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Yonge & Little URBAN DESIGN REPORT

410 Yonge Street & 343 Little Avenue

Block 57, Plan 51M-403; Block 301, Plan 51M-313
Part of Lot 11, Concession 13, City of Barrie
IPS File No. 18-759

July 2022



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**CITY OF BARRIE,
COUNTY OF SIMCOE**

URBAN DESIGN REPORT

PREPARED BY

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ON BEHALF OF

Mason Homes Ltd.

August, 2022

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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 townhouse development at 410 Yonge Street and 343 Little Avenue. This report supports and accompanies a formal Site Plan Application, required to facilitate the proposed development of 117 residential units on the subject lands. The document is intended to be read in conjunction with the full architectural package (elevations and floor plans) prepared by ICR Associates, and the Site Plan prepared by Innovative Planning Solutions.

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 Guidelines
- City of Barrie Urban Design Manual
- City of Barrie Intensification Area Urban Design Guidelines

This Urban Design Report relative to Yonge and Little will address various aspects 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 comprise the properties of 410 Yonge Street and 343 Little Avenue, situated at the southwest corner of the intersection, immediately north of Harwood Drive and east of Firman Drive, centrally located in the City of Barrie. The lands are known legally as Block 57, Registered Plan 51M-403 and Block 301, Registered Plan 51M-313.

The property contains an area of approximately 2.2 hectares, with 151 metres of frontage along Yonge Street, 142 metres of frontage on Little Avenue, 113 metres of frontage on Firman Drive, and 83 metres of frontage on Harwood Drive. The City of Barrie Official Plan designates the property as 'Residential' (OPA No. 68, approved May 2019) and it is zoned 'Residential Multiple Dwelling Second Density' with exceptions (RM2)(SP-565), approved by By-law 2019-039, per the City's Zoning By-law 2009-141. The property slopes in a northwesterly direction and is vacant of any buildings and structures. Please refer to **Figure 1** for an aerial view of the property.

Notable recent residential developments in the area include townhomes and apartments south of the Yonge Street and Madelaine Drive intersection, an apartment building at 496 Yonge Street, townhomes at 370 Big Bay Point Road, and the Frank's Way townhomes south of Burton Avenue. Uses in the immediate vicinity of the subject site are as follows:

North: Little Avenue, with a commercial plaza and single detached dwellings fronting the north side of the street.

East: Yonge Street, with a commercial plaza and single detached dwellings fronting the east side of the street.

South: Harwood Drive and a residential subdivision consisting of single detached dwellings.

West: Firman Drive and Willoughby Park fronting the west side of the street.

The site is within walking distance to 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 commercial and employment destinations exist near the immediate intersection of Yonge Street/Little Avenue, and in other areas around Yonge Street/Huronia Road and Yonge

Street/Big Bay Point. Major commercial and employment areas with big box retailers, industry and office parks exist in and around the Highway 400 corridor.

Area parks include Willoughby Park, Highland Park, Burton Park, and area schools include Assikinack Public School, Algonquin Ridge Elementary, Allandale Heights Public School, and Innisdale Secondary School. Other amenities for everyday living existing in the area including grocery stores, restaurants, pharmacies, and banks.

Public Transit stops for many local and intercity transit routes are within walking distance, including Barrie Transit Routes 8B(Crosstown-Essa) and 1B (Southbound-Welham). 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, with all of its services and amenities, and the Allandale Waterfront GO Station.

The property is located within the Painswick North Planning Area, as identified on Schedule B of the Official Plan. Both Yonge Street and Little Avenue classified as 'Arterials' while Firman Drive and Harwood Drive are identified as local streets per Schedule D – Roads Plan of the Official Plan. Review of Schedule I indicates the subject lands are located within the delineated built-up area, within a Primary Node/Major Transit Node (required density of 50-120 units per hectare), and Yonge Street is identified as a 'Primary Corridor'.

Therefore, in addition to the City's Official Plan and Urban Design Manual, this report will also review the City of Barrie's Intensification Area Urban Design Guidelines.

Figure 1. Aerial View of Lands



3.0 SITE DESIGN – DEVELOPMENT CONCEPT

The proposed site plan (**Figure 2 & Appendix 1**) features 18 standard townhomes in three blocks (south perimeter), 54 back-to-back townhomes (internal to the site) in four blocks, and 45 rear lane townhomes in seven blocks (fronting Yonge, Little and Firman) – of which the 20 fronting Yonge St provide live/work configurations. This would be developed at a density of 54 units per hectare measured across the entire site (approved zoning requires a minimum density of 50 UPH). A Block/Context Plan is provided in **Figure 3 & Appendix 2**, showcasing the proposed development sited in the context of its surroundings.

Each standard and back-to-back townhome is provided two parking spaces in the form of one driveway space and one garage space. Each rear lane townhome is provided four parking spaces in the form of two driveway and two garage spaces. An additional 17 off-street visitor spaces are provided across three locations, including two Type 'A' and three Type 'B' barrier free spaces, for a total of 341 spaces site wide. Vehicular access is provided by an entrance from Firman drive, with a secondary emergency access provided from Harwood Drive. Internal streets have been designed in a modified grid pattern to maximize efficiency, improve traffic flow and promote walkability. Sidewalks have been provided on all internal streets, where grade permits, and pedestrian connections to Firman Drive, Harwood Drive and the intersection of Yonge Street and Little Avenue have been provided to ensure the site is connected to the neighbourhood for all modes of travel.

Each standard townhome offers 2,140 ft² of living space, with three bedrooms, two full bathrooms and one half bathroom. Each back-to-back townhome offers between 1,460 and 1,980 ft² of living space, with two bedrooms, 2 full bathrooms and one half bathrooms. Each rear lane townhome features between 2,090 and 2,200 ft² of living space, with three bedrooms, two full bathrooms and two half bathrooms.

All townhouse units feature two to three full living floors, and individual rooftop terraces. Shadowing and privacy concerns for abutting properties are minimal as the site is buffered on three sides by roadways and generous rear yard depths have been provided to the single-family subdivision to the south. All townhomes fronting Yonge, Little and Firman feature rear lane access garages internal to the site, which screens parking from these road frontages. Additionally, these units are positioned to address these frontages, creating an inviting and pedestrian scaled streetscape and facades which allow for passive surveillance of the streets. These units feature direct pedestrian access to the municipal sidewalks. The standard

townhomes and back-to-back townhomes internal to the site are provided driveway/garage access and front entries facing the internal streets they front. Back-to-back units internal to the site provide for efficient and compact built form while providing for attractive, active streetscapes and remaining compatible with other townhouse types bordering the site.

Elevation drawings for the standard townhomes are provided in **Figure 4**, elevation drawings of the back-to-back townhomes are provided in **Figure 5**, and elevation drawings for the rear lane townhomes are provided in **Figure 6**. A colour rendering for the rear lane townhomes on Yonge Street is shown in **Figure 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. These elevation drawings were prepared by ICR Associates and are also provided in **Appendix 3**, along with floor plans.

The standard townhomes are provided individual backyards and second storey backyard decks, and the rear lane units fronting Yonge, Little and Firman feature second storey decks above the driveways. All townhomes also feature private rooftop terrace amenity areas, along with access penthouses sharing the roof area. In addition to these private individual amenity areas, a consolidated amenity area 260m² in size is provided near the Yonge and Little intersection, providing an inviting focal point for pedestrians and an interface between the condominium development and the neighbourhood. Additionally, there are various public parks found within the area, including Willoughby Park directly west of the site.

The site plan design also provides for a number of open space areas for snow storage and enhanced landscaping. Waste pickup is proposed to be by private curbside collection and the site will utilize municipal water, sewage, and storm sewer infrastructure.

Figure 2. Site Plan



Figure 3. Block/Context Plan

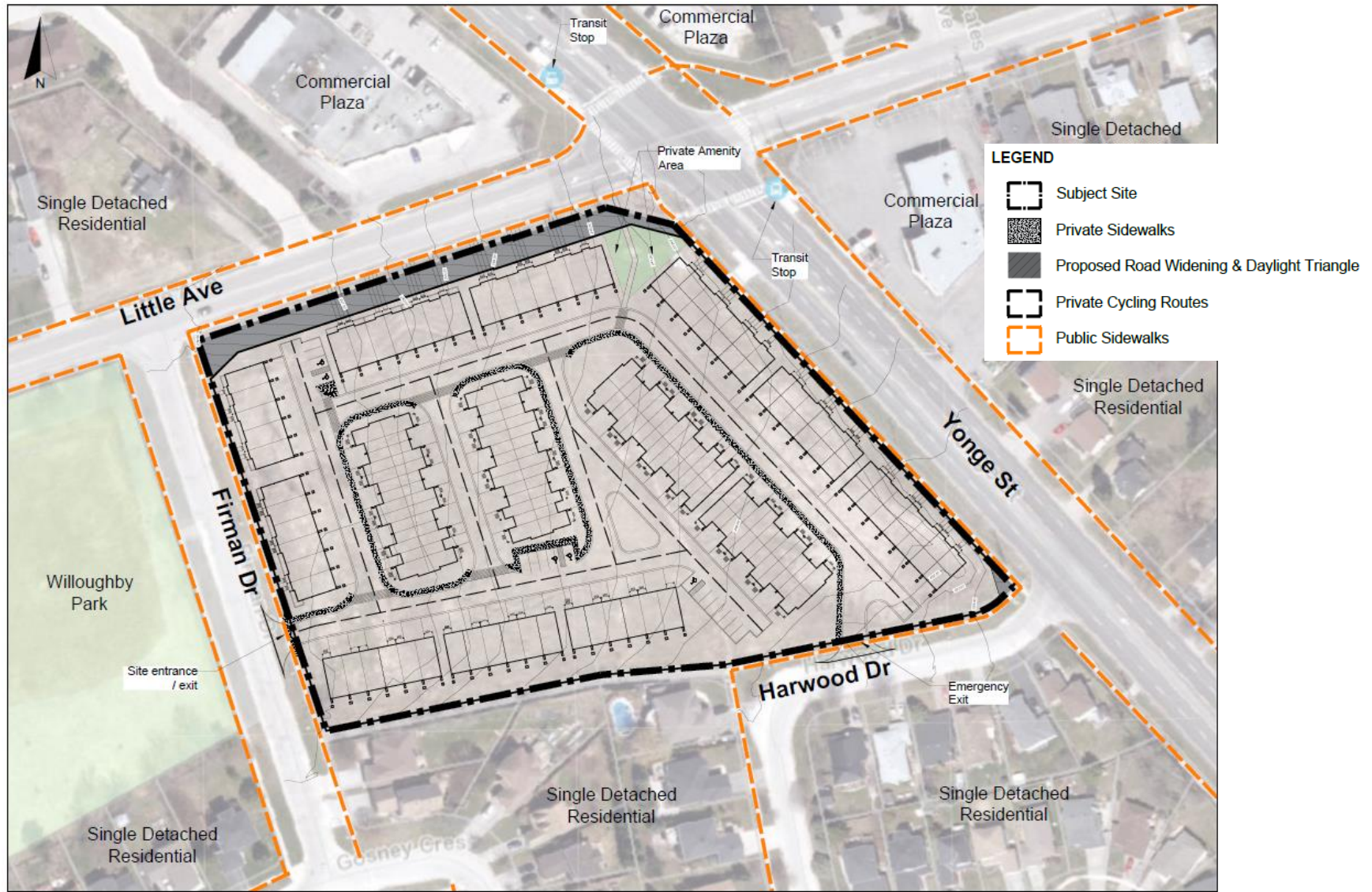


Figure 4. Standard Towns Elevation

Figure 5. Back-to-Back Towns Elevation



Figure 6. Rear Lane Towns Elevation



Figure 7. Rear Lane Towns Colour Rendering – Yonge Street



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.*

Comment: The development exceeds the minimum parking requirement as prescribed in the zoning by-law, with a total of 341 parking spaces, including the required five barrier-free accessible spaces. Accessibility throughout the site is further enhanced with the provision of sidewalks and ramps where grades permit. Visitor parking areas are strategically located and broken up for ease of access and to minimize their aesthetic impact, and areas of landscaping and open space are provided throughout the site. A 260m² common amenity area is provided near the Yonge St and Little Ave intersection, and the units feature additional individual amenity areas in the form of backyards, decks, balconies and rooftop terraces.

b) *Densities shall be graduated where possible in order to provide for integration between adjoining residential land uses. Where medium or high density uses abut development of a low-density nature, buffering protection will be provided to minimize the impact to the lower density uses.*

Comment: To achieve compatibility with the adjacent single detached residential to the south, the standard townhomes have been located in this area, which represent a more compatible built form and scale. These units also feature generous rear yards of at least 9m for additional buffering.

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

Comment: The proposed development is innovative in that it would introduce three unique types of townhomes which provide a diversity in built form, with high quality materials and aesthetic architectural details. The development also provides massing and structure to the Yonge and Little intersection. These qualities help to improve the character and appearance of the area.

4.2 INTENSIFICATION POLICIES

- a) *Residential intensification is encouraged in a number of general locations in the City and shall be focused in the Urban Growth Centre, Intensification Nodes, Intensification Corridors, and the Major Transit Station Areas identified on Schedule I of the Official Plan.*

Comment: The proposal provides for the development of vacant lands within the delineated built boundary and along an intensification corridor, where residential growth and intensification is encouraged. A desirable and compact built form provides density of 54 units UPH, which exceeds the minimum target. The subject lands are within both an intensification node and transit station area, where residential growth and intensification are encouraged.

- b) *Intensification will contribute to development that is more compact and will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support public transit and active transportation, contribute to improving air quality and promoting energy efficiency.*

Comment: The proposed development takes a compact form which would efficiently use land and optimize new and existing infrastructure. Further, energy efficiency is promoted by using shared walls and with the provision of housing at a density which is transit supportive.

4.3 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. The proper placement and design of windows, lighting, and landscaping increase the visibility of a property and building.*

Comment: Natural surveillance is promoted throughout the site with the provision of site lighting (streetlights and individual lanterns), units facing all directions and an abundance of windows, terraces, decks and balconies they will provide. Whether inside their homes, in the amenity areas or on the street, residents will maintain views to their neighbourhood, providing a sense of community and safety.

- 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.*

Comment: Siting of the townhouse blocks to frame the site provides a sense of enclosure to residents and indicates that the development is a semi-private space (no through traffic from pedestrians and vehicles), different from that of the public roads and sidewalks of Yonge, Little, Firman and Harwood. Additionally, each unit, through the massing of townhouse blocks, window and entrance placement, indicates where the common streets and open spaces end, and the private residences begin.

- c) *Territorial Reinforcement - promotes definition of space and improved proprietary concern. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs.*

Comment: All shared outdoor areas on the site including internal streets, visitor parking and common amenity and landscape areas are considered semi-public spaces. The townhouse blocks which border the site provide further indication that the development is suited only for its residents and visitors of those residents. Site lighting, landscaping, and fencing also define these spaces and provide for increased sense of ownership.

4.4 SITE PLAN CONTROL

Site Plan Control is employed, in part, to achieve the following design objectives:

- a) *To ensure that the massing, location, and exterior design of development is of high quality and generally compatible with adjacent uses;*

Comment: The massing, siting and design of the development is of high quality and compatible with adjacent uses.

- b) *To ensure an efficient pedestrian and vehicular flow;*

Comment: The street network, entrance design and provided sidewalks ensures the efficient flow of people and vehicles.

- c) *To ensure the provision of sustainable, transit-supportive and pedestrian oriented design elements;*

Comment: The compact nature of the development and the provision of sidewalks and crosswalks generates a pedestrian oriented development at a density which is also transit supportive.

- d) *To ensure storage facilities, loading facilities, garbage disposal areas, parking areas and driveways are provided in an appropriate manner to not impede traffic flow, endanger pedestrians and to facilitate a positive visual effect;*

Comment: Waste collection will be provided curbside and operated privately. Therefore, no outdoor storage or loading facilities are required. Driveways are shared between adjacent units and located at maximum distance from intersections to minimize disruptions to vehicle and pedestrian movements.

- e) *To ensure the appropriate use of lighting, walls, fences, hedges, trees, shrubs or other ground cover or facilities for the landscaping of areas to enhance land use compatibility and facilitate a safe and visually pleasing environment;*

Comment: Pedestrian scaled streetlights and individual unit lanterns are provided.

- f) *To achieve an aesthetically pleasing urban environment through the implementation of Urban Design Guidelines;*

Comment: The development concept provides an aesthetically pleasing environment in line with the City's Urban Design Guidelines, as demonstrated through this report.

- g) *To address exterior design elements of buildings including, but not limited to character, scale, appearance, massing, design features, roof pitch, materials and screening of rooftop mechanical and electrical equipment, sustainable exterior design of buildings, sustainable design elements on any adjoining boulevards /municipal rights-of-way;*

Comment: The design, massing and scale of the buildings reflect the type of development appropriate for an intensification area by framing the streets which border the site, while remaining compatible with the surrounding context. The terrace penthouses are recessed from the main building faces to maintain a pedestrian scale and minimize shadowing.

- h) *To ensure development of sustainable design elements on any adjoining highway under the City's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities; and*

Comment: A landscaping plan accompanies this submission. The plan identifies plantings, ground cover, permeable paving, furniture and walkways.

- i) *To ensure that facilities are designed to have regard for persons with disabilities.*

Comment: The required number of barrier free parking spaces have been provided, including 2 Type A and 3 Type B. Sidewalks, crosswalks and ramps have been included where grades permit.

4.5 PARKLAND DEDICATION REQUIREMENTS

- a) *As a condition of development of land for residential or institutional purposes, the City may require the conveyance of land for park purposes or the equivalent cash-in-lieu.*

Comment: The applicants have previously dedicated a substantial amount of parkland to the City, and Staff confirmed that additional parkland contribution will not be required for this site. By-law 2022-011 was approved earlier this year, lifting the Hold (H-139) which formerly required a public park block within the site. Nevertheless, the development provides a substantial amount of amenity space through the provision of a common amenity area, and individual rear yards, rooftop terraces, decks and balconies.

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 primary goal 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”.

Section 6.5.2 of the Official Plan contains General Design Guidelines. Applicable design elements within the guidelines are outlined below and are reviewed in reference to the proposed development concept for the subject lands.

5.1 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.*
- iv. *Building entrances should be well-defined and accessible to pedestrians and persons with disabilities.*
- v. *Pedestrian links should be designed to promote the safety of the user.*
- vi. *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.*

Comment: Each of the proposed townhouse types feature complementary and consistent materials (brick, stone, siding, asphalt shingles), colours, windows, and covered entry treatments. The design will also remain complementary to the surrounding area, consisting largely of dwellings comprised of brick and siding. All sides of the buildings will be finished similarly to the front, including windows on end units. The entrance to each unit features cover for weather protection and to define the space, with direct access to sidewalks where grade permits. Sidewalks and crosswalks are located throughout the site, providing safe pedestrian connections within and to the public streets beyond. Corner units emphasize the building through equal architectural treatment on the end wall, enhanced landscaping and locating driveways and garages on the interior side, away from the corner.

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. *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.*

Comment: The site plan provides a single primary entrance from Firman Drive, with a secondary emergency entrance from Harwood Drive. This provides for safe and efficient vehicular movements into and out of the site without direct access related impacts to Little Avenue or Yonge Street. The required number of barrier-free spaces have been provided, and visitor parking areas have been broken up and softened with adjacent landscaping. Waste collection will be provided by private curbside pickup; therefore, no loading/storage area is required.

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

Comment: Pedestrian scaled streetlights are provided throughout the site, and seating in the form of park benches is provided in the consolidated amenity area.

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.*

Comment: Signage will be complementary in scale and design with the development, and suitably placed. Each unit is provided street address number signs in a visible location. Several entrance feature signs are provided, as indicated on the landscape plan, providing the development name and site address number.

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.*

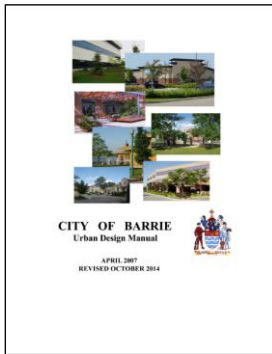
Comment: All utilities will be located underground within the rights-of-way or in subsurface easements and grouped to minimize visual impacts.

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.*

Comment: The townhouse built form is inherently efficient in design as it incorporates shared walls with adjoining units and LED lighting, reducing heating needs in the winter and cooling in the summer, with less energy loss. Additionally, the compact nature of the units efficiently uses land and fosters a more walkable and transit supportive design in a central area of the City, which will reduce the number and distance of car trips, and subsequently 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 development incorporates many of the design directives found within this document. Emphasis is put on those directives related to the physical environment and building siting; site circulation; architectural design; site servicing; landscaping; lighting; signage; and transit accessibility.

The City's Urban Design Guidelines Checklist has been included within **Appendix 4** of this report.

6.1 PHYSICAL ENVIRONMENT AND BUILDING SITING

- All buildings and residential blocks are oriented to face open spaces, amenity areas, and internal or external rights-of-ways. Rear lane townhomes are situated on the site to frame Yonge Street, Little Ave and Firman Drive while respecting the purpose and character of each street.
- The site is near various uses, including neighbourhood commercial, retail, restaurants, parks, and schools. Direct access is available to existing municipal transit routes on Yonge Street with connections to the Allandale GO Station and downtown Barrie.
- An outdoor consolidated amenity space is provided for the benefit of residents, near the Yonge and Little intersection, creating a welcoming, inclusive space that encourages recreation and social interaction. All units will have additional private amenity areas through the provision of rear yards, rooftop terraces, balconies, and decks.
- The built form of the proposed development is appropriate for the subject lands, given that they are located on an intensification corridor and intensification/transit node, where the density and built form proposed are encouraged. The development would have minimal impact on adjacent lands as the site is bordered on three sides by municipal streets and provides generous setbacks to subdivision to the south.
- Pedestrian scale is appropriate and enhanced through design, massing, and height transitions.

6.2 SITE CIRCULATION

- Pedestrian access has been provided throughout the site, with connections to Harwood, Firman and the Yonge and Little intersection to facilitate safe and convenient pedestrian movement into, out of and through the site.
- Direct pedestrian access is provided from the rear lane townhomes to the Yonge Street, Little Ave and Firman Drive sidewalks, activating the streets and promoting active transportation.
- Primary site access for vehicles is limited to a driveway from Firman, avoiding direct access from Yonge and Little. Site access will operate safely and efficiently with minimal impact to the bordering roadways.
- A sufficient number of parking spaces have been provided, exceeding the minimum Zoning By-law requirements.

6.3 ARCHITECTURAL DESIGN

- Front door entrances to each unit are designed to be prominent features, providing direct pedestrian access at ground floor and are clearly identifiable from the street, with cover for weather protection.
- The architectural design of the townhome blocks establishes visual interest and unity of the site and surrounding area through the design, colours and materials used, including brick, stone, and siding.
- Units feature step backs, reducing shadowing impacts and maintaining a comfortable pedestrian scale.
- Rooftop terraces, balconies and decks are provided to add usable amenity and personal space and facilitate passive surveillance for community safety.
- The site has been designed to deemphasize parking areas, with a significant portion of parking within enclosed garages, and the remainder screened with landscaping or tucked behind the townhouse blocks. This ensures that architecture is what is seen from the public street frontages, not parking.
- Mechanical equipment will be screened from all municipal rights-of-way.
- Barrier free accessibility standards have also been applied to the site, including the provision of accessible parking spaces and ramps.

6.4 SITE SERVICES

- Both the primary entrance from Firman and the emergency entrance from Harwood provide sufficient clearance to accommodate all emergency vehicles.
- All storage/mechanical equipment will be in the interior of buildings, within rooftop mechanical penthouses, or screened with vegetation.
- All utilities are proposed to be located underground within the rights-of-way, within easements or within the units themselves to not detract from site aesthetics.
- Areas for snow storage are provided throughout as shown on the landscape plan, and waste collection will be carried out through private curbside pickup; therefore, no outdoor loading and storage facilities are required.

6.5 LANDSCAPE DESIGN

- Areas of enhanced landscaping are provided throughout the site to screen parking and enhance the design of the buildings.
- A large 260m² outdoor common amenity area is provided near the Yonge and Little intersection, providing an inviting shared space at a high traffic area for pedestrians.
- Generous rear yards are provided for townhouse blocks 12, 13 and 14, and all units will feature rooftop terraces and balconies or decks.
- These various amenity areas will incorporate vegetation throughout to enhance visual character and complement the site's design elements, particularly at corner locations.
- 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.

- The site will contain a harmonious integration of planting, hard surfaces, and signage.

6.6 LIGHTING AND SIGNAGE

- Streetlights maintain a pedestrian scale, and LED lighting ensures energy efficiency.
- The design of light fixtures complements the architectural design of the building and highlight important architectural elements that enhance building relief and visual interest.
- Site lighting considers all users and needs, including vehicles, pedestrians, and cyclists.
- Site lighting locations place emphasis on pedestrian access and circulation areas, barrier free travel paths, transit connection points, and parking. Lighting is designed with visibility, safety, and convenience in mind.
- Feature lighting is included which highlights the building design, landscape features and entrances.
- Lighting is used to create welcoming and vibrant spaces. Lighting, plantings, and hard surfaces will highlight entrances through enhanced design.
- All lighting and signage will comply with the Ontario Building Code and the City of Barrie Sign By-law 2005-93.
- Any signage will be minimal to maintain visual appeal, be integrated and not detract from site design or the character of the neighbourhood.

6.7 TRANSIT

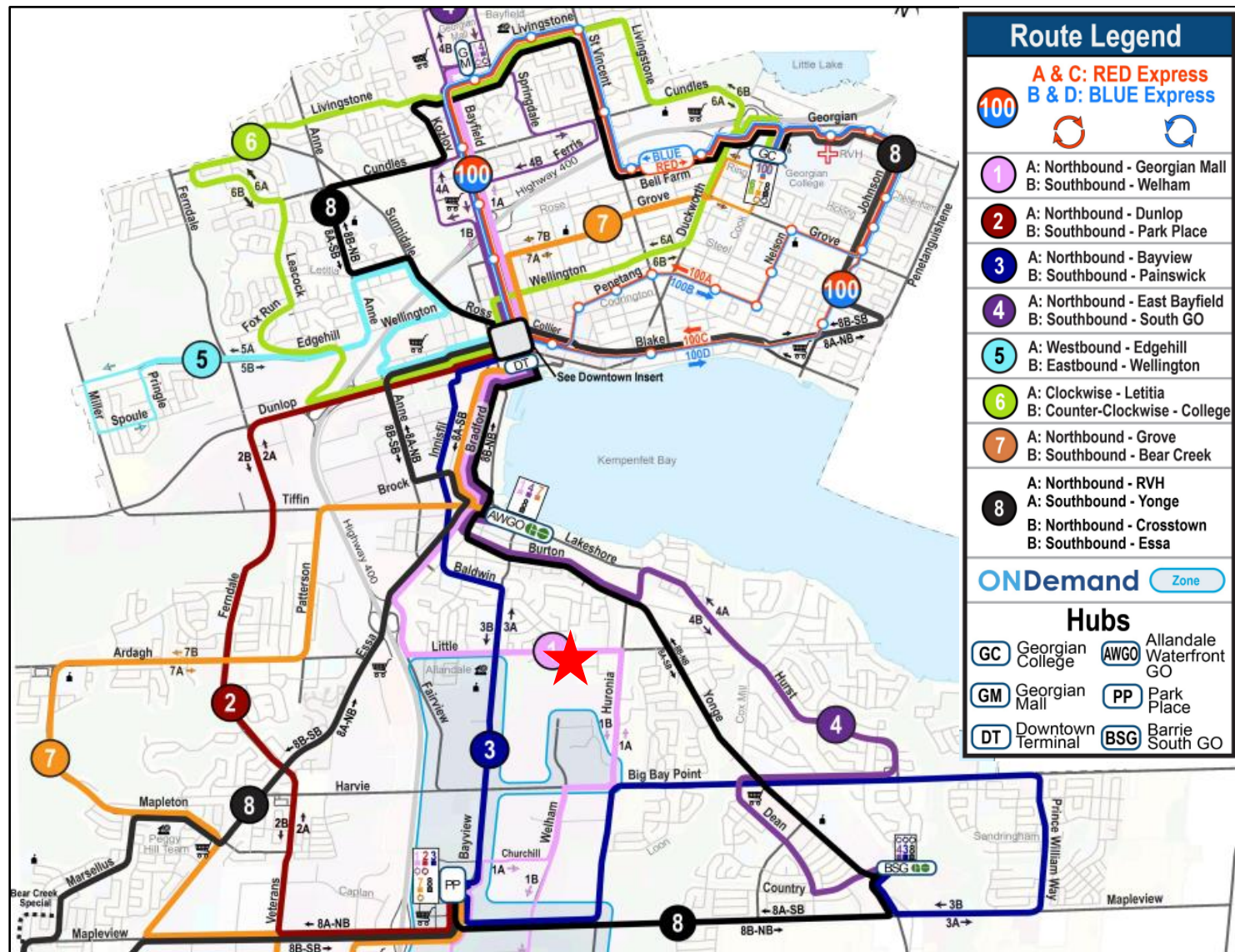
- The property is in an ideal location as it is provided direct access to City of Barrie transit services with bus stops providing connections to major employment and commercial destinations, the downtown area and the Allandale GO Station.
- Nearby bus routes include Route 8B(Crosstown-Essa) and 1B (Southbound-Welham).

- These transit options provide convenient modes of travel to destinations within Barrie, Simcoe County, the GTA and the Greater Golden Horseshoe.
- The site is linked to the municipal sidewalk network, with exposure on all sides, promoting active transportation.

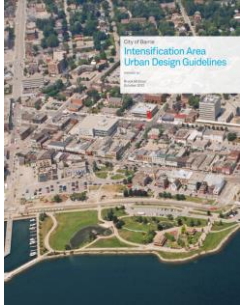
Access to transit has become a key consideration for many residents when looking to purchase housing. Considering rising real estate prices, the cost of gasoline, increasing commuting times, environmental factors, climate change, and transit options remain a major planning focus. Being able to directly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

Figure 8 shows the City of Barrie transit network, with the subject land's location identified with a red star. This map illustrates 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 2.5 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 8. Transit Network Map



7.0 CITY OF BARRIE INTENSIFICATION AREA URBAN DESIGN GUIDELINES



The City of Barrie's Intensification Area Urban Design Guidelines direct new development within the Intensification Nodes and Corridors, Urban Growth Centre, and Major Transit Station Areas identified in the City of Barrie Official Plan. The guidelines present a vision, and a set of priority directions, to ensure that new development is compatible with the existing built fabric, creates an attractive and safe pedestrian realm, supports alternative modes of transportation, and is environmentally sustainable.

The document is intended to assist City Planning Staff, landowners, developers, and the public with clear tools to guide intensification on private land. Figure 1 of the document identifies the subject property as being within a 'Primary Node' and a 'Mixed-Use & Residential Avenue'. Figure 8 of the document identifies it as being within a 'Major Transit Station Area'. Relevant sections of this document will be reviewed with respect to the development concept and discussed below.

7.1 MIXED-USE AND RESIDENTIAL AVENUES

As new development occurs within Yonge Street, as well as the Intensification Nodes located within it, it should evolve into a Mixed-Use and Residential Avenue. Opportunities for intensification within the Mixed-Use and Residential Avenue include subdivision of large blocks into smaller, walkable blocks; and redefining the existing boulevard within the right-of-way through building setbacks. In time, these areas urbanize and become more vital and pedestrian-supportive through greater amenity and residential/retail opportunities.

As the major transportation routes in the City of Barrie, the Mixed-Use and Residential Avenues will continue to accommodate high levels of vehicle traffic. It is essential that this be balanced with enhanced treatments within the boulevard, and that these streets be attractive and urbanized to support all types of active transportation and transit use.

Comment: In accordance with the above, residential intensification is proposed which features a mix of uses including residential units, live/work units along Yonge Street and a consolidated amenity area. The proposed development provides an internal street network, block configuration and several pedestrian connections to the municipal street network which ensures it is a walkable, integrated and connected community.

The proposed development provides a density and build form which is transit and active transportation supportive, while still providing adequate parking and safe, efficient vehicular connections to the municipal street network. Minimal setbacks are provided, and units will be designed to face to the municipal streets, framing them and achieving a more urban environment.

7.2 PRIVATE REALM – DEVELOPMENT OF LARGE PARCELS

New large developments in the Intensification Areas, particularly on the Intensification Corridors, should achieve a scale and allocation of land uses to ensure people can comfortably walk, bike or take transit to where they live, work and play.

The existing road network should be expanded to improve connectivity and allow traffic to dissipate to local destinations. A connected network of streets and blocks will reduce congestion, improve public transit and emergency vehicle access, and promote walking and cycling.

To maximize connections for vehicular, cyclist, and especially pedestrian traffic, new streets should be based on a modified grid pattern reflective of natural constraints. A variety of block sizes and shapes should be provided in the Intensification Areas to accommodate diversity in the built form. Block lengths should not exceed 250 metres.

Rear lanes should be considered to help reduce the need for street driveways off of high traffic roadways.

Lots adjacent to amenity areas such as community centres, transit facilities, parks or other natural or urban destinations should be designed to support higher density development.

A mix of land uses and higher densities should be promoted around key locations, including Major Transit Station Areas, Intensification Nodes, and the waterfront, in order to create the critical mass required to make transit a viable option.

Access to local transit routes should be located within a 10-minute (500 metre) walking distance of most residents, and secure bicycle parking and storage space is provided where appropriate.

Comment: The height and form of the townhouse blocks maintains a comfortable pedestrian scale while achieving the targeted density required and form encouraged for intensification areas. Incorporation of live/work units along Yonge Street and the consolidated amenity area provide opportunities for residents to live, work and play within the site.

The proposed development provides for a modified grid layout with safe and efficient vehicular access and safe, convenient pedestrian and cyclist access points on three sides. A variety of block and unit sizes and shapes are accommodated to achieve diversity in built form, and they do not exceed 250m in length.

Rear lane units are proposed along Yonge Street, Little Ave and Firman Drive, ensuring active, attractive street frontages and eliminating the need for direct private driveway access.

The density, form and mixed-use nature of the development is reflective of a landmark corner site within an intensification area, near community facilities, transit, parks, and other urban destinations which support such density. Residents would be placed steps away from bus stops along the Yonge Street frontage, and the incorporation of private garages provides opportunity for bicycle parking.

7.3 PRIVATE REALM – ACCESS AND PARKING

Large areas of uninterrupted parking should be avoided, and the overall number of parking spaces should be minimized. Surface parking should be located at the rear of buildings.

Planting strips, landscaped traffic islands and paving articulation should be used to define vehicle routes and smaller parking areas, improve edge conditions, and minimize the aesthetic impact of surface parking.

Distinctive pavement and/or markings may be used to indicate pedestrian crossings, and pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.

The paved area of laneways should provide adequate space for emergency vehicles, and areas at the end of laneways should be reserved for snow storage. Laneways should provide some variety in building form and setbacks.

Long stretches of blank facing or rear building façades should be discouraged, and rear façade of buildings should be similar in quality (i.e. materials, articulation) to the front façade.

Where laneways are required to provide access to residential parking facilities, the primary façade of the building should not face the laneway.

Comment: The site plan provides a total of 17 visitor parking spaces broken up in three separate areas conveniently located on site, thereby avoiding a large area of uninterrupted parking. These parking areas are screened from view of the main roads by the townhouse blocks. Areas of enhanced landscaping are provided throughout the site to define vehicular routes, parking areas and pedestrian walkways.

Textured pavement markers are provided at the termination of each sidewalk where it meets a street corner to indicate pedestrian crossings and assist those with impaired vision. Pedestrian scaled lighting is also provided.

The internal street network provides a high degree of mobility and connectivity for emergency vehicles, with both a primary entrance and emergency access. Where an internal street terminates, the length of the street segment is minimized. Areas where streets terminate are provided for snow storage.

All sides of the blocks/units will be finished similarly to the front with the use of high quality and attractive materials, colours, and architectural treatments. Stretches of blank walls are avoided with the provision of rear lane garages and windows both front and back. Primary facades of the rear lane units face opposite the laneway and towards the municipal streets.

7.4 PRIVATE REALM – GENERAL BUILDING GUIDELINES

Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas. On corner sites, buildings should be designed to frame both the primary and the secondary street.

The front of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.

Buildings within the Intensification Areas should generally be limited to a mid-rise scale, and new buildings must achieve a minimum height of 7.5 metres (2-storeys) to promote intensification and efficient land use.

New buildings must maintain a minimum 5.5 metre distance from existing adjacent buildings that have windows on their side-facing walls. Where Intensification Areas are adjacent to stable residential neighbourhoods, the application of an angular plane is recommended to provide a transition in height from mid-rise buildings to low-rise residential areas.

The design and material quality should be consistent and building materials and finishes should be complementary. Buildings should incorporate architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings to provide weather protection.

The portion of the building roof that is not used for a mechanical penthouse should be occupied by green roofs and/or useable outdoor amenity space.

All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency. All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.

Building materials should be used as they are intended (i.e. colour, texture, etc.), and should not be used to mimic other materials. Finished materials should extend to all sides of the building.

Comment: All townhouse blocks are sited to face either the municipal street network or the internal streets, creating continuous streetwalls. The minimum prescribed heights are achieved, with the provision of 3-storey townhouse units to make efficient use of land and services. All units maintain a separation distance in excess of the minimum 5.5m from existing adjacent residences to the south of the site, and angular plane is achieved with appropriate height transitions.

Each individual townhouse unit is clearly defined within its respective block with the application of facade step backs, entrances, and window placement. The design and material choice of high quality, durable brick, stone and siding is consistent throughout the development and complementary to the area. These materials will be used as they are intended and will extend to all sides of the buildings. Covered weather protection is provided at the entrance of each unit.

In line with the guidelines, mechanical equipment is screened from view, and each unit is provided rooftop amenity. The development is inherently more energy efficient in construction with the application of shared walls.

7.5 MIXED-USE AND RESIDENTIAL AVENUE GUIDELINES

The Mixed-Use and Residential Avenues are key entrances into the City of Barrie, and the Urban Growth Centre, from Highway 400. They will be responsible for forming the first impression of the City for most visitors and should be designed accordingly.

Prominent streets should create a sense of entrance and arrival, contributing to community image and identity. Elements contributing to prominent streets may include landmark buildings, street trees and other landscaping, feature lighting, special paving, and public art.

Taller buildings, typically at a 1:1 ratio with the width of the right-of-way, are permitted to concentrate density at key areas along prominent streets (i.e. Highway 400, and the Intensification Nodes) and indicate the prominence of these sites.

Development should meet a high standard of design and be appropriately oriented to the public realm.

The most prominent entrance features, including special landmark buildings, should be at the Intensification Nodes. Minor entrances on Yonge Street should signal the transition to the historic Allandale Neighbourhood. Appropriate entrance features include landscaping, special paving, unique light standards and public art.

Comment: The proposed development provides for landmark built form which is attractive and inviting by placing well-designed units to front the Yonge Street public realm. The continuous pedestrian scaled street wall and common amenity space at the intersection communicates a sense of arrival and placemaking. This amenity area creates a gateway for pedestrians into the site, and the units which frame it define the intensification node.

The use of brick, stone and siding along with building articulation and architectural details provide for an attractive and timeless design which does not conflict with historic Allandale. Areas of enhanced landscaping will be provided to complement the buildings and define the private and public realm.

7.6 INTENSIFICATION NODE GUIDELINES

The Intensification Corridors include a series of Primary and Secondary Intensification Nodes located at the intersection of major transportation corridors. Primary Nodes include Yonge Street at Little Avenue.

As new development occurs on the Intensification Corridors, the Intensification Nodes should evolve to reflect the characteristics of a Mixed-Use and Residential Avenue.

Where possible, the short-term redevelopment of the Intensification Corridors should be focused on the Intensification Nodes. As the most accessible areas within the Intensification Corridors, these areas are key to establishing the standard for design that will spur development on the remainder of the corridor.

Development in the Intensification Nodes should collectively, through built form and streetscape design, create attractive gateways, characterized by landmark buildings, and wide pedestrian-supportive boulevards, signifying arrival to the City of Barrie.

Intensification Nodes should function as neighbourhood focal points comprising higher density mixed-use buildings with uses that meet the convenience commercial needs of local residents.

Corner buildings at the Intensification Nodes should emphasize the focal nature and visibility of these buildings through elements such as bay windows, projections, recesses, special materials, and other architectural details.

Comment: The common amenity area provides a central meeting space for residents and, along with the adjacent townhouse blocks, activates the intersection of Yonge and Little, an identified intensification node. The intent of the mixed-use residential avenue is achieved with the provision of live/work townhouse units fronting Yonge Street. The development provides high quality, attractive built form and design which will help set a standard for future development along the Yonge Street corridor.

The proposed development reinforces Yonge Street in its revitalization as a wide but pedestrian-supportive boulevard. All end units, and particularly blocks near the Yonge and Little intersection (intensification node), will be designed to emphasize their presence through architectural details such as windows, projections, recesses, and high-quality materials.

The site will be highly connected to the surrounding municipal street network, with a primary and secondary emergency access for vehicles and three pedestrian sidewalk connections. Amenities for everyday living are located in proximity, and nearby bus stops provide connections throughout the City.

7.7 MAJOR TRANSIT STATION AREA GUIDELINES

Ensure a high concentration of density and people working and/or living within a 10-minute walk (500 metre) walking distance of the station. High densities may be achieved through a variety of building forms.

New local roads should be provided, where necessary, to ensure efficient pedestrian, cycling, transit and vehicle circulation through the Major Transit Station Area.

Plans should encourage a mix of uses near the station rather than dispersed, segregated uses. These uses should encourage activity in the area at all times of day, and should include convenience retail uses that support transit passengers, including cafés, dry cleaners, etc.

It is particularly important that buildings within the Major Transit Station Areas have a pedestrian scaled building base (up to 4-storeys), in order to ensure an environment where pedestrians can comfortably walk or cycle to and from the station area.

Comment: The intersection at Yonge and Little is identified as a major transit station area and the proposed development would accommodate a large number of new residents with direct access to transit at a density which exceeds the requirements of the Zoning By-law. The proposed internal street network provides for safe and efficient movements of both vehicles and pedestrians, with direct sidewalk connections to roads served by transit. A mix of uses is achieved with the provision of a consolidated amenity area, standard townhomes, back-to-back townhomes, and rear lane townhomes including live/work units fronting Yonge St. This enables activation of the public realm throughout the day. Pedestrian scale is maintained as the units will remain under four storeys.

8.0 SUMMARY AND CONCLUSIONS

The Site Plan Application aims to facilitate a residential freehold condominium development featuring 117-unit townhouse units at 410 Yonge Street and 343 Little Avenue. A range of unit types are provided, including standard townhomes, rear lane townhomes, and back-to-back townhomes. Additionally, the units along Yonge Street are proposed to feature live/work configurations to further active the streetscape and diversify uses on the site. The proposal includes guest parking areas, a common amenity area at the focal point of the Yonge and Little intersection, and various areas for enhanced landscaping.

The location of this vacant, underutilized site within the City's built-up area makes it an ideal candidate for such compact and efficient intensification in accordance with established locational criteria. The elevations provided by ICR Associates Inc. demonstrate the applicant's vision for the lands and how the site will be developed. 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 and urban design criteria, providing a substantial supply of innovative, high-quality housing which offers a sustainable approach to managing growth and housing need while remaining compatible with the surrounding area.

The relevant urban design criteria as outlined in the City of Barrie's Official Plan, Urban Design Manual, and Intensification Area Urban Design Guidelines have been reviewed alongside the development concept. This report demonstrates 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



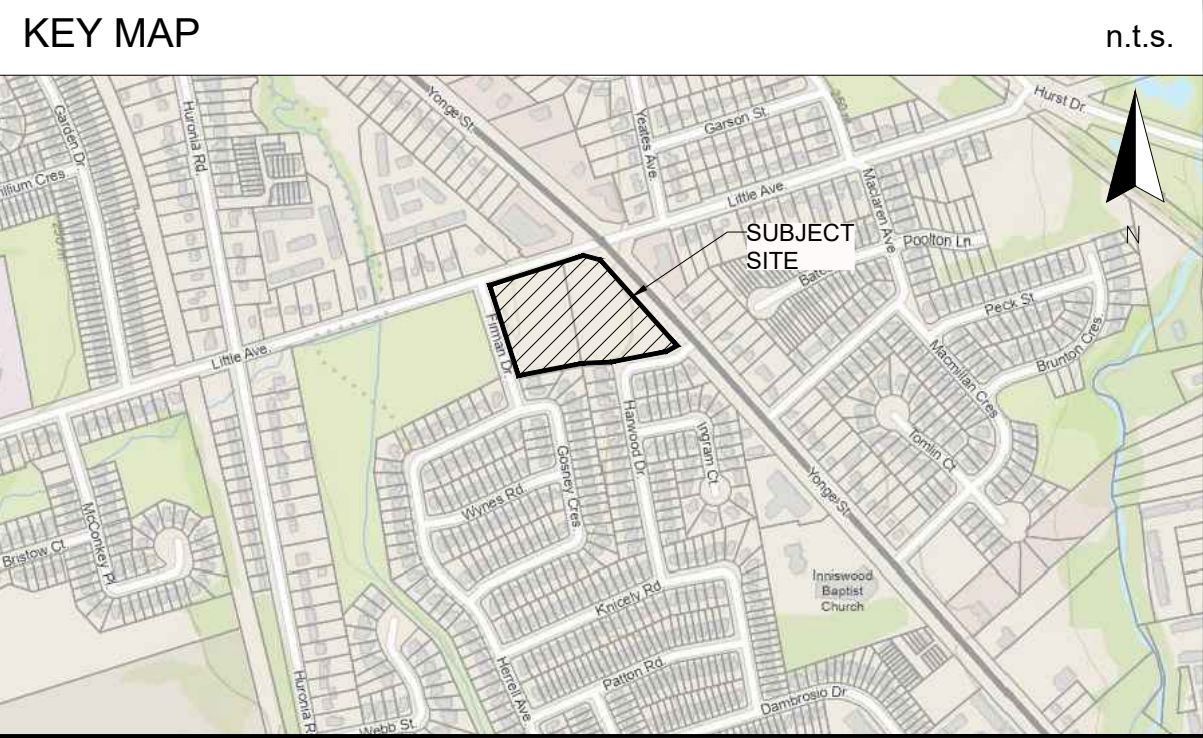
Darren Vella, MCIP, RPP
President & Director of Planning



Tyler Kawall, BES.
Intermediate Planner

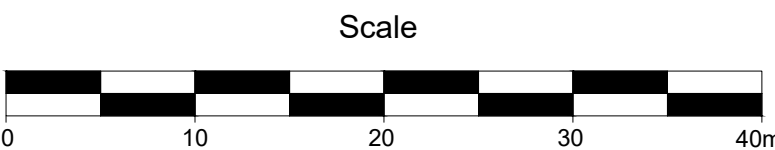
APPENDIX 1

Conceptual Site Plan



CONCEPTUAL SITE PLAN

Yonge St. and Little Ave., Barrie



- LEGEND**
- Subject Site (22,759.1m² / 2.2ha)
 - Developable Area (21,750.1m² / 2.1ha)
 - Road Widening + Daylight Triangle (1,009.0m² / 0.1ha)
 - Rear Lane Towns (25 units)
 - Roof-top Terrace: 1,280.8m²
 - Back-To-Back Towns (54 units)
 - Roof-top Terrace: 2,091.6m²
 - Standard Towns (18 units)
 - Roof-top Terrace: 910.8m²
 - Live-Work Rear Lane Towns (20 units)
 - Roof-top Terrace: 1,022.0m²
 - Second Storey Deck / Balconies: 894.8m²
 - Consolidated Amenity Area: 260.3m²

Residential Multiple Dwelling Second Density (RM2) Zone		
Provisions	Required	Provided
Back - to - Back Townhomes (SP-565)	Permitted	Permitted
Lot Area (min.)	720.0m ²	21,750.1m ²
Lot Frontage (min.)	21.0m	151.0m (Yonge St.)
Front Yard to Dwelling Unit (min.) (SP-565)	4.0m	4.8m (Yonge St.)
Interior Side Yard (min.)	1.8m	9.0m
Exterior Side Yard (min.) (SP-565)	1.5m	2.0m (Little Ave.)
Rear Yard (min.) (SP-565)	1.5m	3.6m (Firman Dr.)
Landscaped Open Space (min.) (SP-565)	25%	29%
Dwelling Unit Floor Area (min.)	35.0m ² / dwelling unit + 10.0m ² / bedroom	> 35.0m ² / dwelling unit + 10.0m ² / bedroom
Lot Coverage (max.) (SP-565)	N.A.	N.A.
Gross Floor Area (max.) (SP-565)	N.A.	N.A.
Height of Main. Bldg. (max.) (SP-565)	17.0m	<17.0m 3.0 storeys
Secondary Means of Access (SP-565)	5.0m	> 5.0m
Density (SP-565)	50 - 120 units / ha	53.8 units / ha
Outdoor Amenity Area (min.) (5.2.5.2 b)	1,404.0m ² (12.0m ² / unit in an unconsolidated form)	6,460.3m ² (deck / balconies + amenity area + roof-top terraces)
Driveway Length (min.) (5.2.5.2 d)	6.0m	6.0m
Internal Private Roadway (min.) (5.2.5.2 e)	6.4m	6.00 - inner curb 6.9m - outer curb
Front Yard Parking Coverage (max.) (5.3.6.1a)	50%	N.A.
Required Parking (SP-565)	117 spaces (1.0 space / unit)	341 spaces (324 residential / 17 visitor)
Barrier Free Spaces (over 100 spaces)	5 B.F. (2 type 'A' & 3 type 'B')	5 B.F. (2 type 'A' & 3 type 'B')
Landscaped Buffer Areas - Parking (5.3.7.1)	3.0m	5.2m

Source: City of Barrie Comprehensive Zoning By-Law 2009-141, August 2009
Note: Information shown is approximate and subject to change.

CONCEPTUAL SITE PLAN - 117 UNITS

YONGE ST. AND LITTLE AVE., BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By

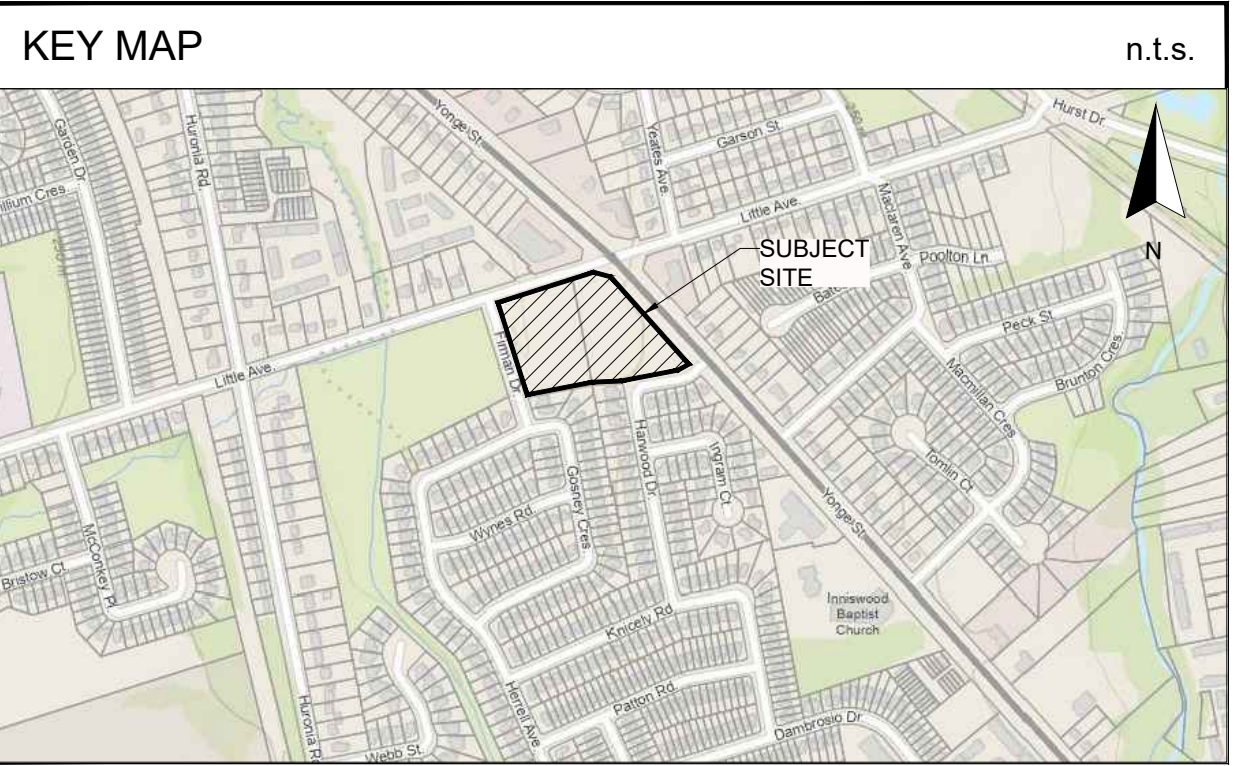
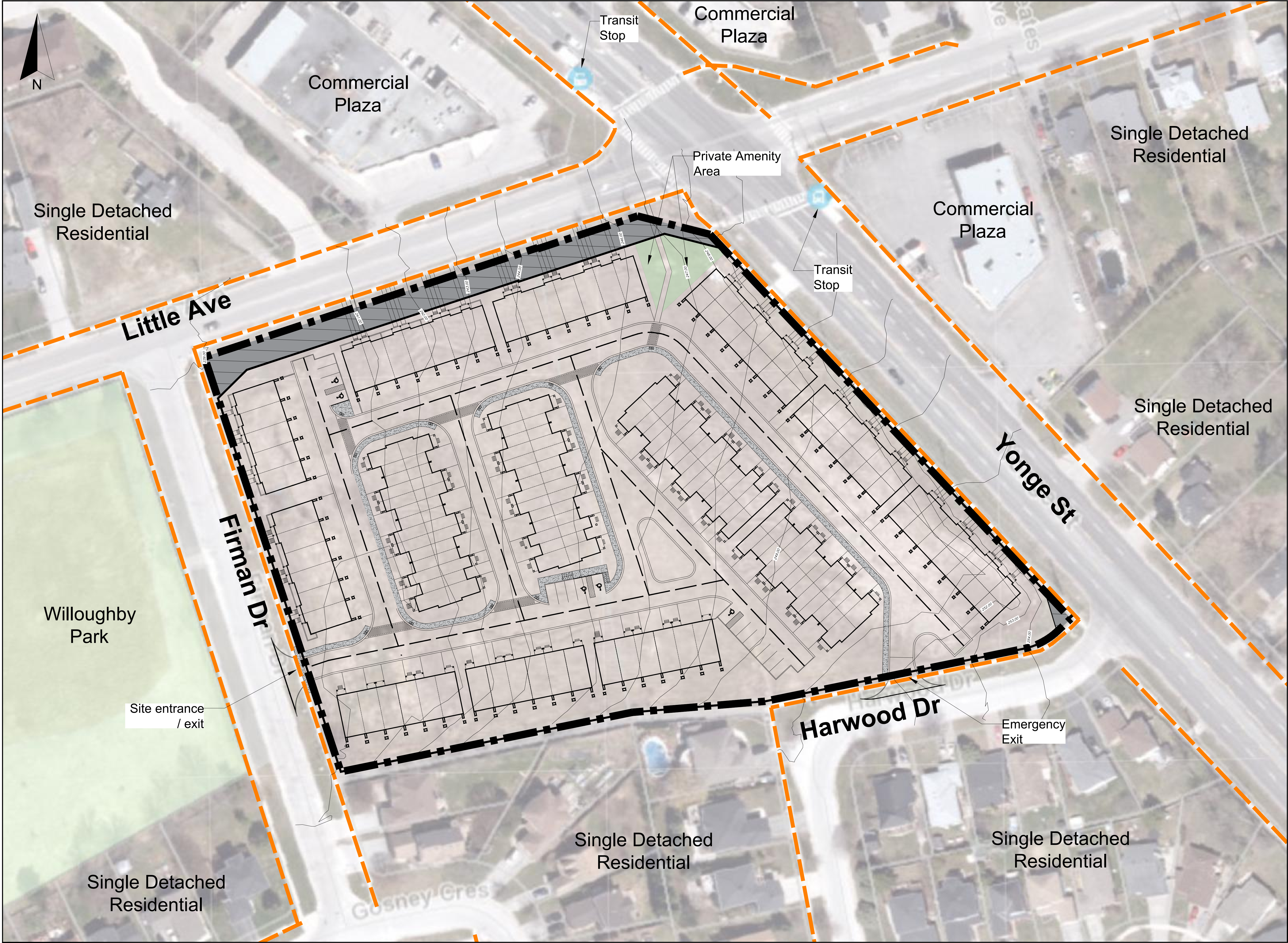


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PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM ROAD, UNIT 9, BARRIE, ON L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

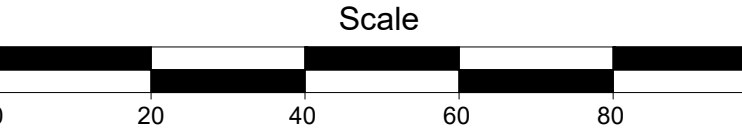
Date:	June 24, 2022	Drawn By:	G. Musovitch
File:	18-759	Checked:	T.K / D.V.

APPENDIX 2

Block/Context Plan



CONCEPTUAL BLOCK PLAN



- LEGEND**
- Subject Site
 - Private Sidewalks
 - Proposed Road Widening & Daylight Triangle
 - Private Cycling Routes
 - Public Sidewalks

Source: Discover Barrie, Discover More 2020 Air Photo
Note: Information shown is approximate and subject to change.

CONCEPTUAL BLOCK PLAN YONGE ST. AND LITTLE AVE., BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By



INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WELHAM ROAD, UNIT 9, BARRIE, ON, L4N 0B7
tel: 705 • 812 • 3281 fax: 705 • 812 • 3438 e: info@ipsconsultinginc.com www.ipsconsultinginc.com

Date:	June 24, 2022	Drawn By:	A.S.
File:	18-759	Checked:	T.K.

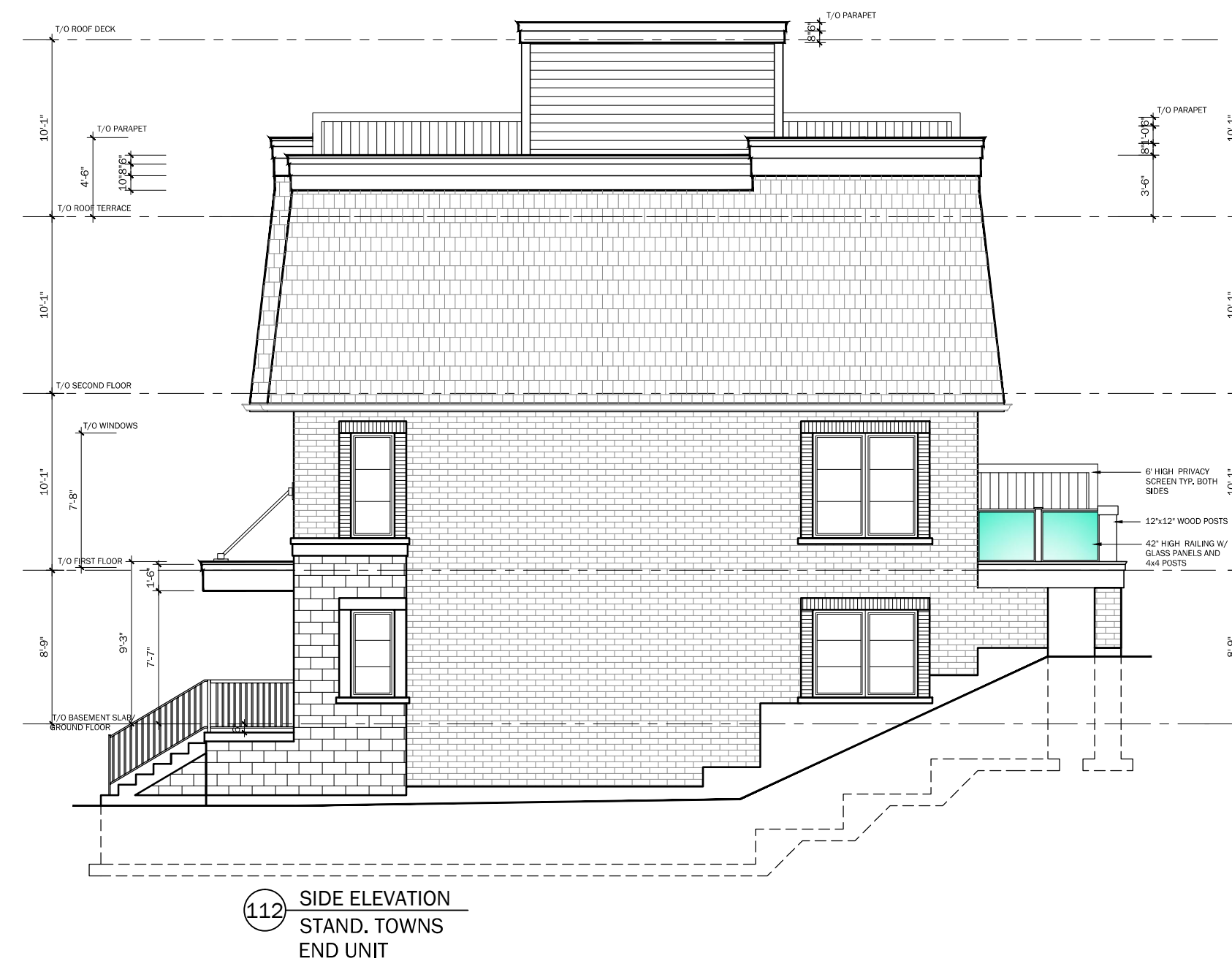
APPENDIX 3

Elevation Drawings and Floor Plans

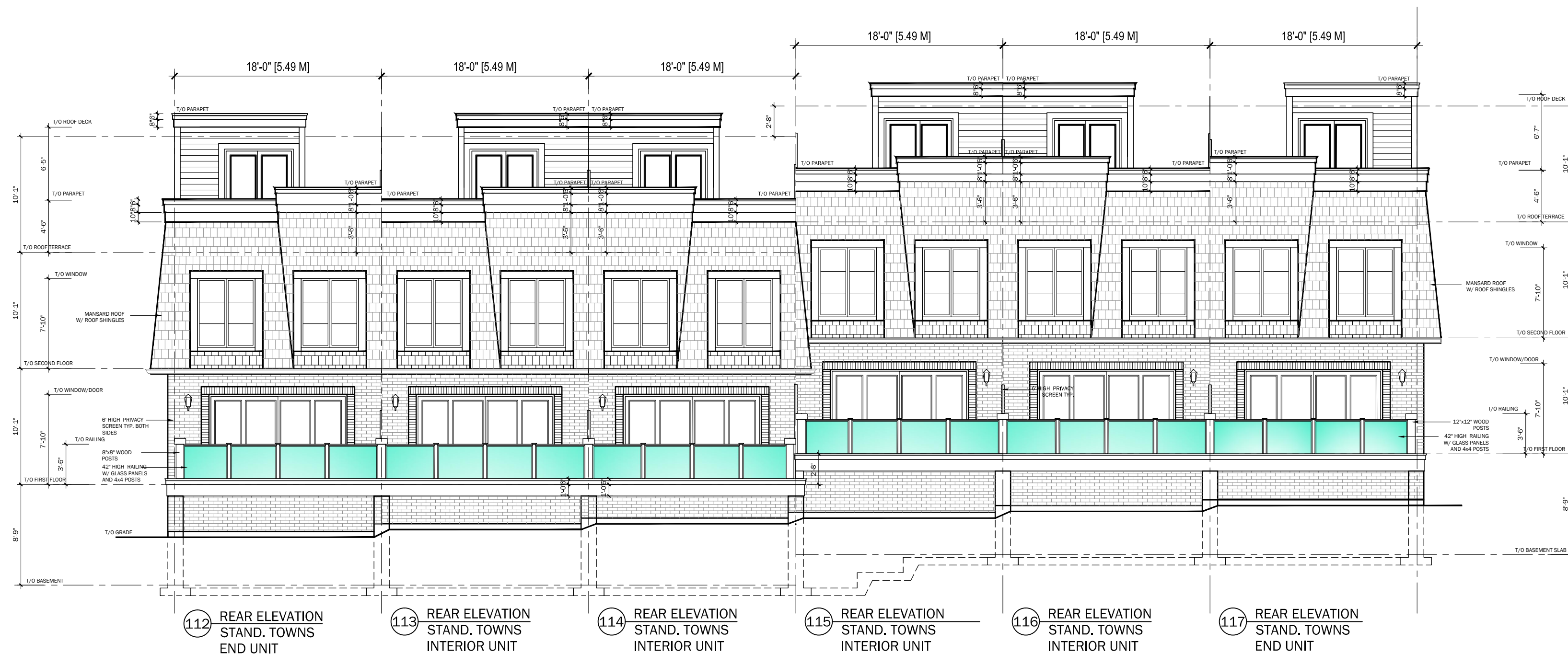




1 FRONT ELEVATION
A.1 SCALE: 3/16" = 1'-0"



2 SIDE ELEVATION
A.1 SCALE: 3/16" = 1'-0"



3 REAR ELEVATION
A.1 SCALE: 3/16" = 1'-0"



4 SIDE ELEVATION
A.1 SCALE: 3/16" = 1'-0"

NOTE:
FAILURE TO REPORT ANY CHANGES AND OR DISCREPANCIES TO THE DESIGNER WILL RELIEVE THE DESIGNER/ENGINEER OF ANY LIABILITY AND RESPONSIBILITY ARISING FROM NOT REPORTING THE CHANGES AND OR DISCREPANCIES. UNLESS SPECIFICALLY REQUESTED IN WRITING, ICR ASSOCIATES INCORPORATED WILL NOT BE REVIEWING CONSTRUCTION IN THE FIELD. BUILDER TO ARRANGE FOR INSPECTIONS WITH MUNICIPALITY.

INDICATES FIRE RATED WALL ASSEMBLY

NOTE:
THESE BLOCK PLANS MUST BE COORDINATED WITH THE WORKING DRAWINGS FOR EACH UNIT FOR ALL CONSTRUCTION DETAILS.

BLOCK 14

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

JULY 15/2022	ISSUED FOR RENDERING PURPOSES ONLY
JULY 15/2022	REVISED PRIMARY BEDROOM ENTRANCE
JUNE 09/2022	ISSUED FOR CLIENTS REVIEW AND COMMENTS
DATE	REVISIONS

The Undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in Ontario Building Code to design the work shown on the attached documents.

Qualification Information	
Required unless design is exempt under Div. C Part 3.2.4.1. of the building code	
Date:	JANUARY 07, 2022
Elio Vlahakis	30449
Name	BCIN
Registration Information	
Required unless design is exempt under Div. C Part 3.2.4.1. of the building code	
ICR Associates Incorporated	44960
Firm Name	BCIN



PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: Proposed Mansard Roof
Front Elevation

DATE & TIME PLOTTED:	Jul. 15, 2022 4:55 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	

NOTE:
FAILURE TO REPORT ANY CHANGES AND OR DISCREPANCIES TO THE DESIGNER WILL
RELIEVE THE DESIGNER/ENGINEER OF ANY
LIABILITY AND RESPONSIBILITY ARISING FROM NOT REPORTING THE CHANGES AND
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Qualification Information Required unless design is exempt under Div. C Part 3.2.5.1. of the building code	
Date:	JANUARY 07, 2022
Ella Vlahakis Name	30449 Signature: BCIN
ICR Associates Incorporated Firm Name	44960 Firm Name: BCIN

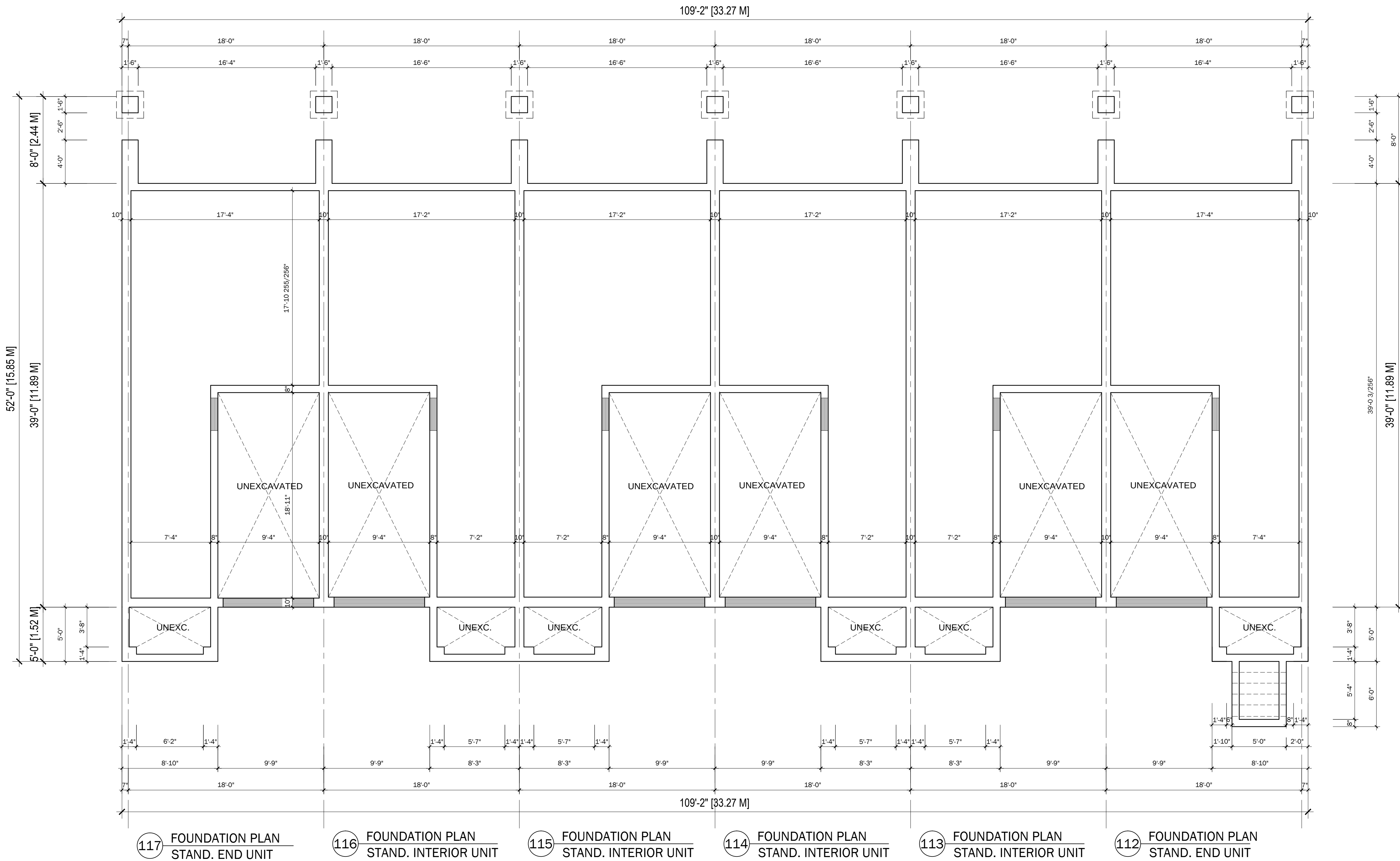


PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

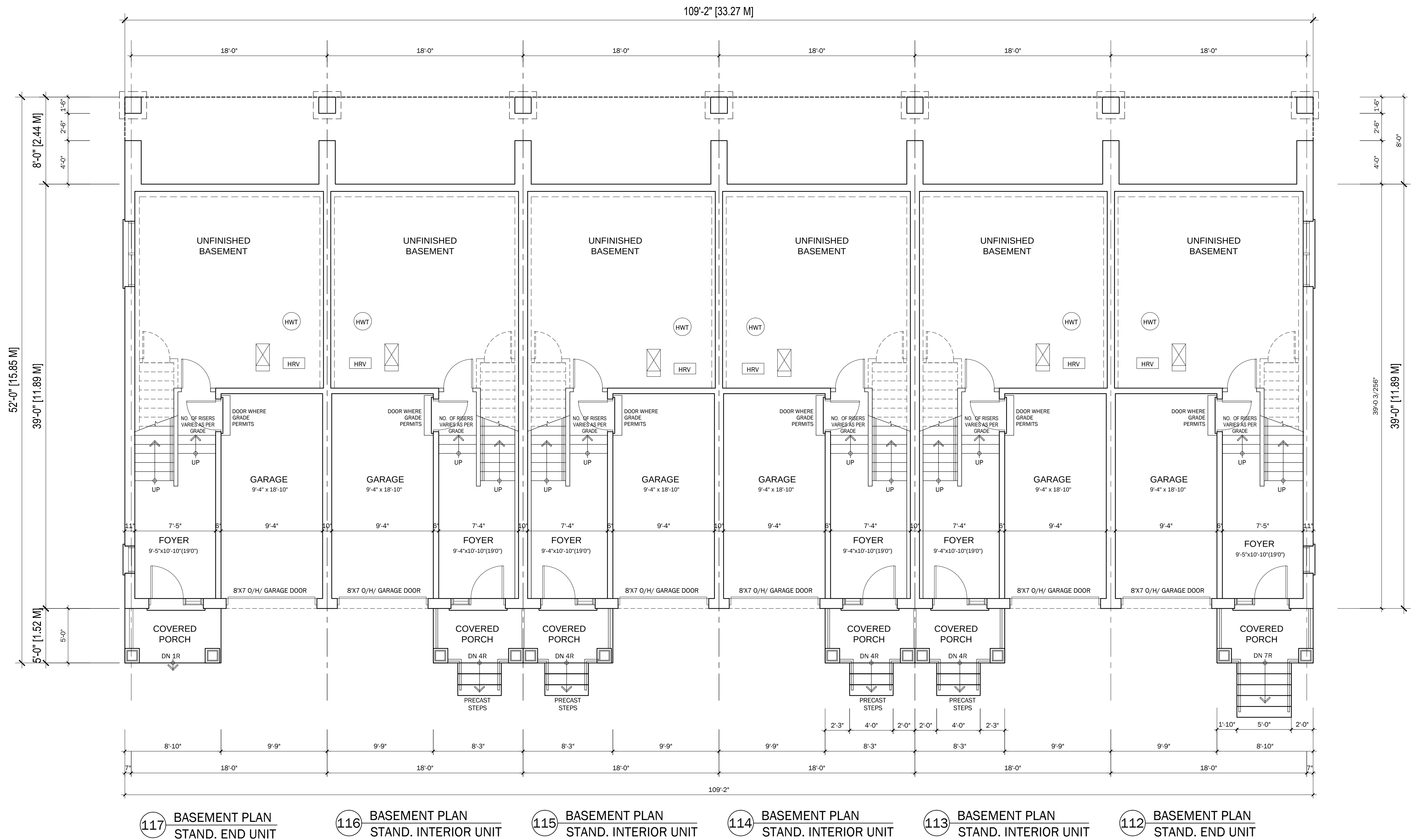
TITLE: FOUNDATION PLAN

DATE & TIME PLOTTED:	Jul. 15, 2022 4:55 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	

A.2



1 FOUNDATION PLAN
A.2 SCALE: 3/16" = 1'-0"



1 BASEMENT FLOOR PLAN
A.3 SCALE: 3/16" = 1'-0"

NOTE:
FAILURE TO REPORT ANY CHANGES AND OR DISCREPANCIES TO THE DESIGNER WILL
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INCORPORATED WILL NOT
BE REVIEWING CONSTRUCTION IN THE FIELD. BUILDER
TO ARRANGE FOR INSPECTIONS WITH MUNICIPALITY.

INDICATES FIRE RATED WALL ASSEMBLY

NOTE:
THESE BLOCK PLANS MUST BE
COORDINATED WITH THE WORKING
DRAWINGS FOR EACH UNIT
FOR ALL CONSTRUCTION DETAILS.

BLOCK 14
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

JULY 15/2022	ISSUED FOR RENDERING PURPOSES ONLY
JULY 15/2022	REVISED PRIMARY BEDROOM ENTRANCE
JUNE 09/2022	ISSUED FOR CLIENTS REVIEW AND COMMENTS
DATE	REVISIONS

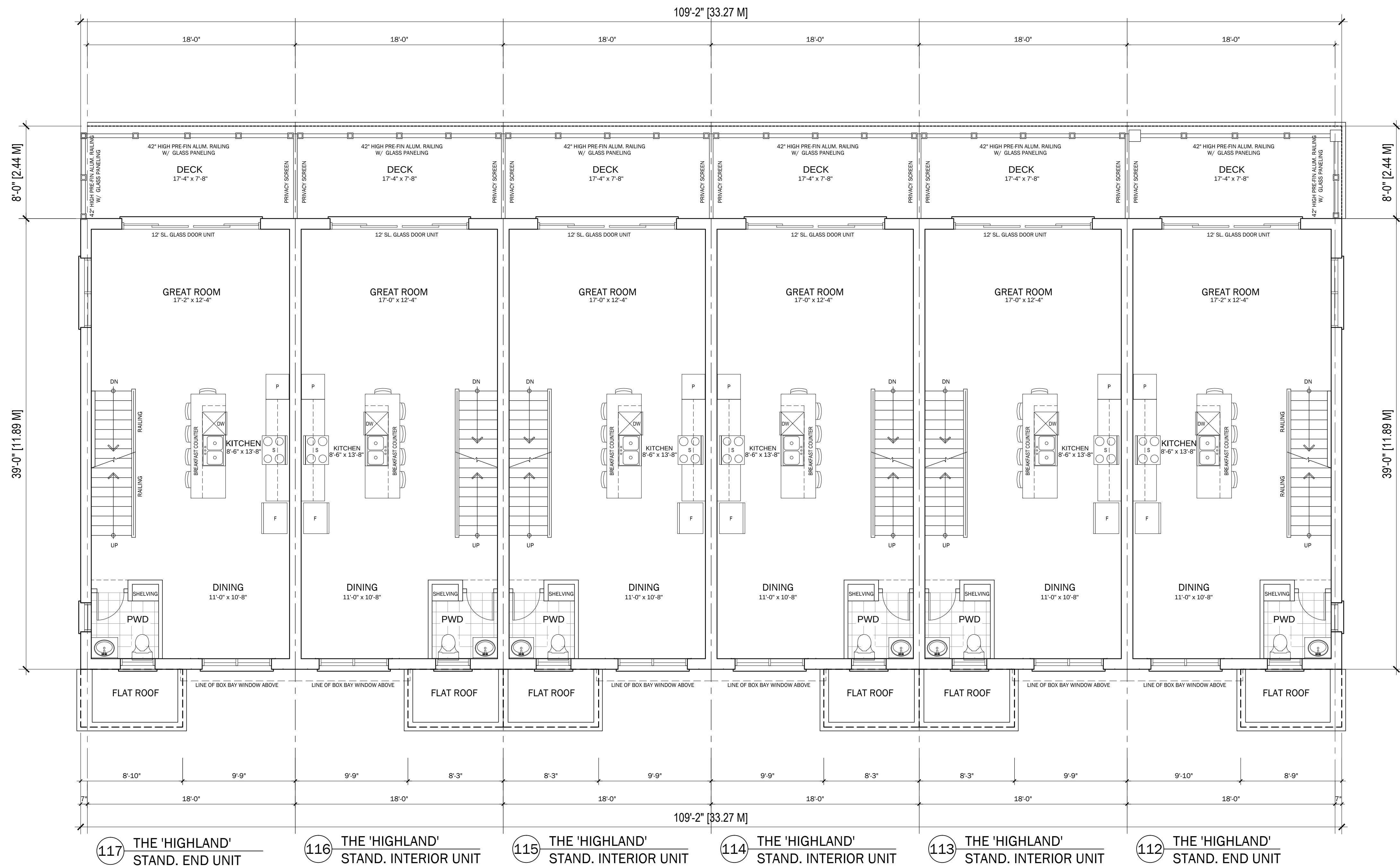
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Ella Vlahakis Name	30449 Signature: BCIN
Registration Information Required unless design is exempt under Div. C Part 3.2.4.1. of the building code	
ICR Associates Incorporated Firm Name	44960 BCIN



PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: BASEMENT PLAN

DATE & TIME PLOTTED:	Jul. 15, 2022 4:55 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	A.3



1 FIRST FLOOR PLAN
A.4 SCALE: 3/16" = 1'-0"

NOTE:
FAILURE TO REPORT ANY CHANGES AND OR DISCREPANCIES TO THE DESIGNER WILL
RELIEVE THE DESIGNER/ENGINEER OF ANY
LIABILITY AND RESPONSIBILITY ARISING FROM NOT REPORTING THE CHANGES AND
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INCORPORATED WILL NOT
BE REVIEWING CONSTRUCTION IN THE FIELD. BUILDER
TO ARRANGE FOR INSPECTIONS WITH MUNICIPALITY.

INDICATES FIRE RATED WALL ASSEMBLY

NOTE:
THESE BLOCK PLANS MUST BE
COORDINATED WITH THE WORKING
DRAWINGS FOR EACH UNIT
FOR ALL CONSTRUCTION DETAILS.

BLOCK 14
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

JULY 15/2022	ISSUED FOR RENDERING PURPOSES ONLY
JULY 15/2022	REVISED PRIMARY BEDROOM ENTRANCE
JUNE 09/2022	ISSUED FOR CLIENTS REVIEW AND COMMENTS
DATE	REVISIONS

The Undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in Ontario Building Code to design the work shown on the attached documents.	
Qualification Information Required unless design is exempt under Div. C Part 3.2.5.1. of the building code	
Date:	JANUARY 07, 2022
Ella Vlahakis Name	30449 Signature BCIN
Required unless design is exempt under Div. C Part 3.2.4.1. of the building code	
ICR Associates Incorporated Firm Name	44960 BCIN



PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: FIRST FLOOR PLAN

DATE & TIME PLOTTED:	Jul. 15, 2022 4:55 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	A.4

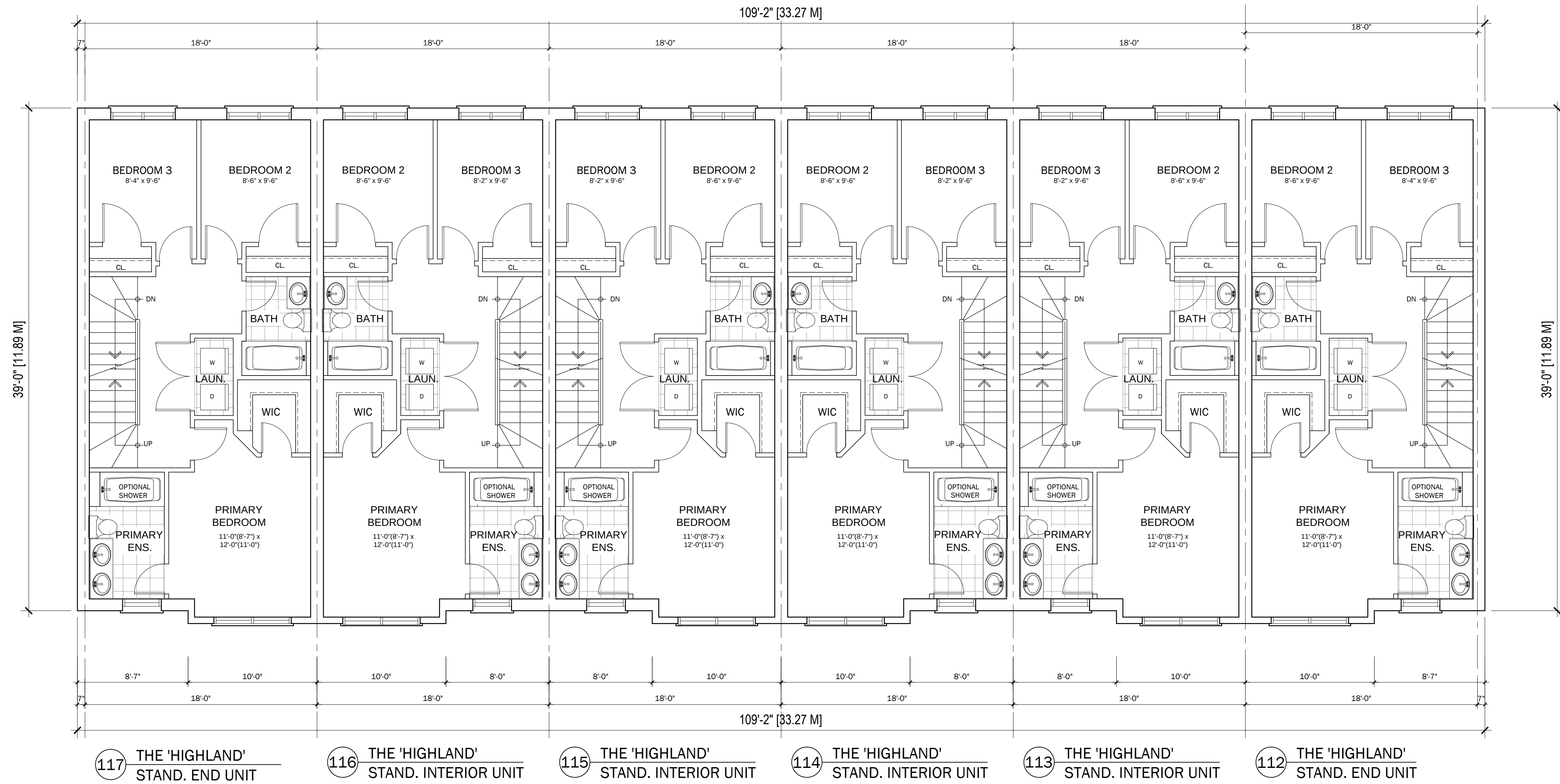
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INDICATES FIRE RATED WALL ASSEMBLY

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BLOCK 14

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO



1 SECOND FLOOR PLAN
A.5 SCALE: 3/16" = 1'-0"

JULY 15/2022	ISSUED FOR RENDERING PURPOSES ONLY
JULY 15/2022	REVISED PRIMARY BEDROOM ENTRANCE
JUNE 09/2022	ISSUED FOR CLIENTS REVIEW AND COMMENTS
DATE	REVISIONS

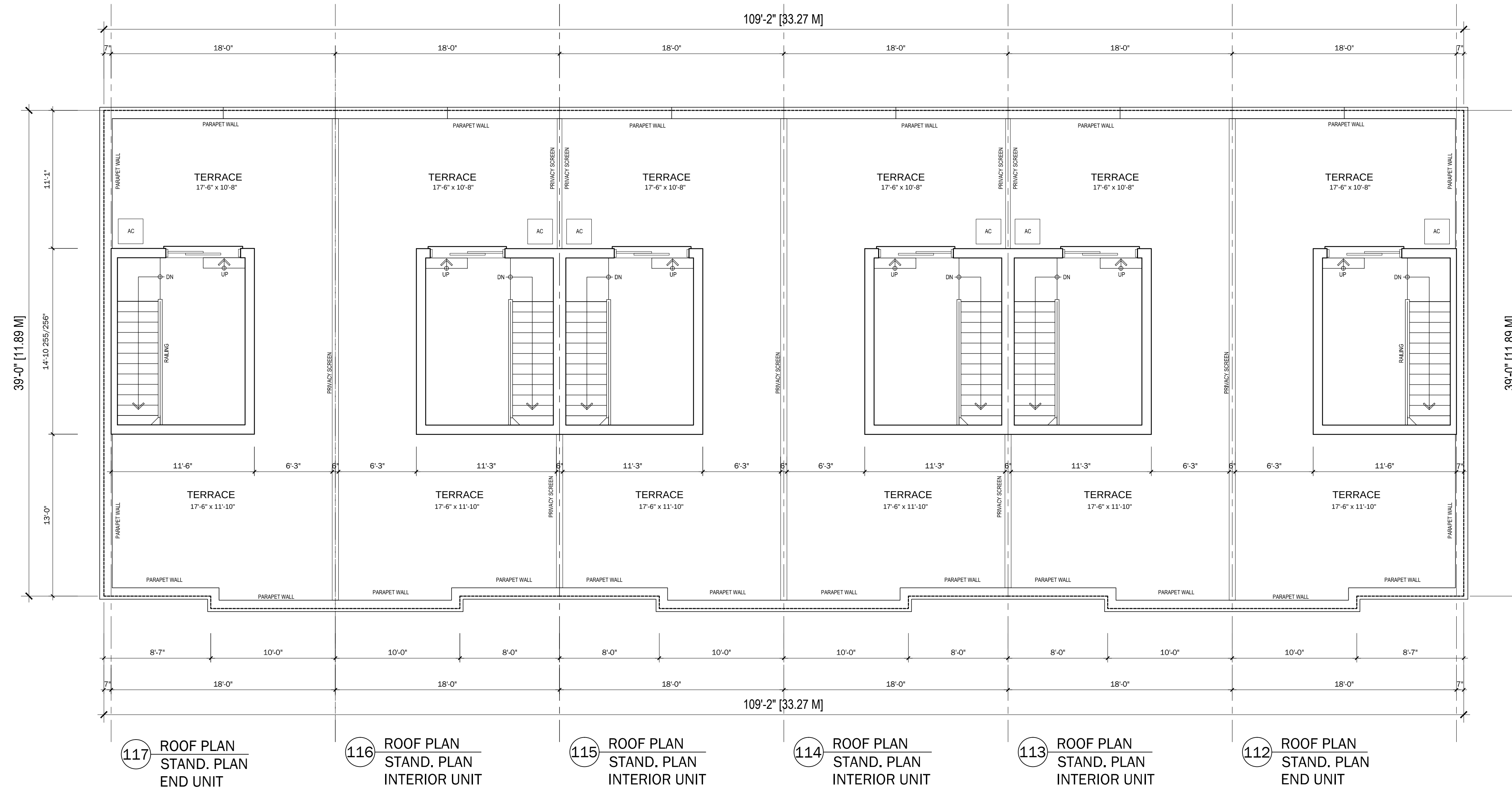
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Elias Vlahakis Name	30449 Signature BCIN
Required unless design is exempt under Div. C Part 3.2.4.1. of the building code	
ICR Associates Incorporated Firm Name	44960 BCIN



PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: SECOND FLOOR PLAN

DATE & TIME PLOTTED:	Jul. 15, 2022 4:55 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	A.5



1 ROOF/TERRACE PLAN
A.6 SCALE: 3/16" = 1'-0"

NOTE:
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INDICATES FIRE RATED WALL ASSEMBLY

NOTE:
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BLOCK 14
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

JULY 15/2022	ISSUED FOR RENDERING PURPOSES ONLY
JULY 15/2022	REVISED PRIMARY BEDROOM ENTRANCE
JUNE 09/2022	ISSUED FOR CLIENTS REVIEW AND COMMENTS
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Registration Information Required unless design is exempt under Div. C Part 3.2.4.1. of the building code	
ICR Associates Incorporated Firm Name	44960 BCIN



PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE:
ROOF/TERRACE PLAN

DATE & TIME PLOTTED:	Jul. 15, 2022 4:55 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	

A.6

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INDICATES FIRE RATED WALL ASSEMBLY

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1 FRONT ELEVATION - UNITS 86 TO 92 -
A.1 SCALE: 3/16" = 1'-0"

BLOCK 11
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

REVISIONS	DATE	REVISIONS

Qualification Information	Signature	30449
Date	NOV. 08, 2021	ICR/IN
Registration Information	Signature	44960
ICR Associates Incorporated	ICR Associates Incorporated	ICR/IN
Firm Name	ICR Associates Incorporated	ICR/IN

ICR ASSOCIATES INCORPORATED
12 SANDHURST DRIVE, PRESIDENTIAL TOWNSHIP, ONTARIO, CANADA
TEL: (416) 499-9427, E-MAIL: ICR-DES@GMAIL.COM

PROJECT:
MASON HOMES
BARRIE TOWNSHOMES
YONGE ST. AND LITTLE AVE BARRIE

TITLE:
FRONT ELEVATION

DATE & TIME PLOTTED: JUL 15, 2022 3:49 PM	LV
DRAWN BY: SCALE:	AS SHOWN
PROJECT NO: DRAWING NO:	220-001

A.1

NOTE:
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INDICATES FIRE RATED WALL ASSEMBLY

NOTE:
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93 FRONT ELEVATION
BACK TO BACK TOWNS
CORNER UNIT

94 FRONT ELEVATION
BACK TO BACK TOWNS
INTERIOR UNIT

95 FRONT ELEVATION
BACK TO BACK TOWNS
INTERIOR UNIT

96 FRONT ELEVATION
BACK TO BACK TOWNS
INTERIOR UNIT

97 FRONT ELEVATION
BACK TO BACK TOWNS
INTERIOR UNIT

98 FRONT ELEVATION
BACK TO BACK TOWNS
INTERIOR UNIT

99 FRONT ELEVATION
BACK TO BACK TOWNS
CORNER UNIT

1
A.2 FRONT ELEVATION - UNITS 93 TO 99 -
SCALE: 3/16" = 1'-0"

BLOCK 11
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

REVISIONS	DATE	

Qualification Information	Signature	30449
Date	NOV. 08, 2021	
Registration Information		
ICR Associates Incorporated		44960
Firm Name		

icr
ICR ASSOCIATES INCORPORATED
12 SANDHURST DRIVE, PRESCOTT, ONTARIO, M0A 1J0
TEL: (416) 499-9427, E MAIL: ICR-DES@GMAIL.COM

MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE BARRIE
PROJECT:
TITLE:
FRONT ELEVATION

DATE & TIME PLOTTER:	PROJECT:
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	A.2

NOTE:
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INDICATES FIRE RATED WALL ASSEMBLY

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1
A.3 SIDE ELEVATIONS
SCALE: 3/16" = 1'-0"

BLOCK 11
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

REVISIONS	DATE	

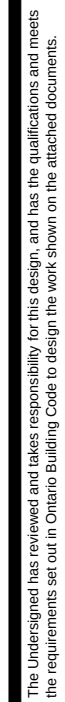
Qualification Information	Signature	30449
Date	NOV. 08, 2021	ICR/IN
Registration Information	Registration Information	44960
ICR Associates Incorporated	ICR Associates Incorporated	ICR/IN
Firm Name	Firm Name	ICR/IN

ICR ASSOCIATES INCORPORATED
12 SANDRAVE PRESIDENTIAL TORONTO, ON M2J 3A8
TEL: (416) 499-9427 E MAIL: ICR-DES@GMAIL.COM

MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE BARRIE
FRONT ELEVATION

DATE & TIME PLOTTER:	PROJECT:	TITLE:
Jul. 15, 2022 3:49 PM	PROJECT:	FRONT ELEVATION
DRAWN BY:	LV	
SCALE:	AS SHOWN	
PROJECT NO:	220-001	
DRAWING NO:	A.3	

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TO ARRANGE FOR INSPECTIONS WITH MUNICIPALITY.



Date: NOV. 08, 2021

Ela Vlahakis	30449
Name	Signature
Registration Information	
	BCIN

ICR Associates Incorporated
44960

Firm Name	BCIN

4

ICR ASSOCIATES INCORPORATED

12 SANDBOURNE CRESCENT, TORONTO, ON. M2J 3A6
TEL.(416) 499-9427, E MAIL, ICR.DES@GMAIL.COM

1000

BARRIE TOWNHOMES

YONGE ST. AND LITTLE AVE. BARRIE

FOUNDATION PLAN

--	--

SCALE:	AS SHOWN
EA	

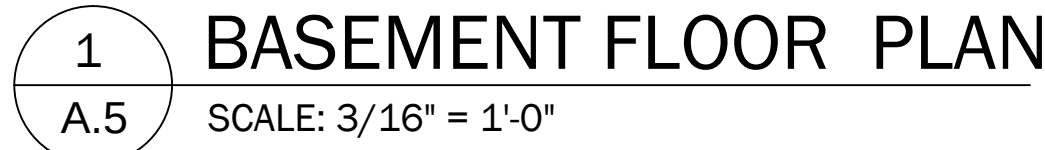
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AS SHOWN	

DRAWING NO.	220-001	TITLE:
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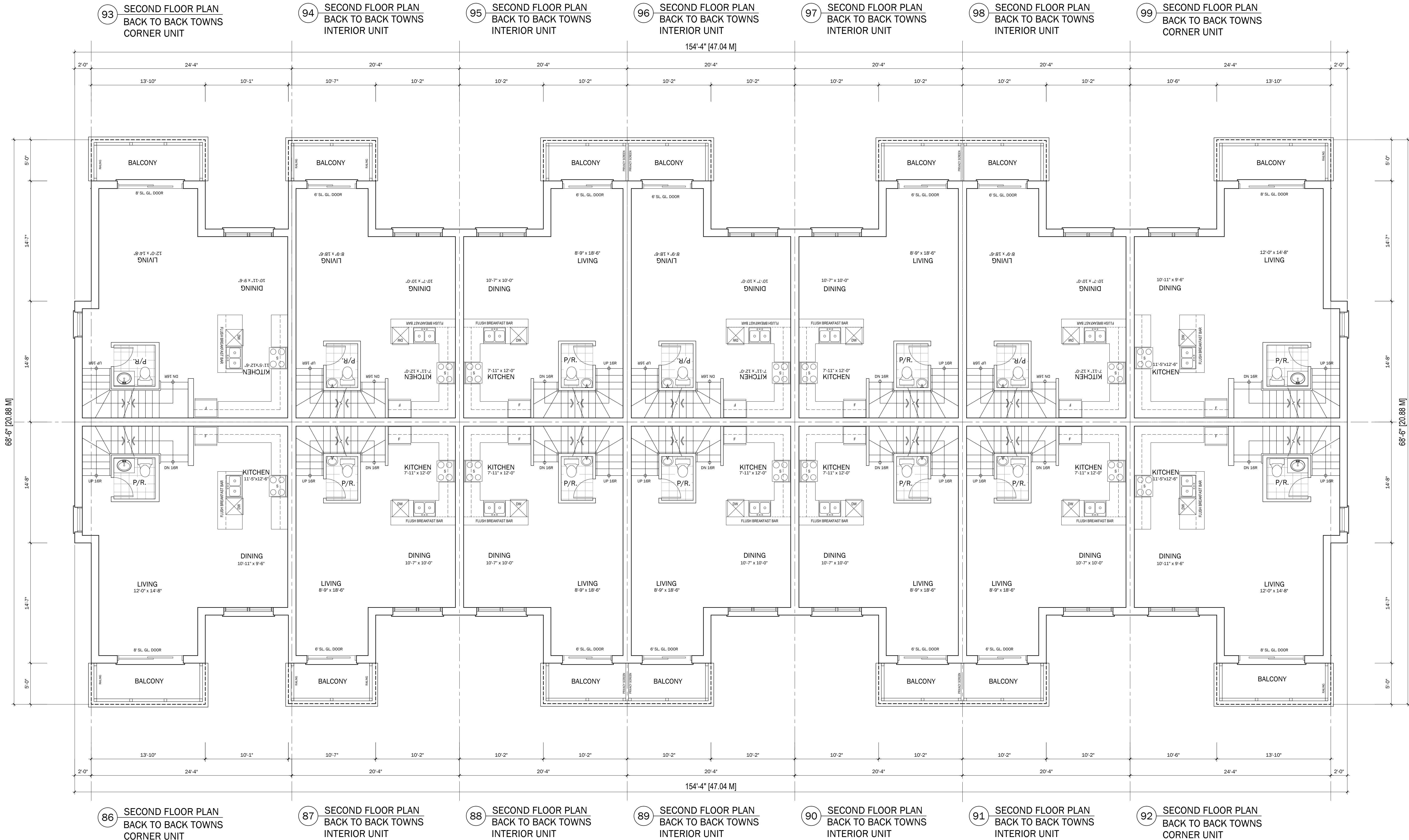
A.4 FC

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	2	20
	3	30
	4	40
B	1	10
	2	20
	3	30
	4	40
C	1	10
	2	20
	3	30
	4	40
D	1	10
	2	20
	3	30
	4	40

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1 SECOND FLOOR PLAN
A.7 SCALE: 3/16" = 1'-0"



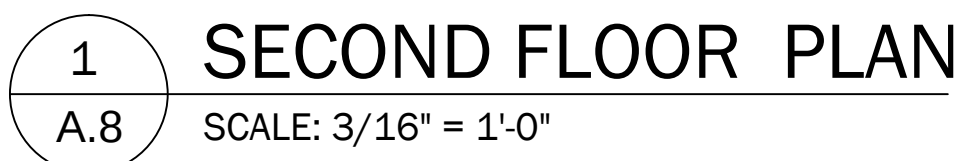
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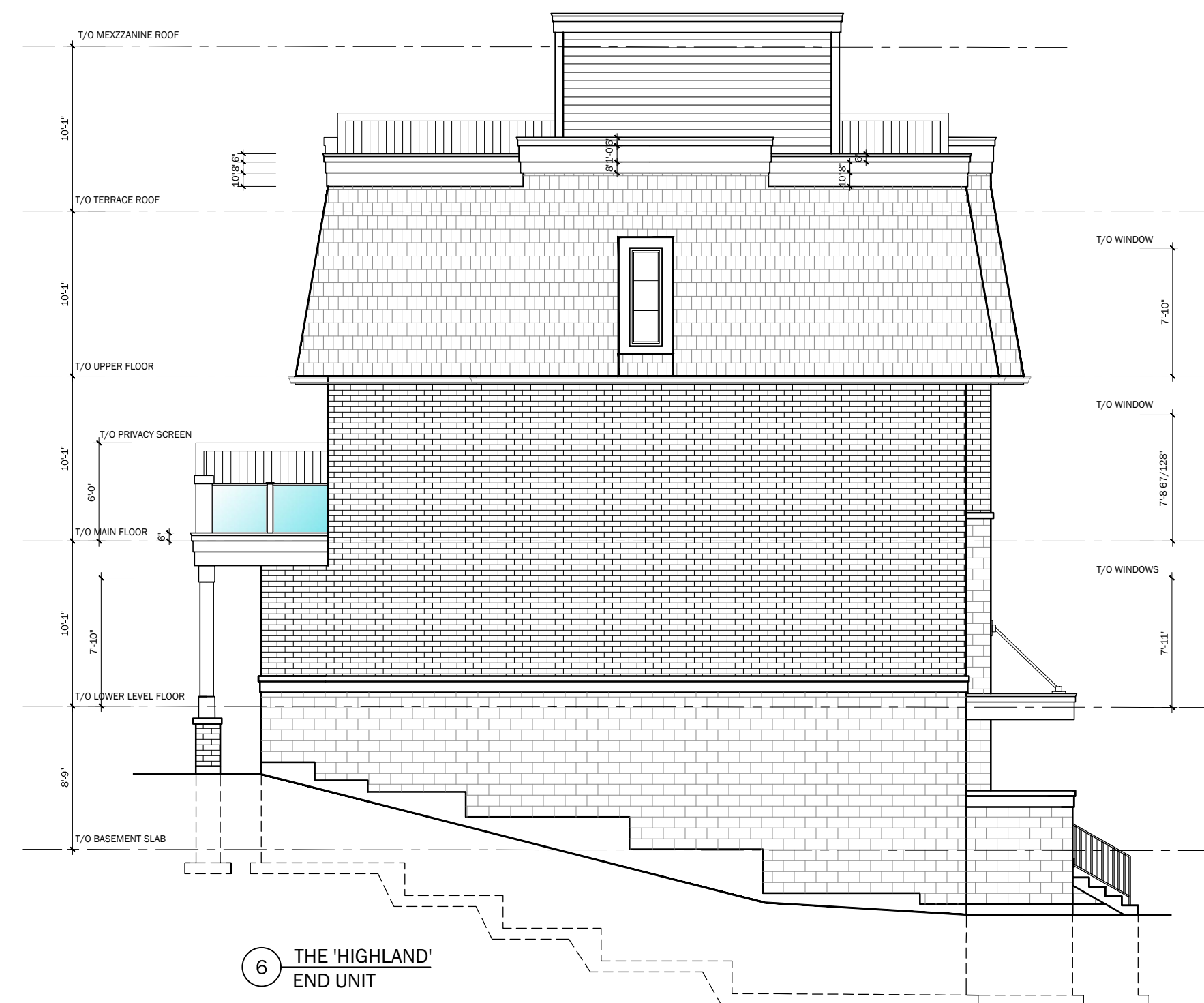
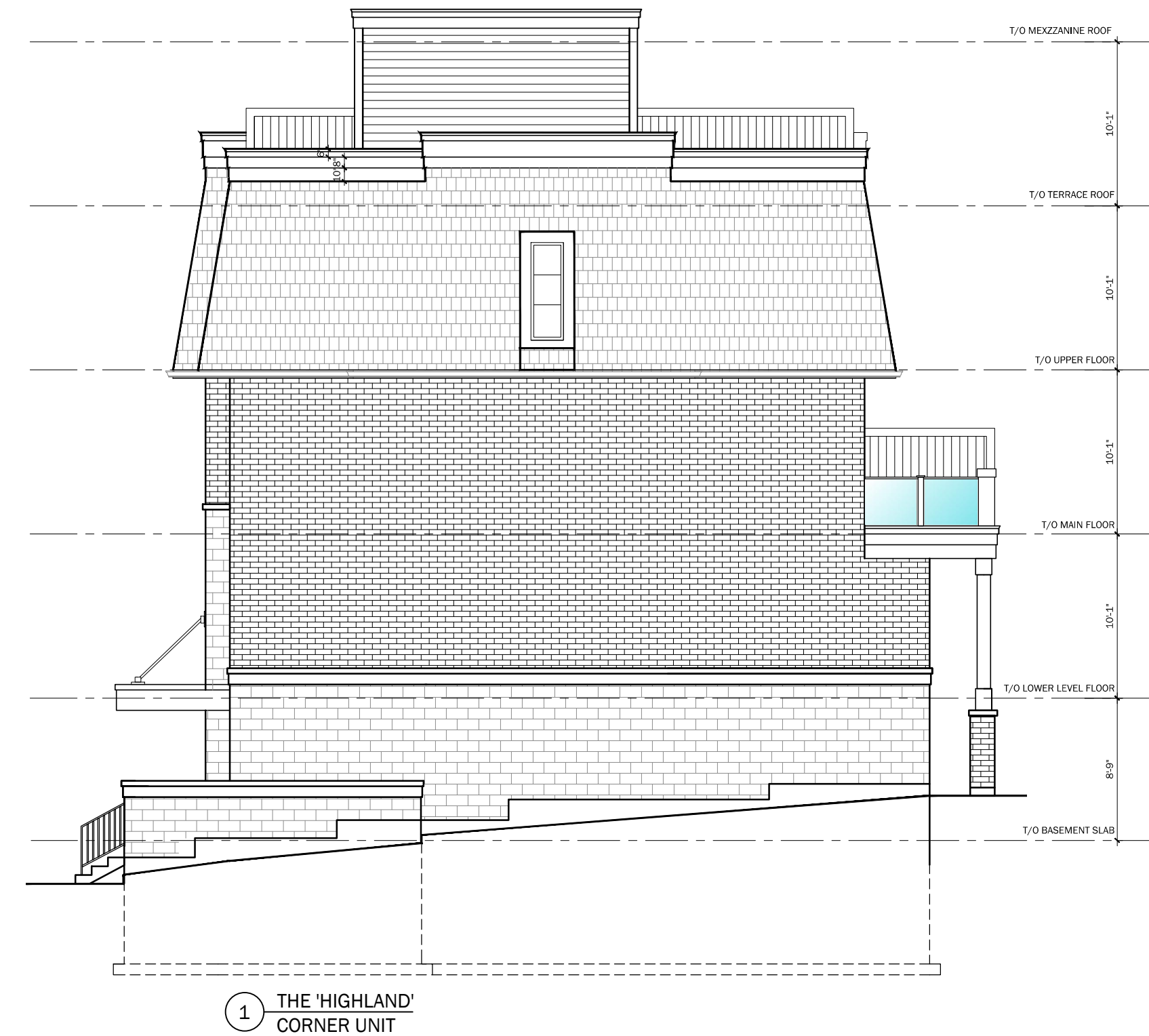
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INDICATES FIRE RATED WALL ASSEMBLY

DATE & TIME PLOTTER: Jul. 15, 2022 3:49 PM		PROJECT: MASON HOMES BARRIE TOWNSHOMES YONGE ST. AND LITTLE AVE BARRIE		BLOCK 11 MASON HOMES BARRIE TOWNS BARRIE, ONTARIO	
DRAWN BY: LV	AS SHOWN	TITLE: SECOND FLOOR PLAN		REVISIONS	
PROJECT NO: 220-001	DRAWING NO: A.7	ICR ASSOCIATES INCORPORATED 12 SANDHURST DRIVE, PRESIDENT TOWNSHIP, ONTARIO, CANADA L3R 9A8 TEL: (416) 499-9427, E MAIL: ICR-DES@GMAIL.COM		DATE NOV. 08, 2021	
SIGNATURE 30449		REGISTRATION INFORMATION 44960		FIRM NAME ICR	

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1 FRONT ELEVATION
A.1 SCALE: 3/16" = 1'-0"

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BLOCK 1

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

DATE REVISIONS

icr
ICR ASSOCIATES INCORPORATED
12 SANDBOURNE CRESCENT, TORONTO, ON, M2J 3A6
TEL: (416) 439-9427, E MAIL: ICR.DES@GMAIL.COM

PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: Proposed Mansard Roof
Front Elevation

DATE & TIME PLOTTED:
Jul. 20, 2022 3:54 PM
DRAWN BY: LV
SCALE: AS SHOWN
PROJECT NO: 220-001
DRAWING NO:

A.1

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INDICATES FIRE RATED WALL ASSEMBLY

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BLOCK 1

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

DATE	REVISIONS

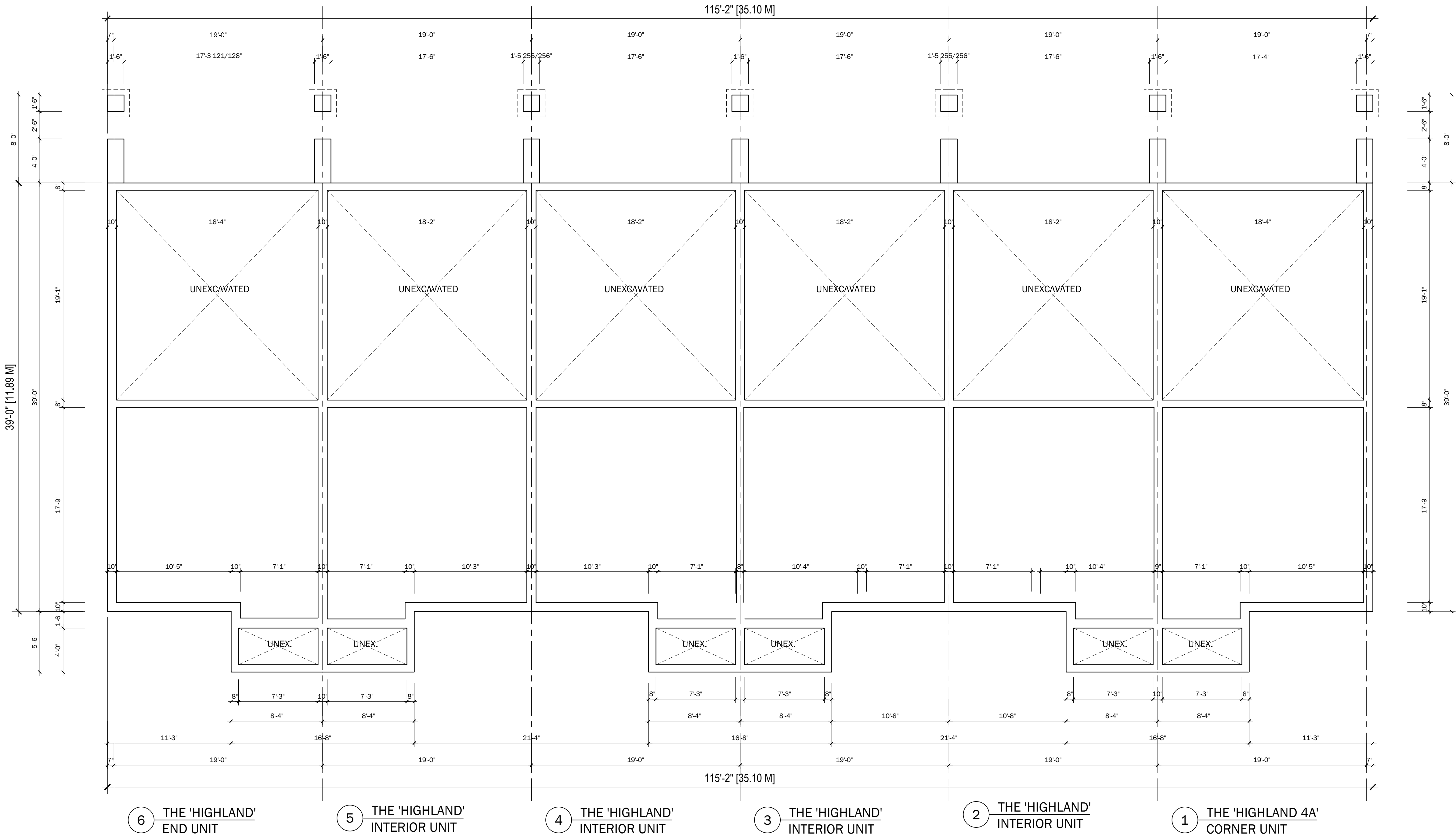
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TEL: (416) 439-9427, E MAIL: ICR.DESIG@MAIL.COM

PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

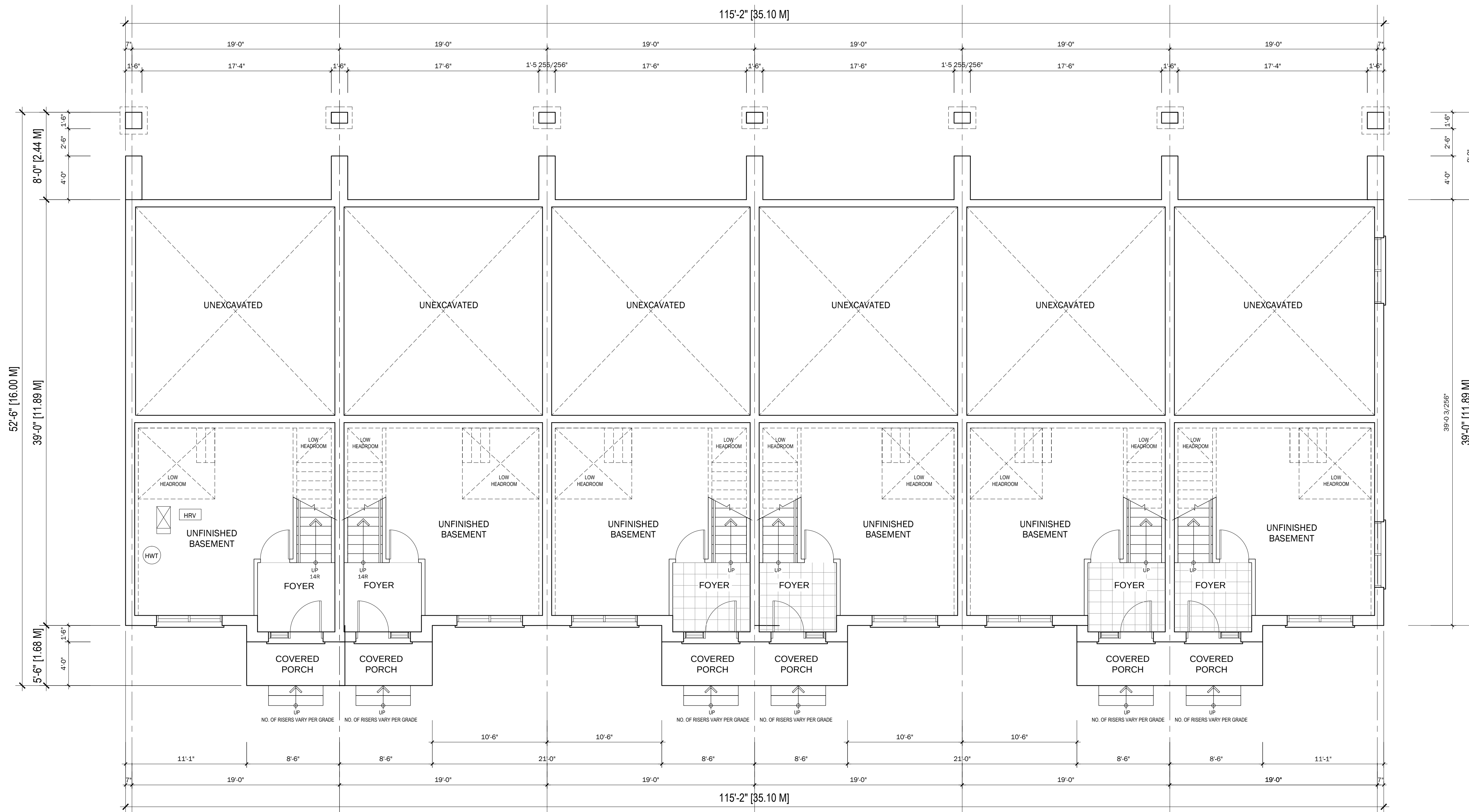
TITLE: FOUNDATION PLAN

DATE & TIME PLOTTED:
Jul. 20, 2022 3:54 PM
DRAWN BY: LV
SCALE: AS SHOWN
PROJECT NO: 220-001
DRAWING NO:

A.2



1 FOUNDATION PLAN
A.2 SCALE: 3/16" = 1'-0"



6 THE 'HIGHLAND' 4A' END UNIT

5 THE 'HIGHLAND' INTERIOR UNIT

4 THE 'HIGHLAND' INTERIOR UNIT

3 THE 'HIGHLAND' INTERIOR UNIT

2 THE 'HIGHLAND' INTERIOR UNIT

1 THE 'HIGHLAND' CORNER UNIT

1 BASEMENT FLOOR PLAN
A.3 SCALE: 3/16" = 1'-0"

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BLOCK 1

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

DATE REVISIONS

icr
ICR ASSOCIATES INCORPORATED
12 SANDBOURNE CRESCENT, TORONTO, ON, M2J 3A6
TEL: (416) 439-9427, E MAIL: ICR.DES@GMAIL.COM

PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: BASEMENT FLOOR PLAN

DATE & TIME PLOTTED:
Jul. 20, 2022 3:54 PM
DRAWN BY: LV
SCALE: AS SHOWN
PROJECT NO: 220-001
DRAWING NO:

A.3

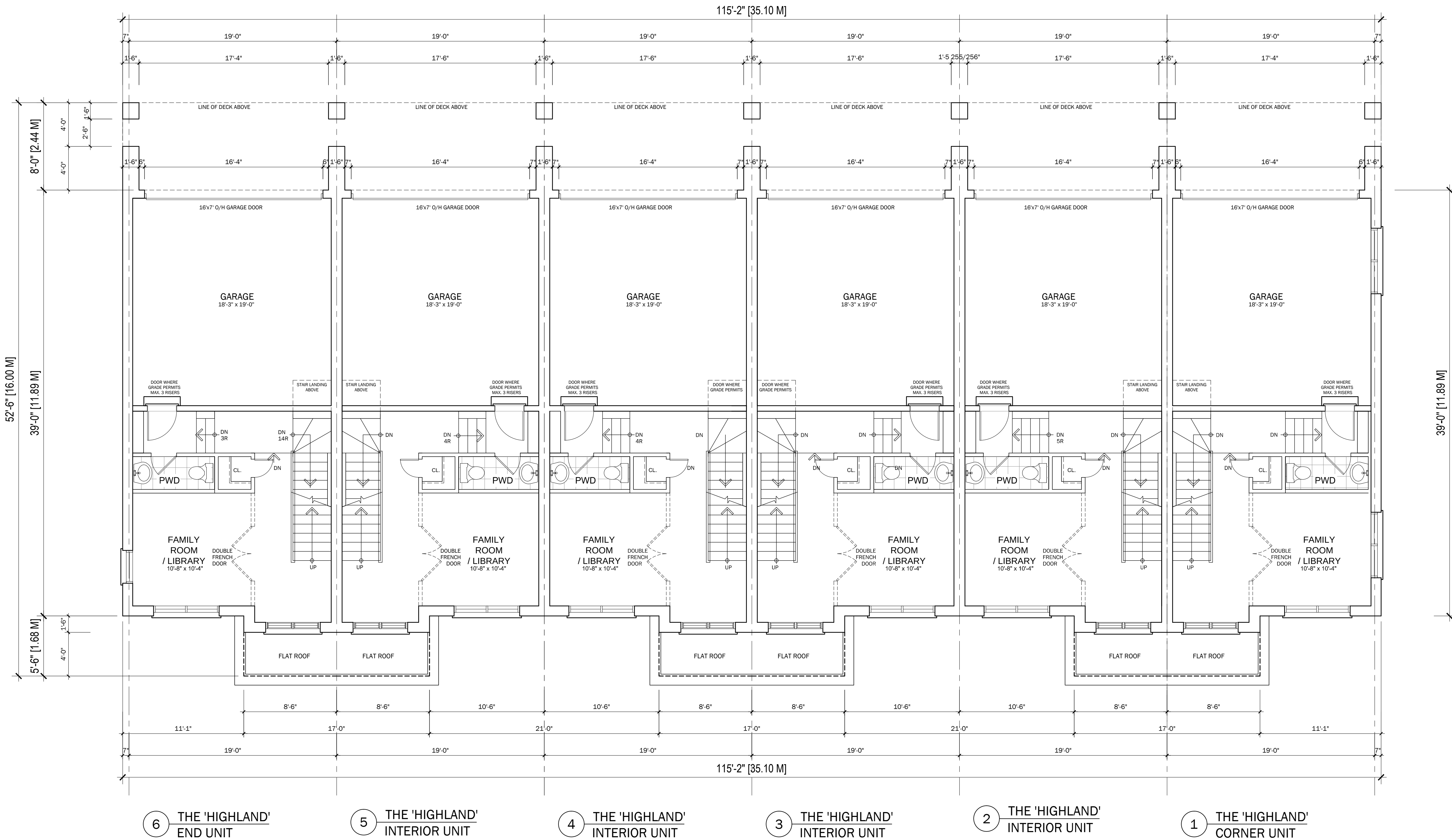
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BLOCK 1

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO



1 LOWER LEVEL FLOOR PLAN

A.4 SCALE: 3/16" = 1'-0"



PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: LOWER LEVEL FLOOR PLAN

DATE & TIME PLOTTED:
Jul. 20, 2022 3:54 PM
DRAWN BY: LV
SCALE: AS SHOWN
PROJECT NO: 220-001
DRAWING NO:

A.4

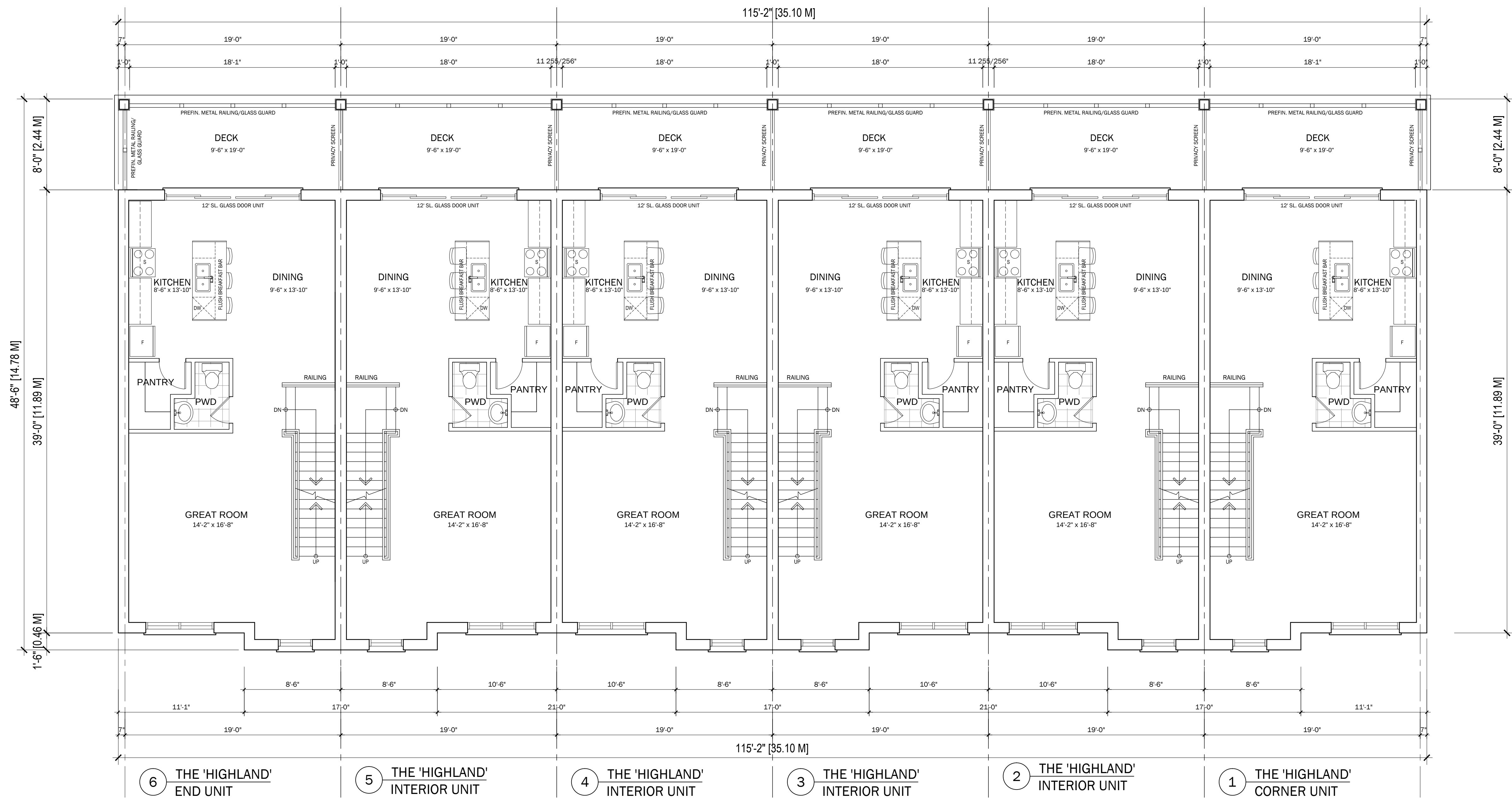
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BLOCK 1

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO



1 MAIN FLOOR PLAN
A.5 SCALE: 3/16" = 1'-0"

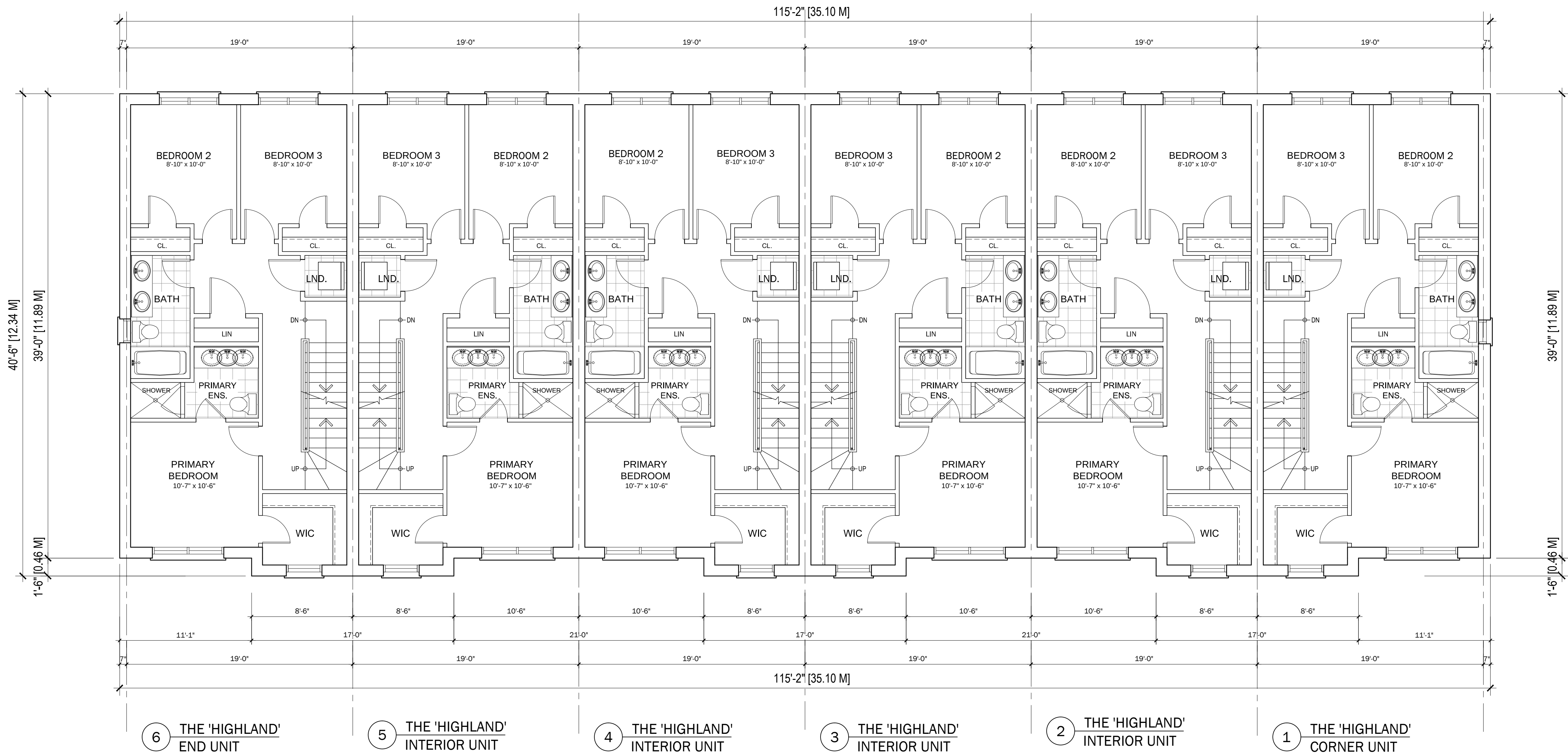


PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: MAIN FLOOR PLAN

DATE & TIME PLOTTED:
Jul. 20, 2022 3:54 PM
DRAWN BY: LV
SCALE: AS SHOWN
PROJECT NO: 220-001
DRAWING NO:

A.5



1 UPPER FLOOR PLAN
A.6 SCALE: 3/16" = 1'-0"

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BLOCK 1
MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

DATE	REVISIONS

icr
ICR ASSOCIATES INCORPORATED
12 SANDBOURNE CRESCENT, TORONTO, ON, M2J 3A6
TEL: (416) 439-9427, E MAIL: ICR.DESIGNS@GMAIL.COM

PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: UPPER FLOOR PLAN

DATE & TIME PLOTTED:	Jul. 20, 2022 3:54 PM
DRAWN BY:	LV
SCALE:	AS SHOWN
PROJECT NO:	220-001
DRAWING NO:	A.6

NOTE:
FAILURE TO REPORT ANY CHANGES AND OR DISCREPANCIES TO THE DESIGNER WILL
RELIEVE THE DESIGNER/ENGINEER OF ANY
LIABILITY AND RESPONSIBILITY ARISING FROM NOT REPORTING THE CHANGES AND
OR DISCREPANCIES. UNLESS SPECIFICALLY REQUESTED IN WRITING, ICR ASSOCIATES
INCORPORATED WILL NOT
BE REVIEWING CONSTRUCTION IN THE FIELD. BUILDER
TO ARRANGE FOR INSPECTIONS WITH MUNICIPALITY.

INDICATES FIRE RATED WALL ASSEMBLY

NOTE:
THESE BLOCK PLANS MUST BE
COORDINATED WITH THE WORKING
DRAWINGS FOR EACH UNIT
FOR ALL CONSTRUCTION DETAILS.

BLOCK 1

MASON HOMES
BARRIE TOWNS
BARRIE, ONTARIO

DATE	REVISIONS

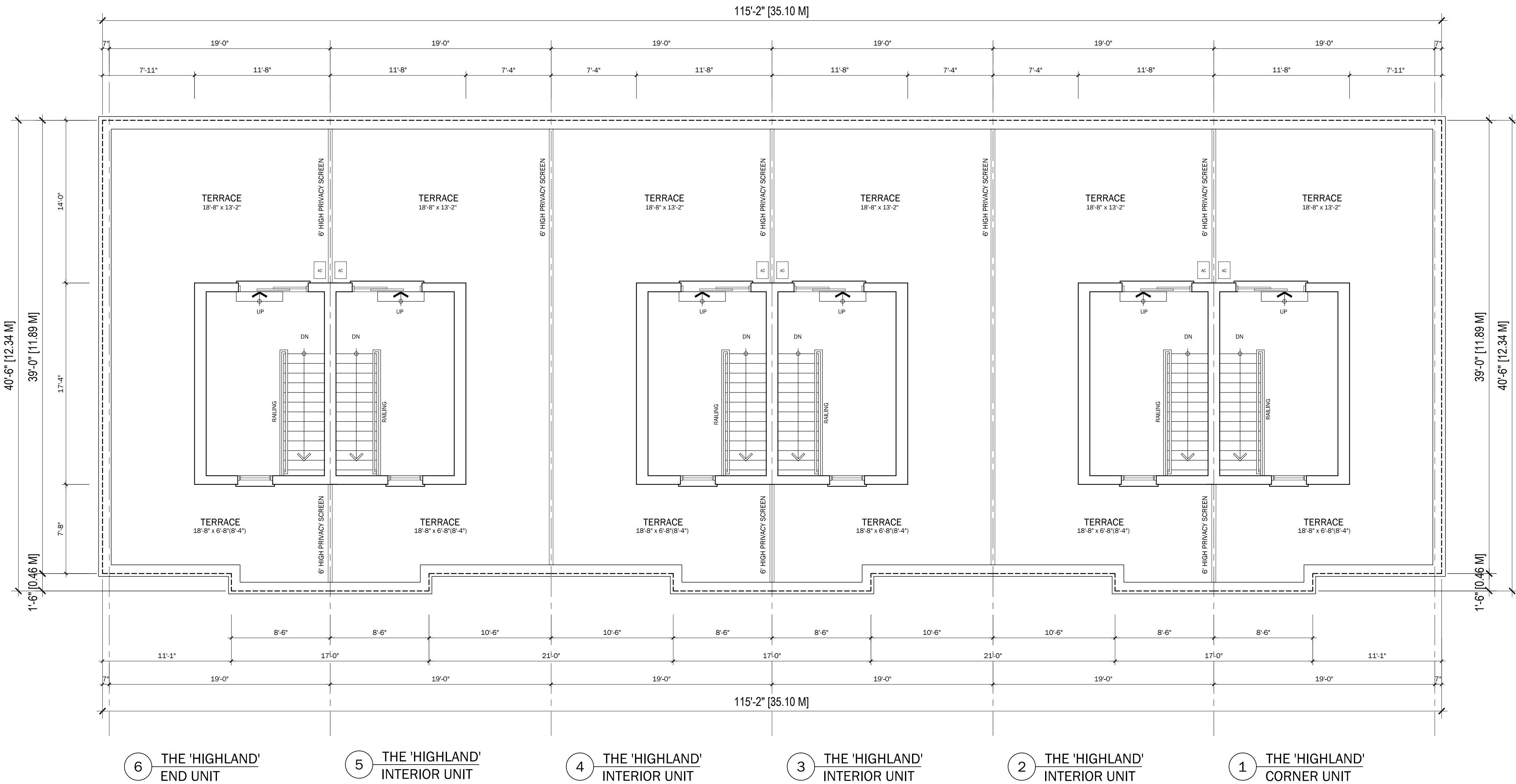


PROJECT: MASON HOMES
BARRIE TOWNHOMES
YONGE ST. AND LITTLE AVE. BARRIE

TITLE: ROOF PLAN

DATE & TIME PLOTTED:
Jul. 20, 2022 3:54 PM
DRAWN BY: LV
SCALE: AS SHOWN
PROJECT NO: 220-001
DRAWING NO:

A.7



- ⑥ THE 'HIGHLAND' END UNIT ⑤ THE 'HIGHLAND' INTERIOR UNIT ④ THE 'HIGHLAND' INTERIOR UNIT ③ THE 'HIGHLAND' INTERIOR UNIT ② THE 'HIGHLAND' INTERIOR UNIT ① THE 'HIGHLAND' CORNER UNIT

1 ROOF PLAN
A.7 SCALE: 3/16" = 1'-0"

APPENDIX 4

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.	✓	()	Site incorporates natural topography.
B. Ensure compatibility with adjacent area development.	✓	()	Through scale, design and setbacks.
C. Respect existing scale and setbacks in the neighborhood.	✓	()	
D. Incorporate natural features, vegetation and topography.	✓	()	Site incorporates natural 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.	✓	()	Pedestrian scale achieved.
H. Locate active uses at the street level.	✓	()	Live/work units and common amenity area.
I. Situate buildings to support public transit use.	✓	()	Transit supportive density near transit stops.
J. Reduce conflicts on multi-use sites.	✓	()	Provides opportunity to live, work and play.
K. Site building to reduce visibility of parking areas.	✓	()	Parking areas screened by townhouse blocks.
L. Incorporate energy saving designs and features.	✓	()	Shared walls are energy efficient.
M. Minimize shadows cast on adjacent properties and outdoor uses.	✓	()	Setbacks maintained to the south.
N. Provide a variety of reliefs and architectural elements.	✓	()	Three unique townhouse unit types.
O. Consider future intensification and integration.	✓	()	Provides continuous street wall.
P. Screen external transformers located on major road and areas of high visibility.	()	✓	

3.0 SITE CIRCULATION

	yes	n/a	Comments
3.1 Pedestrian Circulation			
A. Provide pedestrian network from street to building, parking to building, and building to building.	(✓)	()	<u>Sidewalks and crosswalks provided.</u>
B. Provide pedestrian links to neighboring properties.	(✓)	()	<u>Connections provided on 3 sides.</u>
C. Provide pedestrian walkways connecting municipal sidewalks to public institutions, offices, commercial, and multi-residential.	(✓)	()	<u>Internal sidewalks connect to public ROW.</u>
D. Demarcate major pedestrian routes.	(✓)	()	<u>Painted crosswalks.</u>
E. Minimize pedestrian/vehicle crossings.	(✓)	()	<u>Adjoined driveways.</u>
F. Provide shelter and lighting at transit stops.	()	(✓)	<u></u>
3.2 Vehicle Circulation and Parking			
A. Design parking plans that are safe, convenient and easily understood.	(✓)	()	<u>Visitor parking provided.</u>
B. Provide appropriate signage and lighting.	(✓)	()	<u>Provided.</u>
C. Locate parking areas close to building entrances.	(✓)	()	<u>Visitor parking near units.</u>
D. Include pedestrian circulation within parking areas.	(✓)	()	<u>Where grades permit.</u>
E. Link parking areas on abutting commercial properties.	()	(✓)	<u></u>
F. Pave parking and circulation routes.	(✓)	()	<u></u>
G. Clearly define primary vehicle routes.	(✓)	()	<u></u>
H. Provide right angle parking when possible.	(✓)	()	<u></u>
I. Avoid dead-end parking areas.	(✓)	()	<u></u>
J. Provide shopping cart corrals	()	(✓)	<u></u>
K. Use areas adjacent o buildings for walkways and landscaping.	(✓)	()	<u>See landscape plan.</u>
L. Provide landscaping around parking and laneways.	(✓)	()	<u>See landscape plan.</u>
M. Provide raised traffic islands.	(✓)	()	<u></u>
N. Provide ground cover in traffic islands other than sod.	(✓)	()	<u>See landscape plan.</u>
O. Ensure planting does not obstruct driver/pedestrian views.	(✓)	()	<u></u>
P. Provide landscaping features to provide shade and influence wind erosion and glare.	(✓)	()	<u>See landscape plan.</u>
Q. Provide areas for snow storage.	(✓)	()	<u>See landscape plan.</u>

	yes	n/a	Comments
3.3 Parking Structures			
A. Integrate ground level, street oriented uses.	✓	()	Live/work units and amenity area.
B. Provide barrier free parking close to entrances and elevators.	✓	()	
C. Provide signage to indicate barrier free parking.	✓	()	
D. Include following safety features:			
• adequate & uniform lighting;	✓	()	
• clearly indicated exit route;	✓	()	
• bright paint to improve lighting;	✓	()	
• mirrors and circular columns.	()	✓	
3.4 Access Driveways			
A. Reduce traffic conflict and confusion.	✓	()	Primary & emergency access.
B. Provide mutual driveways where appropriate.	✓	()	
C. Ensure pedestrian safety & maximum visibility.	✓	()	Passive views, site lighting.
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.	✓	()	Emergency access provided.
B. Ensure site circulation accommodates emergency vehicles.	✓	()	
C. Provide clear pedestrian passages to building.	✓	()	
D. Identify location of hydrant/sprinkler connections.	✓	()	See engineering package.

4.0 SITE SERVICES

	yes	n/a	Comments
A. Locate site services away from public and street view.	(✓)	()	_____
B. Eliminate conflict between service access/site circulation.	(✓)	()	_____
C. Eliminate reversing/maneuvering on public streets.	(✓)	()	No individual driveways onto public streets. _____
D. Locate noise and odour sources away from sensitive uses & use attenuation measures where necessary.	()	(✓)	_____
E. Screen outdoor storage.	()	(✓)	No outdoor storage. _____
F. Locate recycling/garbage internal to a structure.	()	(✓)	Individual curbside collection. _____
G. Construct accessory recycling/garbage structures as fully building with a roof and a door/gate.	()	(✓)	Individual curbside collection. _____
H. Store all recycling and garbage bins within the structure.	(✓)	()	Garages provided. _____
I. Provide interior waste storage for restaurants and food service buildings.	()	(✓)	No restaurants. _____
J. Locate utilities underground.	(✓)	()	_____

5.0 LIGHTING

A. Ensure fixtures are compatible with architecture and neighbourhood.	(✓)	()	See lighting plan and elevations. _____
B. Design site lighting to meet building and user needs.	(✓)	()	See lighting plan and elevations. _____
C. Use lighting to accentuate site features.	(✓)	()	See lighting plan and elevations. _____
D. Eliminate glare and light spillage.	(✓)	()	See lighting plan and elevations. _____
E. Used pedestrian scaled lighting.	(✓)	()	See lighting plan and elevations. _____
F. Coordinate lighting systems and landscaping.	(✓)	()	See lighting plan, landscape plan and elevations. _____

6.0 FENCING

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

	yes	n/a	Comments
7.0 ARCHITECTURAL DESIGN			
A. Ensure design is compatible with developing character of the neighbourhood.	✓	()	Similar materials used.
B. Ensure multiple buildings have a cohesive visual relationship.	✓	()	All townhouse types cohesive in design.
C. Coordinate exterior building design on all elevations.	✓	()	All townhouse types cohesive in design.
D. Orient buildings toward street/internal courtyard.	✓	()	All units oriented towards streets.
E. Conceal rooftop mechanical equipment.	✓	()	
F. Ensure buildings over 3 storeys in City Centre contribute to the skyline.	()	✓	No buildings over 3 storeys.
G. Design rooftops with identifiable shapes.	✓	()	Flat roofs with rooftop amenity.
H. Emphasize main building entrance.	✓	()	Front doors facing street with weather protection.
I. Employ the effective use of building materials, architectural detail and lighting.	✓	()	
J. Ensure buildings on corner lots have presence on both streets.	✓	()	All sides of buildings finished similarly to front.
7.2 Heritage Resources			
A. Incorporate natural, historical, architectural or cultural resources.	()	✓	No natural/cultural heritage on site.
B. Conserve significant heritage resources.	()	✓	No natural/cultural heritage on site.
C. Incorporate existing architectural features.	()	✓	No existing built heritage on site.
D. Site features to respect heritage resources.	()	✓	No natural/cultural heritage on site.
8.0 SIGNAGE			
A. Integrate signs to complement the design of the building.	✓	()	See landscape plan.
B. Use materials found elsewhere in the project in the design of the ground sign.	✓	()	
C. Ensure that new signs on existing buildings provide an appearance with existing signs.	()	✓	
D. Provide uniform fascia signs.	✓	()	
E. Provide for convenient and attractive replacement of signs.	✓	()	See landscape plan.
F. Accommodate mobile signs in appropriate landscaped areas.	()	✓	

	yes	n/a	Comments
G. Ensure that mature landscaping and signage work in harmony.	(✓)	()	_____
H. Provide street address numbers for identification.	(✓)	()	_____ All units feature street number signs.
9.0 LANDSCAPE DESIGN			
A. Promote preservation of existing natural features.	(✓)	()	_____
B. Ensure a harmonious integration of landscape features.	(✓)	()	_____ See landscape plan.
C. Use ecologically sound and appropriate seasonal plant material.	(✓)	()	_____
D. Provide landscaped traffic islands to delineate primary traffic routes.	(✓)	()	_____ See landscape plan.
E. Landscape to delineate boundaries and establish streetscape appeal.	(✓)	()	_____
F. Use landscaping to screen parking/site services.	(✓)	()	_____ Proposed plantings screen parking.
G. Relate landscape treatment to their function.	(✓)	()	_____
H. Landscape areas outside building entrance(s) to define its function.	(✓)	()	_____
I. Use plant material for scale, definition & softening.	(✓)	()	_____
J. Provide appropriate site amenities and furnishings.	(✓)	()	_____ Benches provided in common amenity area.
K. Preserve healthy trees where possible.	(✓)	()	_____
L. Use plant species suitable for the local climate.	(✓)	()	_____
9.2 Landscape Strips			
A. Provide landscape strips adjacent to roadways and lot lines.	(✓)	()	_____
B. Provide appropriate landscape treatments and planting density based on the proposed land use, site area and abutting land use.	(✓)	()	_____

10.0 WATERFRONT

	yes	n/a	Comments
A. Minimize the impacts on Kempenfelt Bay.	()	✓	<u>Property not on waterfront.</u>
B. Protect, restore & enhance the natural features along the waterfront.	()	✓	<u>Property not on waterfront.</u>
C. Maintain & restore natural and cultural connections.	()	✓	<u>Property not on waterfront.</u>
D. Incorporate connections with historical past.	()	✓	<u>Property not on waterfront.</u>
E. Keep Kempenfelt Bay visually accessible.	()	✓	<u>Property not on waterfront.</u>
F. Ensure barrier-free access to the waterfront.	()	✓	<u>Property not on waterfront.</u>

11.0 DEVELOPMENT ADJACENT TO RAILWAYS

(subject to Council's consideration)

12.0 TRANSIT

A. Design for pedestrians.	✓	()	<u>Sidewalks and pedestrian crosswalks.</u>
B. Locate commercial buildings close to or at the property line.	()	✓	<u>Live/work units on Yonge Street.</u>
C. Coordinate transit with major activities.	✓	()	<u>Site near transit stops.</u>
D. Integrate internal transit movements where appropriate.	()	✓	<u>No bus stops within site limits.</u>



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