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URBAN DESIGN BRIEF

481 YONGE STREET, BARRIE

MAY 2022

IPS FILE NO.18-816



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CITY OF BARRIE
COUNTY OF SIMCOE

URBAN DESIGN BRIEF

PREPARED BY

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MAY 2022

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Appendix 1. Conceptual Site Plan

1.0 Purpose

Innovative Planning Solutions has been retained by 481 Developments Inc. to prepare this Urban Design Brief which addresses the various guidelines and policies developed to guide urban design within the City of Barrie. The City's Urban Design Guidelines and policies have been reviewed relative to the proposed development concept to demonstrate consistency with the intent and objectives of the City's direction for Urban Design. This brief is part of a Site Plan Application with additional studies and reports as follows to satisfy submission requirements:

- Planning Justification Report and Affordable Housing Brief – Prepared by Innovative Planning Solutions Inc.
- Functional Servicing Report – Prepared by Pinestone Engineering Ltd.
- Stormwater Management Report – Prepared by Pinestone Engineering Ltd.
- Spill Management Plan and Spill Material – Prepared by Pinestone Engineering Ltd.
- Topographic Survey of Existing Conditions – Prepared by Pinestone Engineering Ltd.
- Grading and Drainage Plan – Prepared by Pinestone Engineering Ltd.
- Storm Drainage Catchment Drawing – Prepared by Pinestone Engineering Ltd.
- Erosion and Sediment Control Plan – Prepared by Pinestone Engineering Ltd.
- Site Servicing Drawing – Prepared by Pinestone Engineering Ltd.
- Photometric Plan – Prepared by Jain Consultants
- Electrical Site Plan – Prepared by Jain Consultants
- Geotechnical Report – Prepared by Haddad Geotechnical Inc.
- Hydrogeological Study – Prepared by Haddad Geotechnical Inc.
- Fill Management Plan – Prepared by Haddad Geotechnical Inc.
- Landscape Plan, Tree Preservation and Preservation Plan Report - Prepared by Landmark Environmental Group
- Construction Management and Parking Plan – Prepared by Naylor Architect Inc.

- Signage and Pavement Marking Drawing – Prepared by Naylor Architect Inc.
- Standard Detail Drawing – Prepared by Naylor Architect Inc.

2.0 Content

This Brief will review the Urban Design Guidelines of the Official Plan as well as the Intensification Area Urban Design Guidelines relative to the proposed development of the subject lands.

The scale and design of the proposed development will contribute to the diversity of housing options within the Painswick North Planning Area and will increase the stock of more affordable units within the area. Nearby commercial uses will also benefit from increased population and increased consumer base. With strong pre and post development connections to Barrie's transit and pedestrian 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, efficient and compatible built form in keeping with the intensification objectives of the City and Province.

This Urban Design Brief will address issues 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

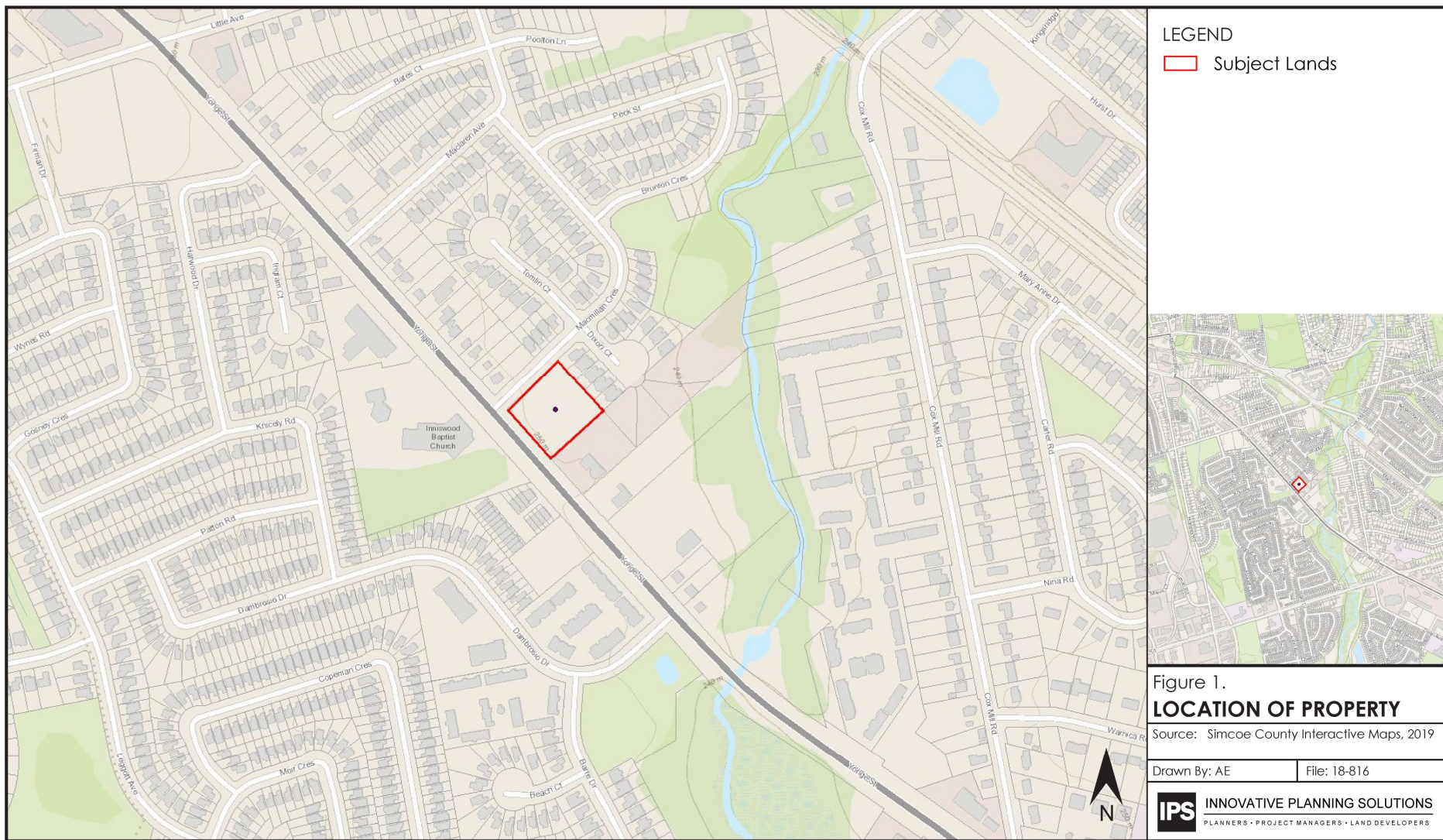
The lands are currently designated Residential on Schedule 'A' of the City of Barrie Official Plan. Schedule 'I' of the Official Plan identifies the site as being within a Primary Intensification Corridor. The land was subject to a previous Zoning By-law Amendment to By-law Number 2009-141, to rezone the lands as 'MU2(SP-593) (H-148)'. By-law Number 2020-077 was passed on August 10, 2020, pursuant to the provision of Section 34(18) of the Planning Act, R.S.O. 1990, to thereby permit a 4 storey, 67-unit residential building.

The subject site is located at the southeast corner of the intersection of Yonge Street and Macmillan Crescent, south of Little Avenue in the Painswick North Planning Area. Yonge Street is identified as an Arterial Road, while Macmillan is identified as a Local Road on Schedule D of the Official Plan. The site has an area of approximately 0.55 hectares with frontage on both Yonge and Macmillan. The site is currently vacant and sparsely vegetated. The topography of the site slopes moderately from the north to the south, as well as from the west to east to the degree of approximately 3 metres. A topographic survey of the property has been completed by Rudy Mak Surveying Ltd.

There is existing municipal infrastructure adjacent to the property including: sanitary, watermain, storm sewers, a transit stop (on the corner of Yonge and Macmillan), and a municipal fire hydrant.

The proposed development is situated proximate to many local and intercity transit routes (Barrie Transit Routes 1A, 1B, 3A, 3B, 4A, 4B, 8A, 8B) which provide convenient access to areas within the City of Barrie, as well as regional transit linkages at the Barrie South GO Station (approximately 3km south on Yonge St). In addition, the subject property is located between two Primary Intensification Nodes identified on Schedule I of the Official Plan, at the intersections of Yonge and Little, and Yonge and Big Bay Point. The site is within walking distance of commercial, public service facilities including a city library, while also having an existing sidewalk network along the frontage.

A key map is provided in Figure 1.



2.2 Site Design – Development Concept

The proposed development takes the form of a L-shaped, four-storey residential building consisting of sixty-seven (67) units and a rooftop amenity space. The structure will consist of 1 – 3-bedroom units ranging from 710 sq. ft, to 1356 sq. ft, with freehold tenure. The Site Plan is shown in Figure 2 and detailed in Appendix 1. The majority of the structure fronts Yonge Street, with a portion also fronting Macmillan. The main entrance of the structure is located at the intersection with pedestrian connections to the municipal sidewalks. Vehicular access to the site is proposed off Macmillan Street. The access connects to a parking area to the rear of the site, with both surface (46 spaces) and underground parking (36 spaces), providing for a total of 82 parking spaces, 4 of which are barrier free, equating to a ratio of 1.2 spaces per unit. A 3.0 metre road widening is provided along Yonge Street.

A stormwater management area is located adjacent to the vehicular entrance; along with a snow storage area and the garbage access area which is contained within the building. A rooftop amenity area will provide 893.73 sq. m. of common amenity space. Additionally, each unit will be provided a private amenity area (balcony; or patio in case of ground floor). The Yonge Street frontage of the site provides an active streetscape with hard and soft landscaping features. Elevations are included in Figure 3 and a conceptual rendering is provided in Figure 4. The subject lands are an optimal location for higher density forms of development, situated as they are along a Primary Intensification Corridor – an area identified by the City as required by the Province for intensification - and Arterial Road. Full municipal services will be provided to service the development.

A variety of community amenities are present within a short distance of the site, including commercial, recreational, institutional, and transit opportunities. The development proposes a built form that is in line with the City of Barrie's objectives for the Yonge Street corridor (4 storey residential building, prominently located at an intersection). A density of 122 units per hectare is provided through this development meeting the target set forth for Primary Intensification Corridors (50 units per hectare) on Schedule I of the Official Plan. The density of the development supports transit as a viable and convenient mode of transportation. Future residents will also be able to make use of the interconnected transit and sidewalk / bike lane network along Yonge and connecting streets.

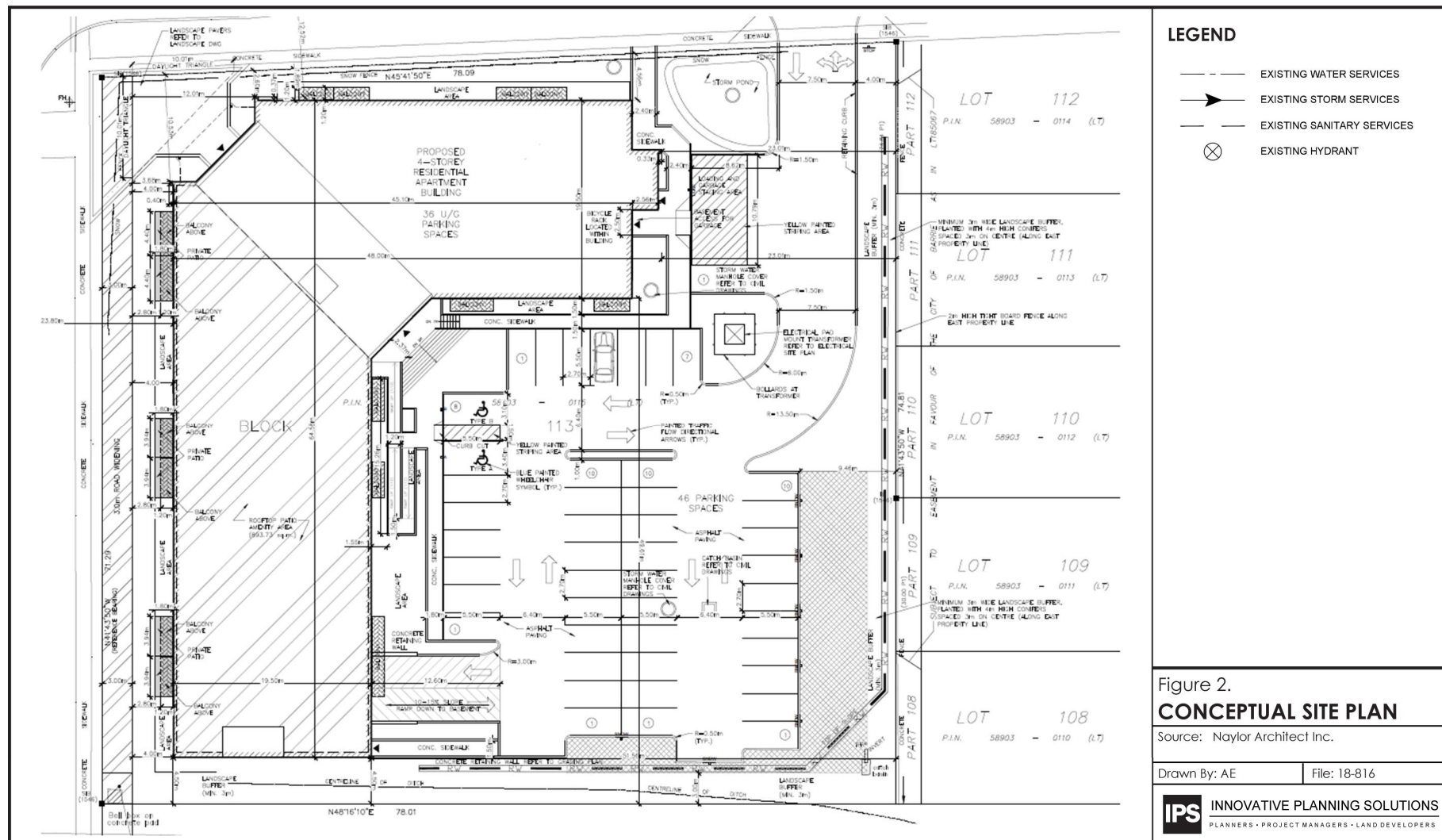






Figure 4.

Rendering – View from Yonge and Macmillan

Source: Naylor Architect Inc.



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2.3 Official Plan Urban Design Guidelines

The City of Barrie sets forth policies related to Urban Design in Sections 4.2.2.4 and 6.5 of the Official Plan. These policies are to be applied, where applicable, to development proposals throughout the City. The relevant policies are outlined below and are reviewed in reference to the proposed development concept.

2.3.1 Section 4.2.2.4. Barrie 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 1.2 parking spaces for each residential unit, representing a total number of 82 parking stalls (36 underground, 46 above ground) meeting the special provisions outlined in By-law 2020-077. 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, functional, and accessible amenity area is provided on the building's rooftop, accessed by elevator and Stairwell. The Rooftop amenity is to be shared among residents, while private amenity areas are also provided to each unit by way of balconies/patios.

- 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 four storeys (16.136m) this development represents an appropriate transition in height from adjacent low-density residential uses (where 10 m in height is permitted) progressing toward the intensification nodes at Yonge Street & Little Avenue, as well as Yonge and Big Bay Point Road. The proposed development is contextually sensitive to the adjacent developments and does not propose an increased height from what is permitted within the MU2 zone (16.5m, or where ground floor commercial is proposed, 25.5m is

permitted). The development incorporates a setback of 25.7 metres to adjacent residential uses whereas 7m is required. In addition, the development has incorporated landscaping to mitigate impacts to adjacent residential 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).*

Comment: Noise control measures have been provided in the building design in accordance with the Noise Impact Study completed by Swallow Acoustics Consultants Ltd., dated May 15, 2019. The recommendations of this report will be implemented through detail design.

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

Comment: The property is currently vacant. The proposed development will introduce a new high-quality condominium building, designed to improve the aesthetic appeal and character from their visible frontage along Yonge Street, while appropriately integrating into the existing surrounding community.

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

- a) 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 (Four-storey) design is complementary to and will provide transitional density from the existing low-density residential uses adjacent to the site towards the nearby intensification nodes where high density and taller buildings are envisioned. The building has been sited towards the Yonge Street frontage and a large rear yard setback has been provided to buffer to the adjacent residential development.

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

Comment: The building's rooftop will include a rooftop amenity space for residents and will attribute to ensuring an attractive landscape from public view. Any mechanical equipment will be adequately screened to match the appealing aesthetic of the entire building.

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 building has been designed to make use of architectural features with the intention of contributing to the architectural interest of the site, while landscaping throughout will add to the visual appeal. The architectural design of the building walls remains consistent from all sides. Each building wall is designed with appropriate use of architectural reliefs/elements to diversify the visual presentation of the structure and minimize visual monotony through changes in building height and material.

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

Comment: The primary building entrance is well defined and accessible to all pedestrians from the Yonge Street sidewalk network. The primary building entrance (abutting the intersection at Yonge and Macmillan) is consistent with the ground level, while the rear entrance from the respective parking lot has both stairs and a ramp providing well-defined and barrier free access for all pedestrians. Additional fire exit doors exist on each end of the building.

6.5.2.2 b) PARKING AREAS

if) 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 development offers one access point from Macmillan Crescent, limiting the number of turns onto and off the major road (Yonge Street) to Macmillan Crescent with the parking screened from Yonge Street.

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. The visual parking area has been reduced by providing 36 underground parking spaces. 46 parking spaces are offered above ground located to the rear of the building, not visible from Yonge Street. In addition, a 3m landscape buffer is maintained which includes a minimum of 4m high Coniferous trees, spaced 3m on centre throughout the east rear lot line which will soften the visual impact of the paved space.

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/internal to the site, both screened from view of Yonge Street. The garbage will be enclosed to ensure visual appeal is consistent with the adjacent building design.

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: Appropriate landscape elements are implemented into the building design in accordance with the City of Barrie Urban Design Standards. A 3m Landscape buffer will be maintained along the east rear lot line with

coniferous trees planted providing a vegetative buffer from the abutting single-detached dwellings. Furthermore, development of a 3m road widening allows for the reallocation of the existing sidewalk, which will enhance pedestrian safety and walkability by providing a pedestrian walkway setback from traffic lanes with landscaped street furniture.

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

Comment: The site incorporates a Storm Pond to ensure appropriate water conservation practices. The Storm Pond is located along Macmillian Cres, adjacent to the site's vehicular access and will manage stormwater to improve water quality. A landscaping plan has been prepared to provide detailed information to the overall site landscaping.

d) (ii) All contiguous woodlands greater than 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: The subject lands do not contain woodlands; a Landscape Plan has been submitting in conjunction with our Site Plan application.

d) (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. Additionally, a landscape plan is prepared in support of this application which will include details to the planting of new trees.

d) (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: There are no existing woodlands on site, existing natural features and trees will be protected to the extent possible.

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: Waste, electrical, and storm water utilities are located to the east rear side of the property, adjacent to the vehicular access way for easy access. Utilities have been located behind the north-east end of the building to improve the appearance from Yonge Street. The garbage access area has an enclosed design to ensure aesthetic compatibility with other site features. A Bell box is located on concrete pad in the south west corner of the lot with an appropriate easement in favour.

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: Building orientation is designed to maintain a large rear lot setback to mitigate shadow cast on neighbouring properties. The rooftop amenity space will maximize sunlight exposure for residents' leisure or activities. The development design incorporates energy conserving landscaping methods by planting trees along the landscape buffer area, and planned streetscaping along Yonge St and Macmillan Ave. A storm pond will maintain water quality conservation.

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 Greenfield lands outside of the delineated built boundary. To further assist with the sustainability and energy efficiency of the development, the subject lands are situated on existing transit routes and are proximate to a Major Transit Station lending to transit ridership and many amenities (commercial, institutional, open space) while also providing sidewalk connectivity to municipal sidewalks along Yonge and Macmillan 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.

3.1 Physical Environment and Building Siting

- The built form of the proposed structure and associated density of 122 units per hectare 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 identified intensification area within the City.
- The proposed structure has been setback from Yonge Street post road widening. The front yard has been landscaped in accordance with the design guideline objectives, and utilizes street furniture designs to enhance pedestrian safety.
- The structure fronts Yonge Street and frames the site. The building will contribute to a pedestrian scaled area which incorporates landscaped features and visual interest from the street.
- An appropriate number of parking spaces are provided as per the Zoning By-law and are internal to the site. The parking area will be screened from view along Yonge. Underground parking is to be utilized. Windows and entrances on buildings are oriented towards the street and centre of the site to enhance surveillance ("eyes on the street").
- The proposed amenity area efficiently utilizes available space to provide a communal area while individual amenity spaces have also been provided.

3.2 Site Circulation

- Pedestrian access has been incorporated into the design in order to provide safe and convenient access to and from the building's entrances. Given the scale of the proposed development, the pedestrian walkways are considered an appropriate design element to link the development to the existing sidewalk network.
- Adequate parking has been provided on site at a ratio which exceeds the minimum requirements of the MU2 zone.

3.3 Site Services

- A centralized garbage pick-up area is provided internal to the development; the pick-up area will be screened from Yonge Street.
- 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 is proposed off of Macmillan.

3.4 Architectural Design

- High degree of design quality, utilizing architectural detail to elevations with regard to colour and material type. Has a strong central focus and exposure from the Yonge and Macmillan intersection.
- Rooftop is designed with architectural techniques to enhance the elevation, avoiding monotony or flattops. Such elevation will screen rooftop mechanical equipment to ensure consistent visual appeal.
- Entrance to the site is defined and accessible for both pedestrians and motorists. The building entrance points naturally directs visitors toward either the main front or main rear entry point (both connect directly to the building lobby) which will enhance residents observability and surveillance.
- Renders/elevations have been provided for physical design reference.

3.5 Transit

- The site is situated in an ideal location for access to regional and local transit options.

- The site will be linked to the sidewalk network to promote active transportation.
- A bicycle rack is located on site to promote active transportation.
- The site is located within 3.0 kilometres of the Barrie South GO Station.
- An existing bus stop is located adjacent the property at the corner of Yonge and Macmillan.

4.0 Intensification Area Urban Design Guidelines

The City of Barrie provided Urban Design Guidelines for Intensification Areas in 2012. As the subject lands are located along a Primary Intensification Corridor on Yonge Street, the urban design guidelines apply to the subject lands. The guidelines identify the intensification typology as a mixed-use and residential avenue. Key opportunities for the mixed-use and residential avenues include redevelopment of underutilized parcels for street-oriented mixed-use development in low to mid-rise buildings. This is to be achieved through providing active, pedestrian supportive streetscapes, human scaled buildings, and wide boulevards that accommodate landscaping, sidewalks, and other pedestrian oriented design features.

The proposed development is reflective of the vision for the mixed-use residential avenue typology. The design is pedestrian oriented and will provide an attractive landscaped strip along the Yonge Street frontage. A wide boulevard, bicycle parking and landscaping features are provided near the main entrance to the building promoting an active and pedestrian oriented environment.

Section 2.5.1 of the Urban Design Guidelines provides priority direction for mixed-use and residential avenues. These include:

- *Establish building height transitions where taller buildings frame primary street intersections and transition to mid and low-rise heights adjacent to stable residential areas.*
- *Recognize the long-term evolution/change of these mixed-use corridors, through short-term design that supports longer term development opportunities.*
- *Focus initial development at the street edge and at key Intensification Nodes.*
- *The design of the street right-of-way should balance the requirements for vehicles, transit, and cycling while providing pedestrian amenities on the boulevards.*

- *Consider long-term options to subdivide large/deep land parcels into smaller blocks. These blocks may initially be drive aisles within surface parking areas.*
- *When surface parking lots are developed for new buildings or public open space, plan for the relocation of parking in structured facilities, including parking decks and below grade.*

Section 3.2 provides direction in regard to streets and streetscapes. The document states that streets within the intensification areas should be pedestrian-supportive, including landscaping, wide boulevards and accommodating opportunities for active uses. On the ground, this style of development makes use of tree plantings, street furniture and wide boulevards that encourage active transportation.

The proposed development is pedestrian supportive, making use of a wide landscaped strip connecting to the municipal sidewalks along Yonge and Macmillan. Figure 4 provides a conceptual render of the proposed development in which landscaping features and the pedestrian-oriented façade is shown. The density of the development is conducive to public transit, with existing transit stops located within a few minutes walk (~500 metres) of the site, in line with policy 4.1.3.(b). An existing transit stop is located along the Yonge Street frontage of the site (Stop ID: 721).

Section 4.0 provides policy direction for the private realm, including community structure, transit supportive design, parking considerations, building orientation and site layout. The guidelines encourage the use of underground parking and screened parking areas. The proposed development makes use of an underground parking structure while screening the balance of the parking area from Yonge Street and utilizing landscape features to screen the parking area from Macmillan and side yards to the extent feasible.

Section 4.3.2 speaks to building heights in Intensification Areas. The policies state that buildings should fit into existing context, and contribute positively to the character of the streetscape. In addition, new buildings should generally be mid-rise and provide appropriate transitions to nearby residential neighbourhoods. The proposed development is mid-rise in scale and will contribute to the character of Yonge Street as a Primary Intensification Corridor. The development respects adjacent residential properties by maintaining a large setback and landscaping buffer.

Section 4.3.7 provides direction for transition to neighbourhoods to provide “transition in height from mid-rise buildings to low residential homes to reduce shadow impacts on the residential properties, as well as the perception of height.” The building maintains a large setback to the residences along Dixon Court.

Section 5.1 – Mixed-Use and Residential Avenue Guidelines sets forth policies relating to the proposed typology. The guidelines state that Yonge Street and other such corridors should evolve into “*major transportation corridors that balance the functional requirements of the street with the provision of an active, pedestrian-supportive streetscape.*” Specifically, development should be oriented to the public realm, have a high degree of architectural quality, and make use of design features such as landscaping, special paving, unique light standards and public art. Emphasis is placed on creating streets that are attractive pedestrian supportive destinations.

As had been mentioned above, the development proposal is mindful of the site-specific guidelines of the Mixed-Use and Residential Avenue. It proposes a pedestrian oriented structure that makes use of landscaping features, reduced surface parking, a façade that animates the streetscape, proximity to transit stops, and linked into the established municipal sidewalk network.

For the above stated reasons, the development satisfies the guidelines set forth in the Intensification Area Urban Design Guidelines.

5.0 Summary and Conclusion

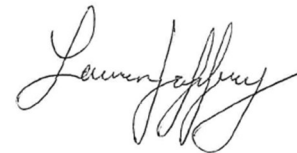
This Urban Design Brief, in accordance with additional studies and reports, has been prepared for the submission requirements of a Site Plan Application for 481 Yonge St, Barrie. The subject development will facilitate a 67-unit residential apartment development. The site is considered appropriate for 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 Site Plan application and development in general adequately satisfies the City's urban design guidelines and goals.

Respectfully submitted,

Innovative Planning Solutions

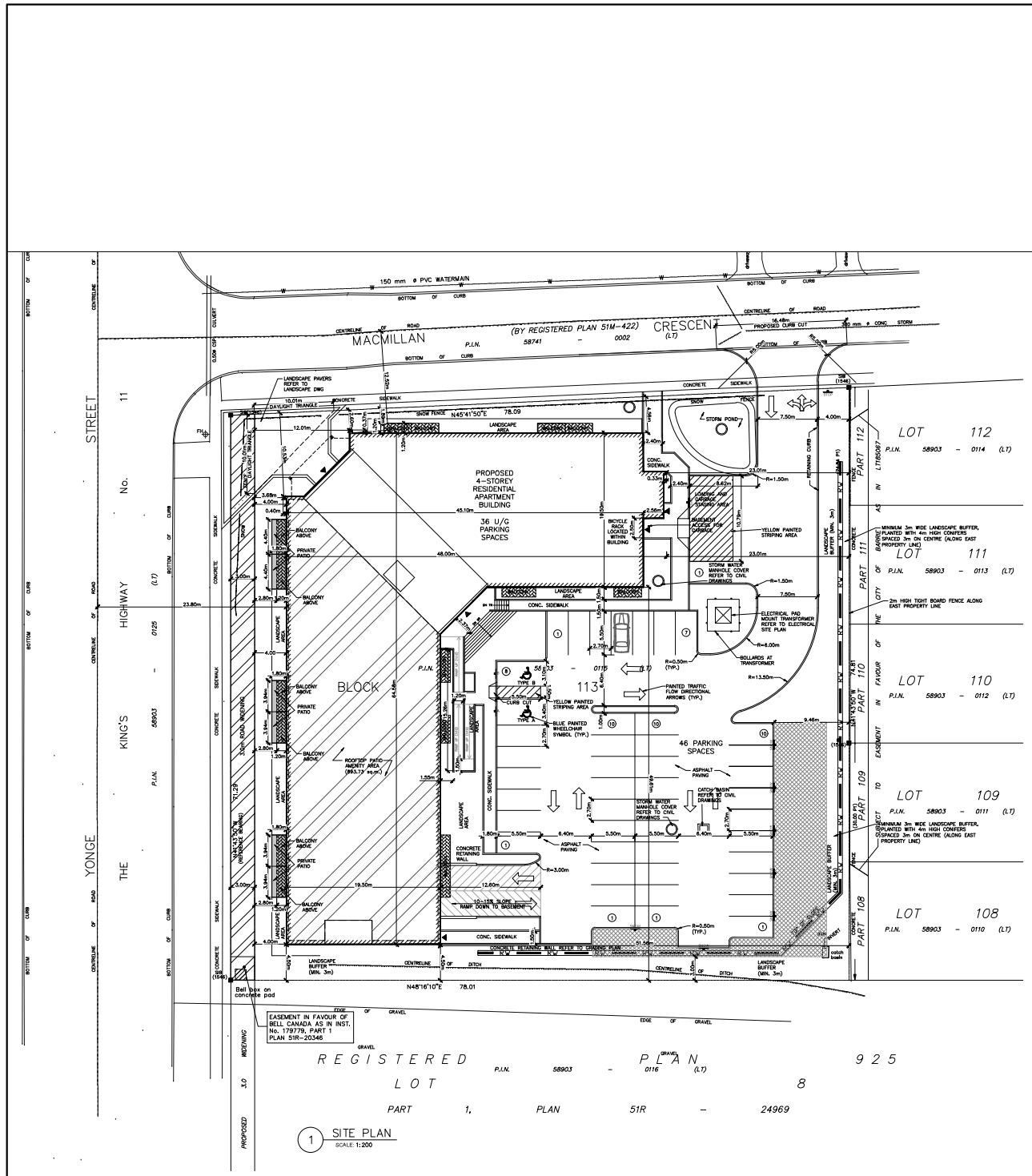
A handwritten signature in black ink, appearing to read 'D. Vella'.

Darren Vella, MCIP, RPP
President & Director of Planning

A handwritten signature in black ink, appearing to read 'Lauren Jeffrey'.

Lauren Jeffrey
Junior Planner

APPENDIX 1 – SITE PLAN



TOPOGRAPHIC SURVEY OF ALL OF
BLOCK 113
PLAN 51M-453
IN THE
CITY OF BARRIE
IN THE
COUNTY OF SIMCOE

SURVEY BY
RUDY MAK SURVEYING LTD. (OLS)
DATED: 1 OCTOBER 8, 2013
80 80 BAY POINT ROAD,
BARRIE, ONTARIO L4N 8B5
TEL: (705) 722-2843
email: rudymak@rudymak.com

ELEVATION NOTE

ELEVATIONS ARE GEODETIC AND ARE REFERRED
TO THE CITY OF BARRIE VERTICAL CONTROL
ON SITE BENCHMARK IS THE 38B(1546) IN THE N.W. CORNER
OF THE PARCEL HAVING AN ELEVATION OF 251.222 TBM.

BEARING NOTE

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE
EASTERLY LIMIT OF YONGE STREET AS SHOWN ON
REGISTERED PLAN 51M-453 AND BEING 141°43'50"W.

NOTES:

THIS TOPOGRAPHIC SURVEY PLAN DELINEATES THE FEATURES
AS SHOWN AND VISIBLE, OVER THE SITE CONDITIONS.
CONSTRUCTION ACTIVITY, FROZEN GROUND, SNOW COVER,
ETC. MAY HAVE HIDDEN FEATURES OTHERWISE VISIBLE. THE
LOCATION OF UNDERGROUND SERVICES, IF SHOWN, WAS
DERIVED FROM PLANS OBTAINED FROM OTHER AGENCIES.
RUDY MAK SURVEYING CANNOT BE HELD RESPONSIBLE FOR
THE LOCATION AND ACCURACY OF UNDERGROUND SERVICES.
THE LOCATION OF ALL SERVICES MUST BE VERIFIED ON SITE.
ONLY A SIGNED AND SEALED PAPER COPY OF THIS SURVEY
IS AN ORIGINAL COPY. NO DIGITAL VERSION OF THIS PLAN IS
TO BE CONSIDERED "ORIGINAL" AND MAY HAVE BEEN
ALTERED BY OTHERS.

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SITE SUMMARY

ZONING MU2 (SP-593)(H-148)

SITE AREA = 5,699 sq.m/61,243 sq.ft/0.5699 ha (1.41 acres)

LOT AREA (after 3.0m road widening) = 5,485 sq.m/0.5485 ha (1.36 acres)

LOT FRONTAGE = 71.29 m

PROPOSED TOTAL APARTMENT UNITS = 67 units

MAXIMUM BUILDING HEIGHT ALLOWED = 16.5m (MU2, Table 5.4.2 of Zoning By-law 2009-141) (By-law 2020-077 (4.3))

PROPOSED BUILDING HEIGHT = 16.13m

PROPOSED BUILDING AREA (COVERED) = 1,744.6 sq.m (18,778 sq.ft.)

= 31.8% (lot area)

PROPOSED TOTAL G.F.A. = 6,899.8 sq.m (74,268.8 sq.ft.)

PROPOSED FLOOR SPACE INDEX = 1.25

TOTAL PAVED AREA = 2,302.14 sq.m (24,780.02 sq.ft.) = 42%

TOTAL LANDSCAPED AREA = 1,438.26 sq.m (15,481.3 sq.ft.) = 26.2%

AMENITY AREA REQD. = 12 sq.m per unit = 804 sq.m (MU2, 5.4.2.2 of Zoning By-law 2009-141)

AMENITY AREA PROVIDED = 1,282.43 sq.m (10,504.5 sq.ft.)

Includes Roof Top Patio @ 883.73 sq.m and Private Balconies/Patios @ 368.7

REQD. GROUND LEVEL FLOOR HEIGHT = 3m (By-law 2020-077)

MAXIMUM BALCONY PROJECTION INTO YARD = 1.5m (MU2, 5.4.3.6 E of Zoning By-law 2009-141)

REQD. MINIMUM LANDSCAPE BUFFER = 3m (MU2, 5.4.4.0 of Zoning By-law 2009-141) (By-law 2022-077 (10.3))

(3m planted with 4m high coniferous trees along east rear lot line)

SET-BACK REQUIREMENT

REQUIRED FRONT YARD = 4.0m MINIMUM (C.O.A. DECISION 433/12)

By-law Number 2020-077 (5)

Partially paved front yard shall be permitted

PROPOSED FRONT YARD (after set-back) = 4.0m

REQUIRED EXTERIOR SIDE YARD = 2.6m MINIMUM (By-law 2022-077 (6.1))

PROPOSED EXTERIOR SIDE YARD = 2.6m

REQUIRED INTERIOR SIDE YARD = 4.5m MINIMUM (By-law 2022-077 (7.1))

PROPOSED INTERIOR SIDE YARD = 4.5m

REQUIRED REAR YARD = 22m to 45m MINIMUM (By-law 2020-077 (5.1))

PROPOSED REAR YARD = 23.01m

PARKING REQUIREMENT

PARKING REQUIRED 1-bay/veh (By-law 2009-071)

TYPE 'A' HANDICAP PARKING REQUIRED = 1 CARS

(By-law 2009-141)

TYPE 'B' HANDICAP PARKING REQUIRED = 2 CARS

(By-law 2009-141)

PARKING PROVIDED (including 4 tandem parking spaces) = 62 CARS

MINIMUM ASSE

TYPICAL 97' PARKING SPACE = 2.70 x 5.50

HANDICAP PARKING SPACE TYPE 'A' = 3.40 x 5.50

HANDICAP PARKING SPACE TYPE 'B' = 3.10 x 5.50

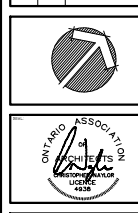
LEGEND

- DENOTES FOUND SURVEY MONUMENT
- DENOTES PLANTED SURVEY MONUMENT
- DENOTES STANDARD IRON BAR
- ⊗ DENOTES IRON BAR
- DENOTES FENCING
- (1546) DENOTES RUDY MAK SURVEYING LTD.
- DENOTES MANHOLE (SANITARY)
- DENOTES MANHOLE (STORM)
- DENOTES MANHOLE (BELL TELEPHONE)
- DENOTES WATER VALVE
- DENOTES BELL BOX
- DENOTES LIGHT STANDARD
- DENOTES HYDRO POLE
- DENOTES CATCH BASIN
- DENOTES FIRE HYDRANT
- DENOTES ELEVATION SHOWN ON TOPOGRAPHIC SURVEY BY RUDY MAK SURVEYING LTD. DATED JULY 27, 1995
- DENOTES ELEVATION DATED OCTOBER 8, 2013
- DENOTES PROPOSED FINISHED ELEVATION
- DENOTES PROPOSED SNOW STORAGE AREA (252.53 sq.m.)
- DENOTES PRIVATE PATIO AMENITY AREA (42.54 sq.m.)
- DENOTES PRIVATE BALCONY AMENITY AREA (368.7 sq.m.)
- DENOTES PRIVATE ROOFTOP AMENITY AREA (883.73 sq.m.)
- DENOTES PROPOSED STOP SIGN
- DENOTES PROPOSED SNOW STORAGE SIGN
- DENOTES PROPOSED TYPE A BARRIERFREE SIGN
- DENOTES PROPOSED TYPE B BARRIERFREE SIGN
- DENOTES PROPOSED TYPE B BARRIERFREE SIGN

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2. DO NOT SCALE DRAWINGS.
3. CONTRACTOR TO VERIFY JOB SITE AND DRAWING CONDITIONS AND CONDITIONS. REPORT ANY AND ALL DISCREPANCIES TO THE ARCHITECT PRIOR TO CONSTRUCTION.
4. ALL WORK MUST CONFORM TO THE LATEST LOCAL BUILDING CODE, LOCAL BY-LAWS AND NFPA 96.
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REVISION NO.	DATE	DESCRIPTION
1	SEP 10/13	1. COMMENCED
2	JAN 01/16	2. SET-BACKS FOR REVIEW
3	APR 16/16	3. PRIVATE PATIO AND BALCONY AMENITY AREAS FOR REVIEW
4	APR 16/16	4. PRIVATE ROOFTOP AMENITY AREA FOR REVIEW

REVISION NO.	DATE	DESCRIPTION
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8	APR 16/16	8. PRIVATE ROOFTOP AMENITY AREA FOR REVIEW



PROJECT:
PROPOSED APARTMENT BUILDING
481 YONGE STREET
BARRIE, ONTARIO

DESIGNER:
V.C.S.
CHECKED BY:
C.N.
SCALE:
AS NOTED
PROJECT NO.:
19100
SHEET NO.:
SITE PLAN

REVISION NO.:
SHEET NO.:
SP1



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