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405 Essa Road

Zoning By-law Amendment

Urban Design Report

IPS No.17-715

September 2021

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405 Essa Road

Part of Lot 5, Concession 13
Part 1, Plan 51R-11606

CITY OF BARRIE,
COUNTY OF SIMCOE

URBAN DESIGN REPORT

PREPARED BY

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ON BEHALF OF

SEAN MASON HOMES (ESSA ROAD) INC.

October, 2021

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1.0 PURPOSE

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development at 405 Essa Road. The City of Barrie Urban Design Guidelines have been reviewed relative to the proposed development to demonstrate consistency with the objectives of the City's design directives. The report is in support of a Zoning By-law Amendment application, required to facilitate the proposed development. This report is intended to be read in conjunction with the Planning Justification Report provided by Innovative Planning Solutions.

This Urban Design Report relative to 405 Essa Road addresses various items of urban design, including:

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

2.0 SITE DESCRIPTION AND SURROUNDING LAND USE

The lands possess a total area of 0.27 hectares (0.67 acres), with 45.43 metres (149 feet) of frontage on Essa Road (east). The lands are currently designated Residential in the City of Barrie Official Plan and zoned Residential Multiple Family Second Density - Special Provision with a Holding Provision (RM2, SP-562, H-139) in the Comprehensive Zoning By-law 2009-141.

One dwelling has been demolished. A concrete well and private individual septic tank have been decommissioned and removed. The lands are fairly flat with a slight gradient towards the north-west.

Land uses in the surrounding area consist of the following:

North: Residential (3 storey townhouses recently developed by applicant); Environmental Protection (Ardagh Bluffs Natural Area); Residential; Industrial; and Essa Road interchange with Highway 400.

South: Commercial; Residential; and mixed use development.

East: Commercial; Residential; Light Industrial; Highway 400.

West: Residential and Environmental Protection.

Notable high-density residential uses in the area include 390 Essa Road, which is approved for a 6-storey building containing 74 dwellings units (220 units per hectare), with a parking ratio of 1 spacer per unit. And 440 Essa Road, which has been approved for an 8-storey mixed use building, containing 1,120 m2 of ground floor commercial and 194 dwelling units (387 units per hectare), with a parking ratio of 1 space per unit.

Essa Road is well serviced with public transit and represents a major transportation artery in the City of Barrie. Bus routes 2A, 2B and 8A stop in close proximity to the subject site along Essa Road, Veterans Drive and Ferndale Drive South, providing convenient access to Downtown Barrie, regional transit opportunities, and other major local destinations. In addition, the recently constructed Harvie Road overpass provides increased connectivity throughout the City.

Essa Road is an arterial road per Schedule D of the City's Official Plan, connecting to Highway 400 to the north and beyond to the City's urban core, and is proposed for future widening per Schedule E. The 2.6-metre road widening will leave the site a developable area of 2,650 metres (0.26 hectares). Essa Road provides connectivity to two other arterial roads to the south with intersections at Ferndale Drive South/Veterans Drive (125 metres) and at Harvie Road (0.5 km). Schedule I of the City's Official Plan identifies Essa Road as a Secondary Intensification Corridor. Municipal infrastructure, including water and sanitary services, are available along Essa Road. The subject site is located near existing and proposed residential communities, industrial lands and environmental protection areas.

The property is located within the Lake Simcoe Conservation Authority (LSRCA) watershed, and while no LSRCA regulated lands are located on the property, the lands are within 120 metres of land designated as a Natural Heritage Resource regulated by the LSRCA.

The site is within walking distance of commercial, recreational, public service, and various other facilities. The property is also located a short drive or bus ride from Barrie's downtown and the waterfront which offers many trails, parks, open

spaces, facilities and amenities. Many large commercial and employment destinations are located in the areas around Highway 400/Essa Road, Highway 400/Dunlop Street West and Highway 400/Mapleview Drive. ***Figures 1 and 2*** illustrate the location of the subject lands. ***Figure 1*** illustrates the subject lands from a north aerial view, ***Figure 2*** illustrates the subject lands from a west aerial view.

3.0 SITE DESIGN – DEVELOPMENT CONCEPT

This area of the City of Barrie has seen considerable growth over the past 20 years, with infilling, redevelopment and greenfield occurring to accommodate the diverse range and mix of residential and commercial uses present today. The development proposes to revitalize the area; introducing a new, innovative and desirable built form for future development to follow.

The proposed development includes construction of ninety-five (95) residential condominium units, consisting of 6 townhouse units and 89 condo units, and commercial use units, in the form of an eight-storey residential condominium building.

- 89 condo units;
    - 7 floors of condo units,
    - Ranging in size from studio to 3 bedroom dwelling units,
    - 12% of the units will be affordable, as defined by the Official Plan
- 6 townhouse units;
    - 3 stories in height,
    - Fronting Cityview Circle,
    - Underground parking provided
- Commercial units;
    - Fronting Essa Road,
    - Providing 447m2 of ground floor commercial per unit

Figure 1. Location Context – North Direction Aerial

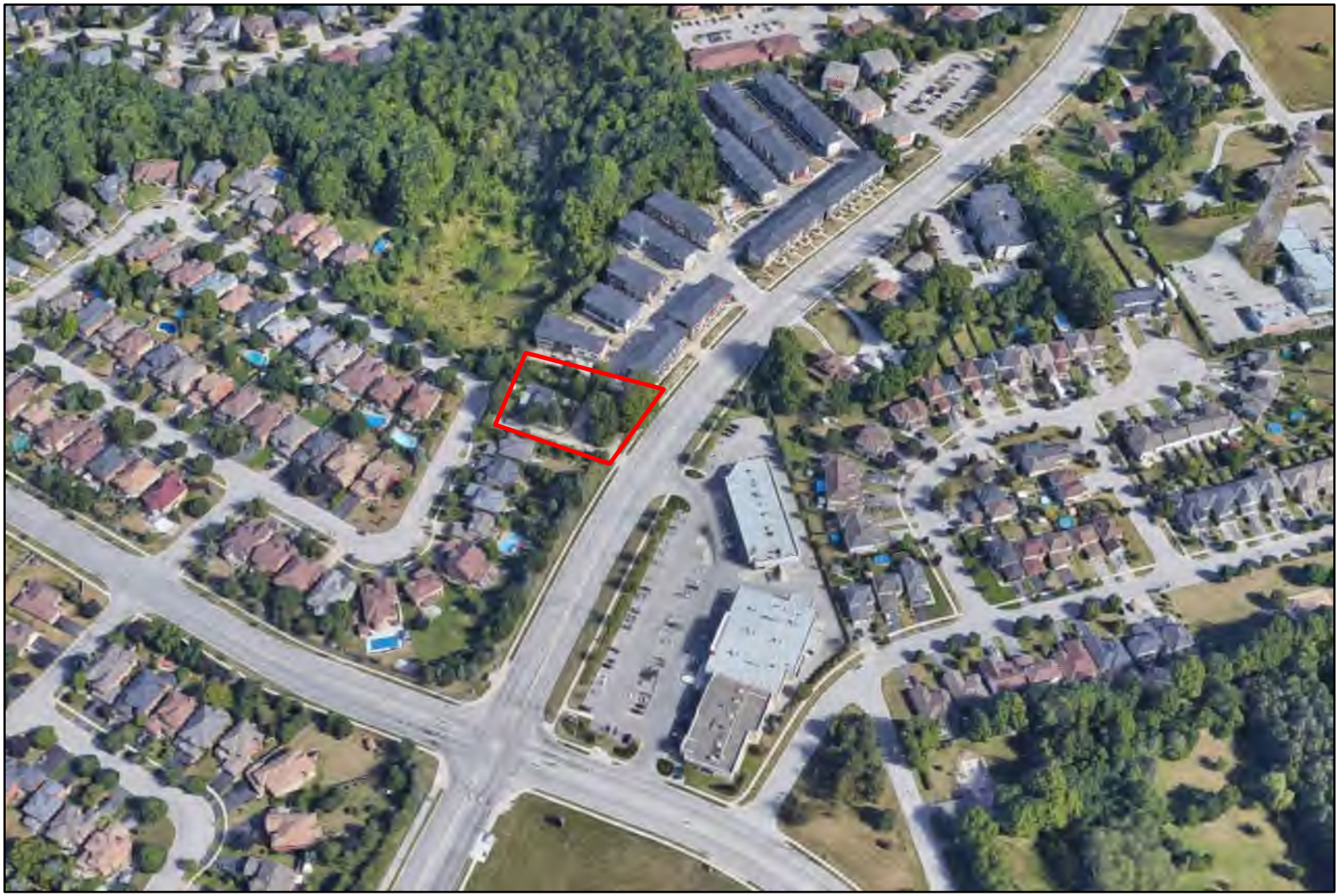


Figure 2. Location Context – West Direction Aerial

Figure 3. Location Context – Subject Lands

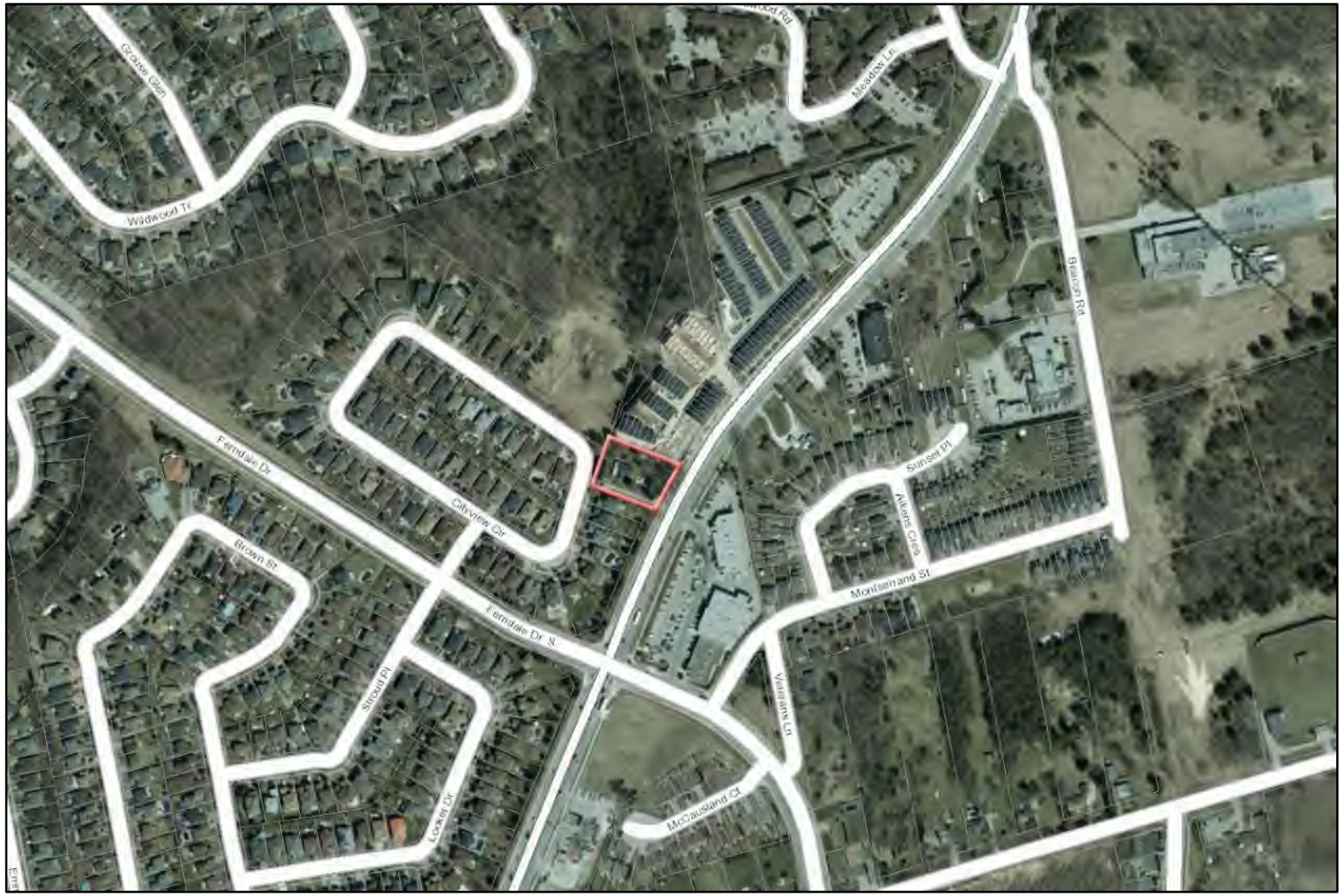


Figure 4. Property Aerial – 405 Essa Road

A density of approximately 352 units per hectare is proposed. The building is proposed with a height of 25.5m, and a footprint of 1,519m2. The Site Plan is shown in **Figure 5** and can be found in **Appendix 1**, along with the complete architectural drawing package in **Appendix 2**. The tenure proposed is a standard condominium, providing for sale units.

The property will have vehicular access through one driveway entrance from Essa Road, near the south side yard which becomes a parking aisle under the structure. A total of 104 parking spaces are provided on site, with 4 barrier free spaces, 2 Type A and 2 Type B. Stackers and other alternative parking solutions are also proposed to provide additional optional parking. Alternative parking solutions will be explored through Site Plan application process and detailed design. In addition, car share options will be explored with 'Smart One'. Enclosed Bicycle Parking is provided within the ground floor parking garage, providing a minimum of 17 secure storage spaces.

A sidewalk connects the lobby entrance and commercial use units to the municipal sidewalk along Essa Road to facilitate pedestrian access into the condo building.

A 185 square metre at-grade amenity area will be provided on the west side of the building. Outdoor amenity will be provided on floors three through eight of the building, ranging in size, providing a total of 1,205 m2 of outdoor amenity area.

The building conforms to the angular plane provisions as seen on the angular plane elevations within **Appendix 2**.

Along the Essa Road frontage, step backs have been provided at the 3rd storey, where the building transitions from the commercial units to the condominium units. This step back is met with a private roof top balcony for the 3rd floor units. This step back varies from approximately 0.5 metres to 2.0 metres in depth. A second step back is provided at the 5th storey, along the north property line, adjacent to the existing townhouse development. This step back is approximately 3.5 metres deep and provides a roof top amenity area. Lastly a third step back is provided at the 6th floor. This step back is approximately 8 metres in depth and provides a roof top terrace / amenity area.

Along the Cityview Circle frontage, step backs have also been provided, with the first step back at the 3rd storey, where the building transitions from the townhouse units to the condominium units. This step back is approximately 7.5 metres deep and provides private roof top terraces for the townhouse units. A second step back is provided at the 7th floor, which is approximately 8.6 metres deep. A roof top terrace is provided here.

Figure 5. Conceptual Site Plan

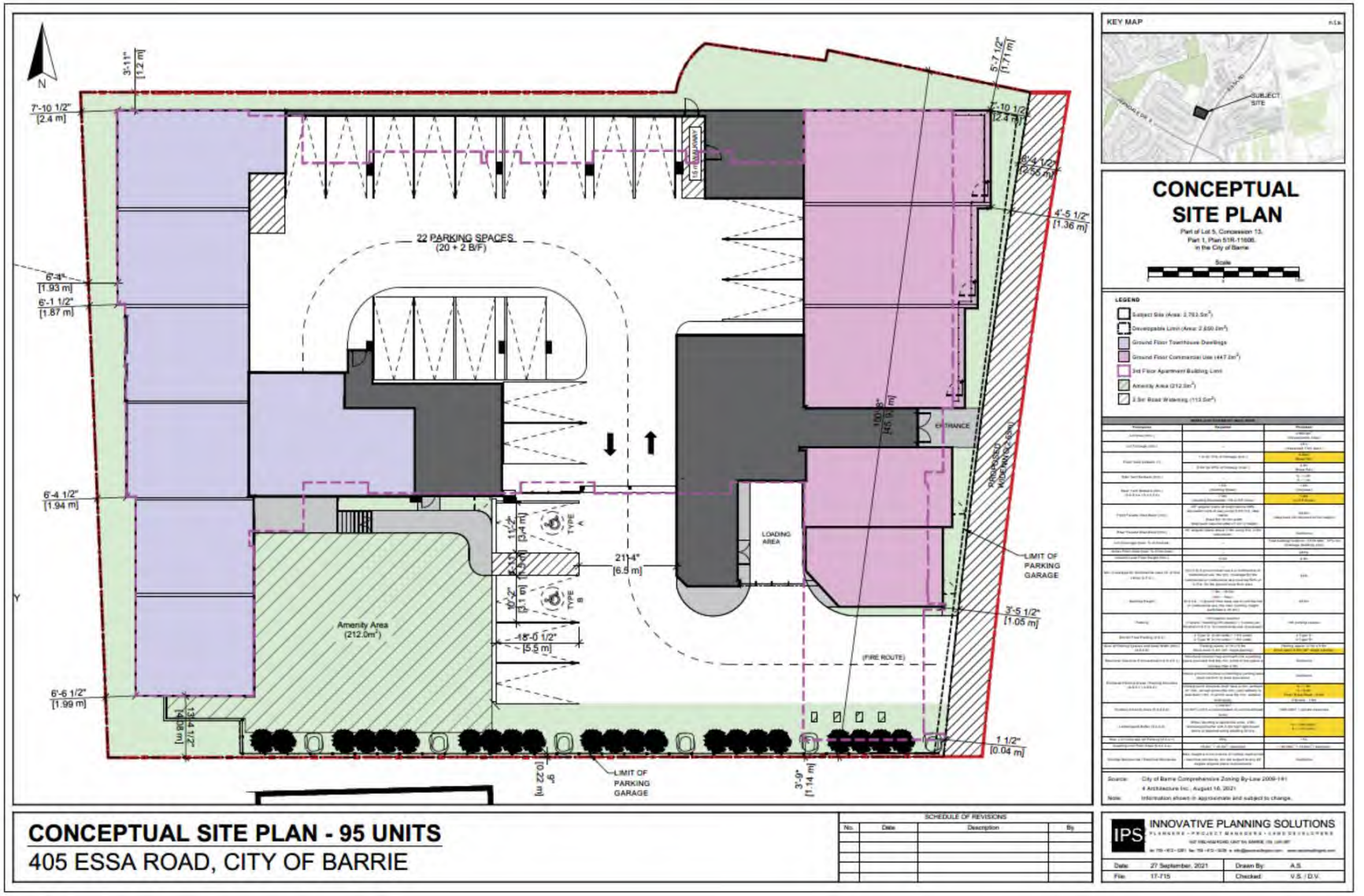


Figure 6. Conceptual Rendering – Essa Road Frontage

Figure 7. Conceptual Rendering – Cityview Circle Frontage

Lastly, along the south property line, adjacent to the existing dwelling unit, step backs have been provided at the 4th and 5th storey, both approximately 8 metres in depth. These step backs provide roof top terraces. Therefore, from the 5th storey upwards, the setback from the building to the property line is over 17 metres.

Based on the angular plane elevations, a six-storey building with no step-backs can be accommodated on the subject site.

The dwelling units have been designed using high quality building materials that provide a unique aesthetic finish and an appealing façade. Renderings of the building as seen from Essa Road have been prepared by 4 Architecture Inc. An Urban Design Report has been prepared as part of this submission, which describes how the dwelling units and building conform to the urban design direction set forth by the City of Barrie, and how they contribute to a high-quality built form along Essa Road. The Urban Design Report has been submitted under separate cover.

4.0 CITY OF BARRIE OFFICIAL PLAN – DESIGN POLICIES

4.1 DESIGN POLICIES FOR RESIDENTIAL DEVELOPMENT

Section 4.2.2.4 of the Official Plan provides Design Policies for Residential designation:

a) Residential development shall provide necessary on-site parking (as prescribed in the implementing zoning by-law) and a functional open space amenity area including landscaping, screening, buffering and accessibility considerations.

The zoning by-law requires 1 space per unit for residential units in a mixed use zone. The commercial use requires 1 space per 50 m2 of commercial space. It is proposed that 9 ground related parking spaces for the commercial use and 95 residential parking spaces.

Ground related amenity area of 185 m2 is being provided, in addition to hard and soft landscaping, screening and buffering. Additional amenity area is being provided on floors three through eight. A total of 1,205 m2 outdoor amenity is provided.

b) Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low-density nature, buffering protection will be provided to minimize the impact to the lower density uses.

The development proposes a high-density development adjacent to an existing low-density neighbourhood to the south and west consisting of single detached dwellings and a recently built medium density development to the north consisting of 3 storey townhouse dwellings.

The building has been designed to provide graduated height, including step backs, providing integration to the adjacent neighbourhoods.

Along the Essa Road frontage, step backs have been provided at the 3rd storey, where the building transitions from the commercial units to the condominium units. This step back is met with a private roof top balcony for the 3rd floor units. This step back varies from approximately 0.5 metres to 2.0 metres in depth. A second step back is provided at the 5th storey, along the north property line, adjacent to the existing townhouse development. This step back is approximately 3.5 metres deep and provides a roof top amenity area. Lastly a third step back is provided at the 6th floor. This step back is approximately 8 metres in depth and provides a roof top terrace / amenity area.

Along the Cityview Circle frontage, step backs have also been provided, with the first step back at the 3rd storey, where the building transitions from the townhouse units to the condominium units. This step back is approximately 7.5 metres deep and provides private roof top terraces for the townhouse units. A second step back is provided at the 7th floor, which is approximately 8.6 metres deep. A roof top terrace is provided here.

Lastly, along the south property line, adjacent to the existing dwelling unit, step backs have been provided at the 4th and 5th storey, both approximately 8 metres in depth. These step backs provide roof top terraces. Therefore, from the 5th storey upwards, the setback from the building to the property line is over 17 metres.

The façade and building step backs, soften the massing of the building. The shadow analysis, attached within Appendix 2, has been prepared in accordance with the City of Barrier Terms of Reference for Shadow/Shading Study (October 2018) in support of the Zoning By-law Amendment for the lands located at 405 Essa Road. The analysis demonstrates the shadows

cast by the proposed development throughout the year on the lands adjacent to the subject property by the proposed 8 storey residential building.

The analysis concludes that there is minim and acceptable incremental shadow impact on the surrounding land uses throughout the year summarized as follows:

April – Early morning shadows fall across Cityview Circle to the west affecting nine residential backyards between 6:24am and 8:00am. Shadowing throughout the remainder of the day is contained within the subject property until the late afternoon. Shadows fall on the adjacent property to the east starting around 2:00pm extending into the yards of the residential property along Aikens Crescent from approximately 6:00pm for the remainder of the day.

June – Shadows fall west across Cityview onto residential properties in the early morning until approximately 8:00am. No incremental shadow impacts are observed from 8:00am to 3:00pm. At 3:00pm a small amount of shadow falls on the north property. Limited shadow impacts being affecting the Aikens Crescent properties to the east around 7:00pm for the remainder of the day.

September – Shadows cast in September are similar to those case in April. Limited shadows fall on five backyards to the west along Cityview in the morning and are completely gone from the backyards by 8am. Shadows fall on adjacent properties to the north around 12:00pm extending into the yards until 3:00pm. Shadows then extends to the east properties around 5pm until sunset.

December – Shadows cast by the proposal in December effect the front yards of dwellings along Cityview to the west and portion of the stormwater management pond in the morning hours until 9:00am. Shadows fall on the property to the north starting from 9:00am to 4:42pm.

In addition, façade articulation has been provided to provide visual transition in height and massing to further contribute to the pedestrian scale of the building and to provide a built form that integrates with the adjacent uses both through its massing and architectural material articulation.

In addition to the built form, soft and hard landscaping will be provided along the Essa Road frontage, Cityview Circle streetscape and south and north property lines.

Along Essa Road, the building has been brought forward to the street, as per the Mixed Use zone provisions and urban design guidelines. This frontage will be paved and integrate seamlessly with the Essa Road boulevard. Landscape planting will be accommodated as required.

Along the Cityview Circle streetscape, a walkway will be provided in front of the townhouse dwellings, providing pedestrian connection. Landscaping will be provided as required along the streetscape and within the Cityview Circle boulevard, where street trees / boulevard trees are required.

Along the north and south property line, landscape buffer planting strips have been accommodated. Along the north property line, a minimum of 1.2 metres has been provided. And along the south approximately 4 metres is provided along the majority of the property lot line. This will allow for enhanced tree planting and landscaping providing a buffer to the adjacent residential lot.

c) Measures shall be taken to mitigate adverse impacts on residential property from non-residential uses, railways, arterial roads and highways. Noise studies may be required at the time of considering proposals for residential development in accordance with Section 5.4.2.1 (e).

Commercial units are proposed, which provide a non-residential use at grade fronting Essa Road. The intent of the mixed-use zones and intensification corridors is to accommodate a large variety of uses within residential neighbourhoods. The proposed commercial units provide opportunities for small scale commercial uses which can be accommodated in the proposed built form while also providing new opportunities to the neighbourhood. The uses that can be accommodated here must conform to the zoning bylaw provision, and be uses which do not require ample parking requirements.

d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.

The proposed building has been designed with high quality architectural features using high-quality materials. The Urban Design Report submitted with this application provides greater detail as it relates to urban design, the architectural appearance of the building and material selection. Through this application process and Site Plan Control process the

design will be further refined as the applicant and consultant team works with City Urban Design Staff. The proposed development aligns with planning policy to improve the character of Essa Road by making is a true mixed use neighborhood.

e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.

Not applicable.

4.2 MIXED USE DEVELOPMENT

Section 4.9 of the City of Barrie Official Plan includes policy provisions related to Mixed Use. The Mixed Use policies refer to land located along the Intensification Nodes and Corridors, as identified on Schedule I – Intensification Areas, of the Official Plan. For lands identified as Mixed Use, the policies of Section 4.9 of the Official Plan, will take precedence over other Land Use Policies contained within Section 4.2 Residential.

Section 4.9.2.2 provide the General Policies:

a) Improvements to the public realm will contribute towards the creation of a pedestrian oriented environment. When possible, the City will make use of opportunities to redefine the street and boulevard within the existing right-of-way. Larger setbacks may be required in certain areas to facilitate the creation of larger boulevards, wider sidewalks or landscaping features including trees and planters.

The proposed development fronts Essa Road. Through the redevelopment of this site, the public realm along Essa Road in front of this site will also be redeveloped. The building incorporates ground related commercial units, providing commercial space at grade, activating the streetscape. The proposed building will frame the street and create an inviting streetscape not just for vehicles but more important pedestrians and alternate modes of transportation.

b) Transit supportive design will be promoted through the public realm improvements and private land development that achieves higher densities and supports a variety or land use to create local destinations throughout the Mixed Use aeras.

Higher density developments lend themselves to be transit supportive developments. Through the proposed development and enhanced public realm, transit will be supported. The proposed commercial units will create opportunities for local services from members of the community to visit and enjoy the increase in services.

c) Parks and civic open spaces are encouraged throughout the Intensification Areas to provide opportunities for recreation and social gathering. As these locations will experience the most optimal conditions for tree growth, larger tree species are encouraged to enhance the overall tree canopy.

The subject lands will have a small outdoor ground related amenity space for the residents. There are public open spaces within less than 400 metres to the subject lands. These spaces are currently under utilized and are deserving of better programming and social gathering opportunities and come along with the introduction of higher densities and the creation of better parks and civic spaces for all citizens to enjoy.

d) The gradual evolution of the Intensification Nodes and Corridors into Mixed Use areas will be recognized through short-term design that supports long term development opportunities.

The proposed development fosters the short and long term interest of the City creating a vibrant and urban Essa Road intensification corridor.

e) The city will generally not support rezoning applications that result in a decrease of density or a reduction in the variety of uses on a property within the Mixed-Use areas.

Acknowledged. This application proposes a development that is in line with the intent of the intensification corridors and the mixed use zone. The current zoning on the subject lands permit 16 dwelling units, 3 to 4 storeys in height, with a density

of 60 units per hectare. The current zone is not in line with the Cities long term goals for the Essa Road intensification corridor, as it does not provide increase in height and/or density, as permitted through the mixed use zone provisions.

f) Development and redevelopment within the Mixed-Use areas shall not proceed unless the City is satisfied that the required infrastructure, including internal and external transportation infrastructure and community services, can be delivered in a timely and fiscally response manner.

We are not aware of any infrastructure or community service constraints to developing the subject lands.

Section 4.9.2.3 provide Design Policies for lands located within the Intensification Nodes and Corridors:

a) All lands located within the Intensification Nodes and Corridors will be subject to Site Plan Control and will consider the recommendations of the Intensification Area Urban Design Guidelines.

Acknowledged. A Site Plan Control application will be submitted following the Zoning Bylaw Amendment application process. The Intensification Area Urban Design Guidelines have been reviewed an considered through the Zoning Bylaw Amendment process.

b) The Mixed Use areas will achieve a pedestrian-oriented environment through a combination of appropriate development standards and design features in the Zoning By-law and Intensification Area Urban Design Guidelines.

The proposed development will provide a pedestrian-oriented environment along the Essa Road frontage through the provision of ground related commercial units providing commercial space which will activate the streetscape. In addition, the streetscape will provide appropriate landscape treatment for pedestrians.

c) Buildings will be sited to frame abutting streets and sidewalks in order to achieve a generally consistent setback and continuous built form. Façade step backs will reduce the visual and physical impacts of building height and will ensure human scaled development.

The proposed built form has been brought forward to the street, with emphasis placed on the ground related commercial units. Sidewalks along Essa will meet the front of the building seamlessly. Façade step backs are proposed, providing transition in height across the site.

Along the Essa Road frontage, step backs have been provided at the 3rd storey, where the building transitions from the commercial units to the condominium units. This step back is met with a private roof top balcony for the 3rd floor units. This step back varies from approximately 0.5 metres to 2.0 metres in depth. A second step back is provided at the 5th storey, along the north property line, adjacent to the existing townhouse development. This step back is approximately 3.5 metres deep and provides a roof top amenity area. Lastly a third step back is provided at the 6th floor. This step back is approximately 8 metres in depth and provides a roof top terrace / amenity area.

Along the Cityview Circle frontage, step backs have also been provided, with the first step back at the 3rd storey, where the building transitions from the townhouse units to the condominium units. This step back is approximately 7.5 metres deep and provides private roof top terraces for the townhouse units. A second step back is provided at the 7th floor, which is approximately 8.6 metres deep. A roof top terrace is provided here.

Lastly, along the south property line, adjacent to the existing dwelling unit, step backs have been provided at the 4th and 5th storey, both approximately 8 metres in depth. These step backs provide roof top terraces. Therefore, from the 5th storey upwards, the setback from the building to the property line is over 17 metres.

Based on the angular plane elevations, a six-storey building with no step-backs can be accommodated on the subject site.

In addition, architectural variation is provided with materials and glazing to further enhance the human scale of the building.

d) Larger setbacks may be granted for the purposes of creating outdoor patio space, publicly accessible plazas, weather protection features such as canopies or building overhangs, for delineating entranceways, for the installation of public art, or other features which positively contribute towards the public realm.

Acknowledged. Building overhangs have been incorporated into the design of the building to provide weather protection as well as delineate entranceways for both the public commercial use and the private residential use.

e) *Primary building entrances will be directly accessible from public sidewalks adjacent to any principal street located along the Intensification Nodes and Corridors. Non-residential ground floor units will be designed with transparent glass windows facing the street. Blank facades exposed to any principal streets will be avoided.*

As noted above, the entrances both public and private will be directly accessible from the public sidewalk along Essa Road. Glazing has been incorporated into the commercial units facing the street.

f) *Intensification should be achieved with development that is compatible with the scale of adjacent properties, incorporating a built form transition from higher density to lower density areas. This can be accomplished through a combination of urban design features, including setbacks and stepping provisions.*

The proposed development is a high density residential development, that incorporate stepping at the front, rear and sides of the building. The proposed stepping provisions enhance the streetscape and provide human scale built form for the pedestrian environment. In addition, stepping provisions reduce the impact of shadows on adjacent lands. In addition to stepping provisions, commercial units have been incorporated along the Essa Road frontage and townhouse like units have been incorporated along Cityview Circle, which provide a variation in the architectural built form and use and function of the dwelling units.

g) *Surface parking should be located at the rear of buildings. Where this is not feasible due to insufficient lot depth, surface parking should be located at the side of the building. No parking spaces will be located at the front of buildings in the Mixed Use areas.*

The proposed development provides surface/ground related parking, however it is located within the centre of the site under the apartment building, and therefore screened form the street view. The majority of the parking is located underground.

h) Where underutilized blocks exceed 100 metres in depth and 250 metres in length, opportunities to subdivision these blocks into more manageable, walkable land parcels with walkways, drive aisles and where feasible, new roads should be considered.

Not applicable.

4.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Section 6.1.6 of the Official Plan provides the following Crime Prevention through Environmental Design (CPTED) principles should be incorporated into building and site plan designs to enhance community safety:

a) Natural Surveillance - is a design strategy that is directed at keeping intruders under observation through the placement of physical features, activities, and people in a way that maximizes visibility and fosters positive social interactions amongst legitimate users of private and public spaces. Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. The proper placement and design of windows, lighting, and landscaping increase the visibility of a property and building. They include creating clear sightlines, through the combination of proper placement of low-lying shrubs and lighting designs.

b) Natural Access Control - is a design strategy that is directed at decreasing crime opportunities by denying access to a crime target and creating a perception of risk of apprehension in offenders. Through the design strategies, clear boundaries are defined between public, semi-public, and private areas. These boundaries can also be established via signs, walls, fences, landscaping, and pavement treatments. Careful consideration should be given to the strategic placement of physical attributes so not to hinder the mobility of potential victims.

c) Territorial Reinforcement - promotes definition of space and improved proprietary concern. Owners have vested interest and are more likely to challenge intruders or report them to the police. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. These tools create an increased sense of ownership and territory which would deter offenders from intruding properties. (OPA 53 By-law 2015-117).

The proposed application has considered the CPTED principles noted above though the design of the building. Natural surveillance is provided through glazing specifically on the first floor as well as glazing and balconies/terraces on the upper

floors. Building entrances including the commercial units and the main condominium building entrance, are located fronting Essa Road, making them visible from the street, providing surveillance. The frontage along Essa Road is designed as a public space and will act as a public space with access to the commercial units. The elements noted above will provide surveillance of this area. The area within the site, behind the commercial units is private space. The building has been designed to restrict public access into and through the site, therefore minimizing intruders.

4.4 TALL BUILDINGS AND HEIGHT CONTROL

The policies contained within **Section 6.6** will be applicable to any building proposed to be greater than three (3) storeys in height. While several of the following policies have greater applicability in the Urban Growth Centre or Intensification Areas than in other parts of the City, all policies will be considered when reviewing applications to increase height or development applications proposing buildings in excess of three (3) storeys.

4.4.1 GENERAL POLICIES (Section 6.6.3 of the Official Plan)

a) *Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*
b) *Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.*
c) *Where tall buildings are proposed adjacent to existing tall buildings, or where multiple tall buildings are proposed on the same property, sufficient separation distance (as detailed in Zoning By-law) will be provided between towers in order to maintain privacy, access to light, and views of the sky. Proposals for tall building developments are expected to include a rationale on the appropriate separation distance between adjacent towers.*
d) *Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where aboveground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.*

e) *Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.*

The proposed development provides a unique architectural designed building, which includes step-backs and variation in the building height and massing, which reduces the visual and physical impact of the building on adjacent lands as well as the pedestrian realm. The mixed use units and townhouse units create a podium style based, while the condominium building provides a slimmer taller built form, which is efficient in design and construction. Parking areas are screened from the street or located underground.

4.4.2 POLICIES (Section 6.6.4 of the Official Plan)

Building Shadowing

i. *Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day. Development applications located adjacent to the open space waterfront areas surrounding Kempenfelt Bay shall be designed to minimize the impacts of shadowing particularly between March 21 and September 21.*
ii. *Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.*

A Shadow Impact Study has been completed, which can be found in **Appendix 1**. It demonstrates shadowing in the following months April 21, June 21, September 21 and December 21, at 1 hour intervals starting at 7:00 am and ending at 9:00 pm, depending on the month.

Views and Access to Kempenfelt Bay

i. *Tall buildings will be sited to preserve and define any vistas terminating at Kempenfelt Bay, specifically the view corridors down Bayfield Street, Mulcaster Street, and Berczy Street. These vistas will only be considered when viewed from publicly accessible areas such as streets and parks. No policy in this Plan is intended to imply that views from private property will be protected.*

ii. Buildings with frontages adjacent to view corridors will make use of setbacks, stepping provisions, and 45 degree angular planes to reduce the visual impact of building height on vistas.

iii. Buildings adjacent to Kempenfelt Bay will also be designed to maintain physical accessibility to the waterfront for all City of Barrie residents along existing streets and trails, and may include the requirement for pedestrian access through development proposals.

The proposed building has been situated in such a way on the site to make both efficient use of the site as well as create unique views to the surrounding area. The subject building, situated on a higher elevation point along Essa Road, will have views towards Kempenfelt Bay.

Microclimatic Impacts

i. Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.

ii. Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.

The proposed building provides a podium base with the commercial units and townhouse units. Canopies and façade interruptions have been incorporated into the building for and architectural style to provide visual interest and reduce microclimatic impacts.

Street Level Activity

i. The policies for 6.6.4 (d) are intended for tall buildings located within the Urban Growth Centre and other intensification areas. However, they may be applied to tall buildings outside of these areas when in accordance with good planning and urban design principles.

ii. New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.

iii. The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater

setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.

iv. *Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.*

The pedestrian realm has been considered in the design of the proposed site and building. The street wall facing Essa Road is provided with commercial units that have glazing at street level, activating the street frontage. In addition the main condominium building entrance is located along Essa Road providing pedestrian connection at grade. The frontage of the site will be landscaped with both hard and soft landscape elements.

Local Area Compatibility

i. *Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.*

The subject lands front Essa Road, an intensification corridor, where high density development is proposed. The proposed building utilizes a podium style base with townhouse units along Cityview Circle and commercial units along Essa. These built forms provide a height transition between the new proposed building and adjacent lower scale built form. The step backs from the podium provide further transition to the adjacent uses, and conform to the City step back provision standards. Fencing and landscape buffers have been provided, where required. Roof top amenity areas will be shielded, maintaining surrounding neighbours privacy.

Views of the Algonquin Ridgeline, Landmarks and Lookouts

i. *All development proposals shall preserve major public views of the Algonquin ridge, geographical and building landmarks, and principal viewing areas such as the Nelson Street and Vancouver Street Lookouts.*

ii. *For tall buildings located within the Urban Growth Centre, adequate spacing should separate building towers in order to maximize views of the Algonquin ridge.*

Acknowledge.

5.0 CITY OF BARRIE OFFICIAL PLAN – URBAN DESIGN GUIDELINES

Section 6.5 of the City of Barrie Official Plan includes policy provisions related to Urban Design. The Urban Design Guidelines of the Official Plan identify that the goal of the guidelines is "*to provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment*". The provisions of the guidelines are outlined below and are reviewed in reference to the proposed development concept for the subject lands.

Section **6.5.2.2** of the Official Plan contains General Design Guidelines, in relation to;

a) Building and Siting
b) Parking Areas
c) Landscaping
d) Environmental Features
e) Signage
f) Utilities
g) Energy Efficient Urban Design

5.1 BUILDING & SITING

i. Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.
ii. The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.
iii. Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.
iv. Cultural heritage resources and cultural facilities shall be conserved pursuant to the City's Heritage Strategy.

v. *Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*
vi. *Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.*

Massing of the building will include step backs and building height transitions to the tower to minimize visual impact on adjacent properties while providing architectural interest. All mechanical equipment will be screened from view or located within the building itself to maintain an attractive streetscape. Large blank walls have been avoided by breaking up the massing of the building and having windows placed throughout. An archaeological assessment is submitted under separate cover and any cultural heritage resources recovered will be conserved. The primary building entrance for pedestrians is well defined and accessible, as is the vehicular access driveway. Pedestrian and vehicular access point have been isolated to maintain safety for all users.

5.2 PARKING AREAS

i. *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*
ii. *Adequate disability parking spaces will be provided where required.*
iii. *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

A single vehicular driveway is proposed from Essa Road to minimize the number of conflict points along the corridor. Both Type A and Type B barrier-free spaces have been provided. All parking, loading, storage and garbage areas have been screened from view or located in the interior of the building.

5.3 LANDSCAPING

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

ii. *Where commercial uses abut residential uses, they should be properly screened through a combination of landscaping, berming and fencing measures.*
iii. *No Environmental Protection Area should be included in the minimum landscaping standard. iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.*

Planting strips will be provided as required by the Urban Design Manual and will include plants, street furniture and lighting in accordance with City guidelines. Fencing, berms and landscaping will be provided along the north and south property lines which abut neighbouring residential developments. Native vegetation and water conservation will be considerations when designing landscaping areas for the site.

5.4 ENVIRONMENTAL FEATURES

i. *Redevelopment proposals including infill, and intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.*
ii. *Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.*
iii. *Development adjacent to an Environmental Protection Area should be designed to incorporate the Area's natural features and provide for their long term protection, subject to the results of an Environmental Impact Study that may be required.*

While the development is adjacent to Environmental Protection lands, the lands are a stormwater management pond and do not contain environmental significance. This natural area will not be effected by the proposed building.

5.5 SIGNAGE

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

Signage on site will comply with City standards and requirements. Minimal signage will be required for the commercial units and the primary building entrance. Location identification (address) is incorporated into the building design.

5.6 UTILITIES

ii. Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

Specific locations for utilities will be determined through the Site Plan Review and application process, in accordance with the above considerations.

5.7 ENERGY EFFICIENT DESIGN

i. Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.

ii. In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.

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

Site and architectural design have taken these items into consideration, however full details will be provided through the Site Plan Approval process. The proposed building has gone through a charrette process with Savings by Design, Sustainable Buildings Canada, and Enbridge. The proposed development represents a compact urban form, which is encouraged through these guidelines. The subject lands are situated on existing transit routes, promoting transit ridership. Walking and cycling is encouraged through design and proximity to amenities, the downtown and employment uses. These aspects help reduce reliance on the private car, energy consumption and GHG emissions.

6.0 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. Particular emphasis is put on those directives related to; the physical environment and building siting; pedestrian and vehicular circulation; site servicing; architectural design; and public transit accessibility. The Urban Design Manual Design Guidelines Checklist has been included as ***Appendix 3*** of this report.

6.1 PHYSICAL ENVIRONMENT & BUILDING SITING

- The site is near various uses, including neighbourhood commercial, retail, restaurants, open and amenity spaces.
- The site has direct access to existing municipal transit routes and is a short distance to the Allandale GO Station.
- Outdoor open space is provided at grade as well as through several outdoor rooftop amenity areas which create welcoming, inclusive spaces that encourage recreation and social interaction.
- The built form of the proposed development is considered appropriate for the subject lands, given that is located along an intensification corridor where the density and built form proposed are encouraged.
- Despite the height, pedestrian scale is appropriate and enhanced through design and massing, utilizing step backs and allowing for two to four storeys of massing directly framing Essa Road with additional floors set further back.

6.2 SITE CIRCULATION

- Pedestrian access has been provided to facilitate safe and convenient access from all units fronting Essa Road to the municipal sidewalk. Townhomes fronting Cityview Circle will have direct access to the sidewalk.
- The main building entrance is centred on the Essa Road frontage, providing direct entry into the lobby containing an elevator, and easy access to parking, open spaces on the ground floor.
- Direct pedestrian access from the Cityview sidewalk to the townhouse units fronting Cityview Circle will serve as a secondary access to the units. This type of design is common within urban areas, promotes active transportation and activates the street.

- A sufficient number of parking spaces have been provided for the proposed development in accordance with City requirements.
- A single vehicular access driveway is provided from Essa road near the south lot line to minimize points of conflict for ingress/egress along the right-of-way. This driveway loops under the building, serving as a drive aisle to access the parking levels.

6.3 SITE SERVICES

- The primary vehicular access drive also doubles as and emergency assess/fire route, with sufficient vertical and horizontal clearance to accommodate all emergency vehicles.
- A storage/mechanical room is provided on the ground floor in proximity to the parking area.
- All utilities are proposed to be located underground or within the building itself; placement to be confirmed during the detailed design stage.
- A loading area is located near the south lot line and screened from view by the building and driveway entrance feature, while facilitating direct access from the entrance drive for larger vehicles.

6.4 ARCHITECTURAL DESIGN

- The building is situated on the site to frame both Essa Road and Cityview Circle while respecting the purpose and character of each.
- Main entrances are designed to be prominent features, providing direct pedestrian access at ground floor and clearly identifiable from the street.
- The lobby is located near the front of the building for ease of access while remaining near the parking area.
- The architectural design of the townhome units, commercial units and tower itself establishes visual unity through the design, colours and materials used.
- The tower is stepped on all sides, reducing massing to Essa Road, Cirtyview Circle and adjacent properties to the north and south.
- Balconies are provided to add usable amenity and personal space and facilitate passive surveillance for safety.

- Surface parking is located under the building, behind the commercial units and out of view rom Essa Road. Barrier free accessibility standards have also been applied to the site.
- Two floors of underground parking will conceal a majority of the residents' vehicles.
- Any mechanical equipment will be hidden from all municipal rights-of-way.
- Further details will be provided during the Site Plan process.

6.5 TRANSIT

- The property is in an ideal location as it is a short walking distance to the City's bus stops and short distance by car or bus to the Allandale GO station.
- These transit options provide convenient modes of travel to destinations within Barrie and around the GGH.
- The site will be linked to the municipal sidewalk network and promote active transportation.
- Access to transit has become a key consideration for many residents when looking to purchase or rent housing accommodations. Considering rising real estate prices, the cost of gasoline, increasing commuting times and environmental factors, transit options remain a major planning focus. Being able to directly access transit provided by Barrie's municipal buses and being minutes from the Allandale GO train station are significant benefits of this location.
- ***Figure 8*** shows the City of Barrie Transit Network. This map depicts that residents of this development can access the City of Barrie's transit network. The Allandale Waterfront GO Station is also located approximately three km from the subject lands, which is a short car or bus ride away. Residents can access a larger transit network through the GO transit system, with trains to throughout the Greater Toronto Area and beyond.

6.6 LANDSCAPE DESIGN

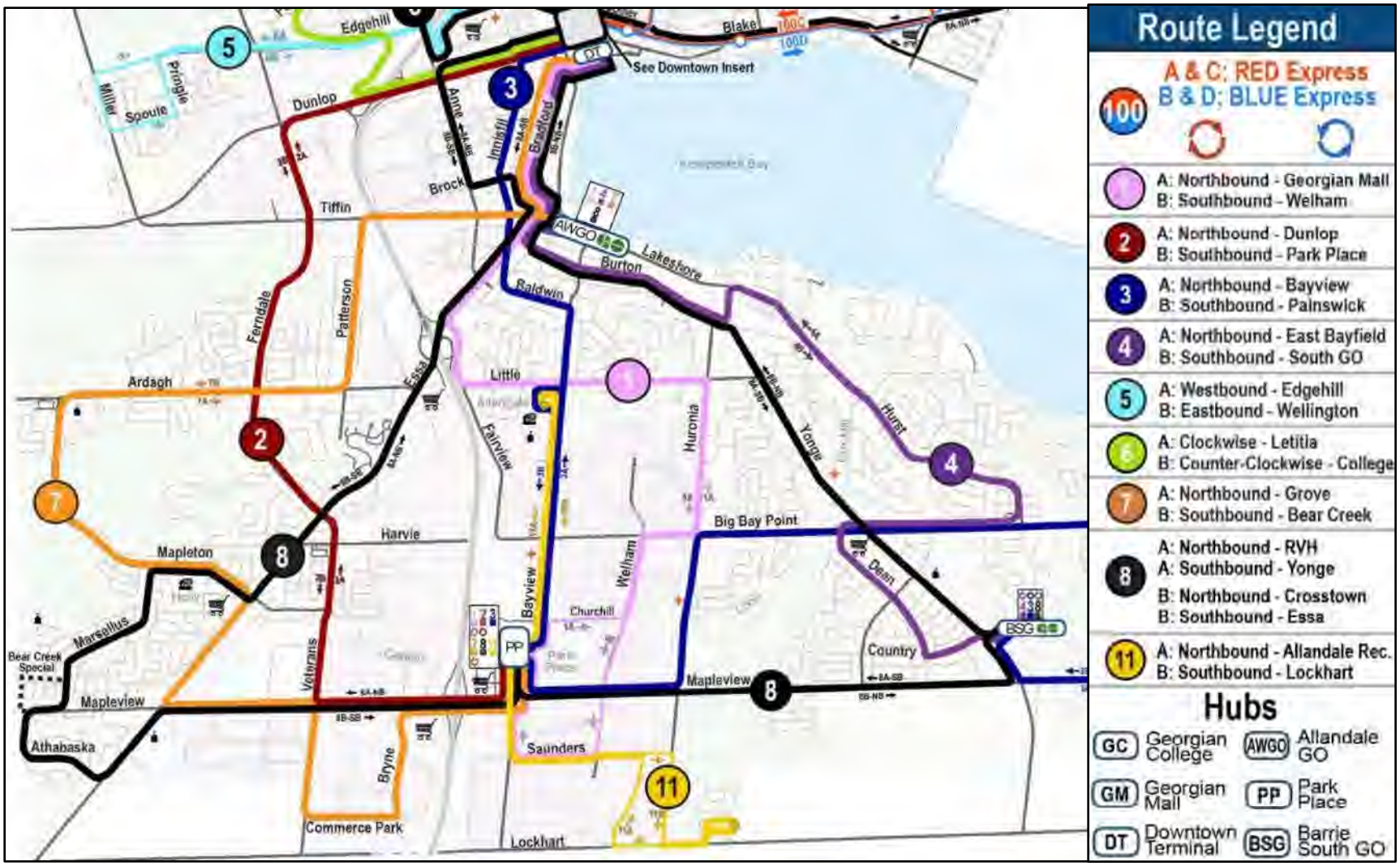
- Various landscaping treatments will be implemented throughout the site.
- The ground level open space and various amenity areas on other levels will utilize vegetation throughout to enhance visual character and complement the building's design elements.
- The site will contain a harmonious integration of planting, hard surfaces and signage.

- Landscaping will be designed to encourage positive functional relationships between the site uses and their surroundings and help to define public and private spaces.
- Appropriate plant species will be selected based on their capability and suitability with the area and climate.

6.7 LIGHTING & SIGNAGE

- The design of light fixtures will complement the architectural design of the building and highlight important architectural elements that contribute to 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 into the building design 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.
- Lighting can be used to create welcoming and vibrant spaces. Lighting, plantings, and hard surfaces have been used to highlight the entrance through enhanced design.

Figure 8. Transit Network Map



7.0 CITY OF BARRIE INTENSIFICATION AREA URBAN DESIGN GUIDELINES

7.1 OVERVIEW

The Intensification Area Urban Design Guidelines directs new development within Intensification Nodes and Corridors, the Urban Growth Centre, and Major Transit Station Areas identified in Schedule I of the City of Barrie Official Plan. The Guidelines present a vision, and a set of priority directions, to ensure that new development is compatible with the existing built fabric, creates an attractive and safe pedestrian realm, supports alternative modes of transportation (i.e. walking, cycling and transit), and is environmentally sustainable.

The City of Barrie Intensification Strategy (2009) includes a vision statement which reads as follows: "*The City of Barrie will encourage new development in the higher density categories in appropriate areas throughout the Municipality while continuing to support the integrity of stable neighbourhoods. It is anticipated that the majority of residential and employment intensification will occur within the City's Urban Growth Centre with additional intensification occurring in appropriate nodes and corridors. Higher density uses will be of a higher quality design and will encourage a mix of uses.*"

Building on this Vision Statement, the City's Intensification Area Urban Design Guidelines provide a vision/goal for Intensification Areas which reads as follows: "*new development and revitalization within the Intensification Areas will result in active, pedestrian-supportive streets that are compatible with, and enhance, adjacent land uses. Mixed Use and Residential Avenues, Mixed-use Main Streets and Established Neighbourhood Streets will be characterized by wide boulevards, abundant landscaping, large, mature street trees, public art, and active at-grade uses.*"

As intensification occurs within the City of Barrie, the City's identified intensification areas should evolve to reflect higher density, more urban conditions. The three desired typologies include:

1) Mixed-Use and Residential Avenues;
2) Mixed-Use Main Streets; and
3) Established Neighbourhood Streets.

Together, these typologies comprise the Intensification Nodes and Corridors, the Urban Growth Centre, and the Major Transit Station Areas as identified in the City's Official Plan. The subject lands are classified as 'Mixed-Use and Residential

Avenues' in the guidelines, presented on ***Figure 9.*** A copy of the Intensification Area urban Design Guidelines Checklist is provided in **Appendix 4.**

New buildings within the Intensification Areas should be designed to address and frame streets and open spaces. Generally, new buildings should be appropriately massed and articulated to minimize their presence from adjacent streetscapes and provide appropriate transitions to nearby residential neighbourhoods.

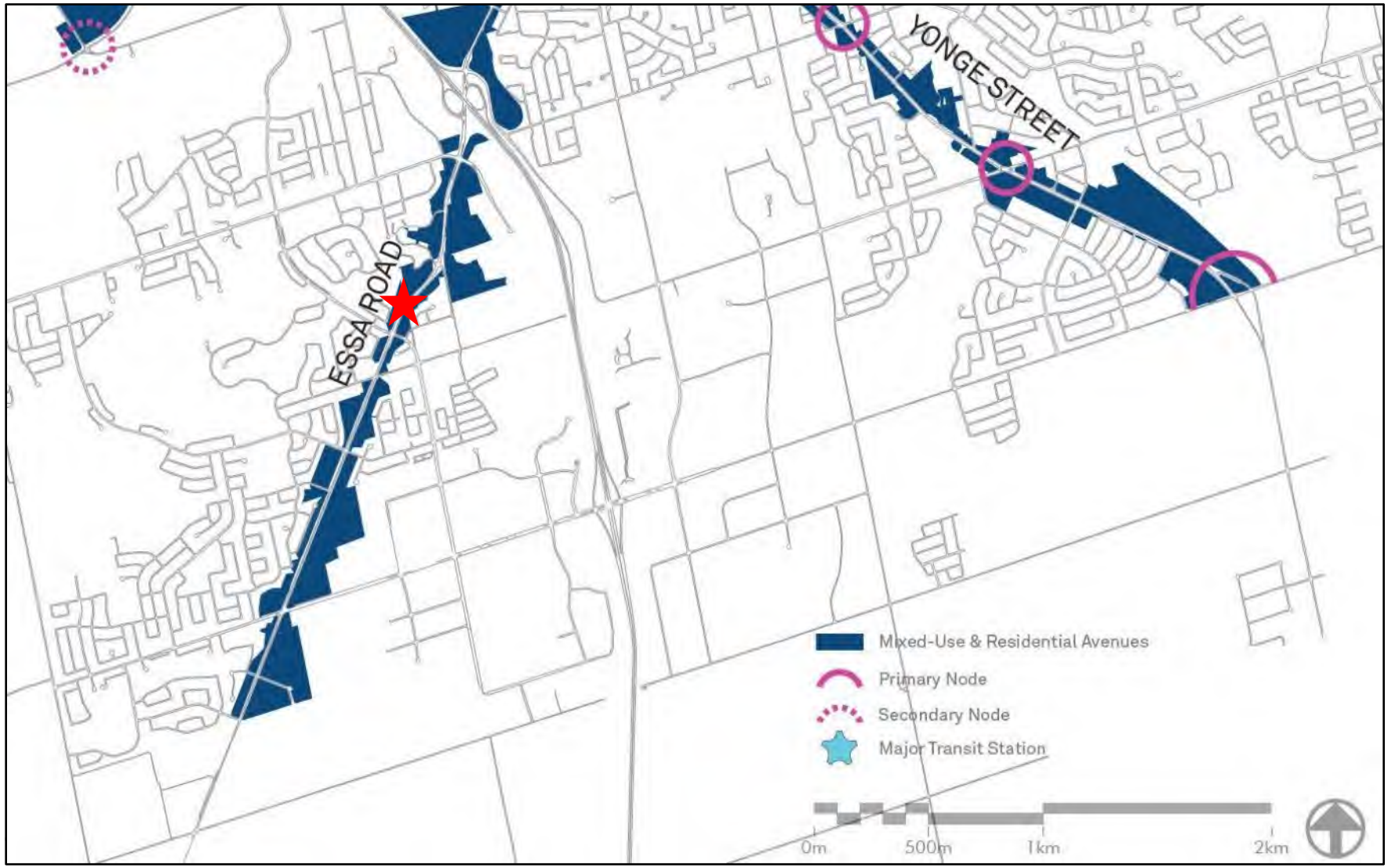
Building Orientation and Site Layout

The relationship of buildings to one another, and to streets and open spaces, influences their energy consumption, the comfort of pedestrians at street level, and the quality of interior spaces.

a) Buildings should frame streets and open spaces and preserve desirable views.
b) Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas.
c) Where a building abuts a natural heritage feature or open space, the interface should create opportunities for easy public access and viewing from streets and adjacent developments. It is therefore encouraged that where possible, new developments in this condition face and open towards the public open space.
d) Main building entrances should be directly accessible from public sidewalks.
e) The front streetwall of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.
f) A minimum of 75% of a building's frontage should be built to the applicable set-back line.
g) The remaining 25% of the building frontage can be set back a maximum of 5 metres to accommodate lobby entrances, bicycle parking, or outdoor marketing areas (i.e. cafe seating, display areas, etc.).

The building has been designed to frame Essa Road, Cityview Circle and the ground floor outdoor amenity area. It provides desirable views through its windows and balconies. Step backs in massing help to preserve views from other nearby properties. The site's proximity to the stormwater management area environmental protection provides opportunities for views from the development. The main building entrance is directly accessible from the public sidewalk.

Figure 9. Mixed-Use and Residential Avenues



Building Heights

The ability of buildings to fit into the existing context, and contribute positively to the character of the streetscape, is imperative to ensuring successful new buildings in Intensification Areas. Generally, new buildings should have a mid-rise scale (4 to 8-storeys) that promotes human-scaled development, minimizes adverse impacts on adjacent streetscapes, and provides appropriate transitions to nearby residential neighbourhoods.

a) *Buildings within the Intensification Areas should generally be limited to a mid-rise scale, ranging between 4 to 8-storeys.*
b) *The maximum height (8-storeys) may only be achieved if the built form demonstrates compliance with all other design guidelines (i.e. step-backs, angular planes, etc.).*

The building represents mid-rise development at eight storeys in height. Eight storeys is acceptable and appropriate given the design elements that comply with all other urban design guidelines to mitigate the visual impact of height and mass.

New development within the Intensification Areas will strengthen communities and accommodate many new residents and jobs. To ensure the most efficient use of existing infrastructure, and create a vibrant streetscape, a minimum level of development is also required. To accomplish this, the City requires a minimum building height.

c) *All new buildings must achieve a minimum height of 7.5 metres (2-storeys) to promote intensification and ensure the most efficient use of existing infrastructure.*

At eight storeys, the building satisfies this provision and represents compact and efficient development which makes better use of the lands and servicing infrastructure.

Minimum Ground Floor Height

Floor heights for commercial uses are generally greater than a typical residential floor. Recognizing that ground floor retail will not be immediately viable throughout the Intensification Areas, the City recommends a flexible ground floor height in order to accommodate future conversion to retail uses where appropriate.

a) *Ground floor heights should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas.*
b) *Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.*

The ground floor fronting Essa Road will be a minimum of 4.5 metres to accommodate the commercial units. There will not be any significant grade changes and barrier-free access to the retail uses will be provided.

Front Façade Step-backs

The podium created through a step-back above the building base creates a human-scaled streetwall and mitigates the overall impacts of the building height on adjacent streetscapes. The remainder of the building envelope should be carefully considered to allow for a minimum of 5 hours of sunlight per day on boulevards across the street within the Intensification Areas from March 21st (spring equinox) to September 21st (Fall Equinox) to ensure pedestrian comfort and encourage active use of the streetscapes.

a) *A 45-degree angular plane should be applied at a height equivalent to 80% of the width of the right-of-way. Above this 80% height, building envelopes must step-back to adhere to the angular plane.*
b) *On wider right-of-ways, a 45-degree angular plane applied at 80% of the right-of-way width will result in a step-back at the upper floors of the building. In this case, an additional "pedestrian perception step-back" is recommended to achieve a human-scaled building podium.*
c) *Step-backs should be a minimum of 1.5 metres. 3 metres is recommended to ensure usable outdoor amenity spaces.*

Human-scaled streetwalls are provided, two to four-storeys in height, on both Essa Road and Cityview Circle by placing the main building behind the commercial units and townhomes. This allows for maximum daylighting. Step backs in excess of three metres are provided and they provide several usable outdoor rooftop amenity spaces.

Side Building Set-backs

New developments in the Intensification Areas should maintain as continuous a streetwall as possible, while respecting the adjacent properties access to natural light and air. As a result, new buildings should apply a minimum distance from existing buildings with side windows.

a) *New buildings must maintain a minimum 5.5 metre distance from existing adjacent buildings that have windows on their side-facing walls.*
b) *When the new building is set back at least 5.5 metres from the property line, it should incorporate glazing where possible.*

Utilizing step backs, the building maintains a continuous street wall along Essa Road and Cityview Circle while respecting nearby properties and their access to natural light. A minimum of 5.5 metres will be maintained between the proposed building and adjacent buildings.

Side Building Step-backs

It is important to maintain views and sunlight penetration to public boulevards through the articulation of the sides of the building. Providing breaks in the streetwall on the upper levels achieves this and mitigates the "canyon effect" on longer corridors.

a) *Where properties have wider frontages, the building's uppermost storeys can step back sideways - allowing for the application of glazing, thereby reducing the amount of blank sidewalls, should that building be built ahead of its neighbours.*

The sides of the building have been articulated and stepped back to provide breaks in the streetwall and allow sunlight penetration for the street, mitigating the canyon effect that wind can generate.

Transition to Neighbourhoods

Where Intensification Areas are adjacent to stable residential neighbourhoods, the application of an angular plane is recommended to provide a transition in height from mid-rise buildings to low residential homes to reduce shadow impacts on the residential properties, as well as the perception of height.

a) *Above 80% of the building's permitted height, the property should step-back sideways 5.5 metres to provide sky views and sunlight penetration to the sidewalks in the right-of-way, and to other nearby properties.*
b) *When a more "porous" street wall is preferred, side step-backs should be encouraged above the minimum building height for that area.*
c) *Upper storey side step-backs are not required for buildings that are 20 metres (6 storeys) or less.*

These provisions are satisfied as the three-storey townhomes provide and angular plan transition between the existing homes on Cityview Circle and the bulk of the proposed building. The majority the building's height is stepped back.

Building Articulation

The aesthetic qualities of the building, its façade, roof line, windows, and access points are all vital factors in how the public perceive a building, and how that building impacts their experience of the street.

a) *The façades of large buildings should be designed to express individual commercial or residential units through distinct architectural detailing, including entrance and window design.*
b) *Despite the use of various architectural styles within the City, the design and material quality should be consistent and building materials and finishes should be complementary.*

c) *Lots that face on to parks and open spaces should be subject to architectural and landscaping controls in order to provide an optimal interface.*
d) *Buildings should incorporate architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings to provide weather protection.*
e) *A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.*
f) *Building entrances should work in conjunction with retail uses and can be expressed and detailed in a variety of ways including large entry awnings, canopies or double-height glazing.*
g) *Where residential uses are included above retail uses, separate entrances should be provided.*
h) *Secondary entrances should not be the dominant entrance. However, they should be easily accessible and convenient for service, loading and parking areas.*
i) *When building frontages exceed 12 metres in width they should be divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, and networks of connected walkways and landscaping.*

The façade of the proposed building is designed to clearly express different residential and commercial components. This is achieved through distinct architectural detailing, window design, step backs and added floor high to the ground floor retail spaces. Building materials, finishes and architectural styles used throughout the building will be cohesive and complementary to existing development in the area. Weather protection is provided by balconies over the entrances to the commercial units and townhomes, as well as a recessed primary entrance. A majority of parking spaces are covered from the elements. A large share of the ground floor building frontage will be glass to make the interior visible and generate pedestrian interest. The primary building entrance will be clearly identifiable by being recessed with a cover that highlights the building address. The commercial units will have their own entrances and signage. The building façade is broken up into more manageable components on all side through step backs, layering of the building floors and incorporation of the ground floor amenity area.

Roofs and Roofscapes

Mechanical penthouses that extend above the maximum height limit, but fall within the recommended angular planes, will not impact shadowing, will generally not be visible from adjacent sidewalks, and are minimally visible from the opposite sidewalk.

a) *Mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate the recommended angular planes.*

b) *All mechanical penthouses should be designed and clad with materials that complement the main building façades.*
c) *The portion of the building roof that is not used for a mechanical penthouse should be occupied by green roofs and/or useable outdoor amenity space.*
d) *Sustainable technologies, such as photovoltaic panels, are encouraged on the roofs of buildings. These panels must fit within the prescribed angular planes.*

Detailed mechanical penthouse design will be worked out through the Site Plan review process however they will not exceed the maximum height limit by more than five metres. They will be designed with materials consistent with the main building the remaining rooftops will provide outdoor rooftop amenity areas complete with plantings.

Materials

The choice of building materials is integral to the appearance and function of new buildings within the Intensification Areas. Particular attention should be paid to buildings podiums, as this is the portion of the building that is most visible from the streetscape.

a) *All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency.*
b) *All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.*
c) *Building materials should be used as they are intended (i.e. colour, texture, etc.), and should not be used to mimic other materials.*
d) *Finished materials should extend to all sides of the building, including building projections and mechanical penthouses.*
e) *The ground floor should incorporate a minimum of 60% glazing to enhance safety through casual surveillance.*
f) *Building materials and finishes on building façades facing onto or visible from public streets and public spaces should not include synthetic siding systems, mirror/heavily tinted glass panels, and unadorned concrete block.*
g) *Blank walls or unfinished materials along property lines where new developments are adjacent to existing parking areas or smaller-scaled buildings should be avoided.*
h) *Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials.*
i) *If no salvageable materials are available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.*

j) New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.

Building materials used will be aesthetically pleasing while also being functional, easy maintenance and energy efficient. Finishing materials will be of high quality and durable and will extend around all sides of the building for façade consistency. Safety on the street and in the retail spaces will be enhanced through the provision of at least 60% window coverage for casual surveillance. The development avoids blank walls adjacent to existing parking areas and buildings as windows and step backs will be included in all these areas.

7.2 PRIORITY DIRECTIONS GUIDE – INTENSIFICATION AREAS

The following priority directions will guide all new development within the Intensification Areas.

- *Intensification should be achieved by built form that is compatible with the scale of adjacent properties, where such development is of good quality and is part of the City's desirable building fabric.*
- *In the Mixed-Use Main Street areas, Taller buildings above 8-storeys may be appropriate on sites where lot size, setbacks, step-backs and building transitions can be made to respect the neighbouring properties.*
- *In the Intensification Areas, proposed mid-rise buildings are considered to be 4 to 8-storeys in height.*
- *An expanded public transit system will act as a catalyst for growth and contribute to the City's vitality.*
- *A diversity of built form and land uses will improve public safety, and the vitality of business and development in the Intensification Areas.*
- *Mixed-use development, including retail, employment and residential uses, promote opportunities for live-work relationships, minimizing reliance on the automobile.*
- *Consider opportunities to integrate open space in the form of parks, civic spaces, or semi-private open space within longer redevelopments.*

The proposed development has taken the adjacent properties and surrounding land uses into consideration through design. Efforts have been made to reduce massing to the adjacent low rise neighbourhood by orienting the building towards Essa Road and utilizing step backs and building transitions on all sides. This maximizes compatibility in built form to adjacent lands to the extent possible. Pedestrian connection through the site was a priority of design.

The density proposed is transit-supportive and would help the City's public transit system by increasing ridership, improving transit viability. The development concept also helps to diversify the built forms and land uses in the area. A compact mixed use development in an area with existing neighbourhood commercial uses serves to enhance the vitality of business and reduce automobile dependence. Various primate and semi-private landscaped open and amenity spaces are also provided throughout the site. The property is near the Harvie public park.

7.3 PRIORITY DIRECTION GUIDE – MIXED USE AND RESIDENTIAL AVENUES

As intensification and redevelopment occurs, Intensification Corridors should evolve into Mixed-Use and Residential Avenues. These avenues should become more compact, pedestrian oriented, transit supportive and have active streetscapes and a mix of uses which contribute to the realization of complete communities.

Key opportunities include:

- *Redevelopment of underutilized parcels for street-oriented mixed-use development in low to mid-rise buildings.*
- *Subdivision of large blocks into smaller, walkable blocks through walkways, drive-aisles, and where feasible, new roads.*
- *Opportunities to redefine the existing street and boulevard within the right-of-way.*

The applicant recognizes these opportunities and is supportive of them. The proposal represents mixed use intensification and redevelopment along a recognized mixed use intensification corridor where this type of evolution in built form is encouraged. The compact nature of the development is pedestrian oriented, transit supportive, would activate the streetscape and provided retailed uses which contributes to the recreation of a complete community.

The subject property in its current state is underutilized given its location and current condition, and the development proposal represents a street-oriented mixed use mid-rise building. The development of the site is designed to be fully integrated and visually consistent while clearly delineating the various uses in the building, public, semi-private and private spaces, and pedestrian and vehicular circulation routes. The building is oriented and designed to define and enhance the street edge along Essa Road and Cityview Circle.

Key recommendations include:

- *In the short-term, redevelopment should be focused at the Intensification Nodes.*
- *Ultimately, the Intensification Corridors should transition to major transportation streets, balancing functional requirements with the provision of an active, pedestrian-supportive streetscape.*
- *Human-scaled, mixed-use buildings should line the street, providing "eyes on the street," and enhancing safety and activity at all hours.*
- *Wide boulevards should accommodate street trees, landscaping, continuous sidewalks, seating, signage and public art.*
- *Spill-out retail uses at grade (i.e. restaurants, cafes), and open spaces (i.e. small parks/plazas on infill sites, or within the building set-back), will offer opportunities for pedestrians to gather and socialize.*

The proposed development will help the corridor transition to a major transportation street while promoting transit and active transportation. Human-scaled mixed use development is provided through the commercial units and townhomes that front Essa Road and Cityview Circle which mitigate the height of the tower itself. These units provide causal surveillance throughout the day. Enhanced landscaping and street tree planting, seating, and signage will be provided thought the Site Plan review process. Social gatherings will be encouraged through the provision of at-grade retail.

7.4 MIXED USE AND RESIDENTIAL AVENUE GUIDELINES

The Mixed-Use and Residential Avenues are key entrances into the City of Barrie, and the Urban Growth Centre, from Highway 400. They will be responsible for forming the first impression of the City for most visitors and should be designed accordingly.

a) Prominent streets should create a sense of entrance and arrival, contributing to community image and identity. Elements contributing to prominent streets may include: landmark buildings, street trees and other landscaping, feature lighting, special paving, and public art.
b) Taller buildings, typically at a 1:1 ratio with the width of the right-of-way, are permitted to concentrate density at key areas along prominent streets (i.e. Highway 400, and the Intensification Nodes) and indicate the prominence of these sites.
c) Development on prominent streets should meet a high standard of design, and be appropriately oriented to the public realm.

d) The most prominent entrance features, including special landmark buildings, should be located adjacent to Highway 400, where the entrance to the Urban Growth Centre begins, and at the Intensification Nodes.
e) Minor entrances should be located on Duckworth Street, Bayfield Street, and Dunlop Street, to signal the transition into the Urban Growth Centre. Minor entrances on Yonge Street and Essa Road should signal the transition to the historic Allandale Neighbourhood. Appropriate entrance features include landscaping, special paving, unique light standards and public art.

The proposed development contributes to the community image and identity. It provides a built form that is pedestrian friendly and at human scale. Landscaping, hard and soft, will be provided. The building has been designed to meet a high standard of design and architectural material to enhance the streetscape of Essa Road and the public realm. Entrances are oriented towards the road and defined by changes in architectural features and materials.

8.0 CONTEXT / BLOCK PLAN

A Context / Block Plan as been prepared for the subject lands and surrounding neighbourhood. A copy of it can be seen in **Appendix 5**. Over the recent years, Essa Road has started to evolve and transform. There are many new developments that have been built or that are currently under construction. And many more that have been recently approved for development/redevelopment.

This length of Essa Road that is shown in the Context/Block Plan includes a wide range of residential types ranging from 3 storey townhouses to 6 storey apartment/condominium buildings, as well as mixed use building with ground floor commercial.

As seen on the Context/Block Plan there is only one location where redevelopment is anticipated. These parcels are addressed as 384 and 386 Essa Road. These parcels, if consolidated, could allow for a 6 to 8 storey building.

One other location has been identified as potential development site and that is lands that front Harvie Road. This parcels currently contain single detached dwellings on large lots. It is anticipated that redevelopment of Harvie Road will take place in the future, especially with the Harvie Road overpass now open.

This Plan demonstrates the diversity that already exists within this neighbourhood, as well as it's connectivity to other areas of the City through municipal transit routes. This neighbourhood has evolved and is evolving into a complete community.

9.0 SUMMARY AND CONCLUSIONS

The proposed Zoning By-law Amendment application aims to facilitate an eight-storey residential condominium development at 405 Essa Road in the City of Barrie.

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

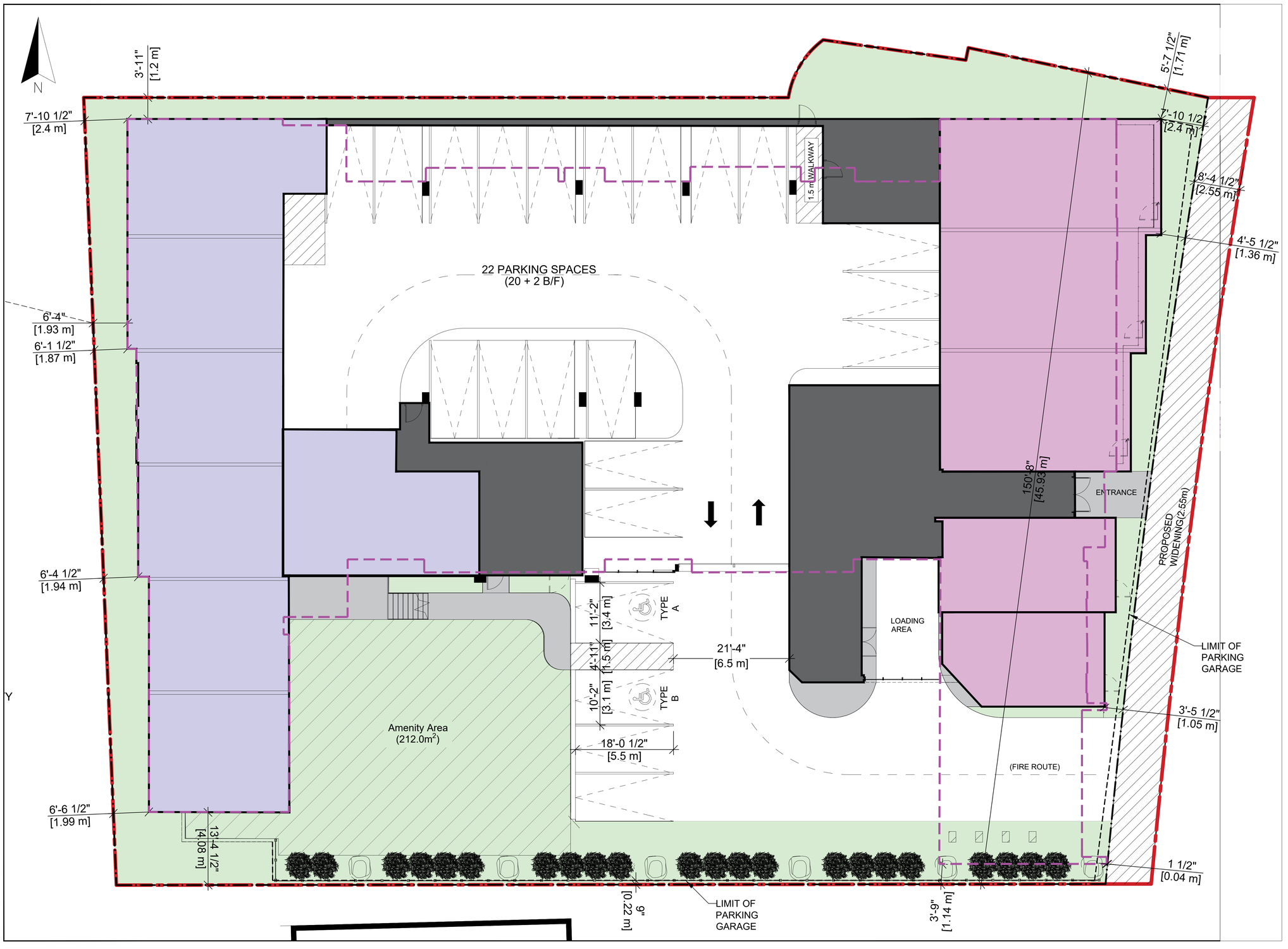
Respectfully submitted,

Innovative Planning Solutions

Vanessa Simpson, B.ID., M.PI.
Senior Planner

APPENDIX 1

Site Plan



KEY MAP n.t.s.

CONCEPTUAL SITE PLAN

Part of Lot 5, Concession 13,
Part 1, Plan 51R-11606,
in the City of Barrie

Scale

0 5 10m

LEGEND

- Subject Site (Area: 2,763.5m²)
- Developable Limit (Area: 2,650.0m²)
- Ground Floor Townhouse Dwellings
- Ground Floor Commercial Use (447.0m²)
- 3rd Floor Apartment Building Limit
- Amenity Area (212.0m²)
- 2.5m Road Widening (113.5m²)

MIXED-USE CORRIDOR (MU2) ZONE		
Provisions	**Required**	**Provided**
Lot Area (min.)	--	2,650.0m² (Developable Area)
Lot Frontage (min.)	--	45.9 (measured 7.0m back)
Front Yard Setback (1)	1.m for 75% of frontage (min.)	0.04m (Essa Rd.)
	5.0m for 25% of frontage (max.)	2.4m (Essa Rd.)
Side Yard Setback (min.)	--	N - 1.2m S - 1.1m
Rear Yard Setback (min.) (5.4.3.3.a / 5.4.3.3.b)	1.5m (Abutting Street)	1.8m (Cityview)
	7.0m (Abutting Residential, OS or EP Zone)	1.9m (to EP Zone)
Front Facade Step-Back (min.)	45° angular plane at height above 80% equivalent right-of-way using 3.0m min. step backs - Essa Rd: 34.0m width - Step back required after 27.2m in height	26.0m (step back not required at this height)
Rear Facade Step-Back (min.)	45° angular plane above 7.5m using min. 3.0m step-backs	Conforms
Lot Coverage (max. % of lot area)	--	Total building footprint: 1,519.00m² 57% lot coverage (building only)
Gross Floor Area (max. % of lot area)	--	280%
Ground Level Floor Height (min.)	4.5m	4.5m
Min. Coverage for Commercial uses (% of first storey G.F.A.)	(5.4.3.5) if ground level use is a commercial or institutional use, the min. coverage for the commercial or institutional use must be 50% of G.F.A. for the ground level floor area.	52%
Building Height	7.5m - 16.5m (min. - max.) (5.4.3.4. - if ground floor area use is commercial or institutional use, the max. building height permitted is 25.5m)	25.5m
Parking	104 spaces required (1 space / dwelling (95 spaces) + 1 space per 50.0m2 of G.F.A. for commercial use (9 spaces))	104 parking spaces
Barrier Free Parking (4.6.4)	2 Type 'A' (3.4m wide + 1.5m aisle) 2 Type 'B' (3.1m wide + 1.5m aisle)	2 Type 'A' 2 Type 'B'
Size of Parking Spaces and Aisle Width (min.) (4.6.2.5)	Parking space: 2.7m x 5.5m Drive aisle: 6.4m (90° angle parking)	Parking space: 2.7m x 5.5m Drive aisle: 6.0m (90° angle parking)
Structural Columns Encroachment (4.6.2.5.1)	Structural column may encroach into a parking space provided that the min. width of the space is not less than 2.5m	Conforms
Enclosed Parking Areas / Parking Structure (4.6.5.1 / 4.6.5.2)	Above ground structure containing a parking area shall conform to zone provisions	Conforms
	Underground structure shall have a min. setback of 1.8m, except where the min. yard setback is less than 1.8m, in which case the min. setback shall apply	N - 1.2m S - 0.2m East / Essa Road - 0.2m Cityview - 1.9m
Outdoor Amenity Area (5.4.2.2.b)	1,140.0m² (12.0m²/ unit in a consolidated or unconsolidated form)	1205.00m² + private balconies
Landscaped Buffer (5.4.4.0)	When abutting a residential zone, 3.0m landscaped buffer with 2.0m high tight board fence is required along abutting lot line	N - 1.2m (min.) S - 1.1m (min.)
Max. Lot Coverage for Parking (5.4.4.1)	35%	17%
Dwelling Unit Floor Area (5.4.2.2.a)	35.0m² + 10.0m² / bedroom	> 35.00m² + 10.00m² / bedroom
Rooftop Mechanical / Electrical Structures	Max. height are not include of rooftop mechanical / electrical structures, but are subject to any 45° degree angular plane requirements	Conforms

Source: City of Barrie Comprehensive Zoning By-Law 2009-141
4 Architecture Inc., August 16, 2021

Note: Information shown in approximate and subject to change.

CONCEPTUAL SITE PLAN - 95 UNITS

405 ESSA ROAD, CITY OF BARRIE

SCHEDULE OF REVISIONS

No.	Date	Description	By

INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM ROAD, UNIT 9A, BARRIE, ON, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	27 September, 2021	Drawn By:	A.S.
File:	17-715	Checked:	V.S. / D.V.

APPENDIX 2

Architectural Drawing Package, including:

- Site Plan
- Floor Plans
- Elevations
- Elevations with Angular Plane
- 3D Views
- Shadow Studies

REVISION 1
REVISION 2
REVISION 3
REVISION 4
REVISION 5
REVISION 6
REVISION 7
REVISION 8
REVISION 9

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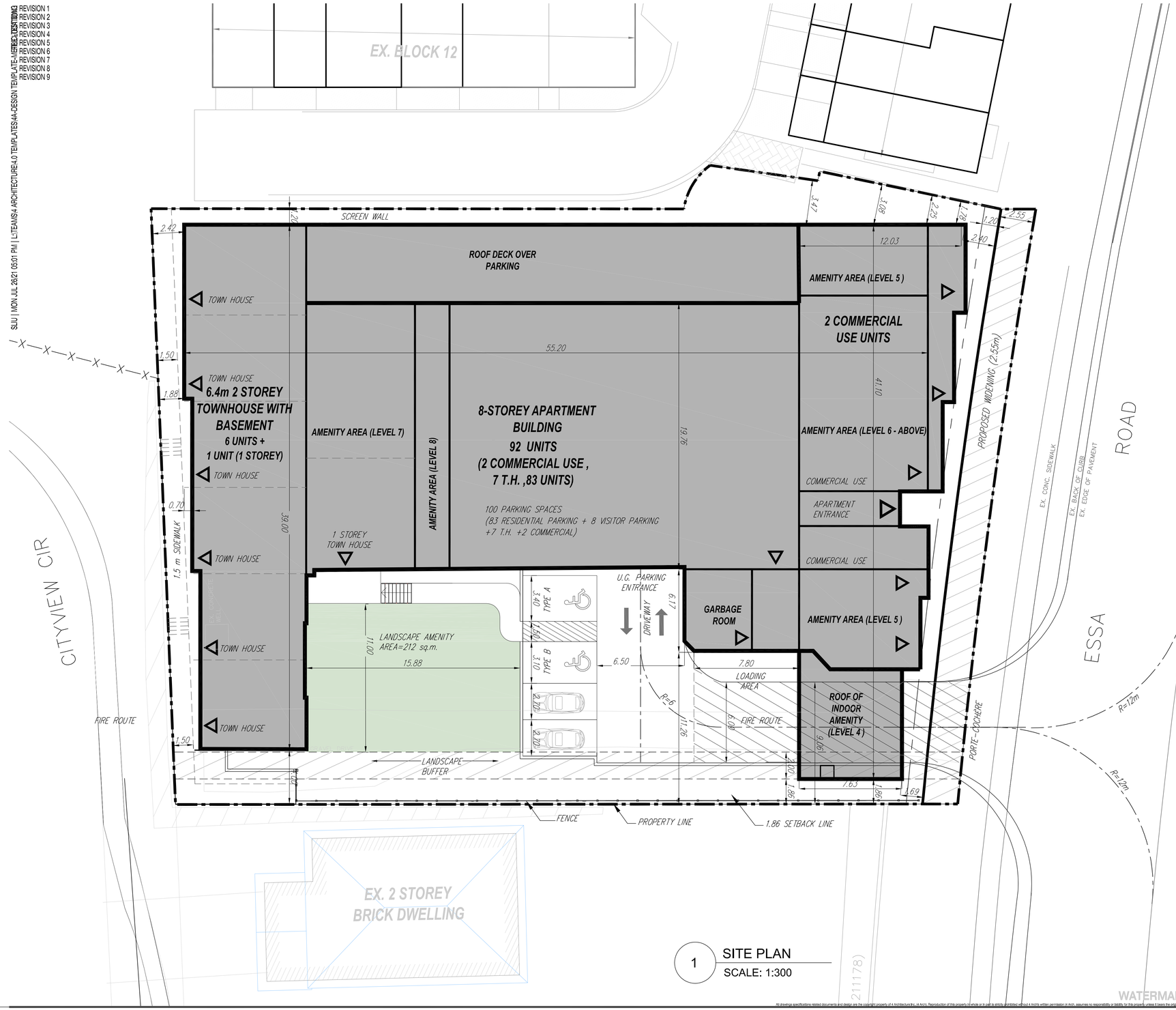


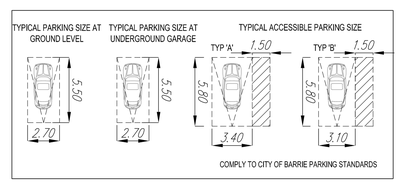
1 SITE PLAN
SCALE: 1:300

GROSS FLOOR AREA SCHEDULE

LEVEL	AREA (SQ.M.)	(SQ.FT.)
COMMON AREA :		
LEVEL 1	182	1959
LEVEL 2 (T.H.)	68	731.9
TOTAL :	250	2690.9
MULTIPLE DWELLING UNITS :		
LEVEL P1	290	3121.5
LEVEL 1	330	3552.0
LEVEL 2	415	4467.0
TOTAL :	1035	11140.5
COMMERCIAL USE		
LEVEL 1	321	3455.2
LEVEL 2	126	1356.2
TOTAL :	447	4811.4
RESIDENTIAL AREA :		
LEVEL 2	800	8611.1
LEVEL 3	1056	11366.6
LEVEL 4	1119	12044.8
LEVEL 5	1020	10979.1
LEVEL 6	859	9246.1
LEVEL 7	679	7308.6
LEVEL 8	675	7265.6
TOTAL :	6208	66821.9
GRAND TOTAL :	7966	85744.6

AMENITY AREA SCHEDULE

LEVEL	NAME	AREA (SQ.M.)	(SQ.FT.)
PUBLIC AMENITY AREA (APARTMENT)			
LEVEL 1		212	2281.9
LEVEL 3 (INDOOR)		143	1539.2
LEVEL 4		60	645.8
LEVEL 5		90	968.7
LEVEL 6		150	1614.5
ROOF LEVEL		536	5769.4
TOTAL :		1191	12819.5
PRIVATE AMENITY AREA (APARTMENT)			
LEVEL 2		153	1646.8
LEVEL 3		95	1022.5
LEVEL 4		23	247.5
LEVEL 5		16	172.2
LEVEL 6		16	172.2
LEVEL 7		175	1883.6
LEVEL 8		43	462.8
TOTAL :		521	5608
PRIVATE AMENITY AREA (T.H. UNITS)			
LEVEL 2		15	161.4
ROOF LEVEL (T.H.)		168	1808.3
TOTAL :		183	1969.7
TOTAL PUBLIC AMENITY AREA		1191	12819.8
TOTAL PRIVATE AMENITY AREA		704	7577.7
TOTAL AMENITY AREA		1895	20397.5



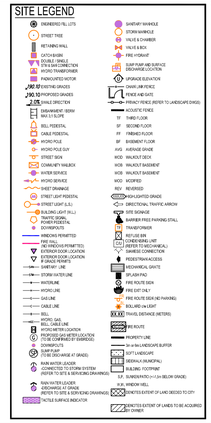
COMPLY TO CITY OF BARRIE PARKING STANDARDS

APPLICATION NUMBER:

-

OWNER INFORMATION

SEAN HOMES
495 ESSA ROAD
BARRIE,ONTARIO



ZONING BY-LAW CITY OF BARRIE, NO. 2015-097
PROPOSED ZONE MU2

COVERAGE AND AREA CALCULATIONS		
LOT AREA	2690.25 m²	28957.61 s.f.
GROSS FLOOR AREA	7966 m²	85745.31 s.f.
BUILDING COVERAGE	1613.8 m² (59.0%)	17370.79 s.f.

SITE STATISTICS	REQUIRED	PROPOSED
LOT AREA (MIN.)	-	2701.25 m² (0.662 ac) Road widening71.10 m² Developable Area2690.25 m²
LOT FRONTAGE (MIN.)	-	45.43 m
FRONT YARD SETBACK	MIN. 1.0 m / 75% FRONTAGE MAX. 5.0 m / 25% FRONTAGE	1.57 m (Essa Road) 6.36 m (Essa Road)
FRONT STEP-BACK (ESSA RD.)	45 deg. angular @ HEIGHT of 27m, 3m	STEP BACK NOT REQUIRED AT THIS HEIGHT
SIDE YARD SETBACK	MIN. 3.0 m	NORTH: 1.2 m SOUTH: 1.5 m
SIDE YARD STEP-BACK	OS ZONE| 1.5m above 80% HEIGHT OF ROW	N/A
REAR YARD SETBACK	ABUTTING STREET/LANEWAY 1.5 m ABUTTING RES, OS/ EP ZONE 7.0 m	1.2m (City View Drive) 1.85m (to EP Zone)
REAR YARD STEP-BACK	45 deg. angular @ HEIGHT of 7.5m, 3m	TO BE CONFIRMED Height is based on average elevation of finished surface
STREET LEVEL FLOOR HEIGHT	MIN. 4.5 m	5.0 m (POSSIBLE COMPLY TO 4.5m)
BUILDING HEIGHT	MIN. 7.5 m MAX. 16.5 m	25.475 m (ESSA SIDE)
LANDSCAPE BUFFER	3.0 m AND 2.0 m FENCE	3.55 m (SOUTH) 1.2 m (ROAD) 1.2 m (NORTH)
LANDSCAPE OPEN SPACE	-	N/A
AMENITY AREA	12 m² /un X 95 un = 1140 m²	1895 m²
DWELLING UNIT FLOOR AREA	MIN. 35 m² /un + 10 m² /bedroom	WILL COMPLY
DENSITY	MIN. 50 units/ NOT REQUIRED	95 units\269 ha= 353.1 units/ha

BUILDING DATA	GROSS FLOOR AREA		UNITS
RESIDENTIAL	6458 m²	69513.4 ft²	83
MULTIPLE DWELLINGS	745 m²	8019.1 ft²	7
COMMERCIAL USE	447 m²	4811.4 ft²	2
TOTAL	7650 m²	82343.9 ft²	92

PARKING CALCULATIONS (2 STOREY BELOW GRADE)			
TYPE	REQUIRED		PROVIDED
RESIDENTIAL	1 PER UNIT	83	83
VISITOR		8	8
MULTIPLE DWELLINGS	1 PER UNIT	7	7
COMMERCIAL USE	1 PER UNIT	2	2
TOTAL		100	100
LOADING		1	1
DRIVE AISLE (MIN.)		6.4 m	6.0 m
ACCESSIBLE PARKING	2 TYPE A + 2 TYPE B	4	4

P1 LEVEL : 2393 m² (25758.04 s.f)
P2 LEVEL : 880.43 m² (9476.86 s.f) PARKING TO BE EXTENDED ACCORDINGLY TO MEET REQUIRED PARKING

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email : mail@4architecture.ca www.4architecture.ca

SEAN HOMES - 219034
405 ESSA ROAD,BARRIE,ONTARIO

SITE PLAN
SCALE: 1:300

2021.09.28 ■ ■ AS ■ ■ ■ ■ -

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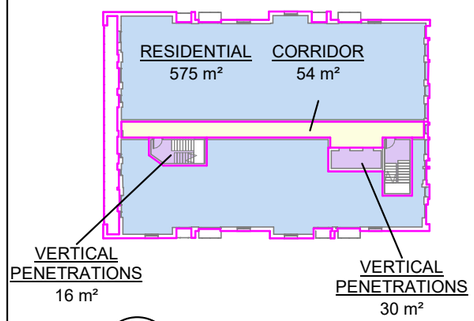

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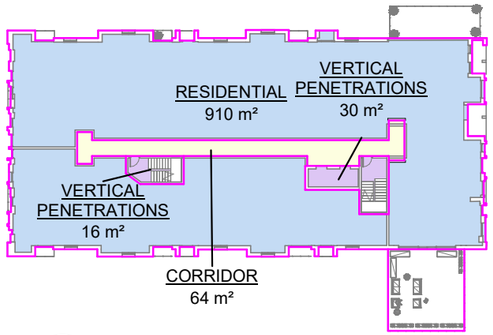

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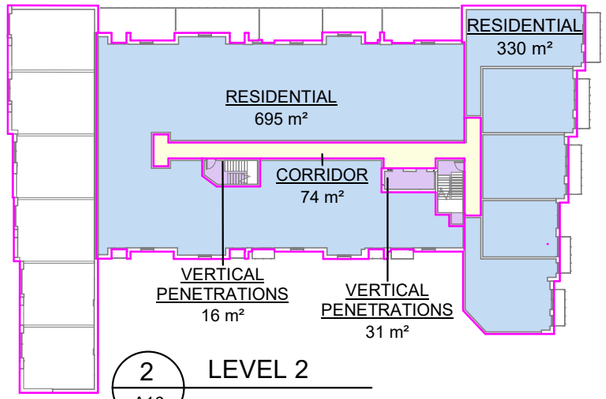

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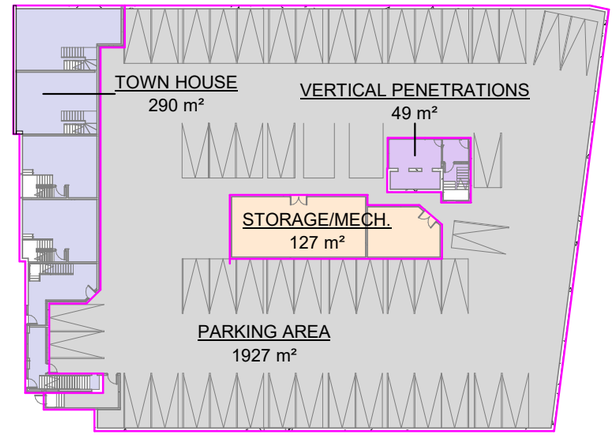

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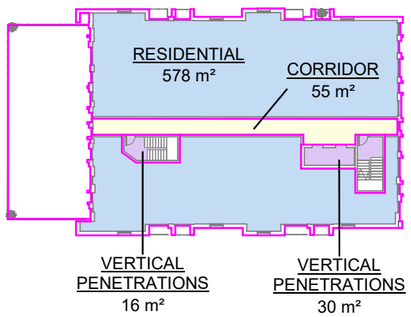

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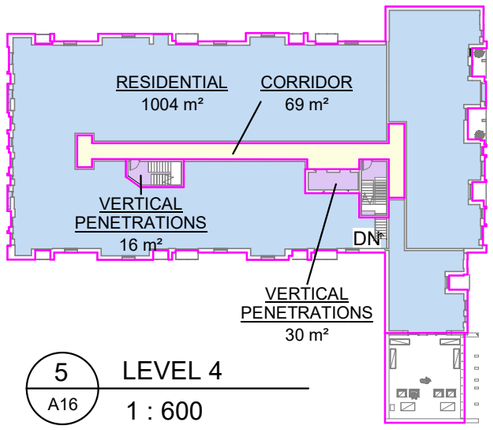

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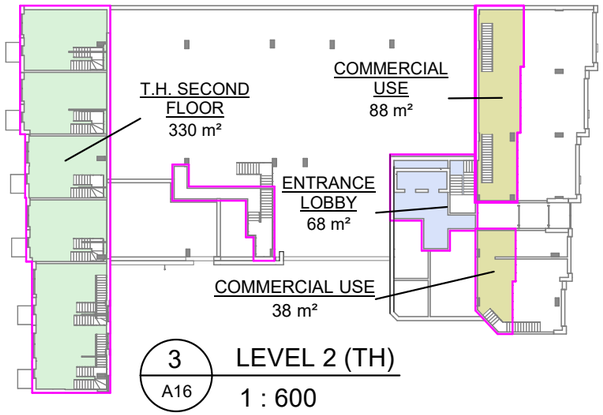

3 / A16 LEVEL 2 (TH)
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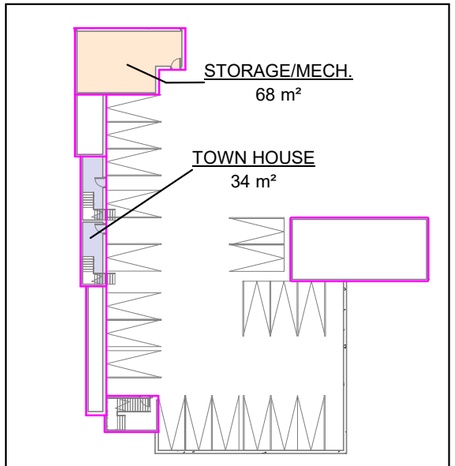

11 / A16 LOWER BASEMENT
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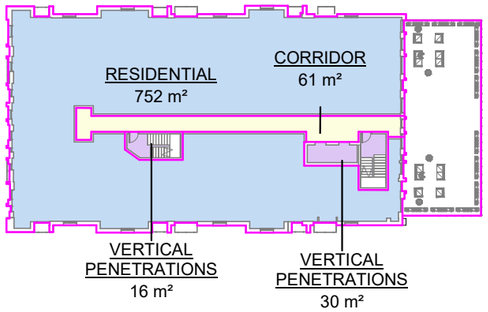

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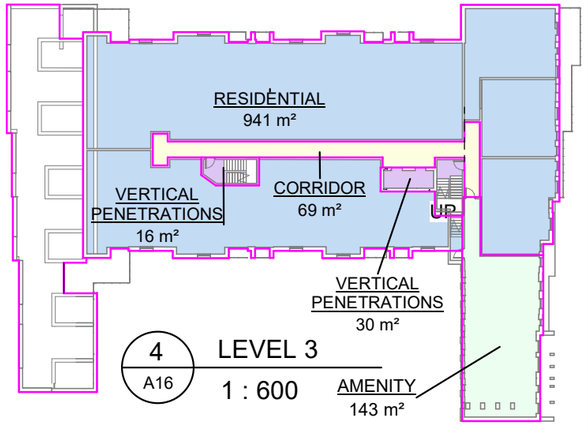

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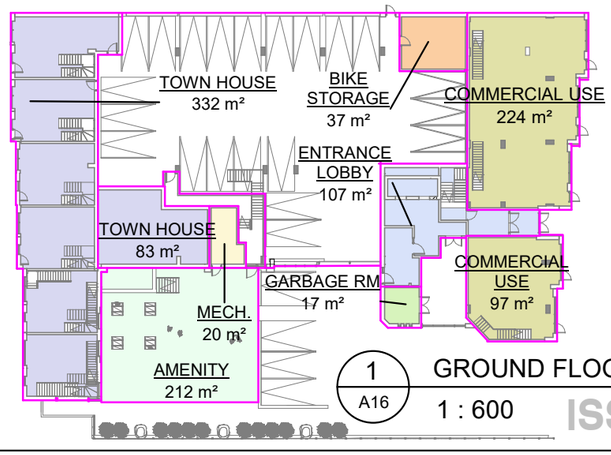

1 / A16 GROUND FLOOR
1 : 600

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■ 2021.09.28 ■ AS ■

GROSS FLOOR AREA PLANS
1 : 600

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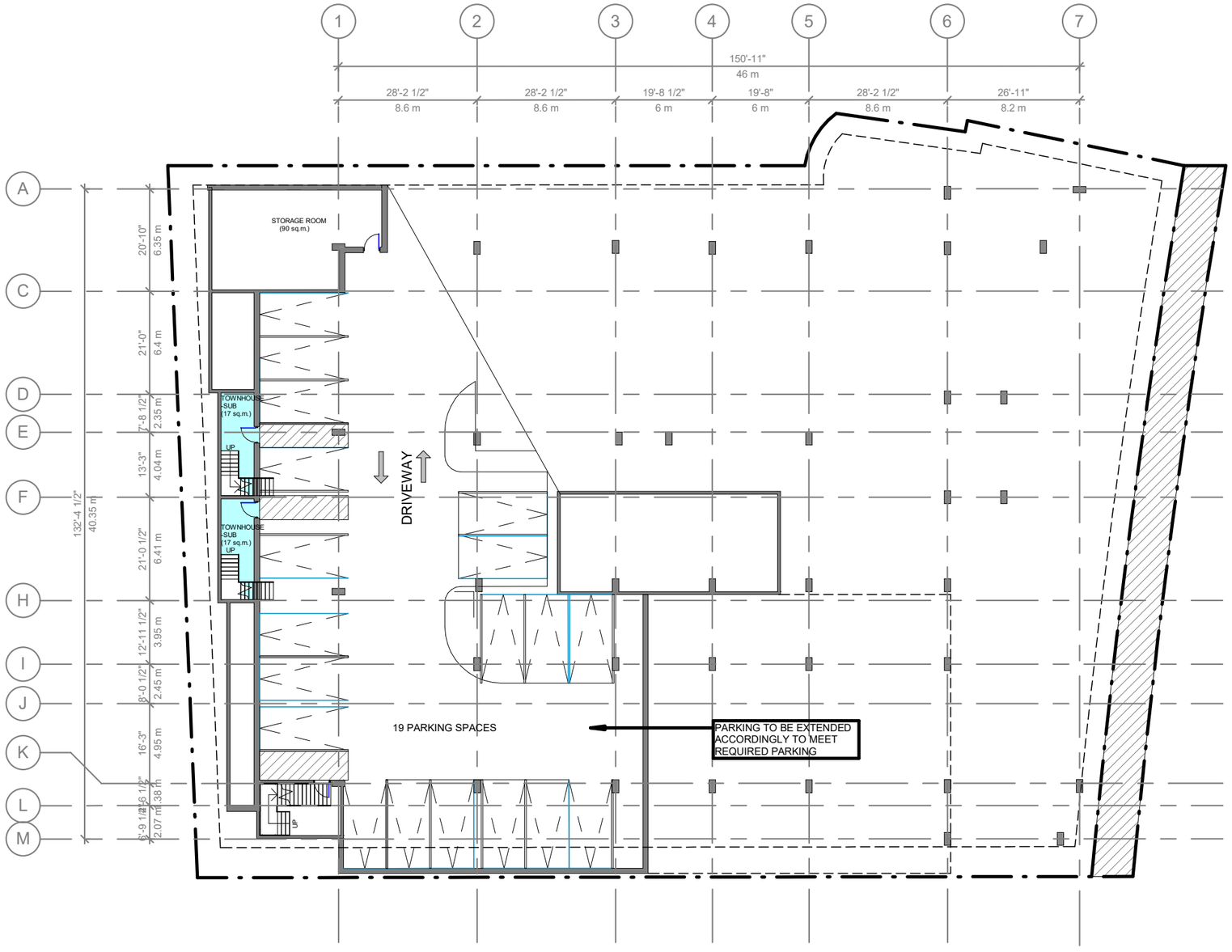

ISSUED FOR ZONING APPLICATION

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■ 2021.09.28 ■ AS ■

LOWER BASEMENT FLOOR PLAN
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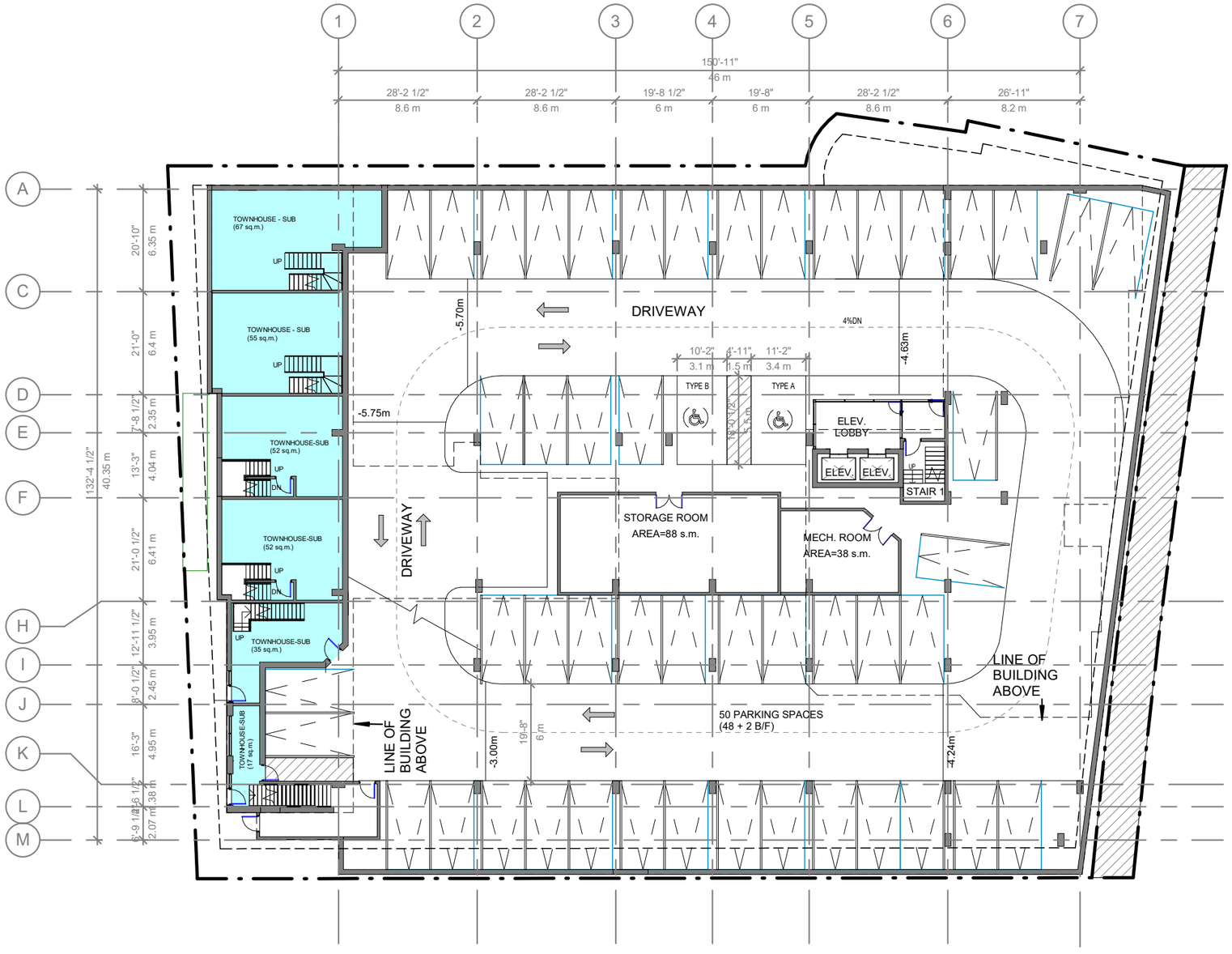

Rentable Area Legend

TOWNHOUSE Sub

ISSUED FOR ZONING APPLICATION

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405 ESSA ROAD, BARRIE, ONTARIO

BASEMENT FLOOR PLAN

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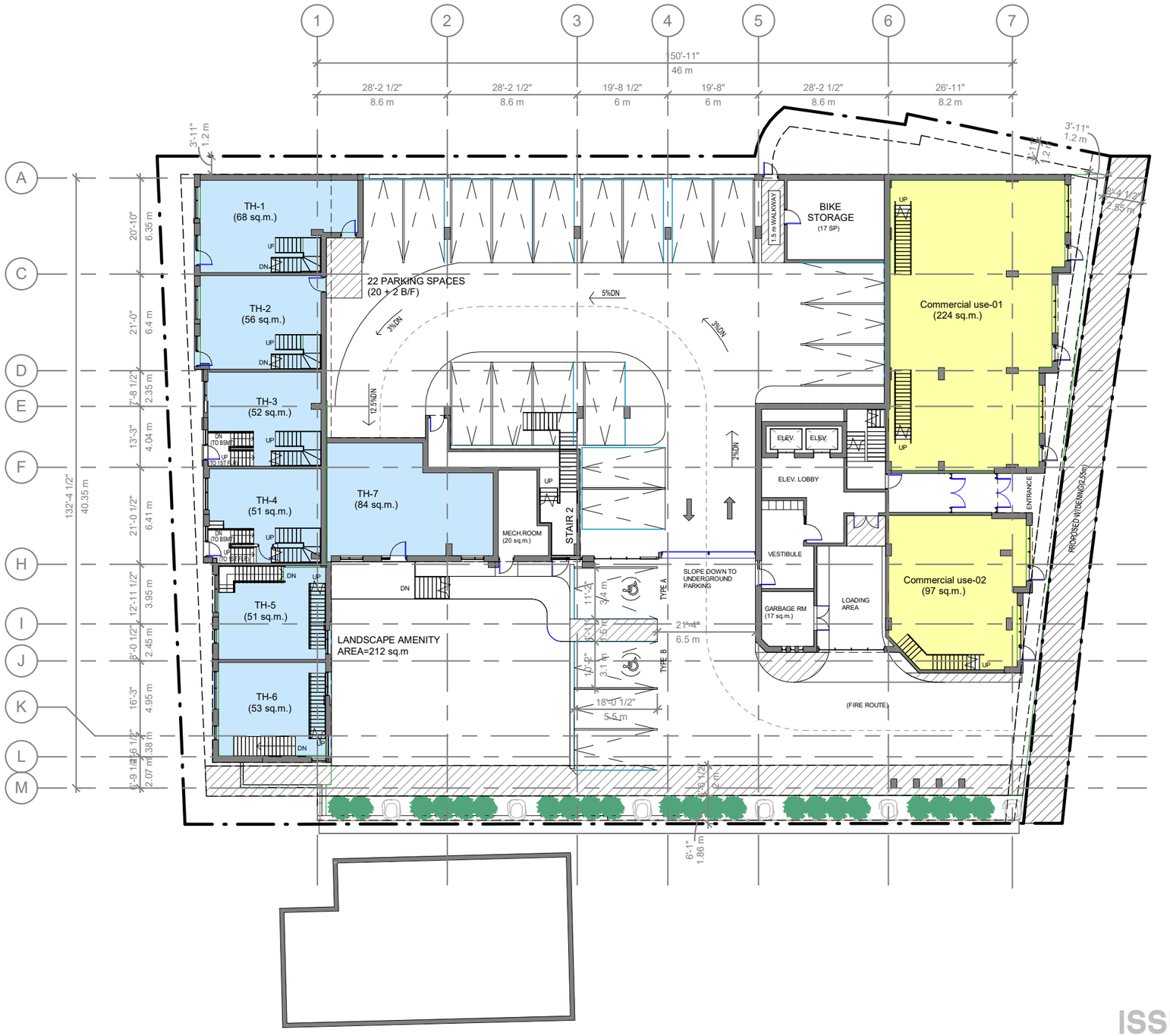

GROUND LEVEL	AREA
Commercial use - 01	224 m²
Commercial use - 02	97 m²
G.F. Commercial use Area	321 m²
G.F.TownHouse 1-7 Area	415 m²
MEZZANINE LEVEL	AREA
Commercial use - 01	88 m²
Commercial use - 02	38 m²
Mez. Commercial use Area	126 m²
Total Commercial use Area (G.F. + Mezzanine)	447 m² (52%)
Total TownHouse Area (G.F.)	415 m² (48%)

Rentable Area Legend

COMMERCIAL USE (447 sq.m.) = 52%

TOWNHOUSE (415 sq.m.)= 48%

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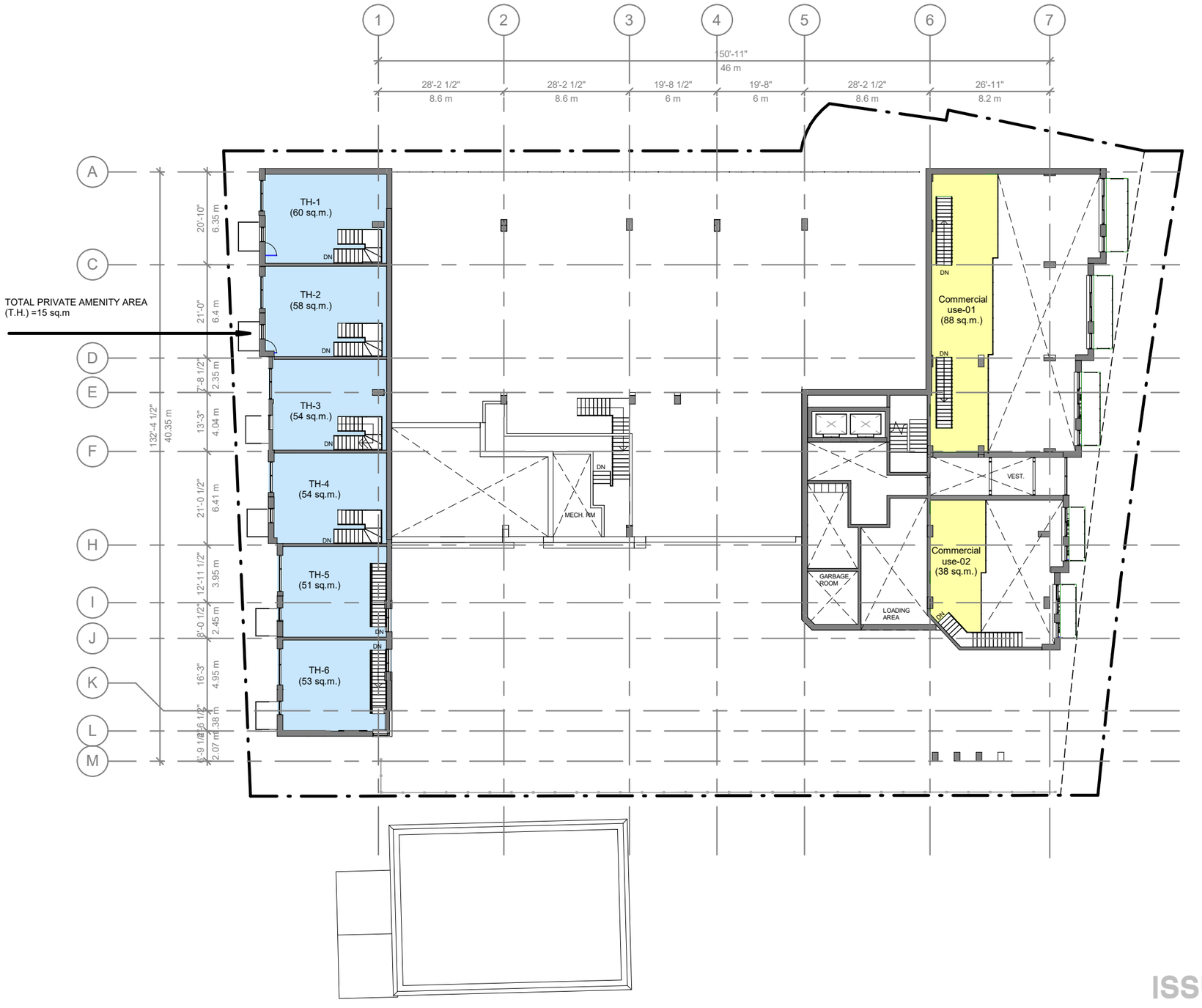
GROUND FLOOR PLAN

1 : 300



Rentable Area Legend

COMMERCIAL USE

TOWNHOUSE

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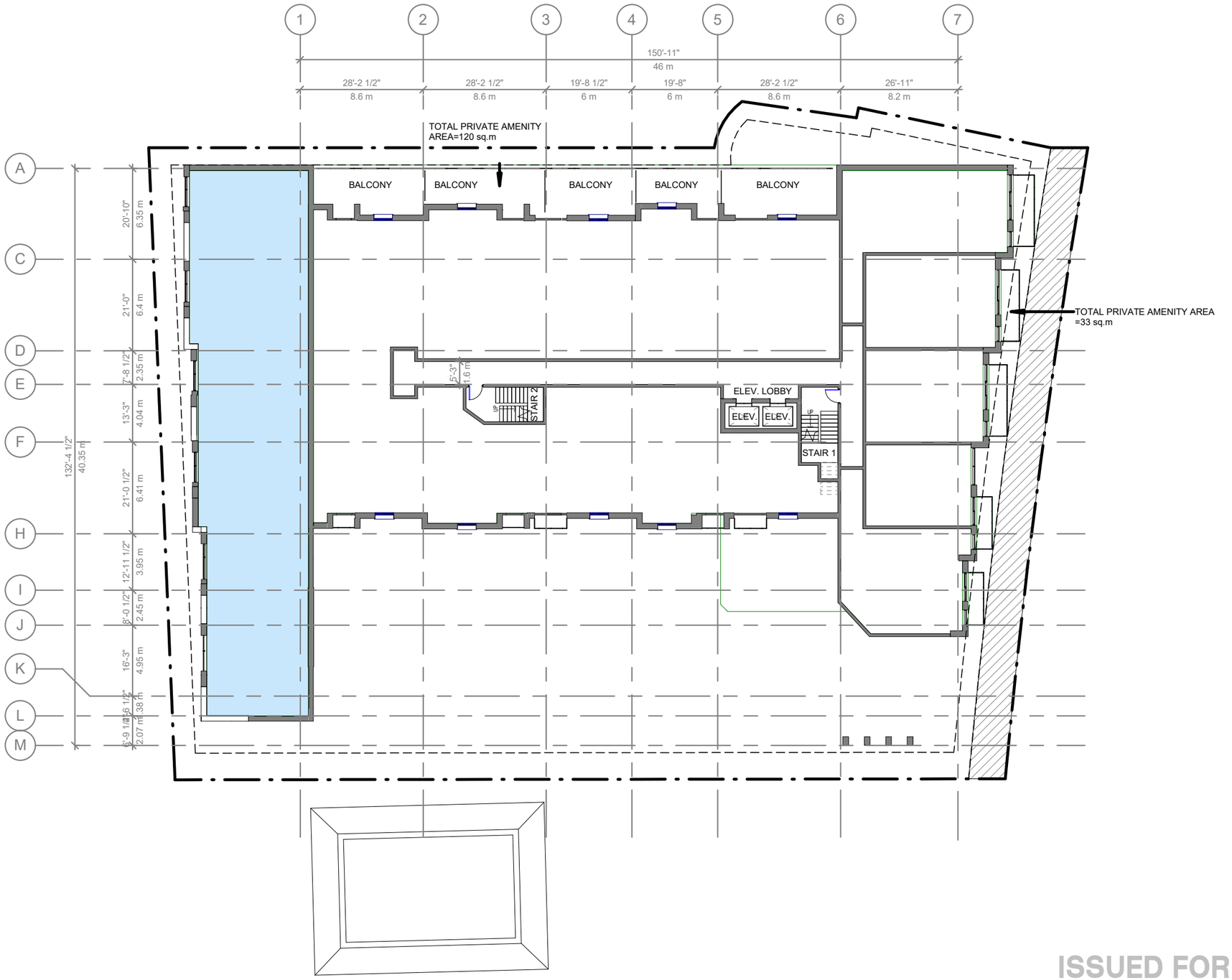
2nd townhouse&mezzanine

1 : 300



TOWN HOUSE
DWELLING UNITS

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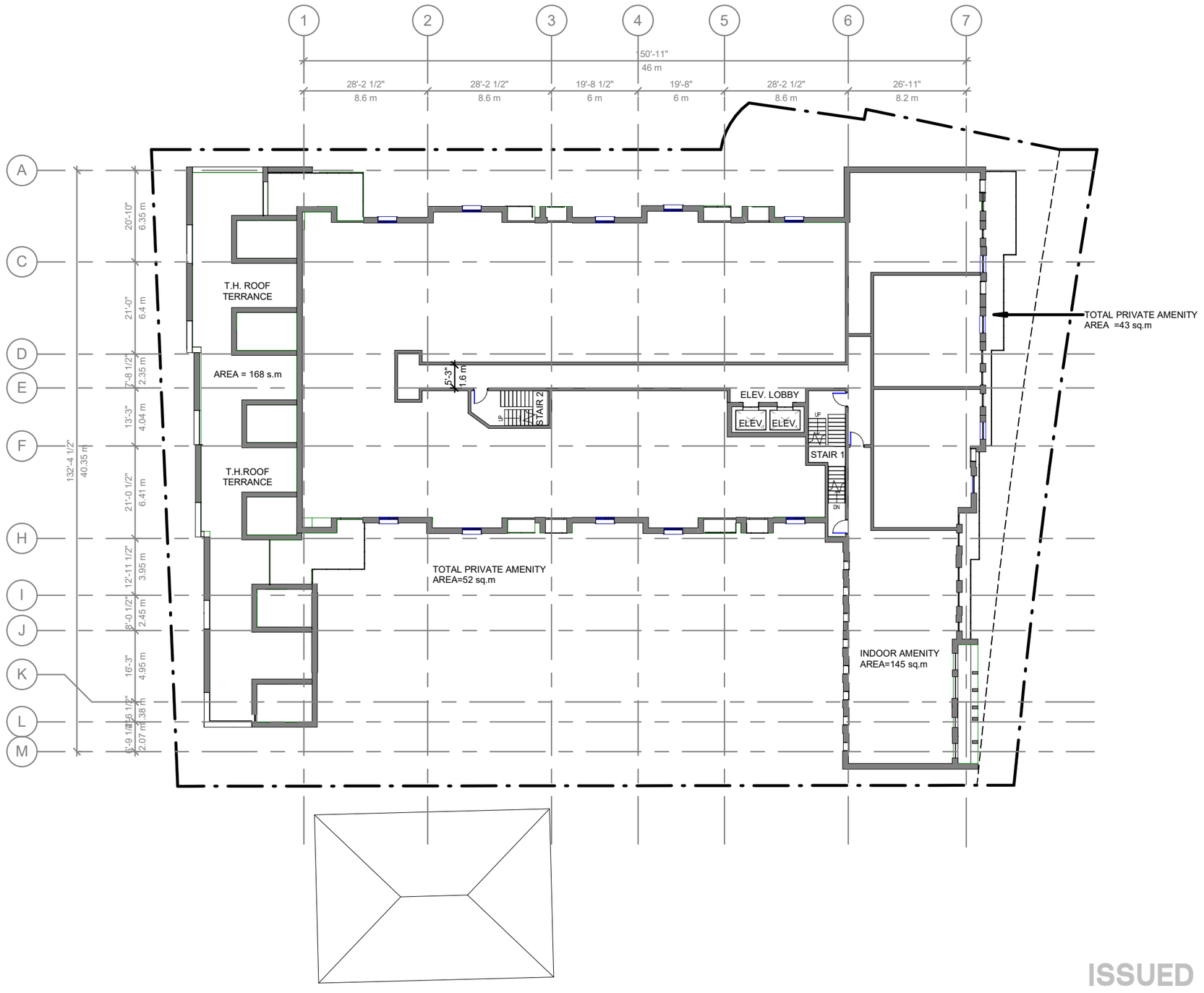
2nd FLOOR PLAN
1 : 300

■ 2021.09.28 ■ AS ■



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3rd FLOOR PLAN
1 : 300

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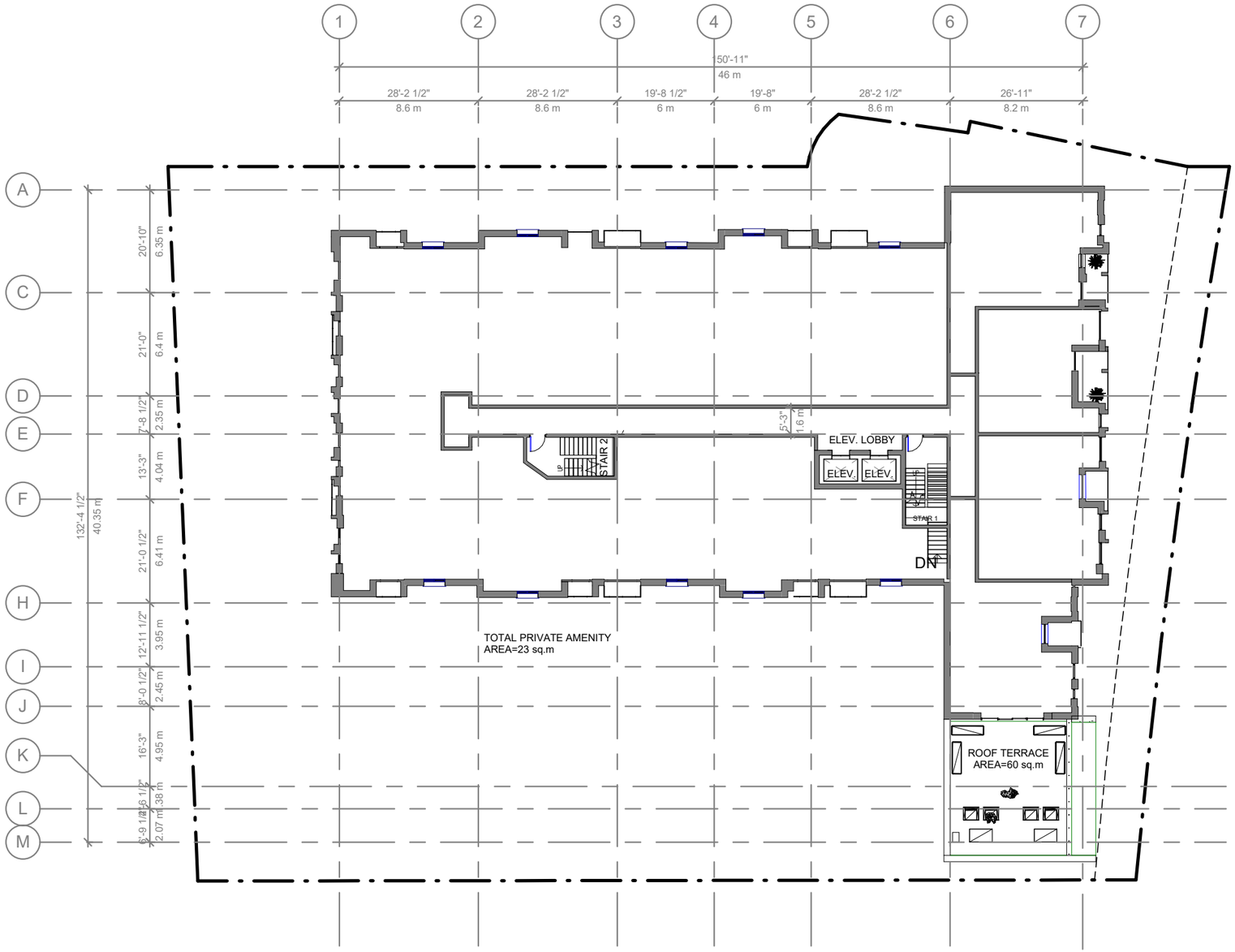

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4th FLOOR PLAN
1 : 300

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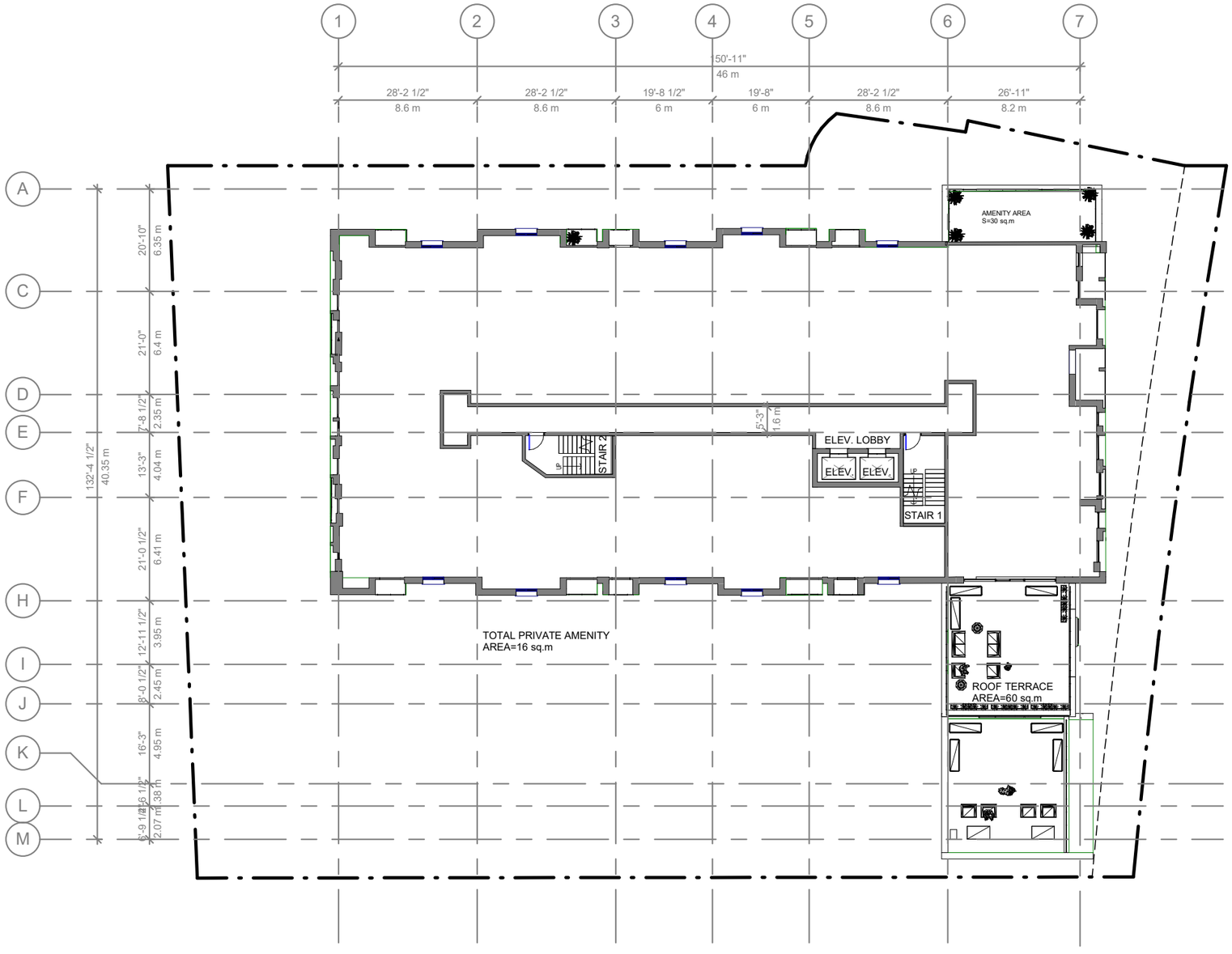

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5th FLOOR PLAN
1 : 300

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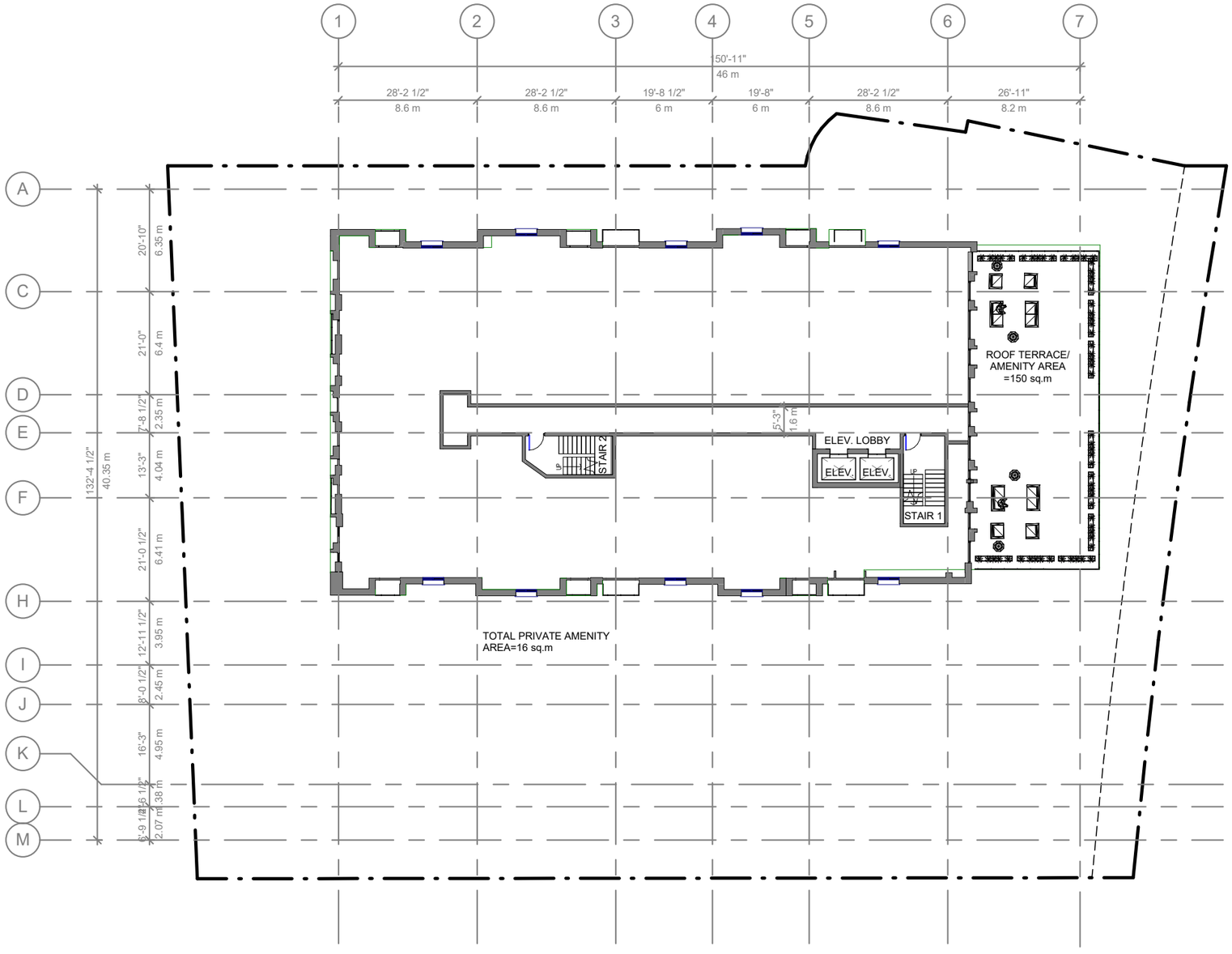

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6th FLOOR PLAN
1 : 300

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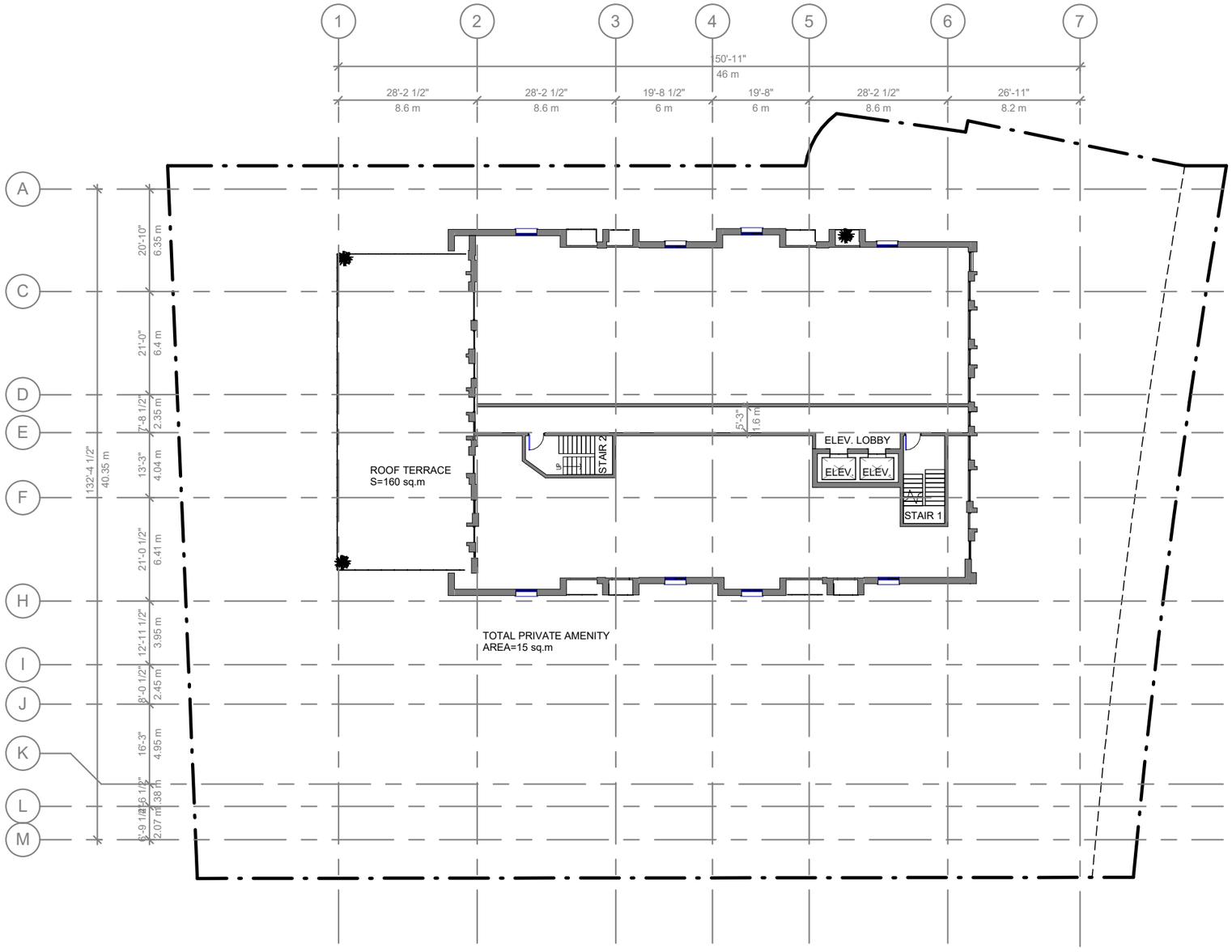

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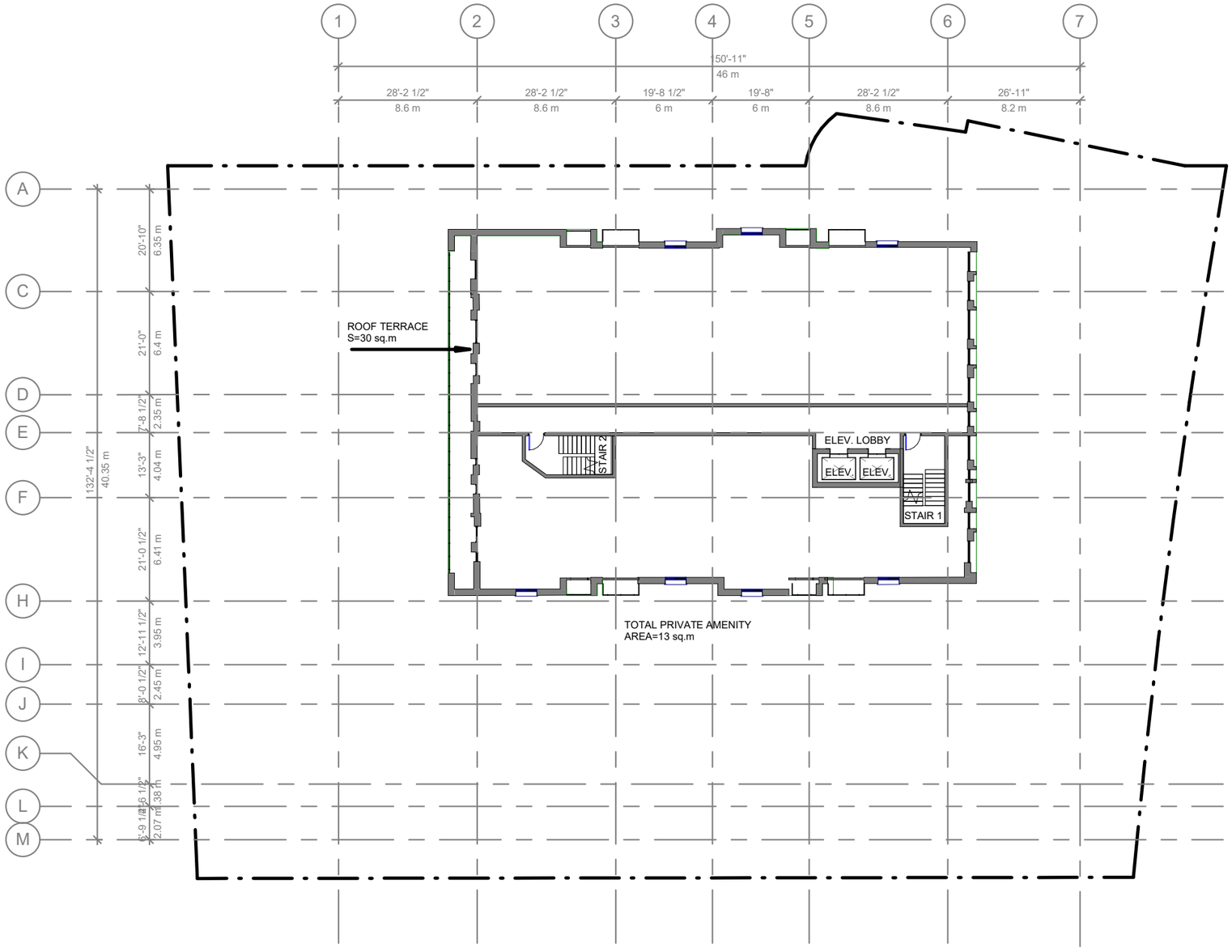
7th FLOOR PLAN
1 : 300

■ 2021.09.28 ■ AS ■



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8th FLOOR PLAN
1 : 300

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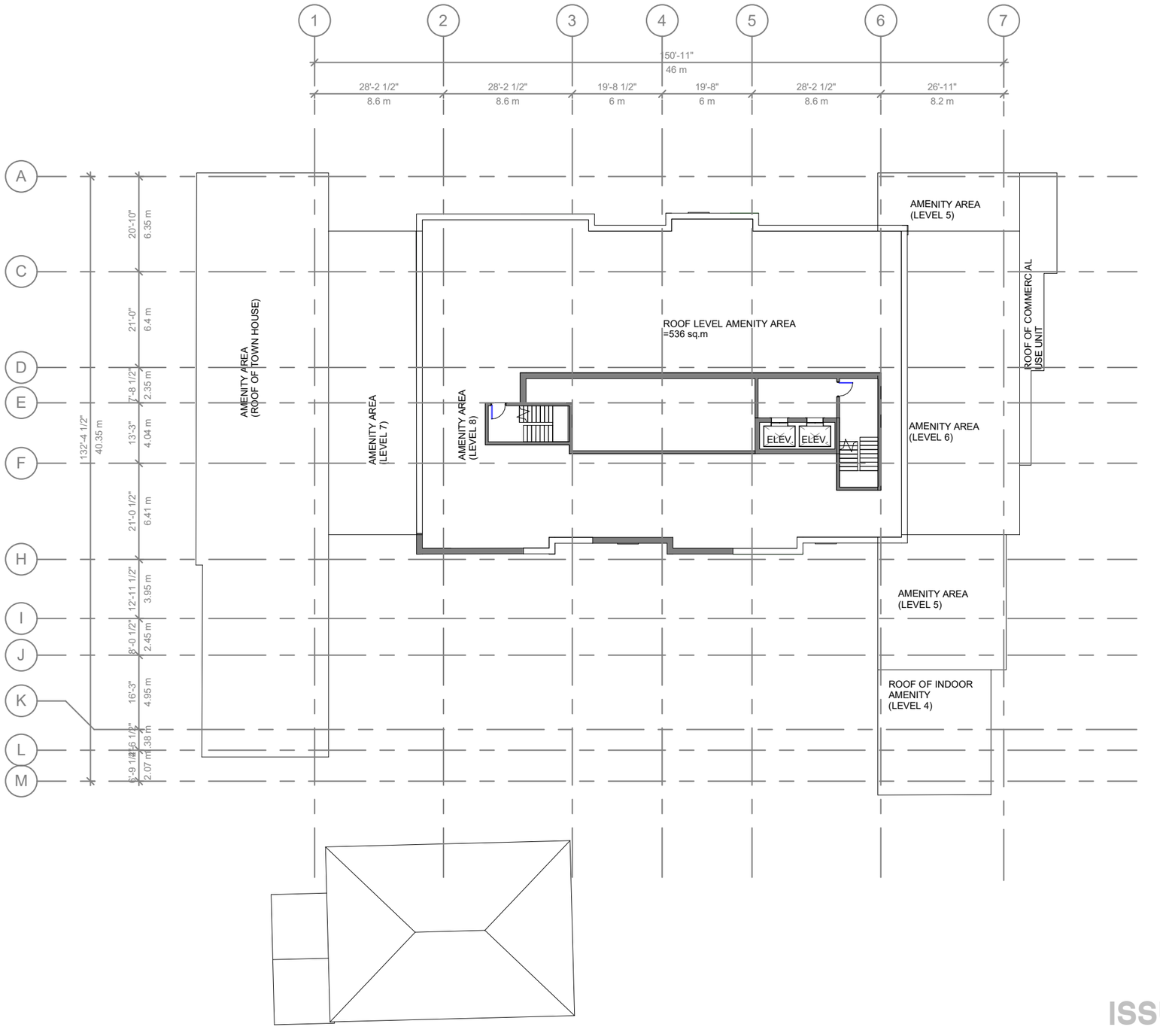

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ROOF PLAN
1 : 300

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SOUTH ELEVATION
1 : 200

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NORTH ELEVATION
1 : 200

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EAST ELEVATION
1 : 200

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WEST ELEVATION
1 : 200

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SOUTH ELEVATION WITH ANGULAR PLANE
1 : 300

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NORTH ELEVATION WITH ANGULAR PLANE
1 : 300

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219034-20200928-SEAN MASON_detached.rvt

NORTH ELEVATION

NORTH SIDE

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3D VIEWS
1 : 1

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SOUTH ELEVATION

SOUTH SIDE

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3D VIEWS
1 : 1

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EAST SIDE

WEST SIDE

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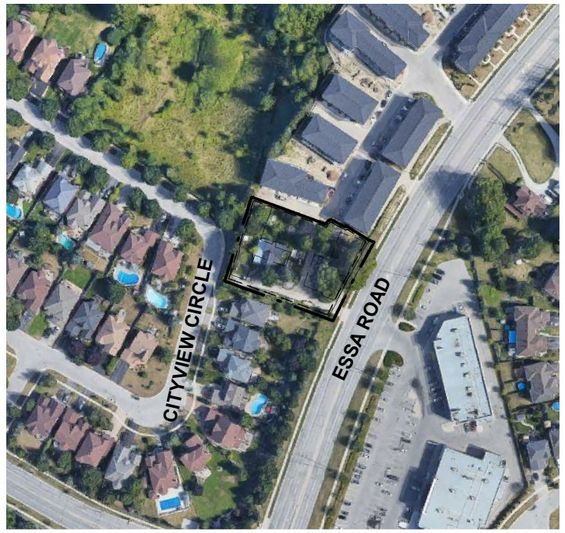
3D VIEWS
1 : 1



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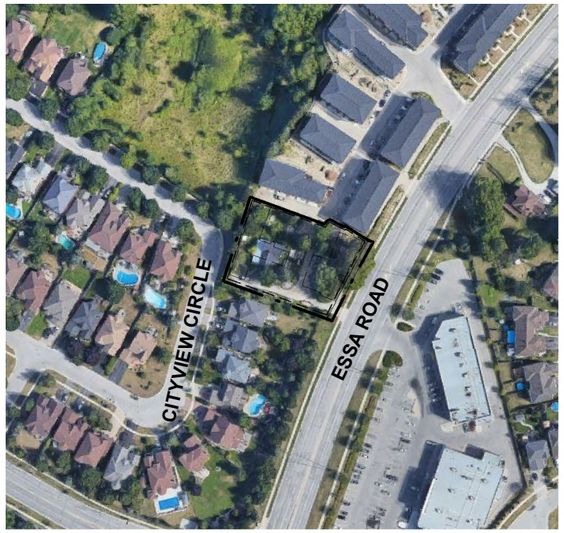

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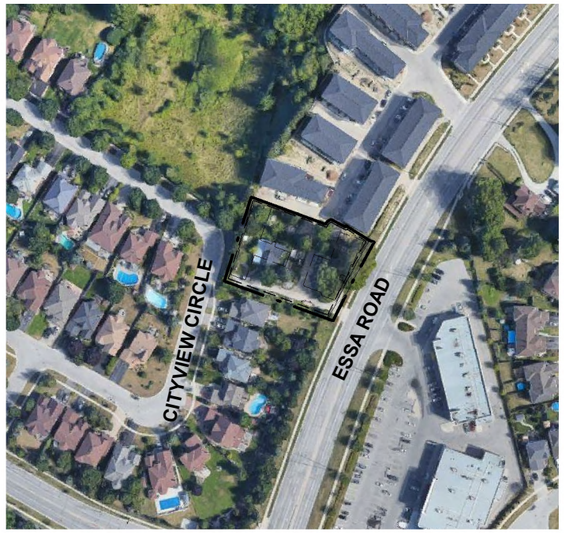

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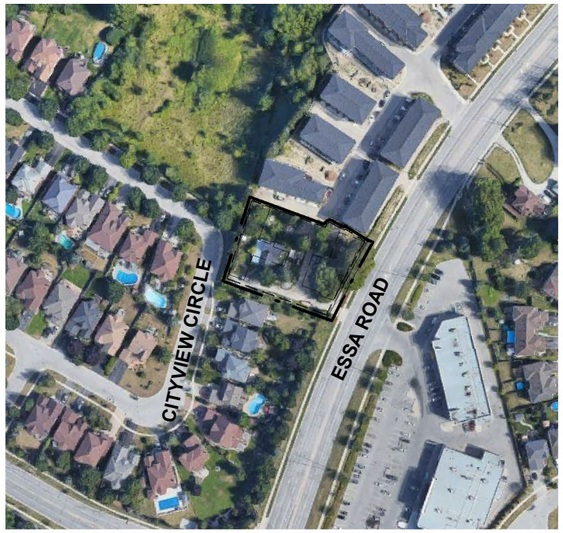

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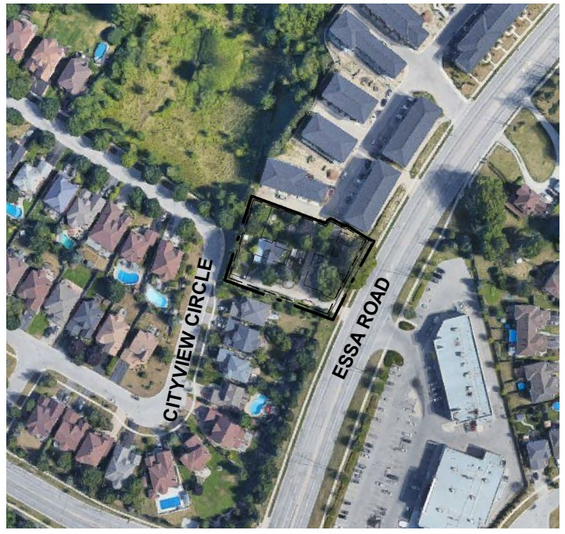

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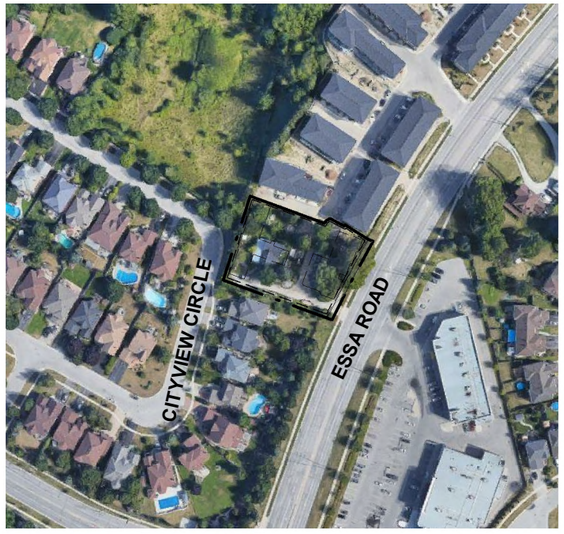

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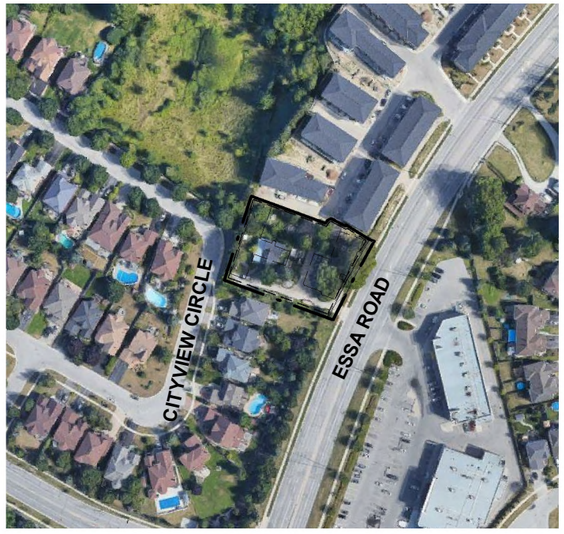

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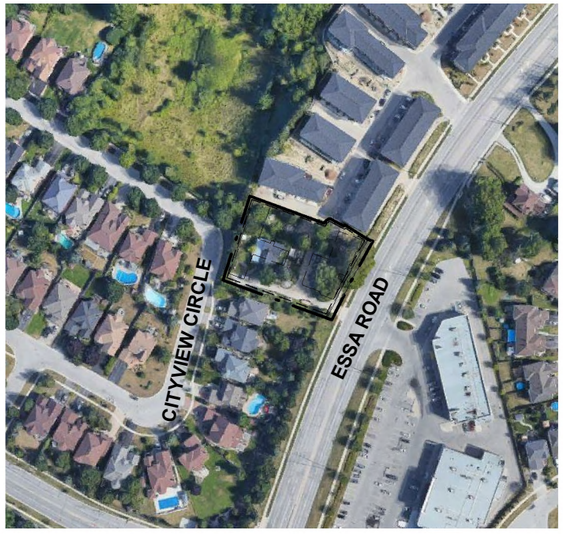

8 APRIL 21 - 13.00 PM
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SHADOW STUDIES - APRIL 21
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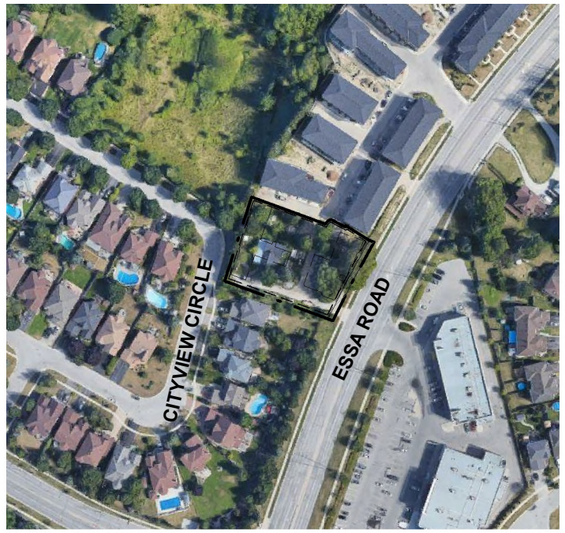

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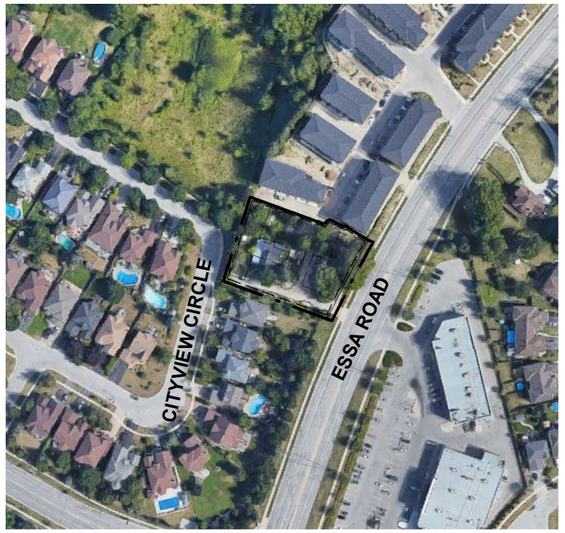

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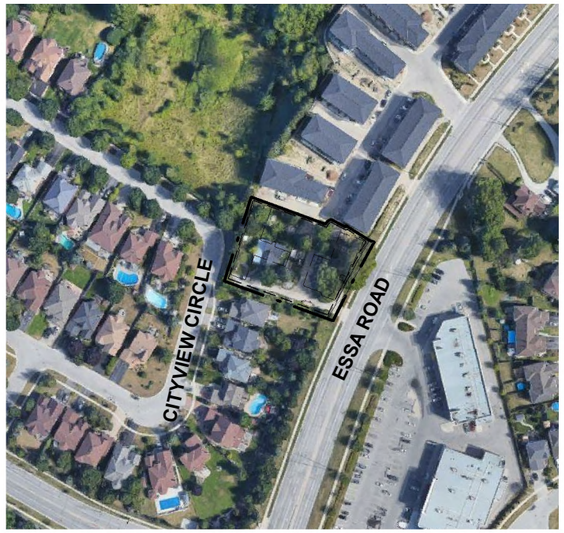

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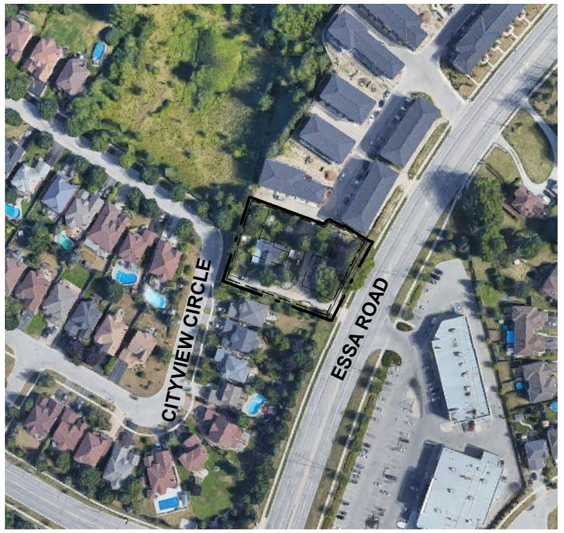

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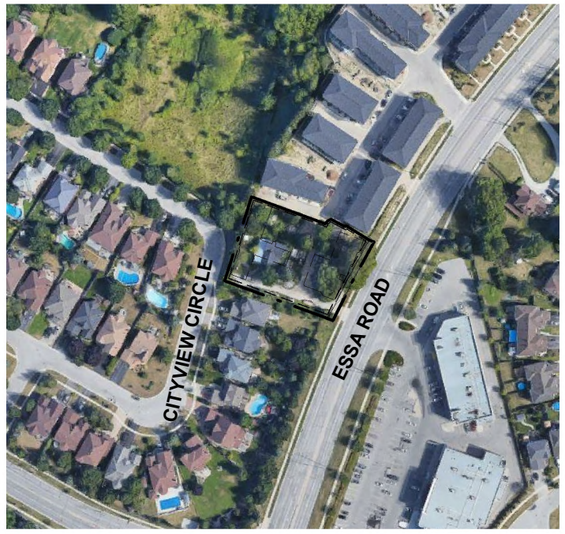

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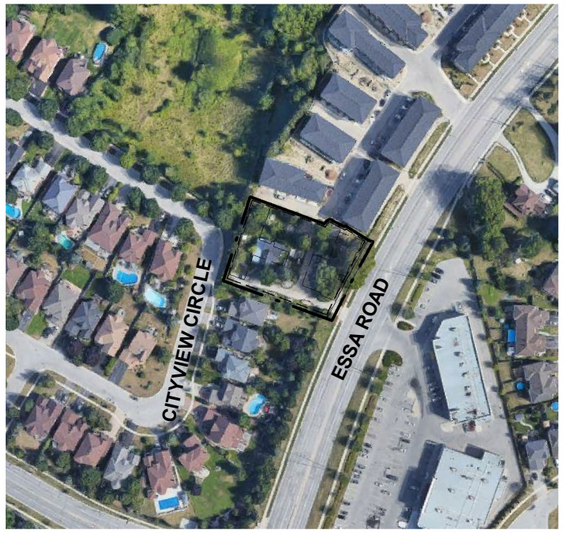

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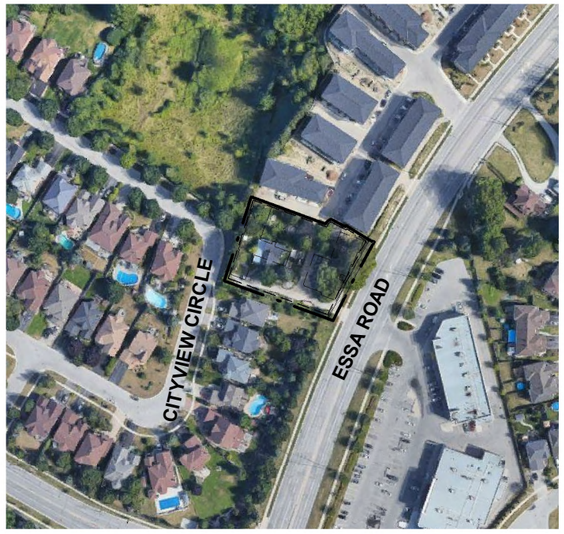

7 APRIL 21 - 20.11 PM
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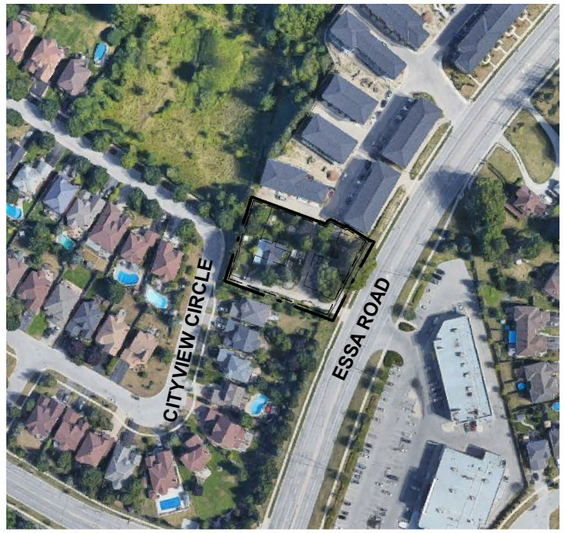

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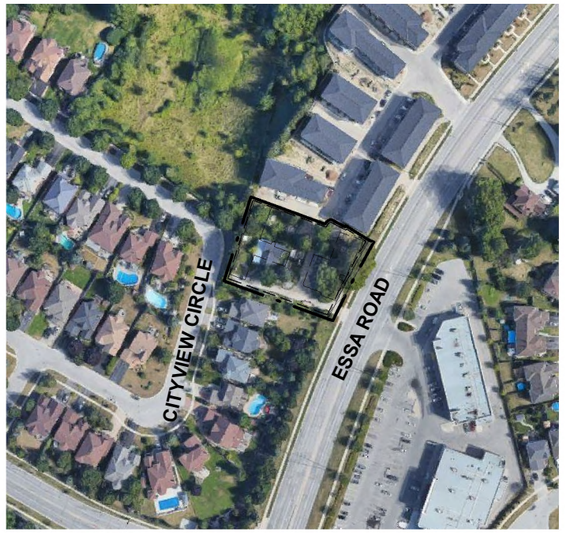

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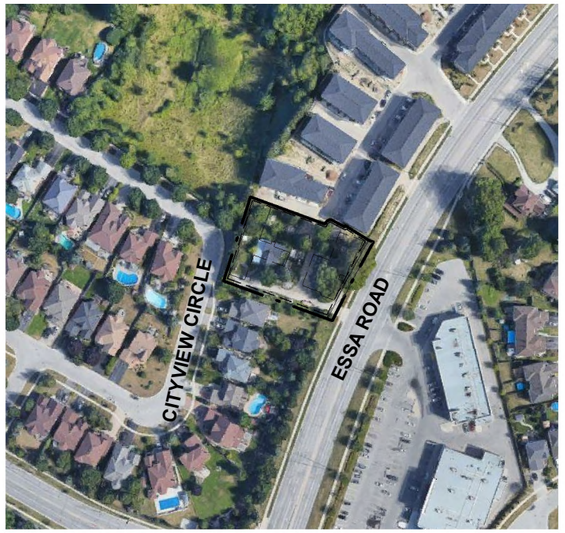

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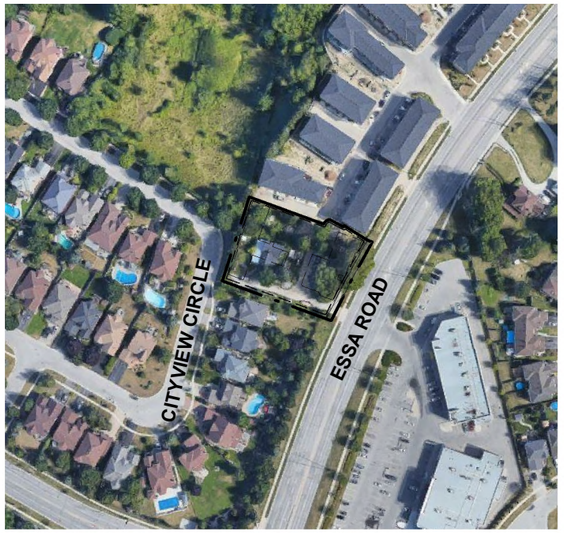

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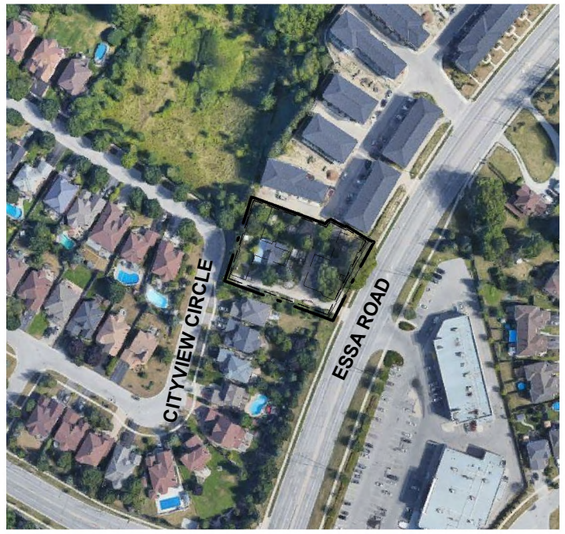

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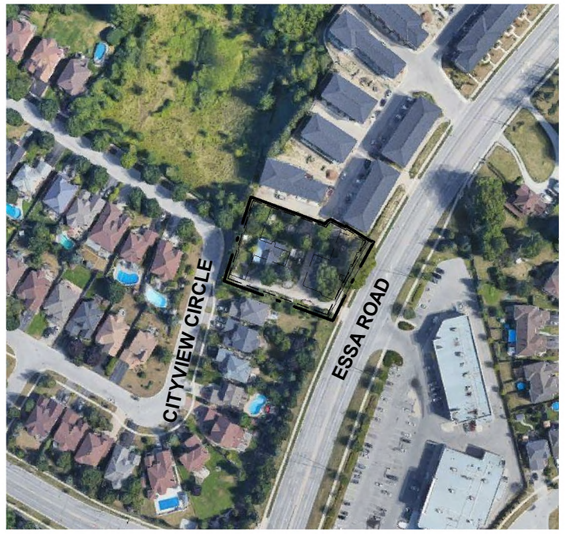

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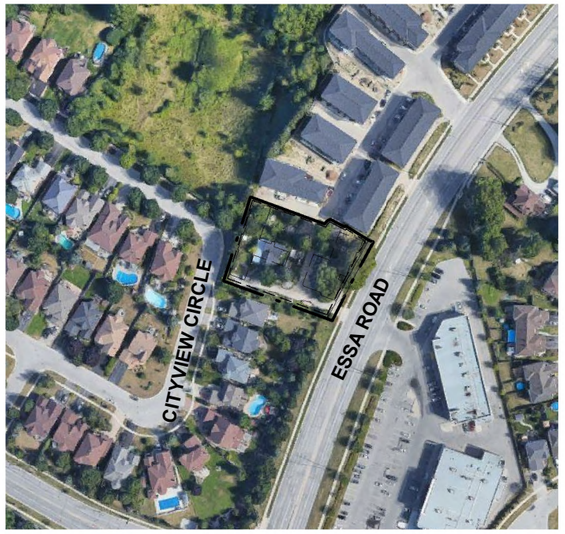

7 JUNE 21 - 12.00 PM
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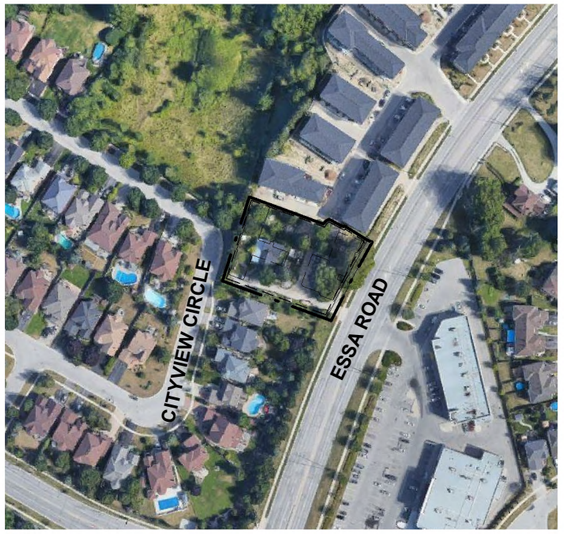

8 JUNE 21 - 13.00 PM
1 : 3000

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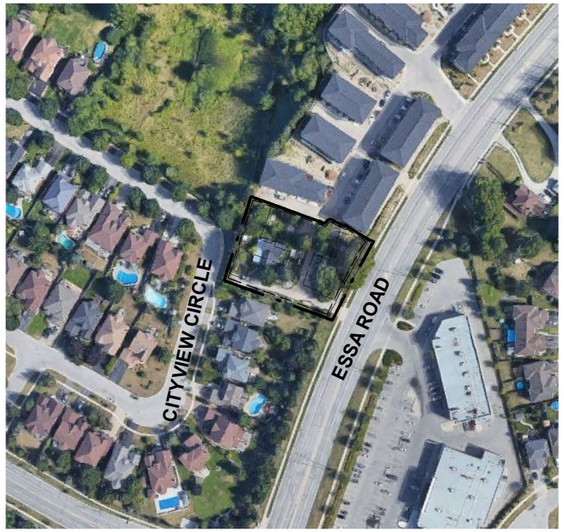
1 : 3000



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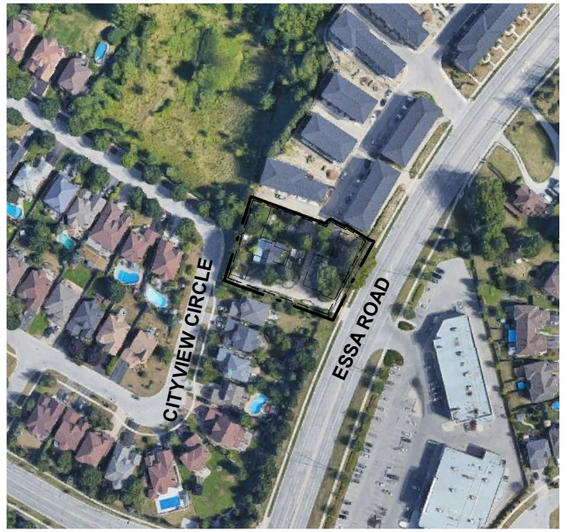

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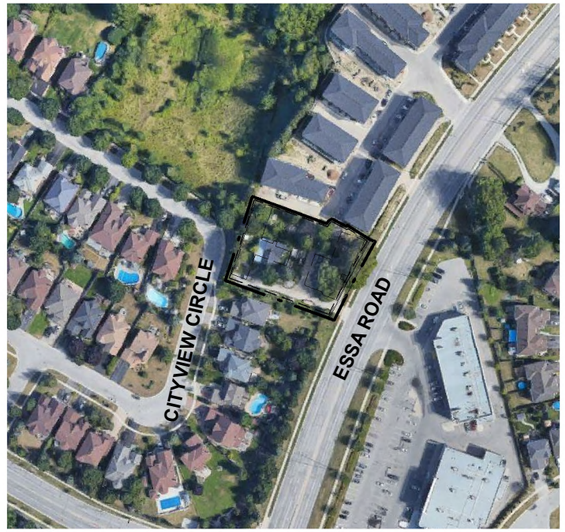

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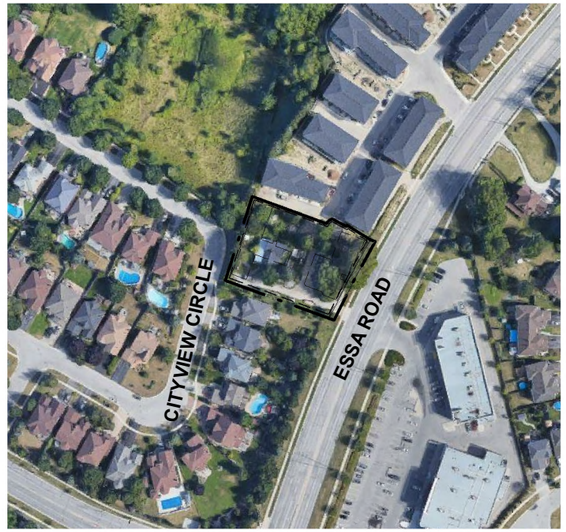

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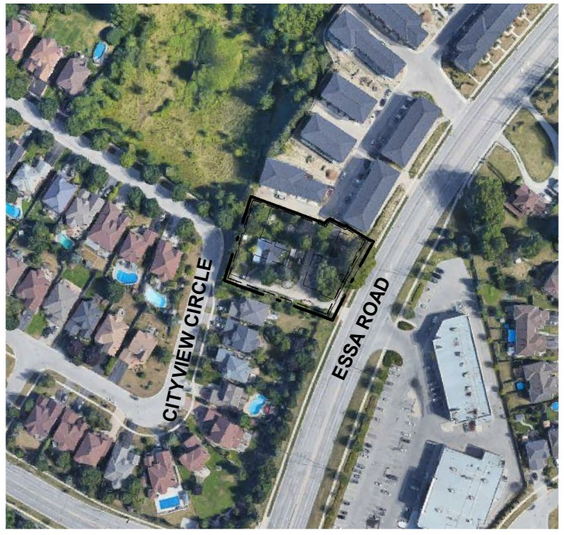

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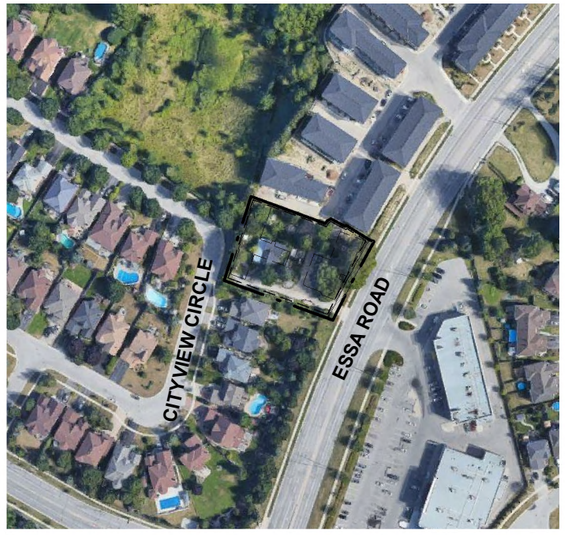

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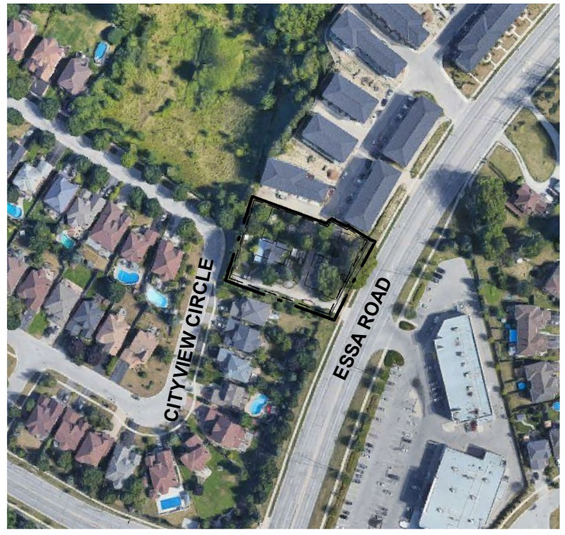

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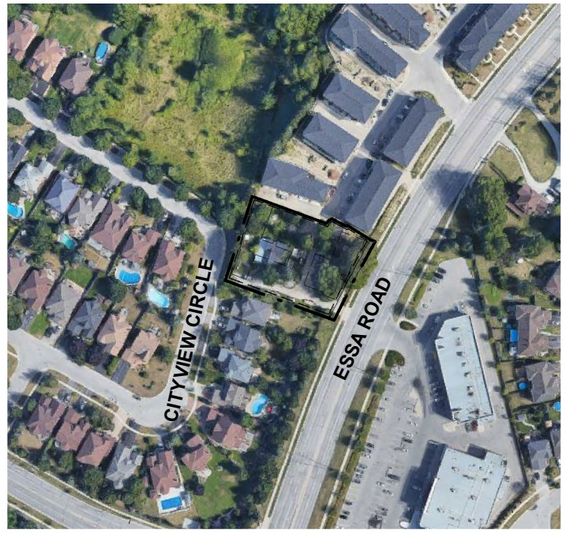

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SHADOW STUDIES - JUNE 21
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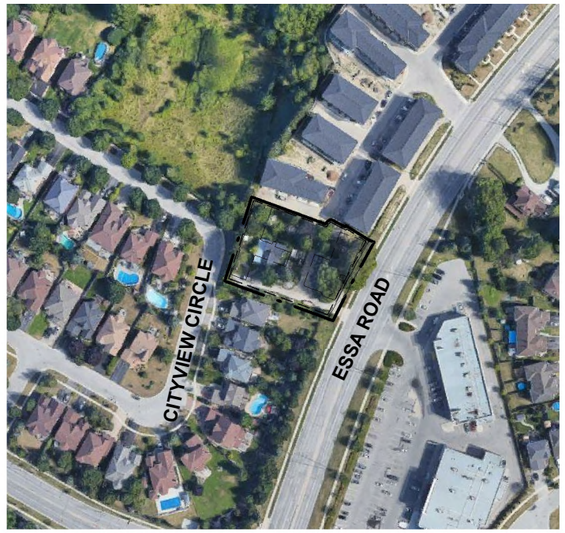

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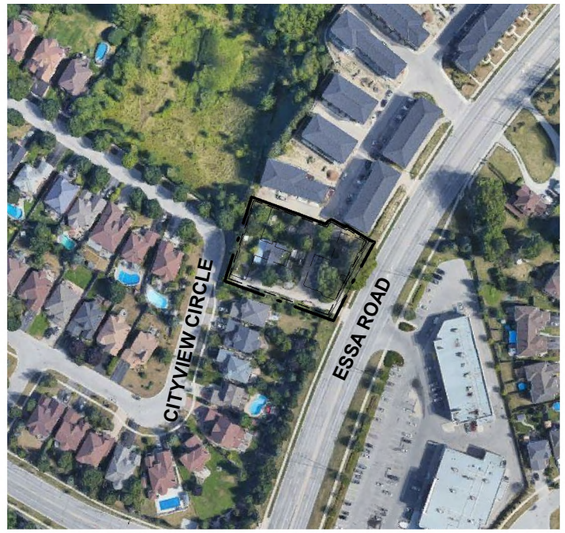

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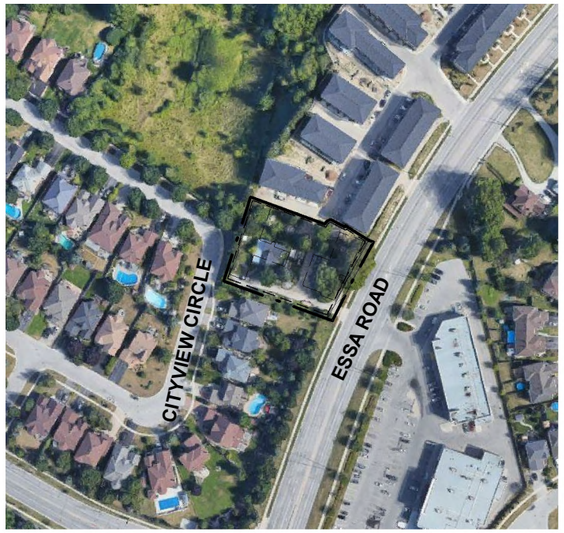

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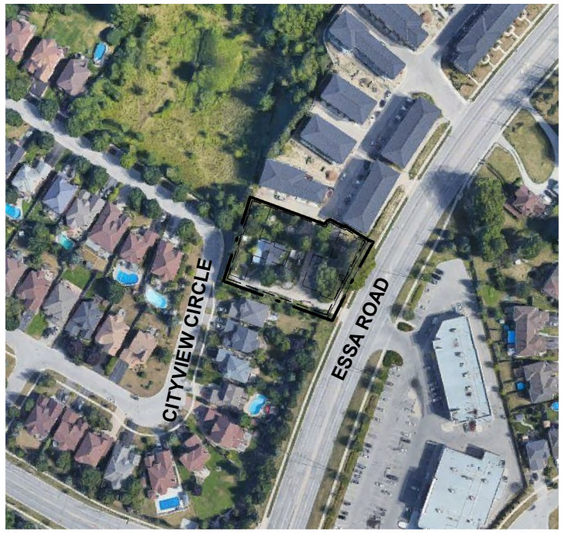

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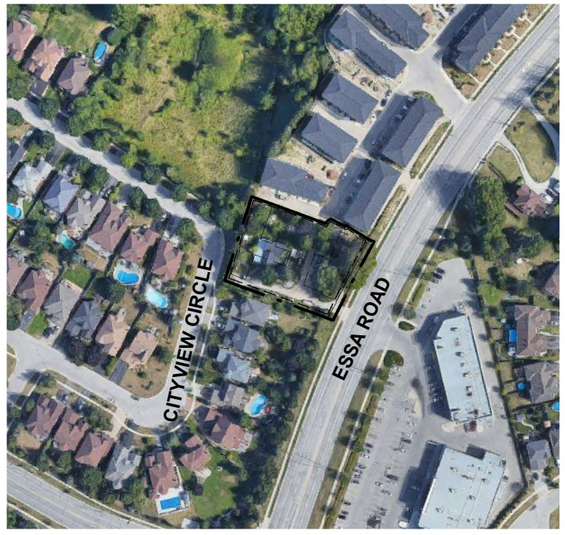

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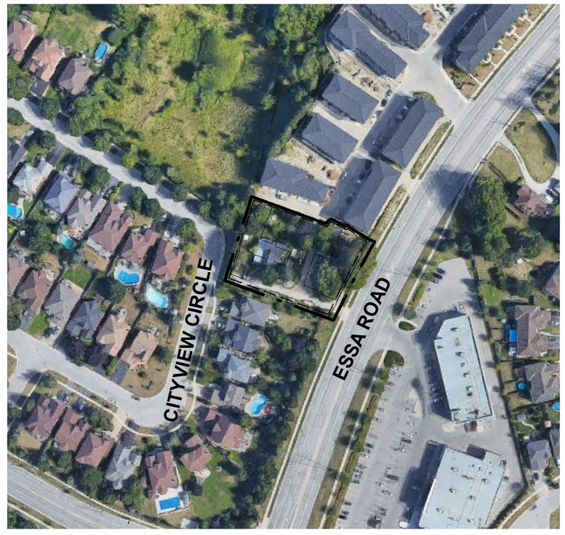

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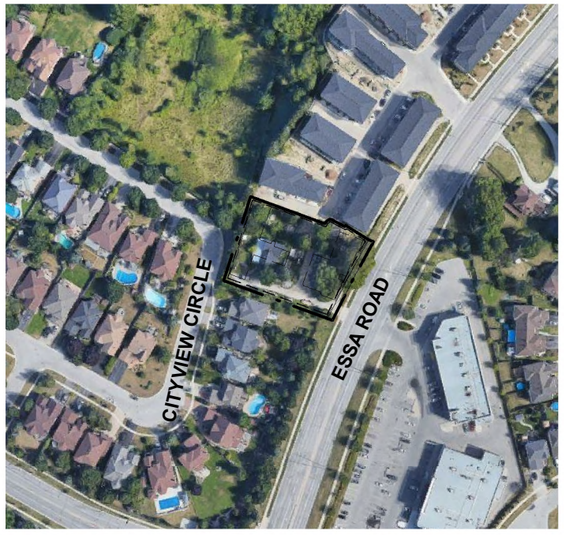

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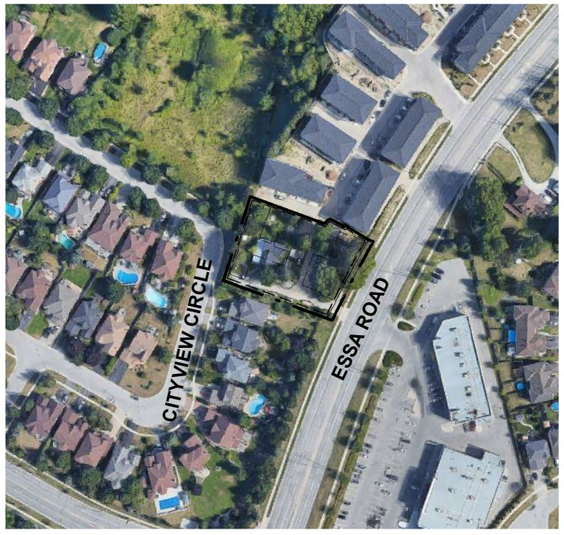

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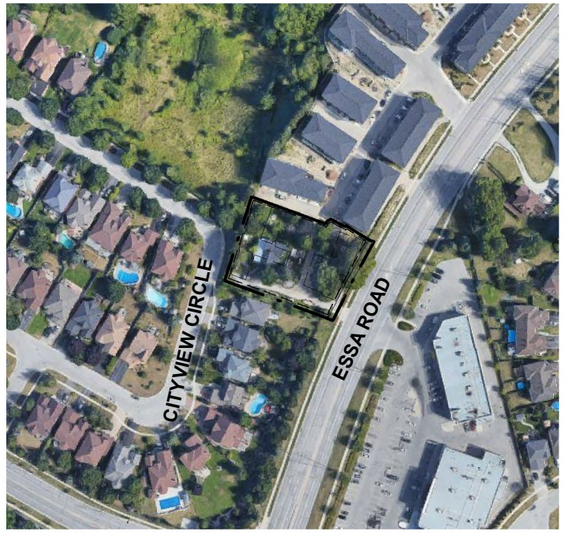

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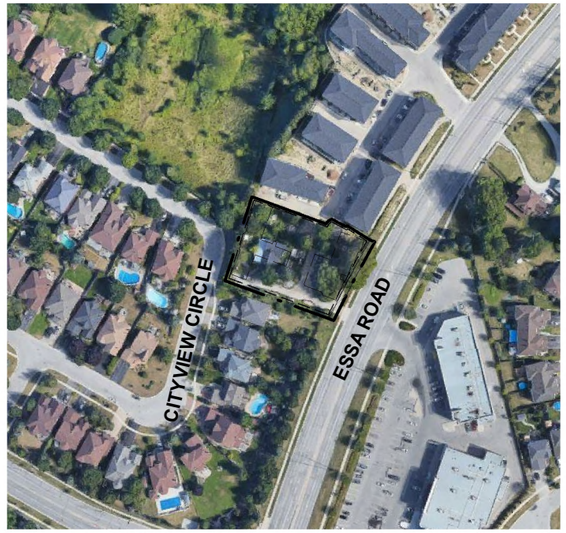

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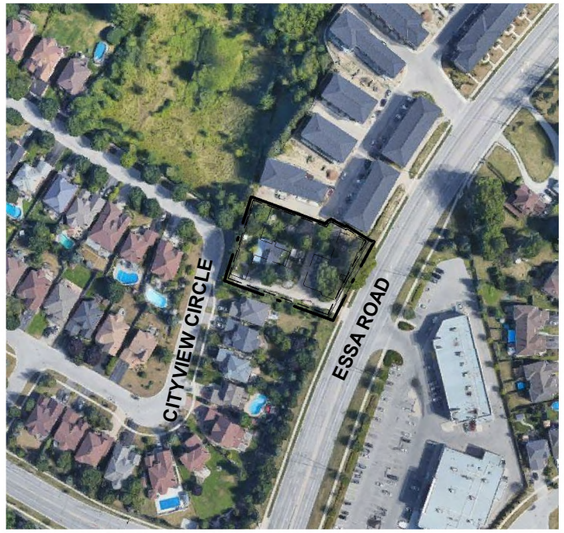

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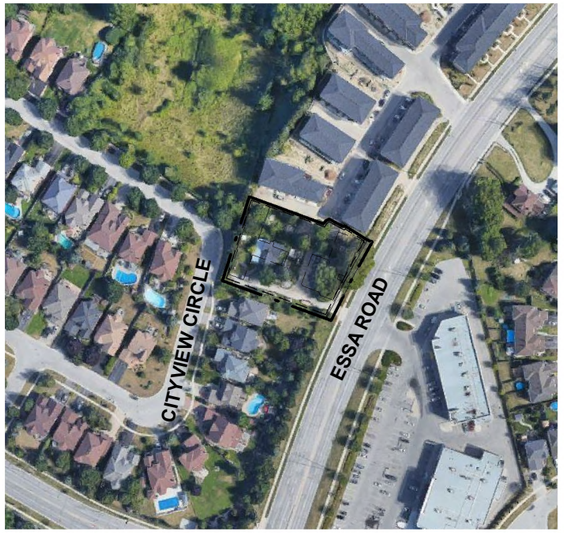

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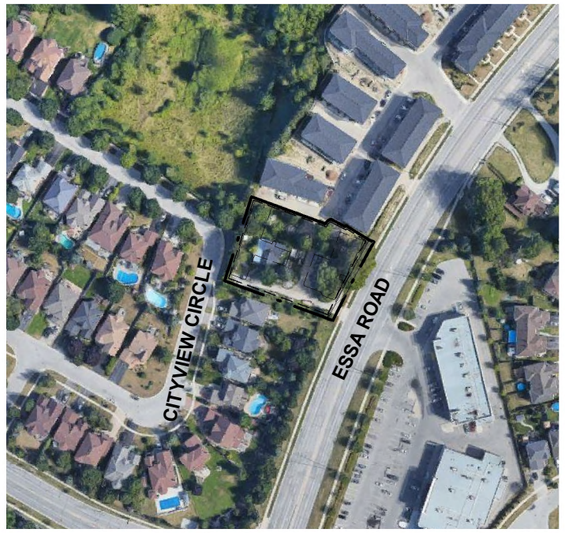

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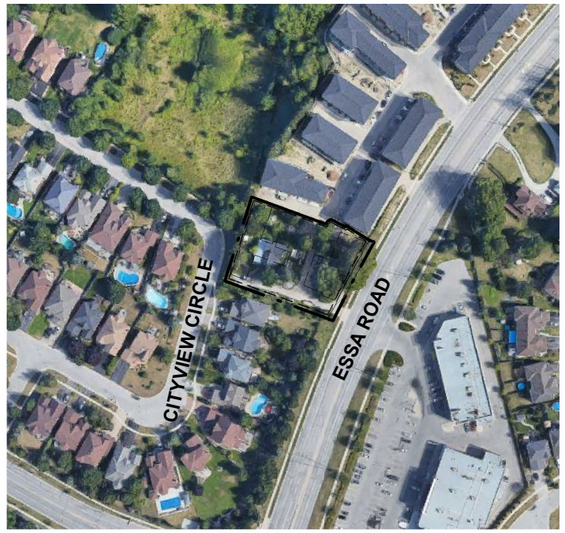

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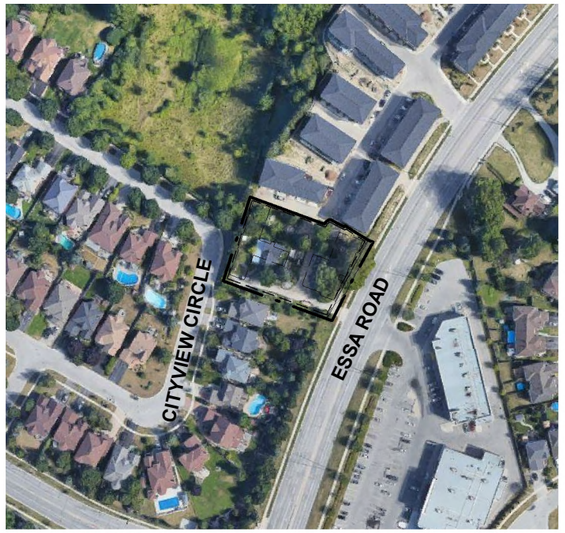

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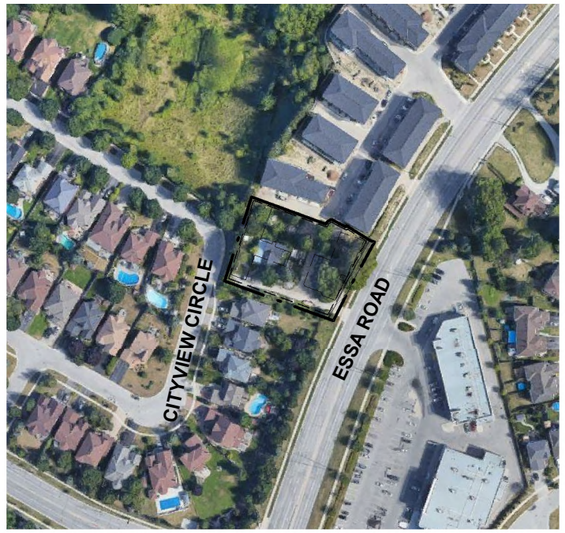

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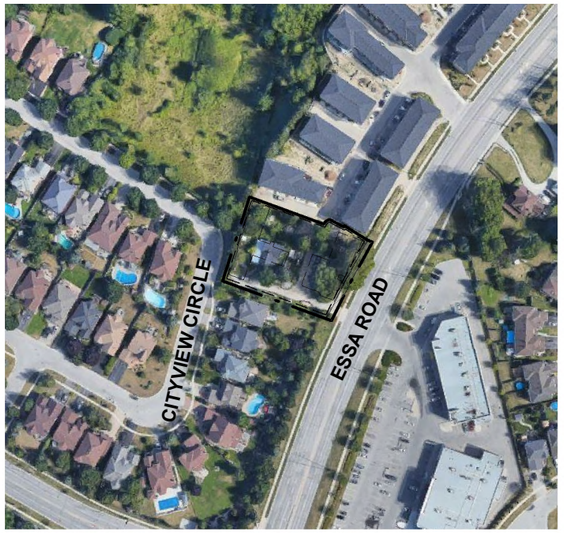

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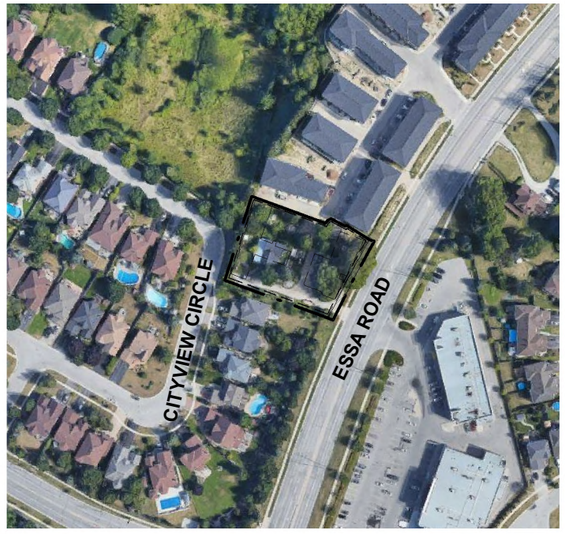

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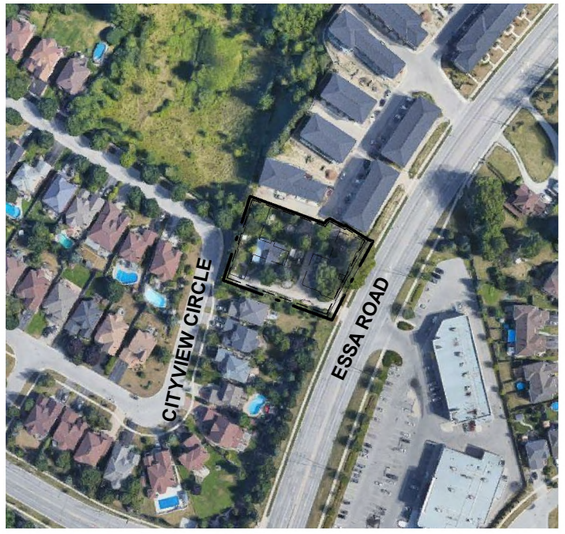

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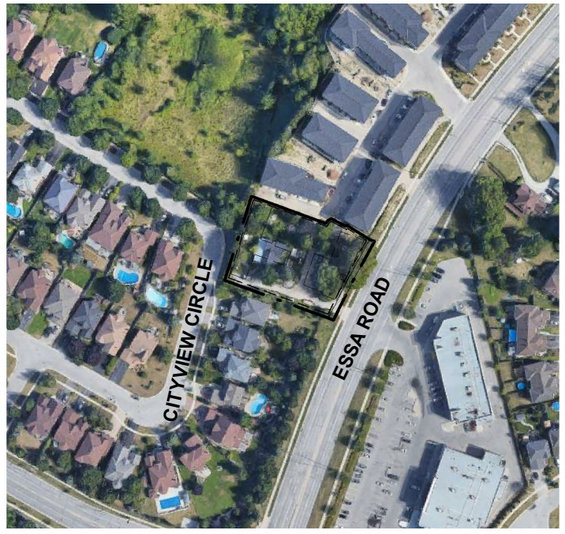

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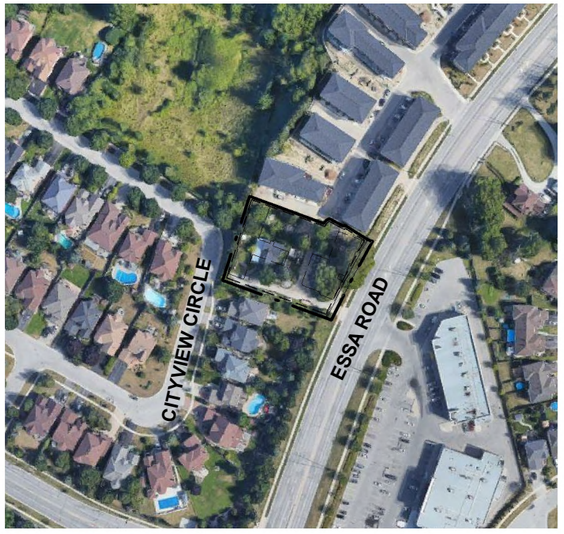

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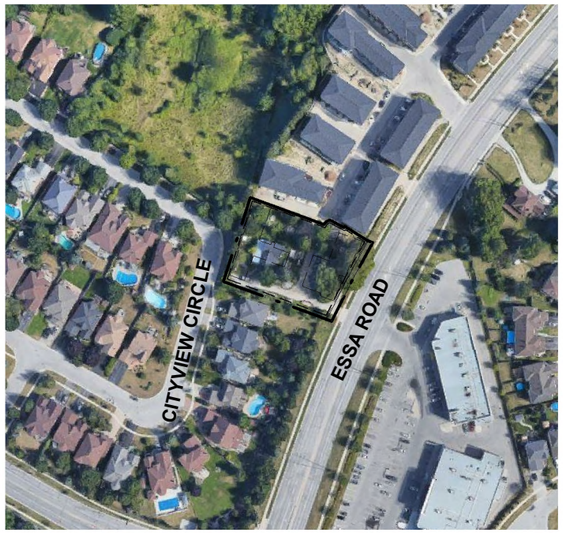

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SHADOW STUDIES - DECEMBER 21

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APPENDIX 3

Urban Design Manual – Design Guidelines Checklist

APPENDIX 1

URBAN DESIGN GUIDELINE CHECKLIST

2.0 PHYSICAL ENVIRONMENT AND BUILDING SITING

	yes	n/a	Comments
A. Incorporate measures to address the physical environment.	(x)	( )	live work, amenity space, towns to cityview
B. Ensure compatibility with adjacent area development.	(x)	( )	angular plane adherance/ intensification corridor
C. Respect existing scale and setbacks in the neighborhood.	(x)	( )	angular plane adherance
D. Incorporate natural features, vegetation and topography.	( )	(x)	site cleared
E. Consider the quality of views and influences of sun and wind.	(x)	( )	considered
F. Locate site services away from public & street view.	(x)	( )	
G. Design building setback at a pedestrian scale.	(x)	( )	
H. Locate active uses at the street level.	(x)	( )	
I. Situate buildings to support public transit use.	(x)	( )	located bus route corridor
J. Reduce conflicts on multi-use sites.	(x)	( )	live work has own parking, limited uses
K. Site building to reduce visibility of parking areas.	(x)	( )	parking underground/inside building
L. Incorporate energy saving designs and features.	(x)	( )	SBD and above code building design
M. Minimize shadows cast on adjacent properties and outdoor uses.	( )	( )	shadow study completed
N. Provide a variety of reliefs and architectural elements.	(x)	( )	multiple stepbacks and roof tops
O. Consider future intensification and integration.	(x)	( )	located on intensification corridor
P. Screen external transformers located on major road and areas of high visibility.	(x)	( )	

3.0 SITE CIRCULATION

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

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

4.0 SITE SERVICES

	yes	n/a	Comments
A. Locate site services away form public and street view.	(x)	( )	_____
B. Eliminate conflict between service access/site circulation.	( )	(x)	_____
C. Eliminate reversing/maneuvering on public streets.	( )	(x)	_____
D. Locate noise and odour sources away form sensitive uses & use attenuation measures where necessary.	( )	(x)	_____
E. Screen outdoor storage.	( )	(x)	_____
F. Locate recycling/garbage internal to a structure.	(x)	( )	_____
G. Construct accessory recycling/garbage structures as fully building with a roof and a door/gate.	(x)	( )	_____
H. Store all recycling and garbage bins within the structure.	(x)	( )	_____
I. Provide interior waste storage for restaurants and food service buildings.	( )	(x)	_____
J. Locate utilities underground.	(x)	( )	_____

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	( )	( )	at site plan stage
B. Design site lighting to meet building and user needs.	( )	( )	_____
C. Use lighting to accentuate site features.	( )	( )	_____
D. Eliminate glare and light spillage.	( )	( )	design will be dark sky
E. Used pedestrian scaled lighting.	( )	( )	compliant
F. Coordinate lighting systems and landscaping.	( )	( )	_____

6.0 FENCING

A. Design fencing and other site elements to complement the architecture of the main building.	( )	( )	at site plan stage
B. Minimize visual monotony.	( )	( )	_____

7.0 ARCHITECTURAL DESIGN

	yes	n/a	Comments
A. Ensure design is compatible with developing character of the neigbourhood.	(x)	( )	more buildings using modern facades
B. Ensure multiple buildings have a cohesive visual relationship.	( )	(x)	
C. Coordinate exterior building design on all elevations.	(x)	( )	
D. Orient buildings toward street/internal courtyard.	(x)	( )	majority to Essa, some to courtyard
E. Conceal rooftop mechanical equipment.	(x)	( )	
F. Ensure buildings over 3 storeys in City Centre contribute to the skyline.	(x)	( )	
G. Design rooftops with identifiable shapes.	(x)	( )	
H. Emphasize main building entrance.	(x)	( )	
I. Employ the effective use of building materials, architectural detail and lighting.	(x)	( )	
J. Ensure buildings on corner lots have presence on both streets.	( )	(x)	

7.2 Heritage Resources

A. Incorporate natural, historical, architectural or cultural resources.	( )	(x)	
B. Conserve significant heritage resources.	( )	(x)	
C. Incorporate existing architectural features.	( )	(x)	
D. Site features to respect heritage resources.	( )	(x)	

8.0 SIGNAGE

A. Integrate signs to complement the design of the building.	( )	( )	at site plan stage, sign locations provided
B. Use materials found elsewhere in the project in the design of the ground sign.	( )	( )	
C. Ensure that new signs on existing buildings provide an appearance with existing signs.	( )	( )	
D. Provide uniform fascia signs.	( )	( )	
E. Provide for convenient and attractive replacement of signs.	( )	( )	
F. Accommodate mobile signs in appropriate landscaped areas.	( )	( )	

	yes	n/a	Comments
G. Ensure that mature landscaping and signage work in harmony.	( )	( )	_____
H. Provide street address numbers for identification.	( )	( )	_____

9.0 LANDSCAPE DESIGN

A. Promote preservation of existing natural features.	( )	( )	_____
B. Ensure a harmonies integration of landscape features.	( )	( )	_____
C. Use ecologically sound and appropriate seasonal plant material.	( )	( )	_____
D. Provide landscaped traffic islands to delineate primary traffic routes.	( )	( )	_____
E. Landscape to delineate boundaries and establish streetscape appeal.	( )	( )	_____
F. Use landscaping to screen parking/site services.	( )	( )	_____
G. Relate landscape treatment to their function.	( )	( )	_____
H. Landscape areas outside building entrance(s) to define its function.	( )	( )	_____
I. Use plant material for scale, definition & softening. Text	( )	( )	_____
J. Provide appropriate site amenities and furnishings.	( )	( )	_____
K. Preserve healthy trees where possible.	( )	( )	_____
L. Use plant species suitable for the local climate.	( )	( )	_____

9.2 Landscape Strips

A. Provide landscape strips adjacent to roadways and lot lines.	(x)	( )	buffers and vegetation provided
B. Provide appropriate landscape treatments and planting density based on the proposed lands use, site area and abutting land use.	(x)	( )	_____

10.0 WATERFRONT

	yes	n/a	Comments
A. Minimize the impacts on Kempenfelt Bay.	( )	(x)	_____
B. Protect, restore & enhance the natural features along the waterfront.	( )	(x)	_____
C. Maintain & restore natural and cultural connections.	( )	(x)	_____
D. Incorporate connections with historical past.	( )	(x)	_____
E. Keep Kempenfelt Bay visually accessible.	( )	(x)	_____
F. Ensure barrier-free access to the waterfront.	( )	(x)	_____

11.0 DEVELOPMENT ADJACENT TO RAILWAYS

(subject to Council's consideration)

12.0 TRANSIT

A. Design for pedestrians.	(x)	( )	_____
B. Locate commercial buildings close to or at the property line.	(x)	( )	_____
C. Coordinate transit with major activities.	(x)	( )	_____
D. Integrate internal transit movements where appropriate.	( )	( )	n/a

APPENDIX 4

Intensification Area Urban Design Guidelines – Checklist

City of Barrie

Intensification Area Urban Design Guidelines

DEVELOPERS CHECKLIST

PREPARED BY:
Brook McIlroy
Oct. 2012

Applicant Information

Project Name: 4OH!5

Project Address: 405 Essa Rd

Project Design Team: Innovative Planning Solutions, 4Architecture, JD Engineer, Pearson Engineering, thINC landscape, Krcmar survey, R. Boumeester and Assocs.

Applicant Name: Sean Mason Homes Essa Rd Inc.

Applicant Telephone: Applicant e-mail: sean@seanhomes.ca

Land owner: Sean Mason Homes Essa Rd Inc.

Project Description: 103 parking spaces, 95 high density units on intensification corridor in 8 storey building with live work units facing Essa Rd and 3 storey towns facing Cityview Circle

Urban Design Guideline Checklist

This checklist is intended to assist the development community and the City of Barrie in ensuring appropriately designed developments within the intensification areas. Those submitting development applications should familiarize themselves with the Urban Design Guidelines for Barrie's Intensification Areas, and then complete this checklist as a part of the approvals process. The City should review the checklist and work with the proponents to ensure new development meets the City's goals and intent as outlined in these guidelines.

Using the Checklist

Applicants should complete the checklist by responding to each item. When the guideline does not apply, check "N/A" and offer an explanation of exemption in the comments area.

A page reference to the full guideline is provided for each item in the checklist should the applicants require more information on the intent of that guideline.

In the event of a phased or temporary development application, the applicant must demonstrate that the design does not preclude future development phases or additions from meeting the guidelines.

Applicants should provide a written description of how their project meets the intent of the guidelines.

As there are some guidelines that are specific to the location of the subject land, the applicant must ensure that all guidelines that are relevant to their location be addressed.

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.1 Natural Heritage Feature, Parks and Open Spaces	3.1.1 Natural Heritage Features	32	a) Environmental Protection Areas are preserved where possible.				x	
		32	b) Adjacent natural heritage features, parks and open spaces are connected.				x	
		32	c) Sensitive natural heritage features are adequately buffered.	x				
		32	d) Higher density buildings are adjacent to natural heritage features.	x				
		32	e) Natural drainage networks are maintained.	x				
	3.1.2 Parks and Open Spaces	33	a) A significant amount of the park perimeter is surrounded by streets.	x				
		33	b) Parks are distributed within a 10-minute walk of most residents.	x				
		33	c) New parks and open spaces link with existing natural heritage features, parks and open spaces.				x	
		33	d) Parks and open spaces serve the diverse needs of the community.				x	
		33	e) Larger tree species are provided in parks and open spaces.				x	
		33	f) Park entrances provide appropriate amenities.				x	
		33	g) Pedestrian connections are flexible to accommodate emergency and maintenance vehicles.	x				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.1 Natural Heritage Feature, Parks and Open Spaces	3.1.3 Semi-Private Open Spaces	34	a) Semi-private open spaces are directly accessible from public sidewalks.	x				
		34	b) Semi-private open spaces are constructed of materials similar to the main buildings.	x				
		34	c) Semi-private open spaces should be in view of occupied indoor areas.	x				
		34	d) Buildings include semi-private rooftop amenity space.	x				
		34	e) Interior courtyards maximize sun exposure.	x				
		34	f) Paving materials is high quality, and low maintenance.	x				
		34	g) Site furnishings are manufactured from high quality, durable materials.					site plan stage
		34	h) Plant materials are low maintenance, and placed to ensure clear views.					site plan stage
	3.1.4 Multi-Use Trails	35	a) New trails create a linked trail network.					
		35	b) Trails link to core activity areas.				x	
		35	c) Recreational trails reflect the open space they occupy.				x	
		35	d) Multi-use trails distinguish between walking and cycling areas.				x	
		35	e) Nature trails include multiple access points.				x	
		35	f) Trails include adequate amenities.				x	
		35	g) Trails in sensitive natural environments are made of low impact materials.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.2 Streets and Streetscapes	3.2.1 Green Street Design	37	a) Streets within the Intensification Areas have enhanced landscaping.		x			site plan stage, city wants hard scaping
		37	b) Street trees are placed to grow to maturity under urban soil conditions.		x			
		37	c) Streets near the Bay and key entrances to the Urban Growth Centre have a high proportion of tree planting.				x	
		38	d) Existing street trees are preserved.			x		trees on site poor condition
		38	e) Supplemental street trees are provided where the existing tree canopy is reaching the end of its life-cycle.	x				
		38	f) Street trees are planted with appropriate soil volume.	x				
		38	g) The use of soil cells has been considered.	x				
		38	h) Soil infrastructure is improved on boulevards.				x	site plan stage condition s
		38	i) Street trees are offset a minimum of 1.5 metres from the curb.	x				
		38	j) Trees are spaced at 6.0 to 9.0 metre intervals based on mature size.	x				
		38	k) High branching trees will not interfere with large vehicles.	x				
		38	l) Street trees and landscaping are locally adapted species.	x				
		38	m) Shrub and ground cover planting is utilized in open tree pits.	x				
		38	n) Shrubs and ground cover are tolerant of urban conditions.	x				site plan stage, hard with brine on road
		38	o) Seasonal appeal is considered for all planting.		x			

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.2 Streets and Streetscapes	3.2.2 Boulevard Design	40	a) Boulevards reflect their adjacent land use.				x	
		40	b) Continuous sidewalks are provided on both sides of all streets.	x				
		40	c) Sidewalks are at least 2.1 metres wide.				x	municipal sidewalk 1.5m
		40	d) Sidewalks are constructed of brushed concrete.	x				
		40	e) Sidewalks are continuous across driveways.	x				
		40	f) Feature paving bands are used where appropriate.			Text	x	
		40	g) Boulevards are planted with street trees in the Street Furniture and Landscape Zone.	x				
		40	h) Benches, bicycle locks, and pedestrian lighting are located within the Street Furniture and Landscape Zone.	x				
		40	i) In areas with retail at grade, a 1.1 metre wide transition zone is provided.	x				
		40	j) Principles of LID are applied where possible.	x				
	3.2.3 Crosswalks	41	a) Crosswalks are continuous and connected to adjacent sidewalks.				x	
		41	b) Crosswalks conform to the Ontarians with Disabilities Act.				x	
		41	c) Crosswalks are clearly designated.				x	
		41	d) Mid-block connections at high-volume locations.				x	
		41	e) Traffic signals allow adequate time to clear the crossing.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.2 Streets and Streetscapes	3.2.4 Street Furniture	42	a) Street furnishings provide a consistent and unified streetscape appearance.					site plan stage
		42	b) Street furnishings are placed in a coordinated manner.					
		42	c) Street furniture does not impact sidewalk maintenance.					
	3.2.5 Public Art	43	a) Public art pieces are durable and easily maintained.				x	
		43	b) Public art is place-specific.				x	
		43	c) Public art is physically and visually accessible.				x	
		43	d) Sites with public art pieces include landscaping that complements the piece.				x	
		43	e) Where appropriate, sites are reserved for groupings of complementary pieces.				x	
	3.2.6 Signage	44	a) A comprehensive wayfinding strategy has been developed.				x	
		44	b) Signs are carefully located to ensure they do not impede sightlines.				x	
		44	c) Kiosks are located in highly active pedestrian areas.				x	
		44	d) Kiosks do not impede pedestrian circulation.				x	
		44	e) Kiosk size minimizes visual impacts while providing adequate space to post information.				x	
		44	f) Street furniture does not include signage.				Text	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.2 Streets and Streetscapes	3.2.7 Transit Amenities	45	a) Transit shelters include basic amenities.				x	
		45	b) In high pedestrian traffic areas, transit stops include a shelter for weather protection.				x	
		45	c) Sidewalks connect directly to transit shelters.			Text	x	
		45	d) Transit stops have barrier-free access.				x	
		45	e) Transit shelters are located 300mm from the sidewalk to allow for snow clearing.				x	
	3.2.8 Lighting	46	a) Lighting minimizes the impacts of light pollution.	x				
		46	b) Downcast pedestrian-scale lighting is provided in high traffic areas.	x				
		46	c) Lighting is located within the Street Furniture and Landscape Zone.	x				
		46	d) Additional pedestrian-scale lighting is provided in areas with a high volume of pedestrian activity.	x				
		46	e) New lighting complies with the City's Dark Sky Policy	x				
	3.2.9 Utilities	47	a) Where possible, utilities are buried below grade.	x				site plan stage, but intended
		47	b) Above grade utilities are grouped where feasible.	x				
		47	c) Utilities are incorporated into building design.	x				site plan stage, but intended
		47	d) New and innovative solutions for integrated utility services have been explored.					

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
3.3 Parking	3.3.1 On-Street Parking	48	a) Parallel on-street parking is provided over perpendicular parking.			x		if city wants lively streetfront, allow street parking
		48	b) On-street parking is situated within bump-outs, where appropriate.				x	
		48	c) Bump-outs are landscaped with street trees or low level ground cover.				x	
		48	d) Where appropriate, permeable paving is considered.	x				
	3.3.2 Bicycle Parking	49	a) Bicycle parking is provided at regular intervals.		x			
		49	b) Bicycle parking is located close to building entrances.	x				
		49	c) Bicycle posts do not impede pedestrian movement.					site plan stage, but intended
		49	d) Post-and-ring bicycle parking is used.			x		nope
		49	e) Bicycle storage facilities are provided at public parks and open spaces.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.1 Development of Large Parcels	4.1.1 Community Structure	54	a) The existing road network is expanded to improve connectivity.					infill development, no new streets
		54	b) A connected network of streets and blocks is provided.					
		54	c) New streets are based on a modified grid pattern.					
		54	d) A variety of block sizes and shapes are provided.					
		54	e) Block lengths do not exceed 250 metres.					
		54	f) Where blocks exceed 250 metres, a mid-block pedestrian connection is provided.					
		54	g) Mid-block pedestrian connections are a minimum width of 3.5 metres.					
		54	h) Rear lanes are provided to reduce the need for street driveways.	x				
	4.1.2 Lot Size Variety	56	a) Lot shapes are rectilinear where possible.					
		56	b) Corner lots are adequately sized to accommodate set-back requirements on both streets.					
		56	c) Lots adjacent to amenity areas support higher density development.					

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.1 Development of Large Parcels	4.1.3 Transit Supportive Design	57	a) A mix of land uses and higher densities are promoted around key locations.	x				
		57	b) Access to local transit routes should is located within a 10-minute (500 metre) walking distance of most residents.	x				
		57	c) Auto dependent uses are discouraged.				x	is residential auto dependent?
		57	d) Transit facilities are located at public places.				x	
		57	e) Trails and bicycle routes link to transit facilities.				x	
4.2 Access and Parking	4.2.1 Surface Parking	59	a) Large areas of uninterrupted parking are avoided.	x				
		59	b) Surface parking is located at the rear of buildings.	x				
		59	c) Buffers are provided between parking areas and sidewalks.	x				
		59	d) Surface parking areas are broken into smaller parking courts.			x		
		59	e) 1 tree is provided for every 8 parking spaces.			x		underground parking
		59	f) Principles of LID applied adjacent to the waterfront.				x	
		59	g) Parking screening does not obstruct the primary façade.	x				
		59	h) Distinctive pavement and/or markings are used to indicate pedestrian crossings.	x				
		59	i) Pedestrian-scaled lighting is provided along pathways.	x				
		59	j) Preferential parking for bicycles, energy efficient vehicles and car-share.			x		
		59	k) Where appropriate, permeable paving is used to promote drainage.			x		LID is intended

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.2 Access and Parking	4.2.2 Structured Parking	51	a) Where appropriate, parking structures are developed with active at-grade uses.	x				
		51	b) 50% of the building frontage (and side on a corner building) is a use other than parking.	x				
		51	c) A vertical mix of parking, residential and/or office is provided where appropriate.	x				
		51	d) Vehicular parking access is located at the rear and/or side of buildings.	x				
		51	e) Pedestrian entrances for parking structures are located adjacent to main building entrances.	x				
		51	f) Parking within a structure is screened from view at sidewalk level.	x				
	4.2.3 Lanes and Alleys	53	a) The paved area of laneways provide adequate space for emergency vehicles.				x	
		53	b) Areas at the end of laneways are reserved for snow storage.				x	
		53	c) Laneways provide variety in building form and set-backs.				x	
		53	d) Rear façade is equal in quality to the front façade.				x	
		53	e) Where feasible, laneways are considered as places to accommodate future intensification (i.e. granny flats).				x	
		53	f) The primary façade of buildings do not face the laneway.				x	
		53	g) Laneways with residential adjacencies are aesthetically pleasing.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.2 Access and Parking	4.2.4 Servicing and Loading	54	a) Loading docks and service areas are located at the side or rear of buildings.	xx				
		54	b) Garbage storage is accommodated internally.	x				
		54	c) Servicing enclosures are constructed of materials that complement the main building.	x				
		54	d) Service and refuse areas are paved with an impervious surface.	Text				
		54	e) Service and refuse areas do not encroach into the exterior side or front yard set-back.	x				
		54	f) Loading and service areas occupy the full rear yard (provided adequate landscape edge and buffer treatments are provided).				x	
4.3 General Building Guidelines	4.3.1 Building Orientation and Site Layout	66	a) Buildings are positioned to frame abutting streets.	x				
		66	b) Buildings abutting natural heritage features or open spaces create opportunities for easy access and viewing.				x	
		66	c) Main building entrances are directly accessible from public sidewalks.	x				
		66	d) The front streetwall of buildings is built to the front property line.	x				
		66	e) A minimum of 75% of a building's frontage is built to the applicable set-back line.	x				angled property line on a curve
		66	f) The remaining 25% of the building frontage is set back up to 5m to accommodate public spaces.	x				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.2 Building Heights	67	a) Buildings generally range between 4 to 8-storeys.	x				
		67	b) The maximum height (8-storeys) is only achieved where buildings comply with all other design guidelines.	x				intensification corridor, live work allows extra height, density due to PPSA, angular plane achieved at 8 storeys
		67	c) Taller buildings are located at key landmark areas.		x			
			d) Taller buildings are located on sites where lot size, set-backs, step-backs, and building transitions can be made to neighbouring properties.	x				angular plane achieved
		67	e) All new buildings achieve a minimum height of 7.5m (2-storeys).	x				
	4.3.3 Minimum Ground Floor Height	68	a) Ground floor heights are a minimum of 4.5m.	x				
		68	b) Ground levels are free of any significant grade changes to promote barrier-free access and retail activity.	x				
	4.3.4 Front Façade Step-backs	69	a) A 45-degree angular plane has been applied at a height equivalent to 80% of the width of the right-of-way.	x				
		69	b) On wider right-of-ways, an additional "pedestrian perception step-back" has been provided.	x				
		69	c) Step-backs are a minimum of 1.5m.	x				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.5 Side Building Set-backs	70	a) New buildings built to the side property line (with no windows).		x			
			a) New buildings maintain a minimum 5.5 metre distance from existing adjacent buildings.	x				both north and south this is achieved
		70	b) New buildings, set back at least 5.5 metres from the property.		x			south achieved, north adjacent road, setbacks are different now in zoning
		70	c) Additional set-backs are included where existing buildings have their primary windows on the side face.				x	
	4.3.6 Side Building Step-backs	71	a) The building's uppermost storeys step back sideways where properties have wider frontages.	x				
		71	b) Narrow sites are limited to their maximum permitted height based on side step-back requirements.				x	
	4.3.7 Transition to Neighbourhoods	72	a) Buildings step back sideways 5.5 metres above 80% of the building's permitted height.				x	
		72	b) Side step-backs are provided above the minimum building height to create a more "porous" streetwall.				x	
		72	c) Upper storey side Step-backs are not required for buildings that are 20 metres (6 storeys) or less.				x	acknowledged

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.8 Building Articulation	72	a) The façades of large buildings express individual commercial or residential units.	x				
		72	b) The design and material quality of buildings is consistent.	x				
		72	c) Lots facing parks and open spaces are subject to architectural and landscaping controls.				x	
		72	d) Buildings at key intersections emphasize their focal nature.				x	
		72	e) Buildings incorporate architectural details where possible.	x				
		72	f) A significant amount of the building frontage on the ground floor and at building base levels is clear glazed.	Text				
		72	g) Buildings are oriented to provide vistas to Kempenfelt Bay.				x	
		73	h) Retail entrances are expressed and detailed in a variety of ways including large entry awnings, canopies or double-height glazing.	x				
		73	i) Where residential uses are included above retail uses, a separate entrance is provided.				x	
		73	j) Secondary entrances are accessible, but not the dominant entrance.	x				
		73	k) Building frontages that exceed 12 meters in width are divided into smaller units.	x				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.9 Roofs and Roofscapes	74	a) Mechanical penthouses do not penetrate the recommended angular planes.		x			detailed design phase
		74	b) Mechanical penthouses are be designed and clad with materials that complement the main building façades.	x				
		74	c) The portion of the building roof that is not used for a mechanical penthouse is occupied by green roofs and/ or useable outdoor amenity space.	x				
		74	d) Sustainable technologies, such as photovoltaic panels, are provided on the roofs of buildings.	x				sustainable tech doesn't have to just be on the roof

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
4.3 General Building Guidelines	4.3.10 Materials	75	a) New buildings and developments utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency.	x				
		75	b) All exterior building finishes demonstrate a high quality of workmanship, durability and ease of maintenance.	x				
		75	c) Building materials used as intended, and not to replicate other materials.	x				
		75	d) Finished materials extend to all sides of the building.	x				
		75	e) Ground floor incorporate a minimum of 60% glazing.		x			
		75	f) Building materials facing public streets do not include synthetic siding sytems, mirror/heavily tinted glass panels, and unadorned concrete block.	x				
		75	g) Blank walls are avoided where new developments are adjacent to existing parking areas.	x				
		75	h) Where possible, construction materials are recycled.				x	
		75	i) Efforts have been made to purchase materials from demolition sales, salvage contractors and used materials dealers.				x	
		75	j) New construction materials are locally sourced.				x	site plan, acknowledged

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.1 Mixed-Use and Residential Avenue Guidelines	5.1.1 Prominent Streets	80	a) Prominent streets create a sense of entrance and arrival, contributing to community image and identity.	x				
		80	b) Taller buildings, typically at a 1:1 ratio with the width of the right-of-way, are concentrated at key areas along prominent streets.	x				
		80	c) Development meets a high standard of design.	x				
		80	d) The most prominent entrance features are located adjacent to Highway 400, where the entrance to the Urban Growth Centre begins, and at the Intensification Nodes.	x				
		80	e) Minor entrances are located on Duckworth Street, Bayfield Street, and Dunlop Street, to signal the transition into the Urban Growth Centre.				x	
	5.1.2 Boulevard Design	81	a) On streets with right-of-way widths greater than 30m, the minimum boulevard width is 6m.	x				
		81	b) In special areas, the minimum boulevard width is 8m.					
	5.1.3 Crosswalks	82	a) Mid-block crosswalks are provided on large development sites every 100-215m.				x	
		82	b) Concrete or painted lines are used for crosswalk where the length is significant.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.2 Mixed-Use Main Street Guidelines	5.2.1 Pedestrian-Uses	88	a) Auto-focused uses (i.e. car-wash, drive-through) are not included as part of the development.	x				
	5.2.2 Parks and Open Spaces	88	a) Urban parks are located throughout the Urban Growth Centre to ensure all residents are within a 10-minute (500m) walking distance of outdoor amenity space.				x	
		88	b) Corner lots, some mid-block lots, and irregularly shaped lots are developed into small urban parks where appropriate.				x	
		88	c) Urban parks are a minimum of 0.15 hectares in size.				x	
		88	d) Parks and open spaces connect to natural heritage features through multi-use trails and tree-lined streets.				x	
		88	e) Wherever possible, higher-density developments provide semi-private open spaces.	x				
		88	f) Cash-in-lieu provided for enhancements to nearby parkland.	x				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.2 Mixed-Use Main Street Guidelines	5.2.3 Boulevard Design	89	a) On streets with ROW widths less than 30m, the minimum boulevard width is 4.8m.				x	
		89	b) Pedestrian amenities within the boulevard reflect the existing heritage character.				x	
		89	c) Public art is provided at key intersections.				x	
		89	d) Where possible, new development is set back to accommodate increased boulevard requirements.			x		
		89	e) Opportunities to narrow the street have been explored with the City's Engineering Department.	x			never a discussion that is won by developer	
		89	f) "Bump-Out" parking accommodates wider boulevards.			x		
		89	g) On-street parking is not removed to accommodate a wider boulevard.	x				
		89	h) Where narrow boulevards are retained, all efforts have been made to satisfy the general recommendations in Sections 3.2.1 and 3.2.2.				x	
	5.2.4 Heritage Context Infill	90	a) Alterations to existing buildings match the pre-established set-back of adjacent buildings.				x	
		90	b) Where streets lack a continuous building frontage, new developments contain a set-back that reflects an average between the adjacent buildings.				x	
		90	c) Infill buildings have sympathetic scale, massing, and height.	x		building fits		according to the other criteria specified

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.2 Mixed-Use Main Street	5.2.4 Heritage Context Infill	90	d) Heritage buildings have been retained and restored.				x	
		90	e) Heritage properties are limited to their existing height.				x	
		90	f) New buildings have a height-to-width ratio that is similar to existing heritage buildings.				x	
		91	g) New buildings have sympathetic windows, roof-lines, entrances, ground floor treatment and materials.				x	
		91	h) Original façade materials have not be changed.				x	
		91	i) Where possible, windows and doors have been restored and made energy efficient.				x	
		91	j) Buildings are not be altered against their initial stylistic intent.				x	
		91	k) Additions or renovations reintegrate key aspects of heritage design.				x	
		91	l) Storefront design maintains a heritage rhythm and character through recessed entries and large bay windows.				x	
		92	m) Additions or renovations use materials that match or enhance the original structure.				x	
		92	n) Where appropriate, heritage structures have been retained and incorporated into new developments.				x	
		92	o) A heritage professional has been involved to ensure the most appropriate renovation techniques and materials.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.3 Established Residential Street Guidelines	5.3.2 New Residential Buildings	96	a) Rear yard parking is provided over front yard parking.	x				
		96	b) Private and/or semi-private outdoor amenity space is provided for ground floor units.	x				
		96	c) The minimum lot frontage for townhouse units with front attached garages is 6 metres with the garage not exceeding 50% of the width of the building's frontage.				x	
		96	d) End units in a townhouse place windows and entrances facing the public street.	x				
		96	e) Public walkways within townhouse developments provide safe and direct access between public streets, parking and other site areas.	x				
		96	f) Common open space such as children's playgrounds are provided.	x				inside and outside and rooftop

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.4 Intensification Node Guidelines		100	a) Development reflects the characteristics of a Mixed-Use and Residential Avenue.	x				
		100	b) In the short-term, redevelopment is focused on the Intensification Nodes.	x				
		100	c) Development creates attractive gateways.				x	
		100	d) Nodes function as neighbourhood focal points.	x				
		100	e) The highest densities are located at the Intensification Nodes.					infill project, density at nodes and corridors
		100	f) Taller buildings are provided at Intensification Nodes.					infill project, density at nodes and corridors
		100	g) Corner buildings emphasize their focal nature and visibility.				x	
		100	h) Taller buildings are limited to appropriate sites.	x				
		100	i) The minimum boulevard width is 8m.	x				
		100	j) The Nodes are centres of information.				x	
		100	k) Cycling facilities are provided.	x				
		100	l) Nodes are connected to key destinations in the City.	x				

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.5 Gateway Area Guidelines		102	a) Gateway areas are highlighted through a combination of public/private initiatives.				x	
		102	b) New development creates memorable landmarks to assist with City-wide wayfinding.				x	
		102	c) Where possible, gateway areas should have a higher order of streetscaping.				Text	
		102	d) Gateway areas function as meeting and gathering spaces.				x	
		102	e) Wayfinding signage provides directions to key City destinations.				x	
		102	f) Wayfinding signage is well-integrated into buildings, public art pieces, etc. to minimize visual clutter.				x	
		102	g) Landscaping accommodates more decorative species.				x	
		102	h) Opportunities for significant public art pieces are encouraged.				x	
		102	i) Gateways are specially lit to highlight unique features at night.				x	

		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.5 Major Transit Station Area Guidelines		104	a) There is a high concentration of people working and/or living within a 10 minute walk (500m) walk.				x	
		104	b) Plans encourage a mix of uses near the station.				x	
		105	c) New local roads provide efficient connections.				x	
		105	d) Weather protected paths provide connections between transit modes.				x	
		105	e) Local trails provide direct links to transit routes.				x	
		105	f) Auto dependent uses are discouraged.				x	
		105	g) Opportunities to limit surface parking have been explored, where possible.				x	
		105	h) Transit facilities are located at public places.				Text	
		105	i) Clearly defined pedestrian routes are provided.				x	
		105	j) High quality street furniture is provided to encourage interaction.				x	
		105	k) Open spaces are provided to encourage socialization.				x	
		105	l) Wayfinding signage is provided throughout the Major Transit Station Area.				x	
		105	m) Landmark features are provided at Major Transit Station Areas.				x	

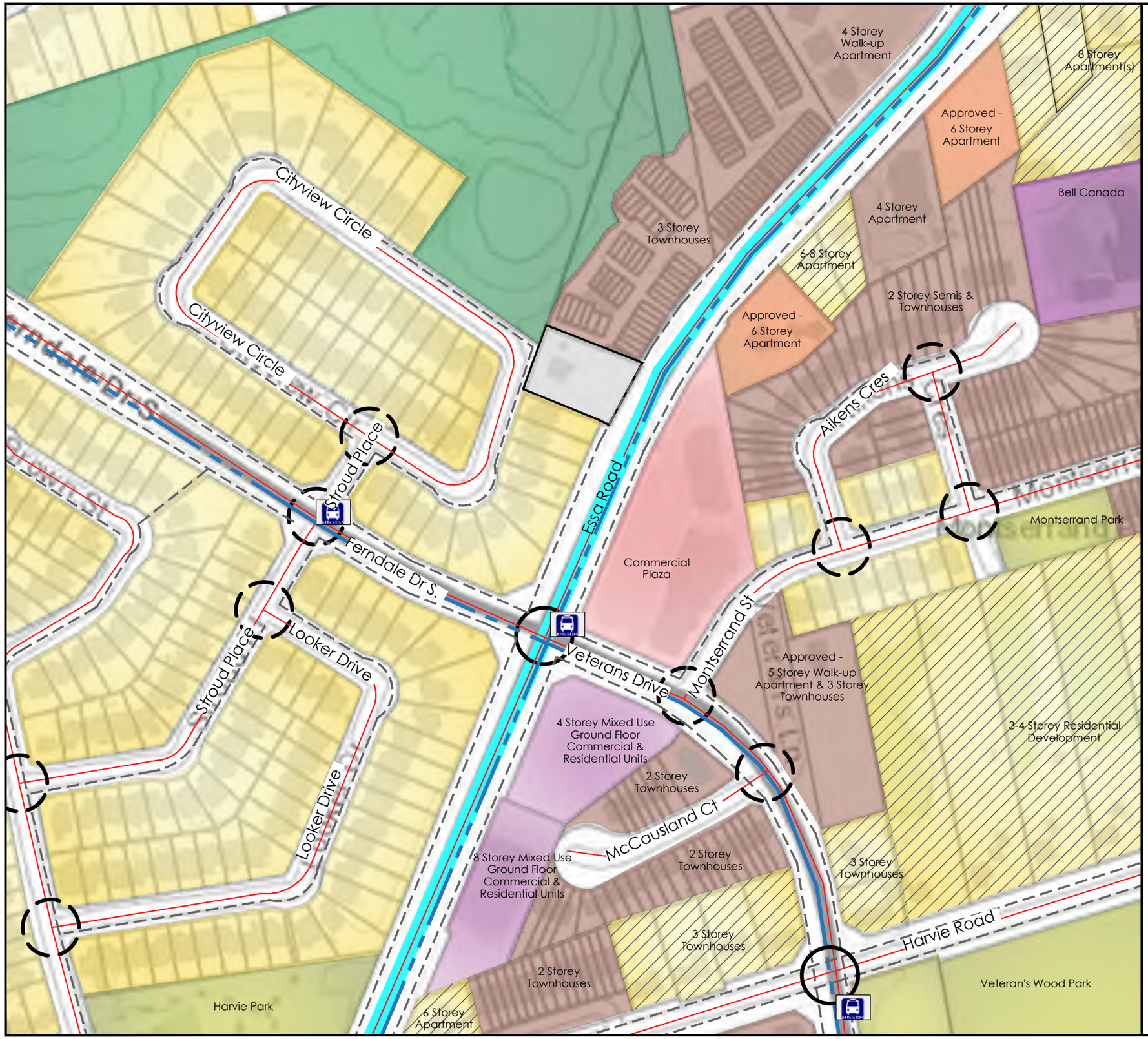
		Page #	Guidelines	Complies	Partially Complies	Does Not Comply	N/A	Comments
5.5 Major Transit Station Area Guidelines		106	n) The station building is designed and massed as a landmark building.					
		106	o) Buildings provide a continuous weather protected connection to the station.					
		106	p) Buildings have a pedestrian scaled building base.					
		106	q) The main station entrance includes pedestrian amenities.					
		106	r) The transit station includes an abundance of bicycle parking.					
		106	a) Station design adheres to the principles of CPTED.					
5.7 Lakeshore Drive		110	a) Taller buildings are encouraged adjacent to Lakeshore Drive.					
		110	b) Lakeshore Drive, and streets that connect directly to Lakeshore Drive, have enhanced streetscape treatments.					
		110	c) The boulevard width is 8m to accommodate a double row of street trees and a transition zone.					

APPENDIX 5

Context / Block Plan

CONTEXT / BLOCK PLAN
LAND USE COMPATIBILITY

405 Essa Road
City of Barrie



Legend

- Subject Lands
- Low Density Res (RH, R1, R2, R3)
- Medium Density Res (RM1, RM2)
- High Density Res (RA1, RA2)
- Mixed Use - Commercial/Residential
- Commercial
- Industrial
- Environmental Protection
- Open Space
- Potential Development Sites
- Pedestrian Circulation
- Pedestrian Crossing (traffic lights)
- Pedestrian Crossing (stop sign)
- Two-way Vehicular Circulation
- Bus Stop
- Public Transit Route
- Intensification Corridor

Scale

0 — 50 — 100m

Source: City of Barrie Comprehensive Zoning By-Law 2009-141
Note: Information shown in approximate and subject to change.

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File:	17-715	Checked:	DV

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