

**290 Cundles Road East**

**CITY OF BARRIE,  
COUNTY OF SIMCOE**

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**URBAN DESIGN BRIEF**

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PREPARED BY

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ON BEHALF OF

**2735528 Ontario Inc.**

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## 1.0 PURPOSE

This Urban Design Brief addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed townhouse development at 290 Cundles Road East, in the City of Barrie. This report is in support of a Zoning By-law Amendment (ZBA) Application, required to facilitate the proposed development of 22 residential units on a portion of the subject lands. This report is intended to be read in conjunction with the Planning Justification Report prepared by Innovative Planning Solutions as well as the full architectural package prepared by Justin Sherry Design Studios.

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

- City of Barrie Official Plan – Urban Design Policies
- City of Barrie Urban Design Manual

This Urban Design Brief relative to 290 Cundles Road East and associated ZBA application addresses various items of urban design, including:

- Land use;
- Urban built form, housing types and densities;
- Building placement;
- Streetscape and landscaping;
- Pedestrian scale and walkability; and
- Transit.

## 2.0 LOCATION AND SITE DESCRIPTION

The subject lands are located at 290 Cundles Road East, in the City of Barrie. The property has a current site area of 15,729m<sup>2</sup> and frontage of 49m on Livingstone Street East and 92m on Cundles Road East, however only a portion of the lands are subject to the proposed development, measuring 2,892.6m<sup>2</sup> in area with 49.9 meters of frontage along Livingstone St. East. The development lands are currently vacant of any buildings/structures however does provide a secondary access to the balance of the lands which contains the Barrie Free Methodist Church and associated parking/drive aisles, vegetation (generally around perimeter), underutilized / access parking area. The lands are generally flat, sloping up east to west.

The City of Barrie Official Plan, 2023 designates the property as 'Community Hub', and it is currently zoned 'Institutional (I)' per the City's Comprehensive Zoning By-law 2009-141. The proposed applications intend to redevelop the subject lands in order to facilitate the development of 22 back-to-back townhomes, 4 of which units are to be provided to Habitat for Humanity. It is also noted that should the proposed ZBA application be approved, development of the site will be subject to Site Plan control to ensure detailed design considerations are implemented, as required, and permitted.

Please refer to **Figure 1** for an aerial view of the property. **Figure 2** provides a perspective view in relation to the surrounding area context.

Surrounding land uses of the subject lands include the following:

- North:** Lands designated Neighbourhood Area, Natural Heritage System and Greenspace containing a mix of single-detached and townhouse dwellings and associated parks/open space areas. Further north is Little Lake, and Barrie Country Club.
- East:** Lands designated Neighbourhood Area containing a mix of single detached dwellings and townhouse units. Further east are lands designated Natural Heritage and Greenspace and Little Lake. To the Southeast contains a number of commercial stores/amenities, including grocery, pharmacy, restaurants, fitness and entertainment uses.
- South:** Lands designated Community Hub containing St. Joseph's Catholic High School and Highway 400. Further south are Employment Areas and Strategic Employment and Economic District designated lands containing commercial and employment uses.
- West:** Lands designated Community Hub containing Monsignor Clair Catholic Elementary School. Beyond that is existing residential uses containing single detached dwellings and block cluster townhouses and various parks including Osprey Ridge Park, Ferris Park, Cartwright Park, Tall Trees Park, as well as Cundles Heights Public School. Commercial uses exist along Cundles Rd E to the west as well.

**Figure 1. Aerial View of Lands**



Source: Simcoe Interactive Map



**Figure 2. Surrounding Land Uses**



Source: Google Maps



### **3.0 SITE DESIGN – DEVELOPMENT CONCEPT**

The intent of the application is to rezone the subject lands to allow for the development of twenty-two (22) townhouse units with four (4) units provided as affordable units via a partnership with Habitat for Humanity. Twelve (12) of the units are located on the east side of the property in the form of stacked back-to-back units. Four of the twelve units will span the width of the building over one floor with eight units above in the form of traditional back-to-back townhouses spanning two floors. Conceptual floor plans and elevations are provided under Appendix 1, prepared by Justin Sherry Design Studios. The remaining 10 units are located along the west side of the property in the form of back-to-back townhouse units with vehicular access internally from the site and pedestrian access from Livingstone Street E. These 10 units are split into blocks of 4 and 6, with the block of 4 units to be provided to Habitat for Humanity, representing 18% of the development as truly affordable units where the balance of units are generally more attainable than many alternative built forms.

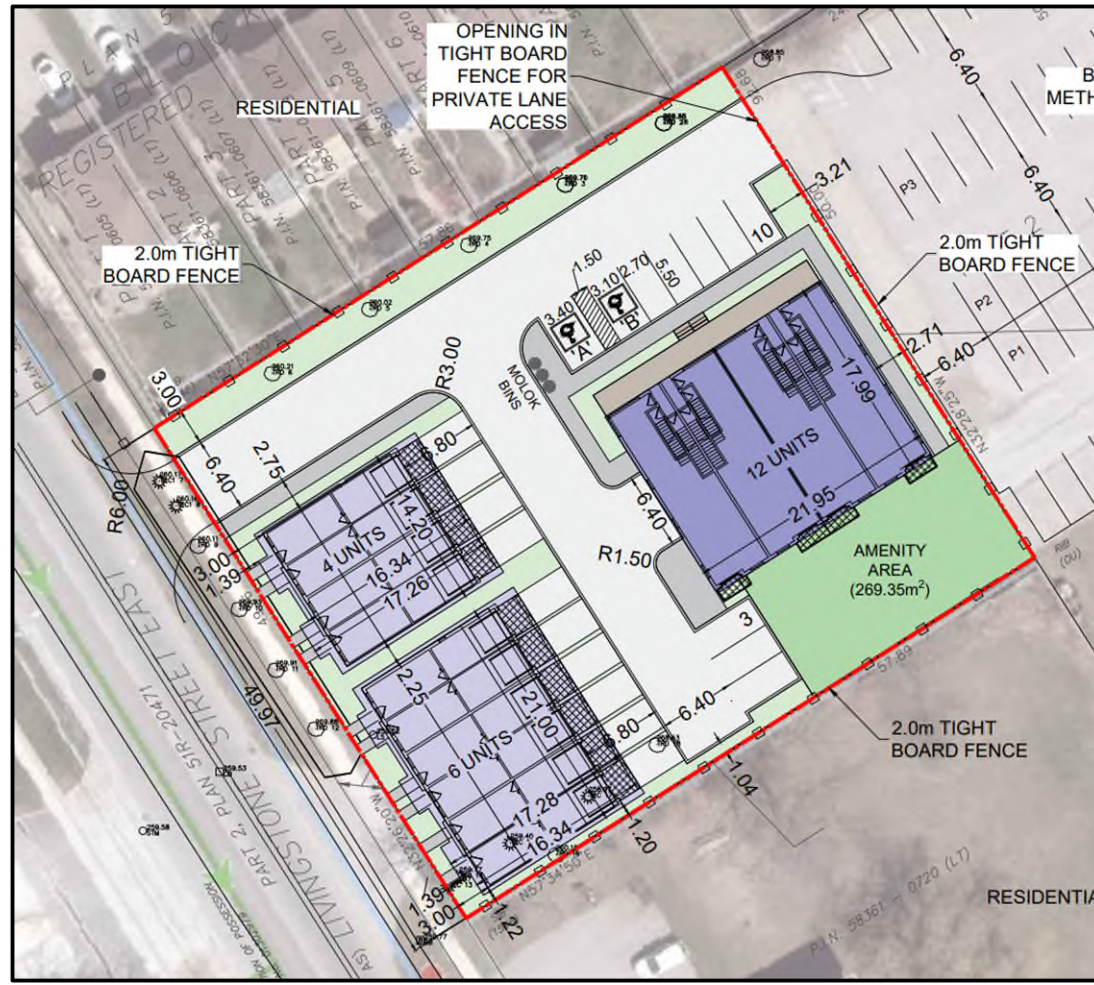
The development will also include 267.10m<sup>2</sup> of common outdoor amenity space, 34 total parking spaces, including 14 covered parking spaces (for the 12 stacked back to back townhouse dwellings), 10 back to back townhouse (driveway) parking spaces, 10 visitor spaces including 2 barrier free spaces (1 Type A and 1 Type B), in addition to the provision for 10 additional parking spaces in the form of private garages for the back-to-back townhouse units. The concept plan also provides for continued access to the Barrie Free Methodist Church from Livingstone Street East (this will be implemented via easement) through the proposed internal private condominium road. The 12 stacked back-to-back townhouse dwellings have unit sizes ranging from 862 sq. ft to 1000 sq. ft with 2-3 beds and 1-1½ baths. Rooftop decks with an area of approximately 270 sq. ft and balconies with an area of approximately 25 sq. ft are proposed for 8 of the stacked back-to-back townhomes (ie the second/third storey units). The 10 back-to-back townhomes have unit sizes ranging from 1077 sq. ft to 1237 sq. ft with 3 beds and 2 and ½ baths. These units provide for rooftop decks with an area of approximately 273 sq. ft and second storey internal balconies of approximately 166 sq. ft.. The additional height requested for the proposed

development will allow for a more functional design including private rooftop amenity spaces. In considering current height permissions within the Institutional zone (15m) and based on the layout of the site including ~20m setbacks to existing townhouse dwellings, this increase in height is not anticipated to have any negative impact on adjacent properties, surrounding area nor character of the neighbourhood. Further design elements will be progressed through the detailed design stage in collaboration with the City of Barrie, including landscape/planting plans and amenity area programming.

The proposed development will enhance the subject lands through intensification and represent infill development. The development will introduce new dwelling forms to the area which benefits from convenient access to many day-to-day amenities including commercial, transit, schools, open space and employment. The proposal represents an opportunity to redevelop a portion the subject property for new housing units, with minimal impact on existing/adjacent properties while implementing high quality urban design in accordance with the Official Plan.

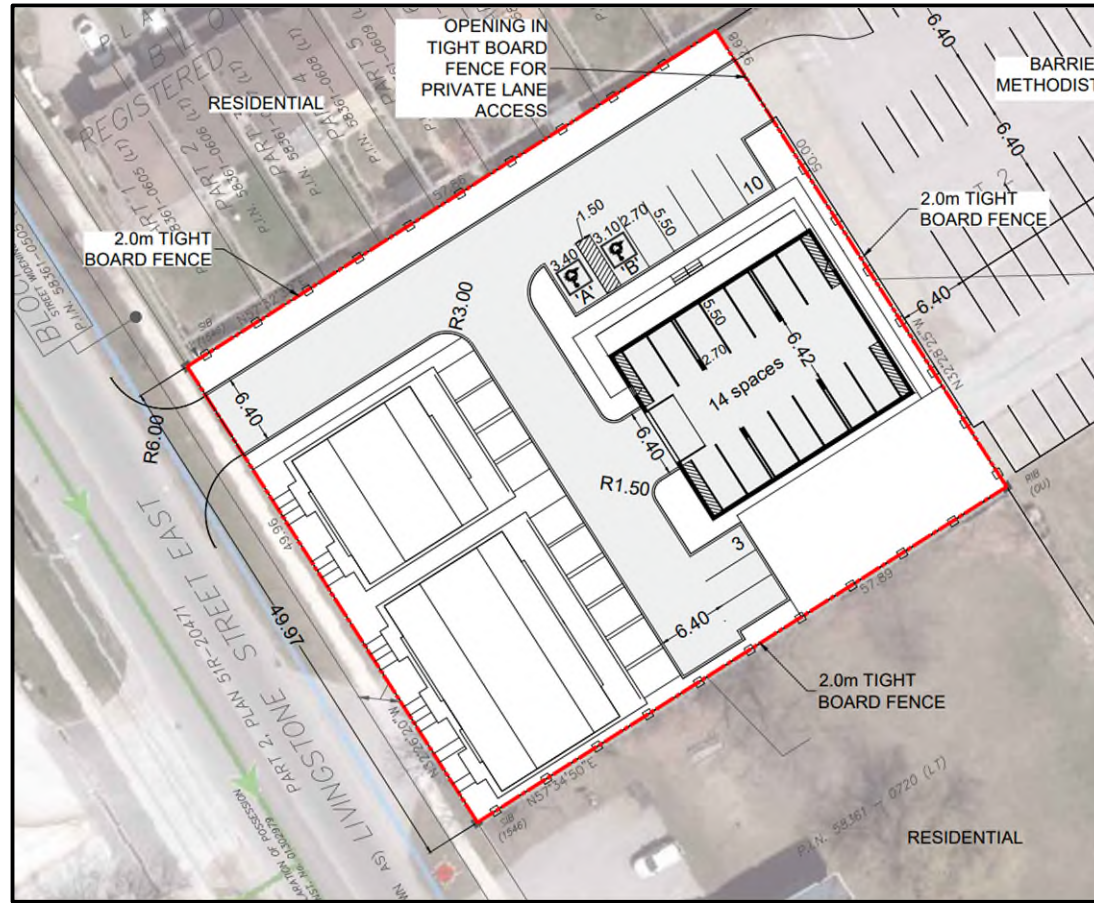
Please refer to **Figure 3** and **Figure 4** for more details regarding the site plan. Conceptual floor plans and elevations can be seen in Figures **5 & 6** prepared by Justin Sherry Design Studios.

**Figure 3. Site Plan**



Source: IPS

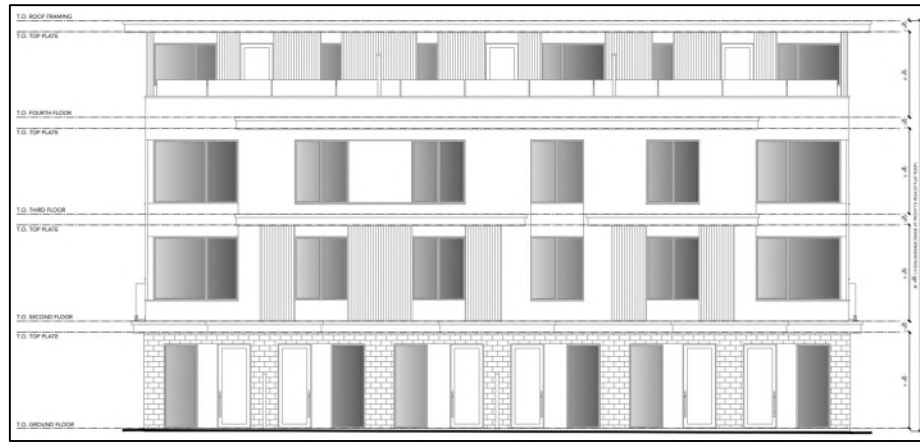
**Figure 4. Parking Plan**



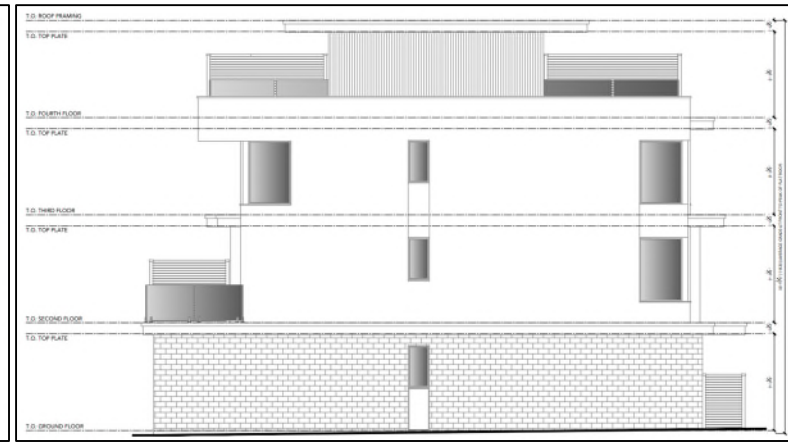
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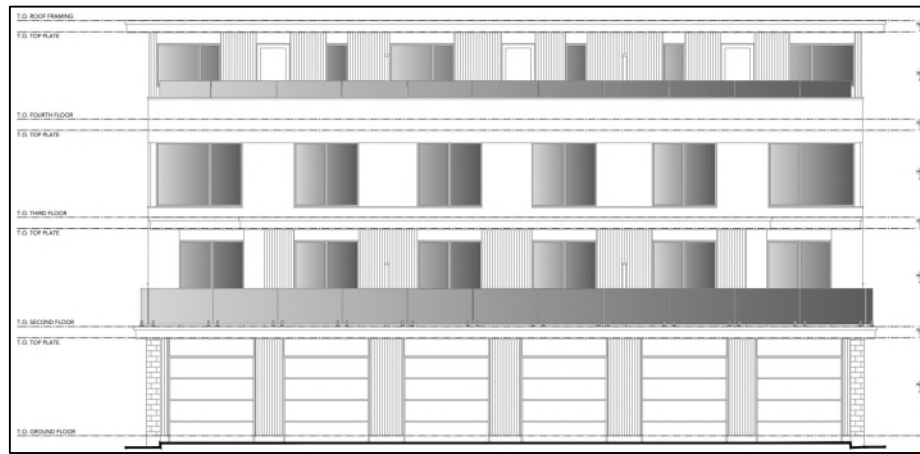
**Figure 5. Conceptual Elevation – Back-to-Back Towns**



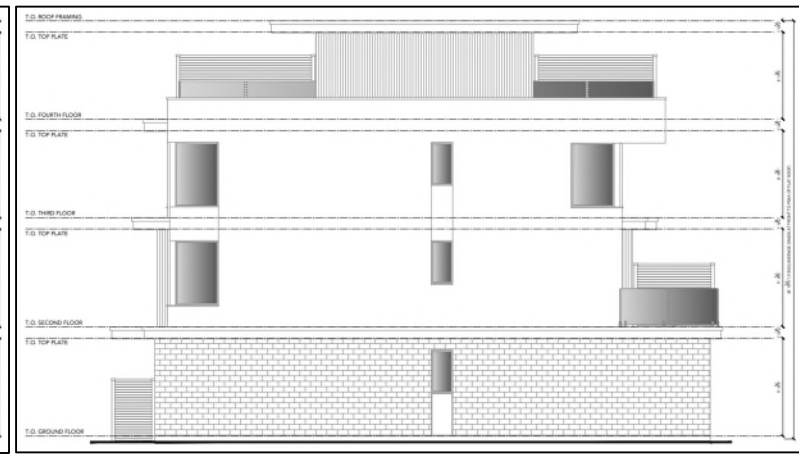
Front Elevation



Left Elevation



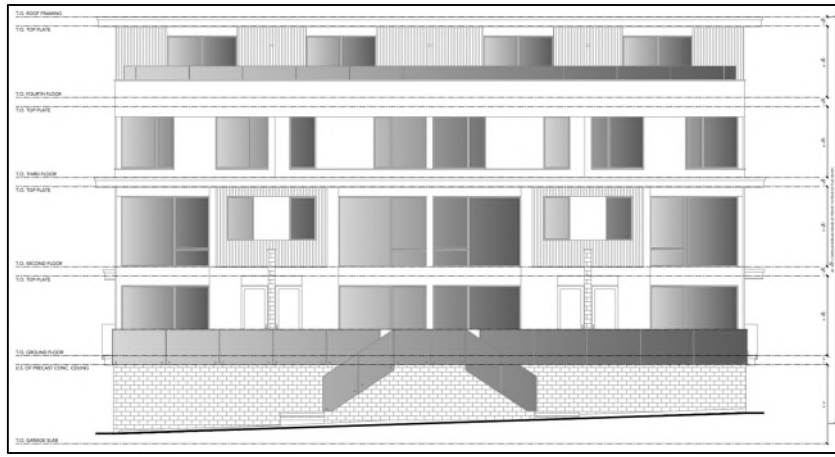
Rear Elevation



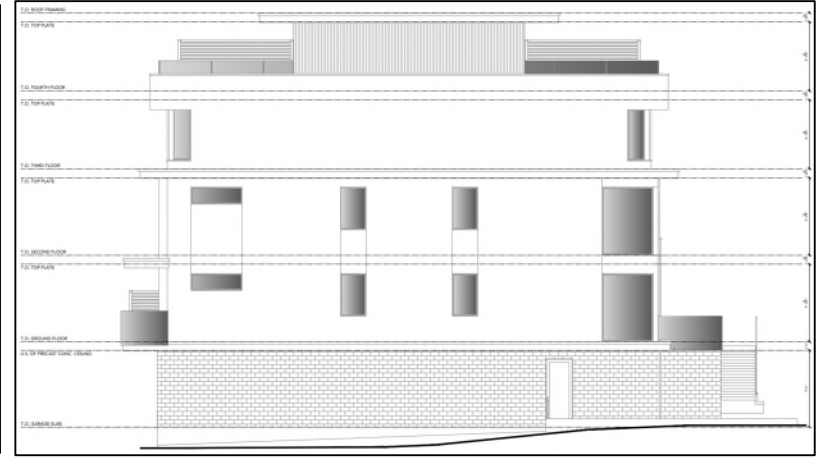
Right Elevation

Source: Justin Sherry Design Studios

**Figure 6. Conceptual Elevation – Stacked Back-to-Back Towns**



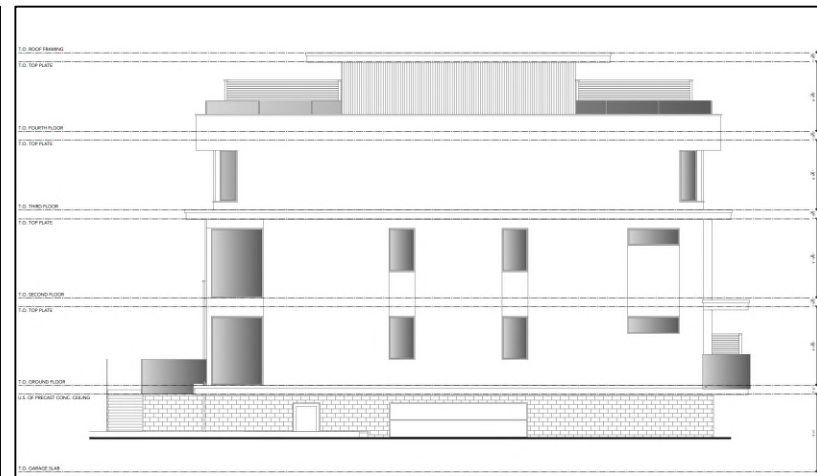
Front Elevation



Left Elevation



Rear Elevation



Right Elevation

Source: Justin Sherry Design Studios



### 3.1 BLOCK / CONTEXT PLAN

Through pre-consultation, City of Barrie staff identified a block/context plan as being required for application submission. The plan is requested to demonstrate how the proposed development will integrate with existing and future developments on surrounding lands, particularly the site at the northeast corner of Livingstone Street and Cundles road. The Block plan has been provided under Appendix 3 and demonstrates integration with surrounding lands, including specifically the property at the northeast corner of Livingstone and Cundles (270 Cundles Rd E).

While the applicant does not own these lands (or any adjacent lands), the plan has been prepared to understand potential redevelopments. The plan contemplates re-development of 270 Cundles Rd E in a format similar to the proposed development by continuing to line Livingstone Street with townhouse units, with amenity extending from the proposed amenity area and internal to the site along with parking spaces and a medium density-built form located fronting Cundles Rd E. The proposed concept plan provides for a convenient and logical connection point to these lands should re-development be contemplated.

Collectively this has the potential of framing the intersection and represents a comprehensive transition of densities from the 6-storey building located to the south through to the low-rise townhouses to the north of 290 Cundles Rd E. The surrounding lands contain a number of existing uses which are not anticipated to be re-developed in the short to medium term, with the potential exception of two parcels located at 240 and 246 Cundles Rd E which based on their size would be best suited to be consolidated and re-developed as a medium density townhouse project, similar to 234 Cundles Rd E, however this would not be impacted by the subject proposal. The other potential re-development site is currently occupied by the Barrie Free Methodist Church. These lands, and the two parcels fronting Cundles (280 and 284) are owned by the Church and represent a potential future re-development project in a variety of potential formats.

Given the scale of the lands potentially available for re-development, a number of options exist, none of which would be negatively impacted by the proposed development of the subject lands. To the contrary, the proposed development offers a potential secondary access point to Livingstone St E and is otherwise unencumbered by the proposal, including considerable access along Cundles Rd E where transit, schools, commercial amenities etc. are footsteps away. Other lands in the area are occupied by existing schools, recently developed/planned medium/high density residential uses on the south side of Cundles and existing street townhouse dwellings to the north. Through pre-consultation considerable discussion

was focussed on the potential conflict with the site access and access to Monsignor Clair Catholic School. The concept plan has been revised by relocating the proposed site access as far north as possible to mitigate vehicle conflict and has been supported through the Traffic Brief submitted under separate cover.

Combined, it is not anticipated that these surrounding lands would be redeveloped, nor would they be impacted by the proposed development. Accordingly, the block plan and associated conceptual site plan demonstrate integration with both existing and future developments on surrounding lands (this is further discussed in the associated Planning Justification Report). The subject lands and surrounding lands can be developed independently without compromising the development potential of any other lands in a manner that conforms to the Official Plan.

## **4.0 CITY OF BARRIE OFFICIAL PLAN – DESIGN POLICIES**

The City of Barrie Official Plan (2023) includes policy provisions related to Urban Design under Section 3.2. The Urban Design Guidelines of the Official Plan aim to make Barrie a more attractive city, ensure proper transitions between different types of development, and achieve design excellence.

Section 3.2 of the Official Plan contains General Design Guidelines in relation to:

- Human Scale Design
- Complete Neighbourhood Design
- Sustainable and Resilient Design
- Public Realm Design

### **4.1 HUMAN SCALE DESIGN**

To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:

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

- o 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 and will experience built form changes to achieve the City's stated goals of evolving into a medium-sized City.

The proposed development is designed to contribute to a desirable community character in terms of its conceptual design and incorporates a compact design by providing back-to-back townhouse units. Given the location of the lands, the proposed development will diversify the type of housing options available and provide for modest intensification, meeting intensification targets for the City of Barrie. The development engages the Livingstone Street frontage, providing direct pedestrian connectivity to existing sidewalks which facilitate access to nearby amenities (commercial uses, schools, parks, passive recreation etc.). The final architectural styling has not been determined at this stage; however architectural design will contribute to be pedestrian oriented and will compliment that of the surrounding area. The proposed height of 12m for the back-to-back towns and 14.3m for the stacked back-to-backs towns will fit into the existing area and will be complimentary to the neighbourhood. The location of the subject site, along an arterial road (Cundles) and major collector road (Livingstone), and being located in close proximity to transit routes, provides for an ideal location to develop housing units in a more compact built form. 6-storey apartment buildings located across Cundles, and 2-3 storey townhouse dwellings also located along Cundles, as a result the proposed development will compliment existing built forms in the neighbourhood through transitional density and heights where high rise (6 storey) and low rise (2-3 storey) exist to the south and north respectively, where this development introduces 4 storey housing with appropriate setbacks to support the proposed transition.

## 4.2 COMPLETE NEIGHBOURHOOD DESIGN

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

- The diversity of land uses in the neighbourhood;
- The diversity of housing types and options in the neighbourhood
- Connectivity to transit facilities and active transportation networks in the neighbourhood;
- Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;
- 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;
- Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;

The proposed development provides for diversity of housing types and options within the neighbourhood and allows for connectivity to nearby parks and transit stops. Community facilities, amenities, and access to essential needs are also available and located within a 10-minute walking distance, and across Cundles Road East. Transit stops and routes are also located in close proximity to the site, providing for further access to other amenities and services in the area. Parking has been located interior to the site and concealed to draw attention to the built form, open spaces, and landscaped features. The proposal will include an appropriate range and mix of housing options and integrated with adjacent land uses, including continued access to the Church.

### 4.3 SUSTAINABLE AND RESILIENT DESIGN

To support the City's sustainable design priorities, all development applications should demonstrate how the City's sustainable and resilient design priorities are being addressed, including through:

- Optimization of passive and renewable energy design strategies;
- Minimization of non-renewable energy consumption, as well as waste;
- Protection and conservation of water;
- Mitigation of climate change and major weather events, including through the use of design elements and durable materials;
- Adaptation to Barrie's seasonal changes;

The proposed development will incorporate sustainable forms of energy consumption and limit non-renewable energy consumption when possible. Infrastructure will be provided to support EV charging and throughout the detailed design process materials and design elements used will take into consideration the seasonal changes that the City of Barrie sees and will design the built form in a manner that can withstand these various conditions. The proposal will also aim to protect and conserve water through engineering design while eliminating the need to expand the already existing infrastructure. The built form proposed represents a compact and use of land in proximity to many walkable amenities which can mitigate against climate change. Further elements to incorporate through the detailed design stage will include potential locations for bike parking, however with private garages and covered parking areas provided, it is expected that bike parking will be provided privately; common bike parking areas can be implemented through future design stages.



## **4.4 PUBLIC REALM DESIGN**

- 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;
- Design, build, and support public spaces that create a "sense of place" and foster a pedestrian-friendly environment that encourages walkability and active transportation;
- 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;

The proposed development contains various landscaped areas and outdoor amenity space that enhance the street and contribute to improving the public realm. The pedestrian experience is taken into consideration by connecting sidewalks within the proposed development and connecting to existing sidewalks in Livingstone Street East, providing further connection to surrounding transit stops encouraging active transportation. Tree preservation/inventory plans were provided during the Zoning By-law Amendment application stage, no landscape plans have been prepared, however, the site plan has been developed to accommodate landscape elements within the buffer and outdoor amenity space areas.

### **4.4.1 ACCESSIBLE DESIGN**

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

- Adhere to the Accessibility for Ontarians with Disabilities Act (AODA) and the Standard of the Accessibility for Ontarians with Disabilities Act.
- 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.

- Integrate accessibility considerations into the design of municipal infrastructure to promote a universally accessible environment across the city.

The proposed development provides site access from a clearly defined entrance/exit via of Livingstone St East, leading to the internal private condominium road and into the parking area. Accessible parking spaces are provided in accordance with the Zoning By-law standards. The proposed development is designed to provide parking and loading functions that do not interfere with the visual appearance or public realm of the site. Designated accessible parking spaces are provided, in close proximity to walkways and are particularly close to the entrances, and further is able to connect into existing municipal services. Accessibility requirements will further be addressed through detailed site design and site plan approval stage and will adhere to the Accessibility for Ontarians with Disabilities Act (AODA) and will aim to improve upon these standards and policies to provide for a well functioning and accessible development.

#### **4.4.2 ACCESS, CIRCULATION, LOADING AND STORAGE**

- Private streets required for site circulation should 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.
- 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.
- Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building.

The private condominium road within the proposed development is able to accommodate pedestrians, cyclists and vehicles as required, including continued access to the remaining Church. Landscape treatments which contribute to residents' comfort and safety will be implemented through detailed design. Walkways/sidewalks are proposed throughout the site and connect to existing sidewalks located along Livingstone Street East. Garbage, at this time, will be stored in Molok bins and individual garages (for private disposal), offering an aesthetically pleasing waste collection solution, screened from public view.

#### **4.4.3 SEMI-PUBLIC SPACES AND AMENITY AREAS**

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

The site is proposed to have a consolidated outdoor amenity space area of 267m<sup>2</sup>, in addition to private amenity spaces offered to each unit. The common amenity space is located in an area that is visible to many units and adjacent existing developed site, maximizing the feeling of openness. this area is easily accessible from each unit. Paved sidewalks frame the site and connect to the walk-up entrances to the back-to-back townhome units, a detailed landscape plan will be provided during the Site Plan submission stage.

#### **4.4.5 LIGHTING AND DISPLAYS**

- 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.
- All building and site lighting should be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public streets. Outdoor lighting should 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.
- Adequate pedestrian-scaled lighting to accent walkways, steps, ramps, transit stops, and other features should be provided.
- Signage should be incorporated into the building design.

No signage is anticipated at this time however may be considered through the Site Plan approval stage; site lighting will also be addressed at that time in accordance with the City's urban design guidelines.

## **5.0 CITY OF BARRIE URBAN DESIGN MANUAL**

The City of Barrie's Urban Design Manual (UDM) provides direction for design elements within urban developments. The proposed concept incorporates many of the design directives found within this document and will be further incorporated through the Site Plan Approval process, if approved. Particular emphasis is put on those directives related to the physical environment and building siting; site circulation; architectural design; site servicing; landscaping; lighting and signage; and transit accessibility.

## 5.1 PHYSICAL ENVIRONMENT & BUILDING SITING

- The proposed development will be compatible with the surrounding area as the surrounding uses through setbacks, maintained buffers, built form etc.; collectively the proposed development has the potential to enhance the neighbourhood creating a more complete community and providing increased housing options on underutilized land.
- All buildings and residential blocks are oriented to face open spaces, amenity areas, internal or external right-of-ways.
- The site is near various uses, including neighbourhood commercial, employment, retail, restaurants, parks, and schools.
- The site has direct access to existing municipal transit routes on various surrounding streets.
- An outdoor amenity space is provided for the benefit of residents within the proposed development, creating welcoming, inclusive space that encourages recreation and social interaction.
- The built form of the proposed development is appropriate for the subject lands, given that they are located on lands where the density and built form proposed are supported. The development would have minimal impact on adjacent lands and introduces affordable and attainable housing at a time where it is urgently needed.
- Pedestrian scale is appropriate and enhanced through design, massing, and height transitions by providing a more compact built form that compliments the existing built form of the surrounding area including 6 storey to the south and 2-3 storey to the north.

## 5.2 SITE CIRCULATION

- Pedestrian access has been provided throughout the site, with connections to Livingstone St East to facilitate safe and convenient pedestrian movement into, out of and through the site.
- Direct pedestrian access is provided from the townhome units to Livingstone St East.
- Site access for vehicles is provided off of Livingstone St East.

- The Traffic Impact Study prepared by JD Engineering confirms that the south intersection (Livingstone St East/Cundles Road East) and the entrance to Monsignor Clair Catholic School will operate safely and efficiently with minimal impact to the bordering roadways.
- A sufficient number of parking spaces has been provided in consideration of the nature of the development, built form and unit sizes.

### **5.3 ARCHITECTURAL DESIGN**

- Buildings are situated fronting on Livingstone St East respecting the purpose and character of the street.
- The structure will promote a strong urban streetscape with high quality architectural design that makes use of varied building materials, colours, textures, and detailing. A variety of materials will be utilized for the design in order to contribute to the architectural interest of the development and confirmed through future processes.
- Parking areas are located at grade, below the townhouse units in the east area of the site as well as on driveways and garages for the other units. Visitor parking is located off of the proposed internal condominium road. Collectively parking is primarily hidden from public view.
- The architectural design of the townhome units establishes visual interest and unity of the site and surrounding area through the design, colours and materials used.
- Outdoor amenity space is provided to add usable amenity and personal space and facilitate passive surveillance for community safety.
- Barrier free accessibility standards have also been applied to the site, including the provision of accessible parking spaces.

### **5.4 SITE SERVICES**

- The entrance located from Livingstone St East, provides sufficient clearance to accommodate all emergency vehicles.
- All utilities are anticipated to be located underground where able and appropriate.
- On-site circulation has been designed to eliminate maneuvering on public streets.



- Waste collection will be carried out through private pickup including molok bins which will be strategically located to ensure efficient waste collection. No outdoor loading and storage facilities are required.

## **5.5 LANDSCAPE DESIGN**

- Visual character of the site will promote both hard and soft surfaces and will aim to promote an attractive landscape.
- A landscape buffer is provided along all boundaries of the site, with the largest buffer along the Livingstone and North property lines in consideration of adjacent land uses and public realm.
- A Tree Inventory and Preservation Plan was completed outlining trees that need to be removed and where possible preserved.
- The outdoor amenity area will provide for additional soft landscaped area for the use and enjoyment of the residents.

## **5.6 LIGHTING & SIGNAGE**

- The design of light fixtures will complement the architectural design of the building and highlight important architectural elements that enhance building relief and visual interest.
- Site lighting will consider all users and needs, including vehicles, pedestrians, and cyclists.
- Site lighting locations will be designed with emphasis on pedestrian access and circulation areas, barrier free travel paths, transit connection points, and parking.
- Lighting will be designed with accessibility, safety, and convenience in mind.
- Feature lighting will be included to highlight the building design, landscape features and entrances.
- Any signage will be minimal to maintain visual appeal, be integrated and not detract from site design or the character of the neighbourhood.
- All lighting and signage will comply with the Ontario Building Code and the City of Barrie Sign By-law 2005-93.

## **5.7 ACCESSIBILITY**

- Designated accessible parking spaces are provided, including one type 'A' space and one 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 as well as functionality.
- 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.
- The parking entrance/exits are designed to be clearly visible and provide effortless traffic movement and are appropriately spaced.

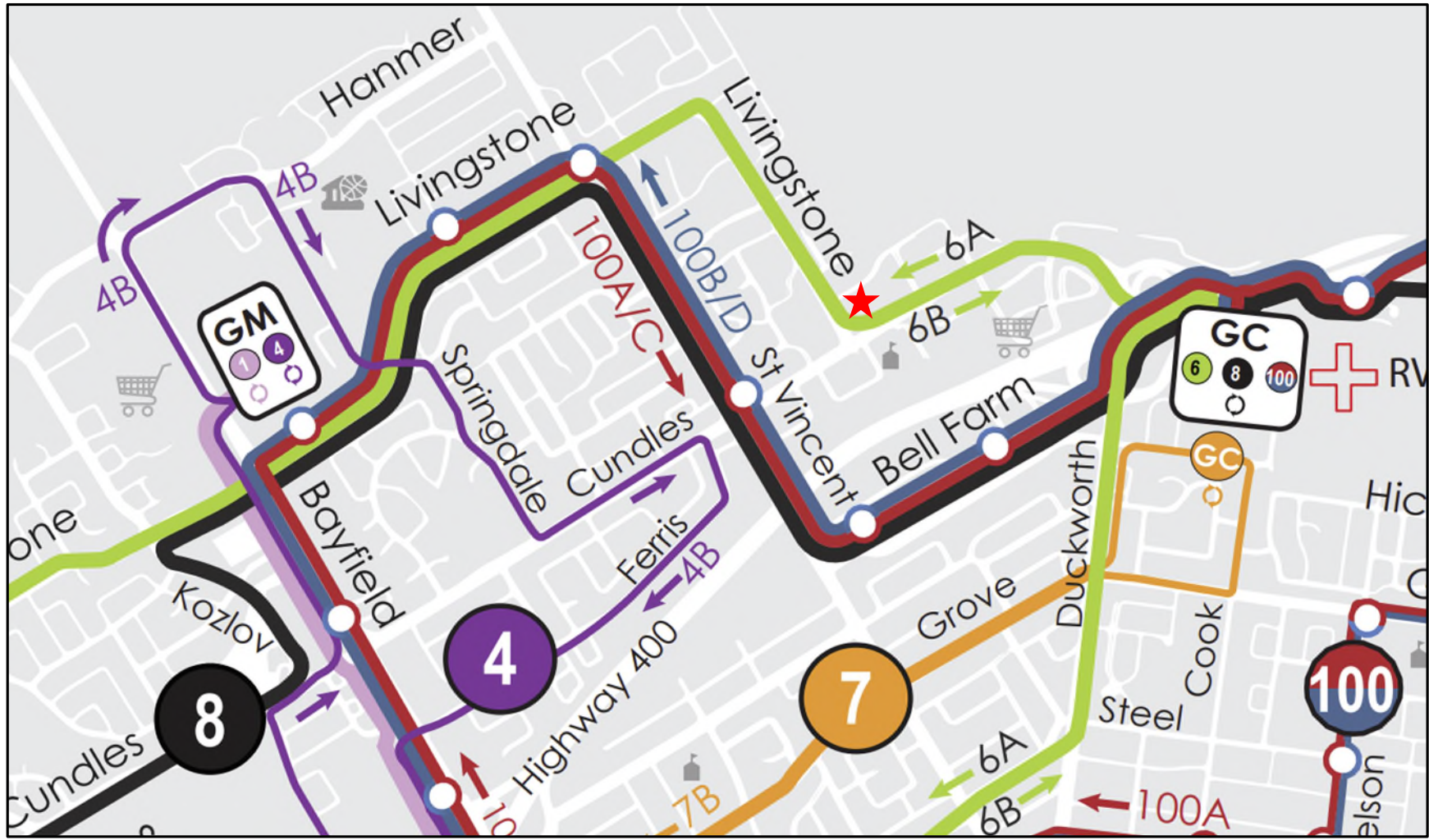
- Site access is located in a manner that reduces traffic conflict and confusion by moving further north, away from the intersection and further from the school access location.
- One site access point is proposed to provide safe movements and away from the intersection, to create efficient traffic movement.
- Emergency vehicles are able to gain easy access to, within and from the site.

## 5.9 TRANSIT

- The property is located near various transit stops, providing access to public transit throughout the City.
- The site is linked to the municipal sidewalk network, with exposure on all sides, promoting active transportation.

**Figure 7** shows the City of Barrie transit network, with the subject land's location identified with a red star. This map illustrates that residents of this development can access the key transit routes which provide access to destinations throughout the City.

**Figure 7. Transit Network Map**



Source: Discover Barrie-Transit Mapping

## 6.0 SUMMARY AND CONCLUSIONS

The Zoning By-law Amendment application aims to facilitate 22 townhouse units on a portion of lands located at 290 Cundles Road East, in the City of Barrie. The relevant urban design 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.

It is intended that the additional residential units will offer much needed housing including affordable housing opportunities and provide a compact, dense, urban community with a sense of place. With a strong urban streetscape, coupled with quality design as required by the City's Urban Design Guidelines this development is poised to become a functional component of the urban fabric and bring much needed housing units to the City of Barrie. Additional residents will contribute to the vitality of the neighbourhood and its multiple amenities, promote the increased reliance on transit, and provide additional clientele for the many existing businesses in the area.

As demonstrated throughout this report, the proposed development aligns with urban design policies set out in the City of Barrie Official Plan and within the City of Barrie Urban Design Manual. The proposed development encourages high quality urban design that contributes to the creation of complete communities. The site is considered appropriate for such intensification, is in accordance with applicable policies, and established land use designations. Further evolution of the

detailed design elements will be addressed through the Site Plan Control process if the proposed ZBA is approved, providing further opportunity to implement specific measures to ensure conformity with applicable standards.

Respectfully submitted,

**Innovative Planning Solutions**

A handwritten signature in black ink, appearing to read 'Greg Barker', with a stylized, flowing script.

**Greg Barker, B.A.A**  
Partner

A handwritten signature in black ink, appearing to read 'Courtney Mark', with a stylized, flowing script.

**Courtney Mark**  
Junior Planner



## **Appendix 1: Renderings**

Provided by Justin Sherry Design Studios

## Renderings









## **Appendix 2: Architectural Package**

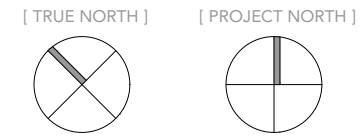
Provided by Justin Sherry Design Studios

GROSS FLOOR AREA CALCULATIONS: UNIT A  
GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)  
SECOND FLOOR AREA: 424.55 SQ.FT (39.44 SQ.M)  
THIRD FLOOR AREA: 413.05 SQ.FT (38.37 SQ.M)  
FOURTH FLOOR AREA: 237.08 SQ.FT (22.03 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1220.29 SQ.FT (113.37 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT B  
GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)  
SECOND FLOOR AREA: 398.50 SQ.FT (37.02 SQ.M)  
THIRD FLOOR AREA: 418.19 SQ.FT (38.85 SQ.M)  
FOURTH FLOOR AREA: 115.62 SQ.FT (10.74 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1077.92 SQ.FT (100.14 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT C  
GROUND FLOOR AREA: 151.30 SQ.FT (14.06 SQ.M)  
SECOND FLOOR AREA: 393.52 SQ.FT (36.56 SQ.M)  
THIRD FLOOR AREA: 416.59 SQ.FT (38.70 SQ.M)  
FOURTH FLOOR AREA: 241.40 SQ.FT (22.43 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1237.37 SQ.FT (114.96 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT D  
GROUND FLOOR AREA: 151.30 SQ.FT (14.06 SQ.M)  
SECOND FLOOR AREA: 428.08 SQ.FT (39.77 SQ.M)  
THIRD FLOOR AREA: 416.59 SQ.FT (38.70 SQ.M)  
FOURTH FLOOR AREA: 241.40 SQ.FT (22.43 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1237.37 SQ.FT (114.96 SQ.M)



GENERAL NOTES

- [1] DRAWINGS ARE TO BE READ NOT SCALED.
- [2] DO NOT BEGIN CONSTRUCTION UNTIL DESIGNER OR PROJECT MANAGER HAS BEEN NOTIFIED.
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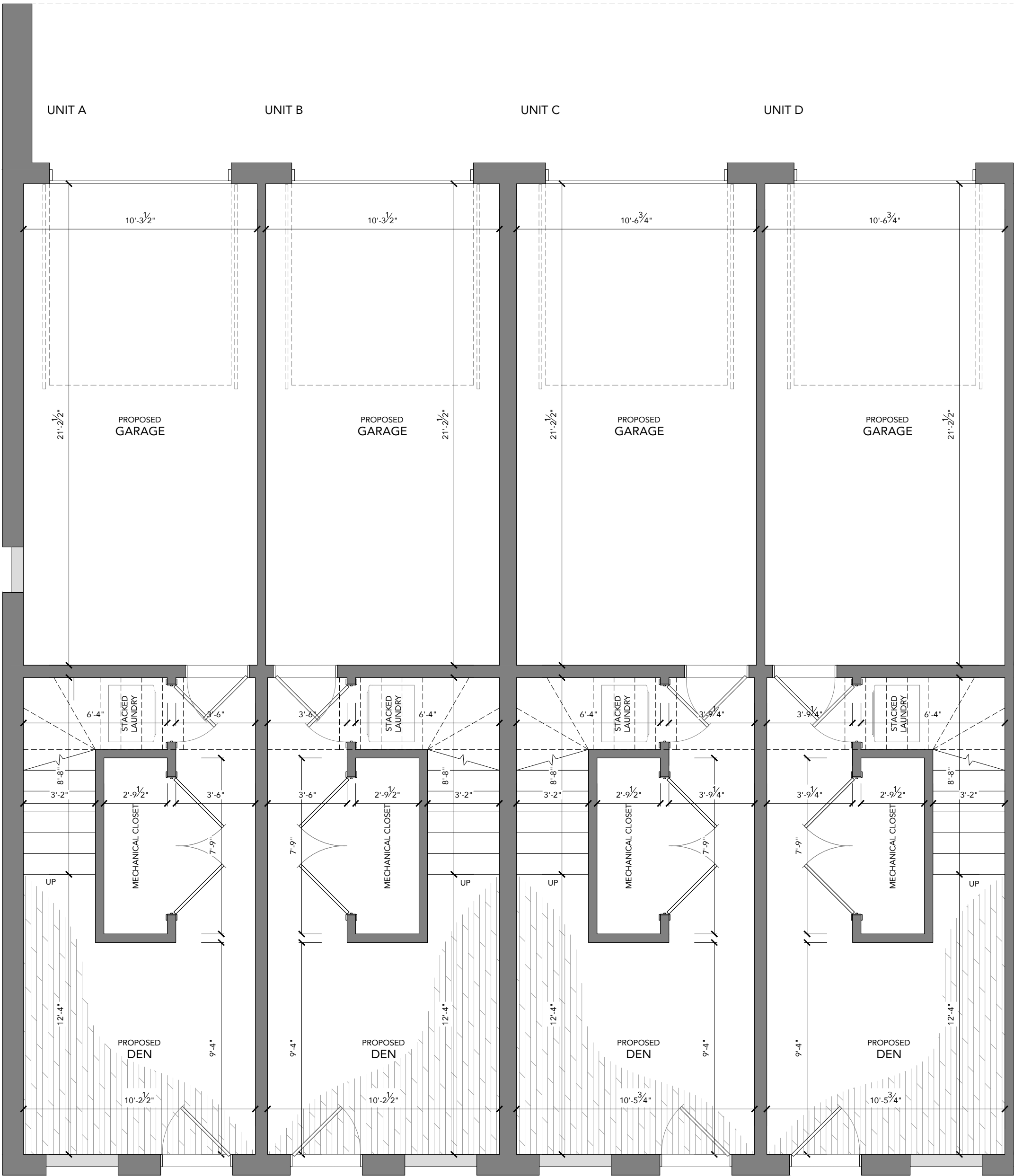
FLOOR PLAN

[ DRAWN BY ] JUSTIN SHERRY  
[ CHECKED BY ] JUSTIN SHERRY  
[ SCALE ] N.T.S.  
[ PROJECT NO. ] 2023-011

290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

[ A101 ]



GROSS FLOOR AREA CALCULATIONS: UNIT A

GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)  
SECOND FLOOR AREA: 424.55 SQ.FT (39.44 SQ.M)  
THIRD FLOOR AREA: 413.05 SQ.FT (38.37 SQ.M)  
FOURTH FLOOR AREA: 237.08 SQ.FT (22.03 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1220.29 SQ.FT (113.37 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT B

GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)  
SECOND FLOOR AREA: 398.50 SQ.FT (37.02 SQ.M)  
THIRD FLOOR AREA: 418.19 SQ.FT (38.85 SQ.M)  
FOURTH FLOOR AREA: 115.62 SQ.FT (10.74 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1077.92 SQ.FT (100.14 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT C

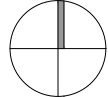
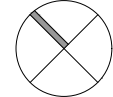
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[ TRUE NORTH ]

[ PROJECT NORTH ]



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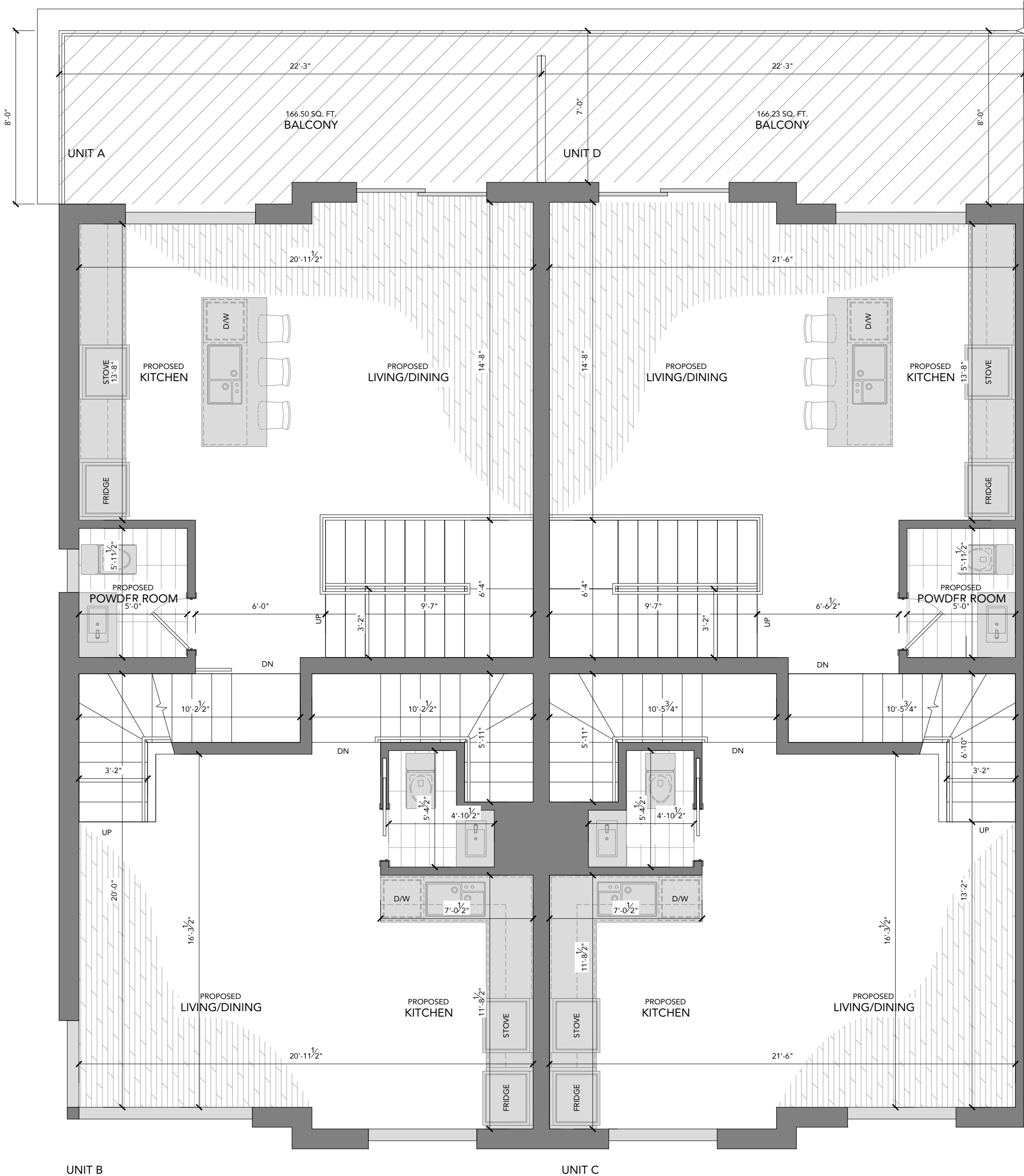
FLOOR PLAN

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290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

[ A102 ]



UNIT B

UNIT C

GROSS FLOOR AREA CALCULATIONS: UNIT A

GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)  
SECOND FLOOR AREA: 424.55 SQ.FT (39.44 SQ.M)  
THIRD FLOOR AREA: 413.05 SQ.FT (38.37 SQ.M)  
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TOTAL GROSS FLOOR AREA: 1077.92 SQ.FT (100.14 SQ.M)

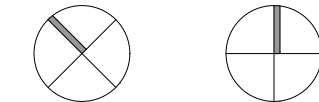
GROSS FLOOR AREA CALCULATIONS: UNIT C

GROUND FLOOR AREA: 151.30 SQ.FT (14.06 SQ.M)  
SECOND FLOOR AREA: 393.52 SQ.FT (36.56 SQ.M)  
THIRD FLOOR AREA: 418.84 SQ.FT (38.91 SQ.M)  
FOURTH FLOOR AREA: 118.11 SQ.FT (10.97 SQ.M)  
(FOURTH FLOOR NOT INCLUDED IN CALCULATIONS)  
TOTAL GROSS FLOOR AREA: 1081.77 SQ.FT (100.50 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT D

GROUND FLOOR AREA: 151.30 SQ.FT (14.06 SQ.M)  
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[ TRUE NORTH ] [ PROJECT NORTH ]



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FLOOR PLAN

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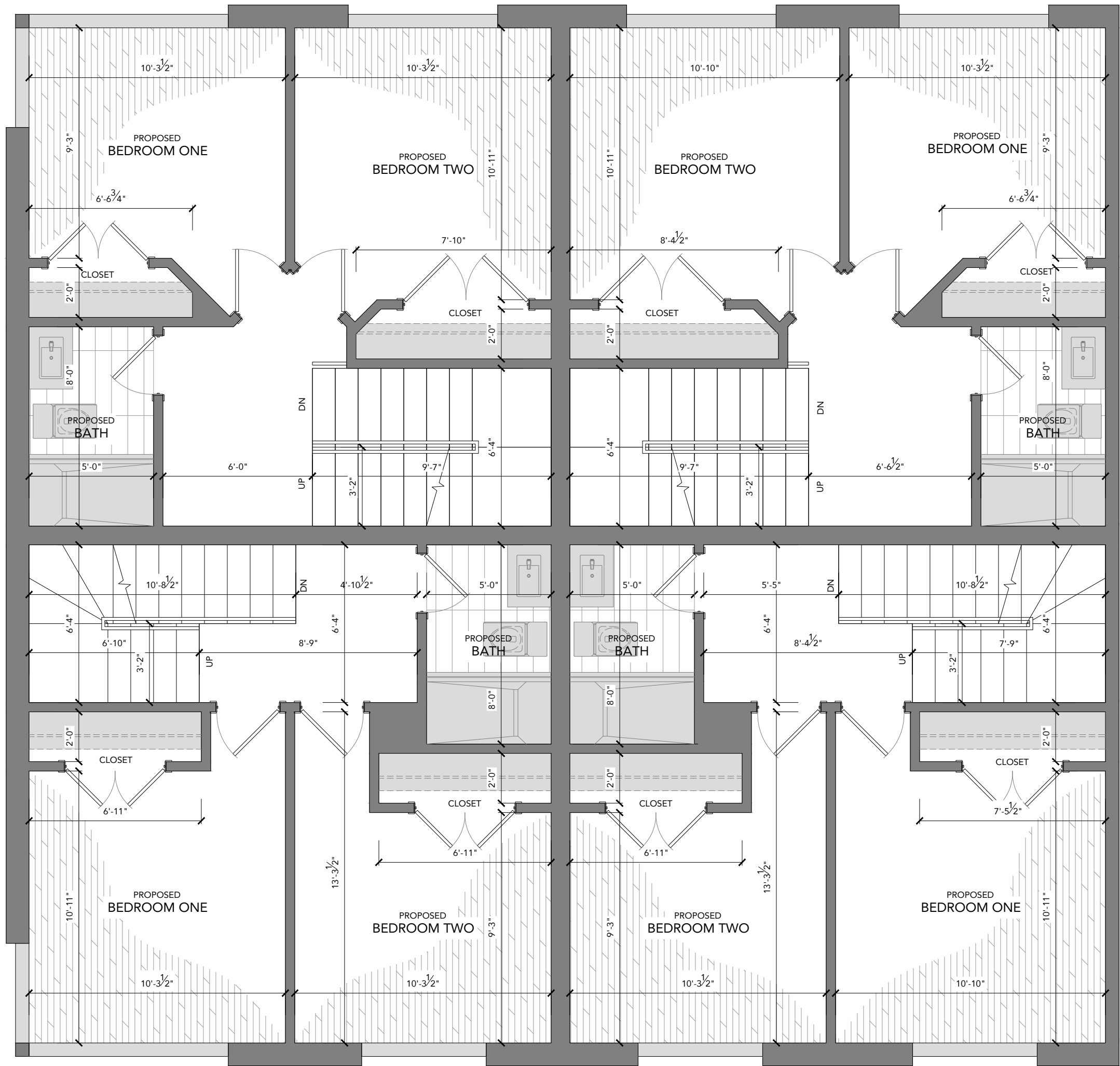
290 CUNDLES ROAD  
BARRIE, ONTARIO

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[ A103 ]

UNIT A

UNIT D



UNIT B

UNIT C

SCALE: 1/4" = 1'-0"

[ PROPOSED THIRD FLOOR PLAN ]



GROSS FLOOR AREA CALCULATIONS: UNIT A  
GROUND FLOOR AREA: 145.61 SQ.FT (13.53 SQ.M)  
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[ TRUE NORTH ] [ PROJECT NORTH ]



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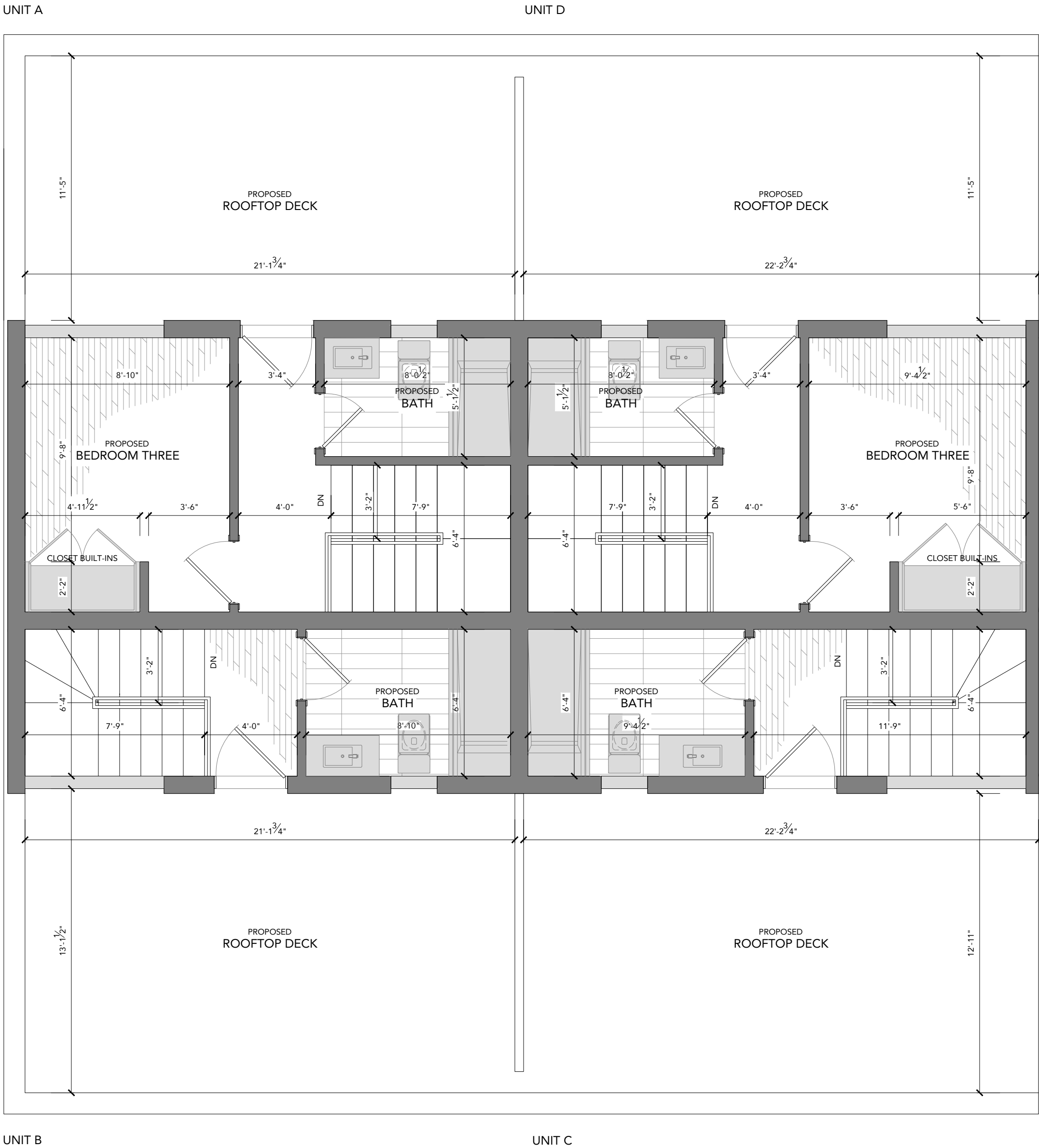
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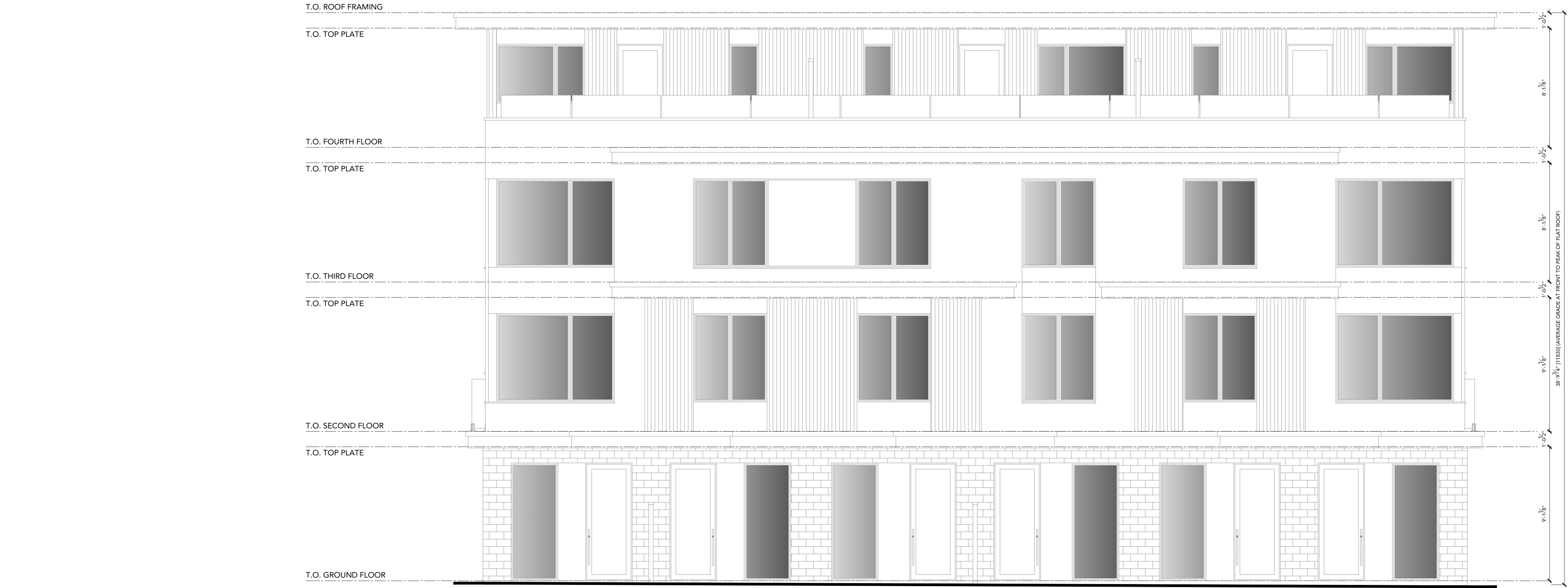
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290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

[ A104 ]





SCALE: 1/4" = 1'-0"

[ FRONT ELEVATION ]

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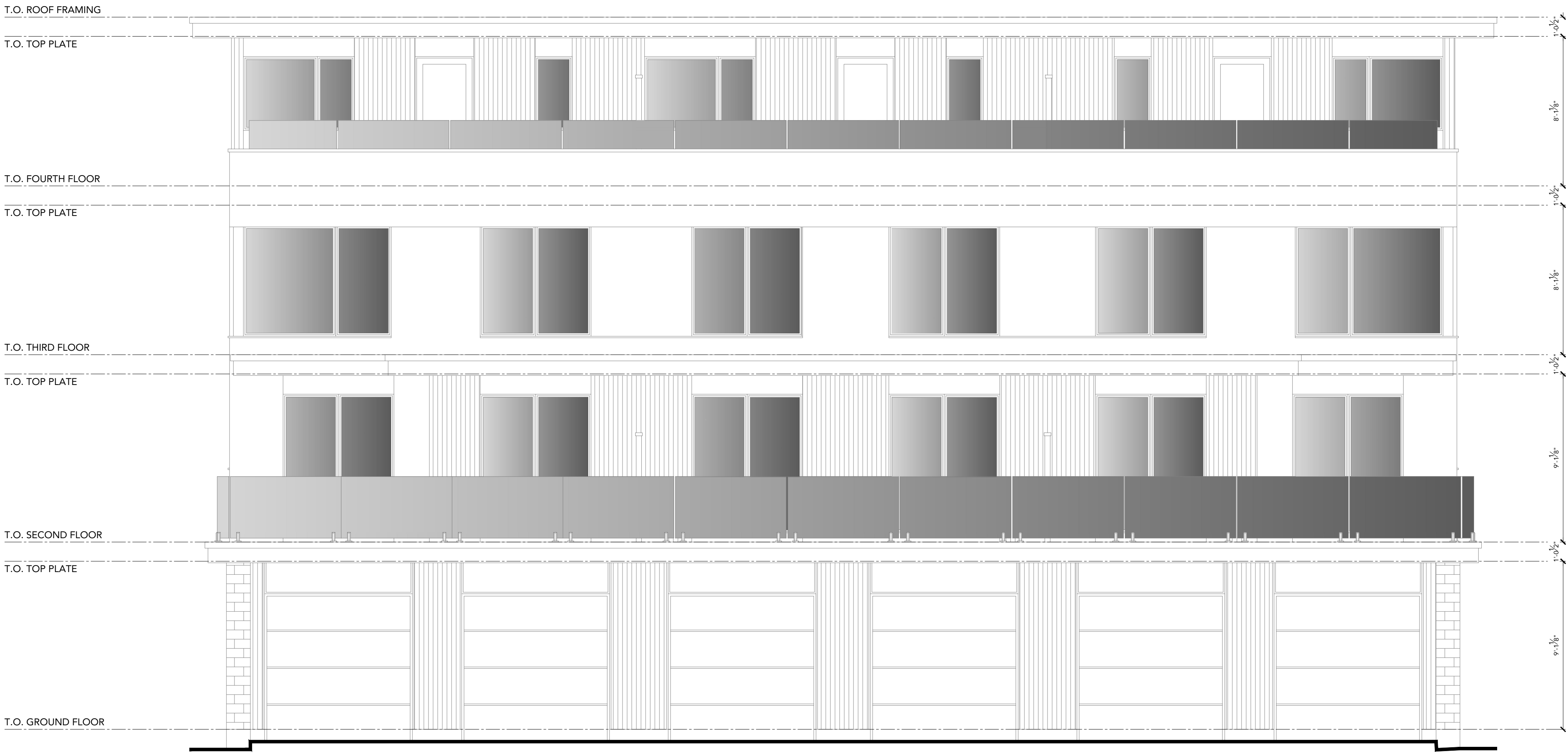
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BARRIE, ONTARIO

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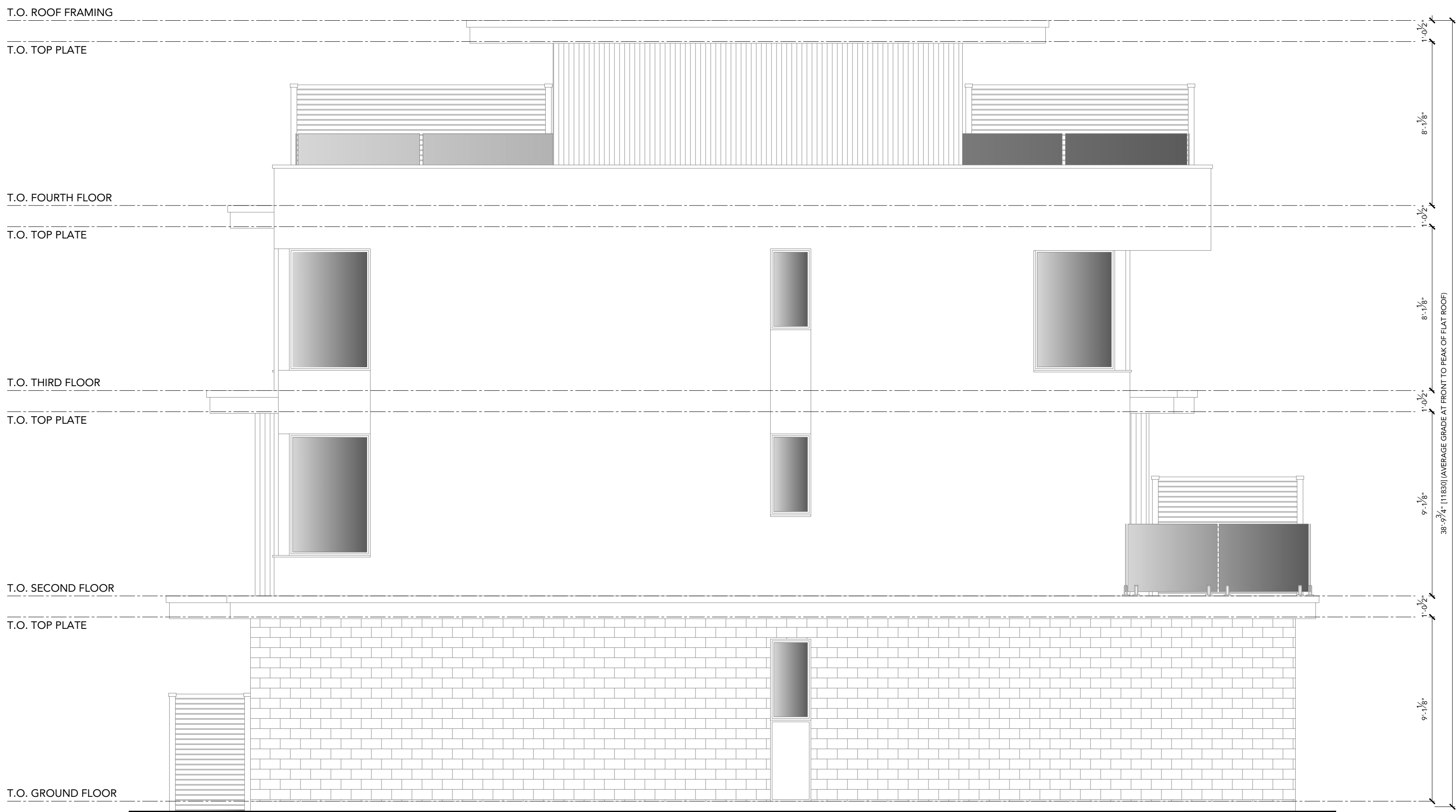
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[ LEFT ELEVATION ]



SCALE: 1/4" = 1'-0"

[ REAR ELEVATION ]



SCALE: 1/4" = 1'-0"

[ RIGHT ELEVATION ]

[ TRUE NORTH ] [ PROJECT NORTH ]

GENERAL NOTES

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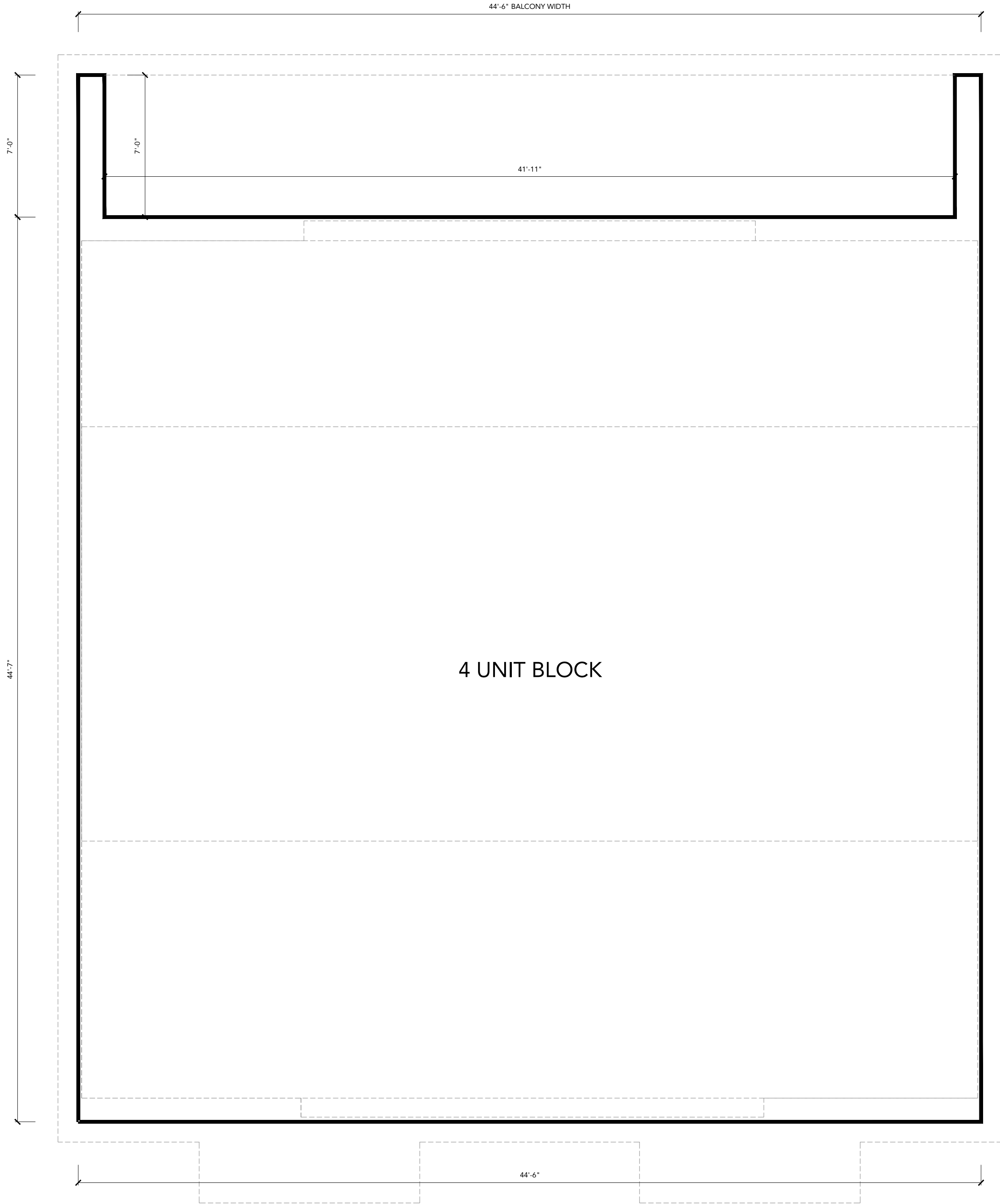
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[ SCALE ] N.T.S.  
[ PROJECT NO. ] 2023-011

290 CUNDLES ROAD  
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[ TRUE NORTH ] [ PROJECT NORTH ]

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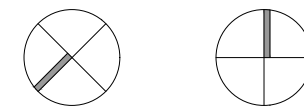
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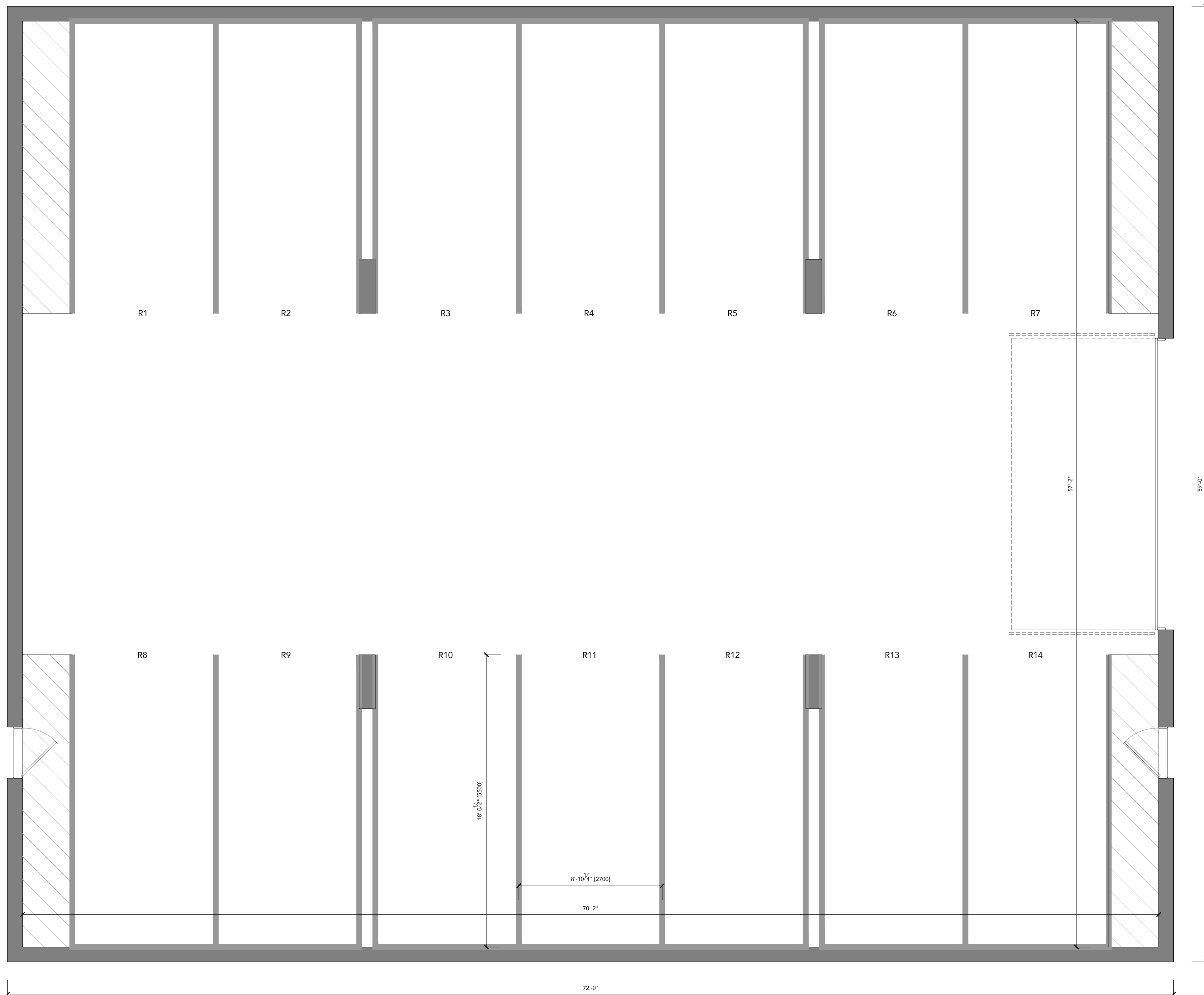
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[PROJECT NO.] 2023-011

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BARRIE, ONTARIO

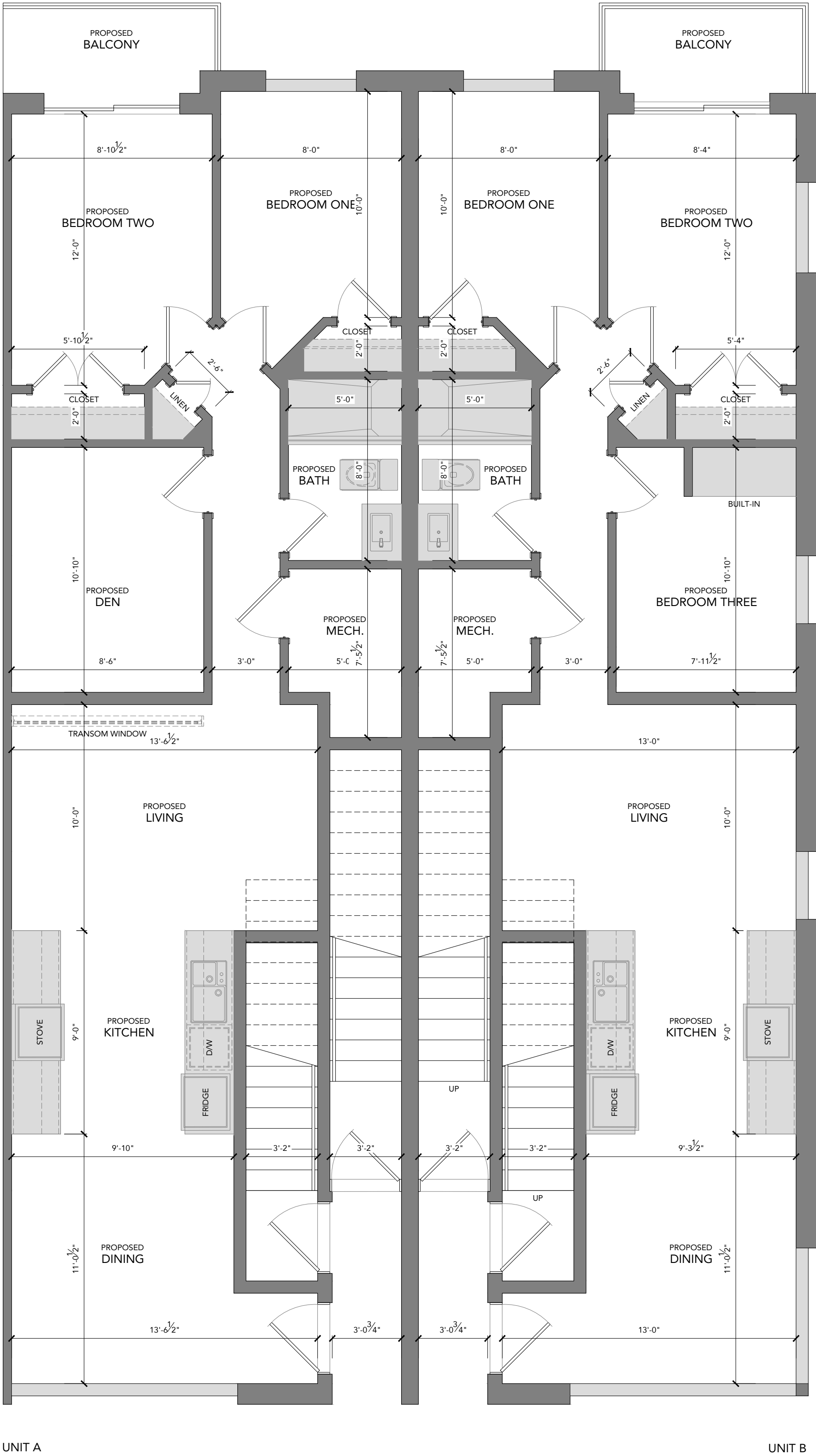
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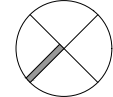
[ PROPOSED GARAGE FLOOR PLAN ]



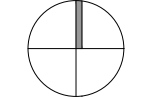
GROSS FLOOR AREA CALCULATIONS: UNIT A  
GROUND FLOOR AREA: 866.94 SQ.FT (80.54 SQ.M)  
  
TOTAL GROSS FLOOR AREA:866.94 SQ.FT (80.54 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT B  
GROUND FLOOR AREA: 862.61 SQ.FT (80.13 SQ.M)  
  
TOTAL GROSS FLOOR AREA:862.61 SQ.FT (80.13 SQ.M)

[ TRUE NORTH ]



[ PROJECT NORTH ]



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FLOOR PLAN

[ DRAWN BY ] JUSTIN SHERRY  
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[ SCALE ] N.T.S.  
[ PROJECT NO. ] 2023-011

290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

GROSS FLOOR AREA CALCULATIONS: UNIT C

GROUND FLOOR AREA: 438.71 SQ.FT (40.75 SQ.M)  
SECOND FLOOR AREA: 411.84 SQ.FT (38.26 SQ.M)  
THIRD FLOOR AREA: 105.70 SQ.FT (9.81 SQ.M)  
THIRD FLOOR AREA (N.I.C.): 386.29 SQ.FT (35.88 SQ.M)

TOTAL GROSS FLOOR AREA:956.25 SQ.FT (88.83 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT D

GROUND FLOOR AREA: 435.37 SQ.FT (40.44 SQ.M)  
SECOND FLOOR AREA: 432.39 SQ.FT (40.17 SQ.M)  
THIRD FLOOR AREA: 106.81 SQ.FT (9.92 SQ.M)  
THIRD FLOOR AREA (N.I.C.): 380.62 SQ.FT (35.36 SQ.M)

TOTAL GROSS FLOOR AREA:974.57 SQ.FT (90.54 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT E

GROUND FLOOR AREA: 459.51 SQ.FT (42.68 SQ.M)  
SECOND FLOOR AREA: 419.85 SQ.FT (39.00 SQ.M)  
THIRD FLOOR AREA: 121.01 SQ.FT (11.24 SQ.M)  
THIRD FLOOR AREA (N.I.C.): 369.84 SQ.FT (34.35 SQ.M)

TOTAL GROSS FLOOR AREA:1000.37 SQ.FT (92.93 SQ.M)

GROSS FLOOR AREA CALCULATIONS: UNIT F

GROUND FLOOR AREA: 456.89 SQ.FT (42.44 SQ.M)  
SECOND FLOOR AREA: 437.69 SQ.FT (40.66 SQ.M)  
THIRD FLOOR AREA: 102.99 SQ.FT (9.56 SQ.M)  
THIRD FLOOR AREA (N.I.C.): 84.45 SQ.FT (7.81 SQ.M)

TOTAL GROSS FLOOR AREA:997.57 SQ.FT (92.67 SQ.M)

[ TRUE NORTH ] [ PROJECT NORTH ]



GENERAL NOTES

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FLOOR PLAN

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[ SCALE ] N.T.S.  
[ PROJECT NO. ] 2023-011

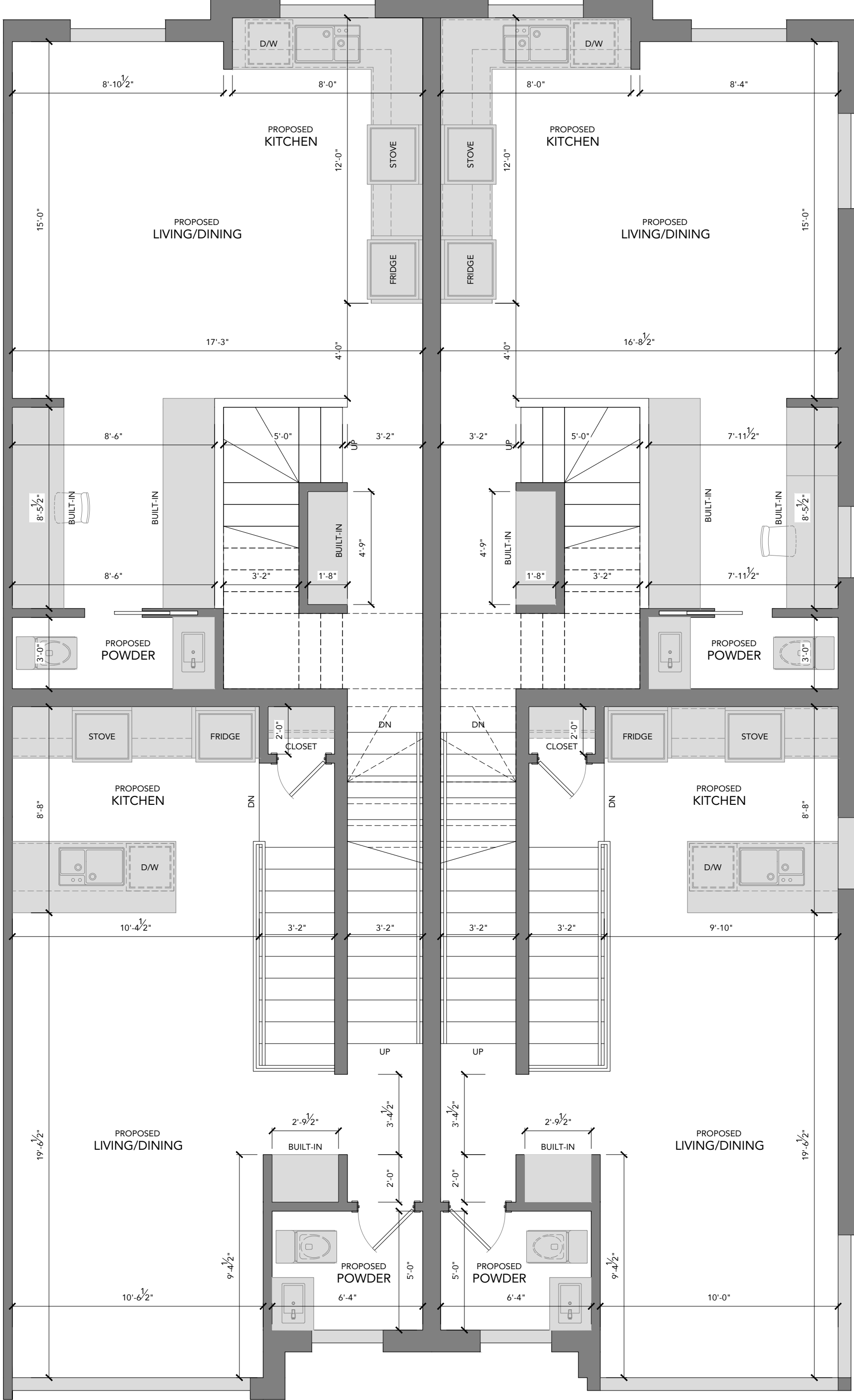
290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

[ A102 ]

UNIT E

UNIT F



UNIT C

UNIT D

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[PROJECT NO.] 2023-011

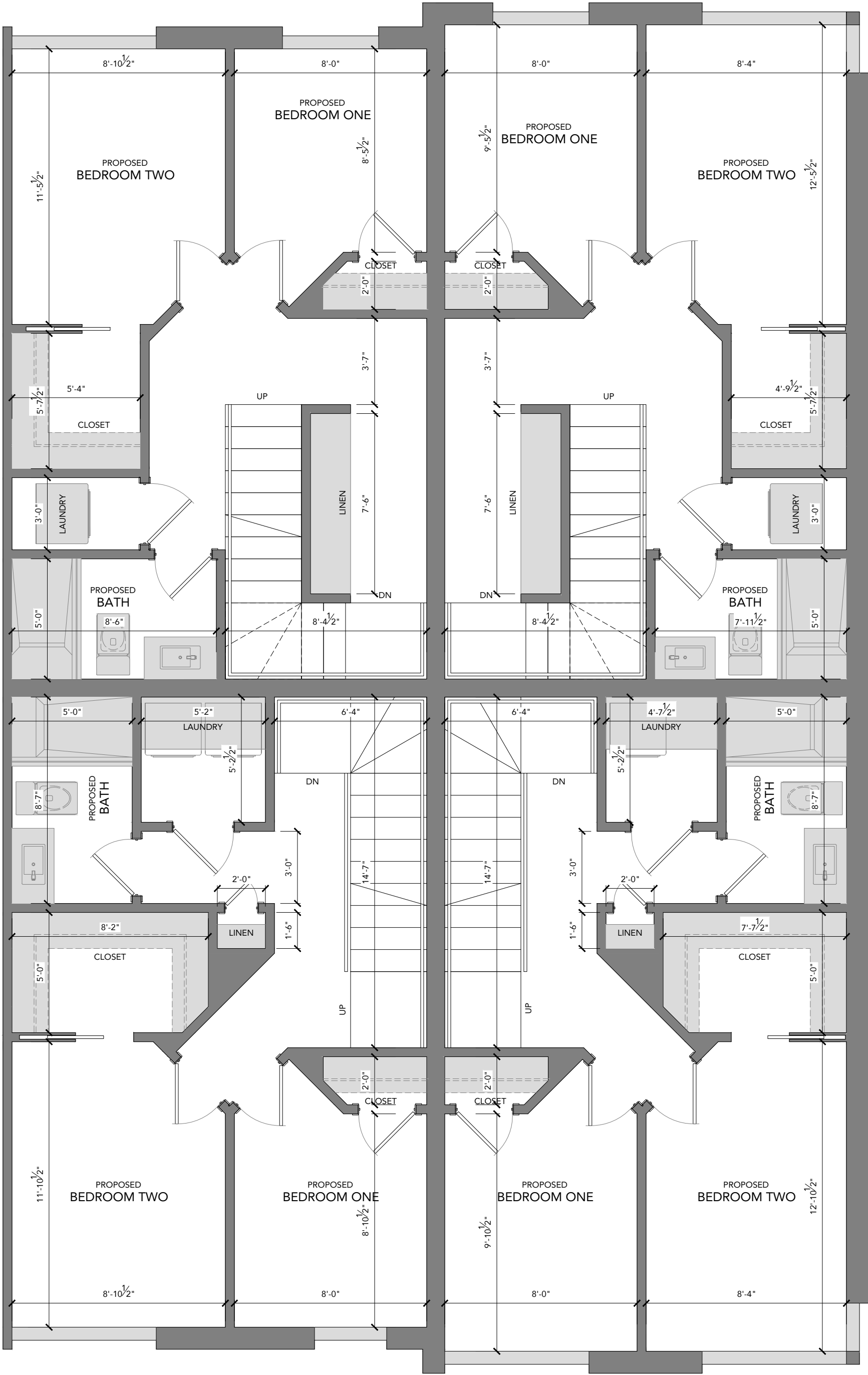
290 CUNDLES ROAD  
BARRIE, ONTARIO

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[ A103 ]

UNIT E

UNIT F



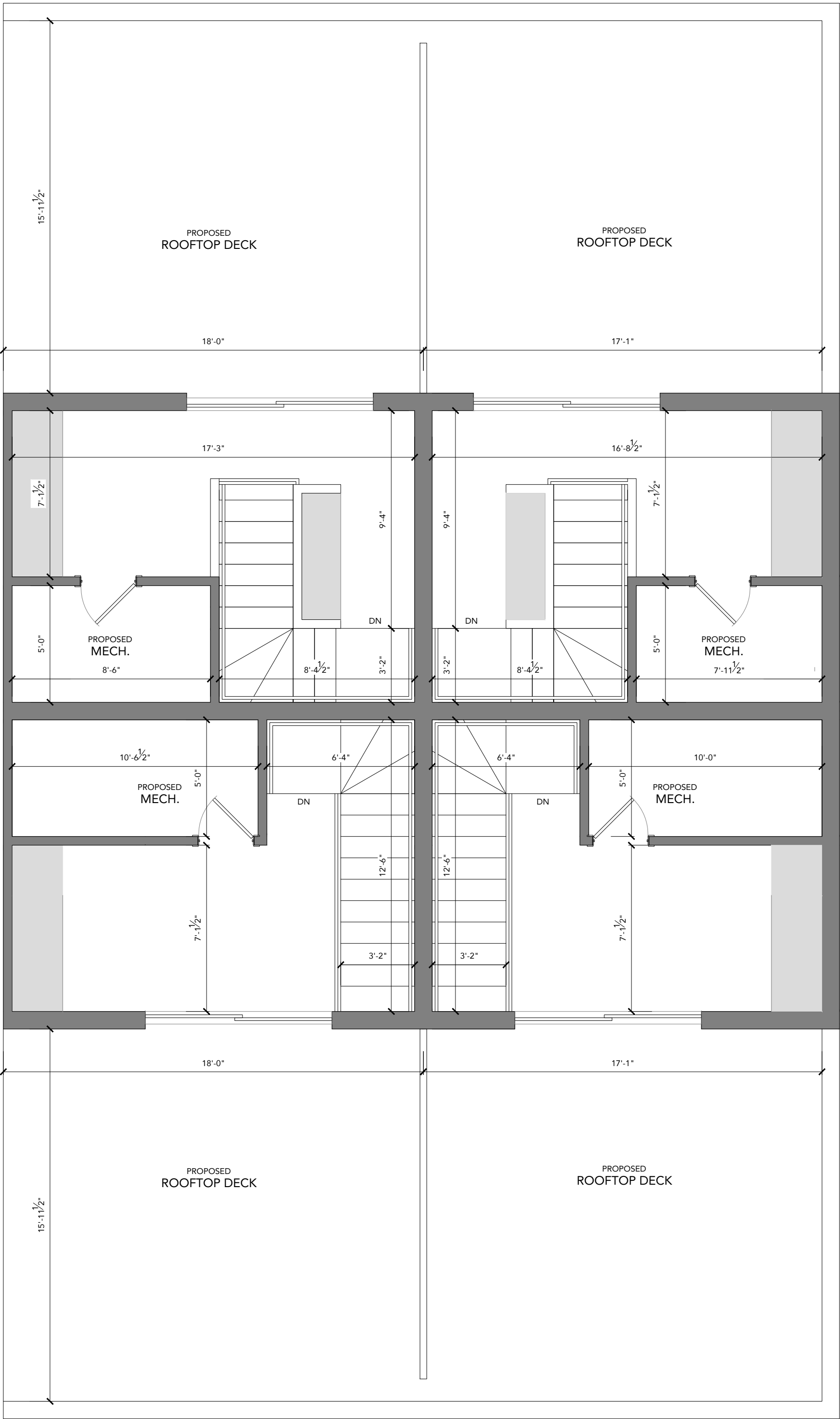
UNIT C

UNIT D



UNIT E

UNIT F



UNIT C

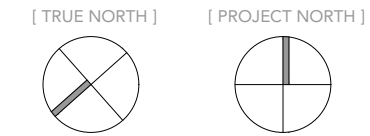
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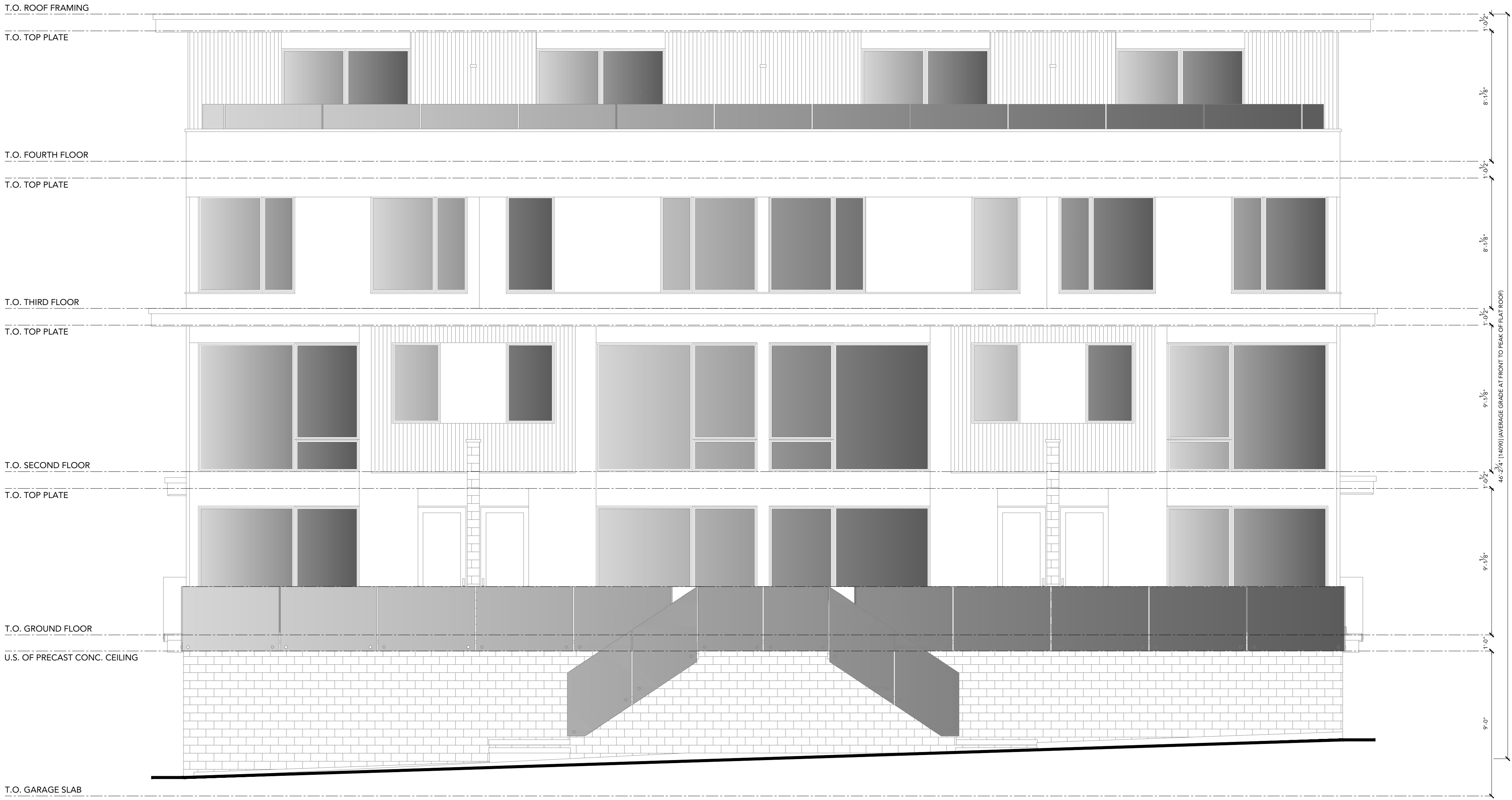
FLOOR PLAN

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[ CHECKED BY ] JUSTIN SHERRY  
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[ PROJECT NO. ] 2023-011

290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

[ A104 ]



[ TRUE NORTH ] [ PROJECT NORTH ]

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290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

[ A201 ]



[ TRUE NORTH ] [ PROJECT NORTH ]

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BARRIE, ONTARIO

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BARRIE, ONTARIO

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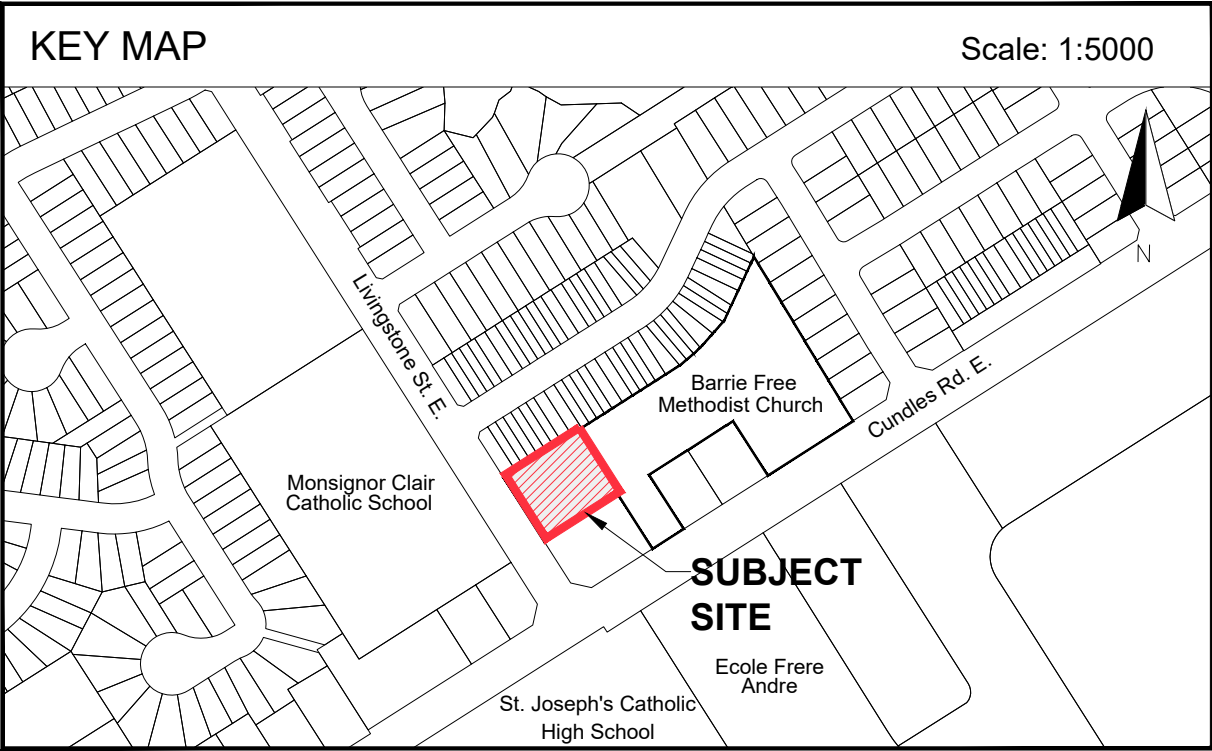
290 CUNDLES ROAD  
BARRIE, ONTARIO

[ PAGE NO. ]

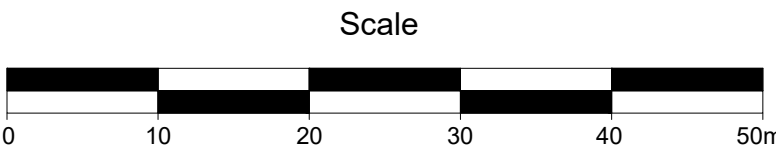
[ A204 ]

**Appendix 3: Block / Context Plan**  
Provided by IPS





CONTEXT / BLOCK PLAN



- LEGEND
- Subject Site (2,892.68m<sup>2</sup> / 0.28ha)
  - Water Hydrants
  - Sidewalks and Walkways
  - Sanitary Pipes
  - Storm Pipes
  - Water Mains
  - Transit Route
  - Transit Stop / Accessible Transit Stop
  - Zone Boundaries

- Official Plan Designations:
- Neighborhood Area
  - Medium Density
  - Community Hub
  - Greenspace

Source: City of Barrie Comprehensive Zoning By-Law 2009 - 141, Office Consolidation Jan. 2023  
City of Barrie Official Plan 2051, Adopted Modified - April 2023  
Barrie, Discover More, 2022 Imagery  
Note: Information shown is approximate and subject to change.

CONTEXT / BLOCK PLAN  
290 CUNDLES RD. E., BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



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647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7

tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	July 25, 2023	Drawn By:	A.S.
File:	22 - 1256	Checked:	G.B.