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VETERANS LANE

URBAN DESIGN BRIEF

339 VETERANS DRIVE & 341 VETERANS LANE
CITY OF BARRIE
IPS NO. 18-810

October 2019



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339 Veterans Drive & 341 Veterans Lane

Lot 1, RPlan 1200, and Part 2, RPlan 51R-22069

**CITY OF BARRIE,
COUNTY OF SIMCOE**

URBAN DESIGN BRIEF

PREPARED BY

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ON BEHALF OF

Sean Mason Homes (Veteran's Lane) Inc.

October, 2019

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APPENDICES

Appendix 1. Conceptual Site Plan

1.0 PURPOSE

This Urban Design Brief addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development at 339 Veterans Drive & 341 Veterans Lane. The City of Barrie Urban Design Guidelines have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives. This brief is part of a submission for Zoning By-law Amendment which includes:

- Planning Justification Report – Prepared by Innovative Planning Solutions Inc.
- Functional Servicing Report & Stormwater Management Report – Prepared by Pearson Engineering Ltd.
- Arborist Report – Geometric Studio Inc.

2.0 CONTENT

This Brief will review the Urban Design Guidelines of the Official Plan and the City of Barrie Urban Design Manual relative to the proposed development of the subject lands. The subject lands are located just east of the Essa Road intensification corridor, and along Veterans Drive which is an arterial road as per Schedule D of the Official Plan. The massing and design of the proposed townhouse & walk-up apartment development will be compatible with the existing character and aesthetic of the Holly Secondary Planning Area. Further, the proposal will increase the local stock of relatively more affordable housing units (i.e. townhomes & walk-up units) versus the single-detached alternatives established in the area.

Nearby commercial uses, particularly those at the intersection of Veterans Drive & Essa Road, will also benefit from the increased local consumer base and the upcoming new modern apartments. The development is situated near multiple schools and City parks. With strong pre-existing connections to Barrie's transit network, the development is well positioned to increase the modal share of active and public transportation users within the neighborhood. The proposed development would provide a compact and efficient built form in keeping with the applicable Provincial and Municipal Planning Policies.

This Urban Design Brief relative to 339 Veterans Drive & 341 Veterans Lane addresses items of urban design relating to:

- Land use;
- Urban built form, housing types and densities;
- Building placement;
- High quality design and materials;

- Streetscape and landscaping; and
- Pedestrian scale and walkability.

2.1 CONTEXT

The subject lands are located at 339 Veterans Drive & 341 Veterans Lane; just east of the intersection of Essa Road & Veterans Drive, and north of Harvie Road & Veterans Drive, toward the southwesterly extent of the City. The property is located within Holly Secondary Planning Area, as identified in Schedule B of the Official Plan. The lands are located just east of the Essa Road Intensification Corridor and are themselves along an arterial road (Veterans Drive). The landholdings are made up of two properties divided by the Veteran's Lane (municipal) ROW ("ROW"). The first, 339 Veterans Drive, represents an area of approximately 0.27ha (0.66ac), with 112m of frontage on Veteran's Ln., 64.6m on Montserrand St., and 80m on Veterans Dr. The second property, 341 Veterans Lane, represents an area of approximately 0.52ha (1.29ac), with 121m of frontage between Veterans Dr. & Veteran's Ln. Both properties have municipal water and sewer services available to them. **Figure 1** illustrates the location of the sites.

A single-detached residence currently occupies 341 Veterans Lane. Limited boundary trees exist on the property, . Boundary Trees will only be removed subject to permission from respective landowners and where necessary to accommodate the proposed development. Immediately surrounding lands are occupied by a considerable diversity of land uses and residential densities. 339 Veterans Drive has sporadic vegetation over the parcel and has in the past become overgrown in the summer months due to the parcel remaining vacant.

The subject lands are in proximity to several public transit routes which provide convenient access to Downtown Barrie and other local destinations. The lands are located directly on Barrie Transit Route 2 along Veterans Drive and is in proximity to route 8 which travels Essa Road. Commercial uses are available at the intersection of Veterans Drive & Essa Road (200m), on Caplan Ave. (1,000m), and in the area of Mapleview Drive (1,500m). Further, Trillium Woods Elementary School is within a short distance (350m), as well as numerous parks (Veterans Woods, Montserrand, Harvie) and other recreational opportunities (Holly Community Centre).

Figure 1. Location of Subject Lands



2.2 SITE DESIGN – DEVELOPMENT CONCEPT

The proposed concept (**Appendix A** and **Figure 2** below) would introduce 57 residential units to 339 Veterans Drive & 341 Veterans Lane. Of the 57 units, 33 block/cluster townhomes are proposed at 341 Veterans Lane, and 24 'walk up' units at 339 Veterans Dr.

As mentioned, the two parcels are divided by Veterans Lane. The development concept redesigns Veterans Lane, creating a 3.0m wide, one-way lane heading from the south to north, from Veterans Drive to Montserrand Street. Nine parallel parking spaces are provided along the east side of the Lane (see **Figure 3** below for one-way street example. These spots would serve members of the public, including visitors of the proposed development. Where the Lane meets the townhouse block entrance the lane increases in width to 6.4m to provide two-way traffic along the remaining portion of the Lane. The intent of the reduced road width, curves, intentional plantings, and parking spaces is to slow traffic and discourage drivers from using this road as a "short cut". While this Lane remains a municipal ROW, it will have the visual presence of a private lane, contributing to the overall urban design of the development.

Lands at 339 Veterans Drive propose a 4-storey walk-up building with 24 units, **Figure 4** below provides conceptual images of walk-up apartment developments, as well as **Appendix 2** for preliminary floor plans. The tenure proposed is a standard condominium. The building is situated at the corner of Veterans Drive and Montserrand Street, providing for the on street connect recommended through Urban Design guidelines. A road widening dedication of 2.0m, as required, will be provided to the city along Veterans Dr. frontage. A small parking area is proposed at the north corner of the property providing 15 parking spaces. In addition, 8 spaces will be provided along the Lane which will be designated to units within the walk-up. A large landscaped area of 700m² in size is proposed at the south of the site, which will become a feature for the development providing outdoor amenity area to the residence as well as a highly landscaped feature seen when travelling along Veterans Drive. This landscaped area will connect through design elements to the Woonerf proposed for 341 Veterans Lane. This is seen on **Figure 2** below through the hatching element. The Woonerf, which is further discussed in **Section 2.3** below, will provide a unique design element to the property and be a connecting feature. Garbage collection will be through private collection.

Lands at 341 Veterans Lane propose 33 3-storey block/cluster townhomes (see **Figure 5** for conceptual imagery), with a tenure of freehold with common elements condominium. See **Appendix 3** for preliminary floor plans for the townhouse unit types.

Figure 2. Conceptual Site Plan



Figure 3. One-way Street Example



Figure 3.

Queen & Ossington Ave, Toronto

Source: Provided by client.

Drawn By: TS

File: 18-810



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Figure 4. Walk-up Unit Concepts



Figure 4.
'WALK-UP' UNIT CONCEPTS

Source: Web Images.

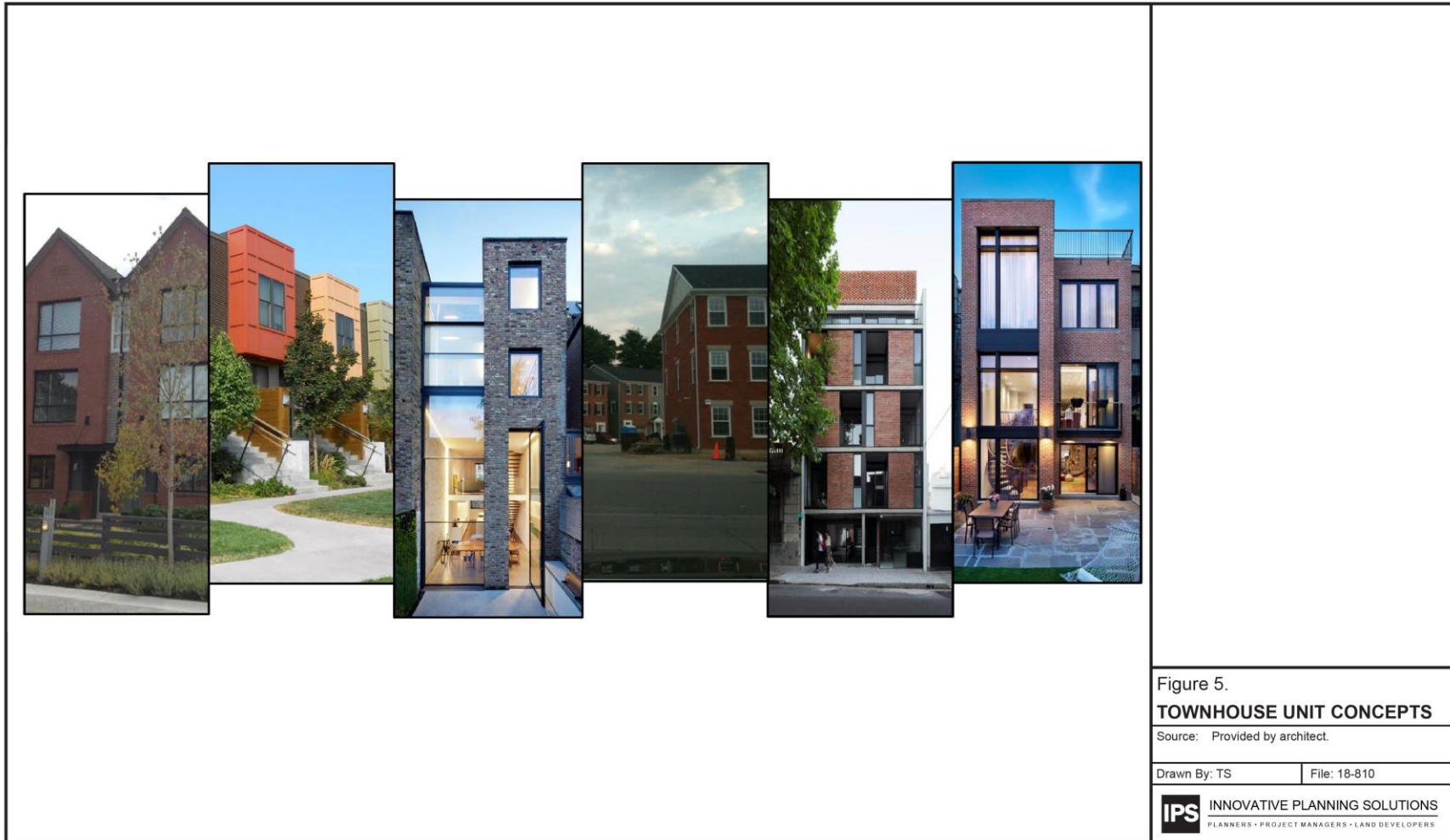
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Figure 5. Townhouse Unit Concepts



These units are accessed through a private condo road which connects to Veterans Lane. The condo road is proposed to be designed like a Woonerf, a living street. Each dwelling unit has access off the Woonerf and are provided a minimum of two private parking spaces. A (private) two-car garage with a single-car driveway is proposed. All private garage facilities makeup a component of the ground floor within the townhouse unit served. All private driveway and garage parking facilities provided at 341 Veterans Lane are oriented toward an internal condominium road. The unique design of the driveway (see **Figure 6**) will provide increase space for landscaping and planting, further enforcing the Woonerf concept. It is anticipated that there will be a variation of townhouse types within the development, providing for variation of interior and exterior layout and architectural style. All townhouse units will have a private deck / balcony feature. Waste collection is anticipated to be organized through private collection.

Municipal services (water, sanitary, and roads) are available for both sites. A stormwater area is proposed toward the northeastern corner of the 341 Veterans Lane property. Runoff may be reduced through low impact design mechanisms such as permeable pavers, filtration and bio-retention areas. Snow removal may be addressed through either private collection and removal services and/or through the use of snowmelt systems. Details pertaining to stormwater management and potential snow removal infrastructure will be confirmed through the detailed design process. A comprehensive landscape planting plan will be confirmed at the detailed design stage, **Figure 7 & 8** below provides some inspirational imagery for future landscaping and amenity areas.

At 341 Veterans Lane, the proposed 33 residential (block/cluster) townhouse units over a site of 0.52ha (1.29ac) provides an approximate residential density of 63 UPH. At 339 Veterans Dr., the proposed 24 residential walk-up units over a site of 0.27ha (0.66ac) lends to a proposed density of 90 UPH. A total combined density of 72 UPH is proposed. Units will vary in layout including two (2) and three (3) bedroom designs.

It should also be noted that the construction design of the dwelling units will be innovative and forward thinking. The design and construction will be that of "net zero ready home".

"Net Zero Homes produce as much clean energy as they consume. They are up to 80% more energy efficient than typical new homes and use renewable energy systems to produce the remaining energy they need. Every part of the house works together to provide consistent temperatures throughout, prevent drafts, and filter indoor air to reduce dust and allergens. The result: exceptional energy performance and the ultimate in comfort – a home at the forefront of sustainability. It all adds up to a better living experience."

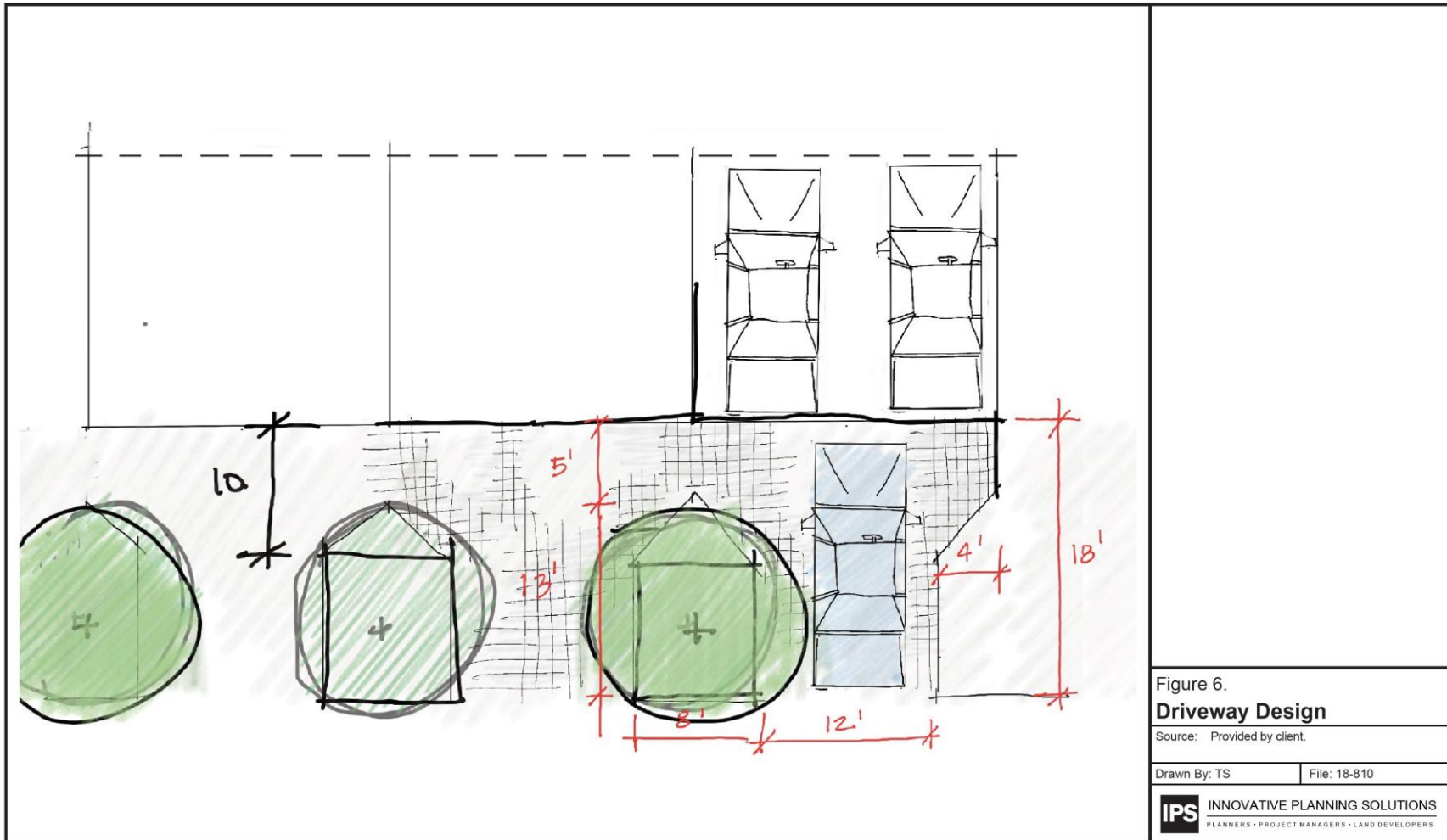
Figure 6. Driveway Design

Figure 7. Inspirational Landscaping Concepts

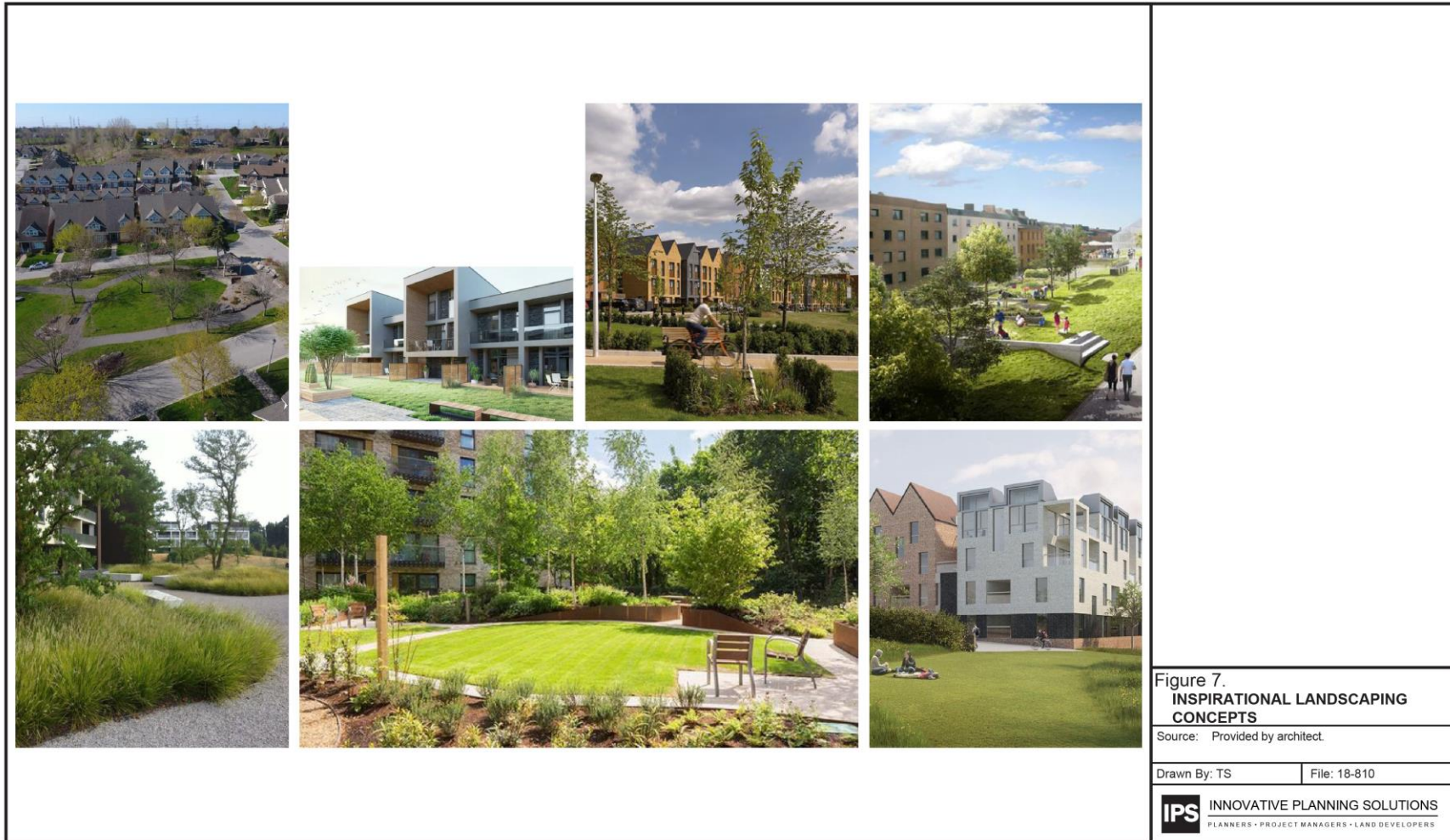


Figure 8. Inspirational Amenity Area Concepts



These homes provide exceptional value as they are typically up to 80% more energy efficient. This results in extremely low utility bills, all year round, with a home that provides exceptional comfort. This is provided through advanced construction methods and materials including heating, cooling and ventilation equipment. The dwellings will be equipped with Energy Star rated features, contributing to the overall energy consumption. All these design and construction elements contribute to an environmentally responsible dwelling units, contributing to protect against climate change and preserve natural resources for future generations.

2.3 SITE DESIGN – THE ‘WOONERF’ PRINCIPAL

As mentioned, much of the proposed design is based on ‘Woonerf’ urban design principals, which originate out of European settings (see **Figure 9 & 10** below for conceptual woonerf images). A (Dutch) Woonerf or ‘living street’ as it is loosely translated, encourages flexible use of the streetscape through taking emphasis off the automobile. In a living streetscape pedestrian and active modes of transportation are promoted through design mechanisms which force slower rates of vehicular speed. Woonerf design is often characterized by ‘Brussels Block’ paver patterns, considerable vegetation, and ‘curb-less’ or ‘rolled curb’ streetscapes. All of these elements will be integrated into the concept proposed. Woonerf design gives some opportunity for limited and informal leisure use within the streetscape itself. Explicit planting details of these open and landscaped areas will be provided at the site plan stage. The street will be designed to be walkable, social and slow traffic.

Figure 9. Woonerf Concepts



Figure 10. Woonerf Concepts



Figure 10.
WOONERF CONCEPT

Source: Provided by architect.

Drawn By: TS

File: 18-810



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2.4 OFFICIAL PLAN URBAN DESIGN GUIDELINES

The City of Barrie supplies policy provisions related to Urban Design in Sections 4.2.2.4 and 6.5 of the Official Plan. These policies are to be applied where possible to development proposals throughout the City. These provisions are outlined below and are reviewed in reference to the proposed development concept for the subject lands.

2.4.1 Section 4.2.2.4. City of Barrie Official Plan

The policies of Section 4.2.2.4 include generalized design policies for residential development 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.*

Comment: The proposed development includes on-site parking above the required ratio of 1 space per unit. The development proposes a minimum of two spaces (in tandem) per residential townhouse unit. 1 space per unit is provided for the walk-up apartment building. Based on the MU2 Zone a minimum of 57 parking spaces are required, the current site plan proposes a total of 122 spaces, with 9 parallel parking spaces along the ROW. This project represents appropriate intensification in accordance with locational criteria of the Official Plan. It is anticipated that future residents of the proposed development will make use of the walkable neighbourhood and public transit opportunities in proximity to the subject lands, as well as utilize private vehicles.

In the MU2 Zone amenity areas can be in the form of consolidated or unconsolidated areas. All townhouse units will be provided with a private balcony and most units in the walk-up will also have private balconies. In addition to the unconsolidated amenity areas a 700m² landscaped area is provided on site (339 Veterans Drive).

- 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.*

Comment: The maximum permitted height is 16.5 metres. In terms of 339 Veterans Drive, it is anticipated that the walk-up apartment will be 4 storeys, which will have an average height of 15 metres, which is considered suitable transition height given significant setbacks from existing single-detached residential units on Montserrand Street and from the townhouse units proposed at 341 Veterans Lane.

The townhouse block/cluster development proposed at 341 Veterans Lane would be an appropriate transition height from adjacent lower-rise single-detached residential uses. It is anticipated that the townhouses will be 3 storeys, with an average height of 12.0 metres. The proposed development will be compatible with adjacent uses, and suitable setbacks are provided between lower-density residential structures. The extensive use of landscaping, through columnar trees will soften the facades and height transition.

- 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).*

Comment: Not Applicable.

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

Comment: The subject lands represent intensification development. 339 Veterans Drive currently sits vacant. One single-detached residential dwelling currently occupies 341 Veterans Lane which lends to an approximate density of just about 2 residential units per hectare. The proposed development will introduce high-quality urban townhomes and walk-up building to the site.

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

Comment: Not Applicable.

2.4.2 Section 6.5 City of Barrie Official Plan

The City of Barrie has developed Urban Design Guidelines, which are found in Section 6.5 of the Official Plan. Policies and guidelines are provided as a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. They are intended to improve the appeal of developments throughout the City through the provision of features such as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development.

The guidelines of section 6.5.2 include generalized design policies for residential development, and are as follows:

6.5.2.2 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.

Comment: The building's mid-rise design would lend to a density suitable within the context of the existing low-to-high density residential uses surrounding the site. The proposed townhomes are three storeys ($\pm 12\text{m}$) in height, while the walk-up is four storeys ($\pm 15\text{m}$) in height. The development is along an arterial road, which meets the locational criteria of the OP for intensification. The proposed design offers integrated buildings and woonerf streetscape, providing a cohesive design with modern architectural elements.

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

Comment: Mechanical equipment will be adequately screened where applicable. However, due to the nature of the net zero home design and construction, solar panels will be used throughout the development, mounted to the dwelling's roofs. These panels will be visible, however will compliment the architectural style.

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.

Comment: The buildings will be designed to make use of architectural features such as windows and materials to create architectural interest within all facades visible from a public street. Blank walls will be discouraged.

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

Comment: Both the 339 and 341 Veterans Lane development are proposed to be oriented toward public right-of-ways. Private walkway networks will connect all units to the municipal sidewalk networks.

6.5.2.2 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.

Comment: Parking facilities are proposed to be accessed via Veteran's Lane with reference to 341 Veterans Lane. 339 Veterans Drive is proposed to include parking spaces accessed directly from the Veteran's Lane right-of-way, which is a low volume, local road. No site accesses or parking is proposed directly onto the arterial road, Veterans Drive.

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.

Comment: Neither 339 Veterans Drive nor 341 Veterans Lane has a depth of 60m or greater. Still, the concept proposed at 341 Veterans Lane reduces the visual impacts of surface parking through the provision of private garages to individual units.

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

Comment: All parking is well screened from any municipal right-of-way. Garbage will be collected through private contracts.

6.5.2.2 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.

Comment: Through the site plan process, a complete landscape submission will be provided, outlining the landscape treatment throughout the site, including the boulevard adjacent Veterans to ensure compliance with City standards.

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

Comment: No Environmental Protection lands are included in the minimum landscaped standards.

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

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

6.5.2.2 d) ENVIRONMENTAL FEATURES

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.

Comment: An Arborist Report was prepared in support of this development. Most trees require removal to accommodate the development proposed. A significant planting program will be provided at the site plan stage.

6.5.2.2 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.

Comment: The specific locations of the utilities will be detailed through the Site Plan Review process.

6.5.2.2 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.

Comment: In general, the massing of the buildings has been designed to minimize shade on surrounding residential properties. The proposed development, in its entirety, will be net zero ready and energy star qualified. The construction design is innovative, providing a unique built form feature to the housing marking in the City. These methods will be further detailed through the site plan 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.

Comment: The proposed development would be considered to be of the compact urban form encouraged through this provision. Further still, the sustainability of the development, the subject lands are situated on existing transit routes, lending to transit ridership.

3.0 CITY OF BARRIE URBAN DESIGN MANUAL

The City of Barrie's Urban Design Manual was revised in 2014 and provides direction for design elements within urban developments. The proposed concept incorporates many of the design directives found within this document. Particular emphasis is put on those directives related to; the physical environment and building siting; pedestrian and vehicular circulation; site servicing; architectural design; and public transit accessibility.

3.1 PHYSICAL ENVIRONMENT

- The built form of the proposed development at 339 Veterans Drive and 341 Veterans Lane. are considered appropriate for the subject lands given they have been designed in a manner sensitive to surrounding land uses and given they are located in an area which satisfies the intensification policies of the Official Plan.
- The Veterans Dr. road widening dedication requested through pre-consultation discussion would be provided from both sites.
- The proposed walk up at 339 Veterans Drive has been setback 2.0 metres from Veterans Drive, after the 2.0 metre road widening dedication, and 1.2 metres from Montserrand Street. The walk-up will have balconies on all sides, which will project into the side yards, as permitted. The townhouses at 341 Veterans Lane have been setback 0.3 metres from Veterans Drive. The front yard will be landscaped with consideration given to the design guideline objectives, as determined through the Site Plan Review process.
- The proposed landscaped area will provide communal space while individual private amenity spaces are also provided.

3.2 SITE CIRCULATION

- Pedestrian access has been incorporated into the design in order to provide safe and convenient access from all units to the municipal sidewalk network.
- Pedestrian access to the townhouse units will be provided as the primary means of access to these units. This type of design is common within urban areas (and is a trademark aspect to promote active means of transportation and desirable streetscape facades.
- Adequate parking has been provided for the proposed development.

3.3 SITE SERVICES

- Garbage is anticipated to be collected through private collection services.

- All utilities are proposed to be located underground; placement to be confirmed during detailed design.
- Vehicular areas have been designed to limit the possibility of cars reversing/manoeuvring on busy public streets. Both developments are accessed from the low-volume, Veteran's Lane (local) right-of-way. This is in conformity with the provisions of the Official Plan (5.4.2.2(c)).

3.4 ARCHITECTURAL DESIGN

- The overall intent of the development is modern, energy efficient architecture and design. It will provide state of the art dwellings to the housing market contributing to place making.
- Architecture and material employed will be modern and provide a new building and design style to the area, while being compatible with the character of the surrounding neighborhood, developments and land uses.
- Pedestrian entrances oriented toward the municipal sidewalk network will offer a welcoming pedestrian experience from the municipal ROW.
- Surface parking facilities are screened from the municipal ROW where feasible to.
- Extensive fenestration, window and architectural details, and balconies along the Veterans Drive frontage will emphasize front entrances and create an interesting facade.
- Any mechanical equipment will be hidden from all municipal rights-of-way.
- Further details will be provided during the Site Plan process.

3.5 TRANSIT

- The site is situated in an ideal location for access to transit options.
- The site will be linked to the municipal sidewalk network via Veterans Drive promote active transportation.

4.0 SUMMARY AND CONCLUSION

The proposed Zoning By-law Amendment application aims to facilitate medium residential development. The site is considered appropriate for such intensification and is in accordance with established locational criteria. A strong urban streetscape coupled with quality and contextually sensitive architectural and site design poises this development to be successfully integrated into the urban fabric of the existing neighbourhood. The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design. The relevant guidelines and policies have been

reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

Respectfully submitted,

Innovative Planning Solutions

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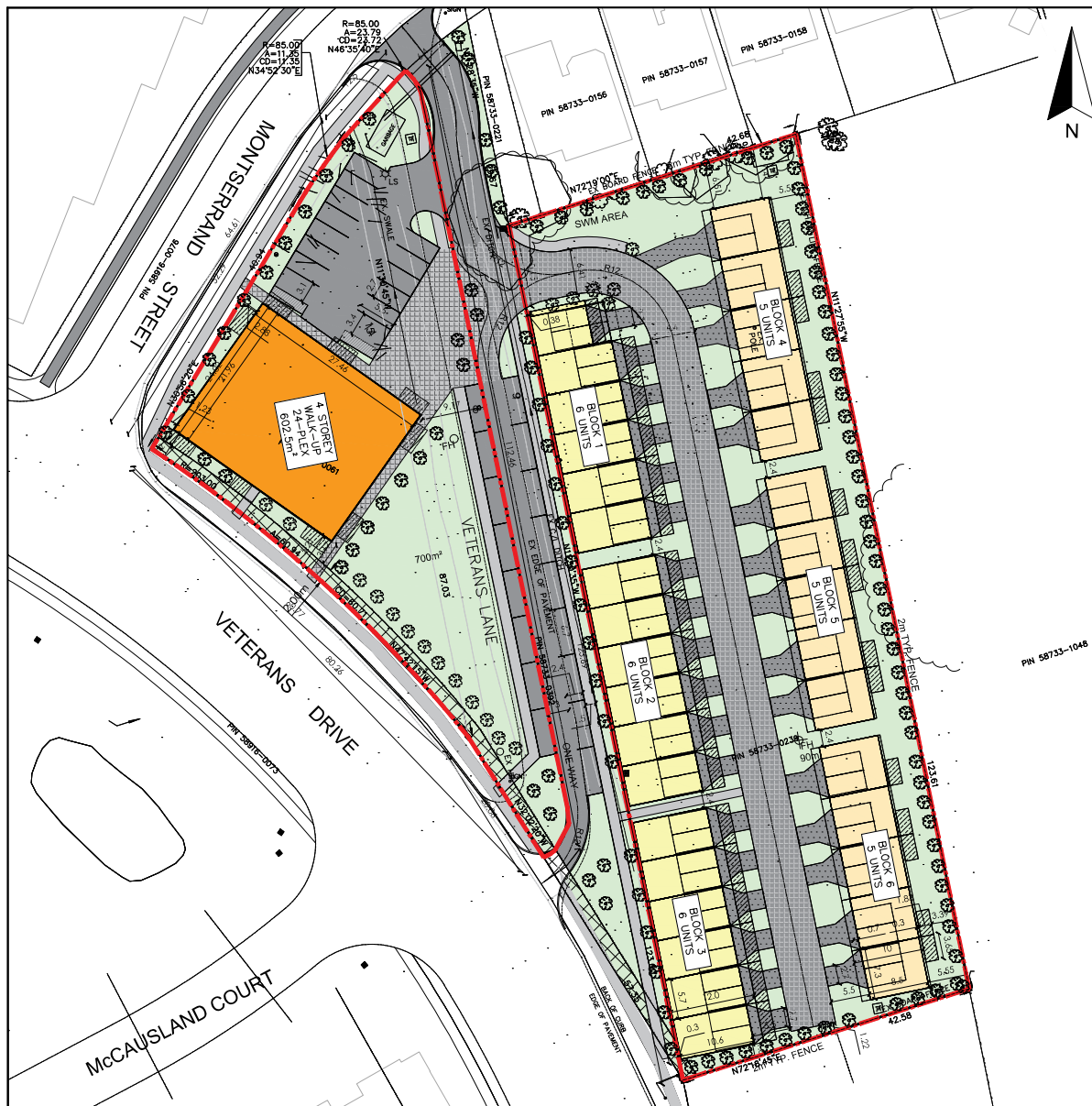
Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'V Simpson'.

Vanessa Simpson, BID, MPI
Senior Planner

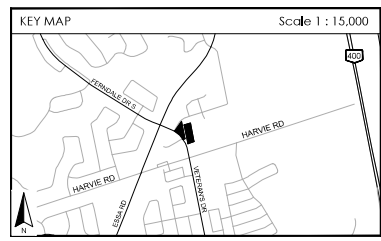
APPENDIX 1

Conceptual Site Plan



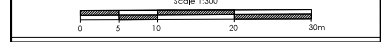
| ZONING TABLE - MU2-XX | | | |
|---|--|---|---|
| PROVISION | REQUIRED | | PROVIDED |
| Lot Area (min.) | - | - | 7,929.6m ² (total lands) 339 • 2,692m ² 341 • 5,237.6m ² |
| Lot Frontage (min.) | - | - | 339 / Montserrat St • 64.6m 341 / Veterans Lane • 121m |
| Front Yard Setback | Min. | 1.0m for 75% of frontage | n/a |
| | Max. | 5.0m for 25% of frontage | n/a |
| Residential Use abutting lot frontage (min.) | 3.0m | - | 339 / Montserrat St • 1.2m 341 / Veterans Lane • 0.0m |
| | Min. | - | 341 • 1.2m south |
| Side Yard Setback | Min. abutting street or laneway | 3.0m | 339 • 2.0m (to Veterans Dr) 339 • 9.0m (to Veterans Lane) |
| | Max. | 3.0m | 341 • 6.5m north |
| Rear Yard Setback (min.) | Abutting Street or Laneway | 1.5m | >1.5m |
| | Abutting Residential OS or EP Zone | 7.0m | 341 • 5.0m |
| Front Facade Step-back (min.) | 45 degree angular plane at height above 50% equivalent of ROW using 3m min step-back | - | n/a |
| Side Facade Step-back (min.) | If adjacent to an OS Zone, 5.5m at height above 80% equivalent of ROW | - | n/a |
| Rear Facade Step-back (min.) | 45 degree angular plane above 7.5m using min 3m step-backs | - | n/a |
| Lot Coverage (max.) | - | - | 44% |
| Gross Floor Area (max.) | - | - | 104% |
| Street Level Floor Height (min.) | Min. | 4.5m | 3.0m |
| | Max. | 7.5m | 7.5m |
| Dwelling Unit Floor Area (min.) | 45m ² / 1 bedroom + 10m ² per bedroom | 45m ² / 1 bedroom + 10m ² per bedroom | 45m ² / 1 bedroom + 10m ² per bedroom |
| Outdoor Amenity Area (min.) | 12m ² /unit | 12m ² /unit | 12m ² /unit |
| Landscape Buffer Areas (min.) | 3.0m | 3.0m | 341 • 1.2m south & 3.0 north and east |
| Parking Spaces (min.) | 1 space / unit | 130 spaces (>1 space / unit) | 130 spaces (>1 space / unit) |
| Parking in Front Yards (max.) | 0% | 0% | 0% |
| Parking Space Length (5.2,5.2 d) (min.) | 6.0m | 5.5m | 5.5m |
| Accessory Buildings and Structures, Decks (5.3,5.2) | Exterior Side Yard | 1.5m | 0m |
| | Front Yard | 3.0 | 0m |

Note: The proposed Zoning Bylaw Amendment Special Provisions provide for greater flexibility within the design and development proposal. Through Site Plan process the development will be further refined.



CONCEPTUAL SITE PLAN VETERAN'S LANE

PART LOTS & CONCESSION 13
339 VETERANS DRIVE & 341 VETERANS LANE
IN THE
CITY OF BARRIE



| LEGEND | |
|--------|--|
| | SUBJECT LANDS 339 Veterans Drive 2,692m ² (0.66 ac / 0.269 ha) 341 Veterans Lane 5,237.6m ² (1.29 ac / 0.523 ha) |
| | TOWNHOMES (7.0x7.5m) 15 Units - 3 Storeys |
| | TOWNHOMES (4.5x10.9m min) 18 Units - 3 Storeys |
| | WALK-UP BUILDING 24 Units - 4 Storeys |
| | LANDSCAPED OPEN SPACE |
| | BALCONIES |
| | ROAD WIDENING |
| | WOONERF |

Source: Simcoe County Interactive Map.
Note:

CONCEPTUAL SITE PLAN - 57 UNITS "VETERAN'S LANE" - CITY OF BARRIE

| | |
|----------------------|------------------------|
| RESIDENTIAL | CURRENT OF DESIGNATION |
| RH - 339 R1 - 341 | CURRENT ZONE |

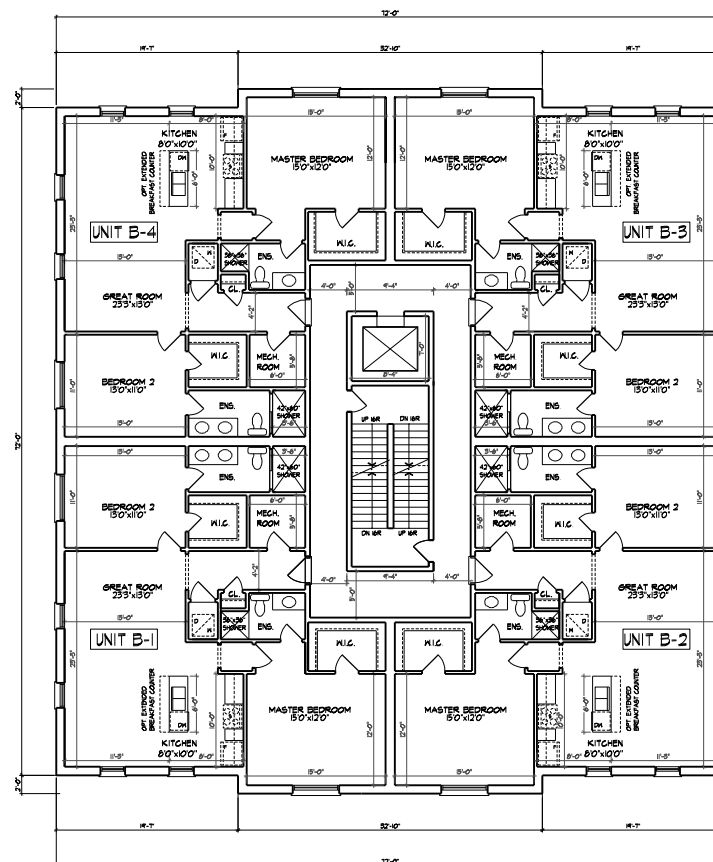
| SCHEDULE OF REVISIONS | | | |
|-----------------------|------|-------------|----|
| No. | Date | Description | By |
| | | | |
| | | | |
| | | | |

| | |
|---|-----------------|
| IPS INNOVATIVE PLANNING SOLUTIONS PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS 150 DUNDAS STREET EAST, SUITE 201, BARRIE, ONTARIO L4M 1B1 Tel: 705 • 812 • 1281 Fax: 705 • 812 • 3438 • info@innovativeplanning.com www.innovativeplanning.com | |
| Date: October 1, 2019 | Drawn By: VS |
| File: Veteran's Lane | Reviewed By: DV |

APPENDIX 2

Preliminary Floor Plans for Walk-up Apartment

| UNIT No. | UNIT AREA |
|----------|--------------|
| UNIT A-1 | 1096.22 S.F. |
| UNIT A-2 | 1080.48 S.F. |
| UNIT A-3 | 1101.36 S.F. |
| UNIT A-4 | 1101.36 S.F. |



| UNIT No. | UNIT AREA |
|----------|-------------|
| UNIT B-1 | 1164.17 SF. |
| UNIT B-2 | 1164.17 SF. |
| UNIT B-3 | 1164.17 SF. |
| UNIT B-4 | 1164.17 SF. |

APPENDIX 3

Preliminary Floor Plans for Townhouse Units, Type A and Type B

