



Excellence Reliance Innovation

# Community and Sustainable Design Report

(formally referred to as Urban Design Report)

## 953 Mapleview Drive East

Block 193 ("also referred to as Block A" on Mapleview South Subdivision)

8 Dallaire Street (Proposed address at Subdivision Registration)

**City of Barrie**

**July 2024**

**The Jones Consulting Group Ltd.**

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## 1.0 INTRODUCTION

On behalf of our clients, Mapleview South (Innisfil) Ltd., we are pleased to provide this Community and Sustainable Design Report, otherwise known as an Urban Design Report, in support of a Site Plan Control Application, for the lands known as Block 193 (referred to as 'Block A'), herein referred to as the subject lands.

The subject lands, which are outlined in red in **Figure 1**, comprise a block on a draft plan approved subdivision located on 953 Mapleview Drive East, in the City of Barrie. The extent of the subdivision boundary is outlined in orange on **Figure 1**.

The **purpose** of the Site Plan application is to facilitate the development of 100 residential units, including 18 affordable units, and 350 square metres of ground floor commercial.

The **purpose** of this report is to assess and evaluate how the proposed development responds to the surrounding physical site context and community and how the proposal conforms to local policy context. This Report concludes that the proposed design is guided and informed by good community design principles and best practices.

**Figure 1. Aerial Photography of Subject Lands**



## 2.0 SITE & CONTEXT ANALYSIS

### 2.1 Site Context

The subject lands have a lot area of approximately 6,267.7 square metres, or 0.63 hectares. The site is located at the intersection of Maplevue Drive East and proposed Dallaire Street, and will be one of three medium density blocks on the draft plan approved subdivision. These blocks will act as a focal point of higher density built forms located near Maplevue Drive East, as the area then transitions to ground related housing forms.

#### Topography and Natural Features

The lands are vacant with no existing natural features or vegetation. The site is within 1 kilometre of environmental protection lands to the south within the draft plan approved subdivision, which contains the former Redfern Municipal Drain/Sandy Cove Creek. The site gradually slopes from north to south by approximately 4 metres. Accordingly, retaining walls and stairs have been proposed to accommodate the grade transition.

#### Transportation Networks

The lands have approximately 85.4 metres of frontage on Maplevue Drive East and 60 metres of frontage on the proposed roadway of Dallaire Street. Maplevue Drive East is classified as an arterial roadway, and when reconstructed, will have dedicated cycling lanes and pedestrian sidewalks. Dallaire Street is a proposed local street, and will contain a pedestrian sidewalk. The site is currently within 1 kilometre to existing public transit routes, which are expected to be expanded along Maplevue Drive East. Further, the site is within 2 kilometres of Barrie GO Station, which is a Major Transit Station Area.

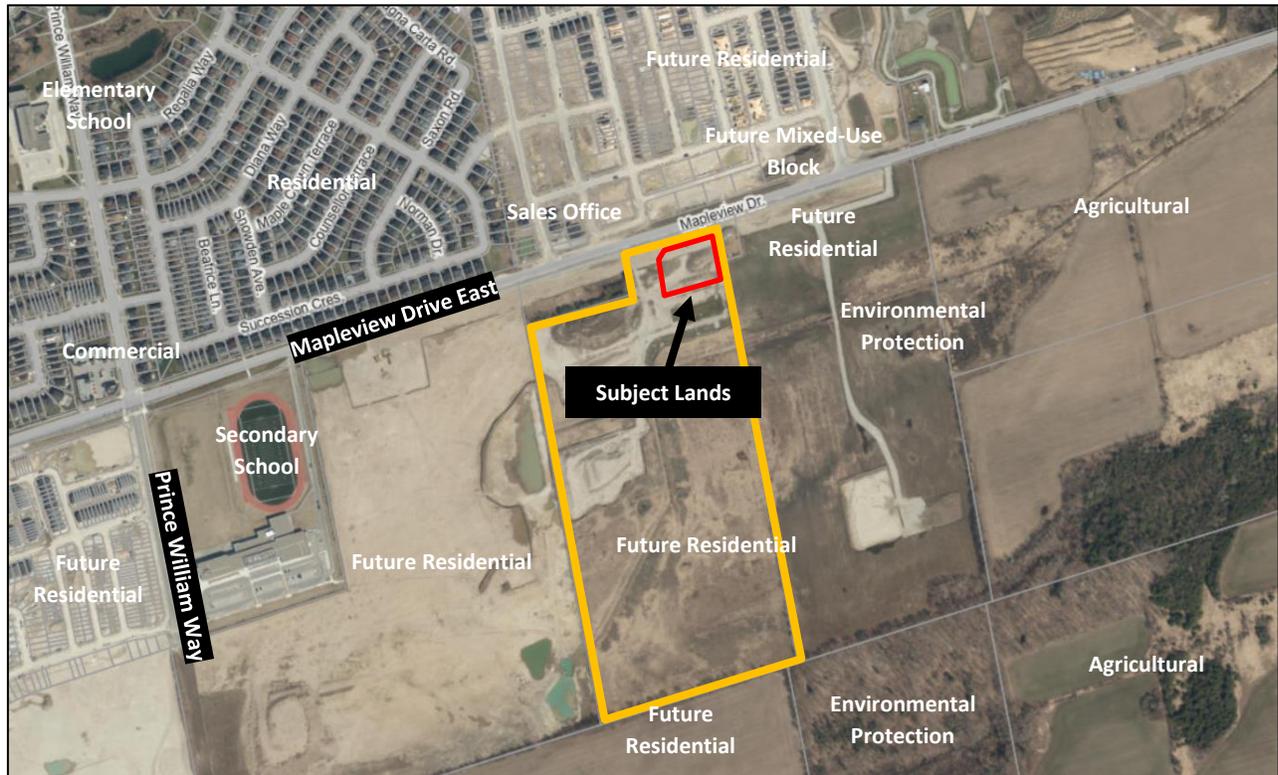
#### Linkages to Public Realm

The lands are within 1 kilometre of multiple pedestrian walkways between the subject lands and the adjacent Block B to the south, as well as within the environmental protection lands located further south. The lands are within 2 kilometres of multiple City parklands, including Succession Parkette, Coronation Park, Hyde Park, and Sandringham Park. Further, public streets with pedestrian sidewalks and multi-use pathways will connect the lands to the adjacent subdivisions to the east, south and west.

## 2.2 Surrounding Land Uses

The subject lands are a block on a draft plan approved subdivision located on 953 Mapleview Drive East. The surrounding land uses consist of existing and proposed residential, institutional, and commercial uses (Figure 2).

Figure 2. Surrounding Land Uses



The immediate surrounding land uses are as follows:

- **North:** The lands to the north consist of existing single detached dwellings, and a mixed-use subdivision (Figure 3) with a sales office (Figure 4).
- **East:** Existing agricultural lands proposed to be developed with residential uses, and environmental protection lands (Figure 5).
- **South:** The lands immediately east are Block 192 (Block B) of the draft plan approved subdivision, which is proposed to contain a 5-storey residential building. Low-density residential uses within the draft plan approved subdivision, existing agricultural lands proposed to be developed with residential uses, and environmental protection lands are located further south (Figure 6).
- **West:** The lands to the west consist of Block 191 (Block C) of the draft plan approved subdivision, which is also proposed to contain a medium density residential use. A future residential subdivision and a secondary school are located further west (Figure 7).

**Figure 3. Residential Uses Under Construction to the North**



**Figure 4. Sales Office for Residential Subdivision located to the North**



**Figure 5. Future Development Lands to the East**



**Figure 6. Future Development Lands to the South**



**Figure 7. Maple Ridge Secondary School located to the West**



### **3.0 Design Plan**

The proposed development includes a 5-storey apartment building with 100 residential units (**Figure 8**). A range of units is provided including bachelor, 1-bedroom, 1-bedroom with a den, 2-bedroom, 2-bedroom with a den and 3-bedroom.

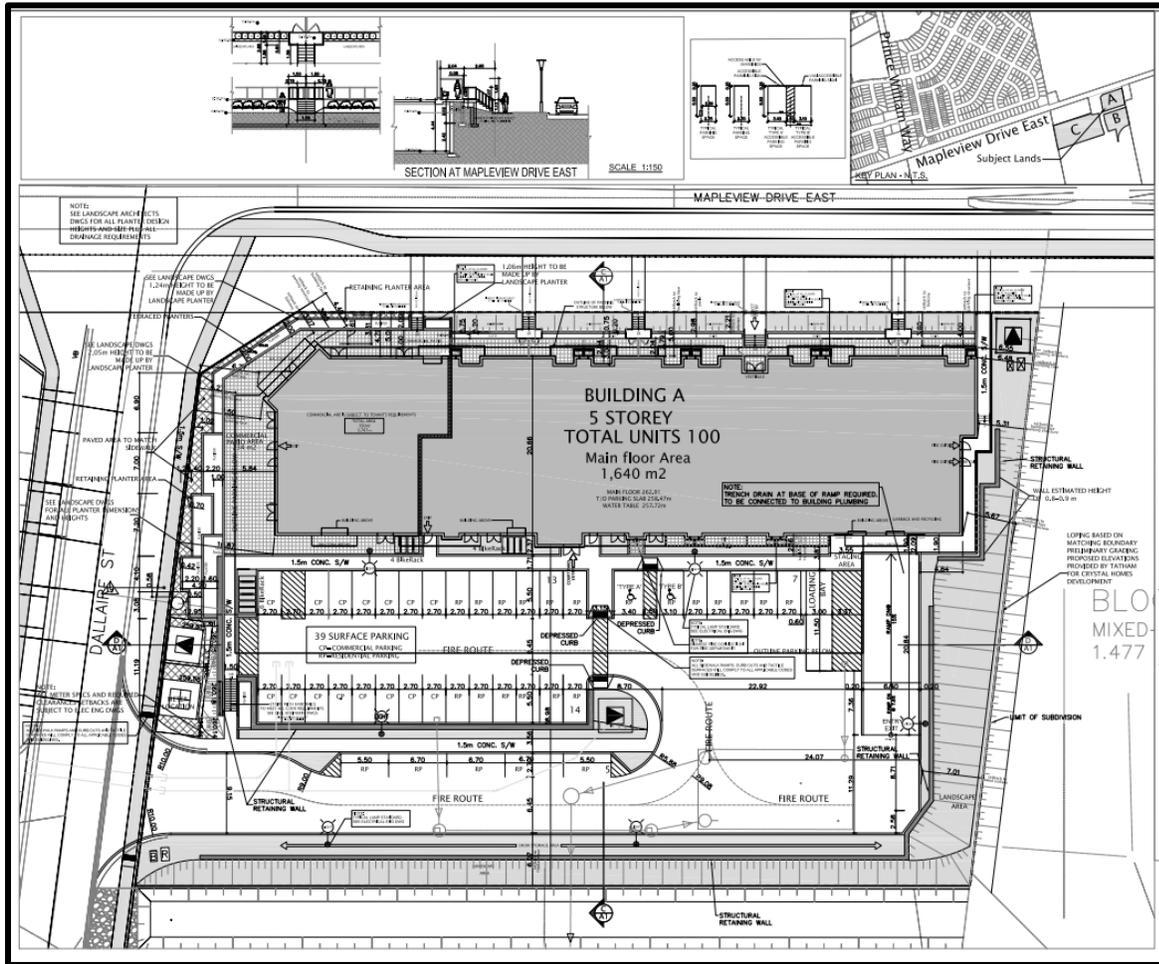
The building will include 18 units that will meet the definition of affordable, as described in the Affordable Housing Report submitted with the application. The building will also contain at-grade commercial units with a gross floor area of 350 square metres, which will also have a patio area of 234 square metres.

An underground parking area is provided with 83 parking spaces, as well as a surface parking area with 39 parking spaces for a total of 122 parking spaces.

Vehicular access to the site is provided by the proposed municipally maintained Dallaire Street, which is a local roadway that connects to Mapleview Drive East. Pedestrian access to the site will be provided by connecting to municipal sidewalks along Mapleview Drive East and Dallaire Street, as well as walkways throughout the site.

The building will also contain private amenity areas for the units including balconies, terraces, and a rooftop deck. The site will also contain sufficient landscaping and greenery to provide visual appeal and privacy to future residents, as well as enhancing the area surrounding the commercial uses.

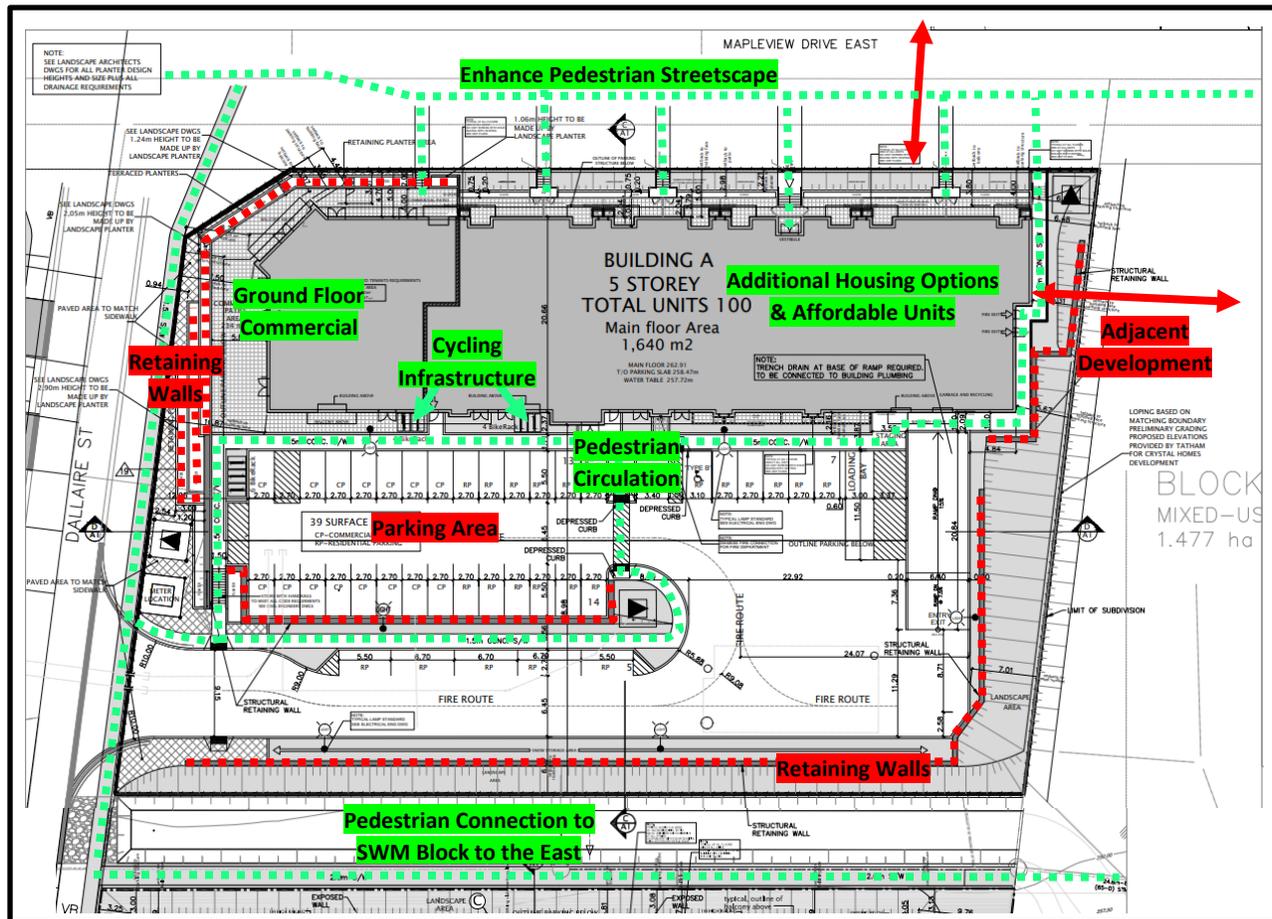
Figure 8. Proposed Site Plan



### 3.1 Opportunities and Constraints

Based on the site and surrounding context, the proposed development has a number of opportunities and constraints, as shown in **Figure 9**. Opportunities are highlighted in green, and constraints are highlighted in red.

**Figure 9. Opportunities and Constraints Map**



In our opinion, the design of the proposed development has addressed these items as summarized below:

#### 1. Opportunities

- a. Additional housing options, including the provision of affordable housing options.

The development will provide a range of unit sizes, as well as 18 affordable housing units.

- b. Incorporating additional land uses to provide a mixed-use site.

The development will provide at-grade commercial uses totalling 350 square metres.

- c. Access to pedestrian, cycling and transit networks.

The site will provide multiple pedestrian accesses and pathways throughout the site. This includes, but is not limited to a pathway between Block A and Block B to the south

which connects to the Stormwater Management Pond to the east, as well as the multiple accesses proposed to connect to the multi-use pathway along Mapleview Drive East to the north. The site also contains bicycle racks.

- d. **Building structured and placed to enhance pedestrian experience along Mapleview Drive East.**

The commercial patio area and the remainder of the residential building will have direct access to Mapleview Drive East. The building frames the street, is oriented towards the intersection, and landscaping will be provided to enhance the streetscape. Private (balconies) and semi-private (rooftop patio) amenity areas will provide visual connections to both Mapleview Drive East and Dallaire Street.

## **2. Constraints**

- a. **The site is not flat and does have a slight change in grade.**

Retaining walls and stairs have been proposed to accommodate the change in grade to ensure pedestrian access is provided.

- b. **Limited space for parking and outdoor amenity areas.**

The site will meet the minimum parking and outdoor amenity requirements.

- c. **Ensuring sufficient transition to adjacent developments to the north, east, west, and south.**

The proposed building is 5 storeys in height, which will be consistent with the built forms proposed to the south and west. The lands to the east are proposed to contain 3 storey townhouses. In our opinion, the building complies with all required setbacks to ensure sufficient separation from adjacent built forms. Further, shadow casting has been modelled by S&C Architects which demonstrates that no negative impact will result.

## 4.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

### 4.1 Vision Statement

According to the City's Terms of Reference for this Study, a vision statement should be provided that "clearly states a broad mission for the function, look and feel of the proposed design solution. It builds on the site's inherent assets and potential strengths to set the overarching intent and objective for community and site design, and is a direction-setting tool that establishes the basis for all subsequent design initiatives."

The vision for this site is summarized in the following statement:

To deliver a high quality, mixed use, mid-rise building that activates the Mapleview Drive East/Dallaire Street intersection, while providing a range of unit sizes/types, including affordable housing, a variety of private and semi-private amenity spaces, constructed with high quality and low maintenance materials as conceptually illustrated in **Figure 10**.

**Figure 10. Proposed Building Rendering from Mapleview Drive East**



### 4.2 Design Principles

The City of Barrie Official Plan includes design objectives in Section 3.1.1 to ensure high standards in the physical design of the built and natural environment in the City of Barrie. The design of the site addresses these objectives as outlined below:

- a) *Design for excellence by:*
  - i. *Prioritizing people;*
  - ii. *Elevating standards of sustainability and resilience; and,*
  - iii. *Celebrating local culture and place.*

Although the site is accessed by Dallaire Street, the building is primarily oriented towards Mapleview Drive East and its intersection with Dallaire Street. A variety of pedestrian connections and overlook will activate the streetscape. Examples include direct pedestrian connections to the planned Mapleview Drive East multi-use trail, and overlook from a commercial patio, private

balconies and semi-private rooftop deck. Placemaking is supported by providing ground floor commercial and patio. The lands do not contain any cultural resources, and the building design and density promotes transit use and active transportation.

*b) Design for human scale by:*

- i. Creating compact, complete, and connected neighbourhoods;*
- ii. Scaling built form appropriately to its context and providing appropriate transitions between different types of built form; and,*
- iii. Creating a connected and vibrant public realm.*

The proposed development will result in a compact 5-storey mid-rise, mixed use apartment building with a variety of unit sizes. The building massing and height is oriented primarily towards Maplevue Drive East, and secondly towards the intersection of Dallaire Street which is the gateway into the draft plan approved subdivision. As envisioned at a policy level, the taller and higher density buildings are located at the north end of the subdivision, closer to Maplevue Drive East, at a scale that enhances placemaking, while being compatible with other planned low-rise development.

*c) Design for diversity, equity, and inclusivity by:*

- i. Designing with equity as the goal, and breaking through biases;*
- ii. Accommodating all users of public and private space;*
- iii. Creating diversity and choice; and,*
- iv. Incorporating universal design standards.*

The development will include 18 residential units that will meet the definition of affordable, as described in the Affordable Housing Report. Further, the subdivision contains single detached and townhouse units, and the builder will provide options for roughing in or turn-key accessory dwelling units on some of those units. The building will be constructed to comply with the accessibility standards in the Ontario Building Code, and barrier free parking spaces have been provided.

*d) Design for climate resiliency, sustainability, mitigation and adaptability by:*

- i. Optimizing resource use and minimizing greenhouse gas emissions;*
- ii. Maximizing energy efficiency through building performance; and,*
- iii. Improving building and landscape performance and resiliency.*

The proposed development will assist the City in preparing for the local impacts of a changing climate by being located outside of any hazard areas (i.e. floodplain), protecting the natural heritage system, and being a compact apartment building with a variety of smaller unit types. The site has been designed at a density and with direct street connections to promote public transit use and active transportation.

## 5.0 POLICY CONTEXT

A summary and analysis of relevant design-related policies and direction within City documents is provided below.

### 5.1 Council's Strategic Plan Priorities

On December 3, 2022, City Council identified five strategic priorities for the 2022–2026 term, which are reviewed below:

#### 1. *Affordable Place to Life*

- *Encourage a range of housing options to make housing attainable*
- *Open for business environment to help encourage job creation*
- *Develop and attract talent to support our employers*

The development will result in a compact apartment building with a range of unit sizes, including smaller unit sizes to accommodate people in all stages of life. Further, 18 residential units will meet the definition of affordable, as outlined in the Affordable Housing Report.

#### 2. *Community Safety*

- *Support neighbourhood safety and crime prevention*
- *Address speeding and aggressive driving to ensure street and pedestrian safety*
- *Work with our partners to implement community safety and well-being plan*
- *Support community-based policing initiatives*

The site is a block on a draft plan approved subdivision, which was designed to support the core principles of Crime Prevention through Environmental Design. Further, a Traffic Impact Study has been prepared to ensure the site addresses any concerns of street or pedestrian safety.

#### 3. *Thriving Community*

- *Champion equity, diversity, and inclusion*
- *Create and foster programs and opportunities to support community wellness*
- *Foster growth in arts and culture*
- *Expand and maximize access to parks and recreation opportunities*
- *Continue to support a vibrant downtown*

The built form will contribute to the range of land uses in the area, as well as allowing the City of Barrie to become a complete community. No negative impacts to the downtown are anticipated.

#### 4. *Infrastructure Investments*

- *Make it easier to move around the city*
- *Fix roads that need attention*
- *Update and improve infrastructure*
- *Support active transportation and pedestrian connections*
- *Implement climate action plans*

The development will result in an improved streetscape along Maplevue Drive East, and will encourage active transportation through the location of higher densities adjacent to a transit route

and arterial road, and providing pedestrian connections throughout the site as well as bicycle racks.

5. Responsible Governance

- Support the services our community needs while keeping tax increases low
- Maintain focus on city core services
- Financial stewardship which includes finding efficiencies and innovation
- Advocating to other levels of government for support
- Ensure accountability and transparency

The development of the lands has met all public consultation requirements, and will continue to be reviewed by City of Barrie Staff.

5.2 City of Barrie Official Plan Policies

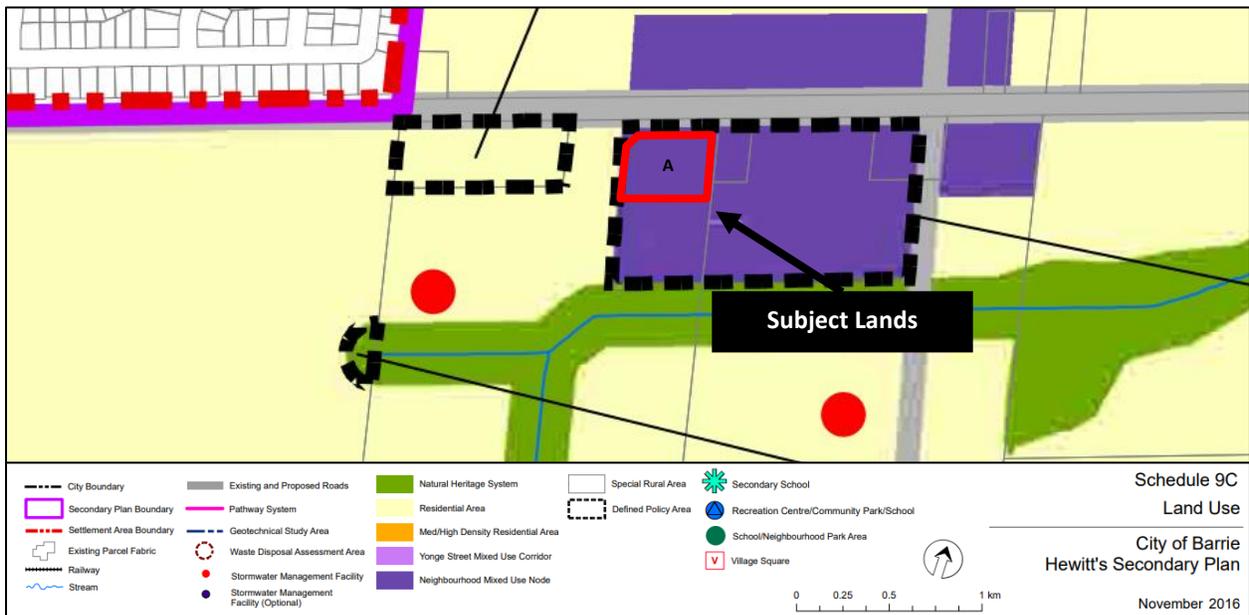
5.2.1 Previous Official Plan

Bill 162, the Get it Done Act, 2023 received Royal Assent on May 16, 2024, bringing into effect the new City of Barrie Official Plan 2051. The subject lands are located on a draft plan approved subdivision on 953 Mapleview Drive East, which was approved on December 1, 2022, which was prior to the new Official Plan coming into effect.

Section 2.5.6 (a) of the new Official Plan states: *site-specific development approvals and land use permissions granted prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing are deemed to conform with this Plan. Subsequent implementing development applications shall be subject to the land use policy framework in place prior to the approval of this Plan by the Ministry of Municipal Affairs and Housing, and shall not require an amendment to this Plan.*

As such, the policies state the proposed implementing site plan approval should be subject to the previous Official Plan. The subject lands are located in the Hewitt’s Secondary Plan and designated Neighbourhood Mixed Use Node on Schedule 9C in the City of Barrie Official Plan, 2018 (Figure 11).

Figure 11. Schedule 9C, Land Use, City of Barrie Official Plan, 2018



### 5.2.1.1 Mixed Use Nodes and Corridors Policies

The subject lands are identified to be a Mixed-Use Node and Corridor on Schedule 9A: Community Structure. Section 9.5.4 contains policies on Mixed Use Nodes and Corridors, which permits apartments and retail and service commercial uses located on the ground floor of mixed use buildings (Section 9.5.4.2).

Section 9.5.4.3 contains land use policies, which states the design of development within the Mixed Use Nodes and Corridors shall be guided by the following policies:

- (a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged. The boundaries of the Nodes and Corridors are conceptual and may be expanded through the development review process where required to better achieve the City's goals for this area without an Official Plan Amendment. Other minor alterations in the boundaries, including minor reductions, may also be considered by the City to reflect the results of detailed development review;*
- (b) A variety of building heights and forms is encouraged with the highest buildings being oriented to the major intersection;*
- (c) Height – minimum 5 metres for commercial buildings and three storeys for other development, provided that where Mixed Use Nodes or Corridors are located on a collector road internal to a residential area or with frontage on Lockhart Road, the minimum height shall be 2 storeys;*
- (d) Density – Minimum FSI of 0.5, with the exception of automotive service uses, and a maximum FSI of 2.5;*
- (e) Residential Density – Minimum of 50 units per net hectare and maximum of 120 units per net hectare;*
- (f) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;*
- (g) Provision shall be made in the design of development to encourage pedestrian traffic generating activities, wherever feasible, particularly retail commercial uses and restaurants, at grade level, with residential, office and similar uses encouraged in upper storey locations, throughout nodes and corridors, but particularly at key intersections of arterial roads and other arterial streets and collector streets;*
- (h) Recognizing that at least in the initial development, the provision of surface parking will generally be necessary, the amount of surface parking should be minimized and located away from the street frontage and shall not generally be permitted in front of buildings. The Zoning By-law shall establish maximum parking standards and joint accesses shall be encouraged; and, Development shall be designed to facilitate access to public transit.*

The proposed built form will be a 5-storey residential building, with ground floor commercial uses. The building has been designed to be oriented along Maplevue Drive East and include a chamfered building corner to face the intersection of Maplevue Drive East and Dallaire Street. The site incorporates multiple pedestrian connections, as well as an underground parking garage to minimize surface parking. A density of 159 units per hectare (100 units/0.63 hectares) is proposed, which exceeds the maximum 120 units per hectare noted in subsection (e). Notwithstanding this point, conformity with the Official Plan is achieved as evidenced by the following:

- The maximum of 120 units per hectare is not prescribed by the Growth Plan, and therefore, according to the Official Plan Interpretation Section 7(a)(iv), densities are approximate, rather than absolute. An excerpt of the policy is provided below:

*"numbers and quantities, with the exception of population and employment growth targets, and intensification and density targets set by the Growth Plan, shall generally be considered as approximate rather than absolute. However, consideration shall be given to the intent of the policy in which the number or quantity is quoted and it shall be determined that the intent is not compromised before any variance is granted from the number or quantity".*

- In our opinion, the intent of the density policy is to direct higher densities to mixed use areas, and as per policy 9.5.6.1(b) to ensure that the minimum densities are achieved. The maximum provided for was, at the time of approval of the Plan, considered to be sufficiently large enough to allow for a range of built-form and unit types. However, as time has proven, artificial density limits reduce the ability for Barrie to support public services, active transportation, municipal finance and directly impede on the ability to provide affordable housing and more attainable housing. The densities proposed conform with the City's intended long-term plans, as evidenced by the new Official Plan designating the lands as Medium Density, which permits 125-300 units per hectare.
- The proposed development conforms to the floor space index (FSI) provisions of the Hewitt's Secondary Plan, having an FSI of 1.31, which falls within the 0.5-2.5 permitted. Also, the use of FSI is a much more useful planning metric than units per hectare when evaluating mixed use and medium density development on smaller sites. Units per hectare is much more useful in large subdivisions, where the calculation not overly skewed as is the case with smaller sites.

### 5.2.1.2 Neighbourhood Mixed Node Policies

The subject lands are designated as Neighbourhood Mixed Node on Schedule 9C (**Figure 11**). Section 9.5.6 contains policies on lands designated Neighbourhood Mixed Node, which are addressed below:

#### *9.5.6.1 General*

*Lands in the Neighbourhood Mixed Use Node designation shall be developed in accordance with the policies of Section 9.5.4, Mixed Use Nodes and Corridors, provided that:*

- (a) Retail and commercial uses shall generally not exceed a combined total gross floor area of 3000 square metres for the lands in the Mixed Use Node designation. A market impact study will not be required unless the maximum is proposed to be exceeded by 25 percent or more; and,*
- (b) A minimum residential density of 40 units per net hectare shall be permitted.*

The building is proposed to contain 350 square metres of commercial gross floor area. Further, the lands are proposed to achieve a density of 159 units per hectare.

### 5.2.1.3 General Design Guidelines

According to Section 9.4.4.1 of the Hewitt's Secondary Plan, the General Design Guideline policies in the Official Plan (Section 6.5.2.2) apply to new development except for policies 6.5.2.2. c) and d) iii), v) and vi).

#### *a) BUILDING AND 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.*
- vii. *Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.*

The proposed built form is a 5-storey mixed use building which will be located directly adjacent to two other Blocks containing 5-storey residential buildings, which will contribute to a desirable community character in the area. The building is oriented along Mapleview Drive East, and the placement will emphasize the intersection with Dallaire Street. Further, the commercial patio is oriented towards this intersection to provide a strong street presence. Multiple entrances provide direct access to the streetscape, and a Traffic Impact Study was prepared to ensure the site addresses any concerns of street or pedestrian safety. The articulation of the building façade will compliment the area by providing a range of materials and high-quality architectural design. The mechanical equipment on the roof will be screened from public view.

#### **b) 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. *Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.*
- iv. *Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.*

The site will only be accessed from Dallaire Street, and will contain an underground parking garage as well as surface parking. A Traffic Impact Study was prepared which concludes the site meets all parking requirements, including adequate disability parking spaces. Landscaping Plans were also submitted which provide details on the proposed plantings and fencing to provide sufficient buffers from parking areas.

#### **c) 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.*

Landscaping Plans were prepared for the proposed application. The site does provide planting strips along the north, east and southern lot lines. The lands do not contain any environmental protection lands.

#### d) 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. *All contiguous woodlands greater than 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.*
- iii. *The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.*
- iv. *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.*
- v. *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. Environmentally significant features such as those listed in Section 4.7.2.1 (a) and mature vegetation should be incorporated as integral components to proposed development. (Mod G (r)(iii))*
- vi. *The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the Environmental Protection Area designation of this Plan.*
- vii. *Where existing trees have been substantially removed and land stripping and/or the removal of topsoil has occurred prior to an application for development or during the process of obtaining approval for any development of a site, Council may impose conditions of such approval in accordance with the intent of the City's tree cutting by-law.*

The lands do not contain any environmental protection lands.

#### e) 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 is proposed for the ground floor commercial uses, as detailed in the proposed elevation drawings, which will need to comply with the Sign By-law. In our opinion, the proposed signage is consistent with and complements the architectural design of the building.

#### f) UTILITIES

- i. *Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative*

*methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.*

An electrical plan has been prepared for the proposed application.

*g) ENERGY EFFICIENT URBAN 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. The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.*
- iv. 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.*

All new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code. The site will contain a mix of uses, pedestrian pathways and sidewalks, and the development will include best practices such as cycling facilities, energy conservation and waste recycling.

## 5.2.2 New Official Plan

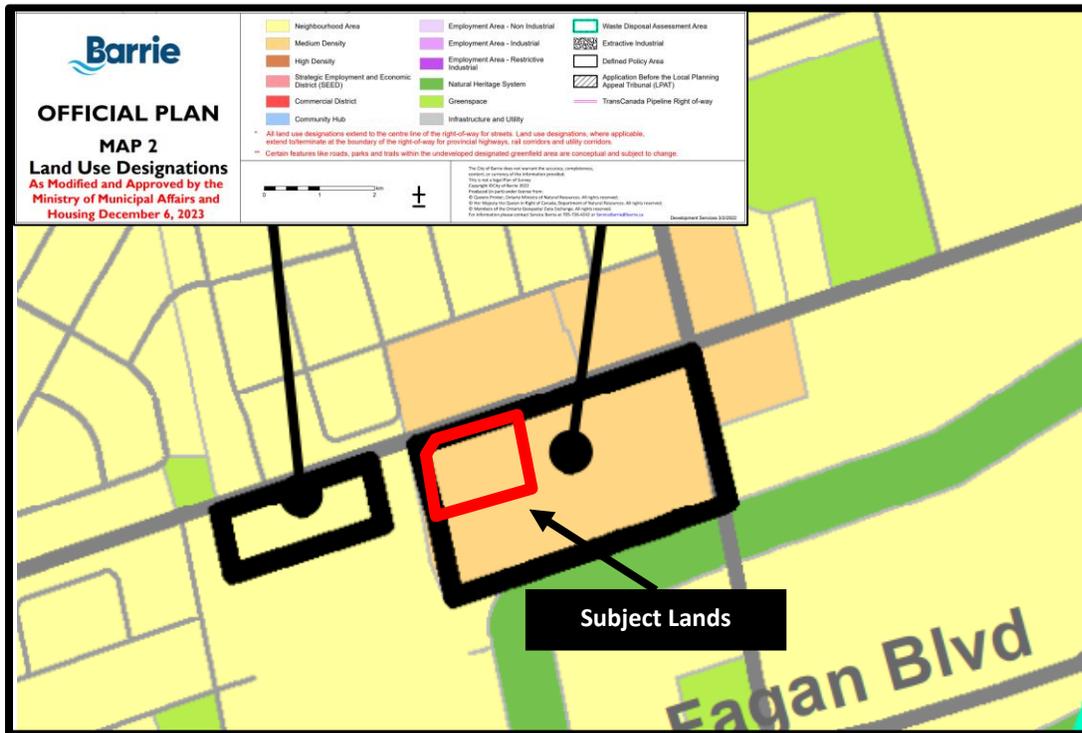
Although the subject lands should be reviewed against the previous Official Plan as directed by Section 2.5.6(a) of the new Official Plan, City Staff have stated in the pre-consultation comments that if the development requires any deviation from the Zoning By-law, the Applicant must confirm the densities for the overall Subdivision are in conformity with the new Official Plan.

The subject lands are designated Medium Density according to Map 2: Land Use Designations, (**Figure 12**). Section 2.6.2.3 of the new Official Plan contains policies on the Medium Density designation, which permits all forms and tenure of residential uses and commercial uses.

Specific to density, Section 2.6.2.3 (d) states: *The residential density for development on lands designated Medium Density shall be in the range of 125.0 to 300.0 units per hectare.*

The applications propose a residential density of 159 units per hectare (100 units/0.63 hectares).

Figure 12. City of Barrie Official Plan, Map 2: Land Use Designations



The City of Barrie further provided comments stating that additional policies in the new Official Plan will guide the design of the proposed development include Urban Design policies in Section 3.2, Built Form Types and Development Criteria in Section 3.3 and Parking Design policies in Section 3.4.

For the reasons noted in Section 5.2.1, the policies of the new Official Plan do not apply to the subject lands. Although they should not be used to determine the approval of the application, we do feel that it is helpful to staff to illustrate that the proposed development maintains the intent of those policies.

### 5.2.2.1 General Urban Design Guidelines

Section 3.2 of the Official Plan contains general urban design policies for all land use designations, which are generally reviewed below:

#### 1) Policy 3.2.1 Human Scale Design

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

- ii. *A context-appropriate continuous built form and street frontage which engages with and animates adjacent streets and open spaces;*
- iii. *Architectural design that contributes to a rich pedestrian environment and experience through the location of building entrances along public streets and open spaces, the use of high-quality materials, increased glazing and transparency at the ground level, and pedestrian protection from the elements;*
- iv. *Prioritization and optimization of public streets, mid-block connections, or other connections for human scale modes of transport including active transportation and public transit; and,*
- v. *Appropriate transitions between the private and public realm. This should be achieved using setbacks, landscaping and materials, signage, lighting and/or other design techniques that create visual and physical transition between public and private spaces, as identified in the City-Wide Urban Design Guidelines.*

The subject lands are a block on a draft plan approved subdivision. A Traffic Impact Study was prepared to ensure the site addresses any concerns of street or pedestrian safety. The location of building entrances along Mapleview Drive East and the use of high-quality materials contributes to the pedestrian environment and experience. There is an appropriate transition between the private and public realm, by incorporating landscaping and lighting to create a diverse streetscape along Mapleview Drive East and Dallaire Street.

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

The site will contain medium density residential uses, which will be compatible with the surrounding lands. The draft approved subdivision contains a block to the south of the site and west of the site, which are proposed to contain 5-storey residential buildings. The building on the site will meet the development standards in the Zoning By-law to provide sufficient building heights and setbacks.

- c) *Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive, recognizing that areas including intensification corridors, Strategic Growth Areas, Major Transit Station Areas and the Urban Growth Centre are the focus for increased heights and densities and will experience built form changes to achieve the City's stated goals of evolving into a medium-sized City.*

The subject lands are not within an intensification corridor, strategic growth area, major transit station area or urban growth centre. The site will contain a 5-storey mixed use building which will be compatible with the proposed development in the surrounding area.

- d) *The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. The determination of over-development should be weighed across a variety of characteristics that include:*
- i. *demands on city infrastructure and services;*
  - ii. *impacts on public realm and local character;*
  - iii. *height or density;*
  - iv. *shadow impacts, over-look conditions, or access to daylight; and,*
  - v. *impacts to a site's functionality or the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.*

The development will not result in over-development as the lands will provide a medium-density residential built form, which will be efficiently serviced by municipal infrastructure. Further, shadow

casting has been modelled by S&C Architects which demonstrates the development will not result in any negative impacts.

## **2) Policy 3.2.2 Complete Neighbourhood Design**

- a) *To create human scale neighbourhoods that accommodate the City's anticipated intensification and growth, development applications, where appropriate, should demonstrate the following:*
- i. The diversity of land uses in the neighbourhood;*
  - ii. The diversity of housing types and options in the neighbourhood;*
  - iii. The diversity of, and connectivity between, different open space types in the neighbourhood;*
  - iv. Connectivity to transit facilities and active transportation networks in the neighbourhood;*
  - v. Connectivity to community facilities, amenities, parks, and open space in the neighbourhood;*
  - vi. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form;*
  - vii. For development with residential land uses, an appropriate range and mix of land uses, to support providing residents' daily and essential needs (e.g., food items) within a 10-minute walking distance;*
  - viii. Activation of public streets and open spaces through the co-ordination of adjacent land uses and design of the built form; and,*
  - ix. Integration of safety and crime prevention principles as per Section 6.4.4 of this Plan.*

The site will contain a 5-storey residential building with a range of unit types and sizes to contribute to the housing options in the area. Further, the building will contain ground floor commercial uses that will assist with activating the public streets. The site contains various pedestrian connections to integrate the streetscape and encourage active transportation. Further, the environmental protection lands located to the south will contain trails for public use. The site has been designed in consideration of Crime Prevention through Environmental Design principles.

## **3) Policy 3.2.3 Sustainable and Resilient Design**

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

No development is proposed on natural heritage features, as a Natural Heritage Evaluation was submitted for the draft approved subdivision in its entirety. All new buildings must conform to the energy conservation measures (i.e. windows, insulation, material types) required by the Ontario Building Code.

#### 4) Policy 3.2.4.1 General Public Realm Design

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

The site contains pedestrian connections and walkways throughout to encourage active transportation. The lands are also located to the north of environmental protection lands which are proposed to contain trails for public use. The lands are also located within 2 kilometres of multiple City parkland to the northeast, including Succession Parkette, Coronation Park, Hyde Park, and Sandringham Park.

#### 5) Policy 3.2.4.4 Accessible Design

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

- d) Encourage the modification of new and existing private buildings and facilities, including parking, to improve the level of accessibility beyond the minimum AODA standards and policies.

The Owner is proposing to provide purchasers the option to construct barrier-free units. Further, the building will need to adhere to all accessibility requirements in the Ontario Building Code.

#### 6) Policy 3.2.4.5 Access, Circulation, Loading and Storage

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

The building has pedestrian walkways surrounding the site and within the parking area to ensure safe connections to all amenities. The garage and recycling storage area is located within the ground floor of the building, and the loading area is located at the eastern side of the site which is not adjacent to the entrance from Dallaire Street.

#### 7) Policy 3.2.4.6 Semi-Public Spaces and Amenity Areas

- a) Amenity areas are strongly encouraged to be consolidated and centrally located, and indoor/outdoor amenity areas should be co-located wherever possible.

- b) Tree planting is strongly encouraged as trees are considered an essential part of the neighbourhood fabric.
- c) Where required, buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.

The proposed development will provide private amenity space in the form of balconies and terraces. The landscaping plans demonstrate trees along Mapleview Drive East, as well as planting strips along the external edges of the site.

#### 8) Policy 3.2.4.7 Lighting and Displays

- a) Amenity Signs, display areas and lighting should be compatible in scale and intensity to the proposed activity and tailored to the size, type, and character of a development or the space to be used.

An electrical plan has been submitted with the application.

#### 9) Policy 3.2.4.8 Bird-Friendly Design

To protect the bird population in Barrie, the following bird-friendly design best practices are encouraged:

- a) The City will develop bird-friendly design guidelines.
- b) All windows should be constructed (e.g., of the proper material) and oriented in a way to reduce bird collisions.
- c) Lighting should be oriented in a manner that is friendly to bird migratory patterns, behaviour and habitat.

We will await the City of Barrie's completion of bird-friendly design guidelines.

#### 10) Policy 3.2.5 Heritage Conservation

- a) *Development in Barrie's historic neighbourhoods should conserve and appropriately manage the character of each individual neighbourhood, subject to the appropriate studies and the City-Wide Urban Design Guidelines.*

The subject lands are not within a historic neighbourhood.

- d) *Indigenous heritage preservation will be a consideration for future development, and consultation with Indigenous Nations on proposed development within Treaty 16, Treaty 18, and Williams Treaty lands, as applicable and where appropriate, shall be undertaken.*

The subject lands are within Treaty 18 as identified on Map 8. Archaeological Assessments were previously completed for the site through the approval of the draft plan of subdivision.

### 5.2.2.2 Built Form Types and Development Criteria

Section 3.3 of the Official Plan contains general design policies for all built form, which are generally reviewed below:

#### 1) Policy 3.3.1 General Built Form Development Criteria

- a) *Buildings should be oriented to create a strong street presence, with main entrances located to face the street.*
- b) *Corner buildings should address both streets by providing two articulated façades facing the street.*
- c) *Blank facades facing a street, open space, or park are strongly discouraged.*
- d) *Buildings adjacent to the street edge and at sites with high public visibility should be designed to take into account elements such as appropriate height, roof features, building articulation, and high-quality finishes and windows.*

- e) *Intersections of major streets should be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.*
- f) *Buildings should be designed to completely screen roof-top mechanical equipment from public view.*
- g) *Long building facades that are visible along a public street may incorporate recesses, projections, windows or awnings, and/or landscaping along the length of the façade to create articulation and visual interest in the mass of such facades. (MMAH modification No.44).*

The building is oriented along Maplevue Drive East, and the placement will emphasize the intersection with Dallaire Street. Further, the commercial patio is oriented towards this intersection to provide a strong street presence. Multiple entrances provide direct access to the streetscape. The articulation of the building façade will compliment the area by providing a range of materials and high-quality architectural design. The mechanical equipment on the roof will be screened from public view.

## **2) Policy 3.3.3 Mid-Rise Buildings**

Section 3.3.2 states low-rise development includes low-rise residential and mixed-use development, such as detached houses, semi-detached houses, townhouses, and walk-up apartment buildings.

Section 3.3.3 states mid-rise buildings should generally be a minimum of six storeys in height and should be limited to 12 storeys.

Although the building is five storeys in height, in our opinion, the policies for a mid-rise development are more applicable to the proposal, which are generally reviewed below:

- a) *The building, including its principal entrance, should frame the street it is fronting, while allowing access to sunlight for adjacent properties.*
- b) *Mid-rise buildings should be designed with a human scaled base or similar architectural expression to frame the public realm and enhance the building design, and further:
 
  - i. *The base should generally be between three and six storeys in height; and,*
  - ii. *Building elements above the base should incorporate a setback, as determined by the Zoning By-law and/or guided by the City-Wide Urban Design Guidelines, along all public street frontages to reduce shadow and wind impacts on the streetscape and at street level.**
- c) *Mid-rise buildings should be located and oriented to maximize privacy and daylight conditions for the people living and/or working within them.*
- d) *In order to provide appropriate transitions between buildings of varying heights, and to provide appropriate privacy and daylight for any adjacent lower-scale buildings, mid-rise buildings on a lot that abuts a low-rise building should be contained within an angular plane as further directed by the City-Wide Urban Design Guidelines.*
- e) *Where buildings front onto a public street and are greater than 30.0 metres in length, entrances should be located at regular intervals.*
- f) *Shadow, view, and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.*
- g) *The first storey should generally be taller in height to accommodate a range of non-residential uses.*
- h) *The rooftop of mid-rise buildings should include landscaped green space, private outdoor amenity space, or environmental sustainability features such as solar panels.*

The site will contain a 5-storey mixed use building with 100 residential units and ground floor commercial uses. The building has a main entrance along Maplevue Drive East, as well as an entrance from the interior court yard and parking area which is accessed from Dallaire Street. The proposed units on the ground floor also have direct access to Maplevue Drive East. The building

entrances, arrangement of windows, building façades, and articulation of the roofline are distinctive in their urban design and proportionate within the neighbourhood. The façade will implement various materials to complement the visual character of the area. The building has been designed to be adjacent to the streetscape to encourage pedestrian activity. Further, a shadow study has been completed for the site and concludes the development's shadow casting does not impact any existing residential buildings as the site and the surrounding lands have not been developed in any way.

### 5.2.2.3 Parking Design for Developments of All Types and Areas

Section 3.4 of the Official Plan contains general policies for parking areas, which are generally reviewed below:

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

The building will contain an underground parking garage that will contain 83 spaces, and 39 parking spaces will be located on a surface parking area.

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

The surface area will be screened from Mapleview Drive East by the residential building, and a retaining wall and planters are proposed along Dallaire Street.

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

The surface parking area is located at the rear side of the residential building to provide a buffer from Mapleview Drive East.

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

The site contains pedestrian connections throughout the parking area to connect to the municipal sidewalk along Dallaire Street. Landscaping is proposed along the walkways to enhance the pedestrian environment.

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

The surface parking area is separated into two sections by an island and a walkway.

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

The surface parking area incorporates landscaping as well as retaining walls to provide appropriate separation from the streetscape. A pedestrian sidewalk connects the parking area to the residential building.

7. *Bicycle parking should be provided and conveniently located near building entrances. Sheltered bicycle parking should be integrated into built form.*

The site provides 30 bike racks or bike storage options. Bike racks are provided adjacent to the surface parking area.

8. *Surface parking lots should incorporate the use of pervious surfaces where feasible.*

The site is required to contain hard surfaces along Dallaire Street to seamlessly connect to the municipal sidewalks, however, additional plantings are proposed.

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

The site will provide 20% of parking spaces with electric vehicle supply equipment (EVSE) and the remaining 80% of parking spaces be provided with rough-ins for future installation of EVSE.

### 5.3 Salem and Hewitts Secondary Plan Urban Design Policies

In accordance with Policy 9.4.3 of the previous Official Plan, the City prepared Urban Design and Sustainable Development Policies for the Salem and Hewitt's Secondary Plan areas. In our opinion, the proposed development conforms to the Guidelines as evidenced by the following:

- a) **Planning Principles:** In our opinion, the proposed development conforms to the Planning Principles in the Official Plan, as the policies state the City should promote and manage growth that sustains and builds a strong economy and community, and supports a healthy environment. The lands will contain a 5-storey mixed use building on lands designated and zoned to permit residential and commercial land uses.
- b) **Master Plan:** The subject lands are a block on draft plan approved subdivision, which conforms to the Community Structure and Hewitt's Master Plan as confirmed by the City of Barrie in April 2019.
- c) **Community Sustainability:** The proposed development represents compact and pedestrian and transit-oriented development. No development is proposed on environmental lands.
- d) **Natural Heritage & Parkland System:** No development is proposed on environmental lands.
- e) **Stormwater Management:** Stormwater management will occur in on and off-site stormwater management ponds, as described in the Detailed Stormwater Management Report prepared for the submission. Where feasible, Low Impact Development methods will be incorporated into the detailed engineering design.
- f) **Circulation and Movement:** A Traffic Impact Study was prepared for the application to review vehicular movement and circulation, as well as pedestrian safety.
- g) **Pathways:** The site will incorporate multiple pathways and walkways to enhance the pedestrian environment, as shown in **Figure 9**.
- h) **Streetscapes:** A variety of pedestrian connections and overlook will activate the streetscape. Examples include direct pedestrian connections to the planned Mapleview Drive East multi-use trail, and overlook from a commercial patio, private balconies and semi-private rooftop deck.
- i) **Boulevards – Residential Areas:** Not applicable to the subject lands.
- j) **Boulevards – Mixed Use Nodes and Corridors:** The site proposes connections to the sidewalks along Mapleview Drive East and Dallaire Street. Street trees and landscaping will be provided to the satisfaction of City staff.
- k) **Landscaping:** The site will contain sufficient landscaping and greenery to provide visual appeal and privacy to future residents, as well as enhancing the area surrounding the commercial uses.

- l) **Accessibility and Universal Design:** The proposed development has been designed to be barrier-free and conform to barrier-free access requirements as set out in the Ontario Building Code. In addition, the site will be reviewed by the City of Barrie Accessibility Coordinator as part of the circulation of the application, and changes can be made to the design, if necessary, following that review.
- m) **Safe Community Design:** The overall subdivision has been designed to generally conform to the principles of Crime Prevention through Environmental Design (CPTED).
- n) **Gateways:** The Hewitt's Secondary Plan identifies gateway locations, one of which is located to the east of the subject lands at Mapleview Drive and 20<sup>th</sup> Sideroad.
- o) **Utilities:** The Hewitt's and Salem Landowner Groups continue to coordinate hydro and utility servicing. An electrical plan has been submitted with the application.
- p) **Street Furniture – Mixed Use Nodes and Corridors:** The landscaping plans include proposed street furniture where appropriate.
- q) **Seating:** The landscaping plans include proposed street furniture where appropriate.
- r) **Transit Shelters:** The City's transit department will review and identify if transit shelters are required.
- s) **Public Art:** Public art has not been proposed in this site. However, there will be opportunities to consider public art at more prominent locations in the overall Hewitt's Secondary Plan area (i.e. gateway locations).
- t) **Lighting:** An electrical plan has been submitted with the application to adhere to the requirements of the City of Barrie and InnPower.
- u) **Waste Receptacles:** A waste management plan has been submitted with the application.
- v) **Public Signage:** No public signage is proposed.
- w) **Private Signage:** The elevation drawings include signage for the commercial area, which will need to comply with the City's Sign By-law.
- x) **Parking:** A Traffic Impact Study, including a Parking Study, was submitted with the application to review parking requirements. The study concludes the proposed parking supply for the subject site meets the parking requirements specified in the City's Zoning By-law 2009-141 for the proposed neighbourhood mixed-use zone [NMU].
- y) **Building and Site Sustainability:** The plan provides a medium density residential use to contribute to the range of housing types in the City, which will utilize high quality building materials. The site will incorporate Low Impact Development facilities and landscaping.
- z) **Residential Buildings:** The building has been oriented along Mapleview Drive East and has been designed to include multiple pedestrian entrances, a chamfered corner to complement the intersection, balconies and a roof top patio space.

## 5.4 Current City of Barrie Urban Design Manual

The current City of Barrie Urban Design Manual was prepared in April 2007, and revised in October 2014, to implement Section 6.4, Urban Design Guidelines, of the previous Official Plan. In our opinion, the proposed development generally conforms to the Guidelines as evidenced by the following:

1. **Physical Environment and Building Siting:** The 5-storey mixed-use building has been designed to frame Mapleview Drive East. The built form will be compatible with the visual character of the area as a similar built form is proposed directly to the south and west. The site will incorporate vegetation

and landscaping to enhance the physical environment, and a shadow impact analysis has been completed in support of the development.

2. **Site Circulation:** Vehicular access to the site is proposed from Dallaire Street to the west. The internal driveway will allow vehicles to circulate through the site and access the parking areas. A Traffic Impact Study has been prepared to ensure the site addresses any concerns of street or pedestrian safety. Further, traffic calming techniques and various pedestrian sidewalks are incorporated into the design to allow for a safe walkable pedestrian-friendly development. The parking area is located at the rear of the building to be screened from Mapleview Drive East, and all required parking and loading requirements in the City's Zoning By-law will be met.
3. **Site Services:** The garbage storage area is located away from public streets and within the ground floor at the southeastern portion of the building. All utilities will be located underground, and a Functional Servicing Report and a Detailed Stormwater Management Report have been prepared for the application.
4. **Lighting:** An electrical plan has been prepared for the submission which demonstrates the proposed lighting on the site.
5. **Fencing:** The landscaping drawings show the variety of fencing proposed which includes, but is not limited to, a chain link fence along the western property line on Dallaire Street, ornamental fencing along the edges of the parking area, and privacy fencing along the southern and eastern property boundaries. The site does contain retaining walls to accommodate changes in grade.
6. **Architectural Design:** The architectural approach for the development creates an elegant exterior facade that incorporates traditional materials. In our opinion, this will achieve a high standard of design, detailing and variety.
7. **Signage:** Signage is proposed for the commercial units. The signage has been designed to complement the building façade materials. All signage will need to comply with City of Barrie Sign By-law.
8. **Landscape Design:** Landscaping areas have been proposed around the exterior edges of the site, as well as incorporated along the required retaining walls to enhance the pedestrian environment. Please refer to the Landscaping Plans for further details.
9. **Waterfront:** The site is not located on the waterfront.
10. **Development Adjacent to Railways:** The site is not located adjacent to a railway.
11. **Transit:** The site is within 1 kilometre of existing public transit routes. The site provides multiple pedestrian sidewalk and walkway connections to allow access to public transit routes.

## 5.5 Proposed Draft City-Wide Urban Design Guidelines

The City of Barrie released the first draft of the new City-Wide Urban Design Guidelines in May 2023. Feedback was collected on this draft, which is now closed, and Staff are in the process of preparing a second draft for public consultation. In our opinion, although these Guidelines are not currently applicable to the site, the proposed development generally meets the intent of the Guidelines, as described below.

### 5.5.1 Low & Mid-Rise Buildings

Section 5.5 contains specific guidelines on low & mid-rise buildings. The document defines mid-rise buildings as a built form with 5-12 storeys. The proposed building will be 5 storeys in height. Section 5.5 further contains guidelines for low & mid-rise buildings, which are generally summarized below:

### 1. Site Planning

*Design Intent: to situate buildings on the site to respond sensitively to topography and environmental features; to enhance privacy, liveability, safety, and accessibility; and to increase connectivity to the surrounding open space network.*

The building responds to the topography of the site by incorporating retaining walls and stairs into the design where required. The design ensures the building is accessible from multiple entrances along Mapleview Drive East as well as the internal parking area.

### 2. Scale and Massing

*Design Intent: to ensure buildings contribute positively to the neighbourhood context and provide a sensitive transition in scale to existing and future buildings, parks, and open spaces.*

The 5-storey mixed use building will be consistent with the surrounding built form and will provide an appropriate transition to ground-related housing forms to the north and further south.

### 3. Relationship to Street

*Design Intent: to site and design buildings to positively frame and activate streets and public open spaces.*

The building is proposed to frame Mapleview Drive East to support an activated streetscape.

### 4. Building Articulation and Materials

*Design Intent: to enhance liveability, visual interest, identity, and sense of place through building form, architectural composition, and materials.*

In our opinion, the architectural facades of the building will achieve a high standard of design, detailing and variety.

### 5. Landscape and Open Space

*Design Intent: to design landscapes and open spaces to respond to an open space program that relates to its users and provides flexible, accessible open space.*

The landscaping plans incorporate plantings around the exterior of the site as well as along the retaining walls to enhance the pedestrian environment.

### 6. Access, Parking and Site Servicing

*Design Intent: to ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety and attractiveness of the public realm.*

Vehicle access to the site is located from Dallaire Street to allow Mapleview Drive East to be a primarily pedestrian environment. A Traffic Impact Study was prepared to ensure the site addresses any concerns of street or pedestrian safety.

## 5.6 Current In-Effect Zoning By-law 2009-141

The subject lands are zoned Neighbourhood Mixed Use (NMU) in the City of Barrie Zoning By-law 2009-141 (**Figure 13**), which permits Apartment Dwellings and a range of Commercial Uses (Section 14.6.2).

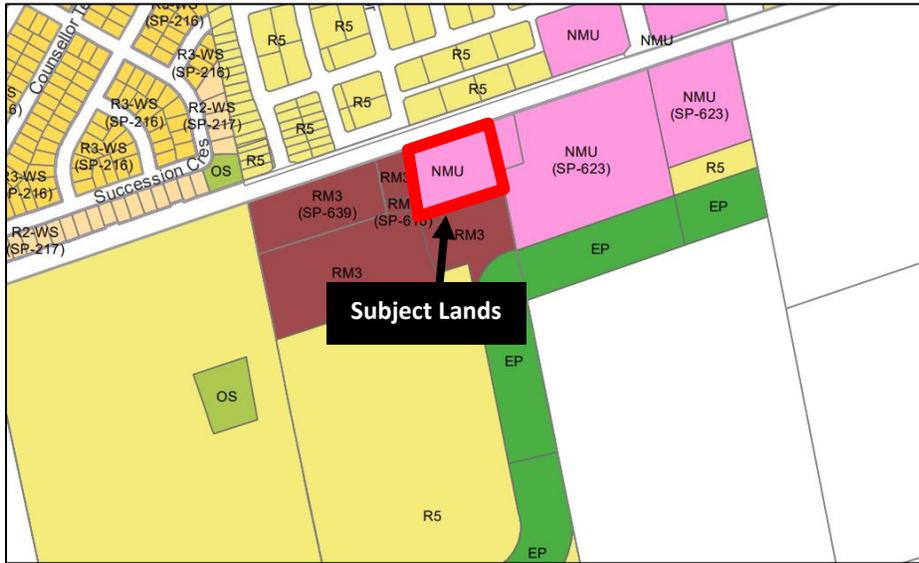
The proposed building complies with all zoning requirements, except for the following:

1. Section 5.4.3.2(a) of By-law 2009, which requires front yard setback areas to be fully paved and seamlessly connected with abutting sidewalk, whereas the development proposes landscaping within the front yard setback area.

- To vary Section 5.4.3.5 of By-law 2009-141 which requires the minimum coverage for a commercial use to be 50% of gross floor area (GFA) for the ground level floor area, whereas the development proposes the commercial use to be 21% of GFA for the ground level floor area.

A Minor Variance Letter has been submitted in support of the proposal.

**Figure 13. City of Barrie Zoning By-law 2009-141**



## 6.0 DESIGN DIRECTIONS AND CONSIDERATIONS

The following is an analysis of how the following design principles has guided the design of the development.

### 6.1 Site Design

*a) Urban structure (e.g. Urban Growth Centre, Strategic Growth Area, Intensification Corridor etc.)*

The lands are not located in an Urban Growth Centre, Strategic Growth Area or Intensification Corridor. The proposed building is appropriate as the lands are designated and zoned to permit residential and commercial uses, and the site has frontage on Mapleview Drive East which is an arterial roadway.

*b) Street and block pattern (development permeability and connectivity)*

The site is located at the future intersection of Mapleview Drive East and Dallaire Street, and is directly adjacent to medium density blocks on a draft approved subdivision.

*c) Building placement and orientation;*

The building is located along the northern portion of the site to be oriented along Mapleview Drive East. Further, the ground floor commercial uses are located to orient towards the intersection.

*d) Access and circulation (vehicular, service and loading, emergency, transit, and active transportation etc.);*

Vehicle access to the site is located from Dallaire Street to allow Mapleview Drive East to be a primarily pedestrian environment. A Traffic Impact Study was prepared to ensure the site addresses any concerns of street or pedestrian safety.

*e) Parking;*

The building will contain an underground parking garage, as well as a surface parking area. The parking area and access to the parking garage is located behind the building to minimize visibility from Mapleview Drive East.

*f) Public open spaces;*

The site does not contain public open spaces.

*g) Landscaping and amenity areas; and,*

The landscaping plans incorporate plantings around the exterior of the site as well as along the retaining walls to enhance the pedestrian environment (**Figure 14**)

*h) Lighting.*

An electrical plan has been prepared for the submission which demonstrates the proposed lighting on the site.

**Figure 14. Proposed Building Rendering – Landscaping Along Retaining Walls**



## 6.2 Massing

*a) Building height(s);*

The building will be 5 storeys in height.

*b) Transitions in massing and scale (compatibility with adjacent buildings and open spaces);*

The site is adjacent to medium density blocks to the south and west which are also proposed to contain 5-storey buildings. The built form will also provide an appropriate transition to ground-related housing forms to the north and further south.

*c) Setbacks from adjacent properties and streets; and,*

The building will comply with all required setbacks from adjacent properties and streets in the City's Zoning By-law.

*d) Building step-backs.*

The building is only 5 storeys in height, and as such, no step-backs are proposed.

## 6.3 Building Character, Design and Sustainable Materials

*a) Building interface with streetscape;*

The building will have direct connections to Mapleview Drive East by proposing an additional main entrance, as well as private access to units on the ground floor.

*b) Enhancing corner locations;*

The proposed commercial uses are proposed to be located on the corner of the building to face the proposed intersection of Dallaire Street and Mapleview Drive East (**Figure 15**)

*c) Location of garage and driveways;*

Vehicle access to the site is located from Dallaire Street, and the parking garage entrance is located on the eastern portion of the building to provide a sufficient distance to pedestrian areas along the public streets.

*d) Location of utilities and mechanical equipment;*

All utilities will be located underground and mechanical equipment will be screened from public view.

*e) Location of windows and doors;*

The building incorporates multiple doors and windows on every façade to increase accessibility and allow each unit to have a view.

*f) Architectural expressions (base, middle, top);*

The building has an overall neutral colour palette that gradually lightens from the base to the top.

*g) Street wall and architectural treatment at the human scale (ie. podium and ground floor/street level design, access, height of first storey, level of transparency etc.);*

The height of the first storey has been increased to incorporate commercial uses, and allow sufficient space for signage.

*h) Architectural features and details;*

The proposal will result in an interesting building that will use a variety of materials such as brick, metal siding of cedar, metal siding of cypress, and concrete. Further, the building will utilize design details to enhance the built form such as large windows for the commercial area, a chamfered building corner at the intersection of Mapleview Drive East and Dallaire Street that connects to the commercial patio space, as well as amenity space for residents through balconies and a roof top patio.

*i) Materials and colour palette (identifying any character and/or sustainable design considerations);*

The proposed façade of the building will provide a neutral colour palette and high-quality materials.

*j) Building lighting (ie. safety, night-time illumination, etc.); and,*

An electrical plan has been prepared for the submission which demonstrates the proposed lighting on the site.

*k) Signage.*

Signage is proposed for the commercial units. The signage has been designed to complement the building façade materials. All signage will need to comply with City of Barrie Sign By-law.

*Additional considerations for mid-rise and high-rise building(s)*

*a) Views, unit privacy and accessibility to sunlight;*

*b) Tower location, floorplate sizes, and sky views;*

*c) Massing articulation and visual interest; and,*

*d) Pedestrian comfort (shadow and wind considerations).*

The building has extensive windows to provide views to each residential unit and the commercial area. The balconies have railings to provide increased privacy, and minimally project from the

building to not negatively impact any views to the sky. A shadow study has been completed for the site and concludes the development's shadow casting does not impact any existing residential buildings as the site and the surrounding lands have not been developed in any way.

**Figure 15. Proposed Building Rendering – Commercial Area**



## 6.4 Sustainable Design Features

- a) *Intent to apply for LEED certification or alternative certification or rating programs; and,*

The owner has not decided whether any LEED certifications will be applied for. The building will meet all energy requirements in the Ontario Building Code.

- b) *Identify sustainable features/programs related to building and/or site design (ie. bioswales, blue-green systems, green roofs, solar panels, light coloured or permeable paving material, xeriscaping, cycling facilities, car-share programs etc.).*

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

## 6.5 Heritage Resources

- a) *Where the preservation of a heritage building is incorporated into the overall design solution, the heritage character must be evaluated and an appropriate response to the heritage attributes be provided;*

The site does not contain any heritage resources.

## 7.0 CONCLUSION

The purpose of the report was to assess how the proposed mixed-use building responds to the surrounding physical site context and community and how the proposal conforms to local policy context.

For the reasons noted above, the proposed development will provide an appropriate building form and massing which will be compatible with the surrounding area. The proposed building will enhance the streetscape along Maplevue Drive East, by providing a high level of design and use of high-quality materials. The proposed setbacks, massing, height, and density of the development will be appropriate for the area. The consistent use of materials, colours, & treatment, will create a cohesive development. Further, the additional landscape features and linkages will provide continuity to the street edge and enhance the existing urban environment.

In our opinion, the proposed design is guided and informed by good community design principles and best practices.

Sincerely,

### THE JONES CONSULTING GROUP LTD.



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