize with the building's exterior architectural treatments.
- 2. Decorative paving will be designed to define the seating areas in the Village Square.
- 3. High-albedo paving shall be provided for pedestrian areas and walkways where appropriate to reflect light and thereby mitigate the Urban Heat Island Effect.

3.3.1.4 MASONRY WALLS

- 4. Masonry walls are proposed along the periphery of the Village Square. These walls will form a gateway into the proposed mixed-use development at the intersection of Terry Fox Drive and Maplevue Drive East.
- 5. Masonry pillars provided on both sides of walkways will demarcate pedestrian entries from the municipal sidewalk along Terry Fox Drive and the multi-use pathway along Maplevue Drive East.
- 6. These masonry walls may include signage and will harmonize with the architectural style of the buildings.



MASONRY WALL PRECEDENT IMAGES



DECORATIVE METAL FENCE



DECORATIVE PAVING EXAMPLE



SECTION 3.0 - DESIGN CONSIDERATIONS

3.3.2 STREETSCAPE

Streetscape involves a combination of landscape elements including boulevard trees, ornamental planting, and paving which enhance the built form while delineating the boundaries between the public and private realms. Landscape elements contribute to a dynamic and vibrant streetscape and convey the character of the development while contributing to an enhanced pedestrian environment along Maplevue Drive East, Terry Fox Drive, and Richmond Road.

1. Richmond Road forms the northern boundary of the site and includes a sodded boulevard with deciduous canopy trees.
2. Terry Fox Drive is located along the east boundary of the site. The streetscape includes a concrete municipal sidewalk and sodded boulevard.
3. Maplevue Drive East along the south boundary includes a sodded boulevard with trees and a 3m wide asphalt multi-use pathway located in the R.O.W.
4. Unit paved walkways will provide direct pedestrian connections between the front entries of the townhouse and commercial units and the boulevards, contributing to a front yard landscape treatment along the streetscape.
5. Foundation planting beds, including ornamental trees, shrubs, and perennials will enhance the front entry treatments and soften the building's architectural façade. Planting will provide privacy and shade for the residential units while also buffering the vehicular activity along the adjacent streets.

3.3.2.1 PARKING

1. Outdoor commercial and visitor surface parking spaces are provided at ground-level, centrally located within the site at the rear of the 3 buildings.
2. Vehicular access points from Richmond Road and Ripley Lane shall be clearly defined.
3. Planting beds including trees, perennials, and ornamental grasses in parking lot islands will provide visual buffering of the parking spaces while breaking up the expanse of asphalt paving with vegetated plantings.
4. Deciduous canopy trees planted in the parking lot island will provide shade for the asphalt parking lot.



FOUNDATION PLANTING



PRECEDENT STREETSCAPE IMAGES



EXAMPLE PARKING LOT ISLAND



PRECEDENT STREETSCAPE IMAGES

SECTION 3.0 - DESIGN CONSIDERATIONS

3.3.3 VILLAGE SQUARE

The Village Square will provide a pedestrian oriented plaza at the intersection of Mapleview Drive East and Terry Fox Drive. Framed by the proposed buildings and defined with landmark landscape elements, the Village Square will form a gateway with views and pedestrian connections into the proposed mixed-use development.

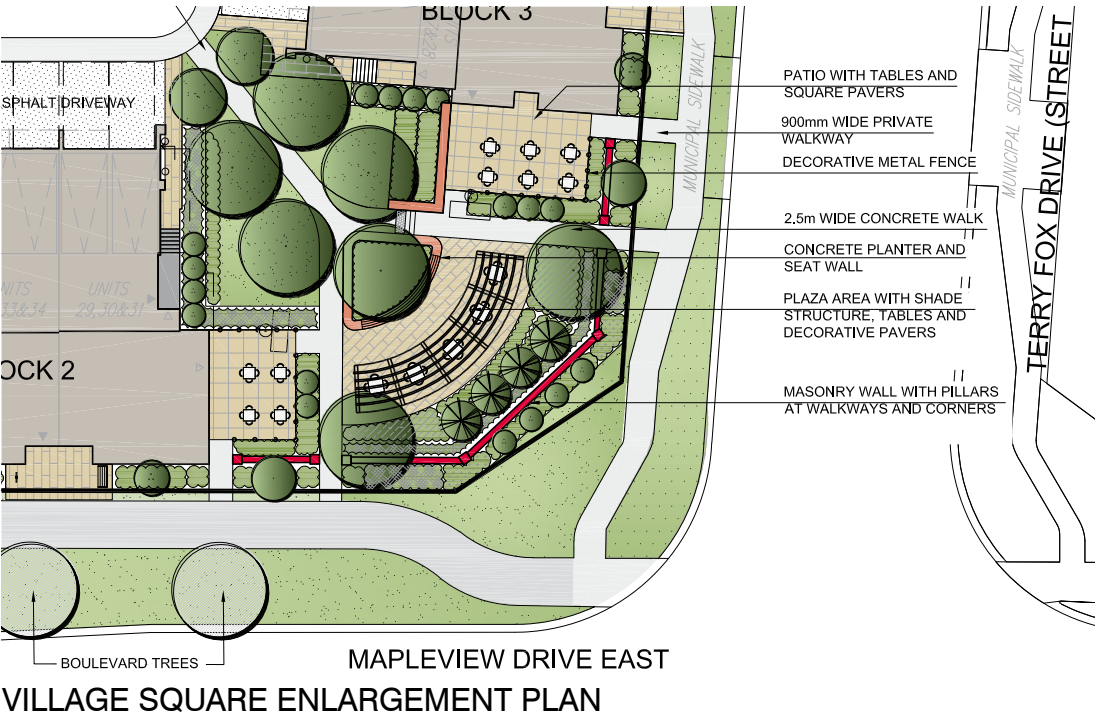
- 1. Walkways provide pedestrian connections between the mixed-use development and the multi-use path located along Mapleview Drive and municipal sidewalk along Terry Fox Drive.
- 2. Decorative masonry walls, reflecting the aesthetic of the surrounding built form, will define the Village Square boundary and enhance this gateway plaza.
- 3. The curved shade structure, along with plantings of canopy trees and ornamental shrubs will define seating areas and pedestrian zones while providing shade, creating a comfortable pedestrian scape and environment within thve Promenade.
- 4. Tables and benches will provide seating and dining opportunities within the Village Square.
- 5. Commercial patios related to the adjacent mixed-use buildings will provide opportunities for outdoor dining and retail spillover activities within the Village Square.
- 6. Decorative paving treatments will define pedestrian walkways which provide connections to the ground floor retail and commercial and circulation routes within the plaza.

Guidelines:

- 1. The design of hard and soft landscape elements and features, including points of entry, should be consistent with and complementary to the overall development.
- 2. Landscape features located within the Village Square, such as shade structures, masonry walls, paving, and site furnishings, will complement the workmanship and architectural styling of the surrounding built form.
- 3. Pedestrian entrances should be highly visible and accessed from the defined sidewalks.
- 4. Planting shall be comprised of a combination of species tolerant of urban conditions with an emphasis on drought tolerant species.
- 5. Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.



VILLAGE SQUARE PRECEDENT IMAGES



EXAMPLE SHADE STRUCTURE

SECTION 3.0 - DESIGN CONSIDERATIONS

3.4 SUMMARY AND CONCLUSION

970 Maplevue Inc.'s proposal for this Mixed Use Development will provide appropriate intensification, building form, massing, and uses, consistent with Neighbourhood Mixed Use Nodes defined within the City of Barrie's Official Plan.

The design solution takes into consideration the site's context and potential. It will provide the local community a sense of place by providing retail and personal service commercial uses and unique urban spaces. The variety in building forms and architecture add richness to the community and provides affordable housing options that assist in the City's mandate to create higher density communities with access to local and regional public transit.

From a built-form and urban design perspective, the proposed buildings will compliment the Maplevue Park Community, and future community's, by it's high level of design and use of high quality materials. Appropriate setbacks, massing, height, and density of the development will further compliment these adjacent properties.

Furthermore, the proposed design will make substantial enhancements to the existing site and provide an active streetscape with the additional landscape features and linkages that will provide continuity to the street edge and enhance the existing urban environment.

Lastly, the proposed sustainable design features of the project will ensure that the City of Barrie's commitment to environmental stewardship is continually being addressed, and provides development that will promote environmentally responsible design.



FRONT VIEW - MIXED USE BUILDINGS & VILLAGE GREEN SQUARE IN VIEW