



INNOVATIVE PLANNING SOLUTIONS

PLANNERS ● PROJECT MANAGERS ● LAND DEVELOPMENT



URBAN DESIGN BRIEF

105 – 111 EDGEHILL DRIVE

CITY OF BARRIE

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**URBAN DESIGN BRIEF
ZONING BYLAW AMENDMENT**

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1.0 Purpose

This Urban Design Brief addresses the various guidelines and policies developed to direct urban design for new development within the City of Barrie. The proposed development concept has been reviewed against the guidelines and policies to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design. This Brief is part of a submission for a Zoning By-law Amendment Application on behalf of 1980168 Ontario Inc..

2.0 Content

This Brief will review the Urban Design Guidelines of the Official Plan relative to the proposed development of the subject lands. While the subject lands are not within a defined intensification area (Corridor, Node, Urban Growth Centre or Major Transit Station) the development does propose intensification of the site in accordance with the intensification policies of Section 4.2.2.6 of the City's Official Plan. The scale and design of the proposed development will increase the range and type of housing options. This development will also increase the stock of more affordable units to an area that is currently comprised of medium and high density uses. The proposed development will create a compact urban form of housing in keeping with the intensification objectives of the City of Barrie and Province of Ontario.

This Urban Design Brief, relative to 105 – 111 Edgehill Drive, addresses issues 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

2.1 Contextual Analysis

The subject lands, currently comprised of 4 separate residential parcels, are located at 105 – 111 Edgehill Drive, approximately 125 metres east of its intersection with Anne Street. The subject land has a total area of 0.76 hectares, with approximately 84 metres of frontage on Edgehill Drive. The site, which is serviced with municipal sewer and water, is currently occupied by 3 single detached residential dwellings, which will be removed prior to development occurring. The properties are heavily vegetated to the south of the existing dwellings; the vegetation will be retained to the extent possible. The subject lands slope downward approximately 4.0 metres from the north-east to the south-west portions of the property.

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The adjacent lands to the west include medium density mid-rise apartments. To the north are high-density apartment buildings. A single detached dwelling exists to the east, with Anne Street beyond. Highway #400 abuts the property to the south.

Commercial nodes exist to the south-west along Cedar Point Drive, to the south-east along Wellington Street, and further south along Dunlop Street. There are recreational and institutional uses within walking distance of the site. Access to City of Barrie Public Transit routes are available along both Edgehill Drive (immediately in front of the subject lands) and Anne Street to the east. These routes provide access to various locations throughout the City, as well as interacting with all other transit routes in Barrie.

2.2 Site Design – Development Concept

The Development Concept (Appendix 1) proposes a total of 78 residential back-to-back townhouse units, contained within five (5) buildings. Access to the site will be from Edgehill Drive into an internal condominium road. The access from Edgehill Drive has been positioned central to the subject land frontage, away from adjacent driveways servicing the existing medium and high density buildings in proximity to the subject lands. Each of the five buildings, as well as six (6) visitor parking spaces, will be accessible from the private road. The 78 units result in a density of 102 units per hectare. The design and orientation of the buildings will position them horizontal to Edgehill Drive such that all units either face toward Edgehill, or southward to Highway #400. All units will have an individual amenity area in the form of balconies, while the development shall also have approximately 1,028 m² of common unconsolidated amenity area for all residents to use.

The development concept proposes 16 units fronting directly onto Edgehill Drive, 15 units facing south toward Highway #400, and 47 units internally facing each other with courtyards in between. It is anticipated that the units will be a mixture of 2-3 bedrooms with 1.5 - 2.5 bathrooms. All units will measure approximately 111 m² (1,200 square feet), excluding the garage below the buildings.

All of the units will incorporate unique aesthetic properties while utilizing high quality building materials (stone / brick / engineered siding / etc.) to ensure a façade and structure that promote a distinctive urban character.

Overall the proposal delivers intensification outside of a designated intensification area, while achieving locational criteria to do so. This proposal contributes to the range of housing options both in the immediate area and the City as a whole, while providing a cost-effective form of housing in a compact urban form. The design maximizes the site's efficiency, use of land, as well as use of the City's infrastructure.

The height and density of the proposed development transitions to a built form that is considered to be respectful of the established medium and high-density building forms adjacent and proximate to the subject lands.

An example of potential building massing / character is provided under Appendix 2.

2.3 Official Plan Urban Design Guidelines

The City of Barrie Official Plan sets out Urban Design policies in Sections 4.2.2.4 and 6.5. These policies are to be generally applied to development proposals throughout the City. These policies are outlined below, and are reviewed in comparison with the proposed development concept for the subject lands.

Section 4.2.2.4 Barrie Official Plan

The policies of Section 4.2.2.4 are general design related policies for residential development, and are as follows:

- 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 proposed development includes on-site parking at a ratio of 1:1 (stall to residential unit) and 6 visitor spaces for a total number of 84 stalls (1.07 spaces/unit). Although this ratio is less than required by the RM2 Zone, it exceeds the requirements for designated intensification areas. This project represents appropriate intensification in accordance with locational criteria within the Official Plan. It is anticipated that future residents within the proposed development will make use of public transit opportunities in proximity to the subject lands. Amenity areas are provided between townhouse blocks which will be landscaped and buffered to provide a comfortable non-active area for the residents to enjoy. In addition there will be private amenity areas provided through balconies contained within each dwelling.

- 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.

At 3 storeys, mid-rise townhouses are proposed which are compatible with the adjacent uses to the west. These adjacent uses are also mid-rise and are 3 – 4 storeys in height. To the north are taller apartment buildings (12-storeys) which are sufficiently spaced and setback so as not to cause negative impacts to the residents of the new development. The proposed development provides an appropriate built form and density for this transitional area.

- 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).

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The potential for street noise (Edgehill Drive, Anne Street and Highway #400) to impact the development was identified early in the process and a Noise Impact Analysis was undertaken. The Analysis indicates that appropriate mitigation measures can be implemented to address the potential noise impacts.

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

There are three modest single detached residential units currently located on the subject lands. The proposed development will introduce high quality townhouses, designed to improve the aesthetic appeal and character from all angles.

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

Not Applicable

The policies of Section 6.5 of the Official Plan provide more detailed direction as to the design of new development within the City of Barrie. Although these do not specifically apply to residential uses, they do provide some guidance for residential development within the City and therefore the proposed development at 105 – 111 Edgehill Drive have been reviewed to the applicable policies found in Section 6.5. which includes:

6.5.2 POLICIES

- 6.5.2.1 b) It is intended that the urban design objectives of the City will be achieved through cooperation with developers, landowners and residents.

Response: The proposed development has been reviewed in conjunction with the policies of the Official Plan and have met the stated objectives.

6.5.2.2 GENERAL DESIGN GUIDELINES

(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.

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Response: The building's design is complementary to the existing 3 – 4 storey mid-rise built form that exists to the west of the subject lands, while providing transition to the single family dwelling positioned to the east. The proposed development also sufficiently compliments and transitions from the high-rise residential building (north) to Highway 400 (south). The proposed townhouses are 3 storeys in height and oriented in five blocks which reduces the impact of massing that would occur if it were a single building.

- ii) The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive landscape.

Response: The building's design includes a flat roof. At three storeys in height, with the articulation/design of the building, together with potential screening, any mechanical equipment will not be able to be seen from street level.

- 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.

Response: The site has been designed to orient the fronts of the respective buildings toward Edgehill Drive and Highway 400. No large exposed blank walls will exist within this development as the building sides will have windows, and potentially balconies, landscaping, and doors. The site was designed so as to orient the side walls of each building to the least visible direction.

- v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

Response: As was mentioned above, the two buildings closest to Edgehill Drive face the street and therefore will have direct access from the street to individual units. A central sidewalk will connect all internal units out to Edgehill Drive and will be accessible to handicapped persons with disabilities.

(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.

Response: Currently three single detached dwellings exist on the subject lands. Following development these three accesses will be eliminated with a single access created for the townhouse development. The Traffic Impact Study completed for the proposed development concludes that there are no issues with respect to access to and from the property.

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- ii) Adequate disability parking spaces will be provided where required.

Response: Parking spaces for people who are disabled have been incorporated into the visitor parking.

- 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.

Response: While the lands are deeper than 60 metres, a small parking area has been provided, around which there will be adequate landscaping, the details of which will be determined through Site Plan Review.

- iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

Response: The parking area is located behind the proposed townhouse buildings so as to be hidden from view along the Edgehill Drive streetscape. It is anticipated that the waste enclosures will be situated inside each of the buildings.

(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.

Response: The boulevard in front of the buildings will be landscaped in accordance with City of Barrie standards.

- iii) No Environmental Protection Area should be included in the minimum landscaping standards.

Response: The subject lands are not currently, nor are proposed, to be zoned or designated as "Environmental Protection Area". Trees that do not require removal due to the development will not be removed, which will include the large treed area located in the southern portion of the subject lands.

- iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.

Response: A detailed landscaping plan will be provided during the Site Plan Review process.

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(d) ENVIRONMENTAL FEATURES

- i) Redevelopment proposals including infill, intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.

Response: A undefined watercourse is present on-site and generally runs from the mid-point of the site in a south-west direction. As noted by the Environmental Impact Study submitted with this Application, it is proposed to be re-located this watercourse so as to avoid impacting it during the development process. The watercourse will be improved with natural vegetation in a defined channel south of the townhouses.

- ii) All contiguous woodlands greater then 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.

Response: As mentioned above, the Tree Inventory and Preservation Plan notes all trees in the southern portion of the property, will be preserved and not removed unless necessary.

- 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.

Response: The Environmental Impact Study completed for this proposed development has confirmed the few natural features that were identified within the existing regulations and policies. The EIS also notes that no plants of conservation significance were recorded, no species at risk are located in the vicinity of the subject property, and none of the remaining vegetation communities are considered provincially rare. This Study demonstrates that the vegetation will be retained to the extent possible, and will be enhanced through additional plantings where possible.

- 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.

Response: This will be done as noted by the Tree Inventory and Preservation Plan submitted in conjunction with this Application.

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- 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.

Response: Existing natural features and trees will be protected to the extent possible as outlined in the Tree Inventory and Preservation Plan and Environmental Impact Assessment submitted in conjunction with this Application.

(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.

Response: The specific locations of the utilities will be detailed through the Site Plan Review process, but are anticipated to be located within the private street right-of-way..

(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.

Response: In general, the massing of the buildings has been designed so as to provide minimal shade on surrounding properties, maximize sky views and sunlight. Appropriate landscaping will provide for native plantings and use of drought tolerant vegetation to the maximum extent possible. The application and use of energy conserving building and site techniques will be considered in detail during the Site Pan Review process.

- 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.

Response: The proposed development assists with creating a compact urban form as it provides an appropriate density which reduces the need and demand to accommodate additional population on Greenfield outside of the delineated built boundary. To further assist with the sustainability of the development, the subject

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lands are situated on the existing Edgehill Drive transit route and lies just west of the transit route along Anne Street.

3.0 Urban Design Manual

The City of Barrie's Urban Design Manual was revised in 2014 and provides direction for many design elements within urban developments. The proposed concept attempts to incorporate many of the design directives found within this document specifically relative to: the physical environment and building siting, pedestrian and vehicular circulation, site servicing, architectural design, and public transit accessibility.

3.1 Physical Environment

- The proposed townhouse built form and associated densities are considered to be appropriate for the subject lands given their location on a site, and within an area, that is well suited for intensification projects, while satisfying the intensification objectives of the City of Barrie.
- The proposed townhouses have been situated 4.0 metres from Edgehill Drive. The boulevard and front yard will be landscaped in accordance with the design guideline objectives, as determined through the Site Plan Review process.
- The units fronting Edgehill Drive will frame the frontage creating a pedestrian scaled area incorporating landscaping features, while increasing street level activity.
- An appropriate number of parking spaces are provided, in relation to parking requirements for designated intensification areas, and are internal to the site.
- Windows and entrances on buildings fronting onto Edgehill Drive will be oriented towards the street and centre of the site to enhance surveillance (eyes on the street).
- The proposed amenity areas have been positioned to provide functional space while provision for individual amenity space has also been provided.

3.2 Site Circulation

- Pedestrian access has been incorporated into the design in order to provide safe and convenient access from Edgehill Drive. Given the scale of the proposed development, the provided sidewalk network is considered appropriate in addition to the direct access to all units fronting onto Edgehill Drive.

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- Direct pedestrian access to the townhouses fronting Edgehill Drive will be provided as the primary means of access. This type of design is common within intensification areas to promote active means of transportation and a desired built form for prospective residents.
- Adequate parking has been provided.

3.3 Site Services

- Garbage enclosure areas are provided within each of the buildings to screen the contents from sight.
- All utilities are currently proposed to be located underground.
- Vehicle area has been designed to negate the possibility of cars reversing/manoeuvring on public streets. All required vehicle movements will be conducted within the internal area.

The Urban Design Manual Checklist has been completed and is attached to this Design Brief. A selection of the responses will be determined at the Site Plan Approval stage. Where the Checklist has noted a “yes” response to these elements it is the intention that they will be provided, the details for which will be identified during the detailed Site Plan Review process.

3.0 Summary and Conclusion

The proposed Zoning Bylaw Amendment aims to facilitate residential intensification on a site considered appropriate for such intensification in accordance with established locational criteria. It is intended that the additional residential units created by this development will offer the land use framework that will be the catalyst for further employment, commercial and residential uses within the area. With a strong urban streetscape, coupled with quality design as required by the City’s Urban Design Guidelines and a compatible height and built-form with adjacent uses, this development is poised to become a functional component of the urban fabric of the existing and planned neighbourhood.

Respectfully submitted,

Innovative Planning Solutions



Darren Vella, MCIP, RPP

President & Director of Planning



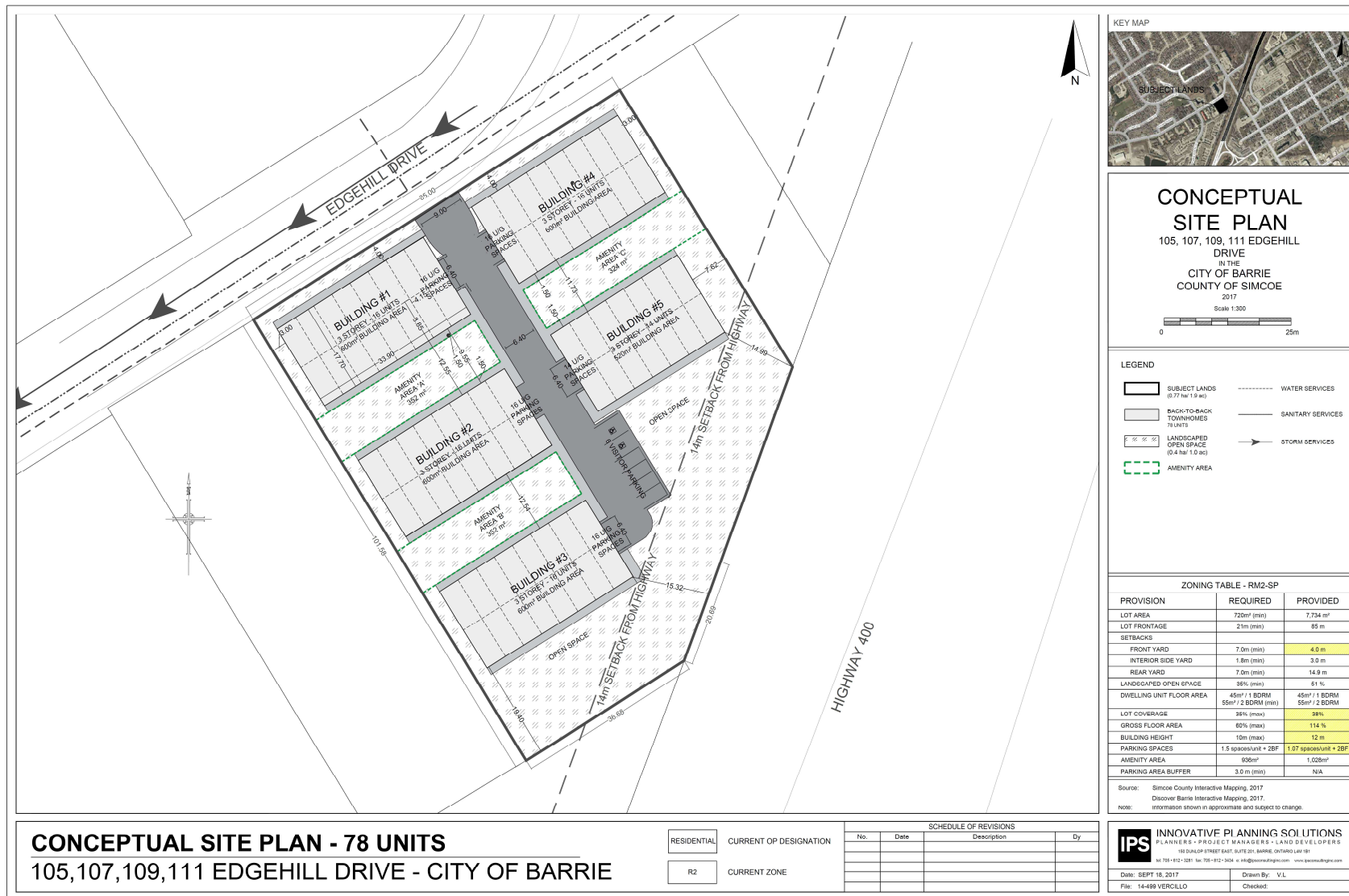
Cameron Sellers

Senior Planner

APPENDIX 1

Development Concept

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APPENDIX 2

Example Design Rendering of Development Concept Massing / Character

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APPENDIX 3

Urban Design Guidelines Checklist

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105-111 Edgehill Drive

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.	(✓)	()	_____
B. Ensure compatibility with adjacent area development.	(✓)	()	_____
C. Respect existing scale and setbacks in the neighborhood.	(✓)	()	_____
D. Incorporate natural features, vegetation and topography.	(✓)	()	_____
E. Consider the quality of views and influences of sun and wind.	(✓)	()	_____
F. Locate site services away from public & street view.	(✓)	()	_____
G. Design building setback at a pedestrian scale.	(✓)	()	_____
H. Locate active uses at the street level.	(✓)	()	_____
I. Situate buildings to support public transit use.	(✓)	()	_____
J. Reduce conflicts on multi-use sites.	()	(✓)	_____
K. Site building to reduce visibility of parking areas.	(✓)	()	_____
L. Incorporate energy saving designs and features.	(✓)	()	_____
M. Minimize shadows cast on adjacent properties and outdoor uses.	(✓)	()	_____
N. Provide a variety of reliefs and architectural elements.	(✓)	()	_____
O. Consider future intensification and integration.	(✓)	()	_____
P. Screen external transformers located on major road and areas of high visibility.	(✓)	()	_____

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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.	(<input checked="" type="checkbox"/>)	()	_____
B. Provide pedestrian links to neighboring properties.	()	(<input checked="" type="checkbox"/>)	_____
C. Provide pedestrian walkways connecting municipal sidewalks to public institutions, offices, commercial, and multi-residential.	(<input checked="" type="checkbox"/>)	()	_____
D. Demarcate major pedestrian routes.	(<input checked="" type="checkbox"/>)	()	_____
E. Minimize pedestrian/vehicle crossings.	(<input checked="" type="checkbox"/>)	()	_____
F. Provide shelter and lighting at transit stops.	()	(<input checked="" type="checkbox"/>)	_____
3.2 Vehicle Circulation and Parking			
A. Design parking plans that are safe, convenient and easily understood.	(<input checked="" type="checkbox"/>)	()	_____
B. Provide appropriate signage and lighting.	(<input checked="" type="checkbox"/>)	()	_____
C. Locate parking areas close to building entrances.	(<input checked="" type="checkbox"/>)	()	_____
D. Include pedestrian circulation within parking areas.	(<input checked="" type="checkbox"/>)	()	_____
E. Link parking areas on abutting commercial properties.	()	(<input checked="" type="checkbox"/>)	_____
F. Pave parking and circulation routes.	(<input checked="" type="checkbox"/>)	()	_____
G. Clearly define primary vehicle routes.	(<input checked="" type="checkbox"/>)	()	_____
H. Provide right angle parking when possible.	(<input checked="" type="checkbox"/>)	()	_____
I. Avoid dead-end parking areas.	(<input checked="" type="checkbox"/>)	()	_____
J. Provide shopping cart corrals	()	(<input checked="" type="checkbox"/>)	_____
K. Use areas adjacent to buildings for walkways and landscaping.	(<input checked="" type="checkbox"/>)	()	_____
L. Provide landscaping around parking and laneways.	(<input checked="" type="checkbox"/>)	()	_____
M. Provide raised traffic islands.	()	(<input checked="" type="checkbox"/>)	_____
N. Provide ground cover in traffic islands other than sod.	()	(<input checked="" type="checkbox"/>)	_____
O. Ensure planting does not obstruct driver/pedestrian views.	(<input checked="" type="checkbox"/>)	()	_____
P. Provide landscaping features to provide shade and influence wind erosion and glare.	(<input checked="" type="checkbox"/>)	()	_____
Q. Provide areas for snow storage.	(<input checked="" type="checkbox"/>)	()	_____

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	yes	n/a	Comments
3.3 Parking Structures			
A. Integrate ground level, street oriented uses.	(✓)	()	_____
B. Provide barrier free parking close to entrances and elevators.	(✓)	()	_____
C. Provide signage to indicate barrier free parking.	(✓)	()	_____
D. Include following safety features:			
• adequate & uniform lighting;	(✓)	()	_____
• clearly indicated exit route;	(✓)	()	_____
• bright paint to improve lighting;	(✓)	()	_____
• mirrors and circular columns.	(✓)	()	_____
3.4 Access Driveways			
A. Reduce traffic conflict and confusion.	(✓)	()	_____
B. Provide mutual driveways where appropriate.	(✓)	(✓)	_____
C. Ensure pedestrian safety & maximum visibility.	(✓)	()	_____
D. Maximize distance between driveways & intersections.	(✓)	()	_____
3.5 Drive-Through Facilities			
A. Provide sufficient stacking spaces.	(✓)	(✓)	_____
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.	(✓)	()	_____
B. Ensure site circulation accommodates emergency vehicles.	(✓)	()	_____
C. Provide clear pedestrian passages to building.	(✓)	()	_____
D. Identify location of hydrant/sprinkler connections.	(✓)	()	_____

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4.0 SITE SERVICES

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

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
B. Design site lighting to meet building and user needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
C. Use lighting to accentuate site features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
D. Eliminate glare and light spillage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
E. Used pedestrian scaled lighting.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
F. Coordinate lighting systems and landscaping.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____

6.0 FENCING

A. Design fencing and other site elements to complement the architecture of the main building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____
B. Minimize visual monotony.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____

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7.0 ARCHITECTURAL DESIGN		yes	n/a	Comments
A. Ensure design is compatible with developing character of the neighbourhood.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
B. Ensure multiple buildings have a cohesive visual relationship.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
C. Coordinate exterior building design on all elevations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
D. Orient buildings toward street/internal courtyard.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
E. Conceal rooftop mechanical equipment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
F. Ensure buildings over 3 storeys in City Centre contribute to the skyline.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
G. Design rooftops with identifiable shapes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
H. Emphasize main building entrance.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
I. Employ the effective use of building materials, architectural detail and lighting.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
J. Ensure buildings on corner lots have presence on both streets.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
7.2 Heritage Resources				
A. Incorporate natural, historical, architectural or cultural resources.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
B. Conserve significant heritage resources.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
C. Incorporate existing architectural features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
D. Site features to respect heritage resources.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
8.0 SIGNAGE				
A. Integrate signs to complement the design of the building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
B. Use materials found elsewhere in the project in the design of the ground sign.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
C. Ensure that new signs on existing buildings provide an appearance with existing signs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
D. Provide uniform fascia signs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
E. Provide for convenient and attractive replacement of signs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
F. Accommodate mobile signs in appropriate landscaped areas.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

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	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.	(✓)	()	_____
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.	(✓)	()	_____
B. Provide appropriate landscape treatments and planting density based on the proposed lands use, site area and abutting land use.	(✓)	()	_____

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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.	()	(x)	_____