

URBAN DESIGN BRIEF

BLOCK 211, PLAN 51M-1221
1004 MAPLEVIEW DRIVE EAST
MAPLEVIEW PARK - BARRIE
ONTARIO



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Fernbrook **Tiffany**
HOMES PARK HOMES

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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 propose a Residential Development by 970 Maplevue Inc. located at 1004 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

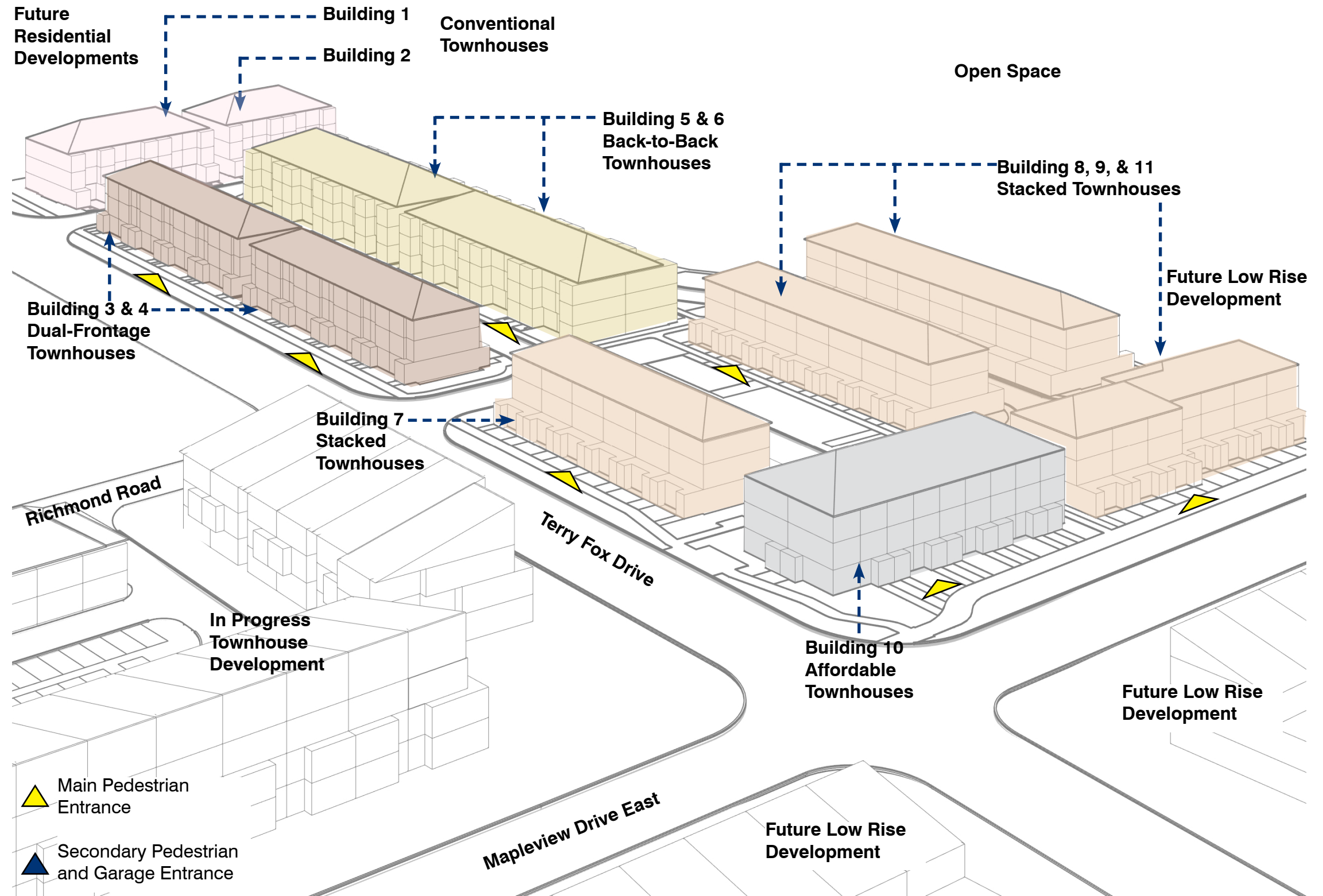
The proposed Residential Development is situated on an irregular shaped site located on the North East corner of Mapleview Drive East and Terry Fox Drive within the city of Barrie. The site is currently vacant.

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 proposed development consists of 127 housing units on a 4.28 acre site.

The development represents a diversity of housing forms that are three stories in height. These include:

- Conventional Townhouses with front garages and with rear yards backing onto future residential developments.
- Dual frontage Townhouses that front Terry Fox Drive and the internal private street.
- Back-to-back townhouses internal to the site with front garages.
- Stacked Townhouses that front Terry Fox Drive and private amenity area, and the open space block to the east. Attached garages are provided in these townhouse units.
- Back-to-back townhouses located at the corner of the Terry Fox Drive and Mapleview Drive East. Associated parking is provided internally to the site at grade.



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, and pedestrian friendly street design.

Diversity

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

Accessibility to Municipal Services

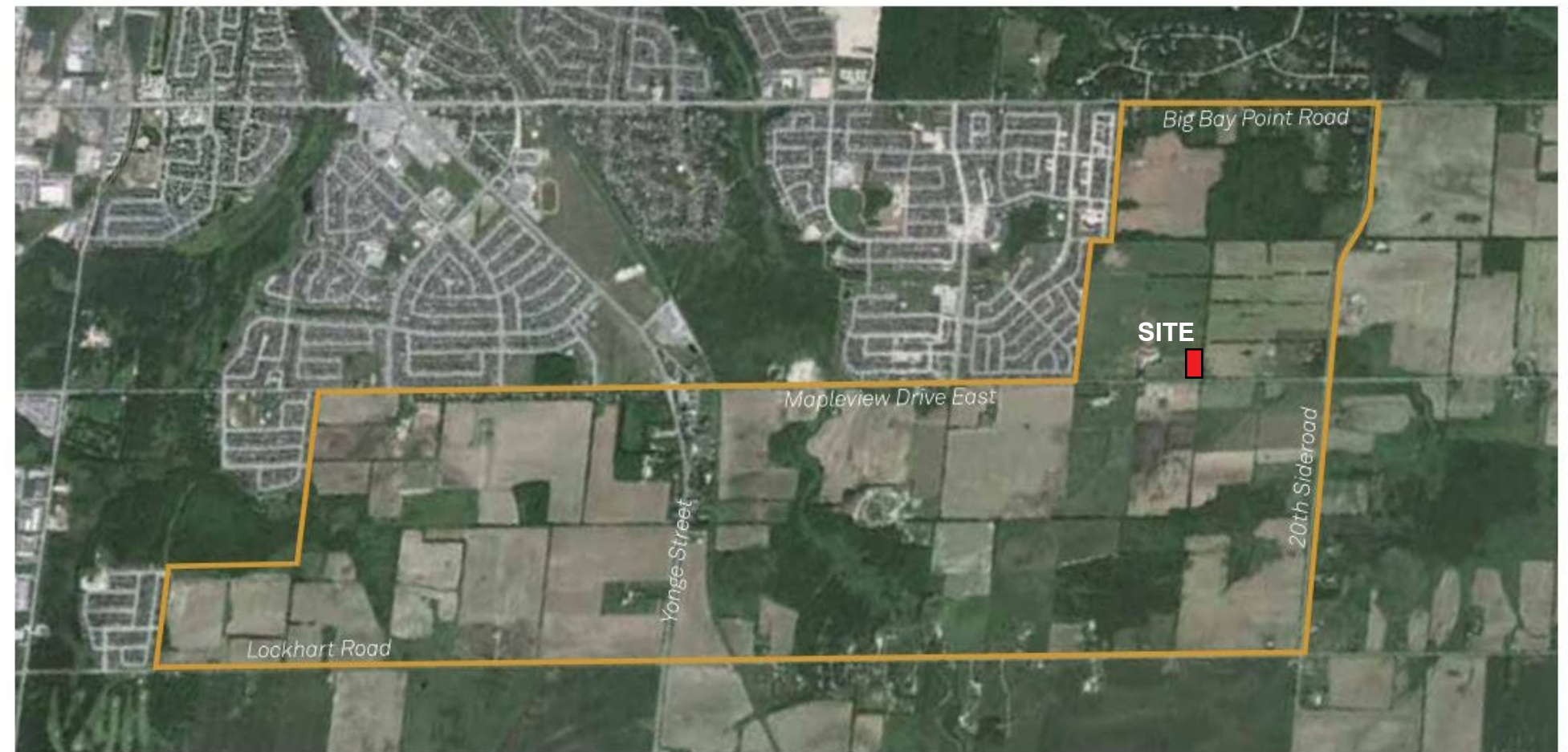
Municipal services like fire services, parks, and wastewater lines will be built in advance of the issuance of occupancy permits. Additionally, the City of Barrie continues to develop satellite service locations to ensure easier access for residents.

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 outpace 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



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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:

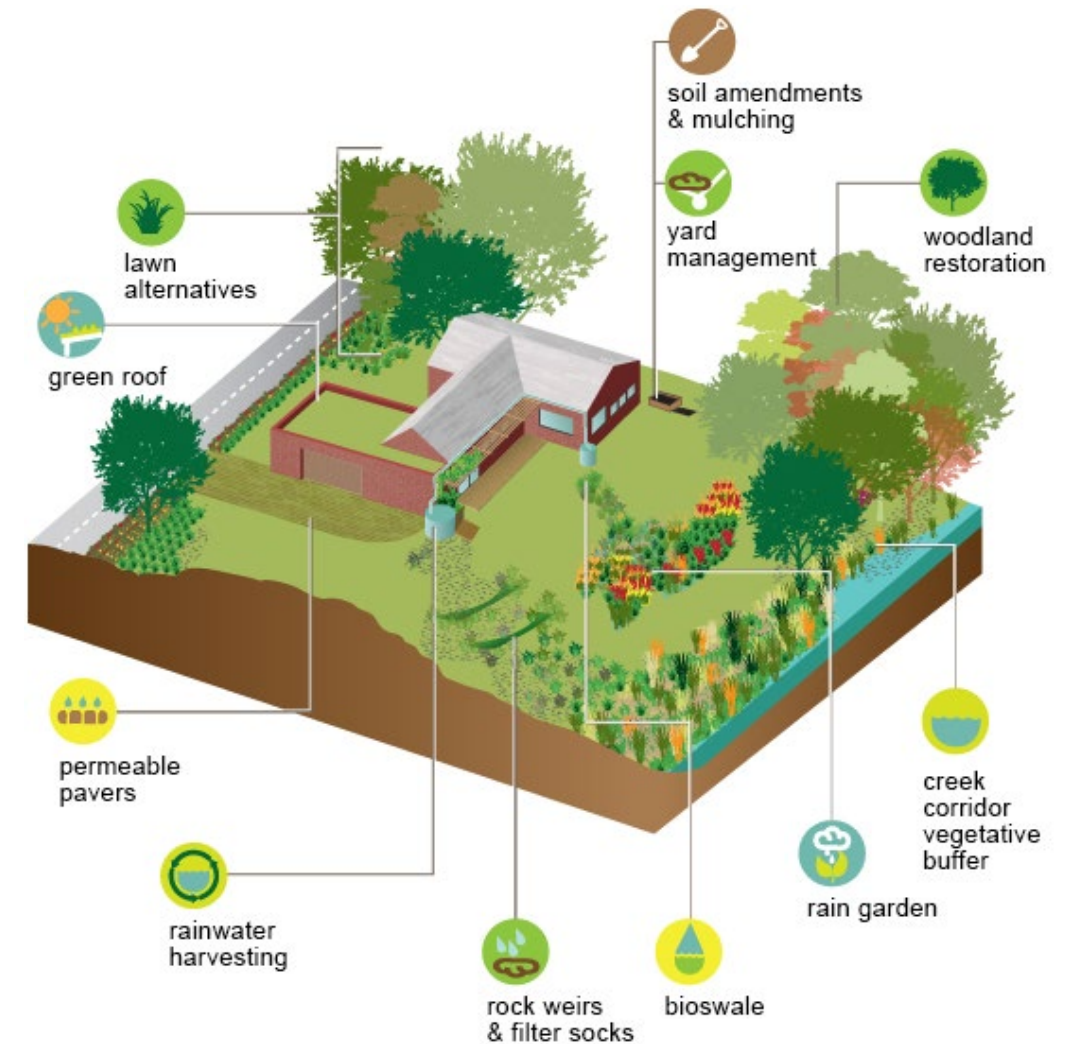
1. Local and renewable materials to be used where possible.
2. Reduce urban heat island through high SRI paving materials and roofing materials, or green roofs.
3. Renewable energy technologies like passive solar, geothermal heating and cooling, and photo-voltaic cells should be used where possible.

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-off 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)

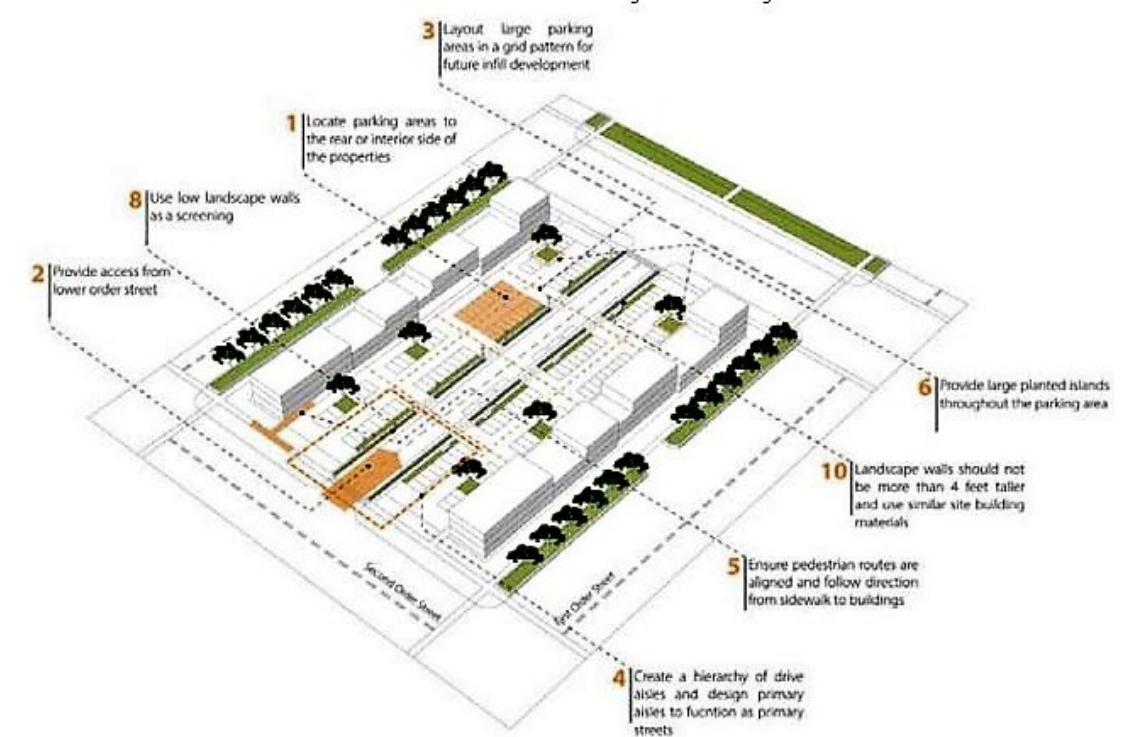
Guidelines:

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.



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.

Sense of Entry:

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

Guidelines:

1. Entries should be through prominent entry lobbies or central courtyards facing the street. Entries should provide visual interest, orientation, and sense of invitation.

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.

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.

Integrate Urban Open Space:

Principle: Position the design buildings to define and enhance the public realm, particularly as experienced by the pedestrians. Project shall included urban open space whenever possible as part of the larger functional and animated pedestrian environment.

Guidelines:

1. Provide for a range of uses and amenities in well designed open spaces. Integrate outdoor amenities spaces such as roof gardens, or terraces into the architecture of the building.

Garage Design:

Guidelines:

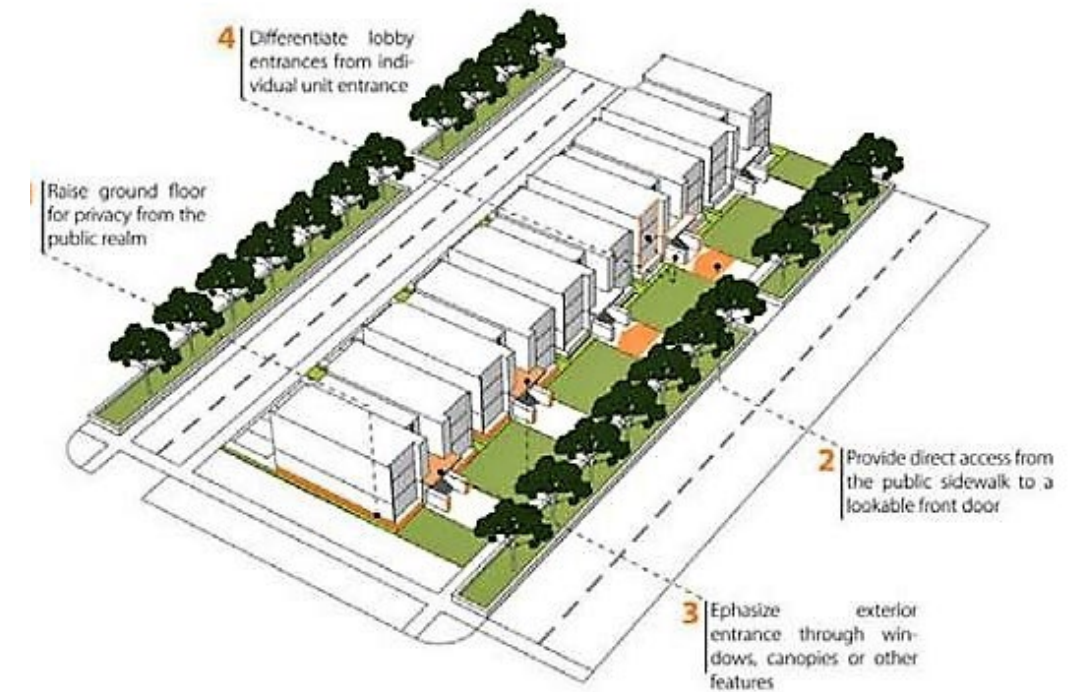
1. Garages should be designed so they are not the dominant feature in the streetscape and do not project beyond the facade of the building.
2. Detached garages should be designed to reflect the architectural style of the main building.

Ground-to-Floor Relationship:

Principle: To ensure privacy along with a well constructed facade.

Guidelines:

1. The first floor of the residential blocks may be raised above street level to ensure privacy.
2. Landscape features can be added to distinguish the private and public realm.



SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

2.1 CITY POLICY AND REGULATORY FRAMEWORK (Refer to planning justification report prepared by The Jones Consulting Group Ltd.)

Human Scale Design

This development demonstrates the below considerations to create human scale neighborhoods: A walkable pattern of streets and blocks that responds to the existing and future community is designed across the site to increase overall connectivity.

Existing urban fabric is improved by connecting the interior private road into the wider street network and contributed to the city's legibility navigability and sense of place.

A context-appropriate continuous built form and street frontage is introduced which engages with and animates adjacent streets and open spaces.

Architectural design contributes to a pedestrian environment and experience through the location of building entrances along public streets and use of high-quality materials.

There is an appropriate transition between the private and public realm, achieved by using landscaping and materials, lighting that create visual and physical transition between public and private spaces.

Public Realm Design

High quality, sustainable and attractive public realm, the streets, and other public places are connected to the wider network of public and private spaces, as well as the context of adjacent buildings and their uses: Streets and open spaces design prioritizes the pedestrian experience.

Development supports public spaces that create a "sense of place" and foster a pedestrian-friendly environment that encourages walkability and encourage activation and animation of public spaces.

Complete Neighbourhood Design

To ensure the development of complete neighbourhood: Development designed to contribute to the diversity of housing types and options.

Connectivity to transit facilities and active transportation networks, amenities, parks, and open space in has been taken into consideration.

Public streets are actively connected through the co-ordination of adjacent land uses and design of the built form.

Safety and crime prevention principles are employed.

Public Amenity Areas

Public amenity area is consolidated, and centrally located, and trees are considered an essential part of the neighbourhood fabric

Sustainable and Resilient Design

Development demonstrates application of the City's sustainable and resilient design: Use of environmentally friendly products.

Mitigation of climate change, including using design elements and durable materials.

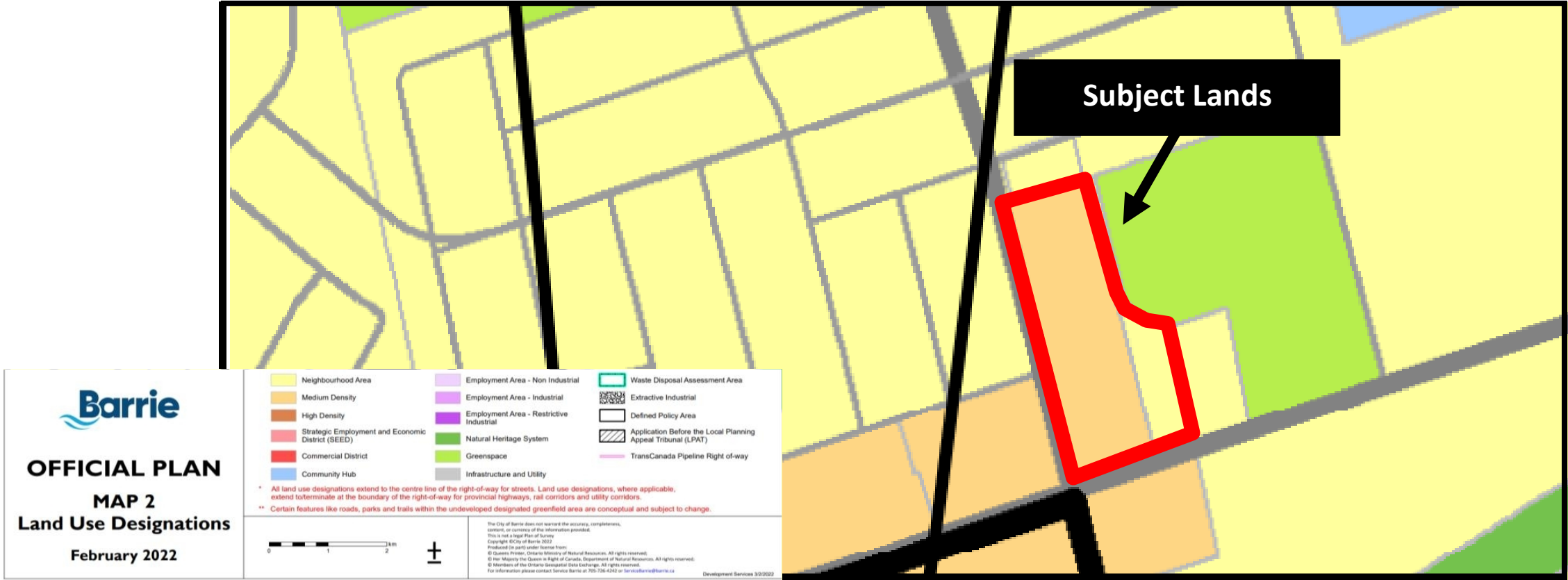
Resource conservation through operational and maintenance practices.

Reduce construction waste and divert construction waste from landfill.

Design to connect amenity areas and open spaces.

Accessible Design

Development is committed to barrier-free access by integration of accessibility considerations into the design of the site including public amenity spaces.



SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

Access, Circulation, Loading and Storage

Private streets required for site circulation, are designed to be comfortable for pedestrians, cyclists, and vehicles by:

Providing high-quality landscape treatments that contribute to pedestrian comfort and safety, and to create a sense of place and the character of the development.

The internal private streets used to divide the site into a grid of blocks to facilitate safe pedestrian and vehicular movement and that frame appropriately sized development parcels.

Internal private streets designed to create an overall cohesive and integrated circulation network.

Well-articulated and distinct pedestrian walkways placed along a building street frontage and linked to public sidewalks, transit stops and greenspaces.

Building utilities/mechanical equipment located within buildings. Garbage loading area is directed away from a public street, public open space and adequately screened.

Lighting

Lighting is compatible in scale and intensity to the proposed activity and tailored to the size, type, and character of the development:

All building and site lighting oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets.

Outdoor lighting follow industry standards and incorporate energy efficiencies, such as sensors and timers, and direct light away from the night sky.

Adequate pedestrian-scaled lighting provided to accent walkways, steps and ramps.

Built Form Type and Development Criteria

Proposed project is a Low-rise development:

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

Corner buildings address both streets by providing two articulated façades and buildings adjacent to the street edge designed to consider elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.

Intersection of streets emphasized by placing buildings near the intersection.

The main building entrance, arrangement of windows, articulation of the building façade, and articulation of the roofline are distinctive in their urban design and proportionate within a neighbourhood.

Development respects and complements the scale, massing, setback, and orientation of other built and approved low-rise buildings in the immediate.

Stacked townhouses are three storeys in height and designed to resemble a traditional street townhouse.

A wide variety of architectural designs creates visual interest and diversity in the built environment.

Dwellings sited with a consistent setback to provided human scaled streets.

Garages are in the back and not facing the main streets to prevent streetscape created at ground level is dominated by the garages rather than the building facades.



SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

2.2 SITE AND DEVELOPMENT CONTEXT

2.2.1 SITE

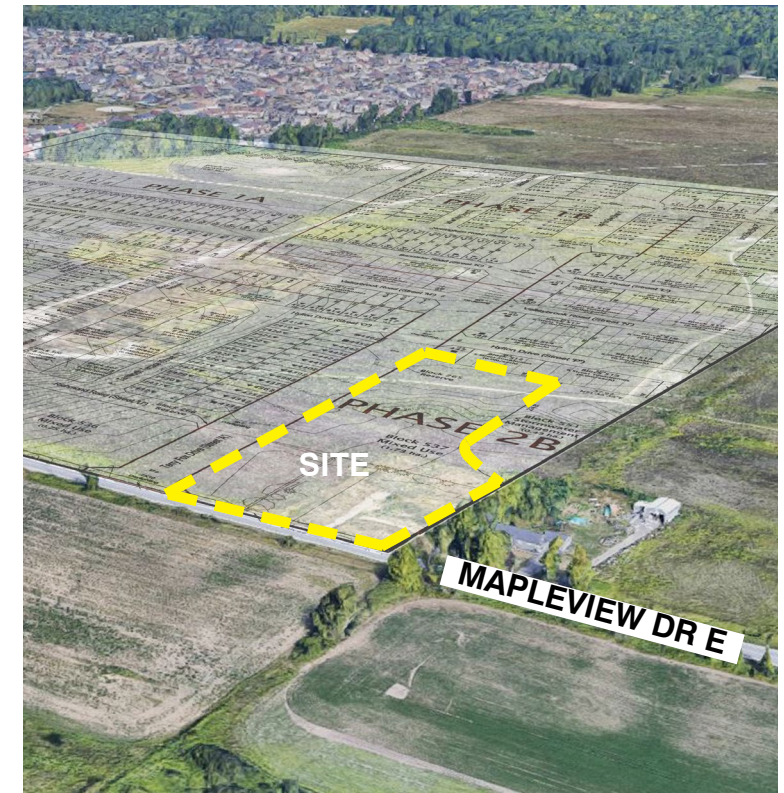
The subject site is part of a Neighbourhood Mixed Use Node. This context is addressed as the form of development is intended to compliment and enhance developments proposed at the other three corners, at the intersection of Maplevue Drive and Terry Fox Drive which together, act as a focal point for the Maplevue 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

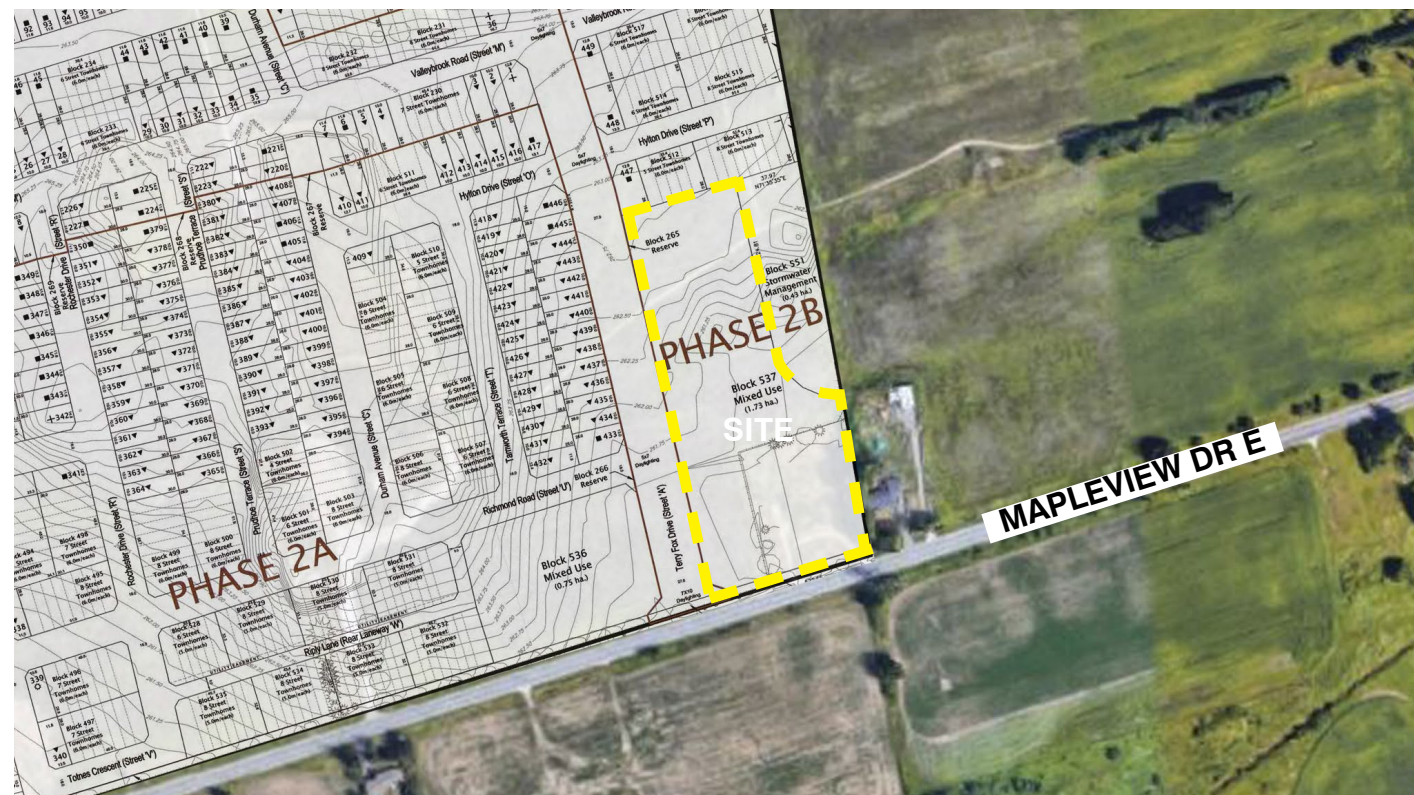
The topographic survey of the parcel indicates that the site is relatively flat throughout with a slight grade change of approximately 1.5m from the west to the east. Accordingly, the building facing Terry Fox Drive will be designed to accommodate the grade transition.



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 proposed low rise mixed-use development by 970 Maplevue Inc. known as Maplevue Park (MVP). It consists of mixed-use blocks and residential townhouses of three storeys in height.

South side of Maplevue Drive:

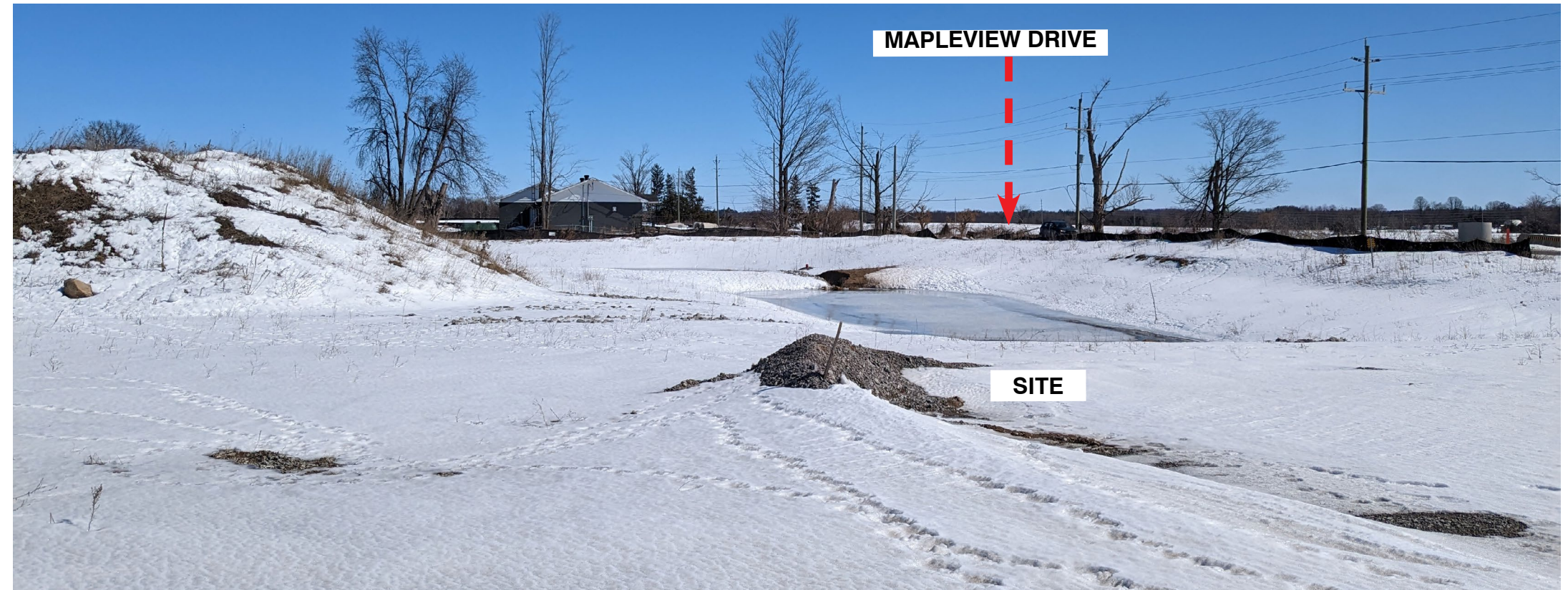
Proposed three storey mixed use development of similar form and height.

East side of Site:

Existing single dwelling unit.

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 TERRY FOX DRIVE FACING EAST



VIEW FROM MAPLEVIEW DRIVE FACING NORTH

SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS

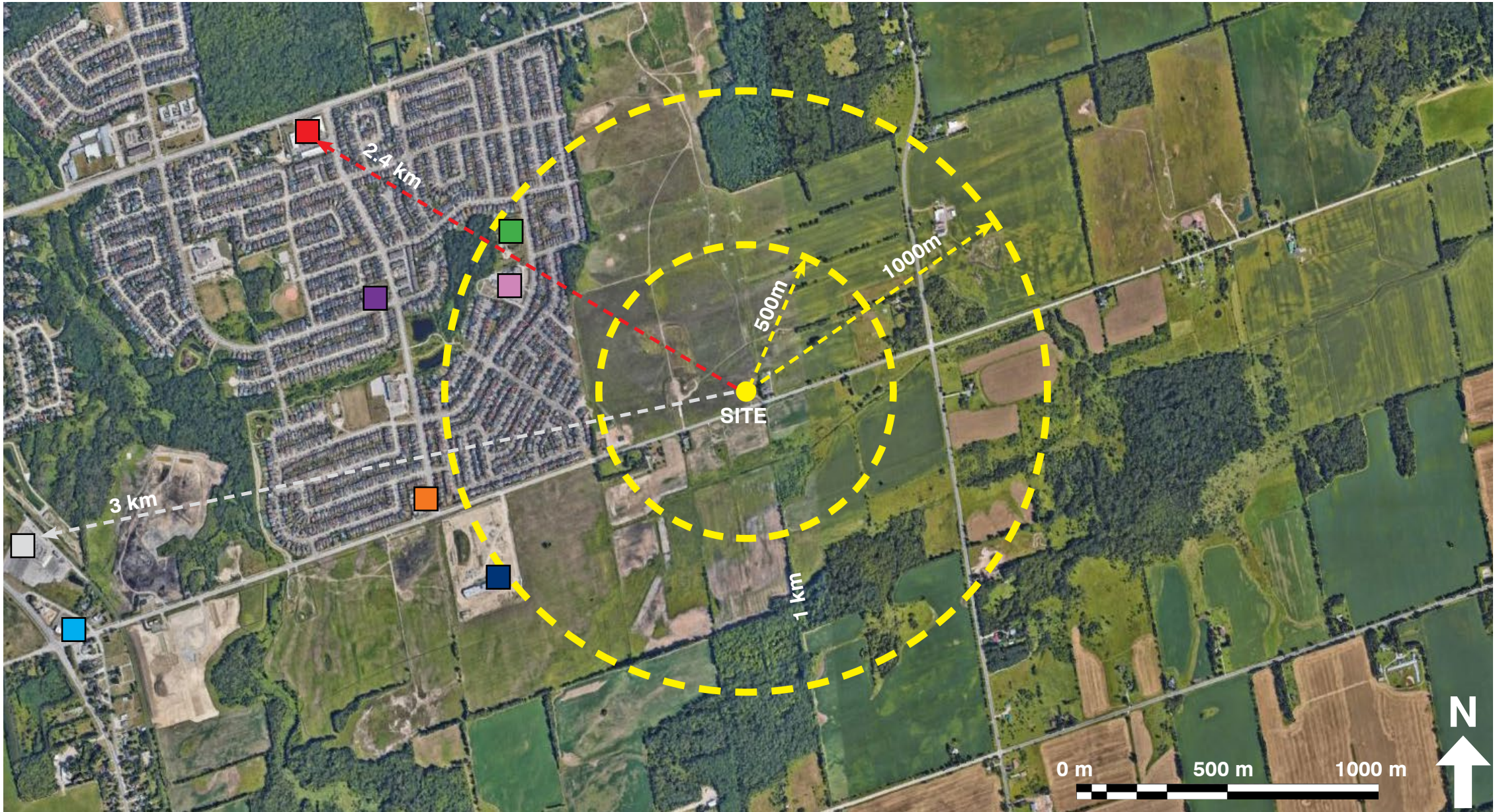
2.3 COMMUNITY SERVICE

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

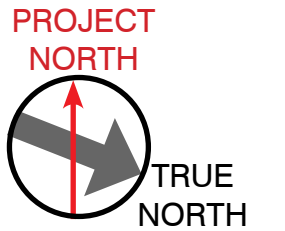


□ BARRIE GO STATION



■ VICTORY CHURCH

SECTION 2.0 - POLICY CONTEXT & SITE ANALYSIS



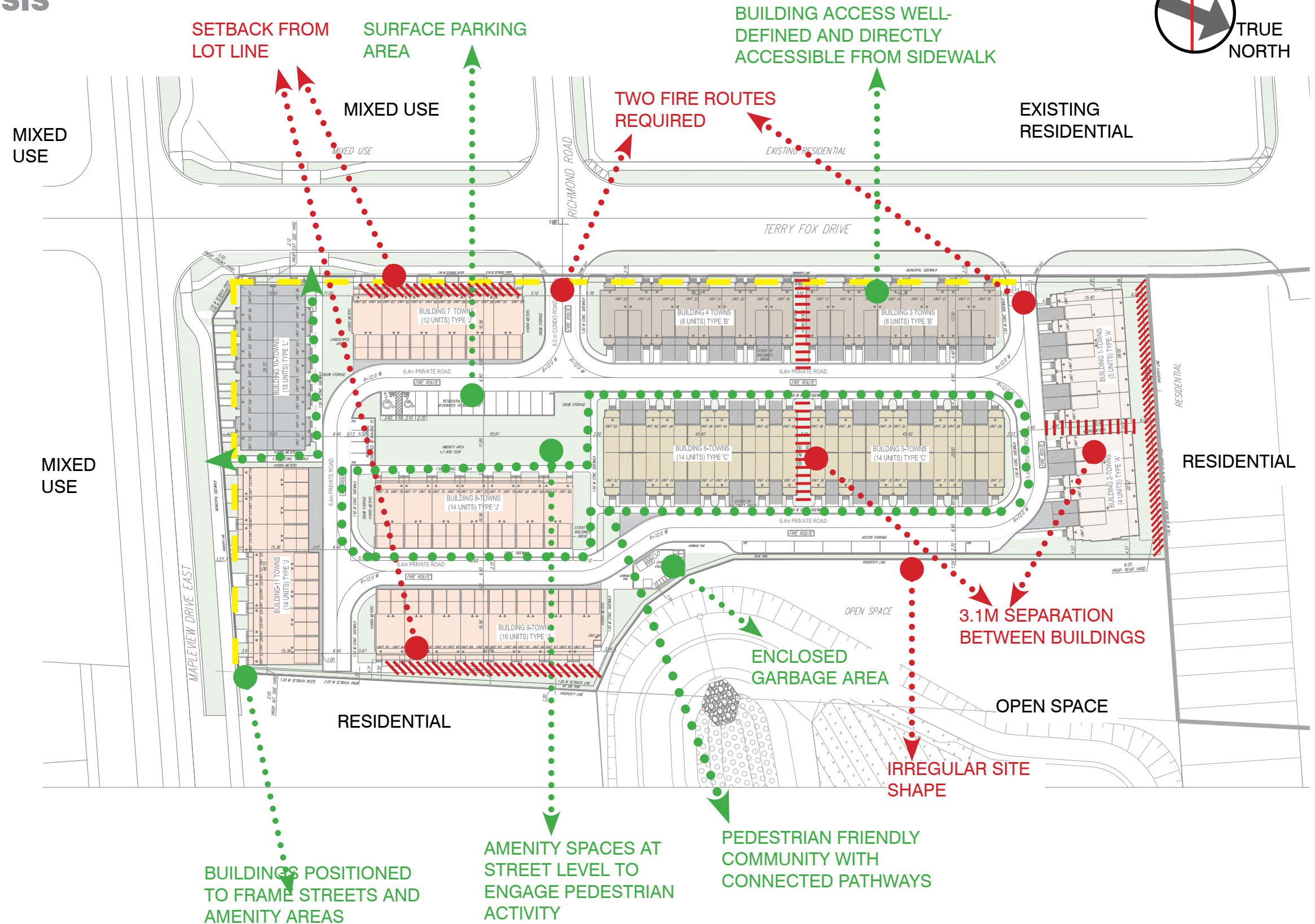
2.4 SITE AND CONTEXT ANALYSIS

2.4.1 SITE DESIGN CONSTRAINTS

- Minimum spacing between buildings
- Setbacks from property lines
- Irregular site shape

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

Proposed Residential Building 10 - Back-to-back Townhouses
 3 storey
 18 residential units

Proposed Parking Space for Building 10
 18 parking spaces
 16 regular + 2 B/F

Amenity Area

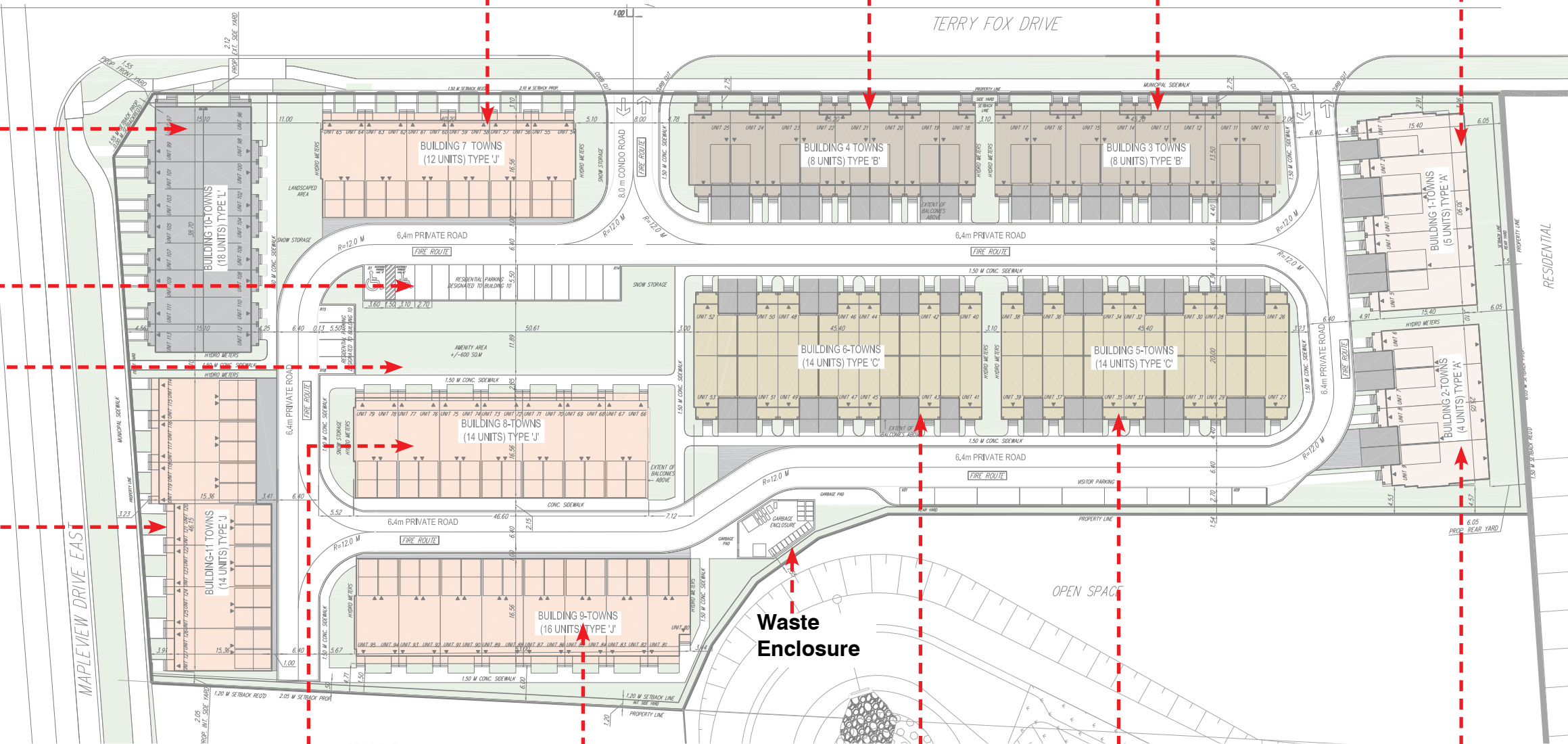
Proposed Residential Building 11 - Stacked Townhouses
 3 storey
 14 residential units
 14 parking spaces

Proposed Residential Building 7- Stacked Townhouses
 3 storey
 12 residential units
 12 parking spaces

Proposed Residential Building 4 - Dual Frontage Townhouses
 3 storey
 8 residential units
 8 parking spaces

Proposed Residential Building 3 - Dual Frontage Townhouses
 3 storey
 8 residential units
 8 parking spaces

Proposed Residential Building 1 - Conventional Townhouses
 3 storey
 5 residential units
 5 parking spaces



Proposed Residential Building 8 - Stacked Townhouses
 3 storey
 14 residential units
 14 parking spaces

Proposed Residential Building 9 - Stacked Townhouses
 3 storey
 16 residential units
 16 parking spaces

Proposed Residential Building 6 - Back-to-back Townhouses
 3 storey
 14 residential units
 14 parking spaces

Proposed Residential Building 5 - Back-to-back Townhouses
 3 storey
 14 residential units
 14 parking spaces

Proposed Residential Building 2 - Conventional Townhouses
 3 storey
 4 residential units
 4 parking spaces

SECTION 3.0 - DESIGN CONSIDERATIONS

SITE STATISTICS

STANDARDS REFLECT PARENT BYLAW REQUIREMENTS UNLESS DENOTED OTHERWISE. NUMBERS IN SQUARE BRACKETS INDICATES ZONING BYLAW ASSOCIATED WITH SPECIFIED STANDARD.

BYLAW NUMBER: 2009-141
 ZONING DESIGNATION: NMU (NEIGHBOURHOOD MIXED USE)
 SECTION 14 - SALEM AND HEWITT'S COMMUNITIES PROVISIONS

1.0 SITE STANDARDS

SITE AREA	17,309 sq.m (4.28 ac) [1.73 ha]		
PROPOSED USES	RESIDENTIAL		
PROPOSED DENSITY	127 units / 1.73 ha = 73.41 units per hectare (ha)		
PROPOSED FAR	+/-16,787 sq.m. / 17,309 sq.m. = +/-0.97		
GROSS FLOOR AREA (GFA)	PROPOSED		
BUILDING 1	TYPE A X 5		+/-12,485 sq.ft.
BUILDING 2	TYPE A X 4		+/-10,020 sq.ft.
BUILDING 3	TYPE B X 8		+/-16,185 sq.ft.
BUILDING 4	TYPE B X 8		+/-16,185 sq.ft.
BUILDING 5	TYPE C X 14		+/-20,490 sq.ft.
BUILDING 6	TYPE C X 14		+/-20,490 sq.ft.
BUILDING 7	TYPE J X 12		+/-14,400 sq.ft.
BUILDING 8	TYPE J X 14		+/-16,800 sq.ft.
BUILDING 9	TYPE J X 16		+/-19,200 sq.ft.
BUILDING 10	TYPE L X 18		+/-17,640 sq.ft.
BUILDING 11	TYPE J X 14		+/-16,800 sq.ft.
TOTAL		+/-180,700 sq.ft.	+/-16,787 sq.m.

2.0 LOT STANDARDS

LOT FRONTAGE	+/- 93.6 M		
NUMBER OF DWELLING UNITS			
BUILDING 1	5 UNITS		TOTAL
BUILDING 2	4 UNITS		
BUILDING 3	8 UNITS		
BUILDING 4	8 UNITS		
BUILDING 5	14 UNITS		
BUILDING 6	14 UNITS		
BUILDING 7	12 UNITS		
BUILDING 8	14 UNITS		
BUILDING 9	14 UNITS		
BUILDING 10	18 UNITS		
BUILDING 11	14 UNITS		127 UNITS
COVERAGE			
BUILDING COVERAGE			
BUILDING 1	+/- 475 sq.m		TOTAL
BUILDING 2	+/- 385 sq.m		
BUILDING 3	+/- 655 sq.m		
BUILDING 4	+/- 655 sq.m		
BUILDING 5	+/- 925 sq.m		
BUILDING 6	+/- 925 sq.m		
BUILDING 7	+/- 630 sq.m		
BUILDING 8	+/- 730 sq.m		
BUILDING 9	+/- 830 sq.m		
BUILDING 10	+/- 665 sq.m		
BUILDING 11	+/- 730 sq.m		+/-7,770 sq.m
GARBAGE ENCLOSURE	+/- 90 sq.m		(+/-45 %)
LANDSCAPE COVERAGE INCLUDING SOFTSCAPE AND HARDSCAPE		+/-5200 SQ. M. (+/-30 %)	
HARD SURFACE COVERAGE INCLUDING ROADS, PARKING SPACES AND DRIVEWAYS		+/-4340 SQ. M. (+/-25 %)	
	REQUIRED NUMBERS HAVE BEEN CONVERTED TO METRIC AS REQUIRED	PROPOSED	
BUILDING HEIGHT	12 STOREYS MAXIMUM	3 STOREYS	
SETBACKS TOWNHOUSES			
FRONT YARD	0.00 m	1.55 m	
EAST INTERIOR SIDE YARD	1.20 m	2.05 m	
WEST EXTERIOR SIDE YARD	1.50 m	2.12 m	
REAR YARD	1.50 m	6.05 m	
BUILDING SEPARATION	3.10 m	3.10 m	

3.0 AMENITY AREAS

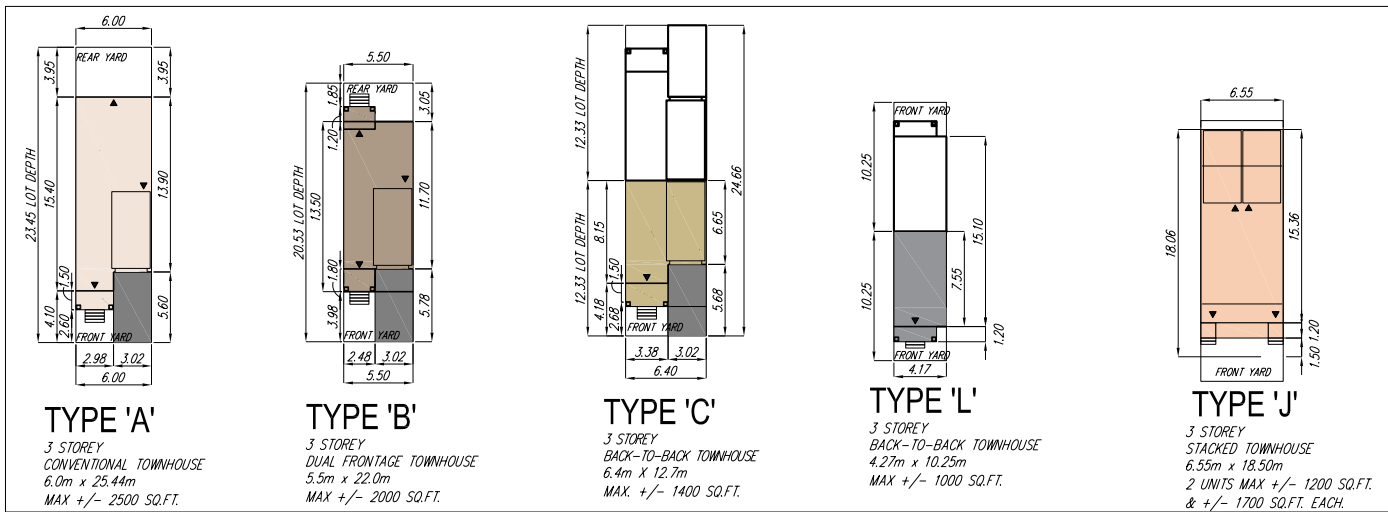
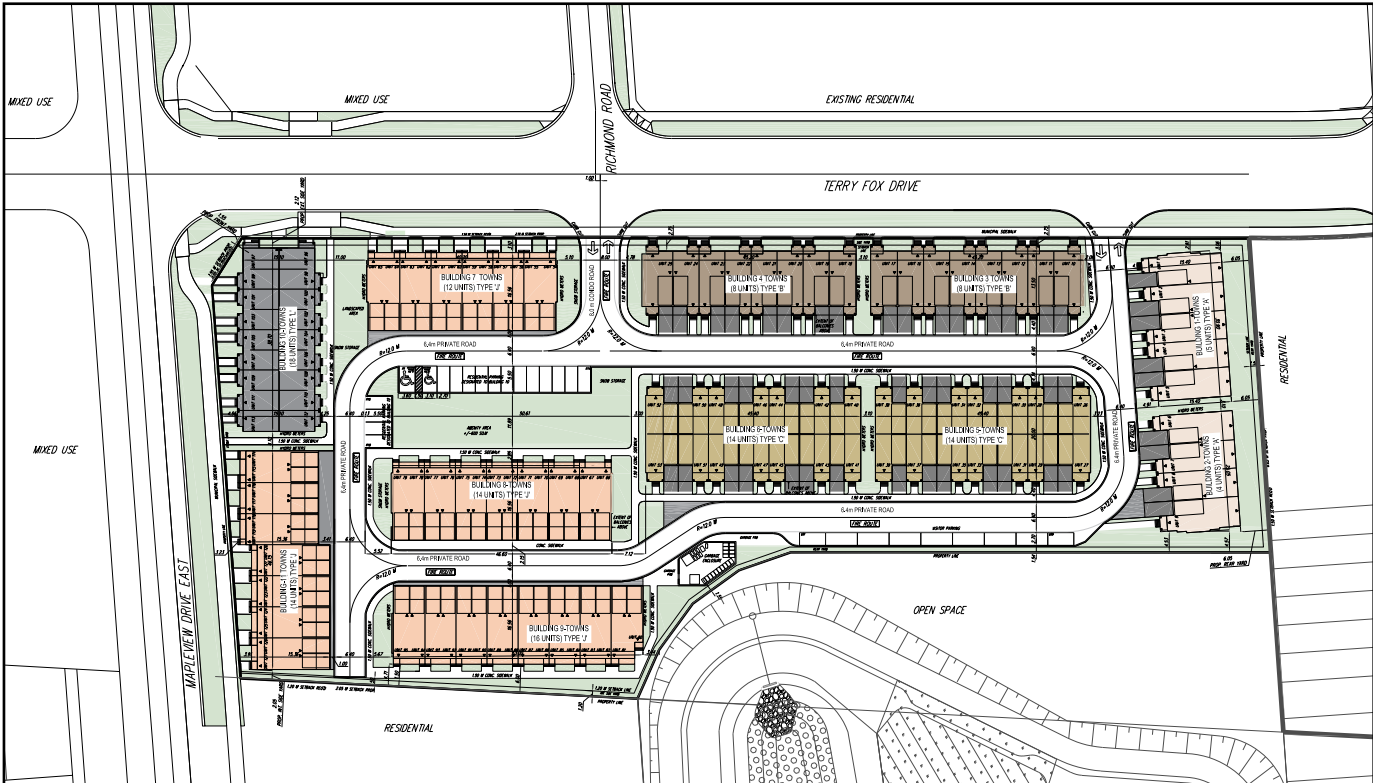
AMENITY AREAS (5.4.2.2) RESIDENTIAL USES	REQUIRED 12 SQ.M/ UNIT	PROPOSED	TOTAL
TYPE A = +/- 35 SQ.M PER UNIT		35 x 9 = +/- 315 SQ.M.	
TYPE B = +/- 12 SQ.M PER UNIT		12 x 16 = +/- 192 SQ.M.	
TYPE C = +/- 12 SQ.M PER UNIT		12 x 28 = +/- 336 SQ.M.	
TYPE J = +/- 7 SQ.M PER UNIT		7 x 56 = +/- 392 SQ.M.	
TYPE L = +/- 3 SQ.M PER UNIT		3 x 18 = +/- 54 SQ.M.	
AMENITY AREA		+/- 600 SQ.M.	
	1,524 SQ.M		+/-1,890 SQ.M COMPLIANCE

4.0 VEHICULAR PARKING REQUIREMENT

ZONING STANDARD	REQUIRED	AT GRADE	UNDERGROUND	TOTAL
VEHICULAR PARKING REQUIREMENTS				
RESIDENT PARKING	1 / UNIT 127	127	0	127 RESIDENT
VISITOR PARKING	0 / UNIT 0	9	0	9 VISITOR
				136
PARKING SPACE WIDTH	2.70 m	2.70 m		
PARKING SPACE LENGTH	5.50 m	5.50 m		
ACCESSIBLE PARKING				
NUMBER OF ACCESSIBLE PARKING SPACES	2 SPACES (1 TYPE A+ 1 TYPE B)	2	0	2 ACCESSIBLE
ACCESSIBLE PARKING SIZE	3.40m TYPE A 3.10m TYPE B	COMPLIANCE COMPLIANCE		
ACCESSIBLE PARKING		COMPLIANCE COMPLIANCE		
BICYCLE PARKING REQUIREMENTS				
RESIDENT PARKING RANGE	0 / UNIT 0			

5.0 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

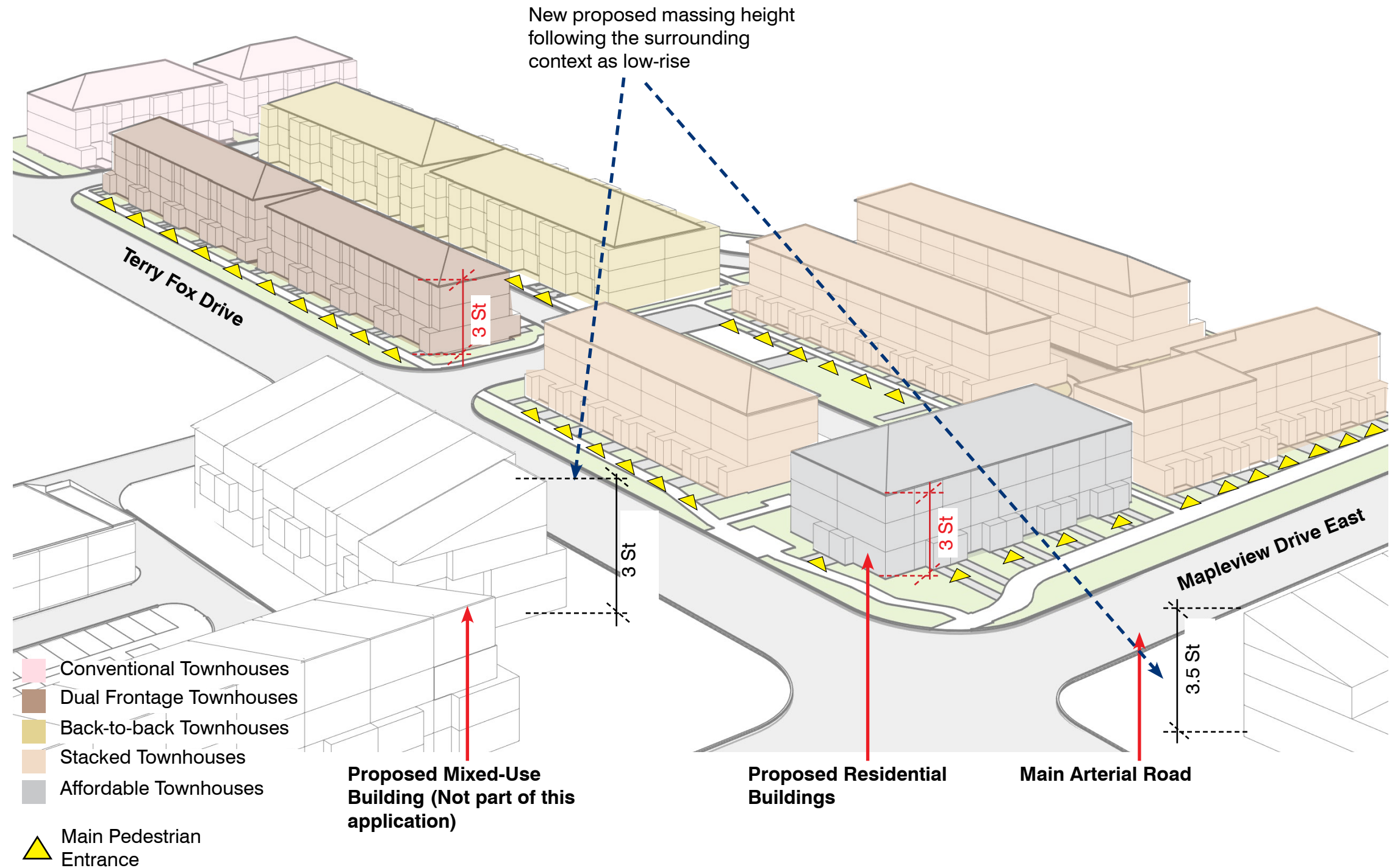
Building Location and Site Layout:

The Townhouses on the site are organized to frame the major road Maplevue Drive East and Terry Fox Drive. The design objective is to integrate with the existing and planned future context, and positively contributing to a streetscape.

Townhouses have a strong relationship to the street and connected with the existing and planned street and open space networks. Buildings, their entrances, windows, and balconies are facing the public street. They are connected to the public street by having their individual pedestrian entrances clearly visible and directly accessible from the public sidewalks. Usable outdoor amenity spaces and high-quality landscaped areas that offer privacy, screening, and attractive interfaces with streets and open spaces is provided.

Buildings design maximize access to sunlight, increase privacy, and reinforce neighbourhood character through complementary architectural design and style, materiality, and colors. Blank walls are avoided and lines of sight from windows and balconies to the sidewalk and adjacent public spaces are provided.

Building articulation and scaling define individual units and/or intervals and contribute to a consistent frontage pattern, human scale, and rhythm along the fronting street. Break ups in the building masses are provided by vertical and horizontal articulation of facades including insets, projections, color, and texture. Access to parking spaces is provided from secondary street and internal lane-ways.



SECTION 3.0 - DESIGN CONSIDERATIONS

Access and Circulation:

Vehicular access to the site is proposed off Terry Fox Drive 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 of affordable townhouses to the building which can be accessed from the public sidewalks on Mapleview Drive.

Parking and Loading:

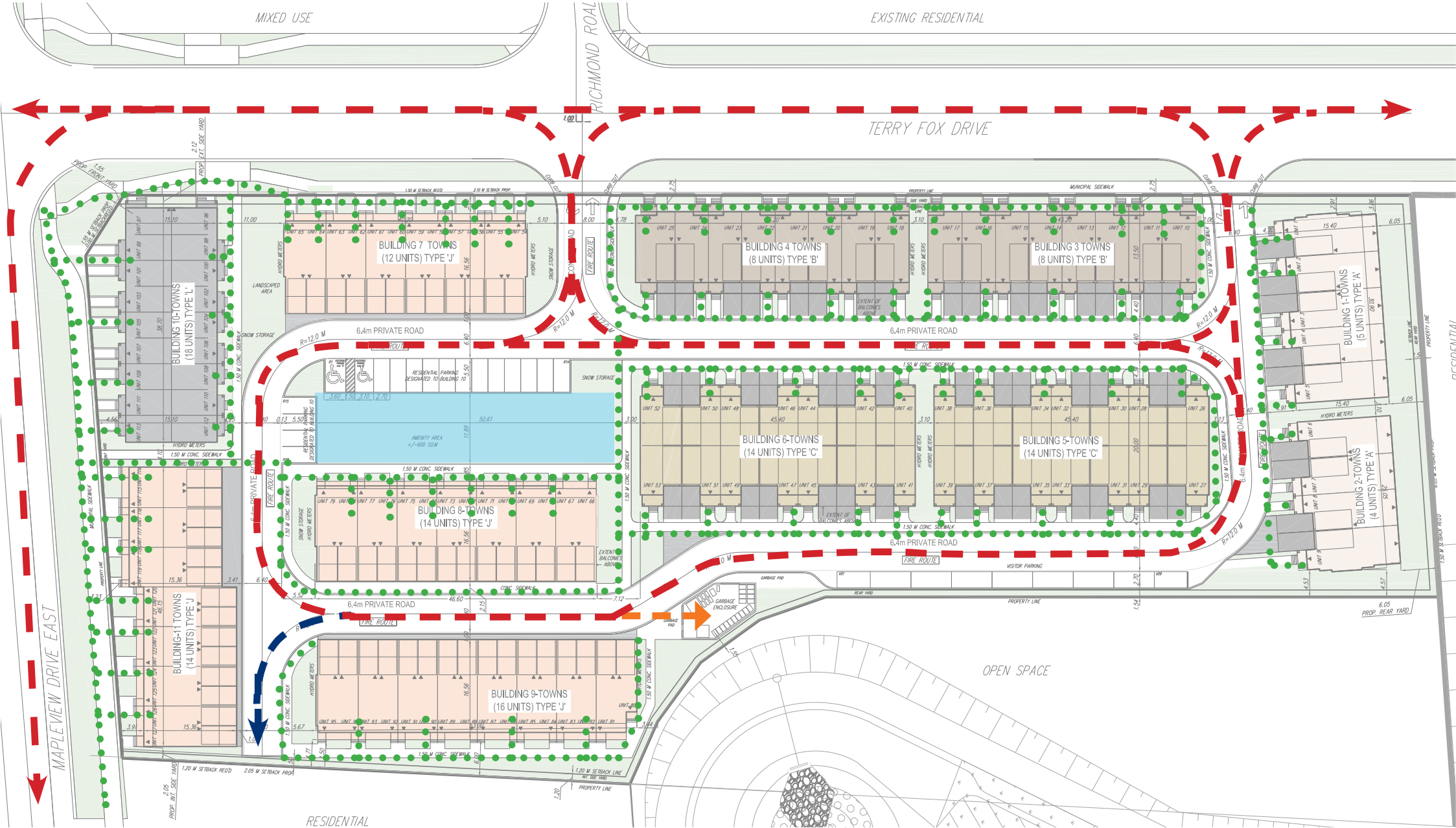
All parking, loading and waste collection areas are provided centrally, between the buildings and out of public view. The private road also functions as a fire route. Private garages are also provided in the residential units.

Private Amenity:

The proposed development will provide private indoor and outdoor amenity space in the form of private balconies and terraces and the common amenity area located centrally.

Landscape Design:

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



	Amenity Area
	Vehicular Circulation
	Fire Route
	Pedestrian Circulation
	Access to garbage disposal

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. 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

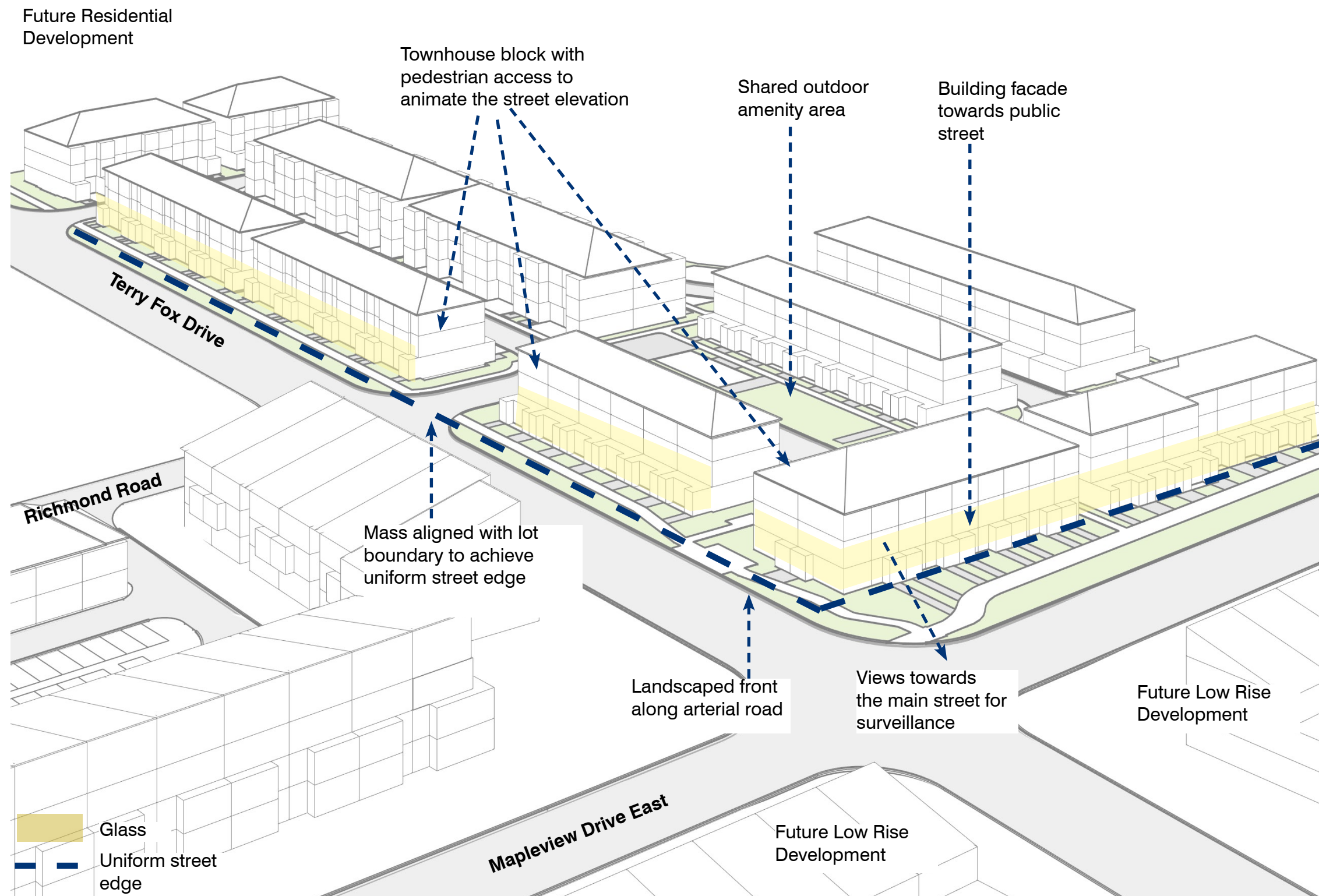
The development will include best practices with environmentally sustainable measures such as energy conservation and waste recycling.

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

3.2.4 BUILDING ARTICULATION AND MATERIAL

The architectural approach for the development is one that creates an elegant contemporary exterior facade that incorporates traditional materials. This includes 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 applied to all facade levels.

2. Exterior glazing system :

Consists of various types of maintenance free 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.



TYPE A FRONT ELEVATION



TYPE B FRONT ELEVATION



TYPE C FRONT ELEVATION



TYPE J FRONT ELEVATION



TYPE L FRONT ELEVATION

SECTION 3.0 - DESIGN CONSIDERATIONS

3.3 LANDSCAPE DESIGN

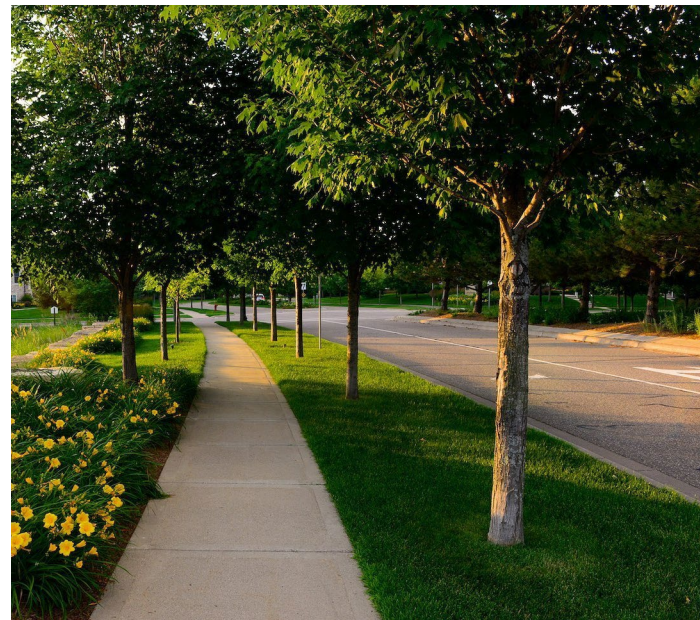
The purpose of this chapter of the Design Brief is to describe and illustrate the design intent of the landscape treatments for the proposed residential townhouse development.

Figures and precedent images are provided to show the intended character of the proposed landscape design. Final design solutions will be resolved during Site Plan Approval and the detailed design stage of the project in consultation with the Owner, the City of Barrie, and the team consultants. Site landscaping will be in accordance with the City of Barrie's Site Plan requirements.

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 boulevard of Terry Fox Drive 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 planting standards.
4. Tree species should be in groups of 3-6 to provide species diversity.



BOULEVARD TREES EXAMPLE



LANDSCAPE MASTER PLAN



SECTION 3.0 - DESIGN CONSIDERATIONS

3.3.1.2 FENCING

Wood Privacy Fence

1. Wood privacy fence is proposed along the northern and south-west property lines where the development abuts future residential.
2. This 1.8m height wood privacy fence will delineate the boundary between the residential townhouses and the future residential to the north and providing visual screening of the rear yards.
3. Wood privacy fence will be installed and constructed in accordance with the City of Barrie's standards.

Wood Privacy Screen

1. Wood privacy screens are proposed between the rear lots for blocks 1 & 2 to provide visual screening and delineation of the townhouse lots.

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 outdoor amenity area.
3. Decorative paving shall be provided for private residential walkways.
4. High-albedo paving shall be provided for pedestrian areas and walkways where appropriate to reflect light and thereby mitigate the Urban Heat Island Effect.

Impressed Asphalt Crosswalk

1. Impressed asphalt crosswalks are proposed within the site where pedestrian pathways intersect the internal road to allow for safe pedestrian crossing.

3.3.1.4 MASONRY FEATURES

1. A variety of masonry features, pillars, and walls are proposed throughout the site.
2. Ornamental plantings, including flowering shrubs, perennials, and ornamental grasses will enhance the prominence of masonry features.
3. The masonry features may include signage and will harmonize with the architectural character of the built form.
4. Where space allows, masonry features walls and pillars are proposed along Terry Fox Drive, flanking the vehicular driveways.
5. Masonry pillars are used to flank pedestrian walkways from Terry Fox Drive.
6. Feature masonry wall with ornamental planting is proposed within the central amenity space to help frame and define the main vehicular entrance into the site.



DECORATIVE PAVING EXAMPLE



MASONRY ENTRANCE FEATURE



MASONRY PILLAR & WALL PRECEDENT IMAGES



IMPRESSED ASPHALT CROSSWALK

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 Mapleview Drive East, Terry Fox Drive, and the internal condo roads.

Terry Fox Drive

1. Terry Fox Drive is located along the west boundary of the site. The streetscape includes a concrete municipal sidewalk and sodded boulevard with street tree plantings.
2. The townhouses facing Terry Fox Drive include walkways with decorative paving leading to the buildings' front entrance doors.
3. Walkways featuring decorative paving will provide direct pedestrian connections between the front entries of the residential units and the sidewalk located within the Terry Fox Drive R.O.W.
4. Foundation planting beds, including shrubs, perennials, and ornamental grasses will enhance the front entry treatments and soften the building's architectural façade.
5. Narrow form deciduous trees planted along the building frontage will provide privacy and shade for the residential units while also buffering the vehicular activity along Terry Fox Drive.

Mapleview Drive East

1. Mapleview Drive East along the south boundary includes a sodded boulevard and a 3m wide asphalt multi-use pathway located in the R.O.W.
2. Unit paved walkways will provide direct pedestrian connections between the front entries of the townhouse units and the boulevard, contributing to a front yard landscape treatment along the Mapleview Drive East streetscape.
3. Foundation planting beds, including deciduous 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 street.

Internal Condo Road

1. The internal street network is composed of a series of 6.4m wide condo roads.
2. The townhomes with frontages along the internal condo roads will include unit paved walkways connecting entry doors to the driveways.
3. Foundation planting beds, including shrubs, perennials, and ornamental grasses will enhance the front entries and soften the building facades.
4. Deciduous trees will provide shade to the adjacent dwellings and along the streetscape while providing privacy screening and buffering of vehicular activity.

3.3.2.1 PARKING

1. Outdoor residential parking spaces designated for Townhouse Building 10 are provided at ground-level centrally within the site adjacent to the outdoor amenity area.
2. Parking for the remaining townhouses units is provided on private driveways and within individual residential garages.
3. Vehicular access points from Terry Fox Drive shall be clearly defined.
4. Where possible, deciduous canopy trees will be provided adjacent to parking to provide shade.



PRECEDENT STREETScape IMAGES



FOUNDATION PLANTING IMAGES

SECTION 3.0 - DESIGN CONSIDERATIONS

3.3.3 OUTDOOR AMENITY AREA

Outdoor amenity areas are common open spaces for the community which provide opportunities for active and passive recreation, children to play, and residents to socialize. The outdoor amenity area is located centrally within the development with access and exposure to the internal condo road. Located at the view terminus of the vehicular entrance from Terry Fox Drive, the amenity area will provide a landmark feature within the residential neighbourhood.

The following guidelines apply to the Outdoor Amenity Area:

1. A centrally located shade structure should be provided.
2. Pedestrian entrances should be highly visible and accessible from the street.
3. Canopy trees shall be provided for shade.
4. The materiality and workmanship of landscape elements within the parkette shall reflect the aesthetic and character of the streetscape and built-form proposed throughout the residential development.
5. Planting shall be comprised of a combination of species tolerant of urban conditions with an emphasis on drought tolerant species.
6. Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.
7. The design of hard and soft landscape elements and features, including points of entry, should be consistent with and complementary to the overall development.
8. Landscape features located within the Amenity Area, such as shade structures, masonry walls, paving, and site furnishings, will complement the workmanship and architectural styling of the surrounding built form.

The Outdoor Amenity Area shall contain the following elements:

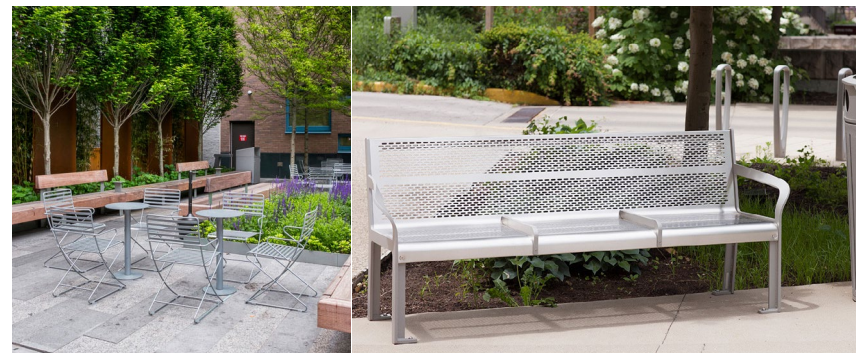
1. Accessible children's play area
2. Shade structure with tables and seating
3. Seating areas
4. Open lawn area
5. Paved pedestrian walkways
6. Site furniture
7. Planting



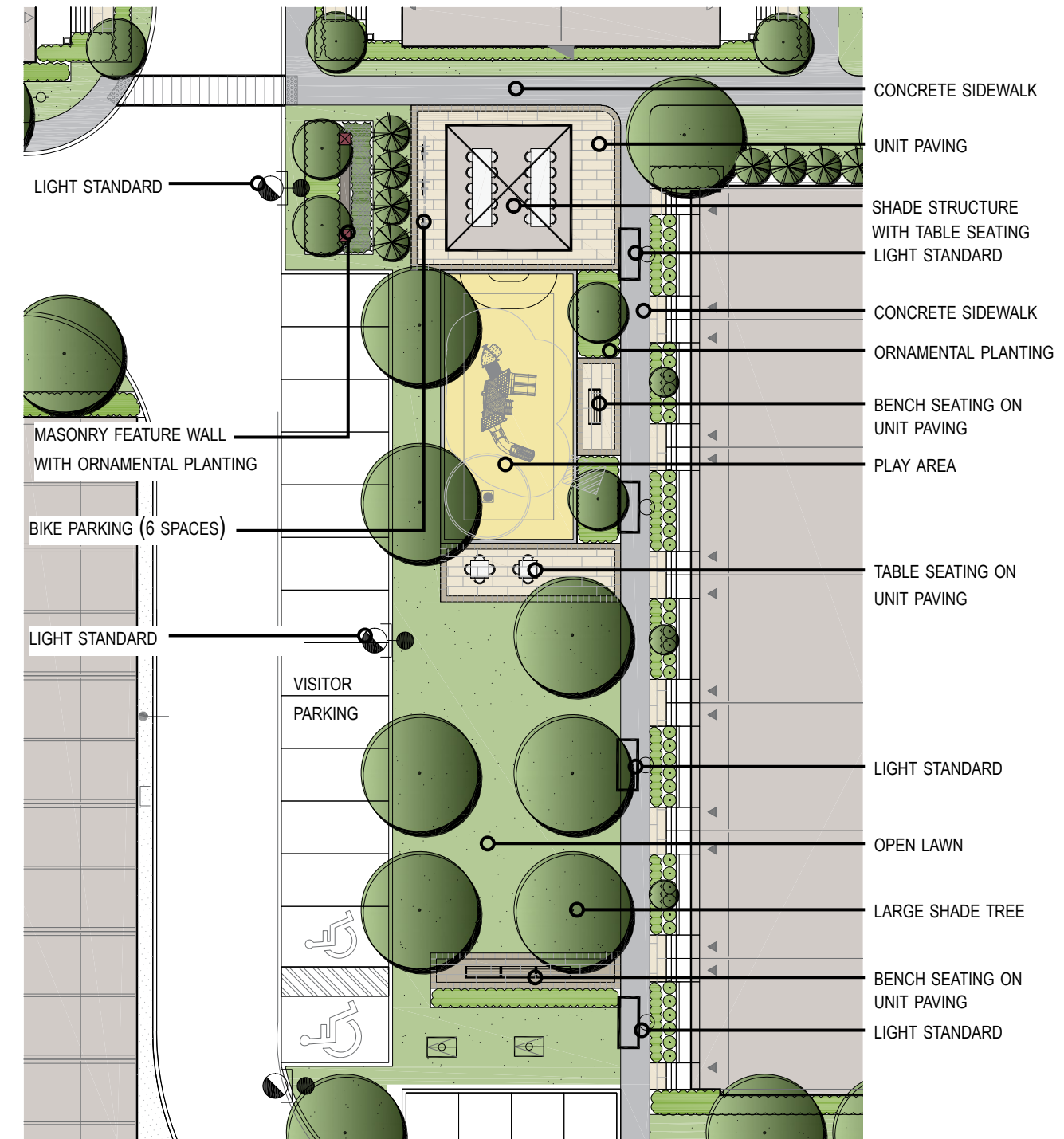
PLAY STRUCTURE



EXAMPLE SHADE STRUCTURE



OUTDOOR AMENITY PRECEDENT IMAGES



OUTDOOR AMENITY AREA

SECTION 3.0 - DESIGN CONSIDERATIONS

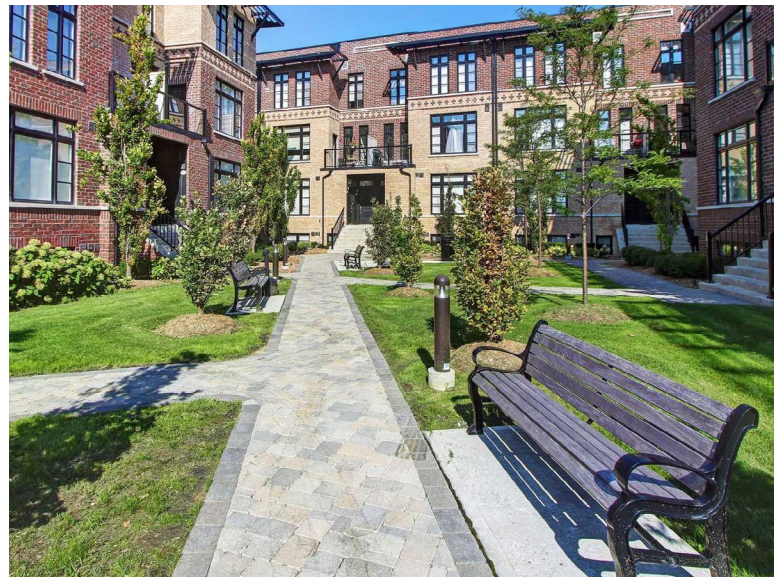
3.3.4 SEATING AREA

The seating area will provide a pedestrian oriented space just north of the intersection of Maplevue Drive East and Terry Fox Drive. Framed by the proposed buildings and defined with landscape elements, the seating area will form a gateway with views and pedestrian connections into the proposed development.

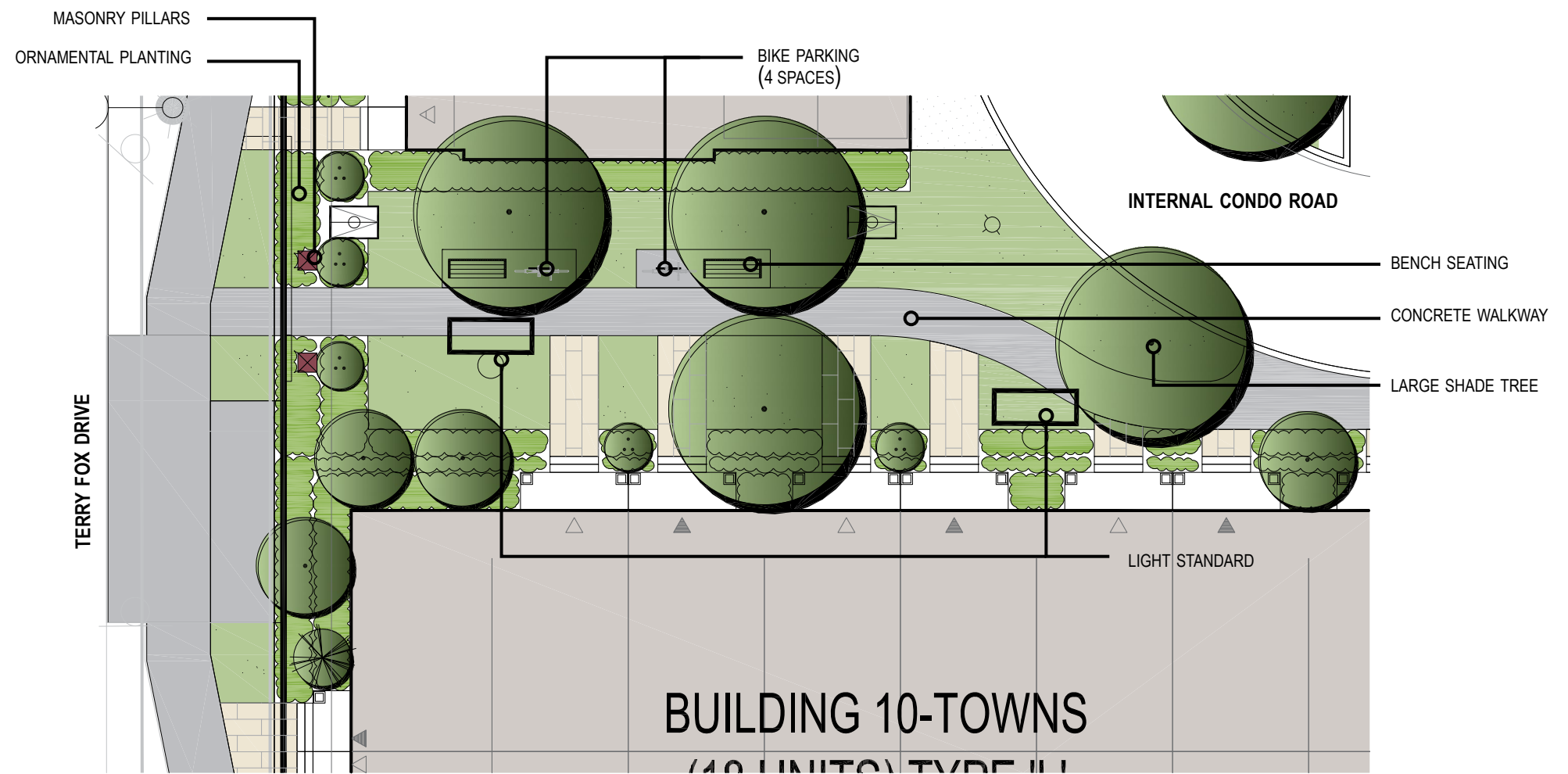
1. Walkway will provide pedestrian connections between Terry Fox Drive and internal pedestrian walkways within the site.
2. Masonry pillars, reflecting the aesthetic of the surrounding built form, will define the pedestrian entrance from Terry Fox Drive.
3. Benches will be provided with the accompaniment of large shade trees.

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 seating area, such as masonry pillars, 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.



EXAMPLE SEATING AREA



SEATING AREA

SECTION 3.0 - DESIGN CONSIDERATIONS

3.4 SUMMARY AND CONCLUSION

970 Maplevue Inc.'s proposal for this Residential 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 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.

Architecturally, the consistent vocabulary and use of materials, colors, & treatment, unify the development into a cohesive enclave that compliments the existing community.

Furthermore, the proposed design will make substantial enhancements to the existing site and provide an urban 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.



VIEW FROM INTERSECTION OF TERRY FOX DRIVE AND MAPLEVIEW DRIVE