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URBAN DESIGN REPORT

Bear Creek Village

Part of Lot 2, Concession 14, Block 76, Registered Plan 51M-1167
City of Barrie
IPS File No. 17-732

January 2021

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Part of Lot 2, Concession 14
Block 76, Registered Plan 51M-1167

CITY OF BARRIE,
COUNTY OF SIMCOE

URBAN DESIGN REPORT

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ON BEHALF OF

Wynstar Bear Creek LP.

January, 2021

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1.0 PURPOSE

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development at 500 Ardagh Road, known as Bear Creek Village. This report is in support of a Zoning By-law Amendment application, required to facilitate the proposed development of 308 residential units on the subject lands. This report is intended to be read in conjunction with the Planning Justification Report prepared by Innovative Planning Solutions and the full architectural package prepared by Justin Sherry Design Studio.

The following documents have been reviewed relative to the proposed development to demonstrate consistency with the objectives of the City's design directives:

- City of Barrie Official Plan – Design Policies
- City of Barrie Official Plan – Urban Design Policies
- City of Barrie Urban Design Manual

This Urban Design Report relative to Bear Creek Village addresses various items of urban design, including:

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

2.0 LOCATION AND SITE DESCRIPTION

The subject lands are located at 500 Ardagh Road, situated at the northeast corner of Ardagh Road and Mapleton Avenue, immediately south of Summerset Drive (extension). The lands are known as Block 76 of Registered Plan 51M-1167. Please

refer to ***Figure 1*** for an aerial view of the property. The property contains an area of approximately 4.49 hectares (11.2 acres), with 375.54 metres of frontage along Ardagh Road and 321.89m on Summerset Drive. The City of Barrie Official Plan identifies the property as 'Residential' and it is currently zoned Residential Multiple Dwelling Second Density (RM2) per the City's Comprehensive Zoning By-law 2009-141. The property is relatively flat and currently vacant of any buildings and structures. The lands are heavily treed (pine plantation). A tree inventory and preservation plan has been submitted under separate cover in support of the proposed Zoning Bylaw Amendment application.

Notable recent residential developments in the area include a townhouse development kitty-corner to the southwest and single detached dwellings as part of the recently registered subdivision, Plan 51M-1167, at the northwest corner of Ardagh Road and Wright Drive. Immediately east and west of the property are tree covered environmental protection lands; portions of the lands to the west are designated as future urban and are anticipated to be developed in the future. South of Ardagh Road exists St. Joan of Arc High School, a commercial plaza and the Trillium Ridge subdivision, consisting of 44 single detached dwellings, constructed within the last 20 years. ***Figure 2*** provides a perspective view in relation to the surrounding area context.

The site is within walking distance of commercial establishments, recreational amenities, public service facilities, schools, and various other destinations. The property is also located a short drive or bus ride from Barrie's waterfront which offers many trails, parks, open spaces, facilities and amenities. Many large commercial and employment destinations are located in the areas around Highway 400/Essa Road, Highway 400/Dunlop Street West and Highway 400/Mapleview Drive.

Public Transit stops for many local and intercity transit routes are within walking distance, including Barrie Transit Routes 7A (Grove) and 7B (Bear Creek). These transit routes provide convenient access to areas within the City of Barrie. The site is also a short drive or bus ride to Barrie's Downtown and the Allandale Waterfront GO Station.

The property is located within the Ardagh Planning Area, as identified on Schedule B of the Official Plan. Ardagh Road is classified as an 'Arterial' while Summerset Drive is identified as a 'Minor Collector' per Schedule D – Roads Plan of the Official Plan. This report will also review the City of Barrie's Intensification Area Urban Design Guidelines given the nature and density of the proposed development, despite being located outside of an identified intensification area.

Figure 1. Aerial View



Figure 2. Perseptive View



3.0 SITE DESIGN – DEVELOPMENT CONCEPT

This area of the City of Barrie has seen considerable growth over the past 20 years, with greenfield development occurring to accommodate new residents in the west end, generally through single detached dwellings with some areas of townhouse units. To meet housing demand and contribute to the range of housing types and costs in the area, the development proposes to introduce 308 new residential units in a new, innovative and desirable built form, consisting of back-to-back and apartment units, developed under condominium tenure.

The proposed conceptual site plan (***Figure 3 & Appendix 1***) features a total of 308 units, comprised of a 90-unit 6-storey condominium apartment building with rooftop amenity area, 40 Type A Back-to-Back Townhomes, 20 Type B Back-to-Back Townhomes and 158 Type C Back-to-Back townhomes. This would be developed at a density of 69 units per hectare measured across the entire site. It is anticipated that the apartment building and associated parking areas would have separate ownership from the townhouse units, however it is intended that the site will function as one comprehensive development. Creation of the two parcels and implementation of an access easement through the site to the apartment building will be addressed at Site Plan stage, ensuring legal access and support over the parcels is provided. For the purpose of this report, the site will be treated as one development.

Each back-to-back townhouse unit is provided two private parking spaces, one garage and one driveway. Each townhome will have direct individual pedestrian access and access from the garage. The four storey townhomes are proposed to be offered in three unique models with two and a half bathrooms and two to three bedrooms while the three storey units are offered in four unique models with one and a half bathrooms and two bedrooms. The models range in size, offering 1,300 to over 1,400 square feet (approximately) of living space. All townhomes feature private rooftop amenity areas.

The apartment building has been situated at the southwest corner of the site, oriented to give presence to the Ardagh Road and Mapleton Avenue/Summerset Drive intersection, acting as a prominent focal point in the area and located as far away as possible from existing single detached dwellings. Units occupy floors one through six, however 608m2 of the sixth floor is occupied by a rooftop amenity area for residents' enjoyment. The majority of parking spaces for the apartment units are located under the building in the two levels of underground parking (100 spaces), with the remaining 35 spaces located behind the building, with opportunities to screen this parking from Summerset Drive.

The majority of the three storey townhouse blocks are proposed to front the perimeter of the site, including along Ardagh Road and Summerset Drive as these heights are most compatible with the limited surrounding built form. Other three storey townhome blocks are situated to front the SWM area and the consolidated amenity area. The taller four storey townhomes are reserved for the interior of the site. This layout provides an appropriate height transition buffer between the four storey townhome blocks and existing development. Conceptual Renderings of the three storey townhomes are provided in ***Figures 4*** and ***5.*** Conceptual Renderings of the four storey townhomes are provided in ***Figures 6*** and ***7.*** All buildings feature colour palettes and materials which complement and reflect existing homes in the area, which are most often seen with brick, stone and neutral siding finishes. ***Figures 8-14*** include a number of detailed 3D perceptive views of the development proposal, seen from the air, Ardagh Road, Summerset Drive and internal to the site. The conceptual elevations and renderings are also provided in ***Appendix 2.*** Please note that while the architectural plans demonstrate the client's intent for the lands and what could be possible, they are conceptual only and the ultimate massing, architectural elements, façade treatments, material and colour choice will be refined and confirmed through the site plan approval/detailed design process.

All private driveways and garages are located and oriented to be screened from view on Ardagh Road and Summerset Drive, with access from the interior private road network. Massing of the sides of the townhome blocks facing Ardagh and Summerset do not feature garages, and instead prioritize windows and entrance features. All interior streets are lined with sidewalks for pedestrian connectivity and individual pedestrian connections are provided from both Ardagh Road and Summerset Drive municipal sidewalks to all units bordering the roadways. Final details relating to lighting and landscaping will be implemented through site plan approval/detailed design.

Vehicular access to the site will be provided from one entrance on Ardagh Road and a second on Summerset Drive. Each townhouse is provided two private tandem parking spaces, one in the driveway and the second in the garage. A total of 135 spaces are provided to serve the apartment building. When including the 52 guest parking spaces, the site provides a total of 623 parking spaces with eight being barrier-free. Barrier-free spaces have been strategically located throughout the site to provide maximum convenience and accessibility in relation to the residences on site.

Various amenity, open and landscaped areas are provided throughout the site. A large 3,554m2 consolidated amenity area is provided for residents' enjoyment, located as central as possible. This provides an opportunity for all residents of the

development to come together and enjoy the outdoors. This is in addition to private rooftop amenity areas – the eastern half of apartment building's roof is dedicated for rooftop amenity and rooftop amenity areas are provided for all three townhouse types. Open space areas are provided in the most easterly portions of the site, along with snow storage areas located throughout and a 0.466-hectare stormwater management block is provided in the northwest corner of the site, adjacent to the EP area.

Figure 3. Site Plan

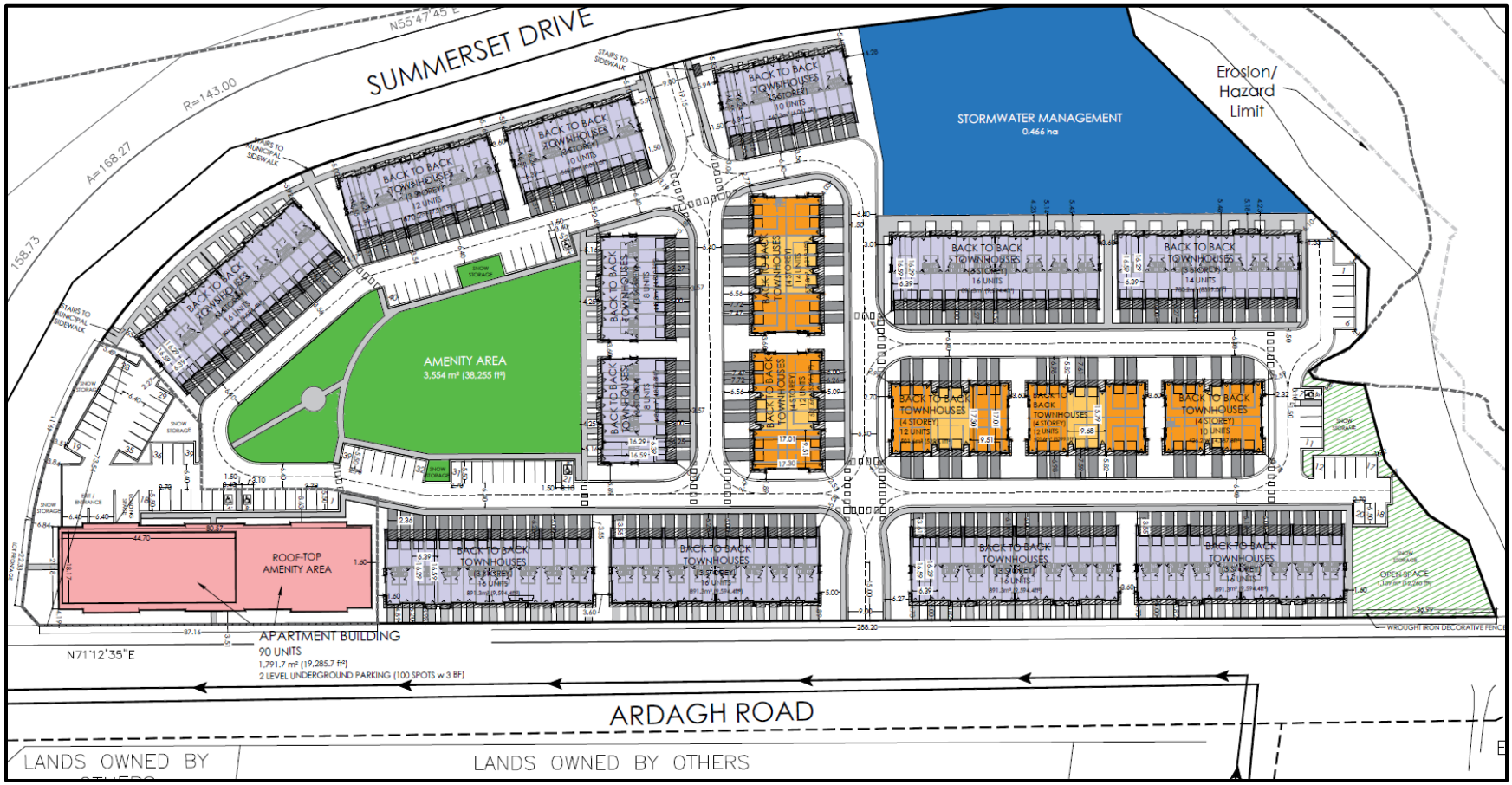


Figure 4. Three Storey Towns Conceptual Rendering – Front



Figure 5. Three Storey Towns Conceptual Rendering – Side



Figure 6. Four Storey Towns Conceptual Rendering – Front



Figure 7. Four Storey Towns Conceptual Rendering – Side



Figure 8. View from Ardagh Road of Three Storey Towns



Figure 9. Northwest View from Ardagh Road



Figure 10. View of Apartment Building at Corner of Summerset and Ardagh



Figure 11. View from Summerset Drive



Figure 12. View of Central Amenity Area



Figure 13. Internal Site View of Four Storey Towns



4.0 CITY OF BARRIE OFFICIAL PLAN – DESIGN POLICIES



4.1 DESIGN POLICIES FOR RESIDENTIAL DEVELOPMENT

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

The development concept provides a total of 623 parking spaces, exceeding the Zoning By-law requirement. Various functional landscaped open space and amenity areas are provided on site for residents' enjoyment, taking into consideration screening, buffering and accessibility needs.

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.

Heights and densities are graduated to ensure integration with nearby residential uses. The four storey townhouse units are reserved from the interior of the site, with more compatible three-storey townhomes bordering the property, noting the units along Ardagh are slightly "sunken" into the site, reducing the perceived height of the buildings from the road, minimizing the impact to lower density uses. The east portion of the apartment building is reduced from six-storeys to five storeys to add visual interest and minimize impact to the proposed adjacent townhouse block. Ardagh Road, the commercial plaza and school provide considerable buffers from the proposed apartment building and additional lower density residential uses in the area.

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

No railways or highways are located adjacent to the property. As Ardagh Road is an arterial, and in conformity with the City's site plan pre-consultation comments, a noise study will be prepared at the time of the site plan application.

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

Townhomes along Ardagh Road and Summerset Drive will help frame these roads, provide a continuous street wall, and activate the streets. The apartment building has been situated to be a focal point of the Ardagh Road and Mapleton Avenue intersection in an effort to improve the character of the area.

4.2 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The following Crime Prevention through Environmental Design (CPTED) principles should be incorporated into building and site plan designs to enhance community safety:

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

A significant proportion of the front and back of all townhouse blocks feature large windows on all living floors to provide natural surveillance of Ardagh Road, Summerset Drive and internal to the site, including amenity area. The townhomes and apartment building would also provide passive surveillance of the consolidated amenity area and parking areas in the west. Landscaping and lighting will be designed and utilized throughout to maximize visibility of the property and buildings within it.

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

The concept plan proposes townhouse blocks along Ardagh Road and Summerset Drive which would frame the site and define where the public right of ways end, and the private condominium property begins. Landscaping, signage, fencing, parking areas and pedestrian connections from sidewalks to the individual units and apartment building help to demarcate

clear boundaries for these private residential spaces. The site has been designed to ensure there are no dead ends or obstructed views for areas to be most used by residents.

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

As has been previously mentioned, all of these elements will be utilized to reinforce a sense of community watchfulness.

4.3 TALL BUILDINGS AND HEIGHT CONTROL

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

4.3.1 GENERAL POLICIES

A. *Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*

The proposed apartment building features a step down in height from 6 storeys to 5 storeys for the eastern half as it features a rooftop amenity area for residents' enjoyment. This also reduces height impacts on the townhouse block proposed adjacent to the east. Four storey townhome blocks have been reserved for the interior of the site while three storey townhomes are generally located to frame the site and are "sunken" to reduce the perceived height to increase compatibility with existing development in the area. The four storey units feature stepped back fourth floors to maximize daylighting and minimize impacts of shadowing. Additional architect details are provided to increase visual interest in the buildings.

B. *Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.*

The proposed apartment building is located at a prominent intersection which is intended to frame the intersection and incorporates many architectural details, including a step down to the east to reduce any impacts. The conceptual renderings illustrate additional details including step back along the 5th and 6th floors to further reduce visual and physical impacts from the street.

C. *Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening. The use of underground parking is strongly encouraged in place of above-ground structured or surface parking. Where aboveground structured parking is proposed, at least 60 percent of the property frontage, and flankage in the case of corner lots, will consist of residential or commercial uses.*

Many private individual parking areas (driveways and garages) are located at the rear of the townhouse units and screened from public view. A significant share of parking for the apartments is located underground with the remaining surface parking behind the building. All loading areas and building utilities are will be screened from view as required through additional measures such as landscaping.

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

As demonstrated by the architectural package provided, the proposed apartment building will be designed to a high standard with premium architectural treatments, choice of materials and colour to create visual interest at the intersection while complementing the surrounding area.

4.3.2 POLICIES

i. *Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day.*
ii. *Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas.*
iii. *Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.*
iv. *Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.*
v. *New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets.*
vi. *The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.*
vii. *Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.*
viii. *Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged.*

The proposed apartment buildings have been designed and sited in a manner to avoid and mitigate shadowing on pubic parks and open spaces, private amenity areas and surrounding streets throughout the day to the extent possible. Given the characteristics of the site and surrounding areas, the proposed building is not anticipated to introduce any new shadow impacts. The building incorporates a step down and step backs to further mitigate shadow impacts and microclimatic impacts. Appropriate setbacks to surrounding roads and in consideration of a large ROW width (30m) for Ardagh Road, no negative microclimatic impacts are anticipated, and a comfortable pedestrian realm is maintained. A street wall of

continuous built form is provided through the provision of townhomes and an apartment building which frame and activate the streets and provide visible pedestrian points of access to all buildings with an emphasis on the design of the apartment building which is located at the corner to ensure visual interest and reinforce street facing frontages. A uniform street edge is provided, and the apartment building has been designed and oriented to define the intersection and reinforce both Ardagh Road and Summerset Drive frontages. Main entrances are directly accessible from public sidewalks. Lastly, the proposed apartment building incorporates a rooftop amenity area on the eastern portion of the site and allows for a reduction in height for this section to five storeys. This stepped height transition makes the building more compatible with the adjacent townhouse blocks, whereas the townhouse blocks are

5.0 CITY OF BARRIE OFFICIAL PLAN – URBAN DESIGN GUIDELINES



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

The provisions of the guidelines are outlined below and are reviewed in reference to the proposed development concept for the subject lands.

Section 6.5.2 of the Official Plan contains General Design Guidelines, in relation to;

- Building and Siting
- Parking Areas
- Landscaping
- Environmental Features
- Signage
- Utilities
- Energy Efficient Urban Design

5.1 BUILDING & SITING

i. *Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*
ii. *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*
iii. *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.*
iv. *Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*
v. *Pedestrian links should be designed to promote the safety of the user.*

All buildings have been conceptually designed to a high standard which complements the area's character. The conceptual color palates and building materials used complement existing homes in the area which are largely massed in brick, stone and neutral colour materials. All mechanical equipment will be either internal to the buildings or screened from view on roofs or by landscaping. Large blank walls have been avoided by providing windows on all sides of buildings, with particular attention to those sides facing Ardagh and Summerset. All exposed side of all buildings will be finished with materials similar to the front. All building entrances will be well-defined and accessible. Internal pedestrian sidewalks are provided throughout which promotes accessibility and pedestrian safety.

5.2 PARKING AREAS

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

Vehicular access to the proposed development has ben limited to two entrances north and south, providing efficient movements and minimizing impacts onto the roadways and ensuring suitable emergency access, in accordance with

comments received through pre-consultation. The condominium nature of the development allows for well designed mutual access points for residents of all residential blocks on site. Barrier-free parking spaces have been provided where needed to serve visitors of the development and residents of the apartment building. All parking, loading, storage and garbage areas will be screened from view or located in the interior of buildings.

5.3 LANDSCAPING

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

ii. No Environmental Protection Area should be included in the minimum landscaping standard.

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

Planting strips are available and will be provided as required by the Urban Design Manual and will include plants, street furniture and lighting to the satisfaction of the City through Site Plan. Fencing, berms and landscaping will be provided along property lines where required and the appropriate amount of landscaping will be provided which does not rely on the EP area. Native vegetation and water conservation will be considerations when designing landscaping areas for the site. Detailed lighting and landscaping plans will be finalized through the site plan application process.

5.4 SIGNAGE

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

Signage on site will comply with City standards and requirements. Minimal signage will be required for internal streets, primary entrances of the apartment building and individual townhouse units. Signage will complement the architectural design and material choice of the development and will be refined through the detailed design stage.

5.5 UTILITIES

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

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

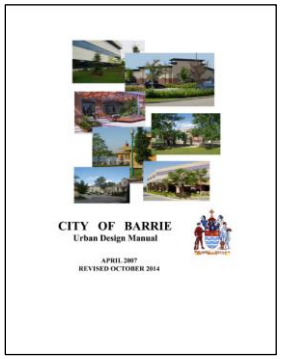
5.6 ENERGY EFFICIENT DESIGN

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

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

Site and architectural design have taken these items into consideration; however, full details will be provided through the Site Plan Approval process. Shared walls between apartment units and the back-to-back townhomes help to reduce heating and cooling requirements by better insulating the units. The proposed development represents a compact urban form, which is encouraged through these guidelines. The subject lands are situated on existing transit routes, promoting transit ridership. Walking and cycling is encouraged through site design and its proximity to amenities, the downtown and employment uses. These aspects help reduce reliance on the private car, energy consumption and GHG emissions.

6.0 CITY OF BARRIE URBAN DESIGN MANUAL



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

The Urban Design Guidelines Checklist has been included as ***Appendix 3*** of this report.

6.1 PHYSICAL ENVIRONMENT & BUILDING SITING

- All buildings and residential blocks are oriented to face open spaces, amenity areas, internal or external rights-of-ways.
- The site is near various uses, including neighbourhood commercial, retail, restaurants, parks and open spaces and schools.
- The site has direct access to existing municipal transit routes on Ardagh Road with connections to the Allandale GO Station.
- Outdoor consolidated amenity space and rooftop amenity areas are provided on site for the benefit of the residents, creating welcoming, inclusive spaces that encourage recreation and social interaction.
- The built form of the proposed development is considered appropriate for the subject lands, given that the lands are located away from incompatible land uses, located along an arterial road serviced by transit, where the density and built form proposed are encouraged and has minimal impact on adjacent lands.
- Pedestrian scale is appropriate and enhanced through design, massing, and height transitions.

6.2 SITE CIRCULATION

- Pedestrian access has been provided to facilitate safe and convenient pedestrian movement into, out of and through the site.
- Direct pedestrian access is provided from the townhomes to Ardagh Road and Summerset Drive sidewalks and bike lanes. This type of design is common within urban areas, promotes active transportation and activates the street.
- The Traffic Impact Study prepared by JD Engineering confirms that both the north and south intersections will operate safely and efficiently with minimal impact to the bordering roadways.
- A sufficient number of parking spaces have been provided for the proposed development in accordance with City Zoning By-law requirements, albeit with 218 spaces considered tandem.

6.3 SITE SERVICES

- Both vehicular access points also serve as emergency assess/fire routes, with sufficient vertical and horizontal clearance to accommodate all emergency vehicles.
- All storage/mechanical equipment will be located in the interior of buildings, on rooftops, or screened with vegetation.
- All utilities are proposed to be located underground or within the building itself; placement to be confirmed during the detailed design stage.
- Loading bays are provided on site to accommodate larger vehicles making deliveries, and snow storage areas are identified throughout.

6.4 ARCHITECTURAL DESIGN

- Buildings are situated on the site to frame both Ardagh Road and Summerset Drive while respecting the purpose and character of each street.
- Main entrances are designed to be prominent features, providing direct pedestrian access at ground floor and clearly identifiable from the street.

- The apartment building lobby will be located near the front of the building for ease of access while remaining near the parking areas.
- The architectural design of the townhome blocks and apartment building establishes visual interest and unity of the site and surrounding area through the design, colours and materials used.
- The apartment building is stepped down on the east side, reducing shadowing impacts on adjacent proposed townhome blocks.
- Balconies and terraces are provided to add usable amenity and personal space and facilitate passive surveillance for safety.
- The site has been designed to deemphasize parking areas, with parking located underground and behind the apartment building and behind the townhouse blocks, out of view from Ardagh Road and Summerset Drive. Barrier free accessibility standards have also been applied to the site.
- Any mechanical equipment will be screened from all municipal rights-of-way.

6.5 TRANSIT

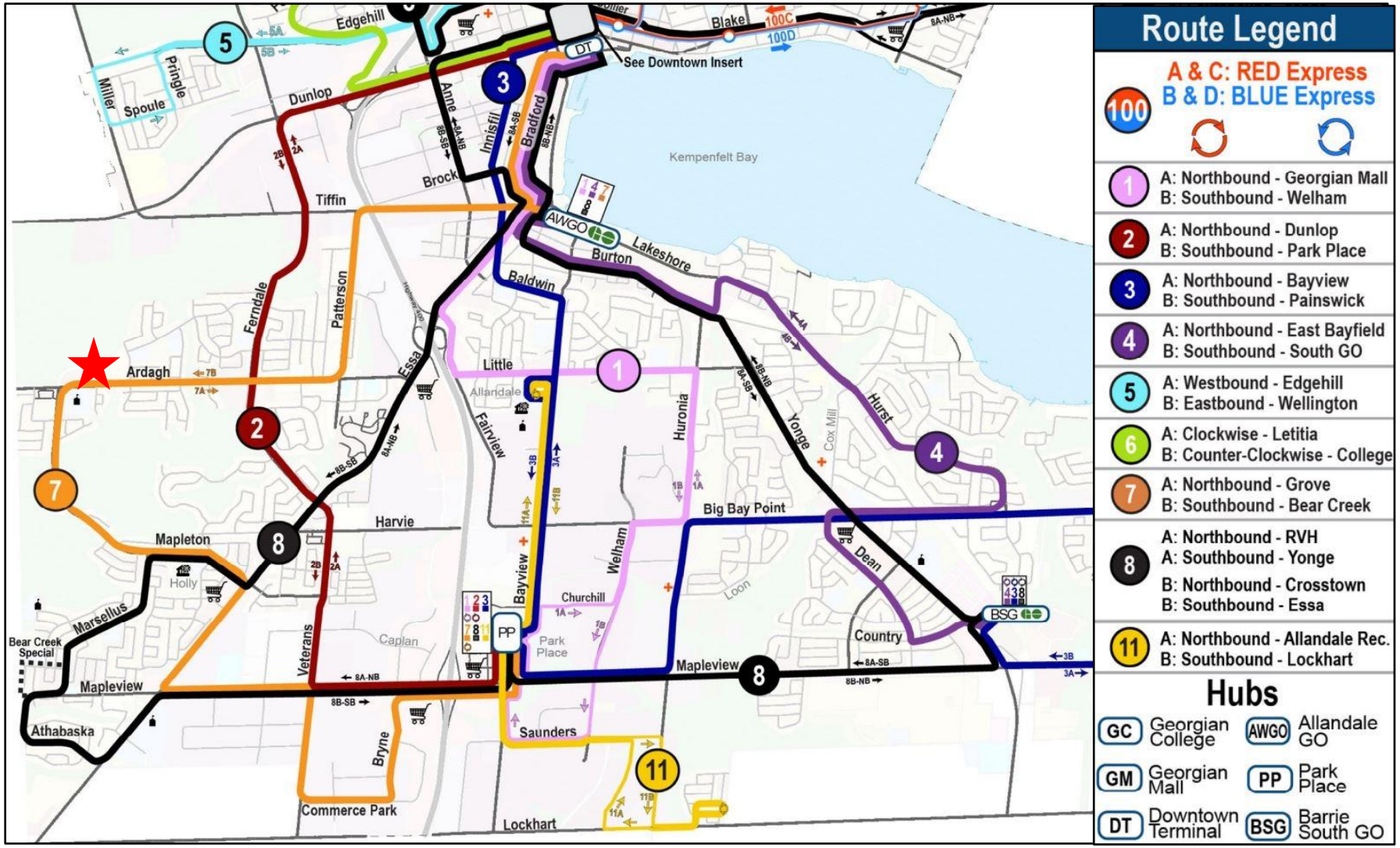
- The property is in an ideal location as it is provided direct access to City of Barrie transit services with bus stops providing connections to major employment and commercial destinations, the downtown area and the Allandale GO Station.
- These transit options provide convenient modes of travel to destinations within Barrie and around the GGH.
- The site is linked to the municipal sidewalk and cycling network, promoting active transportation.

Access to transit has become a key consideration for many residents when looking to purchase or rent housing accommodations. Considering rising real estate prices, the cost of gasoline, increasing commuting times and environmental factors, transit options remain a major planning focus. Being able to directly access transit provided by Barrie's municipal buses, with connection to the City's GO train stations, are significant benefits of this location.

Figure 15 shows the City of Barrie transit network, with the subject land's location identified with a red star. This map depicts that residents of this development can access the key transit routes which provide access to destinations throughout the

City. The Allandale Waterfront GO Station is located approximately five km from the subject lands, which is a short car or bus ride away. Residents can access a larger transit network through the GO transit system, with trains linking to the Greater Toronto Area and beyond.

Figure 14. Transit Network Map



6.6 LANDSCAPE DESIGN

- Various landscaping treatments will be implemented throughout the site.
- A large 3,554m2 outdoor consolidated amenity area is provided in the western portion of the site in addition to the apartment building's 608m2 rooftop amenity area and private rooftop amenity areas provided to the townhomes.
- These various amenity areas will utilize vegetation throughout to enhance visual character and complement the site's design elements.
- The site will contain a harmonious integration of planting, hard surfaces and signage.
- Landscaping will be designed to encourage positive functional relationships between the site uses and their surroundings and help to define public and private spaces.
- Appropriate plant species will be selected based on their capability and suitability with the area and climate.

6.7 LIGHTING & SIGNAGE

- The design of light fixtures will complement the architectural design of the building and highlight important architectural elements that enhance building relief and visual interest.
- Site lighting will consider all users and needs, including vehicles, pedestrians and cyclists.
- Site lighting locations will be designed with emphasis on pedestrian access and circulation areas, barrier free travel paths, transit connection points, and parking.
- Lighting will be designed with accessibility, safety and convenience in mind.
- Feature lighting will be included to highlight the building design, landscape features and entrances.
- Any signage will be minimal to maintain visual appeal, be integrated and not detract from site design or the character of the neighbourhood.
- All lighting and signage will comply with the Ontario Building Code and the City of Barrie Sign By-law 2005-93.

- Lighting can be used to create welcoming and vibrant spaces. Lighting, plantings, and hard surfaces will been used to highlight the entrance through enhanced design.

7.0 SUMMARY AND CONCLUSIONS

The proposed Zoning By-law Amendment application aims to facilitate a 308-unit residential condominium development at 500 Ardagh Road in the City of Barrie.

The site is considered appropriate for such compact and efficient greenfield development and is in accordance with established locational criteria. Conceptual renderings provided by Justin Sherry Design Studio demonstrate the client's intent for the lands and how the site could be developed should the rezoning application be approved. The proposed development demonstrates that the application applies a high standard of urban design and conformity to good planning principles. This application supports all levels of planning policy, providing a substantial supply of innovative, high-quality housing which offers a sustainable approach to managing growth while remaining compatible with the surrounding area.

The relevant urban design guidelines and policies have been reviewed alongside the 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

Greg Barker, B.A.A.
Associate

Tyler Kawall, BES.
Planner

APPENDIX 1

Conceptual Site Plan

ZONING TABLE - RA1-2		
Provision	**Required**	**Block 1 (Apartment Bldg.)**
Lot Area (min.)	1,100.0m²	4,236.0m²
Lot Frontage (min.)	24.0m	73.5m (Summerset Dr.)
Front Yard (min.)	7.0m	6.8m
Int. Side Yard (min.)	5.0m	8.,6m
Ext. Side Yard (min.)	3.0m	3.5m (Ardagh Rd.)
Rear Yard (min.)	7.0m	1.6m
Landscaped Open Space (min.)	35%	21%
Dwelling Unit Floor Area (min.)	35.0m² / unit + 10.0m² / bedroom	> 35.0m² / unit + 10.0m² / bedroom
Lot Coverage (max.)	35%	42%
Gross Floor Area (max.)	100%	230%
Height of Main Bldg. (max.)	15.0m	20.0m
Required Parking	135 spaces incl. 2 Type 'A' and 3 Type 'B' B.F. spaces (1.5 space / unit)	135 spaces incl 2 Type 'A' and 3 Type 'B' B.F. spaces

ENVIRONMENTAL PROTECTION

SUMMERSET DRIVE

ARDAGH ROAD

Existing Regional Floodline

Erosion/ Hazard Limit

STORMWATER MANAGEMENT
0.466 ha

AMENITY AREA
3,554 m² (38,255 ft²)

ROOF-TOP AMENITY AREA

APARTMENT BUILDING
90 UNITS
1,791.7 m² (19,285.7 ft²)
2 LEVEL UNDERGROUND PARKING (100 SPOTS w 3 BF)

BACK TO BACK TOWNHOUSES (4 STOREY) 10 UNITS 560.3m² (6,031.0ft²)

BACK TO BACK TOWNHOUSES (3 STOREY) 12 UNITS 670.2m² (7,215.1ft²)

BACK TO BACK TOWNHOUSES (3 STOREY) 16 UNITS 891.3m² (9,594.4ft²)

BACK TO BACK TOWNHOUSES (4 STOREY) 14 UNITS 781.9m² (8,416.9ft²)

BACK TO BACK TOWNHOUSES (4 STOREY) 12 UNITS 681.4m² (7,335.1ft²)

BACK TO BACK TOWNHOUSES (4 STOREY) 10 UNITS 426.2m² (4,587.8ft²)

OPEN SPACE
1,139 m² (12,260 ft²)

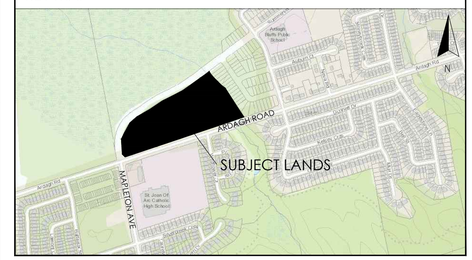
WROUGHT IRON DECORATIVE FENCE

LANDS OWNED BY OTHERS
EXISTING COMMERCIAL

LANDS OWNED BY OTHERS
EXISTING SCHOOL

Source: City of Barrie Interactive Mapping, 2017
Note: Information shown is approximate and subject to change.

KEY MAP



CONCEPTUAL SITE PLAN

PART LOT 2, CONCESSION 14

IN THE
CITY OF BARRIE
COUNTY OF SIMCOE
2017

0 50m

LEGEND

- SUBJECT LANDS — *4.49 ha (11.1 ac)*
- 40 UNITS — BACK-TO-BACK TOWNHOMES - TYPE 'A' (4 STOREY) — *(132.6m²) 1,427.2ft² GFA per unit) Rooftop Amenity Area 8.3m²/per unit*
- 20 UNITS — BACK-TO-BACK TOWNHOMES - TYPE 'B' (4 STOREY) — *(123.6m²) 1,330.4ft² GFA per unit) Rooftop Amenity Area 8.6m²/per unit*
- 158 UNITS — BACK-TO-BACK TOWNHOMES - TYPE 'C' (3 STOREY) — *(129.0 m²) 1,388.5 ft² GFA per unit) Rooftop Amenity Area 11.2m²/per unit*
- 90 UNITS — APARTMENT BUILDING - 6 STOREY — *(1,791.7m² / 19,285.7ft² Building Footprint)*
- AMENITY AREA
  - *APARTMENT BLOCK*
    - *ROOFTOP AMENITY AREA FOR APARTMENT BUILDING: 608.7m² / 6,552.4ft²*
  - *TOWNHOUSE BLOCK*
    - *REQUIRED: 3,696m² (Consolidated)/ PROVIDED: 3,554 m² (Consolidated)*
    - *ROOFTOP AMENITY AREA FOR BACK-TO-BACK TOWNHOMES: 2,306.9m2 / 24,830.1ft²*
- STORMWATER MANAGEMENT — *0.466 ha (1.15 ac)*
- SIDEWALK — *0.312 ha (0.77 ac)*
- WATER SERVICES
- STORM SERVICES
- SANITARY SERVICES

PARKING REQUIREMENTS
Apartment - 135 required/ 135 provided (5 BF; 2 TYPE 'A' & 3 TYPE 'B')
Townhomes - 327 required/ 488 provided (3 BF; 1 TYPE 'A' & 2 TYPE 'B')

ZONING TABLE - RM2 - SP		
Provision	**Required**	**Block 2 (Back-to-Back TH)**
Lot Area (min.)	720.0m²	40,696.0m²
Lot Frontage (min.)	21.0m	288.2m (Ardagh Rd.)
Front Yard (min.)	7.0m	3.8m
Int. Side Yard (min.)	1.8m	1.6m
Ext. Side Yard (min.)	3.0m	5.0m (Summerset Dr.)
Rear Yard (min.)	7.0m	N.A.
Landscaped Open Space (min.)	35%	43%
Dwelling Unit Floor Area (min.)	35.0m² / unit + 10.0m² / bedroom	> 35.0m² / unit + 10.0m² / bedroom
Lot Coverage (max.)	35%	33%
Gross Floor Area (max.)	60%	70%
Height of Main Bldg. (max.)	10.0m	15.0m
Amenity Area (min.)	2,616.0m² (consolidated)	3,554.0m² (consolidated) + min. 8.3m² rooftop amenity / unit
Required Parking	327 spaces incl. 5 Type 'A' and 6 Type 'B' B.F. spaces (1.5 space / unit)	218 / unit + 52 Visitor incl. 1 Type 'A' and 2 Type 'B' (1.23 spaces / unit) + 218 garage spaces
Permitted Uses	Section 5.2.1 Table 5.2	Back-to-Back T.H.
Density	53 units / ha	55 units / ha

CONCEPTUAL SITE PLAN - 308 UNITS

BEAR CREEK VILLAGE

RESIDENTIAL	CURRENT OP DESIGNATION
RM2	CURRENT ZONE

SCHEDULE OF REVISIONS

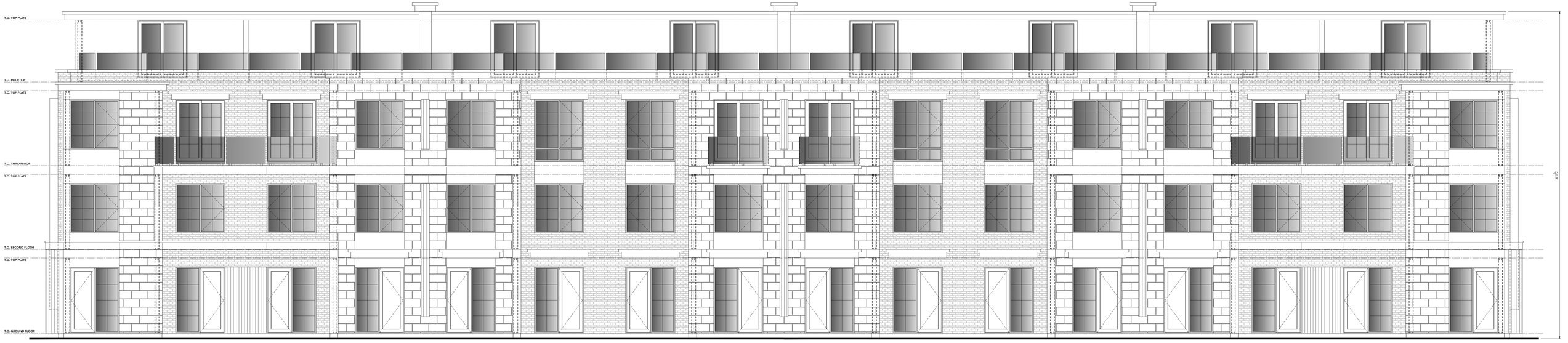
No.	Date	Description	By
1	Dec. 17, 2020	Adjust max. height of buildings;	A.S.
5	Jan. 18, 2021	Create 2 separate blocks	A.S.

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM RD., UNIT 9, BARRIE, ONTARIO L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3434 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

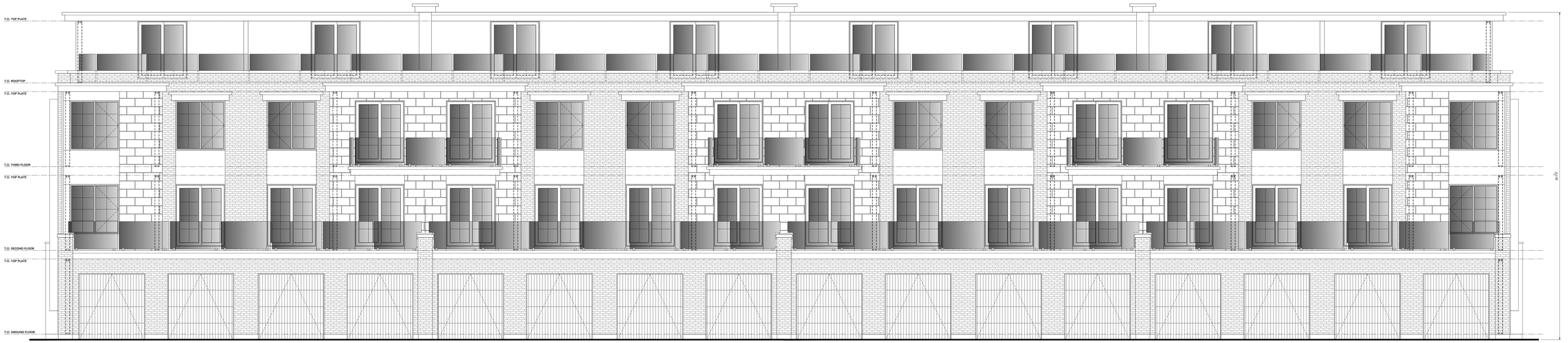
Date: November 21, 2019	Drawn By: A.S.
File: 17-732	Checked: G.B.

APPENDIX 2

Conceptual Elevations and Renderings



FRONT ELEVATION



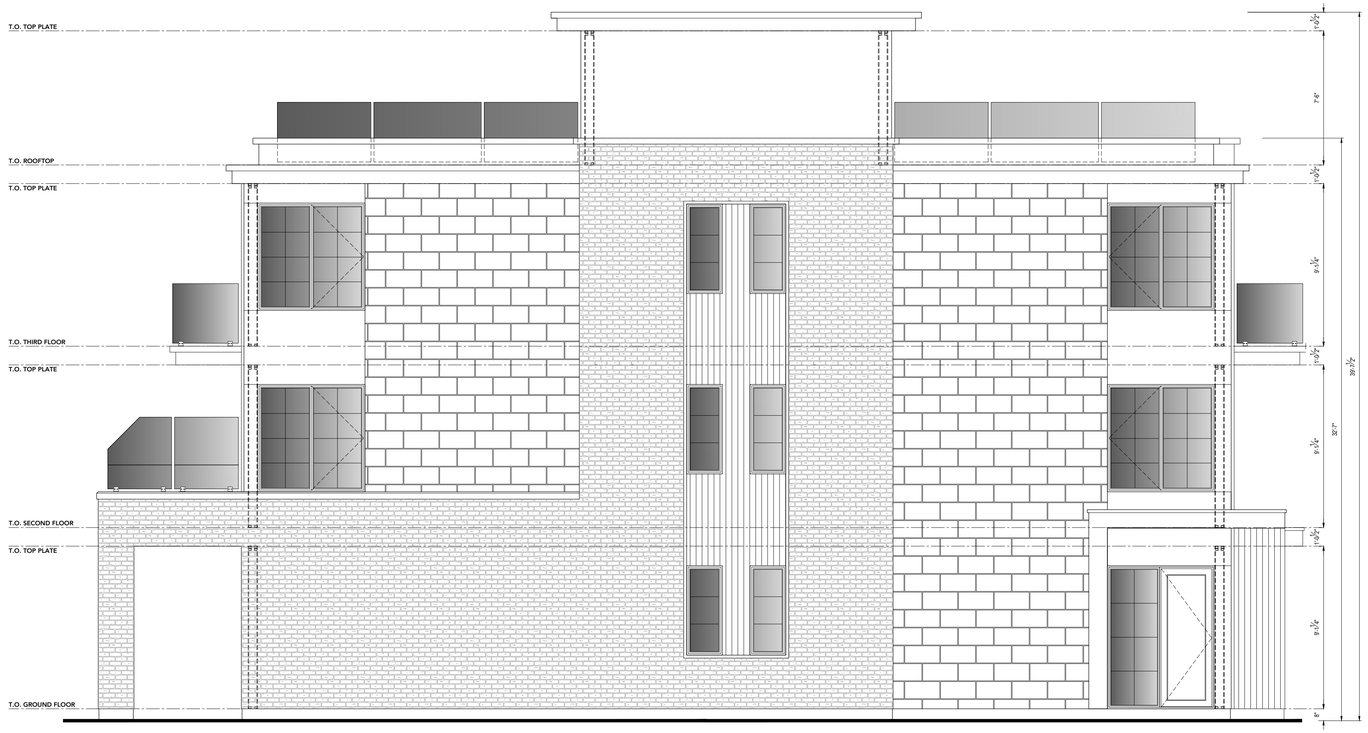
JUST[IN]

justin sherry design studio

REAR ELEVATION

BACK TO BACK THREE STOREY TOWN HOMES
DRAWN BY: JUSTIN SHERRY
ISSUED FOR: REVIEW
11.16.2020
PROJECT NO: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 05



JUST[IN]

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SIDE ELEVATION

BACK TO BACK THREE STOREY TOWN HOMES

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ISSUED FOR: REVIEW

11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 06



JUST[IN]

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RENDERING 01

BACK TO BACK THREE STOREY TOWN HOMES

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ISSUED FOR: REVIEW

11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 07



JUST[IN]

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RENDERING 01-COLOUR OPTION

BACK TO BACK THREE STOREY TOWN HOMES

DRAWN BY: JUSTIN SHERRY

ISSUED FOR: REVIEW

11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 07A



JUST[IN]

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RENDERING 02

BACK TO BACK THREE STOREY TOWN HOMES

DRAWN BY: JUSTIN SHERRY

ISSUED FOR: REVIEW

11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 08



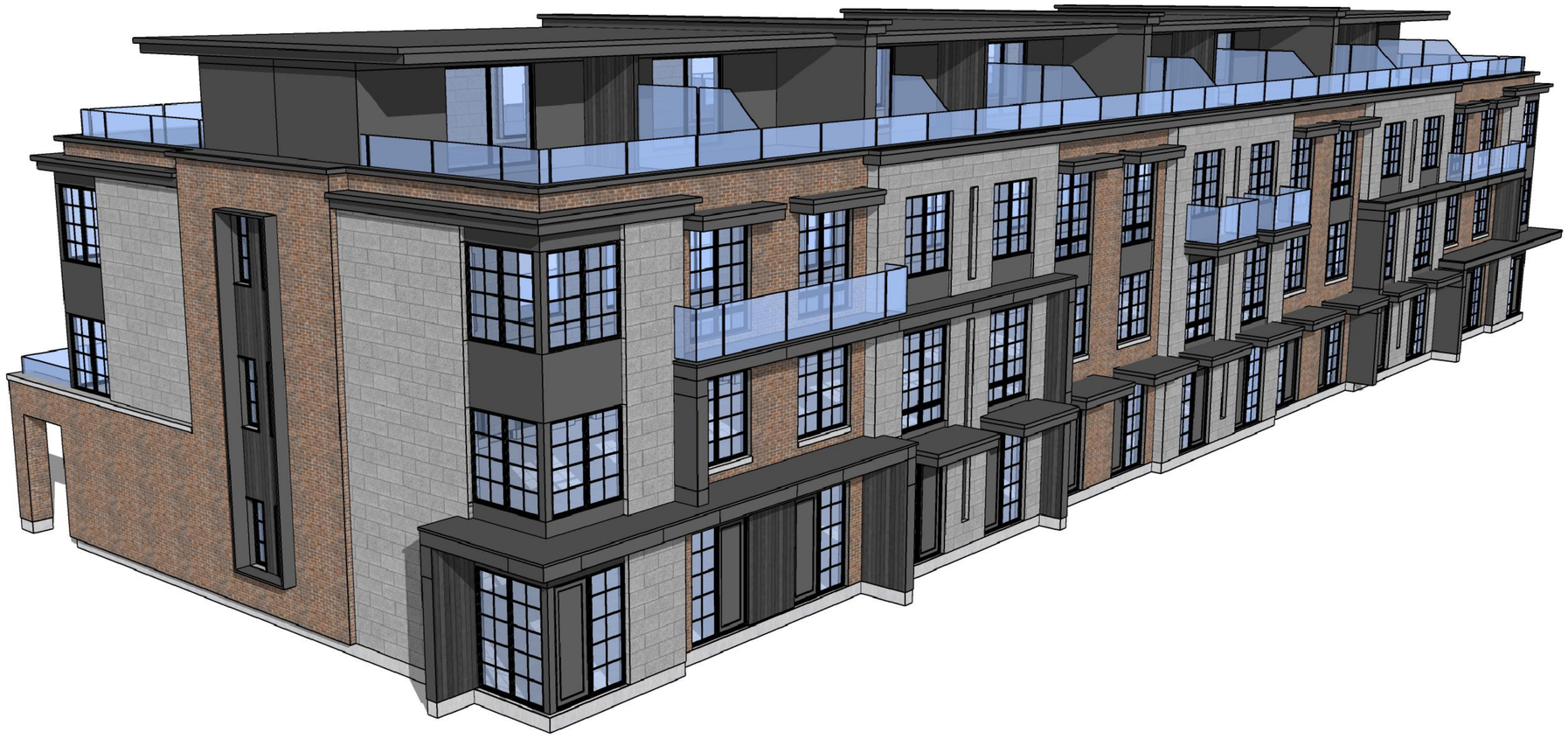
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justin sherry design studio

RENDERING 02-COLOUR OPTION

BACK TO BACK THREE STOREY TOWN HOMES
DRAWN BY: JUSTIN SHERRY
ISSUED FOR: REVIEW
11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 08A



JUST[IN]

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RENDERING 03

BACK TO BACK THREE STOREY TOWN HOMES

DRAWN BY: JUSTIN SHERRY

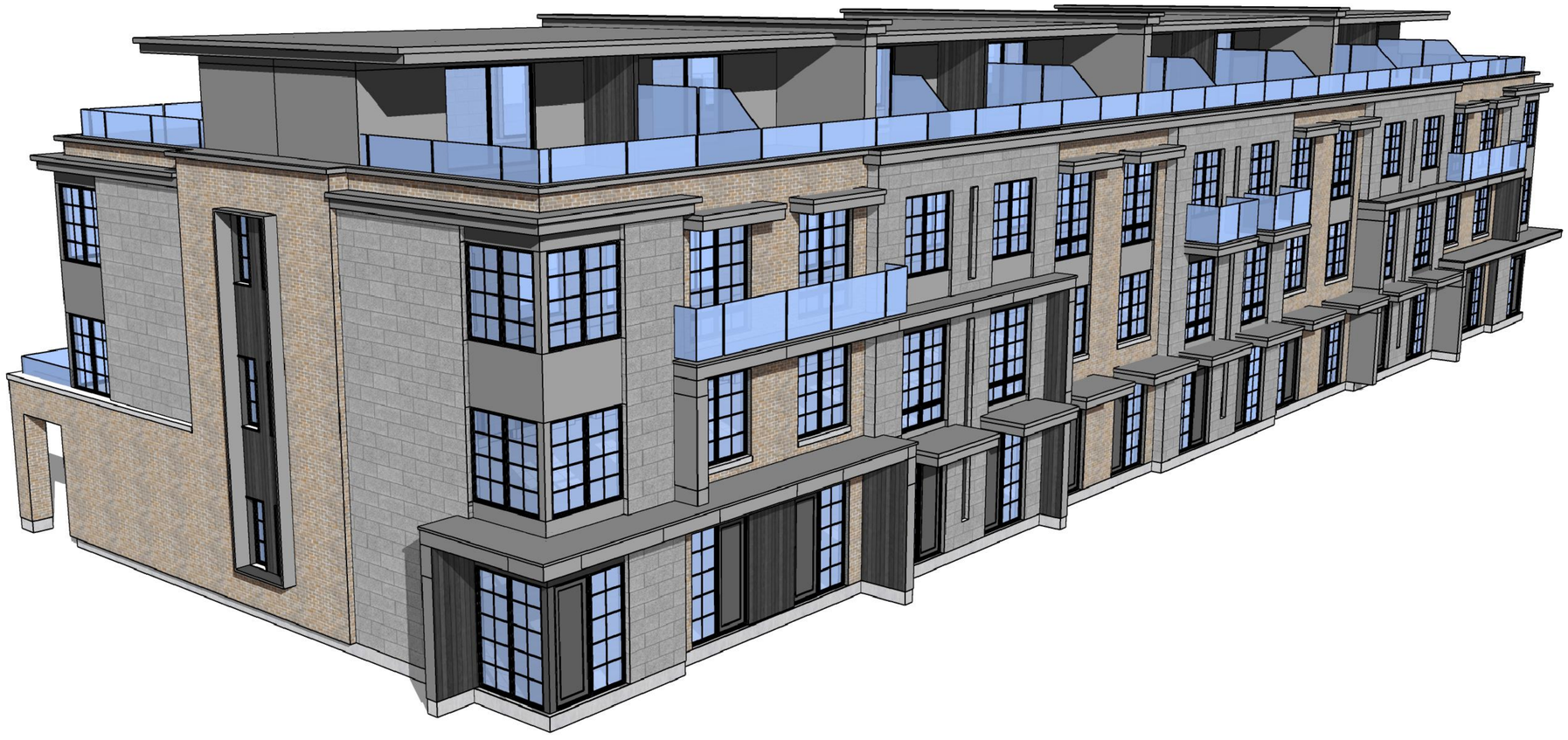
ISSUED FOR: REVIEW

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PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 09



JUST[IN]

justin sherry design studio

RENDERING 03-COLOUR OPTION

BACK TO BACK THREE STOREY TOWN HOMES

DRAWN BY: JUSTIN SHERRY

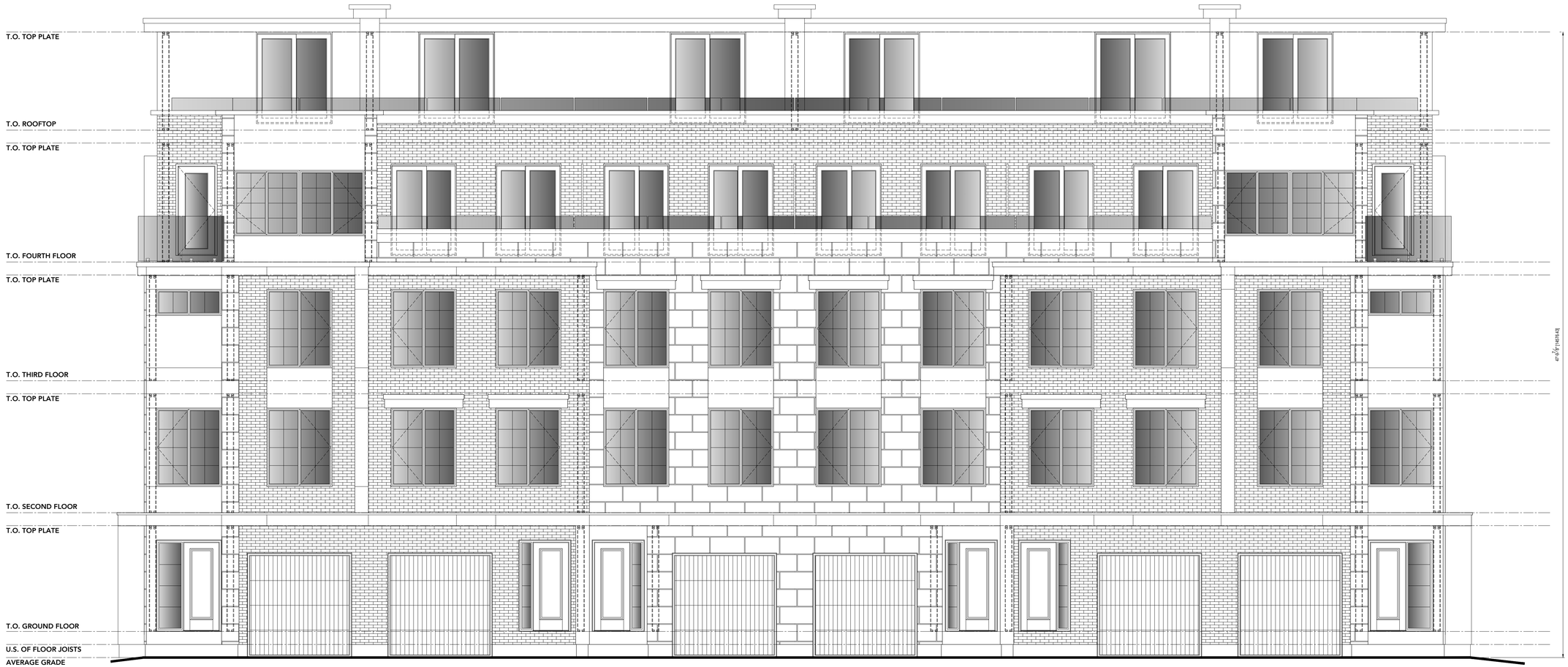
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PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 09A



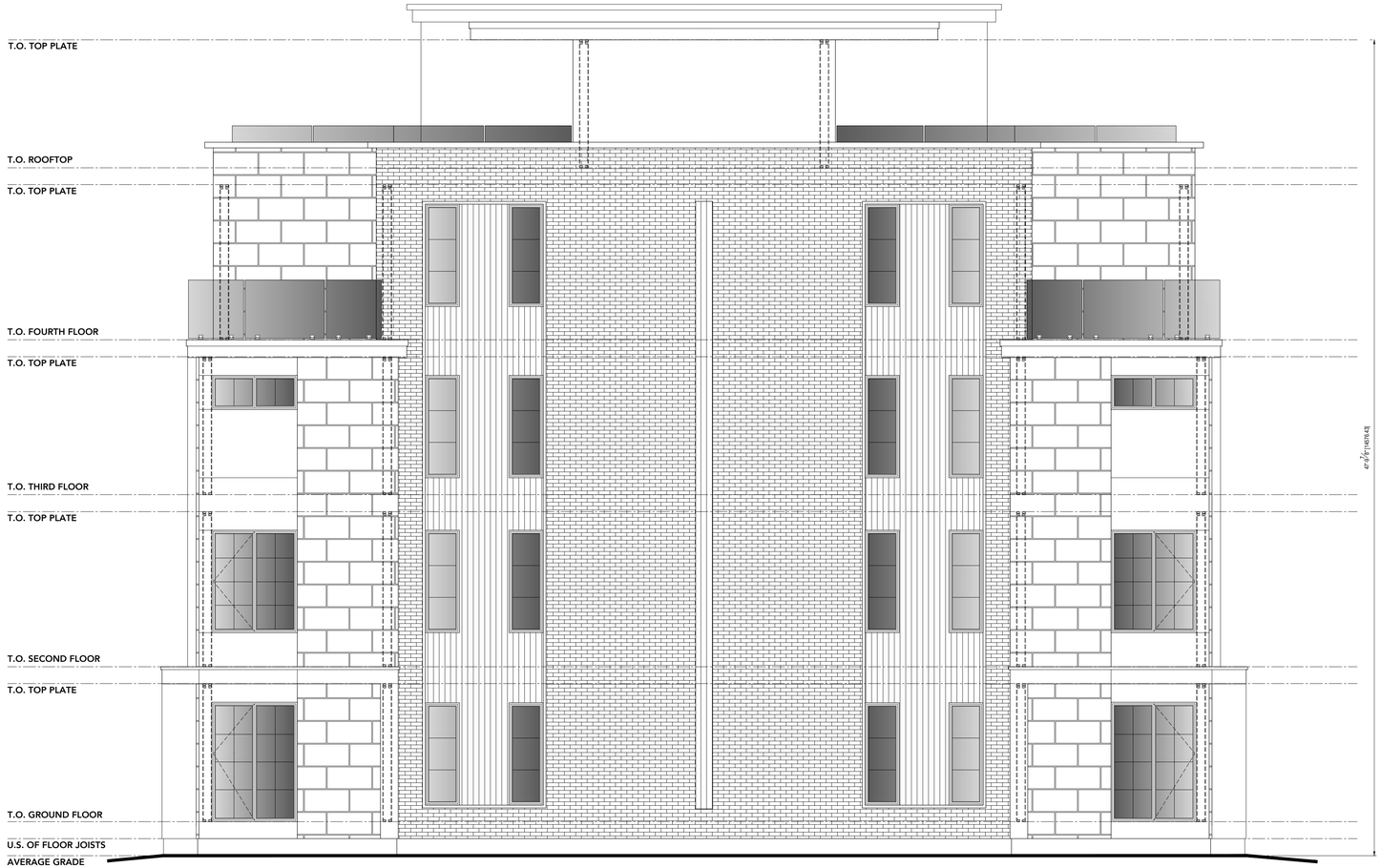
JUST[IN]

justin sherry design studio

FRONT ELEVATION

BACK TO BACK FOUR STOREY TOWN HOMES
DRAWN BY: JUSTIN SHERRY
ISSUED FOR: REVIEW
11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 06



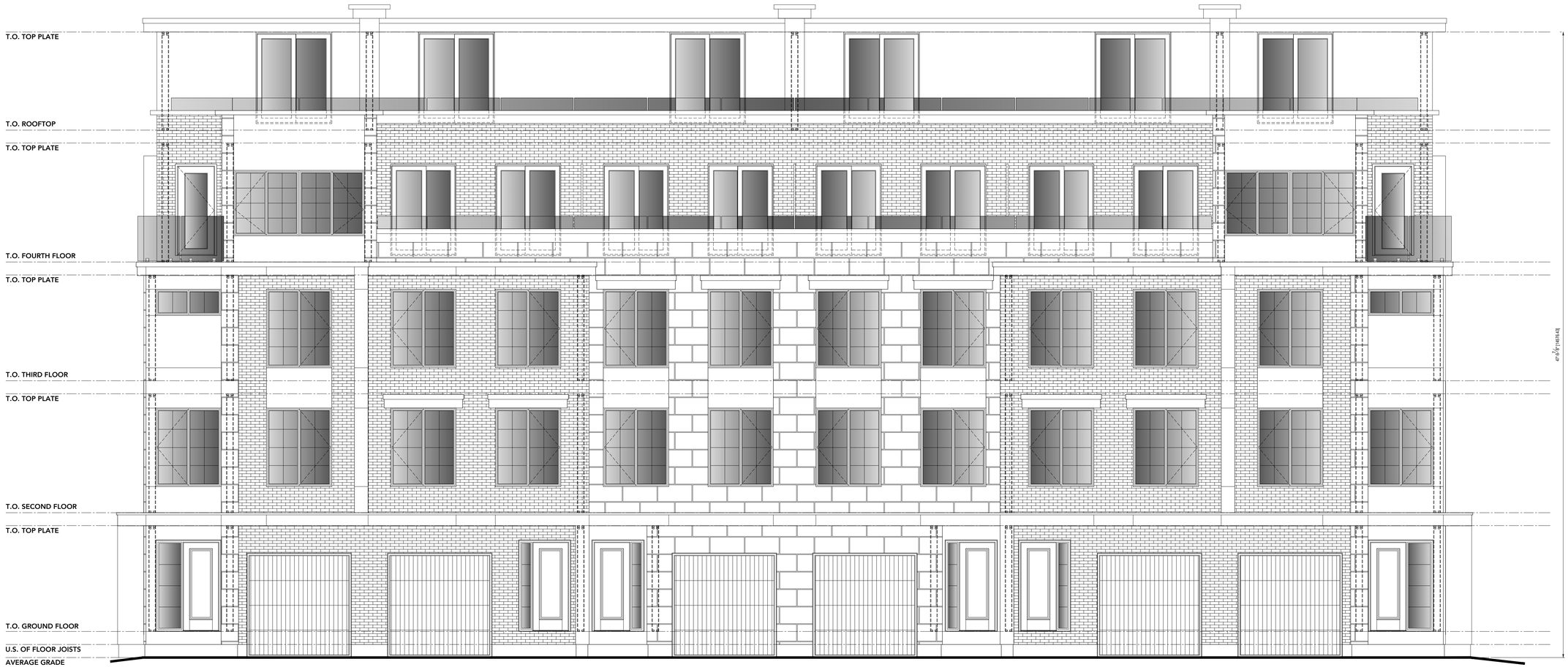
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LEFT ELEVATION

BACK TO BACK FOUR STOREY TOWN HOMES
DRAWN BY: JUSTIN SHERRY
ISSUED FOR: REVIEW
11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 07



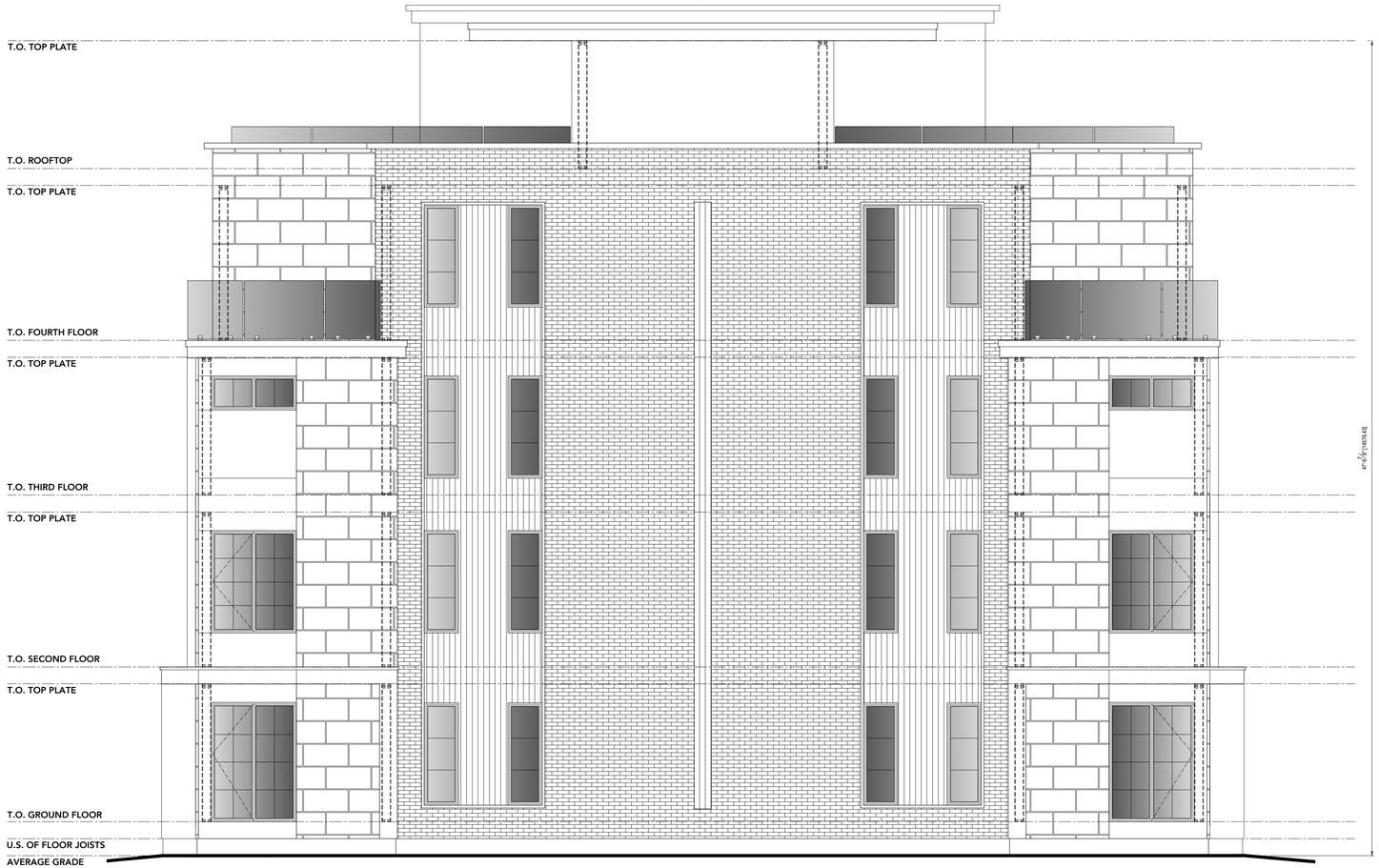
JUST[IN]

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REAR ELEVATION

BACK TO BACK FOUR STOREY TOWN HOMES
DRAWN BY: JUSTIN SHERRY
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11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 08



JUST[IN]

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RIGHT ELEVATION

BACK TO BACK FOUR STOREY TOWN HOMES
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ISSUED FOR: REVIEW
11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 09



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RENDER 01

BACK TO BACK FOUR STOREY TOWN HOMES

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11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET

10



JUST[IN]

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RENDER 01-COLOUR OPTION

BACK TO BACK FOUR STOREY TOWN HOMES
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11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 10A



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RENDER 02

BACK TO BACK FOUR STOREY TOWN HOMES

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11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET

11



JUST[IN]

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RENDER 02-COLOUR OPTION

BACK TO BACK FOUR STOREY TOWN HOMES

DRAWN BY: JUSTIN SHERRY

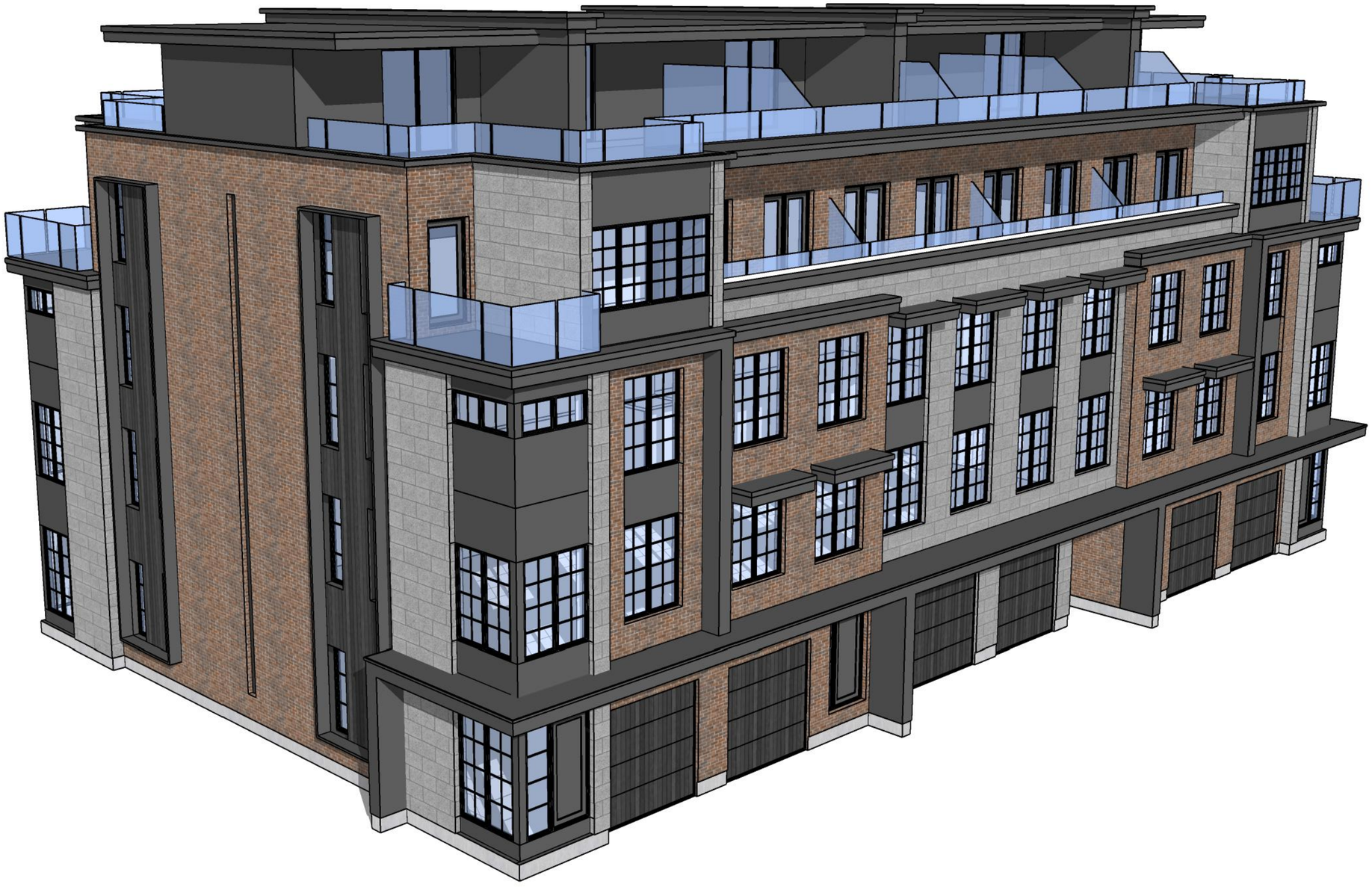
ISSUED FOR: REVIEW

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PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 11A



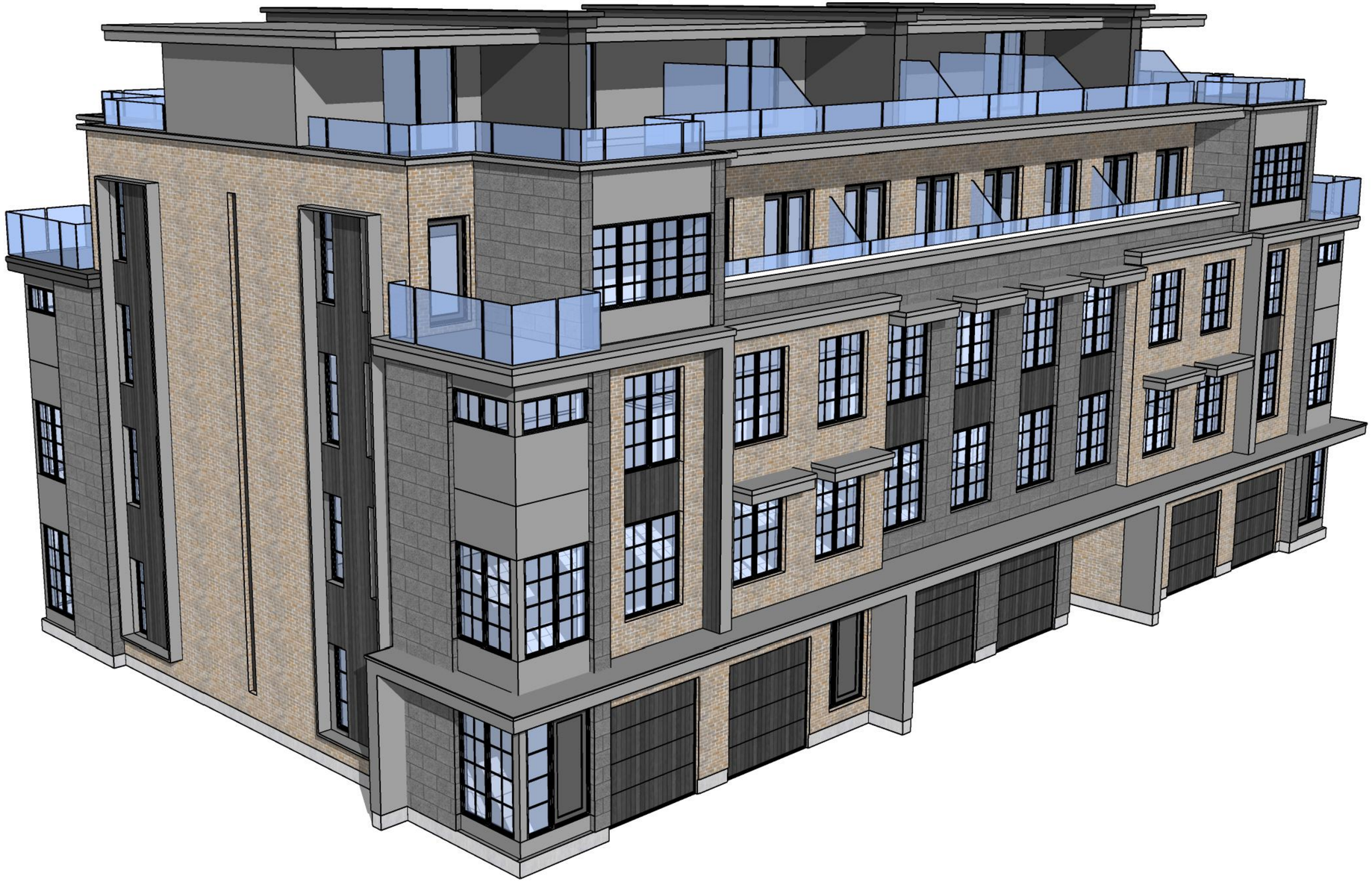
JUST[IN]

justin sherry design studio

RENDER 03

BACK TO BACK FOUR STOREY TOWN HOMES
DRAWN BY: JUSTIN SHERRY
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11.16.2020
PROJECT NO.: 2020-059
BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 12



JUST[IN]

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RENDER 03-COLOUR OPTION

BACK TO BACK FOUR STOREY TOWN HOMES

DRAWN BY: JUSTIN SHERRY

ISSUED FOR: REVIEW

11.16.2020

PROJECT NO.: 2020-059

BEAR CREEK VILLAGE, BARRIE, ONTARIO

SHEET 12A


Mapleton Ave
Mapleton Ave

APPENDIX 3

Urban Design Guidelines Checklist

APPENDIX 1

URBAN DESIGN GUIDELINE CHECKLIST

2.0 PHYSICAL ENVIRONMENT AND BUILDING SITING

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

3.0 SITE CIRCULATION

3.1 Pedestrian Circulation

	yes	n/a	Comments
A. Provide pedestrian network from street to building, parking to building, and building to building.	(✓)	( )	
B. Provide pedestrian links to neighboring properties.	(✓)	( )	
C. Provide pedestrian walkways connecting municipal sidewalks to public institutions, offices, commercial, and multi-residential.	(✓)	( )	
D. Demarcate major pedestrian routes.	(✓)	( )	
E. Minimize pedestrian/vehicle crossings.	(✓)	( )	
F. Provide shelter and lighting at transit stops.	( )	(✓)	Applicable at time of SPA

3.2 Vehicle Circulation and Parking

A. Design parking plans that are safe, convenient and easily understood.	(✓)	( )	
B. Provide appropriate signage and lighting.	( )	(✓)	Applicable at time of SPA
C. Locate parking areas close to building entrances.	(✓)	( )	
D. Include pedestrian circulation within parking areas.	(✓)	( )	
E. Link parking areas on abutting commercial properties.	( )	(✓)	
F. Pave parking and circulation routes.	(✓)	( )	
G. Clearly define primary vehicle routes.	(✓)	( )	
H. Provide right angle parking when possible.	(✓)	( )	
I. Avoid dead-end parking areas.	(✓)	( )	
J. Provide shopping cart corrals	( )	(✓)	
K. Use areas adjacent o buildings for walkways and landscaping.	(✓)	( )	
L. Provide landscaping around parking and laneways.	(✓)	( )	
M. Provide raised traffic islands.	( )	(✓)	
N. Provide ground cover in traffic islands other than sod.	( )	(✓)	
O. Ensure planting does not obstruct driver/pedestrian views.	( )	(✓)	Applicable at time of SPA
P. Provide landscaping features to provide shade and influence wind erosion and glare.	( )	(✓)	Applicable at time of SPA
Q. Provide areas for snow storage.	(✓)	( )	

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

4.0 SITE SERVICES

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

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	( )	(✓)	Applicable at time of SPA
B. Design site lighting to meet building and user needs.	( )	(✓)	Applicable at time of SPA
C. Use lighting to accentuate site features.	( )	(✓)	Applicable at time of SPA
D. Eliminate glare and light spillage.	( )	(✓)	Applicable at time of SPA
E. Used pedestrian scaled lighting.	( )	(✓)	Applicable at time of SPA
F. Coordinate lighting systems and landscaping.	( )	(✓)	Applicable at time of SPA

6.0 FENCING

A. Design fencing and other site elements to complement the architecture of the main building.	( )	(✓)	Applicable at time of SPA
B. Minimize visual monotony.	( )	(✓)	Applicable at time of SPA

7.0 ARCHITECTURAL DESIGN

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

7.2 Heritage Resources

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

8.0 SIGNAGE

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

	yes	n/a	Comments
G. Ensure that mature landscaping and signage work in harmony.	( )	(✓)	Applicable at time of SPA
H. Provide street address numbers for identification.	( )	(✓)	Applicable at time of SPA

9.0 LANDSCAPE DESIGN

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

9.2 Landscape Strips

A. Provide landscape strips adjacent to roadways and lot lines.	(✓)	( )	
B. Provide appropriate landscape treatments and planting density based on the proposed lands use, site area and abutting land use.	( )	(✓)	Applicable at time of SPA

10.0 WATERFRONT

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

11.0 DEVELOPMENT ADJACENT TO RAILWAYS

(subject to Council's consideration)

12.0 TRANSIT

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



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