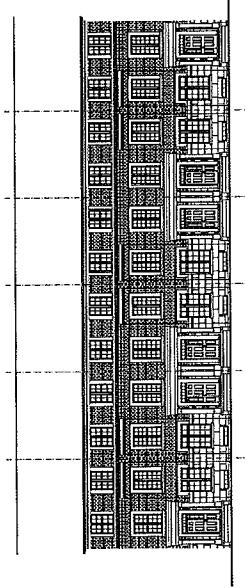
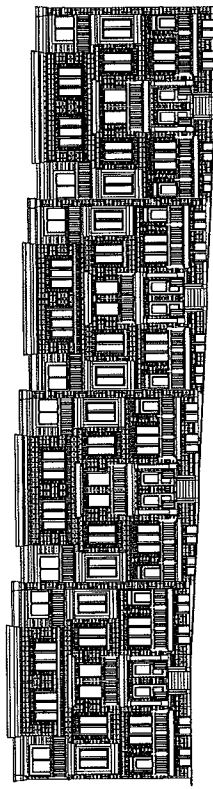
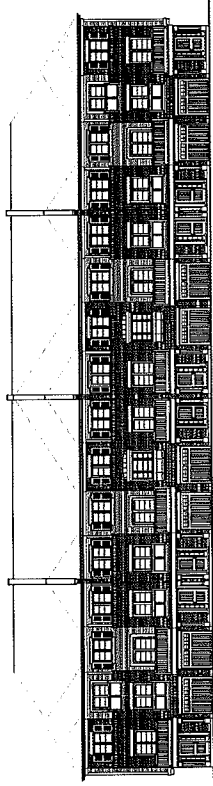
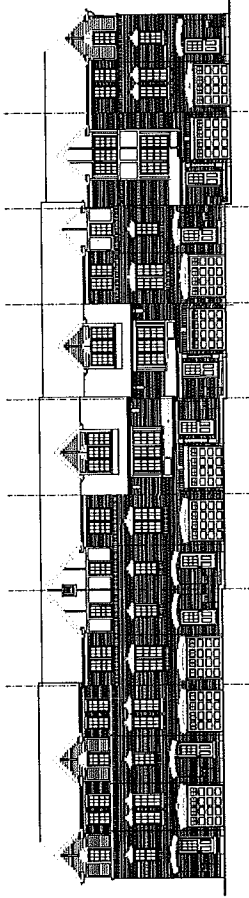




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URBAN DESIGN BRIEF

410 YONGE STREET AND 343 LITTLE AVENUE

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TABLE OF CONTENTS

1.0	Purpose	1
2.0	Content	1
	2.1 Contextual Analysis	2
	2.2 Official Plan Urban Design Guidelines	2
	2.3 Intensification Urban Design Guidelines	10
	2.4 Site Design	14
3.0	Urban Design	19
	3.1 Physical Environment	20
	3.2 Site Circulation	20
	3.3 Site Services	21
	3.4 Architectural Designs	21
4.0	Summary & Conclusions	22

APPENDIX

APPENDIX 1: Development Concept
APPENDIX 2: Urban Design Guidelines Checklist

1.0 Purpose

This Urban Design Brief addresses the various guidelines and policies developed to direct urban design in designated Intensification Areas within the City of Barrie. The guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design within Intensification Nodes. This brief is part of a submission for Official Plan and Zoning By-law Amendment Applications which includes:

- Planning Justification Report
- Functional Servicing Report/Stormwater Management Report
- Noise Study
- Geotechnical Report
- Traffic Impact Study

2.0 Content

This Brief will review the Intensification Area Urban Design Guidelines relative to the proposed development of the subject lands which are located within the Yonge Street/Little Avenue Primary Intensification Node. The scale and design of the proposed development will increase the range and type of housing options, while increasing the stock of affordable units in an area that is currently comprised primarily of commercial and low and medium density residential uses. This development will have the effect of bringing increased local customers and population to the area. The proposed development will create a compact form of housing in keeping with the intensification objectives of the City of Barrie and Province, while maintaining a high-quality design and streetscape along all frontages.

This Urban Design Brief relative to 410 Yonge Street and 343 Little Avenue addresses urban design matters relating to:

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

2.1 Contextual Analysis

The subject lands are located at 410 Yonge Street and 343 Little Avenue, situated at the south-west corner of the intersection of these streets. It is noted that Yonge Street is also identified as a Primary Intensification Corridor. The subject land has a total area of approximately 2.12 hectares, with approximate frontages of 157 metres on Yonge Street, 137 metres on Little Avenue, 122 metres on Firman Drive and 84 metres on Harwood Drive. The site is currently serviced by municipal water and sewer. The site has a significant grade change, sloping downwards in an east to west direction. There are no structures currently located on the property.

Residential uses, largely single detached dwellings, are located to the north, south and west of the site. Commercial facilities are located at the north-west, north-east and south-east quadrants of the Yonge Street/Little Avenue intersection.

The subject property is located within the Yonge Street and Little Avenue Intensification Node, as identified on Schedule 'I' of the City of Barrie Official Plan. It is also noted that Yonge Street is also identified as a Primary Intensification Corridor where future medium-high density residential and commercial development is anticipated. Commercial facilities and low density residential are the current predominant uses along the Yonge Street Corridor from Minets Point (approximately 600 metres to the north), while past the site southward to its intersection with Big Bay Point (approximately 1,400 metres to the south). A significant commercial facility is located at the south-west corner of the Yonge Street and Big Bay Point intersection, which is also characterized by commercial facilities on the three other corners of the intersection.

Access to the City of Barrie Public Transit Routes 8A & 8B, is available along Yonge Street and passes directly in front of the subject lands. A second Transit Route 1 travels runs along Little Avenue and turns onto Huronia Road, approximately 325 metres west of the site. These routes provide access to various locations throughout the City including Georgian College, the Downtown Bus Terminal, Allandale and South GO Stations; as well as interacting with all other transit routes in Barrie.

2.2 Official Plan Urban Design Guidelines

The design policies of the Official Plan are provided under Section 4.2.2.4 with the relevant subsections provided below:

- (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.

On-site parking is provided in the ratio of 1.63 spaces/unit, exceeding the minimum required under the City's Zoning Bylaw. This includes 2 spaces for all of the townhouses with the exception of the stacked units, for which parking is provided at the ratio of 1:1. Additionally, 20 visitor parking spaces have been provided and are located throughout the site.

Five (5) passive amenity area nodes can be found throughout this development, while individual private amenity areas are also provided. Individual (private) amenity space will take the form of patios, porches, balconies as well as roof top terraces on top of the stacked townhouse units (Blocks 10 and 11). All ground related units will also have access to individual ground floor amenity space adjacent to each unit. The diverse nature of the different amenity area formats promotes use by all residents within the development.

As a result of multiple discussions with the City, an enhanced urban square has been positioned at the intersection of Yonge Street and Little Avenue. This square represents a "gateway" amenity area, accentuating the entranceway into the townhouse development from the Yonge Street/Little Avenue intersection. This urban square will be of high quality urban design / landscaping, and will provide pedestrian access from the intersection into the proposed development. Further details pertaining to finite characteristics of this gateway feature will be determined through the Landscape submission at Site Plan timing.

- (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.

The proposed density at approximately 73 units per hectare, while higher than the adjacent lands to the south and west, are in accordance with the Intensification policies of the Official Plan. The proposed built form of 3 storey townhouses is preferred in an effort to provide a suitable transition between the existing commercial to the north and residential uses to the south and west. Further, the proposed densities are considered to be appropriate for integration with the adjacent low density residential property as intensification nodes are anticipated to develop between 50 and 120 units per hectare. The Official Plan provides that where high density uses abut low density development, buffering protection will be provided to minimize the impact to the lower density uses. In addition to the above, the perceived height of some of the units will be lessened due to the grade difference of the subject lands.

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

The construction of new townhouse units on the subject lands will not only be compatible from a land use perspective, but will complement the existing development. The construction of the proposed high quality housing will assist in adding to the character and appearance of the immediate area by being constructed to a high standard of design and quality.

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

Section 4.2.2.4 Barrie Official Plan – Residential – Design Policies

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

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

Response: The proposed development provides an average of 1.63 parking stalls per unit, which exceeds the requirement of the Zoning Bylaw. Five common amenity areas are dispersed throughout the development, with additional private amenity areas taking the form of back yards, patios, balconies, and rooftop terraces. Significant landscaped areas can be found within the proposed development, with special emphasis on the portions of the plan which front roadways.

- 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.

Response: The form of development proposed represents various types of townhouses which are compatible with the abutting residential to the south. The proposed townhouses also provide an appropriate transitional use between the residential and commercial uses at the Yonge Street/Little Avenue intersection. Within the site, the density is graduated downward as the distance from the intensification node intersection increases. The highest densities can be found lining Yonge Street and within the intensification node. Furthermore, none of the townhouses will abut directly onto any existing residential property, as Hardwood Drive and the existing trail/easement provide distance separation between properties.

- 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).
- Response:** The proposed residential development provides an appropriate mid-rise buffer/transition between the existing commercial facilities located at the Yonge Street/Little Avenue intersection. As part of the Application submission, a Noise/Vibration Impact Assessment has been conducted and included with this submission.
- d) The City will continue to encourage the maintenance and improvement of the character, and appearance of existing residential areas.
- Response:** The proposed development will add to and compliment the exiting character of the neighbouring area by providing a well-designed mid-rise form of housing that is compatible with the area. This development creates new high quality housing units, improving a currently vacant site which occupies a prominent location within the City of Barrie.
- e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.
- Response:** While the proposal does not propose any non-residential elements, as has been previously mentioned, it does provide a suitable and appropriate transitional use between the existing non-residential uses at the Yonge Street/Little Avenue intersection from adjacent residential uses, particularly to the south and west of the subject lands.

The policies of Section 6.5 of the Official Plan provide more detailed direction as to the design of new development within the City of Barrie. Although these do not specifically apply to residential uses, they do provide some guidance for residential development within the City and therefore the proposed development at 430 Yonge Street and 343 Little Avenue has been reviewed to the applicable policies found in Section 6.5. These include:

6.5.2 POLICIES

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

Response: The proposed development has been reviewed in conjunction with the urban design policies and guidelines of the City and have met the stated objectives.

6.5.2.2 GENERAL DESIGN GUIDELINES

(a) BUILDING AND SITING

- i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

Response: The building's design is compatible and complementary to the existing residential uses in proximity to the subject lands. The massing is characteristic of a mid-rise built form that will fit well with the existing built form and to the quality of the area while transitioning from more dense built form along the Yonge Street intensification corridor and node, to the south west portion of the site where adjacent single family dwellings exist.

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

Response: The stacked townhouse building designs include a flat roof. At three storeys in height, mechanical equipment will be adequately screened from view. All other housing types will include peaked roofs without any mechanical equipment.

- iii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be encouraged.

Response: The designs of the proposed townhouse buildings include similar appearance and treatments on all sides. In particular, blank walls which are visible will include a variety of treatments, including windows, doors and balconies (similar to the front side) to ensure that blank walls are avoided. The site has been designed such that all road frontages possess the front facades of residential units, and not side walls.

- v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.
- Response:** Each of the 11 buildings will face a street, whether it be a public or private road. Each unit will be provided with a walkway from the adjacent sidewalk directly to the entry for the unit. The entry to each unit will be well defined by the inclusion of stairs leading to a front porch and the main door to the unit.

(b) PARKING AREAS

- i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.
- Response:** The subject lands are bounded on all sides by a public road. Due to the status of each of these, it has been determined that a widened (9.4m) single access is sufficient and that the most appropriate access point to the development is from Firman Drive. This is the safest road on which to provide an egress/ingress to/from the site due to the relatively low volume and speed of traffic, and the available sight lines in proximity to the driveway. All parking areas, driveways, and access points to municipal roads and individual units will be accessible via the private condominium road network.
- ii) Adequate disability parking spaces will be provided where required.
- Response:** Parking spaces for people who are disabled have been provided in accordance with the Zoning Bylaw requirement.
- iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting.
- Response:** This guideline is only applicable to the visitor parking areas as the parking for the stacked townhouses are located beneath the building, and the parking for the remainder of the townhouses will be in the driveways/garages for each individual unit. The surface visitor parking has been dispersed throughout the development in four (4) areas. A total of 20 surface visitor parking spaces are provided, with the largest area providing only seven (7) spaces.
- iv) Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.
- Response:** Parking, loading, and delivery areas have been dispersed throughout the development, however all are located internal to the development, hidden from view along surrounding municipal roads. The garbage enclosure shall be within a dedicated

stand-alone building specifically for garbage collection. This building will be cladded with similar material types as is used on the Townhouses so as to best blend in with the balance of the development.

(c) LANDSCAPING

- i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.
- Response:** The various boulevards lining all four surrounding municipal roads shall be landscaped in accordance with City of Barrie Standards and in conjunction with the City's Parks Planning department. The details of these plantings shall be determined at Site Plan timing through consultation with the City. Sufficient area and strips have been provided by this development, on all frontages.
- iii) No Environmental Protection Area should be included in the minimum landscaping standards.
- Response:** The subject lands are not currently, nor are proposed, to be zoned or designated as "Environmental Protection Area".
- iv) Landscaping should seek to utilize native vegetation, and water conservation practices wherever feasible.
- Response:** A detailed landscaping plan will be provided during the Site Plan Review process.

(d) ENVIRONMENTAL FEATURES

- i) Redevelopment proposals including infill, intensification, or change of use should address opportunities to re-naturalize piped or channelized watercourses in the design.
- Response:** No piped or channelized watercourses exist on the subject lands.
- ii) All contiguous woodlands greater then 0.2 hectares are protected by the City's Tree Preservation By-law, irrespective of ownership, maturity, composition and density. The City will control development adjacent to woodlands to prevent destruction of trees.
- Response:** No woodlands exist on the subject lands.

iii) The City shall encourage the maintenance and preservation of other natural heritage features which are not designated Environmental Protection Area through land dedication for Open Space purposes. Where development is permitted, it should be sensitive to the requirements of the natural heritage features and should consider retention of the subject features. Natural heritage features should be evaluated to determine their suitability for acquisition and incorporation into the municipal open space system.

Response: No natural heritage features exist on the subject lands.

iv) Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.

Response: No treed areas or hedgerows exist on the subject lands. It is anticipated a large number of new trees, shrubs, and plantings will be required throughout he entire development at the Site Plan stage.

vi) The City may consider the reduction or re-allocation of development densities in order to preserve existing woodlands, mature trees, and other natural areas and features which are not identified within the Environmental Protection Area designation of this Plan.

Response: No woodlands, mature trees, or other significant natural areas or features exist on the subject lands.

(f) UTILITIES

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

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

(g) ENERGY EFFICIENT URBAN DESIGN

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

Response:

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

iv)

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

Response:

The proposed development represents a compact urban form, consisting of various housing types and forms. This development has been designed with pedestrian routes and connections internally and connecting to all municipal street frontages surrounding the development. Walkway connections have provided connecting all units fronting municipal streets to the respective sidewalks they front. The location of this developing comment will introduce new residents to an area where transit, cycling, and walking to work in the surrounding commercial areas is easily achievable.

The City of Barrie has developed specific urban design guidelines for intensification areas. These guidelines have been developed to direct new development within intensification nodes and corridors and to provide a set of priority directions to ensure that new development is compatible with the existing built fabric in the area. These guidelines also encourage the creation of an attractive and safe pedestrian realm that is supportive of active modes of transportation.

2.3 Intensification Area Urban Design Guidelines

The City of Barrie has developed specific urban design guidelines for intensification areas. These guidelines have been developed to direct new development within intensification nodes and corridors and provide a set of priority directions to ensure that new development is compatible with the existing built fabric in the area. These guidelines also encourage the creation of an attractive and safe pedestrian realm that is supportive of active modes of transportation.

The guidelines currently identify the area as an 'auto-oriented commercial district' (Figure 8) and the area (Yonge Street) is intended to develop as a 'mixed-use and residential avenue' according to Figure 9. The intersection of Little Avenue and Yonge Street is identified as a Primary Intensification Node. In the short term the intent is to redevelop Primary and Secondary Intensification Nodes in order to provide for a compact, urbanized location that provides for greater amenities through residential/commercial development within the target areas. In time this concentrated development is expected to increase land values and aid in spurring future intensification opportunities along the adjoining corridors.

Section IX of the Intensification Area Urban Design Guidelines provides the following recommendations as they relate to development within Intensification nodes:

- Focus the short-term redevelopment of the Intensification Corridors on Intensification Nodes to spur development on the remainder of the corridor
- Locate the highest densities along the Intensification Corridors, through a mix of land uses
- Where appropriate, encourage taller buildings at intensification nodes to indicate the prominence of these sites

Section 2.5.1 of the City's Intensification Design Guidelines further provide direction on how redevelopment should be undertaken in areas that are intended to transition to 'Mixed-use and residential avenues'. The priority directions are as follows:

- Establish building height transitions where taller buildings frame the primary street intersections and transition to mid and low rise heights adjacent to established residential areas
- Provide for short-term designs that will support longer term development opportunities
- Focus initial development at key Intensification Nodes
- Street right-of-ways should balance the requirements for vehicles, transit and cycling while providing for pedestrian amenities

Section 3.1.3 of the City's Urban Design Guidelines relates to Semi-Private Open Spaces. Semi-private open space is landscaping and/or open space within private property that is perceived to be shared public amenity space. These spaces provide opportunities for socialization and can function as gathering spaces within an intimate, semi-private environment. Some applicable guidelines as they relate to semi-private open spaces are as follows:

- a) Semi-private open spaces should be directly accessible from public sidewalks.
- b) Features within semi-private open spaces (e.g. paving, seating, public art, etc.) should be constructed of materials equal in quality and appearance with those of the main buildings.
- c) Semi-private open spaces should be in view of occupied indoor areas.
- d) Where easy internal access can be provided, buildings are encouraged to include semi-private open space in the form of rooftop amenity space.
- e) Interior courtyards of buildings should be designed to maximize sun exposure through the massing and location of taller building elements.
- f) Paving materials should be high quality, easily replaceable and low maintenance.
- g) Site furnishings (e.g. play equipment, public art, shelters, signage, fencing, etc.) should be manufactured from high quality, durable materials.

- h) Plant materials used in landscaping should be low maintenance, pest and disease resistant and placed to ensure clear views into and out of semi-private open spaces.

Section 5.1.1 of the City's Urban Design Guidelines detailed information on Prominent Streets within the Mixed-Use and Residential Avenues. These prominent streets 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. The following are applicable points for Prominent Streets within the City's intensification areas (Yonge Street in this case):

- 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.
- Development on prominent streets 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 located adjacent to Highway 400, where the entrance to the Urban Growth Centre begins, and at the Intensification Nodes.
- Minor entrances on Yonge Street and Essa Road should signal the transition to the historic Allandale Neighbourhood. Appropriate entrance features include landscaping, special paving, unique light standards and public art.

Section 5.4 of the guidelines provide direction with regards to design of Intensification Nodes describing these areas as being key destinations along intensification corridors and entrances to the City. The Yonge Street and Little Avenue primary intensification node acts as a gateway to the City given its location along Yonge Street. Generally, nodes are encouraged to incorporate a mix of land uses including 'active' at grade uses and the integration of taller buildings along wide, pedestrian-supportive boulevards.

The current composition of the Yonge Street / Little Avenue intensification node is entirely Commercial in nature, with little opportunity for residential intensification. Given the availability of substantial existing commercial facilities within and adjacent to the Node, and in close proximity to the subject lands at the intersections of Yonge Street/Minets Point Road to the north and Yonge Street/Big Bay Point Road to the south, the subject lands do not represent an ideal or necessary location for additional small scale commercial uses. This development will introduce a well-designed condominium townhouse complex that will enhance the character of the area by implementing the applicable urban design guidelines for intensification areas with the potential to be a catalyst for additional and similar developments in the area as envisioned by the City. Given the existing commercial development currently within the node and north of the node, the addition of townhouses at a density of 73 units per hectare will create a "mixed use area" within this node that is desired by the City. The additional residential units will ultimately provide more affordable housing options for individuals looking to locate closer to the area amenities while still being located in close proximity to public transit.

An enhanced urban square (private open space) has been positioned at the intersection of Yonge Street and Little Avenue. This square represents a “gateway” amenity area, accentuating the entranceway into the townhouse development from the Yonge Street/Little Avenue intersection. This urban square will be of high quality urban design / landscaping, and will provide pedestrian access from the intersection into the proposed development. Further details pertaining to finite characteristics of this gateway feature will be determined through the Landscape submission at Site Plan timing.

The Intensification Area Urban Design Guidelines provide a checklist for applicants to submit with development applications and has been completed for this proposal under Appendix 2. It is understood that should the zoning bylaw amendment be approved, the development will be subject to further detailed design process (ie Site Plan/Plan of Condominium) at which time the checklist can be revised to ensure compliance with the applicable guidelines.

2.4 Site Design

The development concept (Appendix 1) proposes a total of 153 townhouse units, including conventional, back-to-back, stacked and reverse frontage types, configured in a total of 11 Blocks. The 153 units result in a density of approximately 73 units per hectare. The design and orientation of the development is such that 6 of the Blocks front directly on abutting public Streets (Yonge Street, Little Avenue and Firman Drive), while the remaining 5 Blocks (51 units) are oriented internally toward the private road network. It is anticipated that the units will be comprised of a mixture of 2, 3 and 4-bedroom units, ranging in size between approximately 93 and 156 square metres.

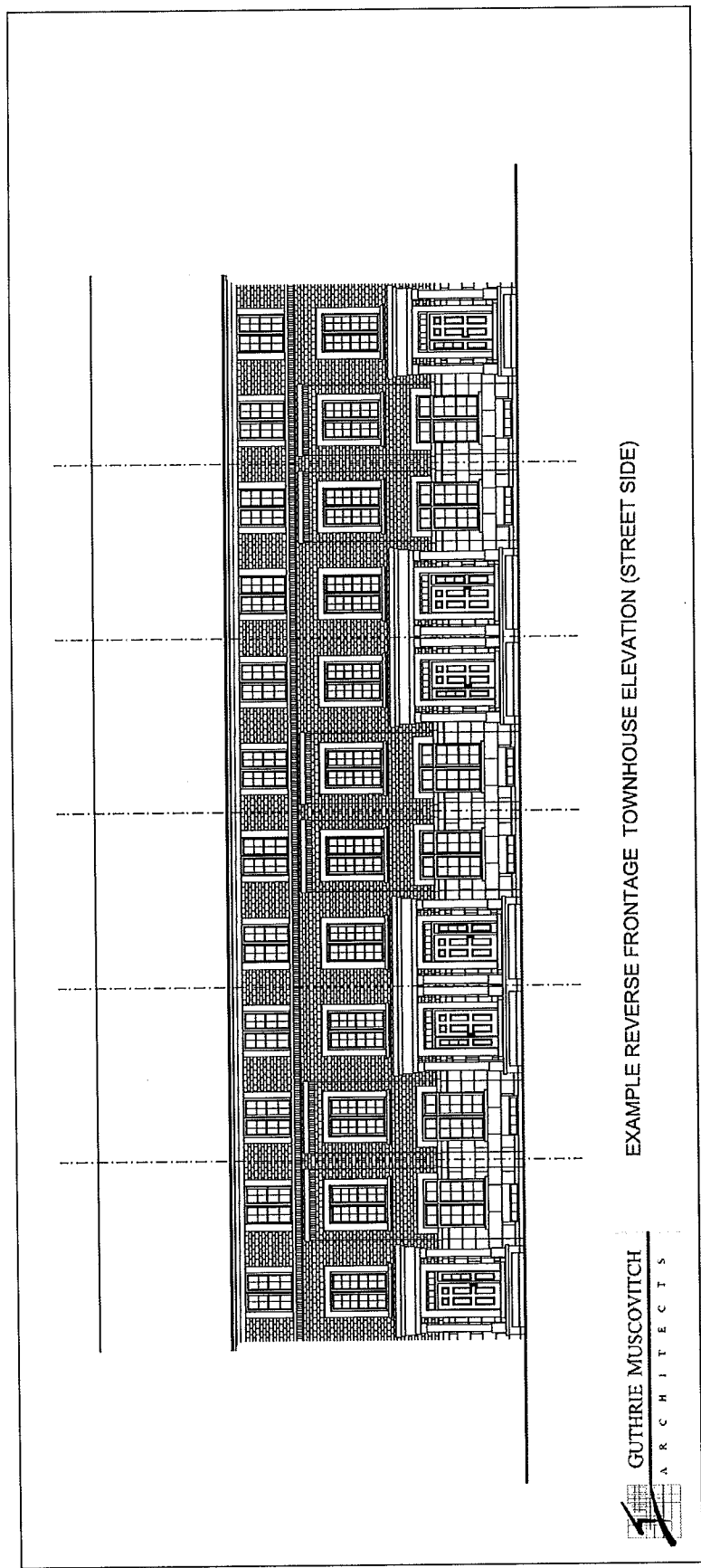
As a result of multiple discussions with the City, an enhanced urban square has been positioned at the intersection of Yonge Street and Little Avenue. This square represents a “gateway” amenity area, accentuating the entranceway into the townhouse development from the Yonge Street/Little Avenue intersection. This urban square will be of high quality urban design / landscaping, and will provide pedestrian access from the intersection into the proposed development. Further details pertaining to finite characteristics of this gateway feature will be determined through the Landscape submission at Site Plan timing.

Five (5) passive amenity area nodes can be found throughout this development, while individual private amenity areas are also provided. Individual (private) amenity space will take the form of balconies as well as roof top terraces on top of the stacked townhouse units (Blocks 10 and 11). All ground related units will also have access to individual ground floor amenity space adjacent to each unit.

As mentioned above, the majority of units are oriented towards one of the abutting streets, with the remainder oriented internally. A total of 2 Blocks (15 units) of standard townhouses, representing the least dense built form within this project, will back onto the residential lands to the south. Due to the neighbouring lot configuration the two townhouse Blocks back onto a total of 3 properties, separated from the subject lands by an easement and a fenced walkway.

Blocks 1 and 2 include three-storey townhouse units with reverse frontages. This reverse frontage orientation locates the main entrance of each unit facing directly onto Firman Drive, resulting in a increased street level activity and a high quality Streetscape. Each of these units will possess a 6-metre-long driveway accessed at the rear of the unit from an internal private road. The separation between Blocks is 3.3 metres, with the Blocks setback 4.5 metres from the Firman Drive right-of-way. Individual walkways will connect the units directly to the public sidewalk. One walkway will be shared between two adjacent units (except for the two end units). Each of these units are approximately 4.9 metres wide and approximately 14 metres in length. An elevation view of what these reverse frontage towns may look like can be seen under Figure 1. It should be noted that this elevation view is a sample for the purposes of massing and potential style.

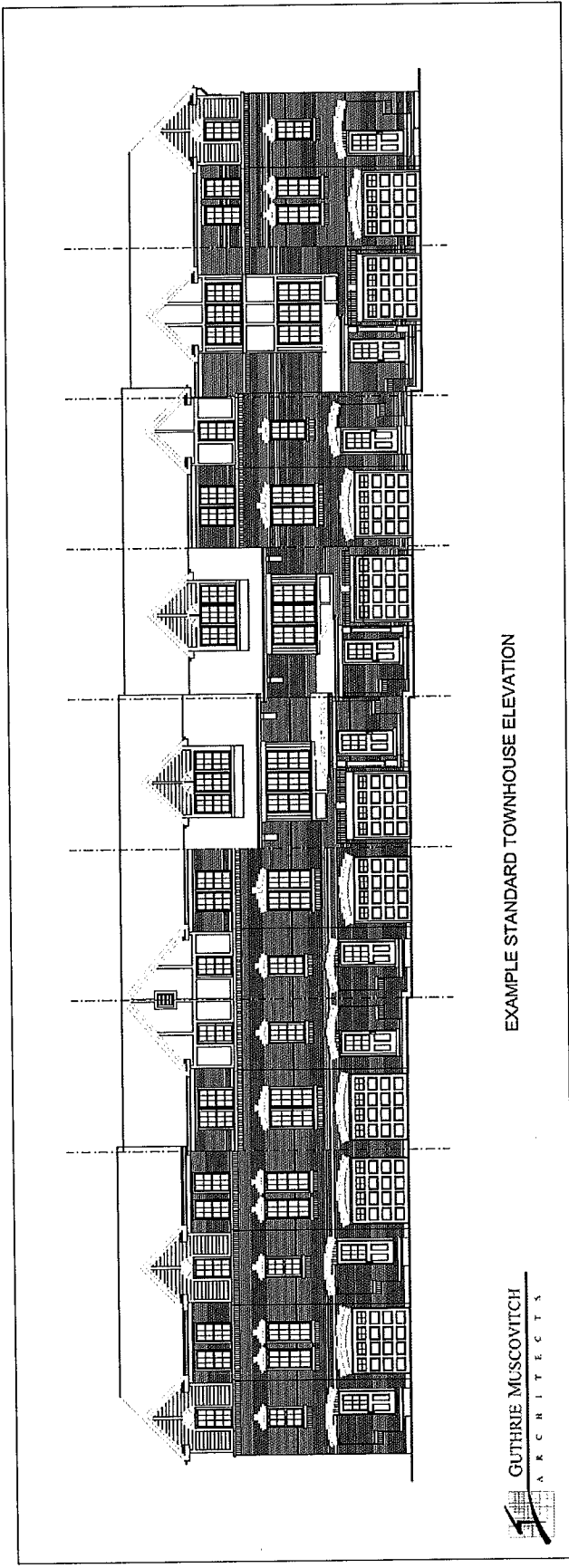
Figure 1: Sample Reverse Frontage Townhouse Elevation



Blocks 3 and 4 are also reverse frontage townhouses which face directly onto Little Avenue. The characteristics of these Blocks are similar to Blocks 1 and 2, including access from the rear of the units onto an internal private road. The City has requested that a 3.5 metre road widening along Little Avenue be provided, which has been included in the Concept Plan. The elevation shown in Figure 1 is also applicable to the massing and styling for the reverse frontage towns fronting Little Avenue.

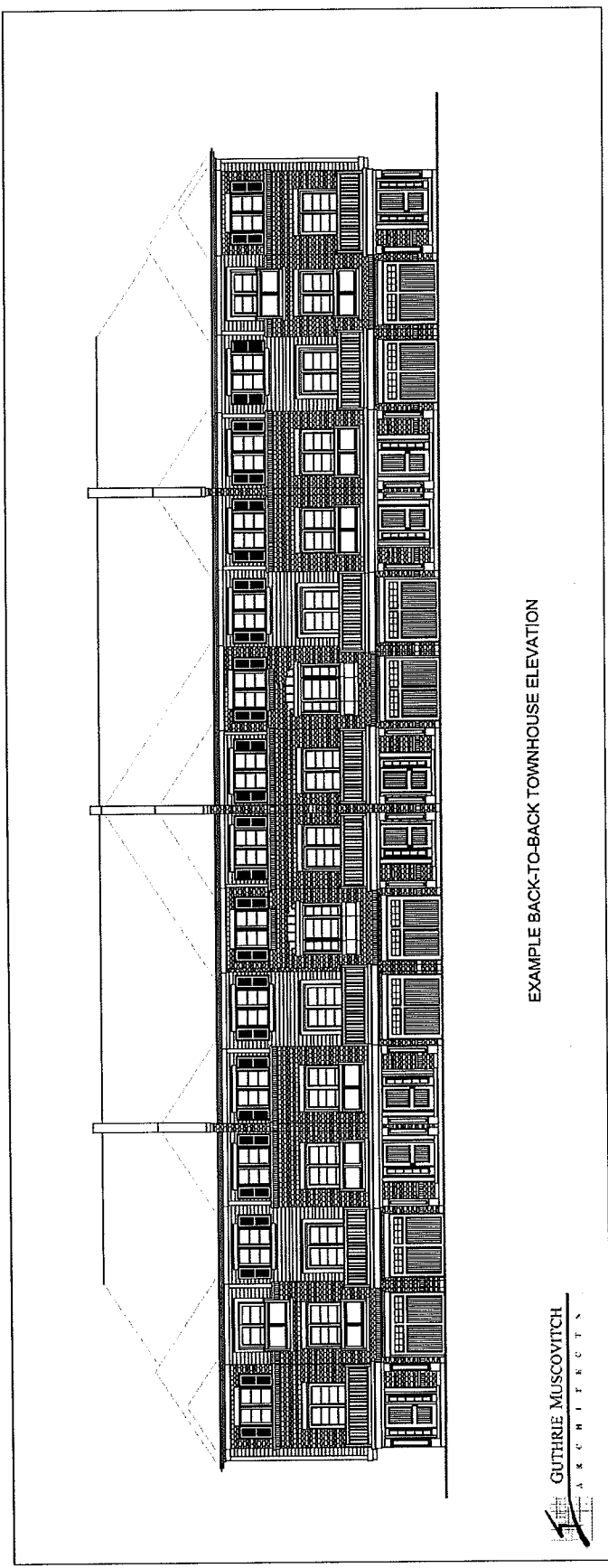
Blocks 5 and 6 include a total of 15 standard (conventional) townhouses which are adjacent to three existing residential properties to the south. Separating these standard towns from the residential properties to the south is an existing pedestrian walkway, as well as an easement on the subject lands. Given the walkway, easement, and rear yards of these townhouses, they are setback approximately 15 metres from the adjacent residential property lines. Each of these standard towns possesses a 6.0 metre driveway accessed from the internal private roadway, while also possessing back yards in excess of 7.0 metres deep. An elevation view of what these standard towns may look like can be seen under Figure 2. It should be noted that this elevation view is a sample for the purposes of massing and potential style.

Figure 2: Sample Standard Townhouse Elevation



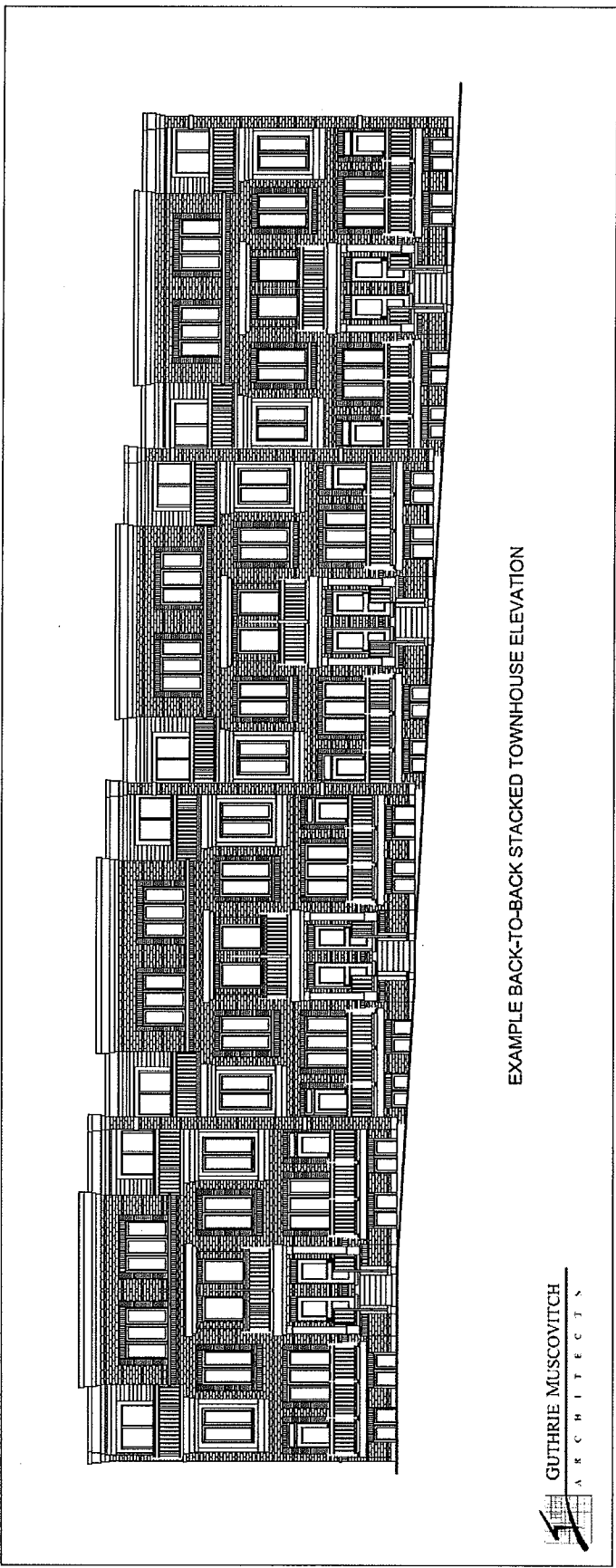
Blocks 7, 8 and 9 are all back-to-back townhouses, internal to the subject lands. Approximately 6.3 metres separates Blocks 8 and 9. Within this separation space exists a pedestrian corridor. Each back-to-back townhouse provides a driveway with a minimum length of 6 metres. Approximately half of the units face directly onto a small centrally located amenity space/visitor parking area. An elevation view of what these back-to-back towns may look like can be seen under Figure 3. It should be noted that this elevation view is a sample for the purposes of massing and potential style.

Figure 3: Sample Back-to-Back Townhouse Elevation



Blocks 10 and 11 take the form of stacked townhouses which front onto Yonge Street. These blocks possess access at the rear of the units from an internal private road. Block 10 contains 40 units while Block 11 contains 36 units respectively. There will be equally as many parking stalls within each of these two buildings as there are residential units. Each unit facing Yonge Street is provided with a walkway directly connecting it to Yonge Street within the 6-metre setback. Beyond the 6.0m setback exists a 3.5 metre protection area to accommodate the City of Barrie's Multi Modal Active Transportation Plan. This will provide for an appropriate setback for the residential units from Yonge Street while offering the opportunity to integrate a well-designed façade and streetscape including a strong urban street presence as envisioned for Intensification Areas. An elevation view of what these stacked towns may look like can be seen under Figure 4. It should be noted that this elevation view is a sample for the purposes of massing and potential style.

Figure 4: Sample Stacked Townhouse Elevation



The site is serviced with an internal private road network which will provide vehicular access to all units. The road network will also provide sidewalks throughout the development, to ensure safe pedestrian movement. This sidewalk network will provide connectivity to all four (4) streets on which this development fronts. The internal road has been designed to a width of 6.4 metres. A 9.4 metre wide entrance to the internal road network from Firman Drive has been provided, allowing for a 3.0 metre wide island feature between the two drive aisles at this entrance.

A total of 250 parking spaces are provided, resulting in an average of 1.63 spaces per unit. Two (2) parking spaces per standard, reverse frontage, and back-to-back townhouse unit are provided. One (1) of these spaces will be in the driveway and the other within the unit's garage. Each of the stacked townhouse units are provided one (1) space per residential unit. An additional twenty (20) surface visitor parking spaces are provided throughout the development.

All units aside from the stacked townhouses will be provided with curb side garbage pick up. Specifically for the stacked townhouses, a garbage enclosure has been located towards the rear (south) lot line and will be screened from view as required.

Unconsolidated amenity area has been dispersed throughout the development in many different forms. Passive and active amenity spaces within this development take the forms of back yards (standard towns), balconies and porches (reverse frontage, back to back, and stacked towns), rooftop terraces (stacked towns), and five (5) amenity areas positioned throughout the development (all units). Cumulatively, these amenity areas provide an average amenity area per unit significantly in excess of the 12 square metres per unit required in the zoning bylaw.

The proposed development will contain a mixture of ownership / tenure structures. It is proposed that the entire development be common element condominium, with Blocks 10 and 11 (stacked townhouses) also being full condominium. The standard, reverse frontage, and back to back townhouses will be freehold Parcels of Tied Land (POTL) structure.

The design of the units will incorporate unique aesthetic properties while utilizing high quality building materials to ensure a façade and structure that promote a distinctive urban character.

3.0 Urban Design

The City of Barrie's Urban Design Manual was revised in 2014 and provides direction for many design elements within urban developments. The proposed development attempts to incorporate many of the design directives found within this document

specifically relative to: the physical environment and building siting, pedestrian and vehicular circulation, site servicing, architectural design, and public transit accessibility.

3.1 Physical Environment

- The proposed various forms of townhouses (built form) and associated densities are considered appropriate for the subject lands given their location at the centre of the intensification node, along the intensification corridor, and transitioning outward from the node.
- The stacked townhouses have been situated 6.5m from Yonge Street. This includes a 3.5m wide protection area as required in the City of Barrie's Multi-Modal Active Transportation Plan (MMATP). Ultimately the buildings will be situated 3.0m from active transportation infrastructure once the plan is executed by the City.
- All ground level stacked towns fronting Yonge Street will frame the frontage with front doors and walkways connecting the units to the municipal sidewalk along Yonge Street. This will provide a pedestrian oriented streetscape / interaction between the development and the intensification corridor.
- All reverse frontage towns fronting Firman Drive and Little Avenue will be situated approximately 4.5 metres from the street. As with the ground oriented stacked towns, each of these towns will possess a front door facing the street while also having a walkway connecting each unit to the municipal sidewalk.
- All units fronting each municipal street will incorporate landscaping features.
- In excess of the requisite number of parking spaces are provided and internal to the site (1.63 spaces per unit).
- Windows and entrances within towns fronting onto Yonge Street, Little Avenue, and Firman Drive will be oriented towards the street and centre of the site to enhance surveillance (eyes on the street).
- The proposed amenity areas have been positioned as nodes throughout the site, with special emphasis on the urban courtyard / gateway entrance feature at the centre of the intensification node.
- Significant individual amenity space has also been provided in the form of balconies, patios, porches, rooftop terraces.
- This development provides an appropriate built form and density for the subject lands, while transitioning from the highest density along Yonge Street, to the lowest density adjacent to the existing single family dwellings along Firman / Harwood.

3.2 Site Circulation

- Pedestrian access from all directions (all municipal street frontages) has been incorporated into the design in order to provide safe and convenient access for residents.
- Pedestrian walkways / sidewalks are also present on all private streets internal to the development.
- Direct pedestrian access to the townhouses fronting Yonge Street, Firman Drive, and Little Avenue will be provided as the primary means of access. This type of design is common within intensification areas to promote active means of transportation and a desired built form for prospective residents.
- Adequate parking has been provided in excess of that required under the Zoning Bylaw, at a ratio of 1.63 spaces per unit.

- The internal private road provides for a 13 metre turning radius. This provides safe access and circulation for emergency and waste disposal vehicles.

3.3 Site Services

- A garbage enclosure is provided and will be designed to screen the contents from sight, internal to its own structure. This structure will be constructed of materials and design similar to features found within the townhouses.
- All utilities within the site are proposed to be located underground.
- Vehicle area has been designed to negate the possibility of cars reversing/manoeuvring on public streets. No private driveways or garages will face any of the four (4) municipal streets. All vehicular traffic arriving at and leaving the respective individual units will flow internal to the side.

3.4 Architectural Design

- The stacked townhouses fronting along Yonge Street, along with the reverse frontage towns fronting Little Avenue and Firman Drive, will promote a strong urban streetscape. All of these towns shall possess significant windows, front door, and walkways facing the street frontages.
- All private garages and driveways servicing all 153 townhouses within this development have been designed to be internal to the site, for the most part hidden from view from all municipal street frontages.
- Roof design for each built form type will be detailed through the Site Plan process and conform to the Urban Design Guidelines.
- As evidenced by the sample elevation views shown in Figures 1-4, all proposed townhouses within this development will possess high quality architectural design with quality building materials.
- Certain design elements will be incorporated (such as porches, stoops, decks, cantilevers, rooftop terraces etc), which are intended to create an attractive, pedestrian scaled neighbourhood encouraging interaction with passer-by's and enhancing the 'eyes on the street/amenity space' principle.
- Detailing of front elevations will make allowances for various interesting features such as bay windows, porches, balconies, semi-parapets in order to convey a high level of architectural interest.
- A variety of materials will be utilized throughout the varying built forms within this development including, brick, stone, siding, and stucco. These elements will all be incorporated during Site Plan Control.
- The various forms of townhouses found within this development will be designed to be complimentary to, and not clash with, each other.
- Overall, the architectural design, style, massing and material selection will contribute to the high-level design of the proposal which provides a visual emphasis to each façade.

4.0 Summary and Conclusion

The proposed Official Plan Amendment & Zoning Bylaw Amendment aims to facilitate an appropriate high density residential development within an intensification node and corridor of the City. It is intended that the proposed additional residential units will offer the land use framework that will be the catalyst for further redevelopment of this node and surrounding areas along Yonge Street. With a strong urban streetscape from all four (4) municipal street frontages, coupled with quality design as required by the City's Urban Design Guidelines and an appropriate transition in built form and density to surrounding adjacent uses, this development is poised to become a functional and appropriate component of the urban fabric of the existing and planned neighbourhood.

Respectfully submitted,

Innovative Planning Solutions



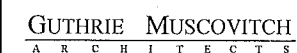
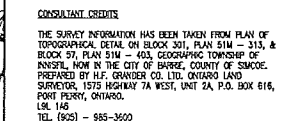
Darren Vella, MCIP RPP
President & Director of Planning



Cameron Sellers
Associate

APPENDIX 1
Development Concept

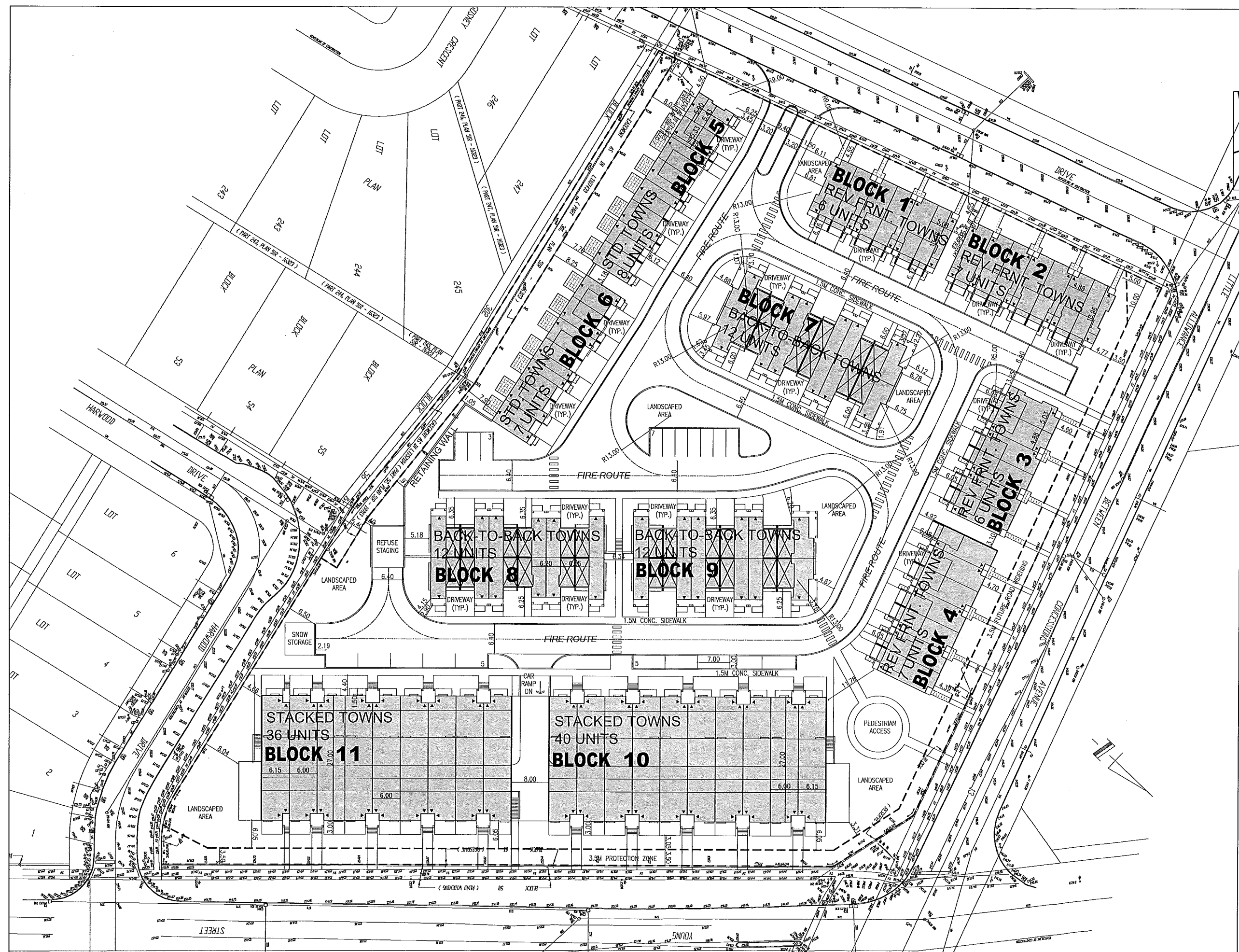
KEY MESSAGE



MASON HOMES
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STOUFFVILLE, ON.
L4A 0Y2
(905) 840-8777

☐ drafting

scale 1:350 + + + +
date OCT 2017 - SP-1 -
drawn BB + + + +
chk'd AM + + + +
project number + 17.103



APPENDIX 2

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

	yes	n/a	Comments
3.1 Pedestrian Circulation			
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.	()	(✓)	
3.2 Vehicle Circulation and Parking			
A. Design parking plans that are safe, convenient and easily understood.	(✓)	()	
B. Provide appropriate signage and lighting.	(✓)	()	
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.	(✓)	()	
P. Provide landscaping features to provide shade and influence wind erosion and glare.	(✓)	()	
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.	(✓)	()	_____
D. Include following safety features:			
• adequate & uniform lighting;	(✓)	()	_____
• clearly indicated exit route;	(✓)	()	_____
• bright paint to improve lighting;	(✓)	()	_____
• mirrors and circular columns.	(✓)	()	_____
3.4 Access Driveways			
A. Reduce traffic conflict and confusion.	(✓)	()	_____
B. Provide mutual driveways where appropriate.	()	(✓)	_____
C. Ensure pedestrian safety & maximum visibility.	(✓)	()	_____
D. Maximize distance between driveways & intersections.	(✓)	()	_____
3.5 Drive-Through Facilities			
A. Provide sufficient stacking spaces.	()	(✓)	_____
B. Avoid disruption of internal site circulation.	()	(✓)	_____
C. Separate stacking lane from main parking areas.	()	(✓)	_____
D. Screen from adjacent residential areas.	()	(✓)	_____
E. Position boards & order stations away from residential uses.	()	(✓)	_____
3.6 Emergency Access			
A. Provide ease of ingress/egress for emergency vehicles.	(✓)	()	_____
B. Ensure site circulation accommodates emergency vehicles.	(✓)	()	_____
C. Provide clear pedestrian passages to building.	(✓)	()	_____
D. Identify location of hydrant/sprinkler connections.	(✓)	()	_____

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.	(✓)	()	
B. Design site lighting to meet building and user needs.	(✓)	()	
C. Use lighting to accentuate site features.	(✓)	()	
D. Eliminate glare and light spillage.	(✓)	()	
E. Used pedestrian scaled lighting.	(✓)	()	
F. Coordinate lighting systems and landscaping.	(✓)	()	

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.	(✓)	()	_____
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.	(✓)	()	_____
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.	(✓)	()	_____
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.	(✓)	()	_____
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.	(✓)	()	_____
9.0 LANDSCAPE DESIGN			
A. Promote preservation of existing natural features.	()	(✓)	_____
B. Ensure a harmonies integration of landscape features.	(✓)	()	_____
C. Use ecologically sound and appropriate seasonal plant material.	(✓)	()	_____
D. Provide landscaped traffic islands to delineate primary traffic routes.	(✓)	()	_____
E. Landscape to delineate boundaries and establish streetscape appeal.	(✓)	()	_____
F. Use landscaping to screen parking/site services.	(✓)	()	_____
G. Relate landscape treatment to their function.	(✓)	()	_____
H. Landscape areas outside building entrance(s) to define its function.	(✓)	()	_____
I. Use plant material for scale, definition & softening.	(✓)	()	_____
J. Provide appropriate site amenities and furnishings.	(✓)	()	_____
K. Preserve healthy trees where possible.	()	(✓)	_____
L. Use plant species suitable for the local climate.	(✓)	()	_____
9.2 Landscape Strips			
A. Provide landscape strips adjacent to roadways and lot lines.	(✓)	()	_____
B. Provide appropriate landscape treatments and planting density based on the proposed lands use, site area and abutting land use.	(✓)	()	_____

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.	()	(✓)	_____