

INNOVATIVE PLANNING SOLUTIONS

PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS



407-419 Mapleview Drive W.

URBAN DESIGN REPORT

BARRIE, ON

IPS NO. 18-813

NOVEMBER 2020



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407 – 419 MAPLEVIEW DRIVE WEST

PART OF LOTS 12, 13, 15 & 16, CONCESSION 11 PLAN 1274

**CITY OF BARRIE,
COUNTY OF SIMCOE**

URBAN DESIGN REPORT

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

407-419 MAPLEVIEW DRIVE INC. (ENCORE GROUP)

November, 2020

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1.0 PURPOSE

This Urban Design Report addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed development at 407-419 Maplevue Drive East. The City of Barrie Urban Design Guidelines have been reviewed against the proposed development to demonstrate consistency with the objectives of the City's design directives.

This report is in support of applications for Draft Plan of Subdivision and Zoning By-law Amendment, required to facilitate the proposed development. This report is intended to be read in conjunction with the Planning Justification Report provided by Innovative Planning Solutions dated November, 2020.

This Urban Design Report relative to 407-419 Maplevue Drive East addresses various items of urban design, including:

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

2.0 LOCATION

The subject lands are located approximately 310 metres west of the intersection of Essa Road and Mapleview Drive West. The subject lands lie within the delineated built-up boundary of the City of Barrie, as per Schedule I – Intensification Areas of the Official Plan. The lands are also located along Mapleview Drive West, classified as an 'Arterial' road on Schedule D – Roads Plan of the Official Plan.

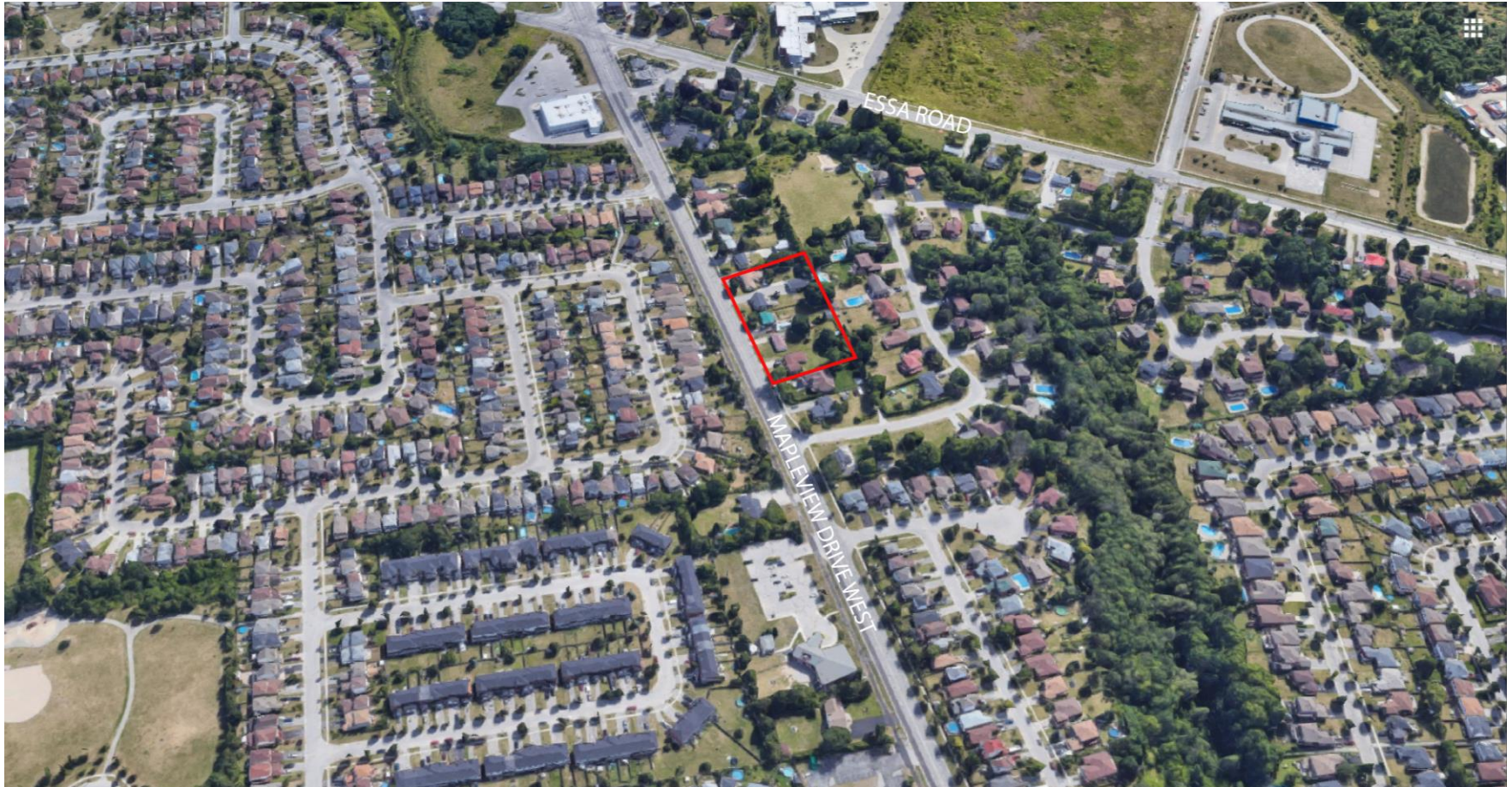
The proposed development is located in a neighbourhood that provides a mixture of uses. Commercial uses, institutional uses, and park facilities lie within a 5-10 minute walking distance of the subject lands and are mainly situated along Mapleview Drive West and Essa Road. Larger community amenities including the Holly Community Centre and SmartCentres Barrie (Essa Road) are located within 1.5 kilometres of the proposed development.

Convenient access is provided to Barrie Transit Routes 7 and 8, with bus stops located within a 3-7 minute walking distance of the subject lands. Both transit routes provide access to the nearby Park Place Transit Hub, as well as direct access to the downtown core.

The site is connected to the existing municipal sidewalk network along Mapleview Drive West. This sidewalk network offers connectivity to the surrounding neighbourhood subdivisions as well as to the surrounding amenities. Additionally, a municipal walkway abuts the subject lands to the east and provides direct access to Redfern Park.

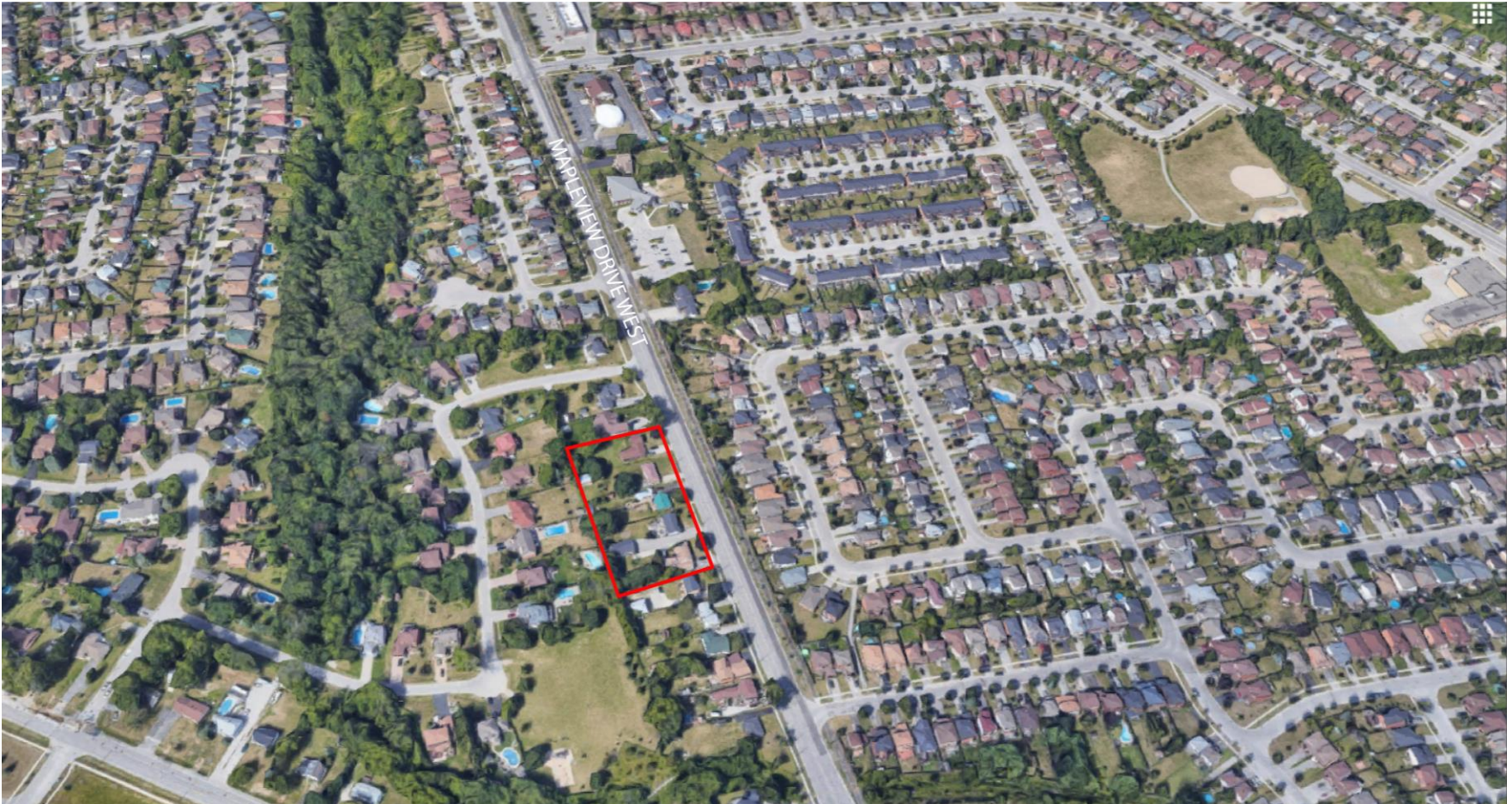
Figures 1 and 2 illustrates the location of the subject lands. **Figure 1** illustrates the subject lands from a west aerial view. **Figure 2** illustrates the subject lands from an east aerial view.

Figure 1. Location Context – West Aerial View



Source: Google.com/Maps

Figure 2. Location Context – East Aerial View



Source: Google.com/Maps

2.1 SUBJECT LANDS

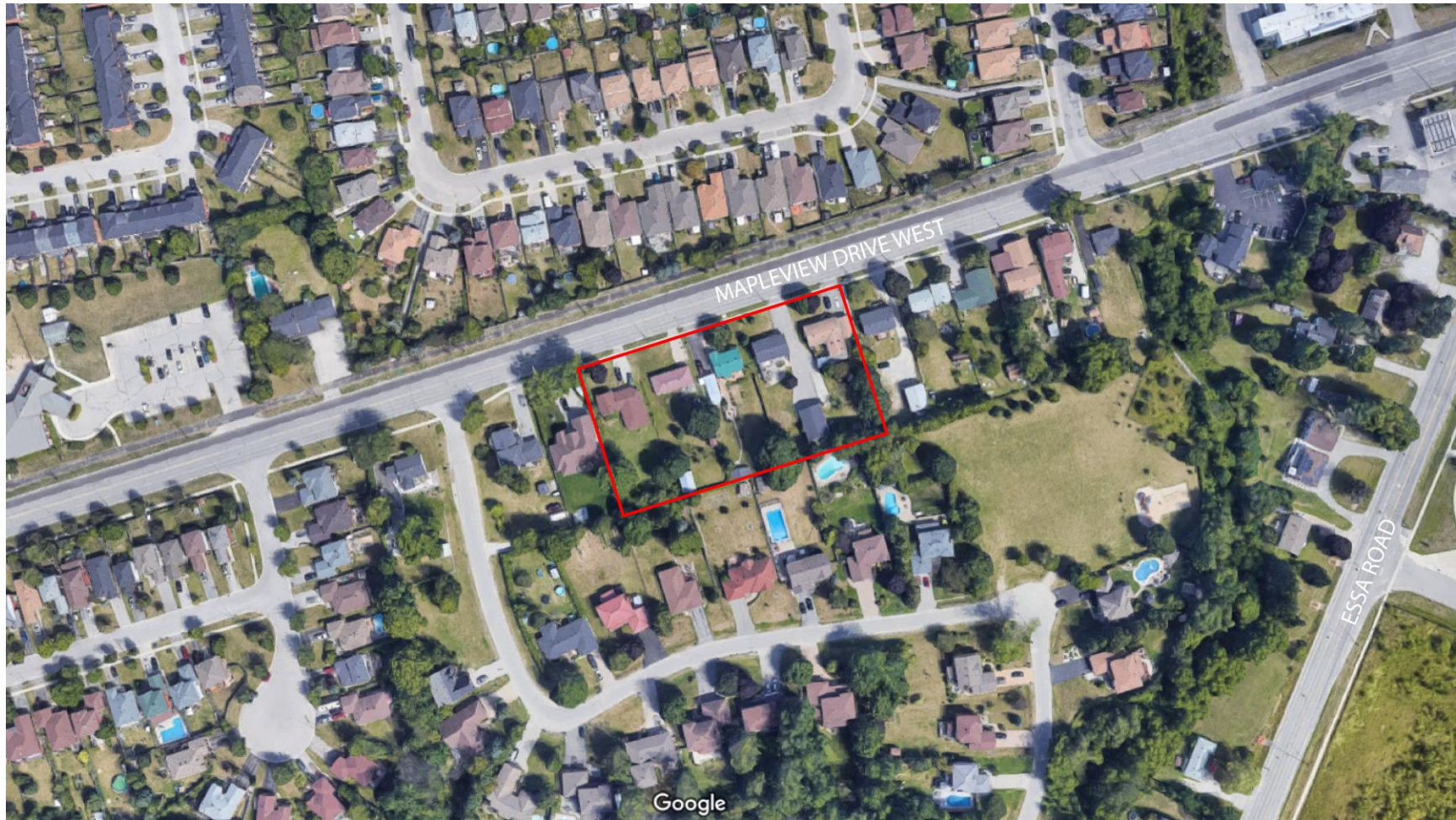
The subject property contains an area of approximately 6,000.0 m² (0.60 hectares, 1.48 acres), with 110.0 metres of frontage along Maplevue Drive West.

The property is currently comprised of five residential lots. Each residential lot contains a single-detached dwelling, driveway access onto Maplevue Drive West, and accessory structures/buildings. The five lots contain landscaped lawns with vegetation generally oriented along their boundaries. The lands are relatively flat with very little change in elevation. All existing buildings and structures will be demolished subject to approval of these applications.

A number of boundary trees exist on the southern and eastern boundaries of the site. It is the intention that these boundary trees will be retained where feasible through the proposed development. Sparse scattering of boundary trees exist along the northern and eastern boundaries of the site and will be retained where appropriate.

Figure 3 illustrates an aerial of the subject lands. **Figure 4** provides a street view of the subject lands.

Figure 3. Property Aerial – 407-419 Maplevue Drive West



Source: Google.com/Maps

Figure 4. Property Streetview – 407-419 Maplevue Drive West



3.0 SITE DESIGN – DEVELOPMENT CONCEPT

The proposed Conceptual Site Plan (**Figure 5 & Appendix 1**) would introduce 4 back-to-back townhouse blocks, providing a total of 88 new residential units through a common elements condominium. The site would be developed at a net density of 138 units per hectare.

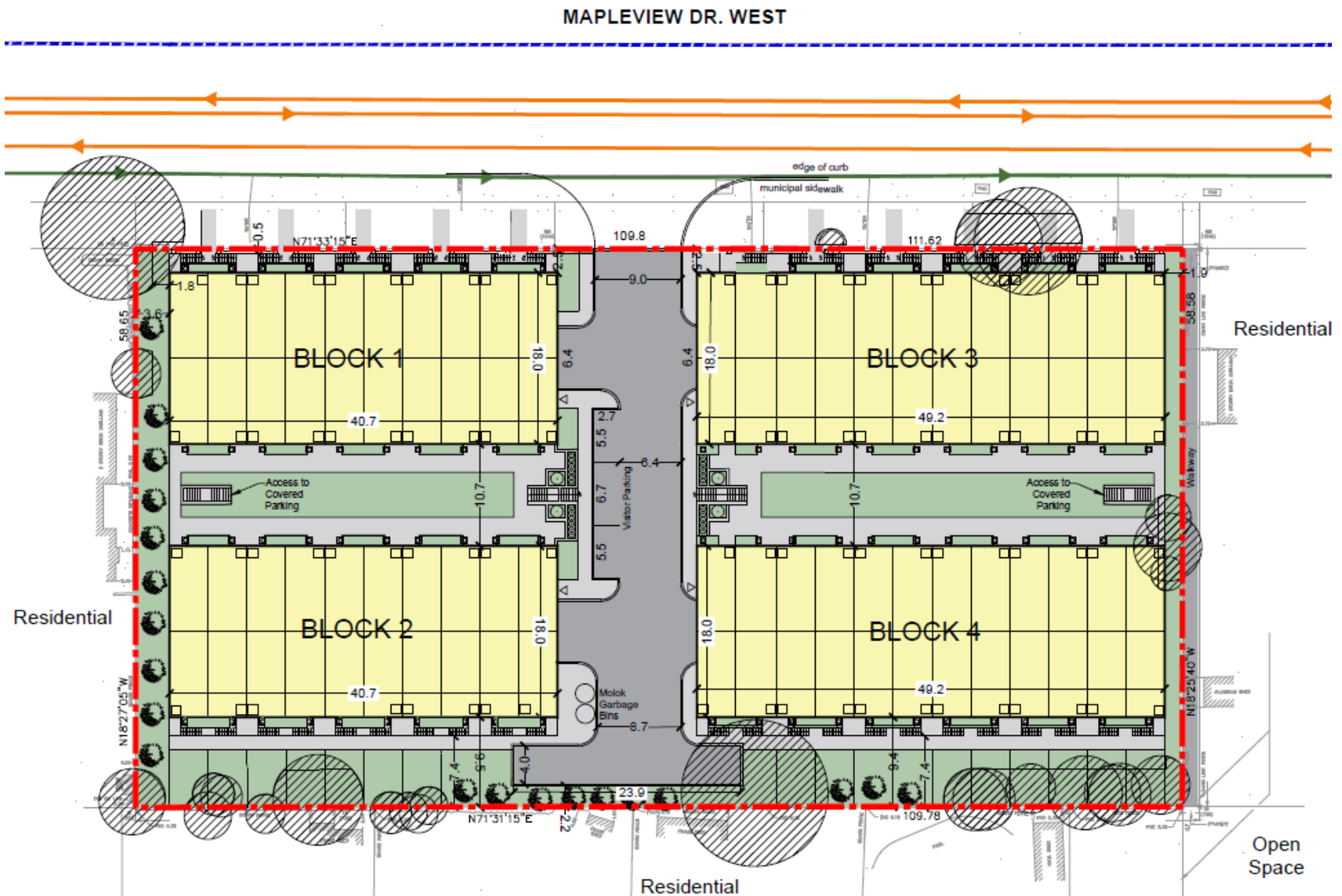
The development will be located along Maplevue Drive West. Two townhouse blocks will have frontage onto Maplevue Drive West while the other two townhouse blocks will be located within the interior of the site. The blocks fronting onto Maplevue Drive West will offer a strong street presence and reinforce the street edge along the arterial road. These buildings also demonstrate short connections between the municipal sidewalk and the townhouse entrances.

Each unit will be provided individual, private balconies. Rooftop patio space will be provided for each townhouse unit. Privacy screens are envisioned for the balconies and rooftop patio spaces facing the south and west-abutting residential uses. Additional open space amenity areas are provided through shared central amenity corridors. Several internal pedestrian pathways will facilitate movement throughout the site, providing connections to the covered parking area, to the existing municipal sidewalk network along Maplevue Drive West, and between the townhouse blocks.

Vehicular access to the site will be provided from Maplevue Drive West, with one internal condominium road providing for vehicular movement throughout the site and access to the covered parking. Parking is provided at a ratio of 1.8 parking spaces per unit, for a total of 162 parking spaces including 4 Type 'A' and 4 Type 'B' barrier free parking spaces. A parking plan is provided in **Figure 6**.

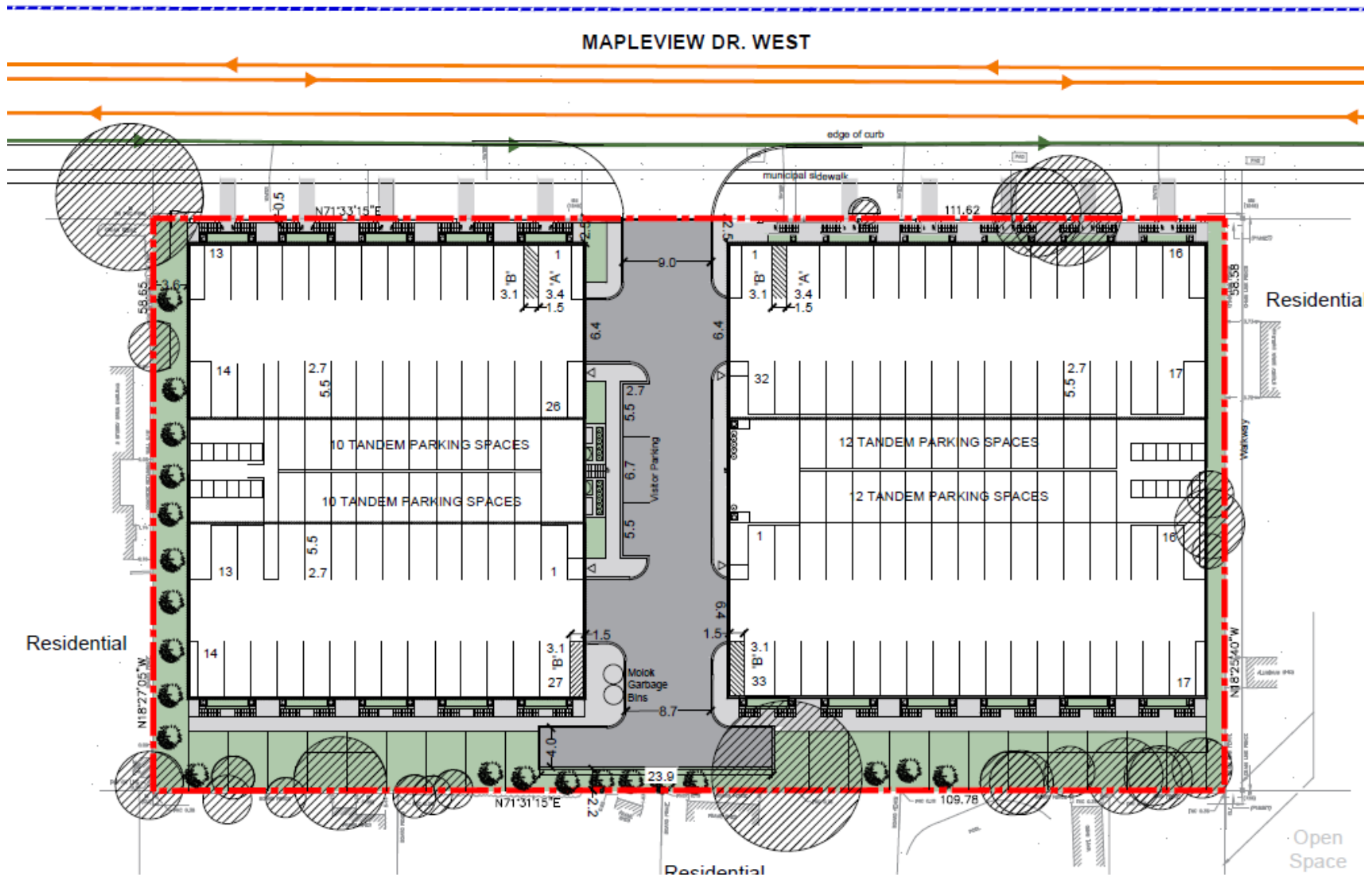
Fencing and enhanced landscaping will be provided to ensure that the development demonstrates compatibility with the surrounding residential uses, particularly along the southern and western boundaries of the subject lands. As previously noted, a number of boundary trees exist on the southern and eastern boundaries of the site and it is the intent that these trees will be retained where appropriate to further support compatibility with the surrounding uses.

Figure 5. Site Plan



Source: IPS

Figure 6. Parking Plan



Source: IPS

4.0 CITY OF BARRIE OFFICIAL PLAN - URBAN DESIGN GUIDELINES

4.1 SECTION 6.5 URBAN DESIGN GUIDELINES

Section 6.5 of the City of Barrie Official Plan outlines urban design guidelines with the goal *“to provide, through urban design policies and guidelines, a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment”*.

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

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

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

BUILDING & SITING

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

The built form is reflective of growth and intensification in a strategic location within the built-up area of the City and along an arterial corridor. The neighbourhood is currently characterized by one to three storey built forms located along Maplevue Drive West, such as apartment buildings and block townhomes which abut lower density residential and commercial uses. A review of the proposed developments in the area signals that the character of the area will also be evolving to reflect a more compact, higher-density, complete community. In alignment with the existing and evolving character of the area, the proposed built form offers higher density development along Maplevue Drive West that can offer transitional development to the abutting single-detached dwellings. Townhouse units fronting onto Maplevue Drive West will frame the streetscape, incorporating attractive landscaped features and contributing to a vibrant pedestrian realm.

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

Mechanical equipment is screened or located interior to the building. An attractive streetscape is maintained.

- 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.*

Large exposed blank walls will be avoided through design. Architectural elements will be incorporated to provide visual unity along all building exteriors. Enhanced landscaping will be provided to screen large, exposed walls from view.

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

Building entrances are well defined and will activate the streetscape. The majority of units have been designed to provide accessibility for all pedestrians and residents.

- v. *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.*

The site is not a corner location. A single condominium road and covered parking seek to ensure that buildings, and not cars, are the dominant feature of the site.

PARKING AREAS

- i. *Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.*

Through the proposed development, the existing five access points are consolidated to one access point to the site in order to reduce turning movement along Maplevue Drive West. One internal condominium road provides for linkages to the four covered parking areas. Appropriate signage to these mutual entrances will be detailed through Site Plan Control.

- ii. *Adequate disability parking spaces will be provided where required.*

Four Type 'A' and four Type 'B' Barrier Free parking spaces have been provided through the proposed parking plan.

- 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.*

The site demonstrates a depth of less than 60 metres. Parking has been divided between the four apartment buildings, offering a parking ratio of 1.8 parking spaces per unit. The parking will be provided as covered parking and will therefore

be screened from view, removing any potential visual impacts. Landscape buffers with strategic plantings will also be provided to separate the covered parking from the existing residential uses.

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

A T-turnaround is provided at the rear of the site in order to support interim vehicular movement associated with loading and deliveries. Loading is also anticipated to occur within the covered parking garage where elevator access is provided to the residential units. Garbage will be confined in molok bins located within the interior of the site, offering a more modern and aesthetically pleasing garbage enclosure.

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.*

Landscaping is proposed between the street and building, with the exception of walkways to individual entrances. Detailed design of the landscaping features will be established during the Site Plan Approval and review process. **Figures 7** showcases examples of new townhouse developments that have creatively integrated landscape features into the design in order to create visual interest and achieve an attractive streetscape.

Figure 7. Inspirational Townhomes – Attractive Landscaping & Strong Street Presence



Source: Google.com/Images

ENVIRONMENTAL FEATURES

- i. *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.*

An Arborist Report and related tree preservation plans are provided with the submission. As noted previously, it is the intent that boundary trees will be preserved through this development, where feasible. Through the revised concept plan, a total of two (2) trees are proposed to be removed along the rear lot line, as opposed to the twelve (12) that were proposed at the Neighbourhood Meeting. Additionally, the rear and west interior side yard have been increased since the neighbourhood meeting to accommodate enhanced landscaped areas abutting the existing residential dwellings. Landscaping along the street frontage will also be provided to achieve an attractive streetscape.

SIGNAGE

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

Signage on site is in accordance with City standards and requirements. Minimal signage will be required based on no commercial component being proposed. Location identification (address) will be incorporated into the building design.

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.*

The specific locations of the utilities will be detailed through the Site Plan Review process, with consideration for providing an attractive streetscape.

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.*

The buildings have been oriented so that all units may have east-west sun exposure. Landscaping and shared central amenity areas will be provided over the covered parking and between the internal pedestrian walkways to decrease the amount of paved surfaces on-site. Further details for building materials, landscaping, and energy efficiency will be provided through the Site Plan Approval process.

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

The proposed development would be considered of a compact urban form. The subject lands are situated in close walking distance to existing transit routes, lending to transit ridership. Active transportation such as cycling is encouraged through direct access to the municipal sidewalk network and proximity to amenities, such as parks (0-500 metres), schools (200-800 metres), and commercial uses (200-500 metres).

4.2 SECTION 6.6 TALL BUILDINGS AND HEIGHT CONTROL

Section 6.6 of the City of Barrie Official Plan outlines policies that are applicable to any building proposed to be greater than three (3) storeys in height. It is acknowledged that not all the policies in Section 6.6 will be appropriately applicable

to the proposed development as it lies outside of the Urban Growth Centre and Intensification Areas. Therefore this section will only provide a review of the applicable policies as detailed below.

GENERAL POLICIES

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

The proposed development incorporates covered parking. A T-turnaround is provided at the rear of the site in order to support interim vehicular movement associated with loading. Building utilities will not be located on the front of building where possible. The exact location and visibility of utilities will be further detailed through Site Plan.

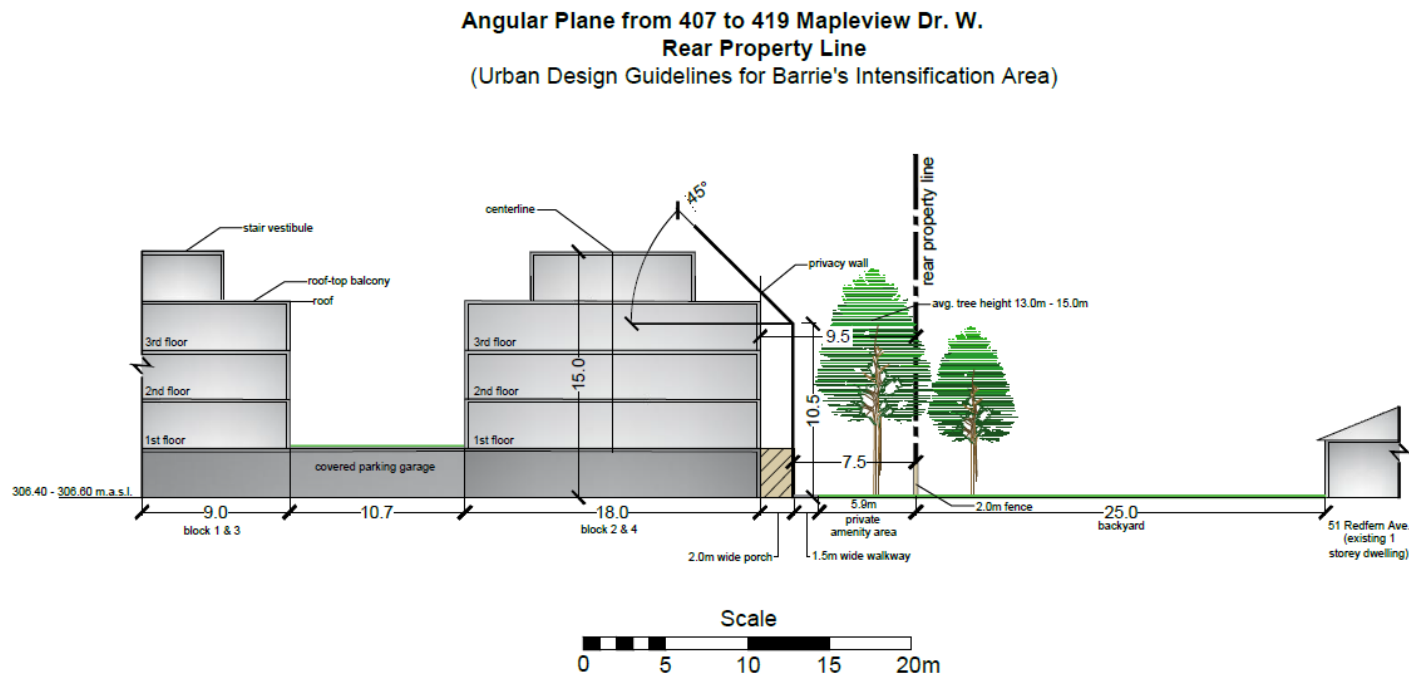
POLICIES

- e. Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of City of Barrie Official Plan 6-21 6-21 Section 6.0 Implementation Tall Buildings and Height Control surrounding areas, particularly in areas of transition such as the intensification corridors.*

Significant consideration has been paid to the transition between the proposed development and the lower scale residential dwellings. **Figure 7** provides a scaled section drawing from Blocks 2 and 4 of the proposed development to the closest south-abutting residential dwelling. The purpose of this drawing is to illustrate the impact of the proposed development to the south-abutting residential uses, particularly in respect of the City's angular plane provisions which

seek to ensure land-use compatibility where intensification is proposed to abutting residents. The Rear Yard Cross Section identifies that the proposed development is sufficiently setback from the rear lot line to facilitate an appropriate transition in height from the proposed development to the existing dwellings abutting to the south. Furthermore, it highlights that the proposed built form is appropriately scaled and located to minimize adverse impacts of intensification on the south-abutting residential uses. Additional design measures such as fencing, landscaping, privacy screens and setbacks will support the height transition from the proposed development to the lower scale buildings. Another important consideration based on information provided by our landscape consultant is that the rear yard boundary vegetation that will be maintained through this development has an average height of 13 to 15 metres and will provide a substantial buffer that will be further enhanced by additional planting through the development.

Figure 7. Rear Yard Cross Section and Angular Plane



5.0 CITY OF BARRIE URBAN DESIGN MANUAL

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

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

5.1 **PHYSICAL ENVIRONMENT & BUILDING SITING**

- The site is located in close proximity to various uses, including commercial, retail, institutional, open space and recreational.
- Close proximity to existing transit facilities and routes.
- Outdoor amenity areas are located on site to encourage resident use and create welcoming spaces.
- The built form of the proposed development is considered appropriate for the subject lands and compatible with the adjacent uses.
- Building orientation creates a strong street presence and seeks to maximize sun exposure to all the units.

5.2 **SITE CIRCULATION**

- Pedestrian access has been incorporated into the design in order to provide safe and convenient access from all units to the municipal sidewalk network.
- Landscaping and lighting will offer a safe and attractive pedestrian environment, as conceptualized in **Figure 8**.

- Suitable parking has been provided for the proposed development in accordance with City requirements.
- Accessible, barrier-free loading zones are provided for improved safety and access.
- At-grade visitor parking and a T-turnaround support interim vehicular movement throughout the site.

5.3 SITE SERVICES

- Site circulation routes for service vehicles is accommodated for with a T-turn around at the rear of the site.
- Garbage is designed to be located away from the street towards the rear of the site and contained within molok bins, offering a more modern and aesthetically pleasing garbage enclosure.
- All efforts will be made to locate utilities covered or interior; final placement to be confirmed during detailed design.

5.4 ARCHITECTURAL DESIGN

- The built form facades are oriented towards the street, bordering the site.
- Building height and scale are compatible with the developing character of the area, particularly along Mapleview Drive.
- The buildings will be designed with a complimentary colour scheme to ensure a cohesive visual relationship between the buildings.
- Main entrances along Mapleview Drive are designed to act as prominent features, providing direct pedestrian access at ground floor and clearly identifiable from the street.
- Rooftop areas are designed to provide usable amenity and personal space, offering views of Mapleview Drive and Redfern Park.

Figure 8. Inspirational Internal Pedestrian Network with Landscaped Courtyard and Attractive Lighting



Source: Google.com/Images

5.5 TRANSIT

- The site is situated in a strategic location for access to transit options.
- The site will be linked to the municipal sidewalk network to promote active transportation.
- The site is near many local transit routes, which provide convenient access to areas within the City of Barrie. The accessible local transit routes also provide direct access to nearby regional transit hubs such as the Barrie South GO Station.

Connection to transit has become a key requirement for many residents when looking to purchase or rent a place to live. Considering rising real estate prices, the cost of gas, commuting times and environmental factors, transit options remain a major planning focus. Two of the City's transit routes, Routes 7 and 8, are accessible within a 5 minute walk from the proposed development which offer direct access to the downtown core and to the Park Place Transit Hub. Furthermore, the evolving growth at the intersection of Maplevue Drive West and Essa Road would support the future development of transit and active transportation infrastructure in the area.

5.6 LANDSCAPE DESIGN

- Various landscaping treatments will be implemented throughout the site.
- Amenity and courtyard spaces will provide visual character and attractive design elements. **Figure 9** illustrates an inspiration design for the central courtyard amenity spaces.
- The site contains a harmonious integration of planting and hard surfaces.
- Landscaping will be designed to encourage positive functional relationships between the site uses and their surroundings.
- Appropriate plant species will be selected based on their capability and suitability with the area.

5.7 LIGHTING & SIGNAGE

- The design of light fixtures will compliment the architectural design of the building.
- Site lighting will consider all users and needs.
- Site lighting locations will be designed with particular emphasis on pedestrian access and circulation areas, barrier free travel paths, and parking.
- Feature lighting will be included to highlight the building design, landscape features and entrances.
- All lighting and signage will comply with the Ontario Building Code and the City of Barrie Sign By-law 2005-93.

Lighting can be used to create welcoming and vibrant spaces. **Figure 10** illustrates an inspirational design where lighting, plantings, and hard surfaces have been used to highlight the entrances, walkways, and amenity spaces.

Figure 9. Inspirational Townhomes – Central Courtyard Amenity Space with Attractive Landscaping



Source: [Google.com/Images](https://www.google.com/images)

Figure 10. Inspirational Townhomes – Feature Lighting



Source: [Google.com/Images](https://www.google.com/images)

6.0 SUMMARY AND CONCLUSIONS

The proposed application aims to facilitate high-density, residential redevelopment in the form of back-to-back townhomes in the City of Barrie.

The site is considered appropriate for such intensification and is in accordance with established locational criteria. The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in blue ink, appearing to read 'Kyle Galvin'.

Kyle Galvin, H.BCD, MCIP, RPP

Senior Planner

A handwritten signature in blue ink, appearing to read 'Karla Tamayo'.

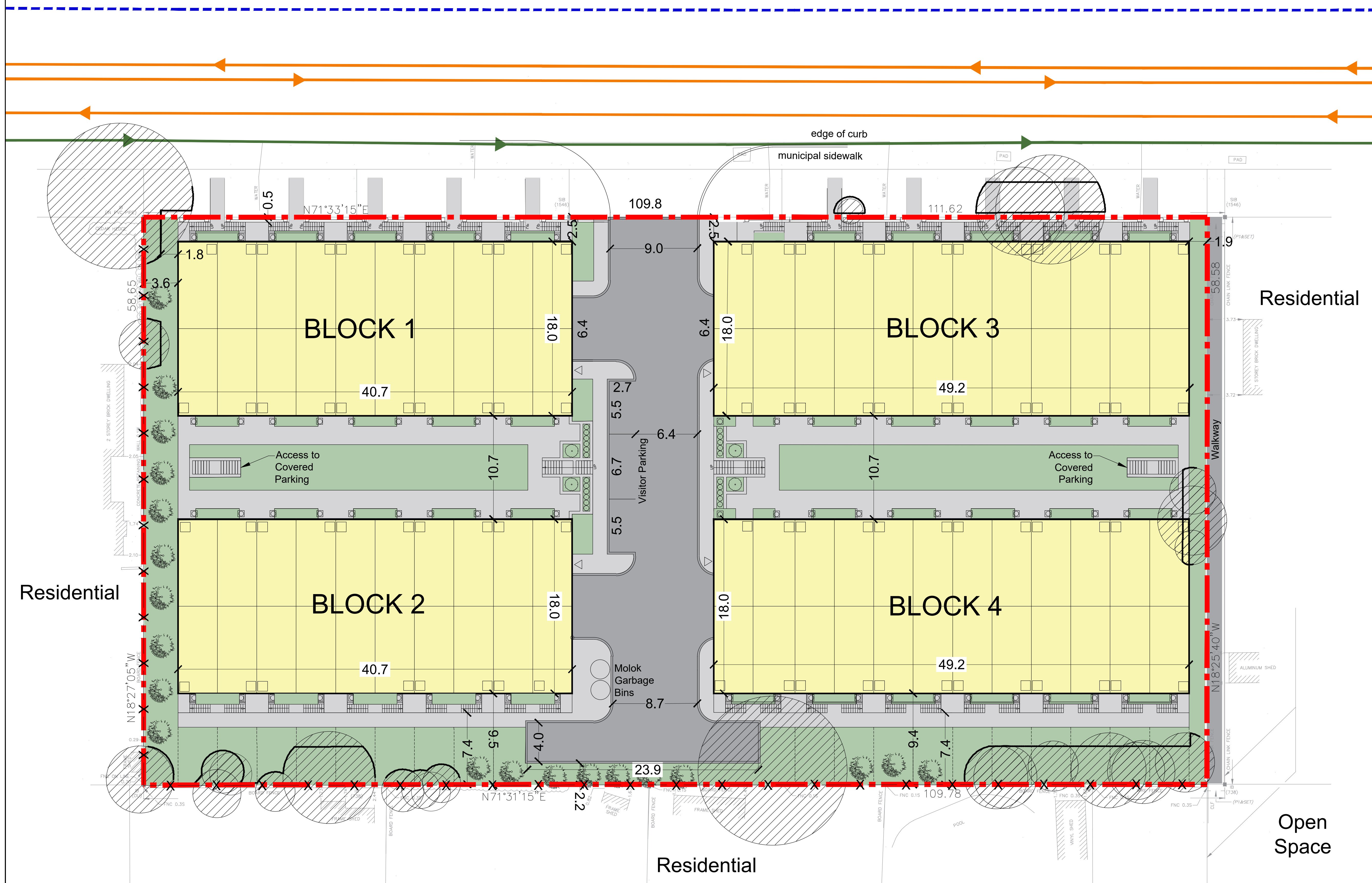
Karla Tamayo, M.Pl.

Planner

Appendix 1. Site Plan



MAPLEVIEW DR. WEST



CONCEPTUAL SITE PLAN - 88 UNITS

407 - 419 MAPLEVIEW DR. W - BARRIE

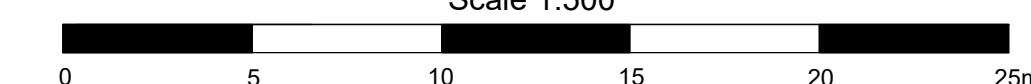
SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	October 1, 2020	Revised site plan	A.S.
2	November 3, 2020	Issued for Submission	A.S.



CONCEPTUAL SITE PLAN

Concession 11 Plan 1274,
Part Lot 12, 13, 14, 15 & 16,
City of Barrie,
County of Simcoe

Scale 1:500



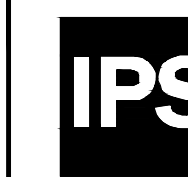
LEGEND

-  **SUBJECT LANDS**
(6437.6m² / 0.64ha)
-  **BACK TO BACK TOWNHOUSES**
88 Units (4.3m x 9.0m)
-  **EXISTING TREES**
TO BE RETAINED
-  **WATER SERVICES**
-  **SANITARY SERVICES**
-  **STORM SERVICES**
-  **FENCE**

ZONING TABLE: RM2

Provisions	Required	Provided
Lot Area (min.)	720.0m ²	6,437.8m ² (0.64ha)
Lot Frontage (min.)	21.0m	109.8m
Front Yard (min.)	7.0m	2.5m - building 0.5m - stairs/open porch
Interior side yard(min.)	1.8m	1.9m
Exterior side yard (min.) (5.3.3.2 a)	3.0m	N.A.
Rear Yard (min.)	7.0m	9.4m - building 7.4m - stairs/walkway
Landscaped open space (min. % of lot area)	35%	40%
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 ⁽¹⁰⁾ (max. % of lot area)	35%	58% (incl. balconies)
Gross floor area (max. % of lot area)	60.0%	152%
Height of Main Bldg. (max.)	10.0m	12.0m (roof of townhouse) 15.0m (covered parking, 3 storeys, rooftop patio & stair vestibule)
Densities (max.) (5.2.5.1 a.)	40 units/ha	138 units/ha
Amenity Area (min.) (5.2.5.2)	1,056m ² (12m ² / unit)	> = 1,056.0m ² (balcony & rooftop)
Amenity Area (min.) (5.2.5.2)	Consolidated	Unconsolidated
Parking: Residential building containing more than 3 units (4.6.1)	132 PS (1.5 parking space/unit) with 2 Type A & 3 Type B Barrier Free Parking	165 parking spaces (incl. 4 tandem spaces) with 2 Type 'A' and 4 Type 'B' Barrier Free Parking
Tandem Parking (4.6.1)	Not Permitted	Permitted
Landscape Buffer (5.3.7.1)	3m	2.2m
Air Conditioner (5.3.3.1 g.)	prohibited in a Front Yard, except in the case of back-to-back townhouses where an air conditioner in a Front Yard shall be effectively screened from any street	Located in the front yard, and screened from the street

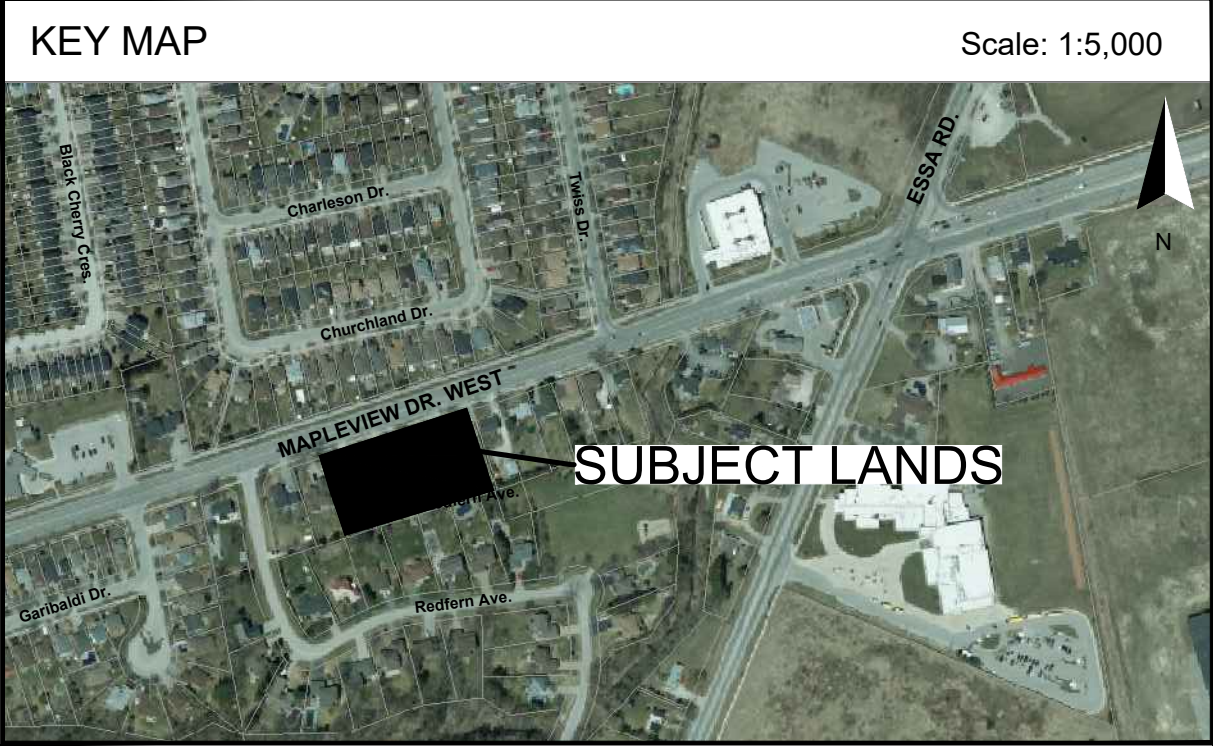
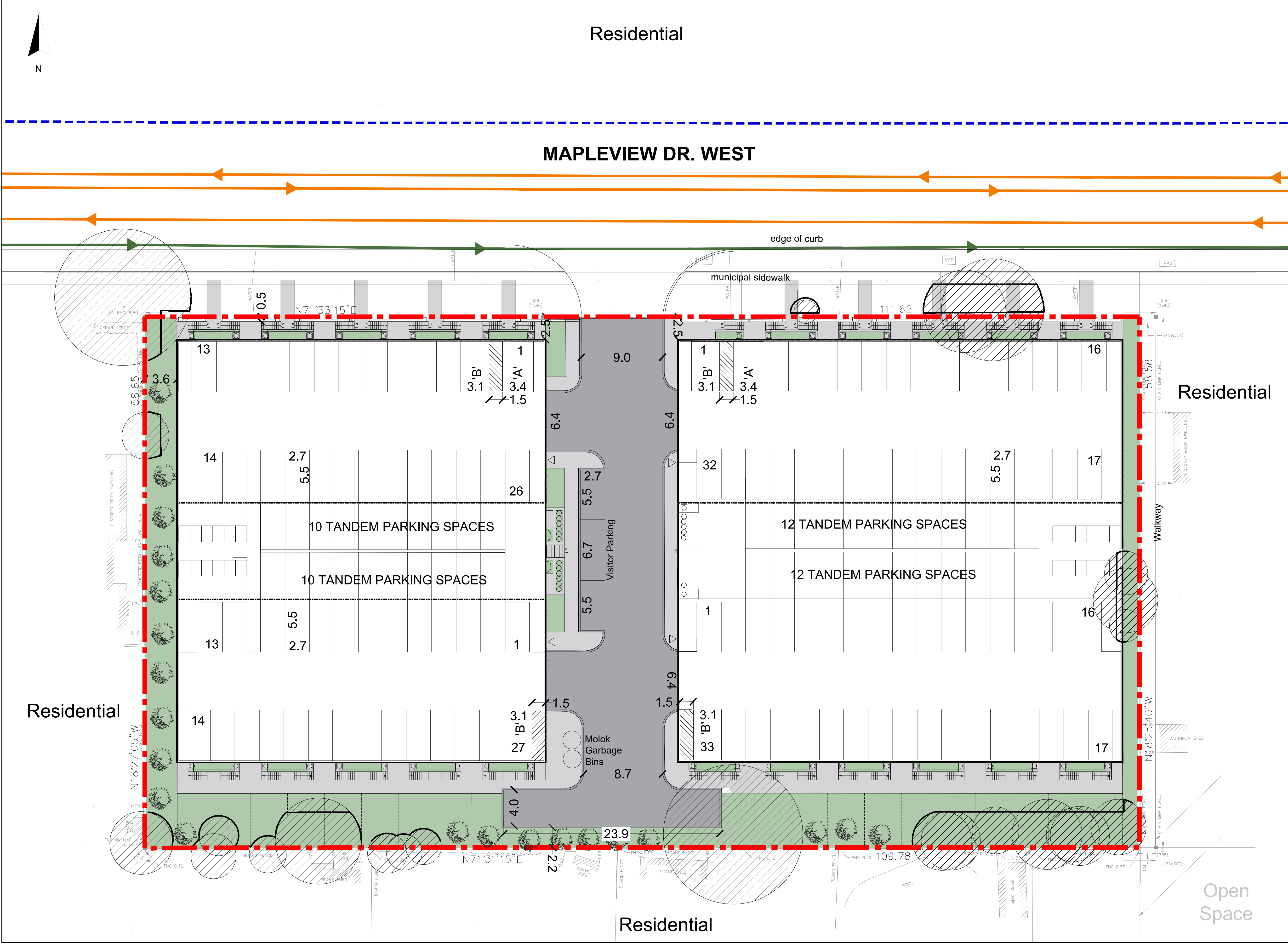
Source: Boundary and Topographic Survey, Rudy Mak Surveying, June 2020
Note: Information shown is approximate and subject to change.



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Date:	June 15, 2020	Drawn By:	V.S. / A.S.
File:	18-813	Checked:	D.V.

Appendix 2. Parking Plan



CONCEPTUAL
SITE PLAN

Concession 11 Plan 1274,
Part Lot 12, 13, 14, 15 & 16,
City of Barrie,
County of Simcoe

Scale 1:500

LEGEND

SUBJECT LANDS

WATER SERVICES

SANITARY SERVICES

STORM SERVICES

Source: Discover Barrie, 2019
Note: Information shown in approximate and subject to change.

PARKING PLAN

407 - 419 MAPLEVIEW DR. W - BARRIE

SCHEDULE OF REVISIONS			
No.	Date	Description	By
1	October 1, 2020	Revised site plan	A.S.
2	November 3, 2020	Issued for Submission	A.S.

IPS

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Drawn By: V.S. / A.S.

File: 18-813

Checked: D.V.

Appendix 3. Urban Design Manual – 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.	✓	()	<u>Detailed at Site Plan</u>
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.	✓	()	<u>Detailed at Site Plan</u>
M. Minimize shadows cast on adjacent properties and outdoor uses.	✓	()	_____
N. Provide a variety of reliefs and architectural elements.	✓	()	<u>Detailed at Site Plan</u>
O. Consider future intensification and integration.	✓	()	_____
P. Screen external transformers located on major road and areas of high visibility.	✓	()	<u>Detailed at Site Plan</u>

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.	☒	☐	<u>Pavement marking plan, signage details, and landscaping plan to be detailed at Site Plan</u>
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.	✓	()	<u>Detailed at Site Plan</u>
D. Include following safety features:			
• adequate & uniform lighting;	✓	()	_____
• clearly indicated exit route;	✓	()	<u>Safety features</u>
• bright paint to improve lighting;	✓	()	<u>to be detailed</u>
• mirrors and circular columns.	✓	()	<u>at the Site Plan</u>
			<u>Stage</u>
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.	✓	()	<u>Detailed at Site Plan</u>

4.0 SITE SERVICES

	yes	n/a	Comments
A. Locate site services away from public and street view.	✓	()	<u>Site servicing locations and related design elements to be detailed at Site Plan</u>
B. Eliminate conflict between service access/site circulation.	✓	()	
C. Eliminate reversing/maneuvering on public streets.	✓	()	
D. Locate noise and odour sources away from 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.	✓	()	<u>Lighting features and elements to be detailed at the Site Plan Stage</u>
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.	✓	()	<u>Fencing details to be determined at Site Plan</u>
B. Minimize visual monotony.	✓	()	

	yes	n/a	Comments
7.0 ARCHITECTURAL DESIGN			
A. Ensure design is compatible with developing character of the neighbourhood.	✓	()	<u>Architectural design to be detailed at Site Plan</u>
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.	✓	()	<u>Signage to be detailed at Site Plan</u>
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 harmonious 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 land 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.	()	(✓)	_____



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