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BIG BAY POINT TOWNHOMES

URBAN DESIGN BRIEF

435 Big Bay Point Rd
Part of Lot 12, Concession 12
IPS NO. 17-671

February 2019



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CITY OF BARRIE

COUNTY OF SIMCOE

URBAN DESIGN BRIEF

PREPARED BY

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FEBRUARY 2019

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Appendix 1. Conceptual Site Plan

1.0 Purpose

This Urban Design Brief addresses the various guidelines and policies developed to guide urban design 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. This brief is part of a submission for Zoning By-law Amendment which includes:

- Planning Justification Report – Prepared by Innovative Planning Solutions Inc.
- Functional Servicing Report – Prepared by Pinestone Engineering Ltd.
- Preliminary Stormwater Management Report – Prepared by Pinestone Engineering Ltd.
- Geotechnical Stability Report – Prepared by Peto MacCallum Ltd.
- Scoped Environmental Impact Study - Prepared by Dillon Consulting Ltd.
- Tree Preservation and Preservation Plan Report - Prepared by Kuntz Forestry Consulting Inc.

2.0 Content

This Brief will review the Urban Design Guidelines of the Official Plan relative to the proposed development of the subject lands. The subject lands are located just southwest of the Big Bay Point Road & Yonge Street intersection (primary intensification node). The scale and design of the proposed development will contribute to the diversity of housing options within the Painswick South Planning Area and will increase the stock of more affordable units within the area. Nearby commercial uses will also benefit from increased population in the area and increased consumer base. With strong pre-existing connections to Barrie's transit and trail network, the development presents an opportunity to increase the modal share of active and public transportation users within the community. The proposed development would provide a compact and efficient, yet comfortable, built form in keeping with the intensification objectives of the City and Province.

This Urban Design Brief relative to 435 Big Bay Point Road addresses issues of urban design 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 435 Big Bay Point Road, west of the intersection of Yonge Street and Big Bay Point Road, in the southeast area of the City of Barrie. The subject property is located within Painswick South Planning Area, as identified in Schedule “B” of the City of Barrie Official Plan. The property is located just west of an Intensification Node identified on Schedule “I” of the Official Plan. The subject lands have a total area of 0.70 hectares (1.73 acres), with approximately 90 metres (295 feet) of frontage along Big Bay Point Road. The site is located along an Arterial Road as identified on Schedule ‘D’ of the Official Plan. The site is currently serviced by municipal water and sewers. Figure 1 illustrates the location of the site.

The subject lot contains a single detached dwelling unit in the north west of the property. The existing dwelling is to be removed prior to development occurring. A wooded area exists on the east side of the subject property with an approximate 10-metre deep Lovers Creek Ravine. The south portion of the site is bordered by residences to the south and west.

Lands to the north, south, and west are occupied by low density single detached dwellings, while extensive commercial amenities exist to the east. There are two recently approved medium density developments along Big Bay Point Road – 370 Big Bay Point Road and 521 Big Bay Point Road.

The subject lands are in close proximity to several local bus routes which provide convenient access to Downtown Barrie, Regional Transit opportunities, and other major local destinations. The proposed development is located approximately 2 kilometres to the west of the Barrie South GO Station. In addition to GO rail service, the Station also provides GO and Barrie Transit bus service. GO Bus routes 63, 65, 68, and 69 service a total of twenty (20) distinct stops. Barrie Transit provides a total of three (3) routes from the Station with connections across the City, including routes 3, 4, and 8.

A large commercial/retail plaza is located within a 7-minute walking distance of the subject lands including a grocery store, bank, Shopper's Drug Mart Pharmacy, as well as various eateries. Beyond the above, other important community uses are nearby. These include several schools within a short distance, a public library, as well as numerous parks with a range of recreational facilities.

2.2 Site Design – Development Concept

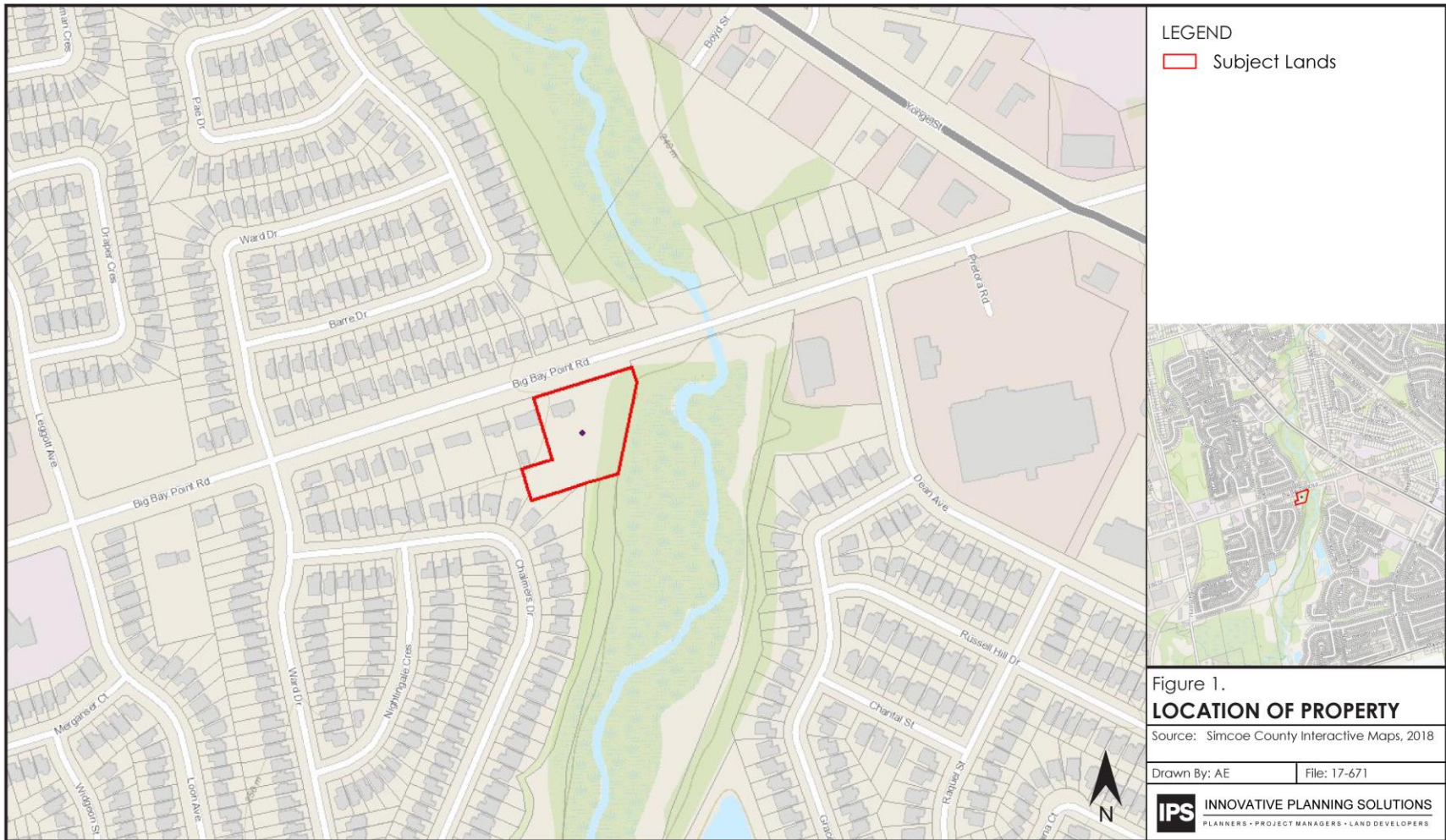
The development consists of two blocks of standard townhouses along with one block of stacked townhouses, representing a total of 19 units. All of the proposed townhouses front a central laneway. One block of standard townhouses will possess 9 units and will back onto the Lovers Creek Ravine. The second block of standard townhouses will possess 6 units and will back onto existing residential development. The remaining block of stacked townhouses will possess 4 units and will be positioned adjacent to Big Bay Point Road. The proposed site plan is included in Figure 7 and attached as Appendix 1.

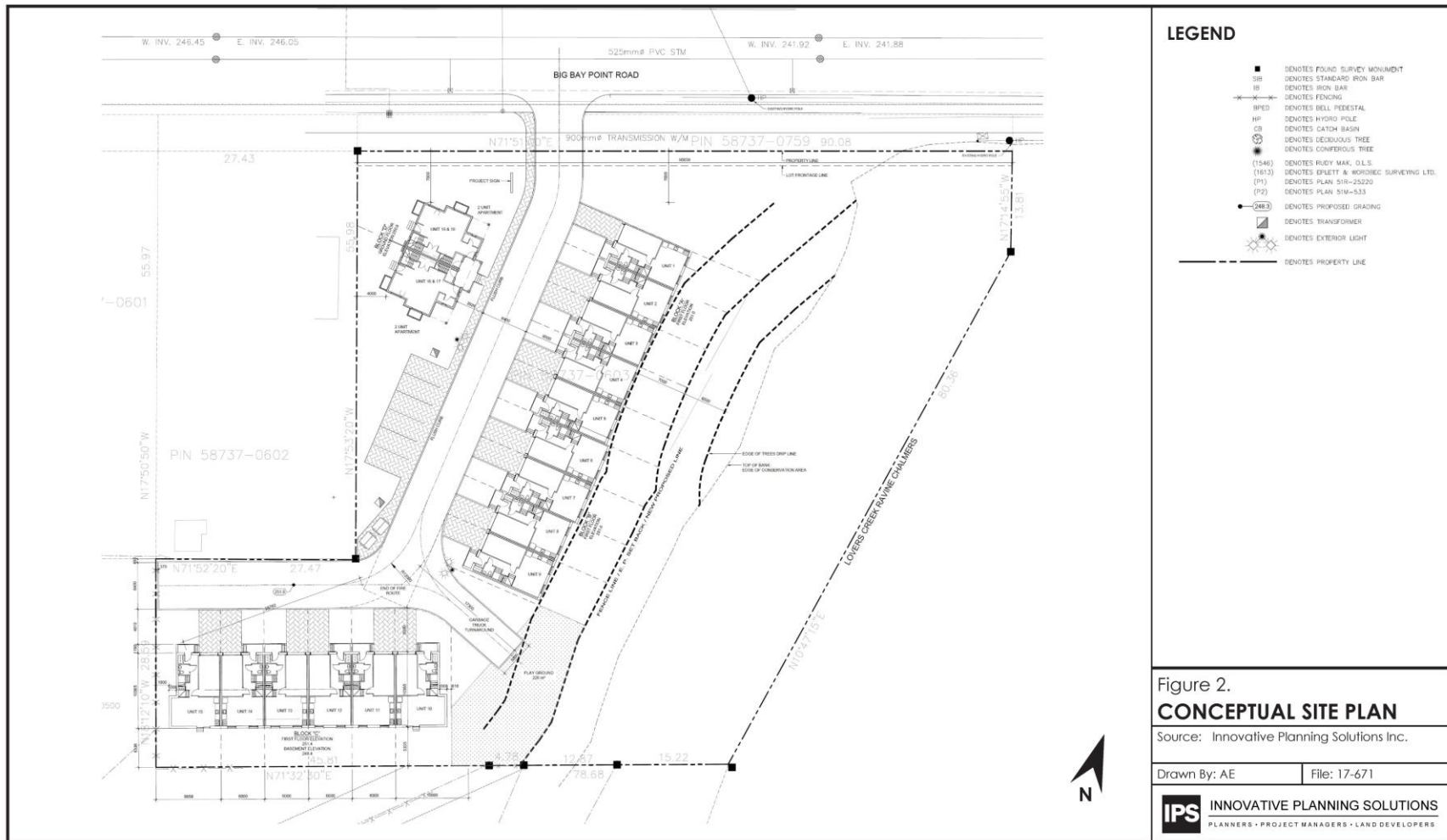
Each of the standard townhouses will possess a minimum rear yard depth of 5.3 metres. Each unit is provided with private amenity space in the forms of private front and rear yards, while a consolidated amenity space includes a playground area is provided within the southeast of the property.

Parking is provided at a ratio of 1.9 spaces per unit across the site. Each standard townhouse unit is provided two parking spaces, each stacked unit is provided one parking space, with an additional 2 spaces devoted to visitor parking.

The proposed development will be common element condominium tenure. The common element portion of the project is comprised of the private road, visitor parking spaces and private amenity / playground area. The private laneway is 6.4 metres (21 feet) in width with a sidewalk located on the west side. The laneway is centrally located with each standard townhouse unit having a garage accessed from the central lane.

The proposed site plan is included in Figure 2, and attached as Appendix 1.





2.3 Official Plan Urban Design Guidelines

The City of Barrie supplies policy provisions related to Urban Design in Sections 4.2.2.4 and 6.5 of the Official Plan. These policies are to be applied where possible to development proposals throughout the City. These provisions are outlined below and are reviewed in reference to the proposed development concept for the subject lands.

2.3.1 Section 4.2.2.4. of Barrie's Official Plan

The policies of Section 4.2.2.4 are generalized 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.*

Comment: The proposed development includes on-site parking at a ratio of 1.9 parking spaces for each residential unit, representing a total number of 36 parking stalls (1.9 spaces/unit). The provided parking exceeds what is required by the provisions of the RM2 zone. It is anticipated that future residents of the proposed development will make use of public transit opportunities in proximity to the subject lands, as well as utilize private vehicles. A consolidated amenity area is provided centrally on site, including a playground area, while private amenity areas are also provided to each unit by way of balconies and/or private front and rear yards.

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

Comment: At a height of 10 metres, the mid-rise townhouses proposed represent an appropriate transition height from adjacent low-density residential uses progressing toward the intensification node at Yonge Street & Big Bay Point Road. The proposed development is contextually sensitive to the adjacent developments, and is not proposed at any increased height than what is permitted within the adjacent zones (10m maximum).

- 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).*

Comment: An Environmental Noise Feasibility Assessment was not identified as a requirement for this development.

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

Comment: There is one existing single-detached residential dwelling currently located on the subject lands. The proposed development will introduce high-quality townhomes, designed to improve the aesthetic appeal and character of the subject lands from their visible frontage along Big Bay Point Road, while appropriately integrating into the existing surrounding community.

- e) Special care shall be taken to visually screen development and redevelopment of a non-residential character from existing residential uses.*

Comment: Not Applicable.

2.3.2 Section 6.5 of Barrie's Official Plan

The City of Barrie has developed Urban Design Guidelines, which are found in Section 6.5 of the Official Plan. Policies and guidelines are provided as a framework for the development and maintenance of a healthy, safe, convenient, efficient and aesthetically pleasing urban environment. They are intended to improve the appeal of developments throughout the City through the provision of features such as boulevard landscaping, street furniture, lighting, signage, sidewalks and park/plaza development.

6.5.2.2 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.

Comment: The building's mid-rise design is complementary to and would provide transitional density from the existing low-density residential uses to the west of the site towards the intensification node located at Yonge and Big Bay Point where higher densities are expected. The townhouses are contained within three (3) blocks across the site which will reduce the impact of massing. Coverage is below 20% of the lot area of the site, with ample buffer spaces in the form of open space and landscaped areas included.

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

Comment: Mechanical equipment will be adequately screened where applicable.

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.

Comment: The buildings will be designed to make use of architectural features such as windows, gables, porches, etc. that will contribute to the architectural interest of the site, while landscaping throughout will add to the visual appeal.

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

Comment: The townhomes are oriented around a central laneway. Sidewalks and driveways will connect pedestrians to the entrances of the townhomes. A central sidewalk will connect to the street and will be designed to be accessible.

6.5.2.2 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.

Comment: The proposed development will have one access point from Big Bay Point Road with each standard townhouse unit provided a driveway and garage space. Additional surface parking serving the stacked townhouses and visitors shall be positioned adjacent to the laneway and screened from view along Big bay Point Road.

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.

Comment: The subject lands are deeper than 60 metres. Parking areas are spread out across the site. Berming and planting details are to be finalized through the Site Plan Review process.

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

Comment: Parking and garbage enclosures are located to the rear of the site, both screened from view of Big Bay Point Road by the proposed stacked townhouse block at the front of the site. Garbage disposal will be through the use of a private collection system.

6.5.2.2 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.

Comment: The boulevard and front yard of the proposed development will be landscaped in accordance with City of Barrie standards. An entrance feature sign has been proposed in the front yard as well.

iii)No Environmental Protection Area should be included in the minimum landscaping standards.

Comment: No Environmental Protection lands are included in the minimum landscaped standards.

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

Comment: A detailed landscaping plan will be provided during the Site Plan Review process.

6.5.2.2 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.

Comment: Not Applicable.

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.

Comment: A Tree Inventory and Preservation Plan was prepared in support of this development. A large portion of the wooded area of the subject lands shall be dedicated to the City through this development.

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.

Comment: The Environmental Impact Study submitted with the application provides mitigation, restoration, and management strategies to mitigate environmental impacts. Lastly, an Environmental Monitoring Plan is

recommended during construction to monitor impacts on the natural environment and ensure mitigation measures are implemented.

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.

Comment: A Tree Inventory and Preservation Plan was prepared in support of this development, analyzing and providing protection for treed areas.

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.

Comment: Existing natural features and trees will be protected to the extent possible as outlined in the Tree Inventory and Preservation Plan and Environmental Impact Assessment submitted in conjunction with this Application.

6.5.2.2 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.

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

6.5.2.2 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.

Comment: In general, the massing of the buildings has been designed so as to cast minimal shade on surrounding properties. Specific energy conservation and sustainable design techniques will be considered in detail during the Site Plan Review 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.

Comment: The proposed development assists in creating a compact urban form as it provides appropriate densities which reduce the need and demand to accommodate additional population on greenfields outside of the delineated built boundary. To further assist with the sustainability of the development, the subject lands are situated on existing transit routes and are proximate to a Major Transit Station lending to transit ridership, while also providing sidewalk connectivity to municipal sidewalks along Big Bay Point Road thereby promoting active transportation.

3.0 City of Barrie Urban Design Manual

The City of Barrie's Urban Design Manual was revised in 2014 and provides direction for many design elements within urban developments. The proposed concept attempts to incorporate many of the design directives found within this document with particular emphasis on those related to: the physical environment and building siting, pedestrian and vehicular circulation, site servicing, architectural design, and public transit accessibility. In terms of architectural design, elevations or concept renders have not yet been created. Sample renders of the similar developments are shown in Figure 3.

3.1 Physical Environment

- The built form of the proposed townhouse development and associated density is considered appropriate for the subject lands given they have been planned for in a manner sensitive to surrounding uses and are located in an area which satisfies the intensification objectives of the City of Barrie.

- The proposed townhouses have been setback 7.0 metres from Big Bay Point Road, post road widening. The front yard will be landscaped in accordance with the design guideline objectives, as determined through the Site Plan Review process.
- The units along Big Bay Point are positioned on an angle, and frame the frontage. The buildings will contribute to a pedestrian scaled area which incorporates landscaped features and visual interest from the street. Most units will have a walkway connecting to the sidewalk network along Big Bay Point.
- An appropriate number of parking spaces are provided and are internal to the site. Visitor parking is included. No parking is proposed within the front yard of the development, but rather the parking area will be screened from view along Big Bay Point Road.
- Windows and entrances on buildings located near Big Bay Point will be oriented towards the street and centre of the site to enhance surveillance ("eyes on the street").
- The proposed amenity area has been positioned to provide communal space while individual amenity spaces have also been provided.



Figure 3.
SAMPLE RENDERS/MASSING

Drawn By: AE

File: 17-671



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3.2 Site Circulation

- Pedestrian access has been incorporated into the design in order to provide safe and convenient access to and from Big Bay Point Road. Given the relatively small scale of the proposed development, the pedestrian walkways are considered an appropriate design element to link the development to the existing sidewalk network.
- Direct pedestrian access to the townhouses will be provided as the primary means of access to these units. This type of design is common within intensification projects to promote active means of transportation and desirable streetscape facades.
- Adequate parking has been provided on site.

3.3 Site Services

- A centralized garbage pick-up area is provided internal to the development; the pick-up area will be screened from Big Bay Point Road.
- All utilities are proposed to be located underground; placement to be confirmed during detailed design.
- Vehicular areas have been designed to negate the possibility of cars reversing/manoeuvring on public streets. All required vehicle movements will be conducted within the internal area. One access point to Big Bay Point is provided to the north of the site.

3.4 Architectural Design

- The design of buildings on the site will be cohesive with each other and with the surrounding developments and land uses.
- Entrance to the site will be defined for both pedestrians and motorists.
- Further details will be provided during the Site Plan process (renders, elevations, materials, colours, etc.)

3.5 Transit

- The site is situated in an ideal location for access to local and intercity transit options.
- The site will be linked to the sidewalk network to promote active transportation.
- The site is located within 2 kilometres of the Barrie South GO Station.

4.0 Summary and Conclusion

The proposed Zoning By-law Amendment application aims to facilitate a 19-unit residential townhouse development. The site is considered appropriate for such intensification and is in accordance with established locational criteria. A strong urban streetscape, coupled with high quality and contextually sensitive site design, poises this development to be integrated into the urban fabric of the existing neighbourhood. 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. It is my professional planning opinion that the Zoning By-law Amendment application and development in general adequately satisfies the City's urban design guidelines and goals.

Respectfully submitted,

Innovative Planning Solutions

Darren Vella, MCIP, RPP
President & Director of Planning

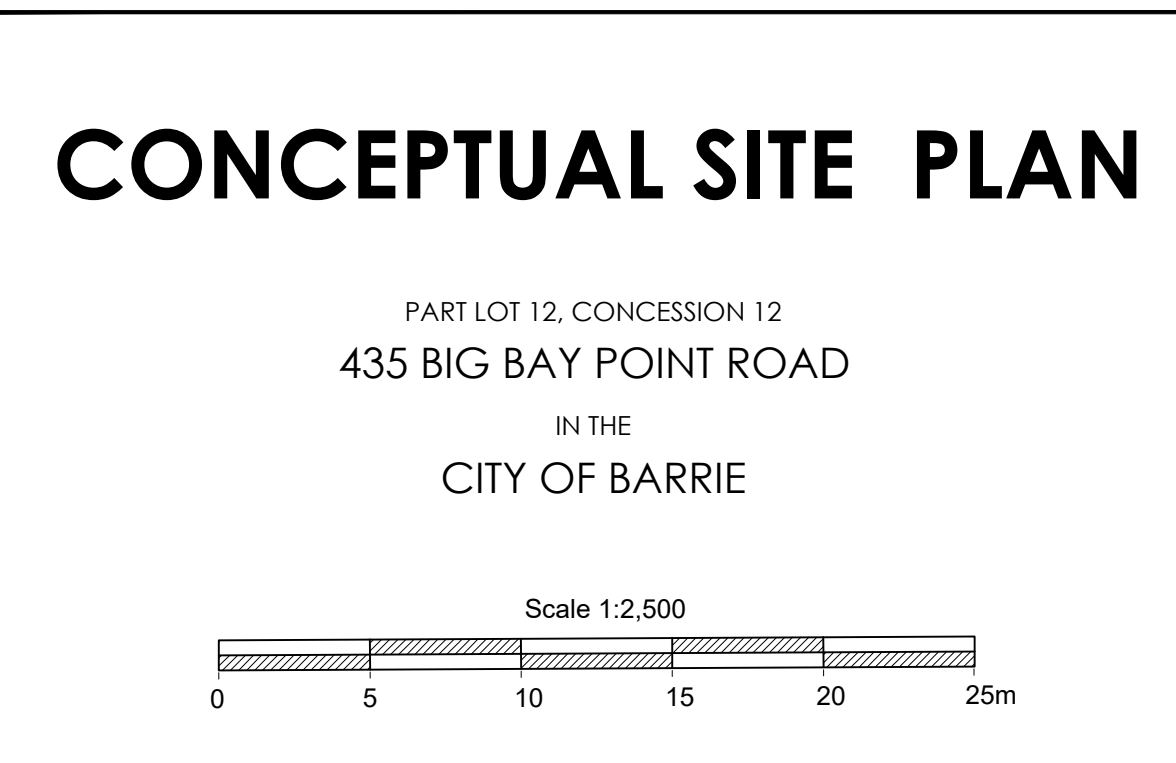
Andrew Edwards, BES
Planner

APPENDIX 1 – SITE PLAN



DRAWING No.

A100



Note: This drawing is for discussion purposes only.
Property boundary to be verified by an O.L.S.



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