



U R B A N  
D E S I G N  
B R I E F

BARRIE-BRYNE  
DEVELOPMENTS LTD.

15 HARVIE ROAD  
CITY OF BARRIE

APRIL 2022  
WESTON FILE #9683

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# 1 INTRODUCTION



This Urban Design Brief [herein referred to as the 'Brief'] has been prepared by Weston Consulting on behalf of Barrie-Bryne Developments Limited to illustrate the redevelopment of the subject lands located at 15 Harvie Road in the City of Barrie [herein referred to as 'the site']. The proposed development of the 33.261 hectares of land will include residential and employment uses. The development proposes semi-detached dwellings, townhouses, and mid-rise residential apartments to the west of Bryne Drive, and employment related uses to the east side of Bryne Drive.

This Brief is in support of applications for Official Plan, Zoning By-Law Amendment, and Draft Plan of Subdivision to permit the proposed development. The Brief provides a detailed discussion of key urban design principles as they relate to the proposal. These include an overview of applicable policies within the City of Barrie Official Plan [Office Consolidation 2018], and the City of Barrie Urban Design Manual [updated 2014].

This Brief is to be read in conjunction with the Planning Justification Report also prepared by Weston Consulting in April 2022, filed under separate cover.

Precedent imagery has been included in this Brief to provide visual examples but is not explicitly indicative of the final design product.

# 2

## C O N T E X T A N A L Y S I S

## 2.1 OVERVIEW

The currently vacant 33.261 hectares of lands are located west of Highway 400, south of Harvie Road and bounded to the west by Thrushwood Drive.

The subject lands are located at 15 Harvie Road, northwest of the intersection of Mapleview Drive and Highway 400 (Figure 1). The site has approximately 692 metres of frontage along Highway 400, 327 metres along Thrushwood Drive and is bounded to the north by the *Environmental Protection (EP) Area*. Within the site, towards the southeast corner, there is an environmental feature which extends from Highway 400 to the centre of the site and down towards the southern boundary. The site is located within the *Built-up Area* as identified on Schedule 'I' of the City of Barrie Official Plan.



Figure 1: Aerial of Proposed Development Site Location



## 2.2 SURROUNDING LAND USES

To the north of the site and Harvie Road is an *EP Area*, primarily occupied by woodlands. This area acts as a physical barrier along the northern boundary of the site. Further north, and west of Bryne Drive, is the Bell Canada Lands, a mid-rise development, and two hotels.

East of Highway 400 is a FedEx Distribution Facility, vacant lands, an *EP Area* and a medical office building. Further east of Bayview Drive are industrial buildings.

South of the site are commercial buildings that extend down to Maplevue Drive West. There is a commercial area at the intersection of Maplevue Drive West and the Highway 400.

West of the site is a residential area that is primarily occupied by single-detached buildings and townhouses. Also in this area is Trillium Woods Elementary School and Mapleton Park.

Figure 2 highlights the existing surrounding context.

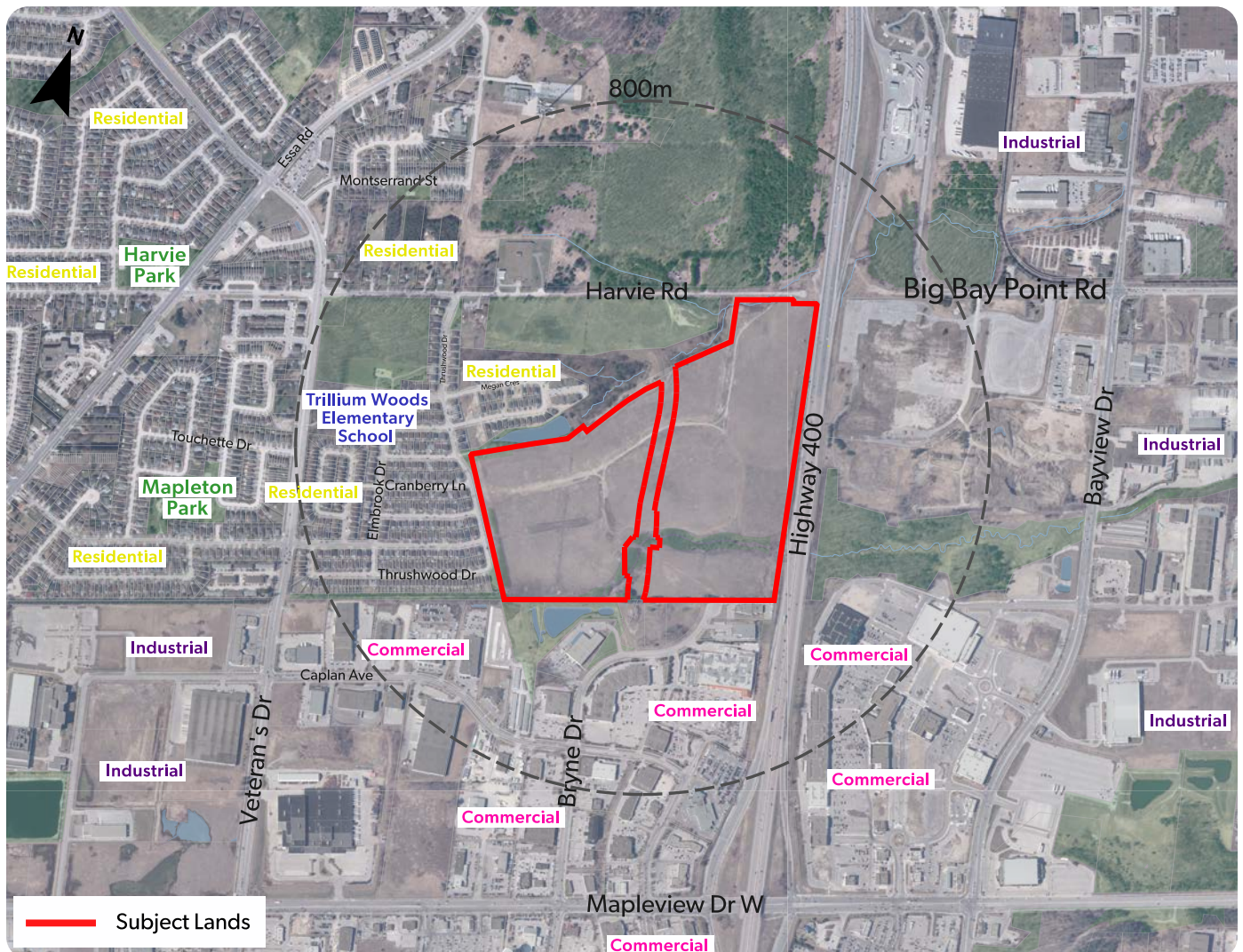


Figure 2: Surrounding Land Uses, prepared by Weston Consulting



## 2.3 EXISTING NATURAL FEATURES

The site is located within an area that has natural heritage features as illustrated in Schedule H of the Official Plan. The vacant site is primarily occupied by grass, Whiskey Creek, Lovers Creek, and the vegetation and trees surrounding these water bodies. The northern boundary of the subject lands is part of the Lake Simcoe Region Conservation Authority Regulation Limits and is an *EP Area*.

A topographic survey was conducted for the full site in 2007 and a more recent study completed in 2022 which focused on the Creek and *EP Area*. The survey illustrates that the site has a higher elevation around the centre of the property running in an east to west direction. Site drainage is split with the northern portion of the site draining to Whiskey Creek and the southern portion draining to Lovers Creek.

## 2.4 LOT FABRIC & BLOCK PATTERN

The residential area to the west is a traditional low-density neighbourhood designed with crescents that provide access to the private driveways of the homes. The landscaping along the roads includes some smaller street trees which will eventually mature to create a consistent canopy within the neighbourhood. Sidewalks connect the area ensuring an accessible community, providing connections to the elementary school and Mapleton Park. South of the subject lands, the commercial area includes buildings that front onto the roadways with parking lots tucked behind or beside the buildings. Landscape buffers create space for street trees which provide greenery along the roadway. This helps to shield parking areas and break up the monotonous architecture of the large scale retail stores. The lands north and east of the subject site are also currently vacant and therefore have no existing block pattern (Figure 3).

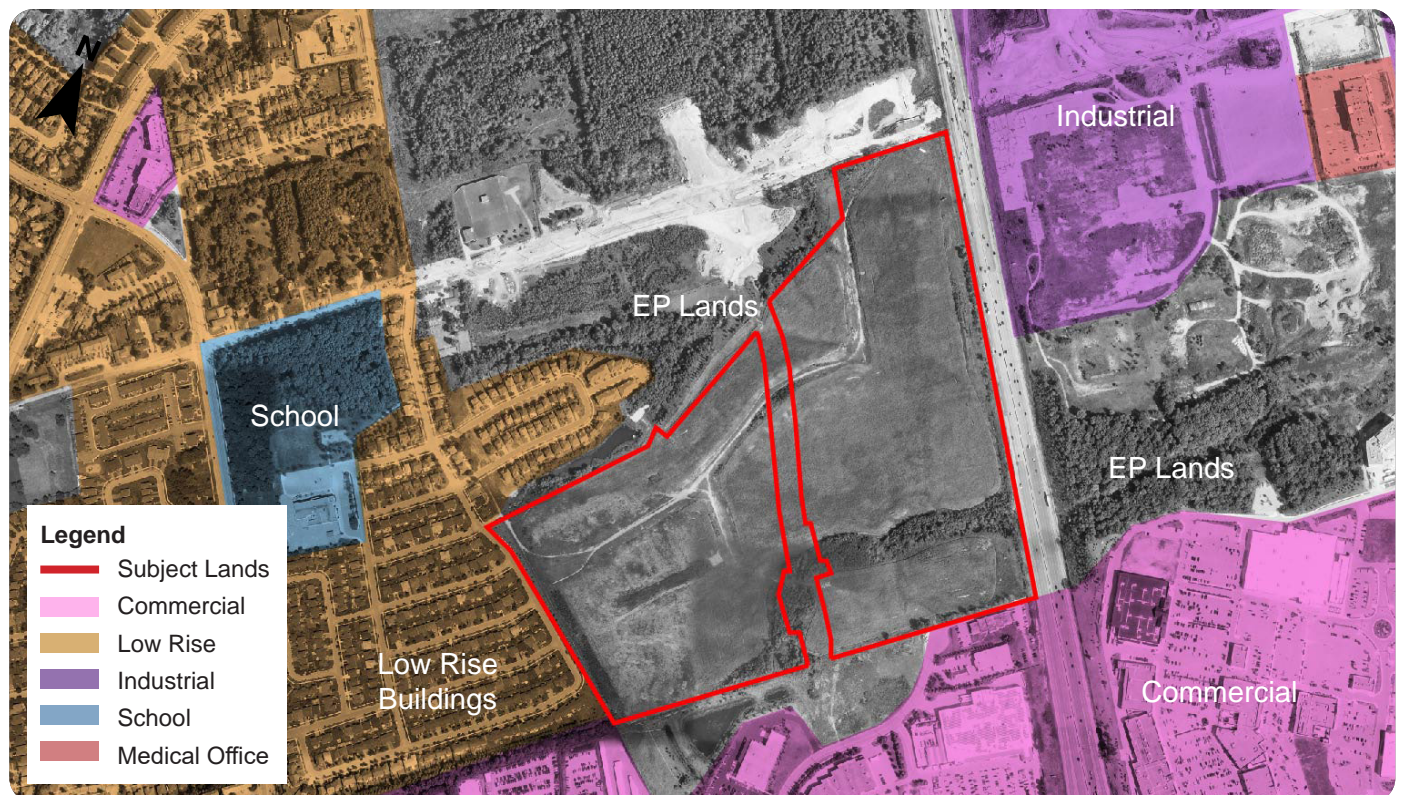


Figure 3: Lot Fabric and General Street/Block Pattern, prepared by Weston Consulting



## 2.5 BUILT FORM CHARACTER

The built form of the surrounding context can be described as generally traditional low-rise residential and large, medium and small commercial buildings.

The established residential neighbourhood to the west is characterized by single detached dwellings and townhouses. The low-rise residential neighbourhood includes two-storey homes. The houses in this area are constructed with brick, stone, and siding, and resemble a traditional suburban neighbourhood (Figure 4-6).



Figure 4: Thrushwood Drive - Google Street View

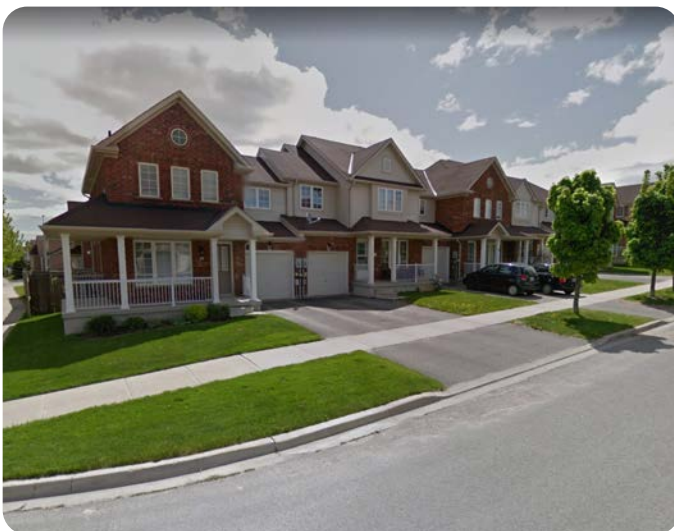


Figure 5: Bentley Crescent - Google Street View



Figure 6: Thrushwood Drive - Google Street View



A large commercial plaza is located within walking distance of the site. The development includes an LCBO, multiple restaurants and other large scale retail stores including Staples, Home Depot and The Brick. Large surface parking areas are provided. (Figure 7-9).



Figure 7: Bryne Drive facing northeast - Google Street View

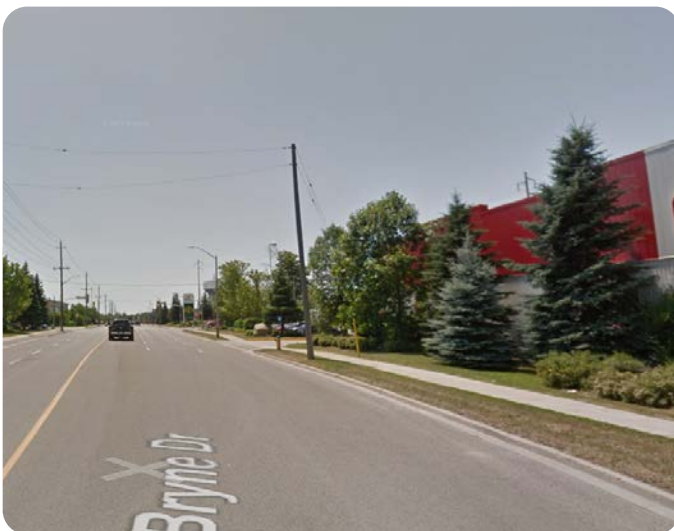


Figure 8: Bryne Drive facing southwest - Google Street View



Figure 9: Bryne Drive facing northwest - Google Street View



Past the vacant lands to the east there are industrial buildings which also include large, one-storey buildings and parking areas for trucks and cars. Buildings in this area generally incorporate larger setbacks to accommodate landscaping and parking facilities.

The site represents a transitional zone between four different character areas (vacant lands, low-rise residential neighbourhood, commercial area and *EP Area*) and presents an opportunity to establish a more appropriate transition between these spaces, creating a cohesive neighbourhood (Figure 10-12).



Figure 10: Bayview Drive - Google Street View



Figure 11: Big Bay Point Road - Google Street View



Figure 12: Churchill Drive - Google Street View

## 2.6 TRANSPORTATION

The site benefits from multiple points of access to local and regional roads. Adjacent to Highway 400, the site is well connected to the GTA. Local roads to the west service the residential neighbourhood while Harvie Road, Mapleview Drive West and Veteran's Road are designated as Arterial Roads according to the Road Plan - Schedule D of the Official Plan. Also illustrated in the Road Plan is the future extension of Bryne Drive. This will run through the site and is currently designated as a Future Collector linking to the existing Major Collector.

The site is also well connected to the local bus routes. Bus route 2, along Veteran's Drive to the west, is approximately 800m from the site. Additional transit options within a 1.5 kilometre radius of the site, include routes 1, 3, 7 and 8 which provide access to Downtown Barrie, and other major local destinations (Figure 13).

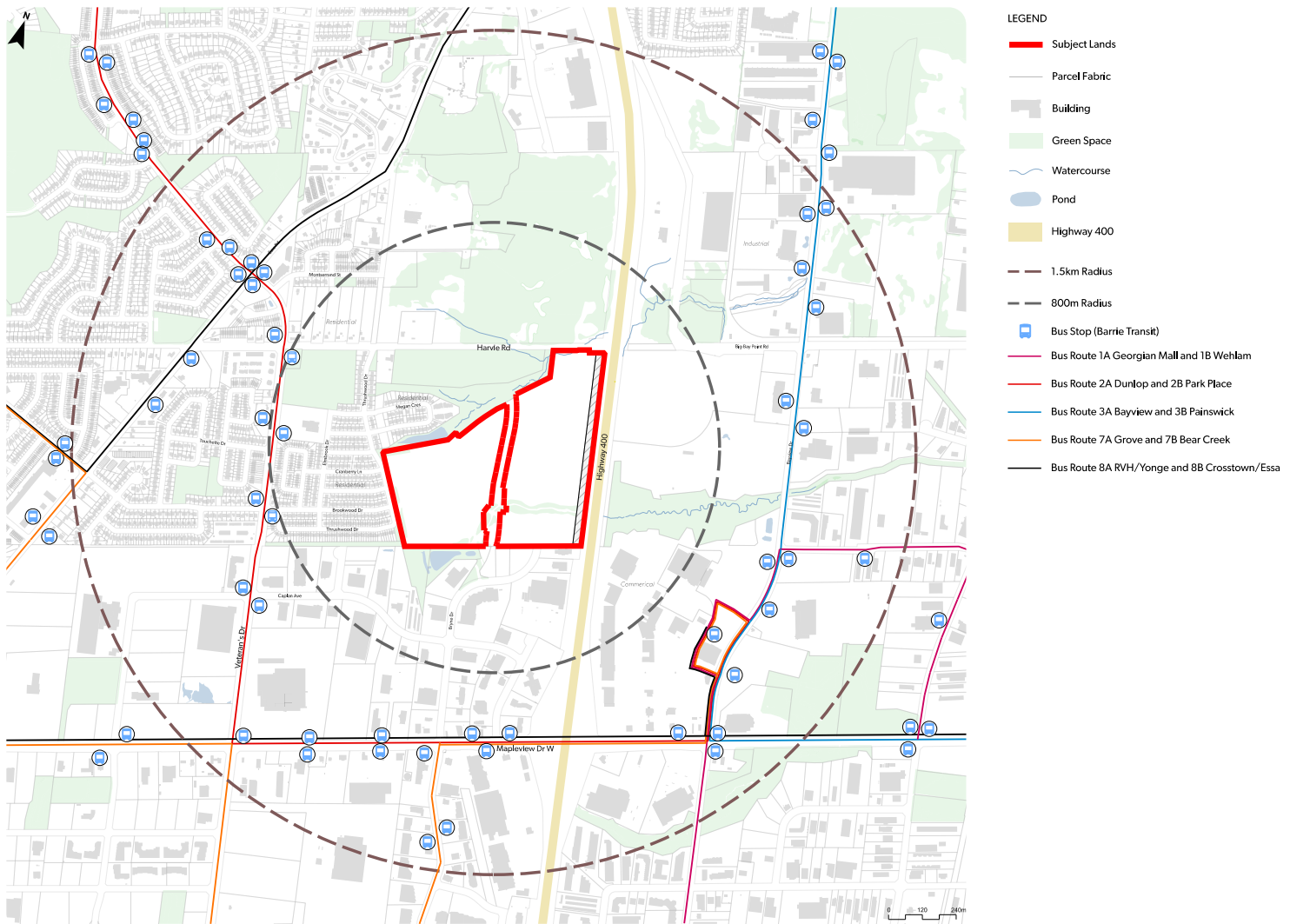


Figure 13: Transportation Map, prepared by Weston Consulting



# 3

## PROPOSED DEVELOPMENT

### 3.1 THE VISION

The following discussion of the proposed development and how it relates to the policy context is based on the proposed Draft Plan of Subdivision (Figure 14). This is intended to reflect a general idea for the structure of the development including the block sizes and general layout. Further details related to the architectural design and landscaping will be provided at a later stage in the design process.

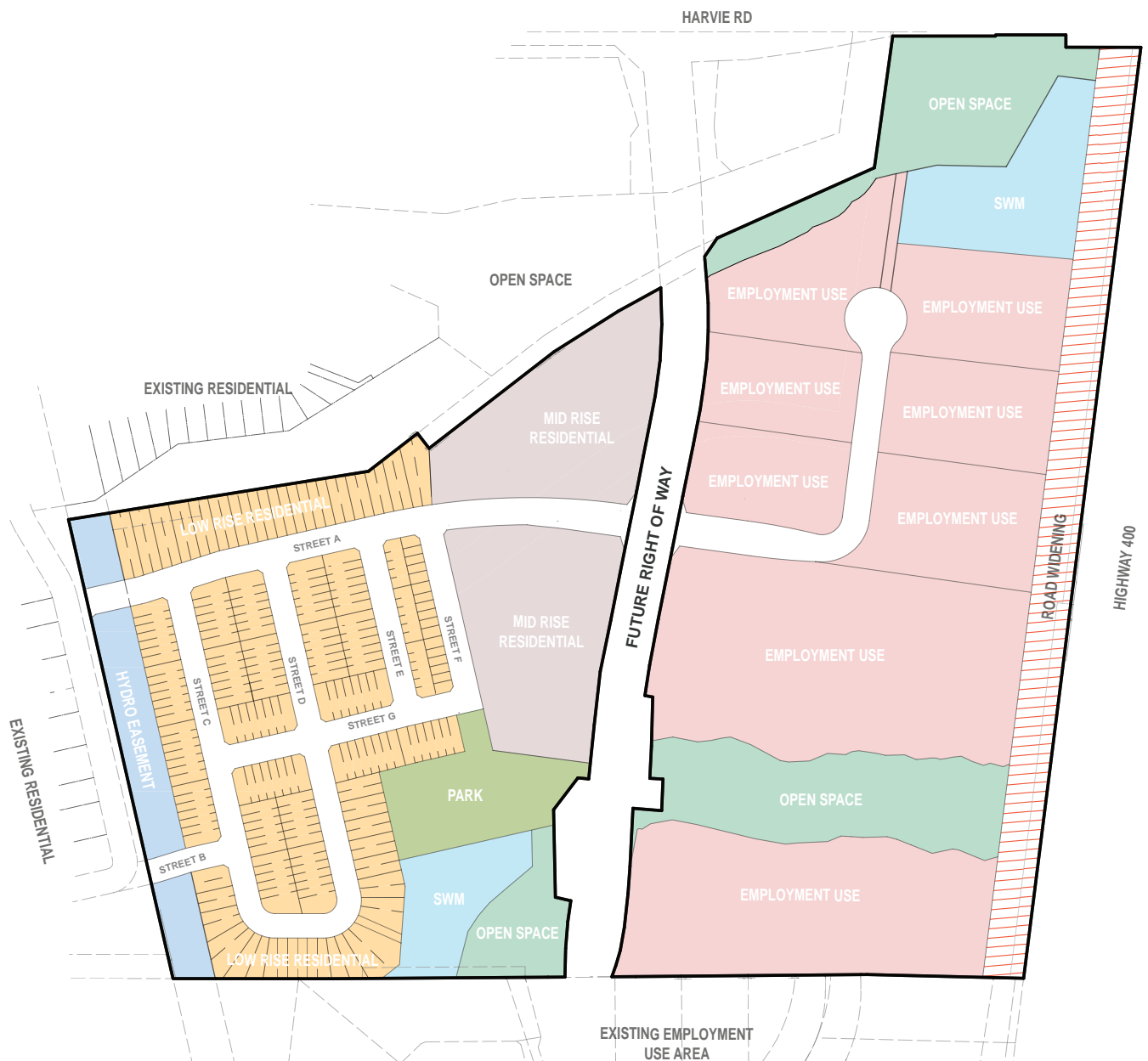
The proposed development will support and encourage intensification, through incorporating housing diversity which will be complementary to the surrounding context. The development will integrate with the character and block pattern of the neighbourhood to the west by incorporating high-quality architecture and urban design principles. The built form along the east side of the site will establish a presence along Highway 400 and contribute to the City's industrial land use sectors. The proposed development will encourage transit use and active transportation through the variation in land uses, and considerate circulation paths and routes for pedestrian, bicycle and vehicular traffic. The development encourages smooth circulation by establishing linkages throughout the site to the greater context, creating a highly accessible and well-connected area.

Streetscaping and built form will define the street edges, reinforce the human-scale and encourage animated block edges. Landscaping of open spaces, parks and the storm water management facilities will contribute to the greenery of the neighbourhood creating a harmonious area with accessible green spaces.

Figure 14 illustrates the Draft Plan of Subdivision, prepared by Weston Consulting which provides an overview of the general concept for the proposed development. The proposal includes the development of semi-detached homes, traditional townhouses, back-to-back townhouses and mid-rise buildings. The development also includes several employment buildings.

The following core design principles support the vision for how the proposed development will be developed:

- Establish a built form that accommodates intensification while considering the context and ensuring the development does not create adverse impacts on the surrounding area;
- Enhance built form along Highway 400 and establish a neighbourhood community;
- Create new access routes and linkages within the site to promote transit use and active transportation;
- Create a well-connected green network and open spaces;
- Provide high-quality landscaping and planting, including tree planting; and,
- Establish a development of high architectural quality that diversifies the building typologies, while complementing and building off the existing character.



#### LEGEND

- Low Rise Residential
- Employment Use
- Open Space
- Road Widening
- Mid Rise Residential
- Hydro Easement
- Park
- SWM

Figure 14: Draft Plan of Subdivision (Colour), prepared by Weston Consulting



## 3.2 ARCHITECTURAL EXPRESSION

The built form within the proposed development will include a variety of typologies, accommodating a variety of needs. The design will incorporate high-quality building materials to ensure a façade and structure that complements the established character of the surrounding context.

To the west of Bryne Drive, the design will include semi-detached buildings, townhouses and apartments. This low-rise built form will complement the existing low-rise residential neighbourhood located to the west and northwest, which includes single-detached dwellings, semi-detached dwellings and townhouses. The architectural expression will be traditionally inspired with a contemporary touch. The existing residential buildings will inspire the materiality to provide a complementary scheme and better integrate with the surrounding neighbourhood. The design of the proposed buildings will focus on creating human-scaled and animated streetscapes.

The proposed mid-rise residential buildings will help in establishing a presence along Bryne Drive, creating separation between the residential area to the west and the employment buildings to the east. Mid-rise buildings will be strategically placed within the designated blocks, to define the street edge of Bryne Drive, establish a streetwall and provide an appropriate transition to the proposed townhouses and semi-detached buildings further west. The mid-rise buildings will contribute to the human-scaled nature of the development, through building articulation, materiality and façade design. The building placement and material selection will also positively contribute to the visual character, promoting an active streetscape and creating an attractive public realm.

To the east, the proposed employment buildings will similarly incorporate a contemporary architectural expression which will complement the proposed residential buildings. Built form will be a larger scale (typical of employment buildings) and adequate articulation will be provided with materiality and architectural detailing appropriate for employment buildings. Larger building setbacks will establish opportunities for landscaping. The design will complement the commercial development located to the south of the site.

Further details related to the architectural design of buildings proposed on site will be provided at a later stage in the design process. Figures 15-20 provide some precedent examples of architectural expression. These images are for illustration purposes only and not to be construed as final building design.





Figure 15: Precedent Images of Townhouses, by BEA Towns



Figure 16: Precedent Images of Mid-Rise Buildings, by BEA Towns





Figure 17: Precedent Images of Townhouses, by Sean Homes



Figure 18: Precedent Images of Semi-Detached Buildings, by Great Gulf - Terra Barrie





Figure 19: Precedent Images of 4-Storey Building, by One Urban



Figure 20: Precedent Images of Employment Building, by Ware Malcomb Architecture



### 3.3 PUBLIC SPACE

The proposed development will include a variety of spaces allocated as parks, open spaces and storm water management facilities. This will create many opportunities for greenery and enhanced landscaping. These areas will be important as they will serve not only residents and employees within the proposed development but will contribute to the greater network of parks and open spaces in and around the surrounding area. As part of the initial site evaluation, the site was assessed to preserve the existing and surrounding natural features. The design seeks to integrate these areas into the development by establishing access through proposed roadways and walkways. The Circulation Plan (Figure 27) helps to highlight this.

Park Concepts prepared by JDB Associates Ltd. (Figure 21) illustrate potential design scenarios for the park, proposed near the centre of the site. The concept highlights opportunities for programming, indicating spaces for a playground, outdoor fitness area, a gazebo and/or more specific sports infrastructure. This programmed area will provide an outdoor destination for residents to gather and engage in leisure and recreational activities. Further details for this space will be provided at a later stage in the design process. Figures 22-23 provide some precedent imagery of potential options for this space, but are not intended to reflect the final conditions of the spaces.

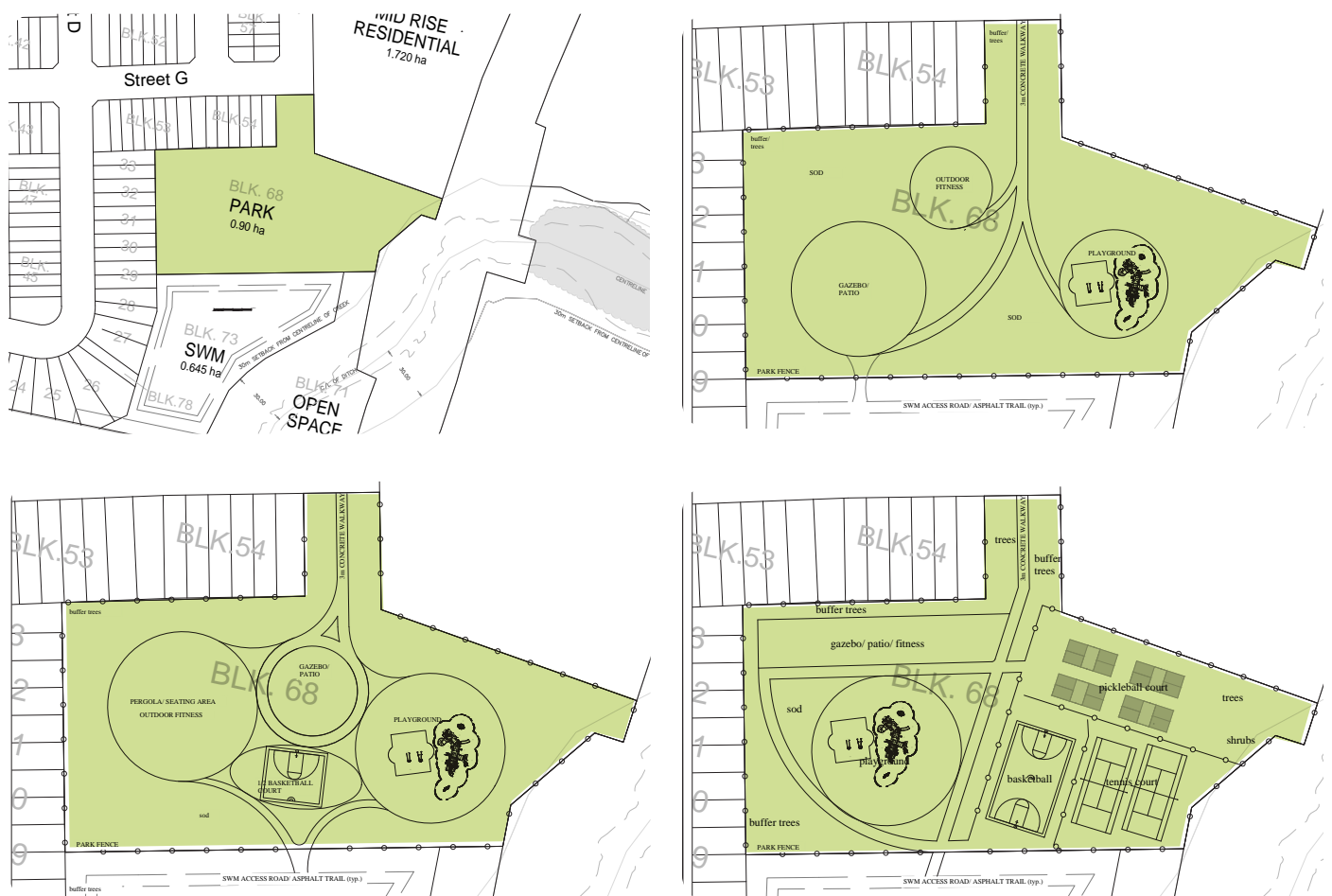


Figure 21: Three Park Concepts prepared by JDB Associates Ltd.





Figure 22: Precedent Images of Playground, by Stefan Bolliger Associates Ltd.



Figure 23: Precedent Images of Park Area, by BEA Towns



### 3.4 STREETScape AND LANDSCAPING

The streetscaping of the proposed development will be enhanced by landscaping treatments which will contribute to the general character and quality of the area. Landscaping treatments serve to provide visual appeal, improve the health and wellbeing of residents and buffer parking areas from the pedestrian realm. Trees on site will contribute to the urban canopy and provide shade for pedestrians, creating a more enjoyable pedestrian experience. Paving and landscaping treatments within the proposed development will prioritize the efficient, safe and convenient circulation of pedestrians in order to establish a community that is highly accessible.

Similar to the low-rise development to the west, landscaping on the west side of the site will be situated off of the public sidewalk, in the front yards of townhouses and semi-detached buildings. This will contribute to enhancing the streetscape and defining the public versus private realm. Front yards will incorporate sod with opportunities for trees.

Larger setbacks of employment buildings will create opportunities for further landscaping which will help to enhance the public realm conditions and break up the larger built forms. Similar to the commercial development to the south, the parking areas will generally be tucked behind buildings, situated away from the roadways. Landscaping and planting will help to provide further separation between these areas and create privacy for parked vehicles. Areas adjacent to open spaces within the proposed development will incorporate landscaping to provide appropriate transition between the naturalized areas and the built form.

Generally landscaping will contribute to the experience on site, creating a more pleasant space for pedestrian and bicycle traffic to navigate. Further details related to the streetscape and landscaping will be provided at a later stage in the design process. Figures 24-26 represent precedent examples of potential opportunities related to streetscape and landscaping.



Figure 24: Precedent Images of Park Area, by Stafford Homes



Figure 25: Precedent Images of Streetscape, by Stafford Homes



Figure 26: Precedent Images of Streetscape, by Ware Malcomb Architecture



### 3.5 CONNECTIVITY

The proposed development will improve the circulation on site for vehicular and pedestrian traffic and establish connection to the surrounding context through proposed roadways and sidewalks. Bicycle circulation will also be considered in the design, establishing connection with bike path along Bryne Drive. The proposed roadways and sidewalks connect the site and allow for efficient and enhanced circulation of the area (Figure 27).

The proposed extension of Byrne Drive will create a connection to the commercial development to the south, while the strategic decision to extend the roadways to Cranberry Lane and Thrushwood Drive will provide a link to the residential area to the west. The location of these roadways considers the greater context while being mindful of the existing hydro corridor located along Thrushwood Drive. The proposed development considers all modes of transportation in the design, including active transportation and connecting the existing transit infrastructure.



Figure 27: Circulation Diagram



# 4

## P O L I C Y C O N T E X T

## 4.1 CITY OF BARRIE OFFICIAL PLAN, 2010

The City of Barrie sets out Urban Design policies in Sections 3.3, 4.2, 4.3, 4.6 and 6.5 of the Official Plan. These policies are outlined below, and reviewed in the context of the proposed development for the site. A Draft Official Plan has been approved by council as of February 14<sup>th</sup>, 2022. The new Official Plan still needs to be sent to the Province of Ontario's Ministry of Municipal Affairs and Housing for approval. Although the policy considered in this section considers and addresses the 2010 BOP (still in effect), the overall objectives and goals outlined in the new document are also considered.

### 4.1.1 HOUSING

#### GOALS

- (a) *To provide for an appropriate range of housing types, unit sizes, affordability and tenure arrangements at various densities and scales that meet the needs and income levels of current and future residents*
- (b) *To ensure that the quality and variety of the housing stock is maintained and improved.*
- (c) *To promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support and contribute to safe, vibrant, pedestrian and cyclist-friendly streetscapes.*
- (d) *To ensure the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.*
- (e) *To encourage all forms of housing required to meet the social, health and well-being requirements of current and future residents including special needs requirements.*
- (f) *To direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future population.*

#### Response:

The proposed development supports intensification through incorporating a range of housing typologies of various sizes. Building off the existing low-rise residential neighbourhood to the west, the development proposes additional semi-detached units and townhouses and introduces back-to-back townhouses and mid-rise apartment buildings. This will expand the housing options within the neighbourhood offering new opportunities for residents. The proposed development will benefit from the close proximity of commercial services located at the intersection of Mapleview Drive West and Highway 400. Additionally, the site is located close to a range of transit services which is further enhanced through the improved circulation incorporated into the proposal. The orientation of buildings will help to define the street edge and contribute to an attractive streetscape, ensuring efficient circulation for pedestrians and vehicles. The range of building sizes, housing typologies, employment buildings and public open spaces on site will align with the development of a complete community.

## GENERAL POLICIES

### Response:

- (c) *The City shall encourage residential revitalization and intensification throughout the built-up area in order to support the viability of healthy neighbourhoods and to provide opportunities for a variety of housing types. Residential intensification includes secondary suites, conversion of existing housing into multiple unit forms, infill, redevelopment of clean and brownfield sites, and other innovative strategies. The review process for intensification applications will include consideration of the existing and planned character and lot fabric of the area as well as the intensification and density targets of this Plan. The City may specify standards in the implementing Zoning By-law for matters such as minimum densities, built form, height and setbacks to regulate the physical character of residential intensification and revitalization. Area specific Urban Design Guidelines will be developed to address built form including exterior design features.*
- (g) *The City will direct that new residential development be at densities that are consistent with this Plan and encourage the creation of complete, mixed use communities that include the integration and use of transit and active transportation.*

The proposed development supports the creation of a complete and mixed-use community through the variation in housing typologies, mixed land uses and integration of transit and active transportation through enhanced circulation. The proposed development will create opportunities for employment while also serving residential needs. This community will establish a built form presence on currently vacant lands which will act as a natural extension to the existing context.



## 4.1.2 RESIDENTIAL

### GOALS

- (a) *To guide the formation of residential planning areas which foster a sense of neighbourhood and belonging for their residents.*
- (b) *To encourage the creation of complete communities through a mix of land uses serving the residential planning areas in order to maximize convenient access to community facilities and services.*
- (c) *To develop residential areas with densities which would support transit use as well as pedestrian and cycling and contribute to the municipality achieving its intensification and density targets.*
- (d) *To develop high quality, well-linked public open spaces in residential areas.*
- (e) *To ensure that new residential development shall not jeopardize the expansion of the City's industrial/commercial/institutional land use sectors.*
- (f) *To plan the location and design of residential development to enhance compatibility between dwelling types at different densities and to minimize potential conflict between incompatible land uses.*

### Response:

The proposed development will establish high-quality spaces through contemporary architecture and best practice urban design principles. The proposed Draft Plan of Subdivision meets the needs of residents and workers alike through creative and strategic residential planning. The design of park spaces and enhanced circulation will foster a sense of neighbourhood by establishing areas that allow for gathering and improving accessibility to the surrounding area. The design will ensure that buildings, parking areas and public spaces on site are accessible as well as services and facilities located off-site. Through incorporating residential and employment uses on site, the proposed development will support the expansion of the City's industrial/commercial land use sectors. The mixed land uses on site highlight the consideration that is given to the employment development, and further supports the creation of a complete community.

The Bryne Drive extension and larger setbacks will provide appropriate separation between the proposed employment uses and the residential area. The proposed apartments will also provide transition to the low-rise semi-detached and townhouses for enhanced compatibility. Building siting will be strategically considered to ensure built form compatibility between the subject site and the low-rise residential neighbourhood to the west.

## DESIGN POLICIES

- (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.*
- (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.*
- (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).*
- (d) *The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.*
- (e) *Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.*

## Response:

The proposed development will meet the required 1.5 spaces of parking per unit for the townhouses, semi-detached homes and mid-rise residential buildings. Each townhouses and semi-detached home will include two parking spaces, incorporating one in the driveway and one in the garage. Details related to the parking areas will be provided at a later date, with no variation from the zoning requirements expected.

The location of low-rise semi-detached buildings and townhouses is based on integration of the proposed residential development with the existing adjoining residential land uses. The proposed low-rise buildings will be separated from the proposed medium density apartment buildings by the local street and larger setbacks between buildings. The residential portion of the development will be located away from Highway 400, separated by employment buildings, Bryne Drive and landscaping.

Private front and rear yards will be provided with each of the semi-detached and traditional townhouse buildings. The spaces will be adequately sized and designed for private amenity. Common green spaces will surround the mid-rise apartment buildings which will create opportunities for landscaping, amenity space and buffering considerations. Setbacks and landscaping opportunities will be considered throughout to mitigate any impacts of noise from Bryne Drive. This will also contribute to enhancing the character of the area, enhancing the walkability and allowing for improved access and circulation.

#### 4.1.2.1 INTENSIFICATION

While the site is not within a defined *Intensification Area* (Corridor, Node, Urban Growth Centre or Major Transit Station) the development does propose intensification 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 and improve the housing options available and will contribute to achieving intensification targets from the Growth Plan for the City of Barrie's built boundary. The proposed development aligns with the intensification objectives of the City of Barrie and Province of Ontario optimizing the use of existing infrastructure and services, supporting public transit and active transportation.



### 4.1.3 INDUSTRIAL

#### GOALS

- (a) *To ensure that the policies and standards pertaining to the development of industrial land are sufficiently flexible to accommodate the changing and diverse needs of industry while ensuring that industrial development occurs in an environmentally sensitive manner.*
- (b) *To participate in the provision of industrial land by suitable designation of both private and public land and by the servicing of publicly owned land in advance of specific need.*
- (h) *Where industrial development includes components, such as open storage, which may have a negative impact on adjacent non-industrial uses, this component shall be confined to areas removed from residential areas and screened from public view.*
- (i) *Where permitted, open storage areas shall be screened by planting, fences, buildings and/or landscaping, and shall generally only be located in the rear yard.*
- (j) *The City shall require adequate setbacks and landscaping of all industrial developments which abut open space, institutional and residential areas.*

#### GENERAL POLICIES

- (c) *Lands within the vicinity of existing major highway interchanges and rail yards will be designated and preserved for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.*
- (d) *Approval of development within industrial areas will be subject to the availability of required urban services including municipal sewer and water, adequate vehicular access, off-street parking and loading facilities.*
- (e) *Commercial uses such as retail stores not directly related to the function of industrial areas, or which are more appropriate in designated commercial areas are not permitted.*
- (f) *Non-industrial ancillary uses will only be permitted where they will not interfere with or detract from the primary industrial function of the area.*
- (g) *The City may undertake a secondary plan, community improvement plan, or special study for all or part of an industrial planning area in order to review and assess the suitability of current land use designations and policies in relation to the changing needs of industry.*

#### Response:

As the Draft Plan of Subdivision demonstrates, the east portion of the proposed development is intended to accommodate employment buildings. Employment buildings will be situated adjacent to Highway 400, incorporating appropriate setbacks and landscaping to ensure screening from the roadway. The employment buildings that abut the open space, located at the southeast and northeast corner, will incorporate setbacks and landscaping which will allow for an appropriate transition between areas. Parking areas will generally be situated towards the rear of the buildings, with landscaping opportunities available to provide additional screening. Design details related to planting and fencing will be provided at a later stage in the design process.

## 4.1.4 OPEN SPACE

### GOALS

- (a) *To provide all residents of the City with a full range and equitable distribution of recreational areas, facilities and activities.*
- (c) *To provide recreational and educational opportunities and opportunities for appreciation and enjoyment of nature in the form of a linked open space network which incorporates environmental lands and locally significant natural heritage resources.*
- (e) *To identify and protect locally significant natural heritage resources.*

### GENERAL POLICIES

- (e) *The City shall protect and enhance open space within the municipal boundary and identify locally significant natural areas for restoration and enhancement through a Natural Heritage Strategy. The City shall also encourage protection and planting of native vegetation within City owned open space areas where appropriate.*

#### Response:

As previously mentioned in Section 3.3, careful consideration was given to the existing natural environment, significant features like the Whiskey and Lovers Creek, and the surrounding vegetated areas worthy of preservation and incorporation into the proposed development. The concept establishes a development that provides residents and employees with a variety of accessible open space areas. The Circulation Plan (Figure 27) highlights the routes and available accesses to these open spaces. The design prioritizes efficient circulation which will result in a well-rounded development.

## 4.1.4.1 LINKED OPEN SPACE NETWORK

- (b) *The City will encourage private landowners to provide open space and amenity areas for public use as part of a linked open space network.*
- (c) *The City shall develop and maintain a safe, well-linked and fully integrated active transportation network in the interest of healthy lifestyle promotion, fiscal responsibility, energy conservation, recreation, environmental protection, tourism and cultural development. This network will include trails, urban trails, cycling lanes and street features, such as furniture, lighting, signage and tree/man-made shade structures that are conducive to creating and sustaining pedestrians and cyclists.*

#### Response:

The efficient and strategic design of the site connects open spaces, parks and storm water management facilities while connecting to the greater context of the surrounding area. The established network of spaces promotes active transportation and contributes to a healthy community. The concept designs of the park area illustrate a communal area for residents to gather and participate in community programming which is made accessible by the pedestrian circulation paths proposed in the design. Further details related to the design of these spaces will be provided at a later stage in the design process.

## 4.1.5 URBAN DESIGN GUIDELINES

The proposed development meets the outlined policies as they relate to the Urban Design Guidelines in the Official Plan specifically, as described in the following paragraphs.

### 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.*
- 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.*

### Response:

Generally the size of blocks within the site are sized appropriately to accommodate built-form and landscaping. The residential buildings will be situated and massed in such a way as to provide appropriate transition between buildings on and off site. The overall form and siting will highlight the human-scaled nature of the development and will establish a pedestrian-friendly streetscape which contributes to the community character. Views and streetscape conditions will be considered in the design to ensure and maintain an attractive and harmonious public realm. Landscaping will be incorporated to help break up the larger built form of employment buildings and add visual interest to the streetscape. Building entrances will be well defined and conveniently located to allow for efficient access. The proposed circulation promotes the safe and efficient movement of pedestrians, cyclists and vehicles ensuring all areas are accessible by multi-modal transportation. Residential buildings will be located to address the intersections of Bryne Drive and Cranberry Lane and provide opportunities for landscaping and pedestrian amenities. The location will reinforce the street edge and help to define the residential area along the west side of the site.



## 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.*

### Response:

The proposed development will connect parking areas, driveways and access points in order to streamline the access on site. The road hierarchy reinforces the land use strategy. Residential parking will be located within garages and driveways for the low-rise built form. The mid-rise buildings will incorporate ancillary surface lots and potentially integrated underground facilities. Parking for the employment buildings will be proposed in surface lots, which will include landscaping to provide additional screening and privacy. Details related to garbage facilities, parking and loading will be provided at a later stage in the design process.

## 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.*
- 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.*

### Response:

The proposed development will incorporate space for planting strips along Bryne Drive and open space frontages, with the intension of incorporating planting materials and street furnishings consistent with the surrounding area. Native vegetation and water conservation practices will be prioritized during the detailed design phase. Planting strips will be implemented throughout.

## 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.*

- 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.*

### Response:

The proposed development takes into consideration the existing natural areas on site and the surrounding context and proposes a design that protects and preserves these areas as much as possible. According to the Environmental Impact Assessment (EIS), prepared by Beacon Environmental, the proposed residential and industrial development, with proposed mitigation measures, is not anticipated to have significant negative impacts on the adjacent natural areas. Further information is provided within the EIS. JDB Associates Ltd. also prepared a Tree Preservation Plan as part of this submission which highlights the efforts to preserve and protect existing trees on site. Storm water management facilities and parkland are located adjacent to open spaces and natural features to provide a compatible and complementary use.

## 4.2 CITY OF BARRIE 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 incorporates 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 landscape design.

### 4.2.1 PHYSICAL ENVIRONMENT AND BUILDING SITING

- A. *Incorporate development measures to appropriately address the physical environment of the site and adjacent lands when siting the building(s).*
- B. *Ensure compatibility of the development with adjacent area development. The visual character and unity of the neighbourhood should be enhanced through the subject development.*
- C. *Design buildings at a scale that is compatible with adjacent structures. New buildings should respect the established heights and setbacks in the neighbourhood.*
- D. *Incorporate natural features, major vegetation and topography into the design wherever it can be integrated with development objectives and the interests of adjoining land uses.*
- E. *Design outdoor spaces with regard to the programmed uses, the quality of views and the influences of sun and wind.*
- F. *Locate open storage, loading, garbage enclosures or equipment areas where they are not visibly prominent from public space(s) or street(s).*
- G. *Design the building setback at a pedestrian scale where appropriate and to contribute to a desirable streetscape.*
- H. *Locate active uses such as retail, service shops and restaurants at the street level to encourage pedestrian activity and interaction between internal spaces and the public realm.*
- I. *Locate buildings to meet public transit supportive measures.*
- J. *Design multi-use sites to reduce conflict.*
- K. *Site buildings to reduce the visibility of parking areas or treat parking areas with visual breaks (e.g. landscaping) to reduce the impact.*
- L. *Energy saving designs and features is encouraged. Orient buildings, outdoor spaces and pedestrian activity areas to maximize sunlight exposure during cooler months and shading during the warmer months.*
- M. *Minimize shadows cast on adjacent properties, especially outdoor spaces and pedestrian activity areas.*
- N. *Provide a variety of reliefs and architectural elements within the façade of lengthy "strip" buildings to enhance and diversify the visual presentation of the structure.*
- O. *Consider future site intensification and possible integration with adjacent lands including connections between parking lots.*
- P. *Screen with landscaping external transformers located on arterial roads or highways and in areas of high visibility. Ensure that the landscaping does not prohibit access to operate and maintain the transformer.*
- Q. *Locate buildings close to the street with unobstructed views of the street, parks or open spaces and neighbouring buildings.*
- R. *Orient building entrances and windows toward the street to enhance surveillance.*
- S. *Where appropriate, plan and design mixed land use development and supporting facilities to create and enhance surveillance.*



Response:

The proposed development will reinforce the surrounding built form, establishing a consistent block plan. The proposed buildings are intended to remain compatible with the low-rise development to the west ensuring a harmonious visual character. The development optimizes the currently vacant lands and addresses the housing supply needs within the city and region. The scale of built form will support the planned pedestrian activity, proposing low to medium massing. Setbacks of buildings will further support and encourage an active streetscape, creating opportunities for landscaping to further enhance the public realm areas. Building entrances will be situated in such a way as to further encourage pedestrian activity, maintaining visibility and prioritizing accessibility. With entrances and façades oriented towards the sidewalks, the design will naturally encourage surveillance, improving the general safety and security on site. Building placement and proposed circulation routes will connect to the greater context of public transit, promoting active modes of transportation. Parking area locations will be considered to preserve views and maintain an attractive streetscape creating opportunities for landscaping throughout the site.

Open spaces and parks will be designed in such a way as to protect the existing natural features and integrate them into the development in a meaningful way. The location and conceptual programming of the park area highlights the intention to maximize on sunlight exposure and provide residents with an accessible outdoor activity area.

## 4.2.2 SITE CIRCULATION

### PEDESTRIAN

- A. *Provide a safe and convenient and accessible pedestrian network from street to building, parking area to building, and building to building, that is visible from the street and buildings, and clear from visual obstructions.*
- B. *Provide pedestrian links between neighbouring properties where appropriate.*
- C. *Provide pedestrian walkways connecting municipal sidewalks to all public institutions, office developments, neighbourhood and larger commercial developments and multi-unit residential developments.*
- D. *Identify and emphasize major pedestrian routes through the use of signage, pavement markings, bollards, trees, appropriately scaled lighting and continuous hard surfaces.*
- E. *Minimize pedestrian and vehicular crossings on site.*
- F. *Provide weather protected shelters and lighting at transit stops.*
- G. *Install park and street furniture to create monitoring opportunities along pedestrian pathways and open areas.*
- H. *Discourage dead ends, reducing the potential for entrapment and concealment.*
- I. *Provide adequate lighting along pedestrian connections.*

#### Response:

As illustrated in the Circulation Plan (Figure 27), the proposed development will establish a safe and convenient pedestrian network connecting buildings, parking areas and open spaces. The pedestrian network will connect the proposed development and integrates seamlessly with the surrounding built form and lot fabric. Further details related to landscaping and architectural design will be provided at a later stage in the design process but consideration will be made to opportunities for weather protection, street furniture and lighting, and paving treatments to enhance the pedestrian experience.

### VEHICLE CIRCULATION AND PARKING

- A. *Design parking and vehicular movement plans in a safe, convenient, and easily understood manner with appropriate turning radii and visibility.*
- B. *Provide parking areas with appropriate signage and adequate and uniform lighting for visibility and safety surveillance.*
- C. *Locate parking areas (particularly barrier free parking spaces) in close proximity to building entrances.*
- D. *Incorporate pedestrian circulation within the parking area.*
- E. *Link parking areas on abutting commercial properties to provide for movement between lots.*
- F. *Pave all parking and traffic circulation areas for light & heavy use as required.*
- G. *Clearly define primary vehicle routes on the site through the use of signage, curbing, bollards and line painting. Separate parking areas from primary vehicle routes and driveway entrances to public streets.*
- H. *Provide right angle parking spaces wherever possible with parallel parking only where circumstances dictate.*
- I. *Avoid dead-end parking aisles.*
- K. *Use areas located immediately adjacent to buildings or structures for walkways and/or landscaping and not for parking.*
- L. *Provide landscaping around the perimeter of parking areas and laneways. Use low level screening adjacent to public streets. Use dense screening (i.e. solid fences, coniferous plant material) when adjacent to conflicting land uses. Be sure that landscaping does not create hiding places or be a visual obstacle.*
- M. *Provide raised traffic islands to break up large parking areas and at a suitable scale and size to accommodate shrub and tree planting. Provide barrier free traffic islands where they are part of the pedestrian circulation system.*

- N. Consider ground cover, or a decorative hard surface for pedestrian uses, as a possible alternative to sod within raised traffic islands. Select parking lot plant material that is easy to maintain, hardy, and pollution, salt and drought tolerant.
- O. Ensure that parking lot planting does not obstruct views of approaching traffic, pedestrians, the street and building entrances.
- P. Incorporate landscaping features in parking areas to provide shade and influence wind, erosion, noise and glare.
- Q. Provide appropriate snow storage areas that do not interfere with pedestrian and vehicle circulation, or sensitive landscape plantings, as well as in an area that could be a visual obstacle.
- R. Visitor parking areas should be located near main entrances of buildings and marked with signage, providing visitors with a direct route to and from the building.

Response:

The proposed vehicular circulation will ensure safe and efficient movement of vehicles, meeting the needs of those driving. Parking areas will be conveniently located adjacent to the proposed employment buildings and entrances, ensuring efficient access. Landscape buffers will be provided around parking areas to ensure opportunities for planting which will establish screening and privacy for parked vehicles. Details related to signage, lighting, parking numbers, and landscaping will be provided at a later stage in the design process.

## ACCESS DRIVEWAYS

- A. Locate site access in a manner that reduces traffic conflict and confusion.
- B. Provide mutual driveways where appropriate, especially along major collector and arterial roads to minimize the number of driveways.
- C. Ensure pedestrian safety and maximize visibility through the proper location of driveways.
- D. Maximize the distance between site access driveways as well as the distance between site access driveways and street intersections.

Response:

At the east side of the site, access driveways will lead to parking lots and employment buildings. These will be designed in such a way as to reduce the traffic congestion on site, ensuring the consolidation of entrances, where possible, and maintaining sufficient distance and separation from street intersections. The design prioritizes the safety and movement of pedestrians by situating entrances where there is high visibility.



### 4.2.3 SITE SERVICES

- A. *Ensure that loading bays, recycling areas and garbage storage facilities are located away from public streets or screened through the use of landscaping, walls and buildings but not to create entrapment areas and hiding places.*
- B. *Eliminate conflict between service/loading areas and vehicle/pedestrian routes.*
- C. *Design on-site circulation to eliminate reversing or maneuvering on public streets.*
- D. *Orient continuous sources of noise and odour away from sensitive adjacent uses. Use noise attenuation measures where necessary.*
- E. *Screen commercial outdoor storage from public streets and adjacent residential uses*
- F. *Locate recycling and garbage handling within the primary building or within an accessory structure. Ensure adequate access for the related service vehicle and a loading space located adjacent to the recycling and garbage handling area.*
- G. *Construct accessory recycling and garbage handling structures as an enclosed building including roof and door/gate and with materials consistent with the primary building. Wood structures are discouraged.*
- H. *Store all recycling and garbage bins within the structure.*
- I. *Provide interior waste storage areas for restaurants and commercial buildings providing food services.*
- J. *Locate utilities underground to improve the appearance of the development. Where above ground utilities are necessary, ensure compatibility with other site features.*
- K. *Provide adequate lighting to ensure safety*

#### Response:

Although at this stage in the design process, the details related to site services are not complete, the proposed development will consider the elements outlined in the Urban Design Manual throughout the design process. Considering sources of noise and odour, preserving views, prioritizing safety of traffic flow, and lighting and landscaping opportunities are a few of the key considerations that will be focused on in the detailed design stage of the site servicing.

## 4.2.4 ARCHITECTURAL DESIGN

- A. *Ensure that the architectural design is compatible with the developing character of the neighbouring area. Design compatibility includes complementary building style, form size, colour and materials. Ensure that building heights and scale relate to the existing developed form of the area and unify or enhance the building character of the neighbourhood*
- B. *Design multiple buildings on the same site to create a cohesive visual relationship between the buildings.*
- C. *Coordinate exterior building design and detail on all elevations with regard to colour, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.*
- D. *Locate the main building facade towards a public street or internal courtyard. Principle walls should have windows along the street or interior space to provide casual surveillance and break up the building mass. Where blank walls are unavoidable, use architectural techniques (banding, soldier course, etc.), landscaping, and murals to enhance the elevation.*
- E. *Enclose or screen rooftop mechanical equipment. Integrate roofs and screening with the design of the building in terms of form, materials and colour.*
- G. *Design rooftops to have some identifiable shape. Avoid square or flattops on large buildings.*
- H. *Ensure that main entrances to buildings are prominent and identifiable from the street to encourage pedestrian use.*
- I. *Effective use of building materials, architectural details and lighting is encouraged.*
- J. *Ensure that buildings situated on corner lots have presence on both streets.*
- K. *Buildings should be strategically designed to minimize alcoves or hiding spots for offenders to hide in.*
- L. *Buildings should naturally direct visitors toward the main entry point where it is observable by residents and security.*
- M. *Balcony space should be large enough to provide a useable activity area for residents, thereby increasing opportunities for residents to overlook public areas. Balcony railings should be built with transparent or open metal material as it will increase surveillance opportunities.*
- N. *Access points to buildings should be reduced so as to be manageable for security officers.*
- O. *Define entrances to the site and each parking lot with landscaping, architectural design, or symbolic gateways.*

### Response:

The architectural design of the proposed development will be compatible with the existing character of the neighbouring areas. The proposed design will include a similar material palette to the established suburban neighbourhood to the west, incorporating brick, stone and siding into the design. The colour palette will similarly be neutral to ensure a consistent aesthetic. The employment buildings to the east will connect to the commercial development to the south, with a similar structure of the one-storey built form. The design of all buildings will incorporate similar materials, colours and architectural features to ensure a cohesive visual relationship. Elevations will primarily front onto proposed roadways to establish a visual connection between public and private spaces. Incorporating glazing will further help to encourage eyes on the street and promote natural surveillance of the area. Architectural details of buildings will help to articulate and accentuate the built form and create visual interest. Main entrances of buildings will be clearly articulated to ensure they are visible and easily accessible.

## 4.2.5 LANDSCAPE DESIGN

- A. *Promote the preservation of existing natural features such as watercourses, specimen, trees, hedgerow and woodlot vegetation wherever reasonably possible in an effort to minimize the environmental impact on the site and surrounding areas.*
- B. *Promote an attractive landscape treatment of the site to soften and improve the visual character of the development by designing a harmonious integration of planting, fencing, retaining walls, hard surfaces, signage, etc.*
- C. *Ensure appropriate plant species are proposed in relation to availability, cold hardiness, mature size and habit, sunlight/soil requirements, moisture/drought tolerance, pollution/salt tolerance, and seasonal effects.*
- D. *Provide traffic islands to delineate primary vehicular traffic routes.*
- E. *Ensure soft landscape areas on the perimeters of the site to delineate boundaries, and establish streetscape appeal, spatial separations, berming and snow storage areas.*
- F. *Strategic landscape screening and/or fencing is encouraged for exposed parking, driveways, storage, services and garbage containment areas.*
- G. *Design landscaping to encourage positive functional relationships between the site uses and their surroundings in order to avoid conflicts, and/or require effective levels of buffering and fencing to minimize those conflicts. Relate landscape treatment of soft areas to their specific function, such as streetscaping, buffering, erosion control and energy conservation (windbreaks/shading).*
- H. *Landscape areas outside the building entrance(s) including barrier free hard surfaces (other than asphalt) to clearly define its function.*
- I. *Provide additional soft landscape areas within the site and foundation planting to reduce the negative impact of continuous expanses of pavement, to help delineate vehicular and pedestrian circulation, and provide opportunities to layer the landscaping between the street and building in relation to façade design.*
- J. *Where appropriate, include the provision of appropriate site amenities and furnishings.*
- K. *Tree preservation is promoted through the City of Barrie Tree Cutting By-law 2002-12 and the issuance of tree cutting permits. In situations where the by-law does not apply, it is the intent of these Guidelines that healthy trees be preserved whenever possible, and that no tree removal occur until the site plan is approved.*
- L. *The following lists are intended to offer a generally acceptable selection of plant species commercially available and suitable for the local climate. It is not intended to limit the design choices of Landscape Consultants.*
- M. *Landscaping should not obstruct sightlines or create hiding places.*
- N. *Conifers can be integrated into landscape plans to provide screening options where required with the option to limb them up to increase visibility or reduce hiding spaces.*

### Response:

Landscaping will support the integration of open spaces, residential areas and employment buildings. Adequate space will be provided around buildings and property lines to ensure opportunities for planting to provide screening from surroundings, which may support noise mitigation and preserve views on site. Landscaping treatments to further support the efficient circulation of pedestrians and vehicular traffic will be considered. The proposed design contemplates and protects the existing natural areas while establishing residential and employment opportunities, building a complementary and well-rounded community. Landscape strips will be incorporated adjacent to Bryne Drive to ensure an adequate buffer between roadway and built form. Landscape buffers in and around the employment area will assist in preserving views and maintaining an attractive public realm. Details related to proposed plant species and will be provided at a later stage in the design process. However, the design will incorporate native species. Details related to planting location will also be provided at a later stage in the design process.



# 5 CONCLUSION

The site is situated on currently vacant lands at the convergence of four differing land uses that comprise vacant lands, low-rise residential, commercial/light industrial and *EP Area*. The proposed development represents thoughtful intensification, considering the existing surrounding built form and land uses. The proposed development will benefit from the close proximity to commercial and retail services, and transit infrastructure. The Draft Plan of Subdivision illustrates a range of housing opportunities and proposes various building typologies that is consistent and compatible with the surrounding context. The intended architectural design, building placement and orientation will be considered to complement the existing and surrounding area. The potential massing and building siting will consider the adjacent context and built-form to ensure appropriate transition and a comfortable experience for pedestrians and cyclists. The design proposes an integrated circulation network that connects to the existing and proposed open spaces, parks, and storm water management facilities on site. This network, in combination with future landscaping, will enhance the public realm and encourage active and animated frontages. Strategic landscaping and high-quality architecture will establish visually appealing site for residents and employees. Overall, the proposed development supports the establishment of a complete community and adheres to both the City of Barrie Official Plan policies and the City of Barrie Urban Design Manual Guidelines.

