521 HURONIA ROAD, BARRIE

APRIL 2, 2020

URBAN DESIGN BRIEF

File No. 1219E

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Aerial location of Subject Lands

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Huronia Barrie Land Inc., the proponent (hereinafter "the Proponent") for the owner being Huronia Barrie Inc. (hereinafter "the Owner") to prepare an Urban Design Brief for the development of a portion of the lands municipally addressed as 521 Huronia Road, located on the east side of Huronia Road, south of Loon Avenue, and north of Mapleview Drive in the City of Barrie (hereinafter referred to as "the Subject Lands"). The purpose of this Urban Design Brief is to illustrate how the proposal will meet the design objectives provided for this area in the City of Barrie.

The portion of the Subject lands is comprised of 1.27 hectares (3.14 acres) of a total 6.2 hectares (15.32 acres) occupying approximately 26 m (85 ft) of frontage along Huronia Road. The proposed community is comprised of 5 3 storeys townhouse blocks consisting of 104 residences, representing a mixture of 12 cluster townhouse and 92 stacked townhouse building types. The development will occupy only the northern portion of the Subject Lands (hereinafter the "Development Site" or "the site"). In total the proposal will consist of 162 parking spaces located in a combination of both underground and surface parking located internal to the site.

The Policy Framework

The City of Barrie Official Plan ("OP") locates the Subject Lands within two planning areas: Residential and Industrial on Schedule B: Planning Areas. Specifically the Development Site is entirely located within the Residential Planning Area. The OP designates the Development Site as a combination of both "General Industrial" and "Environmental Protection Area" on Schedule A: Land Use. The General Industry designation permits a range of manufacturing and process uses, while the Environmental Protection Area permits uses associated with conservation and preservation. The City of Barrie Zoning By-law 2009-141 zones majority of the Development Site as "Agricultural" (A) with a portion zoned as "Environmental Protection Area" (EP). The A Zone permits a range of agriculturally related uses such as nursery or vet clinic, and the EP Zone permits range of ecological management uses such as environmental conservation, natural restoration areas inclusive of trails. The proposed requires an Official Plan ("OPA") and Zoning By-law Amendment ("ZBA") to permit the proposed development. The OPA seeks to redesignate the Development Site to the "Residential" designation to permit the residential uses. While the ZBA seeks to rezone the Development Site to the RM2 Zone with site specific zoning provisions to permit an increase in height and density.

Our Approach

In response to this design vision, MHBC on behalf of the Proponent for the Owner has prepared this Urban Design Brief to illustrate how the proposed development has met the criteria as set out in the OP and applicable City design guidelines.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,
MHBC

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2.0
HOW TO READ THIS BRIEF

Response to design policy and guidelines

Design policy and guidelines from the municipality

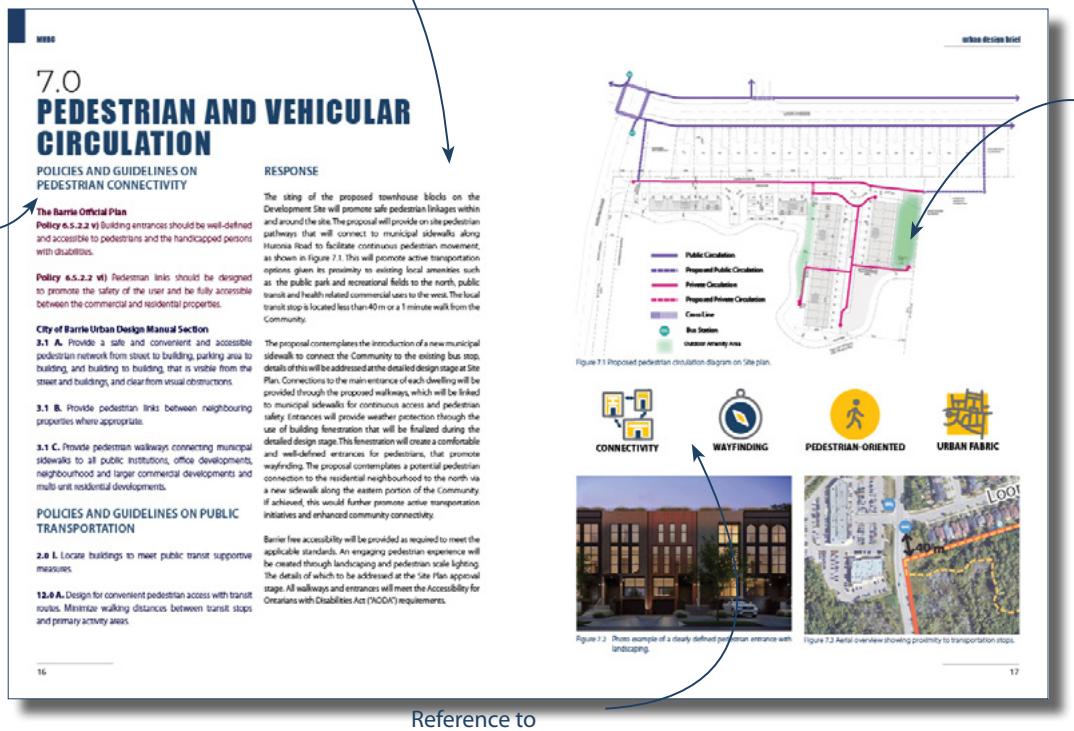


Figure illustrating adherence where applicable

Reference to key design principle being acknowledged

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
EXISTING CONTEXT ANALYSIS

The site is located in the City of Barrie and specifically within the Painswick South Planning Area of the City. The site is bound by Loon Avenue and residential uses to the north, environmental area to the east, Mapleview Drive East to the south, and Huronia Road to the west. The site is currently surrounded by the following uses:

NORTH Immediately north of the Development Site is single detached residential dwellings along Loon Avenue

WEST Immediately west is Huronia Road, and service commercial health related uses

EAST Immediately east is a woodlot area

SOUTH Immediately south is a woodlot area and wetlands.

The site is within walking distance to several key destinations included Lennox Park, Willow Landing Elementary School, Huronia Urgent Care Clinic, Saint Michael the Archangel Catholic Elementary School, and Simcoe Alternative Secondary School, of which all are located within a 5 to 10 minute walk of the Community. Buildings within this area range between 1 to 3 storeys in height. The surrounding area consists of a range of commercial and employment/industrial uses that demonstrate principles in achieving a complete community. Additional amenities are all located over a 1 km away from the Community including the Barrie Public Library (Painswick), St. Peter's Catholic Secondary School, Zehrs grocery store, The Beer Sore, financial institutions, Saint John Paul II Separate School, and Elementary School La Source. The proximity of these identified facilities will play a key role in supporting the transit-oriented development that is proposed for the site.

The design of the proposed residences will be compatible and in character with the existing dwellings of the surrounding planning area and will adhere to both the City of Barrie Official Plan design policies and the Urban Design Manual. The context map in Figure 3.1 has been prepared based on the guidelines and policies provided in Section 2.0 of the City of Barrie Urban Design Manual.

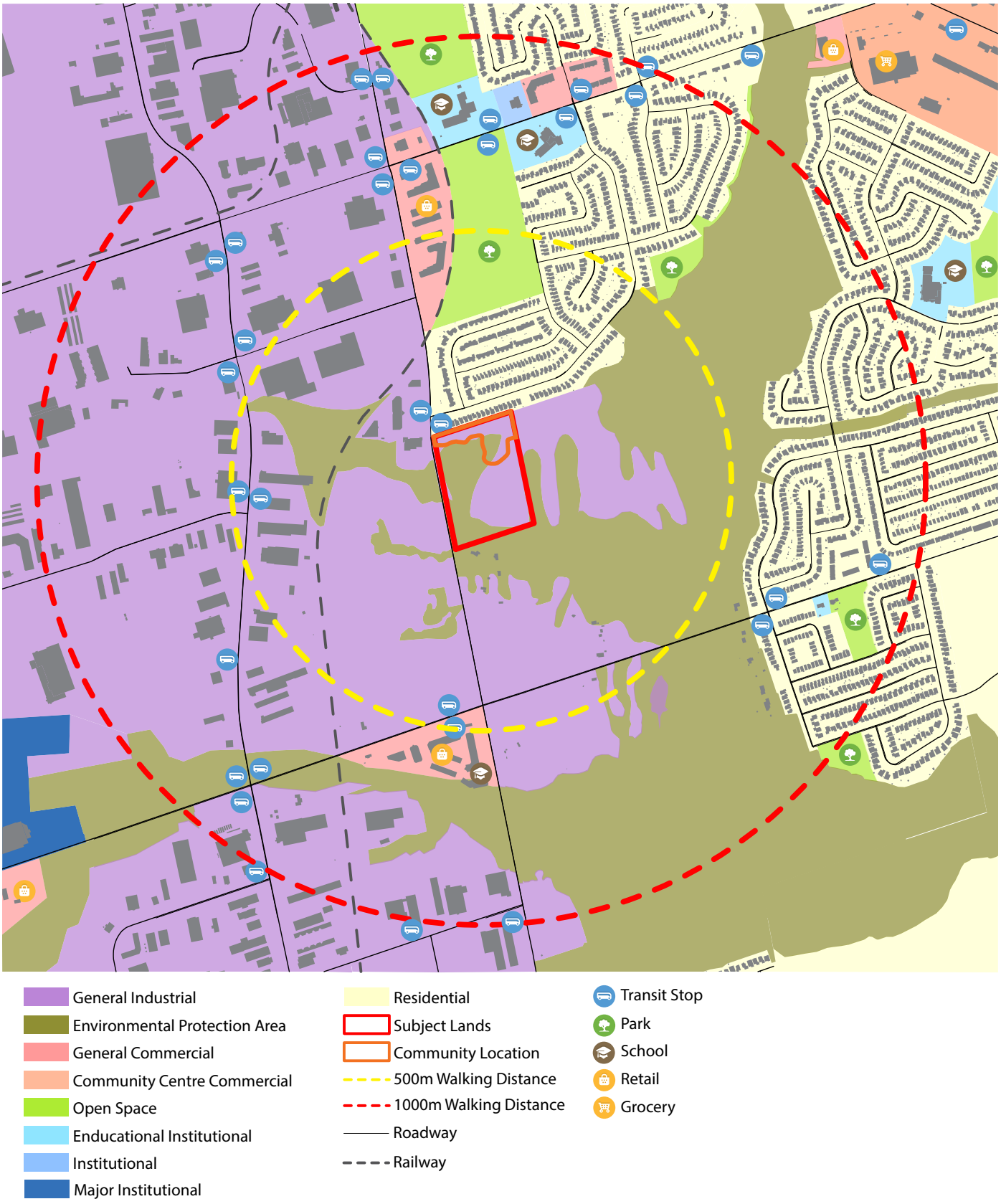


Figure 3.1 Context map showing the Subject Lands in relation to its surroundings.

4.0 OPPORTUNITIES

Figure 4.1 Opportunities map

An opportunities and constraints analysis was conducted to evaluate the various factors that may prioritize benefits or impact future uses on the Community. While this evaluation is preliminary, this analysis builds a foundation and understanding of the existing context noted previously.

1. COMMERCIAL/EMPLOYMENT OPPORTUNITIES

Across Huronia Road includes a variety of commercial and employment opportunities within a 3 to 5 minute walking distance that offer daily services and employment opportunities. This also promotes active transportation opportunities that can be leveraged as part of any development.

2. PROXIMITY TO SCHOOLS

The site is located within less than a 5 minute walking distance to Willow Landing Elementary School, and within approximately 1 km distance to St. Peter's Catholic Secondary School, Saint John Paul II Separate School, and Elementary School La Source. These services and amenities are attractive features that any proposal could take advantage of.

3. ACCESS TO OPEN SPACE

The site directly abuts a Natural Heritage System inclusive of Lover's Creek to the south and east, and is located within less than a 5 minute walk to Lennox Park that includes active recreational opportunities. Its proximity will enhance the livelihood of future residents with access to open space and recreation opportunities.

4. ACCESS TO TRANSIT

The site is located less than 150 m to several City of Barrie Transit bus routes including 3A and 3B with connections to the Downtown Bus Terminal and major employment opportunities.

5. COMPATIBLE LAND USES

Adjacent to the Community is existing low density residential dwellings, which represent a stable residential community.

4.1 CONSTRAINTS

figure 4.2 Constraints map

1. LOW DENSITY BUILT FORM

The site is located adjacent to existing low density residential uses, which requires attention to built form design to promote transition and separation that will ensure compatibility is maintained.

2. NATURAL HERITAGE AREA

As identified within the City of Barrie Official Plan Schedule H: Natural Heritage Resources, the rear portion of the Site contains "Level 1 with existing development designation" and is subject to additional policies in the OP. These areas will require sensitive built form orientation, setbacks and edge enhancements to mitigate potential impacts.

3. LIMITATIONS ON WALKING DISTANCE

While there are services available within a 10 minute walk of the Community, there are others that are over a 10 minute walk, particularly large scale retail and commercial opportunities. Though still in proximity, the distance may discourage walking.

5.0 THE PROPOSAL

THE PROPOSED COMMUNITY

The proposal consists of a 104 townhouse community located within the Development Site of the Subject Lands. Despite the Subject Lands occupying a total area of approximately 6.2 ha (15.3 acres) the Community occupies only the northerly portion and traverses along the existing woodlot within the Subject Lands, as established by the Environmental Impact Statement. The balance of the Subject Lands will be retained as Environmental Protection area. The proposal seeks to develop five 3 storeys townhouse blocks representing a mixture of both cluster and stacked townhouse building types. Each block will occupy frontage along a new proposed internal road with right-in right-out access, Street A. The new road will gain access via Huronia Road and will parallel the rear property line of the existing single detached dwellings to the north, inclusive of a landscape buffer

The proposal represents a proposed density of 78 units per hectare (uph) and GFA of 7,102 sq m (236,449 sq ft). We note that the density is based on the Development Site, and future zoning boundary. In addition, the proposal provides an enhanced open space area of 55% inclusive of outdoor amenity areas comprised of approximately 1,314 sq m (14,143.78 sq ft) of space, reflecting a rate of 14.3 sq m per unit for future residents enjoyment. The proposal maintains compatibility to the existing dwellings to the north by establishing a 15 m separation distance from the proposed blocks to the shared lot line to the north. This separation distance is inclusive of a proposed 6.5 m wide internal driveway and 3.0 m landscape buffer will further promote compatibility and ensure privacy is maintained. Landscaping will consist of a mixture of coniferous trees and other planting species that will produce year round foliage to enhance visual interest and offer natural screening. This separation distance is increased when considering the 10 m rear yards of the existing dwellings, resulting in a 25 m separation distance.

In addition the proposal will provide a direct pedestrian connections from Huronia Road to the main entrances of each residence. Landscaping and pedestrian connectivity is also provided throughout the Community to allow for continuous pedestrian movements between the Community and existing commercial uses along Huronia Road, as well as existing transit bus routes.

Vehicular access to the Community is proposed from a new right-in right-out private road, Street A, to facilitate vehicular access for future residents and visitors as well as ensuring fire routes can be accommodated. Street A will provide connections into the interior sub-grade parking garage serving the stacked townhouses, while private driveways will serve the cluster townhouses. Of the total 162 parking spaces proposed, majority (127) will be located sub-grade, while 35 will be located within a combination of garages/driveways as well as surface parking spaces.

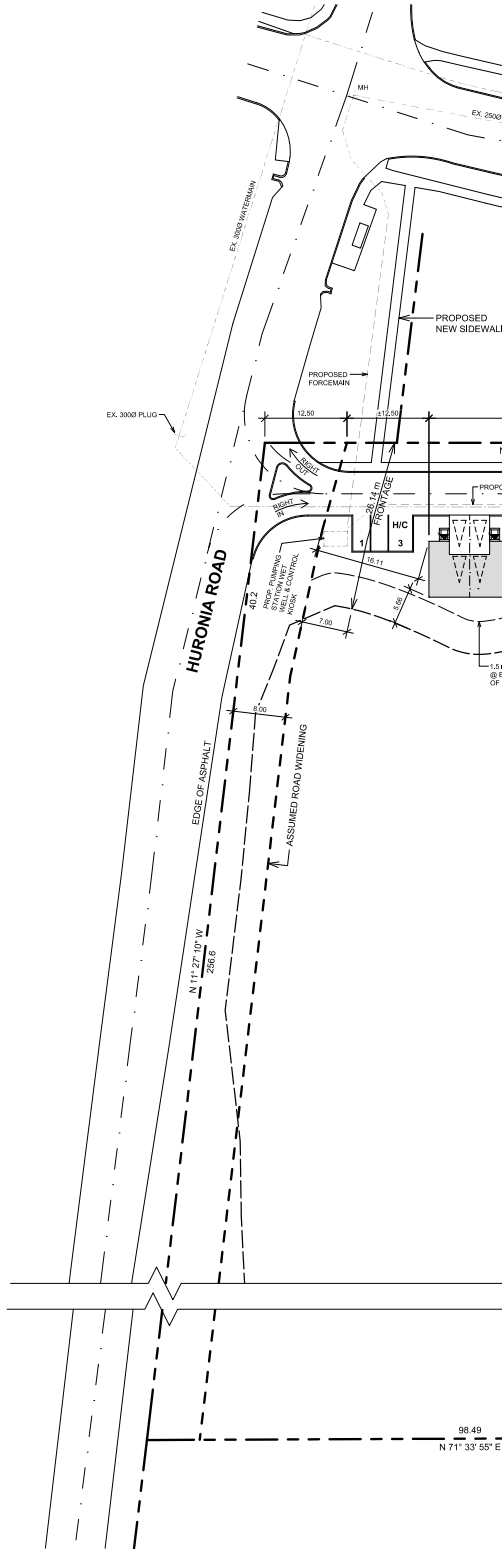
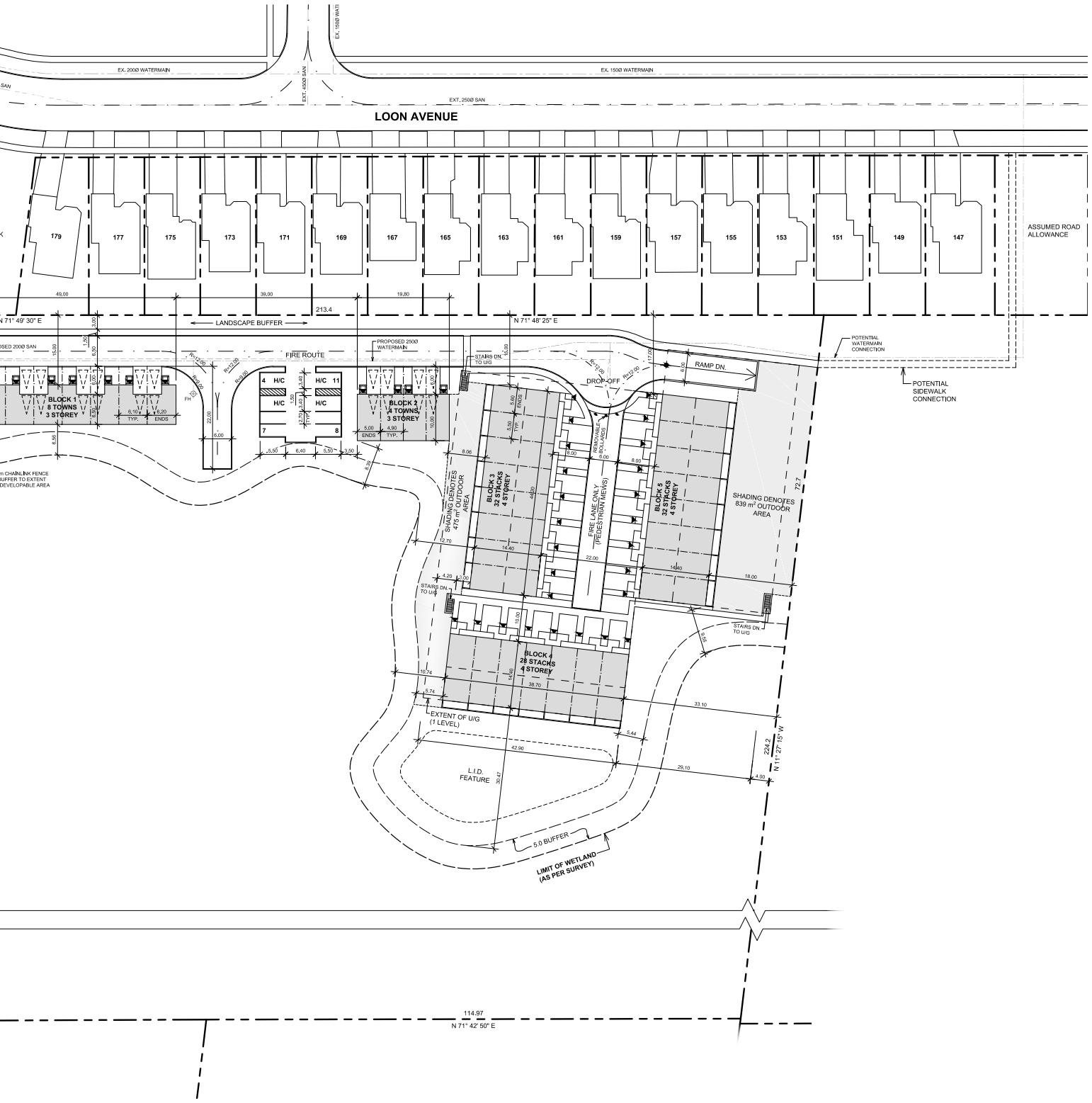


Figure 5.2 Proposed Site Plan.


EX. 200Ø WATERMAIN
EX. 150Ø WATERMAIN
EXT. 250Ø SAN
LOON AVENUE
ASSUMED ROAD ALLOWANCE
179
177
175
173
171
169
167
165
163
161
159
157
155
153
151
149
147
213.4
LANDSCAPE BUFFER
FIRE ROUTE
PROPOSED 250Ø WATERMAIN
POTENTIAL WATERMAIN CONNECTION
POTENTIAL SIDEWALK CONNECTION
RAMP DN.
DROP-OFF
BLOCK 1
8 TOWNS
3 STOREY
BLOCK 2
4 TOWNS
3 STOREY
BLOCK 3
32 STACKS
4 STOREY
BLOCK 4
28 STACKS
4 STOREY
BLOCK 5
32 STACKS
4 STOREY
SHADING DENOTES 415 m² OUTDOOR AREA
SHADING DENOTES 839 m² OUTDOOR AREA
FIRE LANE ONLY (PEDESTRIAN MEWS)
REMOVABLE BOLLARDS
STAIRS DN. TO U/G
EXTENT OF U/G (1 LEVEL)
L.I.D. FEATURE
5.0 BUFFER
LIMIT OF WETLAND (AS PER SURVEY)
N 71° 49' 30" E
N 71° 48' 25" E
N 71° 42' 50" E
N 11° 27' 15" W
114.97
224.2
72.7

6.0
SITE DESIGN AND BUILT FORM

POLICIES AND GUIDELINES ON SCALING

The Barrie Official Plan

Policy 6.5.2.2 a) i Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

City of Barrie Urban Design Manual Section

2.0 A. Incorporate development measures to appropriately address the physical environment of the site and adjacent lands when siting the building(s).

2.0 B. Ensure compatibility of the development with adjacent area development. The visual character and unity of the neighbourhood should be enhanced through the subject development.

2.0 C. Design buildings at a scale that is compatible with adjacent structures. New buildings should respect the established heights and setbacks in the neighbourhood.

2.0 O. Consider future site intensification and possible integration with adjacent lands including connections between parking lots.

RESPONSE

The proposed development will respect the general scale, height and massing of the immediate area, which includes 1 to 2 storey single detached residential dwellings to the north abutting Loon Avenue. The proposal will introduce 3 storey townhouse blocks and will be compatible with the surrounding context. Given the proposal's minor increase in height, the massing will maintain a complementary visual character to the surrounding area through the use of similar architectural treatments and mixture of materials. Further details regarding architectural design are addressed in Section 9 of this Brief. The proposed development will also ensure that compatibility is maintained between the existing lower density areas to the north and the proposed townhouse blocks by providing a minimum separation distance of 25 m, as shown in Figures 6.1, 6.2 and 6.3. This separation distance is well beyond the 45 degree angular plane, which is a universal principle of transitioning height and density. A minimum setback of 8 m is provided between townhouse blocks 2 and 3, and increase to as much as 39 m between blocks 1 and 2, thereby enhancing privacy and spaciousness in the Community, as shown in Figure 6.3.

The proposed stacked townhouse blocks will have shared underground parking facilities in order to maximize on-site circulation efficiency. Cluster townhouses located in Blocks 1 and 2 will consist of parking spaces within the garage or individual driveways, additional surface parking is located between these Blocks. While stacked townhouses located in Blocks 3 to 5 will have access to shared underground parking.

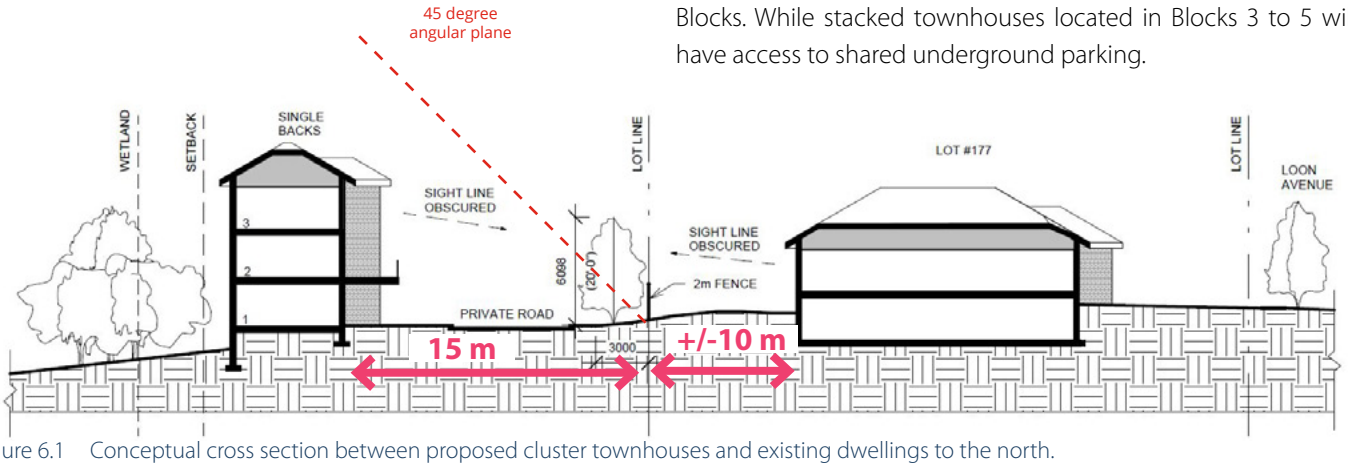


Figure 6.1 Conceptual cross section between proposed cluster townhouses and existing dwellings to the north.

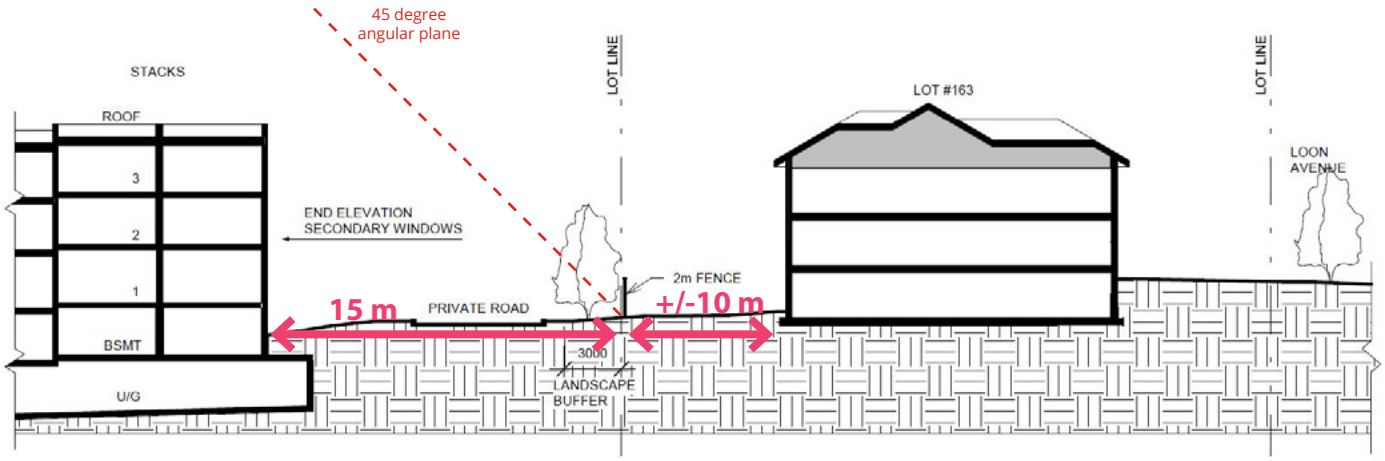


Figure 6.2 Conceptual cross section between proposed stacked townhouses and existing dwellings to the north.

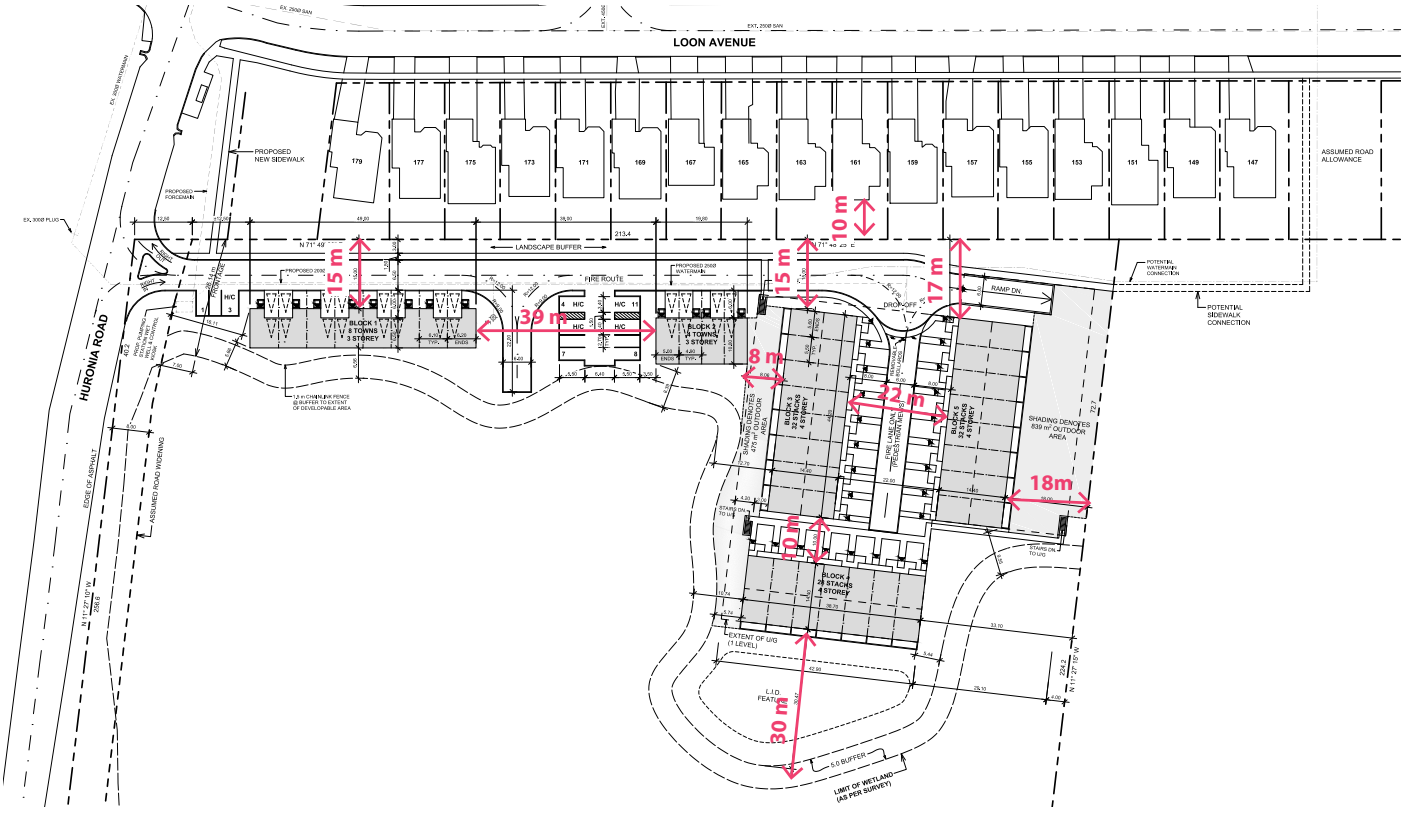


Figure 6.3 Proposed setbacks on Site Plan.

7.0 PEDESTRIAN AND VEHICULAR CIRCULATION

POLICIES AND GUIDELINES ON PEDESTRIAN CONNECTIVITY

The Barrie Official Plan

Policy 6.5.2.2 v) Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.

Policy 6.5.2.2 vi) Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.

City of Barrie Urban Design Manual Section

3.1 A. Provide a safe and convenient and accessible pedestrian network from street to building, parking area to building, and building to building, that is visible from the street and buildings, and clear from visual obstructions.

3.1 B. Provide pedestrian links between neighbouring properties where appropriate.

3.1 C. Provide pedestrian walkways connecting municipal sidewalks to all public institutions, office developments, neighbourhood and larger commercial developments and multi-unit residential developments.

POLICIES AND GUIDELINES ON PUBLIC TRANSPORTATION

2.0 I. Locate buildings to meet public transit supportive measures.

12.0 A. Design for convenient pedestrian access with transit routes. Minimize walking distances between transit stops and primary activity areas.

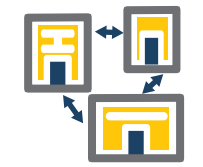
RESPONSE

The siting of the proposed townhouse blocks on the Development Site will promote safe pedestrian linkages within and around the site. The proposal will provide on site pedestrian pathways that will connect to municipal sidewalks along Huronia Road to facilitate continuous pedestrian movement, as shown in Figure 7.1. This will promote active transportation options given its proximity to existing local amenities such as the public park and recreational fields to the north, public transit and health related commercial uses to the west. The local transit stop is located less than 40 m or a 1 minute walk from the Community.

The proposal contemplates the introduction of a new municipal sidewalk to connect the Community to the existing bus stop, details of this will be addressed at the detailed design stage at Site Plan. Connections to the main entrance of each dwelling will be provided through the proposed walkways, which will be linked to municipal sidewalks for continuous access and pedestrian safety. Entrances will provide weather protection through the use of building fenestration that will be finalized during the detailed design stage. This fenestration will create a comfortable and well-defined entrances for pedestrians, that promote wayfinding. The proposal contemplates a potential pedestrian connection to the residential neighbourhood to the north via a new sidewalk along the eastern portion of the Community. If achieved, this would further promote active transportation initiatives and enhanced community connectivity.

Barrier free accessibility will be provided as required to meet the applicable standards. An engaging pedestrian experience will be created through landscaping and pedestrian scale lighting. The details of which to be addressed at the Site Plan approval stage. All walkways and entrances will meet the Accessibility for Ontarians with Disabilities Act ("AODA") requirements.

Figure 7.1 Proposed pedestrian circulation diagram on Site plan.



CONNECTIVITY

WAYFINDING

PEDESTRIAN-ORIENTED

URBAN FABRIC

Figure 7.2 Photo example of a clearly defined pedestrian entrance with landscaping.

Figure 7.3 Aerial overview showing proximity to transportation stops.

POLICIES AND GUIDELINES ON VEHICULAR CONNECTIVITY

City of Barrie Urban Design Manual

3.2 G. Clearly define primary vehicle routes on the site through the use of signage, curbing, bollards and line painting. Separate parking areas from primary vehicle routes and driveway entrances to public streets.

3.4 A. Locate site access in a manner that reduces traffic conflict and confusion.

3.4 B. Ensure pedestrian safety and maximize visibility through the proper location of driveways.

3.6 A. Ensure that emergency vehicles can gain easy access to, within and from the site.

3.6 B. Provide on-site vehicle circulation and parking which does not conflict with the use of emergency access routes.

3.6 C. Provide clear pedestrian passage to and from the building to enhance emergency access and exit. Identify the location of hydrants and sprinkler connections through the use of signage and bollards

3.6 D. Identify the location of hydrants and sprinkler connections through the use of signage and bollards.

The proposal has been designed and sited to support existing transit services. The Community is within a 1 minute walking distance to existing local transit facilities at the intersection of Huronia Road and Loon Avenue, located within approximately 40 m from the transit stop to the property line, as shown in Figure 7.3. This transit stop offers local bus service to Downtown Bus Terminal and to the greater community. The proposed built form is a transit oriented development, by gently intensifying lands in proximity to the existing services, helping to promote transit ridership.

The site will introduce a new 6.5 m wide private Street A to facilitate vehicular access to the individual driveways and the proposed underground parking via an access ramp. The location of the proposed ramp has been thoughtfully located at the end of the internal road to optimize sight lines, creating a desire line for ease of reference and to assist in promoting on-site safety by limiting areas of conflict with pedestrians. Additionally, parking will not be permitted on the street, thus maintaining a clear emergency access route. The proposed on site circulation ensures proper fire routes are maintained and the number of municipal sidewalk crossings is minimized. Overall, on-site circulation will achieve a safe continuous vehicular movement that reduces conflicts between vehicles and pedestrians.

The proposed buildings will utilize existing hydrants on the west side of Huronia Road and extend hydrants along the proposed driveway to accommodate emergency service vehicles in the event of an emergency, thereby protecting for health and safety. The community will utilize the existing hydrants on the west side of Huronia Road as well additional hydrants internal to the site to provide the appropriate coverage. A dedicated fire lane is provided to the stacked townhouse blocks to accommodate emergency access to these homes

PUBLIC REALM

DESIRE LINE

VIEW TERMINUS

CIRCULATION

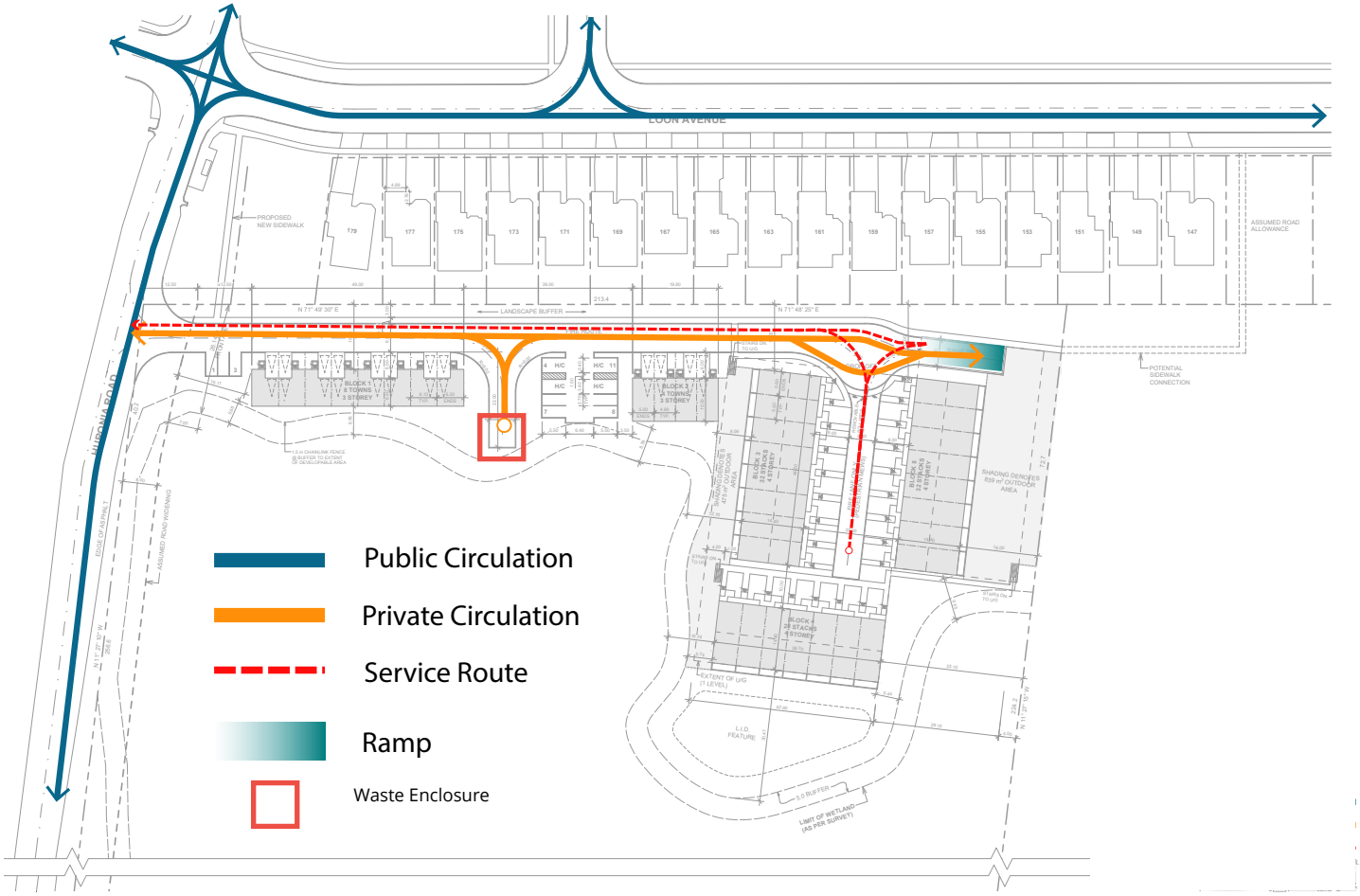


Figure 7.4 Site plan illustrating vehicular circulation for both public and private.

Figure 7.5 Photo example of access ramp to underground parking

8.0
SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING

The Barrie Official Plan

Policy 6.5.2.2 (b) i) Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified

ii) Adequate disability parking spaces will be provided where required.

iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting. Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

City of Barrie Urban Design Manual

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

ii) Adequate disability parking spaces will be provided where required.

iii) Properties of depths greater than 60 metres (200 feet) should have smaller parking areas, divided by landscaped islands and strips. The visual impact of these parking lots should be softened through berming and planting. Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of the buildings.

2.0 F. Locate open storage, loading, garbage enclosures or equipment areas where they are not visibly prominent from public space(s) or street(s).

2.0 K. Site buildings to reduce the visibility of parking areas or treat parking areas with visual breaks (e.g. landscaping) to reduce the impact.

3.2 A. Design parking and vehicular movement plans in a safe, convenient, and easily understood manner with appropriate turning radii and visibility.

3.2 B. Provide parking areas with appropriate signage and adequate and uniform lighting for visibility and safety surveillance.

3.2 C. Locate parking areas (particularly barrier free parking spaces) in close proximity to building entrances.

3.2 D. Incorporate pedestrian circulation within the parking area.

3.2 H. Provide right angle parking spaces wherever possible with parallel parking only where circumstances dictate.

3.2 I. Avoid dead-end parking aisles.

3.2 K. Use areas located immediately adjacent to buildings or structures for walkways and/or landscaping and not for parking.

3.2 L. Provide landscaping around the perimeter of parking areas and laneways. Use low level screening adjacent to public streets. Use dense screening (i.e. solid fences, coniferous plant material) when adjacent to conflicting land uses. Be sure that landscaping does not create hiding places or be a visual obstacle.

3.2 M. Provide raised traffic islands to break up large parking areas and at a suitable scale and size to accommodate shrub and tree planting. Provide barrier free traffic islands where they are part of the pedestrian circulation system.

3.2 Q. Provide appropriate snow storage areas that do not interfere with pedestrian and vehicle circulation, or sensitive landscape plantings, as well as in an area that could be a visual obstacle.

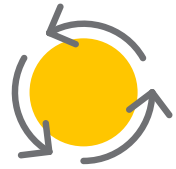
4.0 A. Ensure that loading bays, recycling areas and garbage storage facilities are located away from public streets or screened through the use of landscaping, walls and buildings but not to create entrapment areas and hiding places.

4.0 B. Eliminate conflict between service/loading areas and vehicle/pedestrian routes.

4.0 D. Orient continuous sources of noise and odour away from sensitive adjacent uses. Use noise attenuation measures where necessary.

4.0 F. Locate recycling and garbage handling within the primary building or within an accessory structure. Ensure adequate access for the related service vehicle and a loading space located adjacent to the recycling and garbage handling area.

Figure 8.1 Photo example of screened parking treatment.



CIRCULATION

RESPONSE

The majority the proposed parking spaces within the Community will be located underground to minimize vehicular conflict with pedestrians and emergency services at grade. Signage and other wayfinding elements will be outlined in a future Signage Marking and Pavement Plan to ensure safe vehicle and pedestrian movement, at the detailed design stage. Access to underground parking will be provided on-site through a ramp located away from the main areas of the Community. The proposed ramp entrance will be clearly identified to ensure visibility and safety as vehicles ingress and egress the ramp.

A total of 35 parking spaces will be located at grade in a combination of driveways/garages and surface parking lot spaces. The proposed surface parking lots are intimate clusters that will be screened primarily by the orientation Blocks 1 and 2, helping to achieve screening from the public realm (Huronia Road) and reducing concerns of potential visual impact. Additionally, an enhanced landscape treatment will be provided abutting the surface parking areas to further screen the parking area. The proposal will provide the required amount of barrier-free parking spaces at grade to support both residents and visitors. Snow removal locations will be identified at the Site Plan Approval stage.

Vehicular routes allow for continuous movement with sufficient turning radii to provide for a safe turnaround movement within parking areas, avoiding dead-end aisles. Pedestrian movement is separated from vehicular movement through drop curbs that separate the sidewalk from the road. Furthermore, design elements such as movable bollards or gates would be used to limit vehicular movement between stacked townhouses to only servicing. Parking areas will be well-lit and free of obstacles to allow for safe pedestrian movement throughout the daytime and nighttime.

On-site waste collection entire community, will be stored in an architecturally compatible garbage enclosure to be located at the south end of the dead end street. Consultation with City authorities will resolve size and configuration. Further measures will be included such as compost and recycling separation within the garbage facility to manage the different forms of waste appropriately. This garbage location will minimize issues and concerns regarding noise, odour and will significantly reduce visibility from the street and area residents.

9.0 ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES ON FACADE DESIGN

The Barrie Official Plan

Policy 6.5.2.2 ii) The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.

Policy 6.5.2.2 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.

GUIDELINES ON STREET LEVEL DESIGN

City of Barrie Urban Design Manual

2.0 G. Design the building setback at a pedestrian scale where appropriate and to contribute to a desirable streetscape.

2.0 N. Provide a variety of reliefs and architectural elements within the façade of lengthy "strip" buildings to enhance and diversify the visual presentation of the structure.

7.0 A. Ensure that the architectural design is compatible with the developing character of the neighbouring area. Design compatibility includes complementary building style, form size, colour and materials. Ensure that building heights and scale relate to the existing developed form of the area and unify or enhance the building character of the neighbourhood.

7.0 B. Design multiple buildings on the same site to create a cohesive visual relationship between the buildings.

7.0 C. Coordinate exterior building design and detail on all elevations with regard to colour, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

7.0 D. Locate the main building facade towards a public street or internal courtyard. Principle walls should have windows along the street or interior space to provide casual surveillance and break up the building mass. Where blank walls are unavoidable, use architectural techniques (banding, soldier course, etc.), landscaping, and murals to enhance the elevation.

7.0 E. Enclose or screen rooftop mechanical equipment. Integrate roofs and screening with the design of the building in terms of form, materials and colour.

7.0 G. Design rooftops to have some identifiable shape. Avoid square or flattops on large buildings.

7.0 H. Ensure that main entrances to buildings are prominent and identifiable from the street to encourage pedestrian use.

7.0 I. Effective use of building materials, architectural details and lighting is encouraged

7.0 J. Ensure that buildings situated on corner lots have presence on both streets.

CHARACTER

BUILT FORM

ANIMATION

FACADE

RESPONSE

The proposed Community will be compatible with the character of the existing residential development to the north and seeks to contribute to the neighbourhood through attractive architectural design that reflects high quality materials and details.

The proposed townhouse block orientation will promote an engaging streetscape through active frontages that animate pedestrian areas. Built form separation will be maintained on-site to ensure privacy and special attention has been given to these areas to ensure visual interest along these facades are maintained.

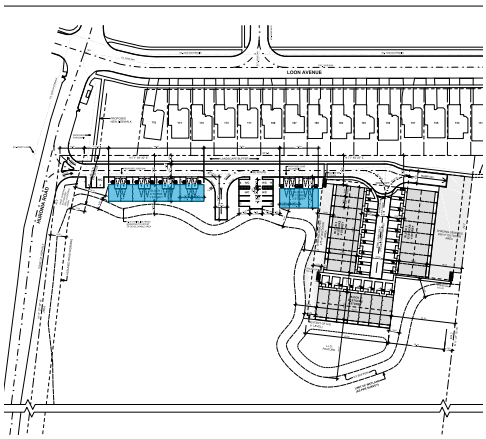
The individual entrances have been located along visible facades to provide convenient pedestrian connections to the overall pedestrian network and to offer informal surveillance. These entrances will be identified through attractive and distinguished building fenestration along the frontages to break up monotony of the facade, and to offer weather protection.

Though exact architectural treatments have not been confirmed at this time, the proposed Community will include a mixture of materials, such as glass, brick, precast concrete, and cladding of high quality. The proposed design will provide a sense of rhythm along the driveway edge and fit harmoniously with the patterns of the surrounding context. Balconies and terraces on the stacked townhouses will create an additional level of relief and rhythm to each facade.

A number of architectural options as shown in Figures 9.2 and 9.3 have been presented to demonstrate mixed materials and architectural treatment through a number of vernacular styles. It is anticipated that the final style will be confirmed through public input. The proposal will ensure that the selected architectural design will be consistently applied to all blocks, with the possible exception of colour, to reflect an engaging visual presence on all active frontages that abut the private road and outdoor amenity spaces, as shown in Figure 9.1. When combined with landscape plantings the Community will provide a compatible character to existing community through design.

Figure 9.1 Proposed active frontages on Site Plan.

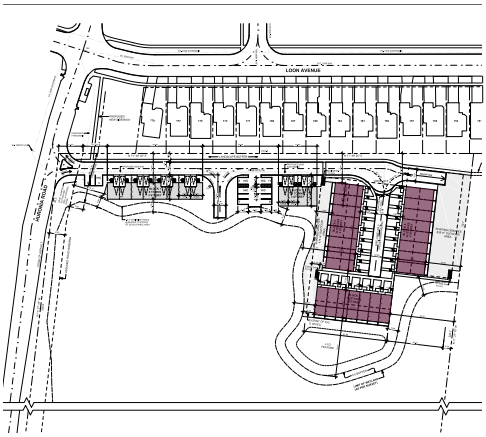
CLUSTER TOWNHOUSE CONCEPT OPTION A



CLUSTER TOWNHOUSE CONCEPT OPTION B

Figure 9.2 Proposed concept options for cluster townhouse units.

STACKED TOWNHOUSE CONCEPT OPTION A



STACKED TOWNHOUSE CONCEPT OPTION B

Figure 9.3 Proposed concept options for stacked townhouse units.

10.0 LANDSCAPE DESIGN

POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

The Barrie Official Plan

Policy 6.5.2.2 (c) 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.

City of Barrie Urban Design Manual

9.0 B. Promote an attractive landscape treatment of the site to soften and improve the visual character of the development by designing a harmonious integration of planting, fencing, retaining walls, hard surfaces, signage, etc.

9.0 E. Ensure soft landscape areas on the perimeters of the site to delineate boundaries, and establish streetscape appeal, spatial separations, berming and snow storage areas.

9.0 F. Strategic landscape screening and/or fencing is encouraged for exposed parking, driveways, storage, services and garbage containment areas.

9.0 H. Design landscaping to encourage positive functional relationships between the site uses and their surroundings in order to avoid conflicts, and/or require effective levels of buffering and fencing to minimize those conflicts. Relate landscape treatment of soft areas to their specific function, such as streetscaping, buffering, erosion control and energy conservation (windbreaks/shading).

9.0 I. Provide additional soft landscape areas within the site and foundation planting to reduce the negative impact of continuous expanses of pavement, to help delineate vehicular and pedestrian circulation, and provide opportunities to layer the landscaping between the street and building in relation to façade design.

9.0 J. Where appropriate, include the provision of appropriate site amenities and furnishings (i.e. C.S.A. approved playscapes, patios, benches, etc.).

9.2 A. Provide landscaping strips adjacent to municipal roadways and side and rear lot lines.

RESPONSE

An attractive landscaping treatment will be promoted throughout the Development Site to enhance the experience in the Community while integrating the natural landscape and environmental protection area to the south. The proposal will introduce a fence along the northern property line and a 3.0 m landscaped buffer to enhance privacy.

The proposal seeks to provide two outdoor amenity areas abutting Blocks 3 and 5 and will include landscaped features with furnishings to enhance and create informal gathering space opportunities for future residents. These landscaped amenity areas are in addition to the individual yards of the proposed cluster townhouse units. Specific programming for the outdoor amenity areas will be determined during the Site Plan Approval stage.

Planting will be located throughout the Community, particularly at the edge, to enhance the appearance from the pubic realm. Landscaping will incorporate local, non-invasive plant species common in the community to harmonize the Site with the surrounding area and environmentally sensitive edges. Further details regarding exact plant species and types will be addressed at the Site Plan Approval Stage. Special attention will be paid towards plant species and pavement materials within and around the proposed LID features along the southern perimeter of the Development Site. Additionally, landscaping will be respectful of the 5.0 m buffer along the entire southern perimeter of the Development Site.

Figure 10.1 Proposed concept landscape plan.

PUBLIC REALM

ACCESSIBILITY

PEDESTRIAN-ORIENTED

STREET FURNITURE

FOCAL POINT

NODE

Figure 10.2 Photo example of naturalized outdoor amenity space.

Figure 10.3 Photo example of naturalized landscaped pathways.

11.0
UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

The Barrie Official Plan

Policy 6.5.2.2 (e) 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.

Policy 6.5.2.2 (f) 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.

City of Barrie Urban Design Manual

2.0 P. Screen with landscaping external transformers located on arterial roads or highways and in areas of high visibility. Ensure that the landscaping does not prohibit access to operate and maintain the transformer.

4.0 J. Locate utilities underground to improve the appearance of the development. Where above ground utilities are necessary, ensure compatibility with other site features.

5.0 A. Select exterior lighting fixtures based on compatibility with the architectural design of the building and the character of the neighbourhood and enhance the ability for surveillance.

5.0 B. Design site lighting that considers all building and user needs. Particular attention is to be paid to pedestrian areas, barrier free travel paths, driveways, transit stops, parking, service areas and buildings.

5.0 D. Use of full "cut-off" light fixtures for exterior parking lot lighting and fully shielded fixtures for wall mounted exterior lighting to eliminate glare and light spillage on neighbouring properties and streets.

5.0 E. Ensure that the source of light (the element) is not visible from adjacent residential properties.

8.0 A. Architecturally integrate all signs with their surroundings in terms of size, shape, colour, texture and lighting so that they are complementary to the overall design of the building and are not in visual competition with other signs in the area.

8.0 B. Construct ground signs that incorporate building and landscape materials used elsewhere in the project.

8.0 C. Ensure that new signs proposed for existing buildings provide a compatible appearance with building signage of other tenants. With multiple signs on a single building, attempts to bring in a unifying element such as size.

8.0 G. Ensure that mature landscaping and signage work in harmony with each other.

RESPONSE

The proposed Community will connect to existing sub-grade utilities at the perimeter of the Development Site, grouping utilities where possible and therefore maintaining the visual character of the area. Coordination with utility companies will ensure screening from roads and areas of high visibility is respected. The Proponent will work with the City and utilities to ensure any above grade utilities deemed necessary such as transformers will be screened while allowing for access.

The final location of utilities and signage and their integration on the building or on the property will be addressed and detailed at the Site Plan Approval Stage to ensure the result will work in harmony with the landscaping and architecture of the site.

The proposed lighting for the townhouse blocks and Community will include attractive light standards and fixtures located around the entrances and pedestrian pathways to ensure safe movement to and from the parking lot and pedestrian pathways. Light spillage onto neighbouring properties will be mitigated through the use of light cut-offs to reduce concerns of light spillage, as per City requirements.

Figure 11.2 Examples of proposed lighting features along pedestrian pathways.

Figure 11.1 Examples of well lit residential entrances.

12.0 SUSTAINABILITY AND MICROCLIMATE

POLICIES AND GUIDELINES ON MICROCLIMATE

The Barrie Official Plan

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

6.5.2.2 (g) 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.

6.5.2.2 (g) 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.

City of Barrie Urban Design Manual

2.0 L. Energy saving designs and features is encouraged. Orient buildings, outdoor spaces and pedestrian activity areas to maximize sunlight exposure during cooler months and shading during the warmer months

2.0 M. Minimize shadows cast on adjacent properties, especially outdoor spaces and pedestrian activity areas.

RESPONSE

The proposed development represents gentle intensification which will therefore contribute to the City's sustainability efforts. The proposal will achieve energy efficiency as it does not require new infrastructure to support the development and reflects the optimized use of a vacant parcel. The landscaping will include drought–tolerant species and mulching that will reduce potable water consumption. The proximity of the proposed townhouse blocks to commercial uses and amenities encourages a walkable form of development. The proposed development is transit oriented due to its proximity to existing transit stops and the form of development will support optimized use of public transit in the area. Cycling will be promoted through the secure storage of bicycle parking on site. With respect to sustainable features include:

- High efficiency furnaces
- High Efficiency Cooling
- White/albedo roof design if flat roofs are utilized
- LED lighting with occupancy sensors in the parking garage
- Low VOC finishes (paints, carpets, cabinets, flooring)
- Energy star rated appliances
- Environmental Protection Areas

Further sustainable features and details will be addressed at the Site Plan Approval stage.

SUSTAINABILITY

13.0 CONCLUSIONS

The proposed development represents intensification in proximity to existing services and along a transit route. The proposed variety of housing types and sizes will offer a range of housing opportunities in proximity to surrounding local amenities such as commercial and retail uses, parks, transit routes, and schools. The architectural design, site orientation, and siting of the townhouses has been carefully designed to compliment the character of the surrounding area to ensure compatibility. The plan contemplates design choices such as a comprehensive pedestrian network, enhanced public realm, and outdoor amenity space incorporated into the site to help foster active modes of transportation including walking and cycling.

The combination of enhanced landscaping and high-quality architectural design will result in a visually appealing site that is welcoming to residents and visitors. The articulated townhouse designs will incorporate defined entry points that will promote visual interest. The proposal further protects the single family detached homes to the north by setting buildings back well beyond the typical angular plane, reflecting an enhanced transition to stable residential areas. From this the proposal will be compatible with the surrounding community and will adhere to both the City of Barrie Official Plan policies and City of Barrie Urban Design Manual guidelines.

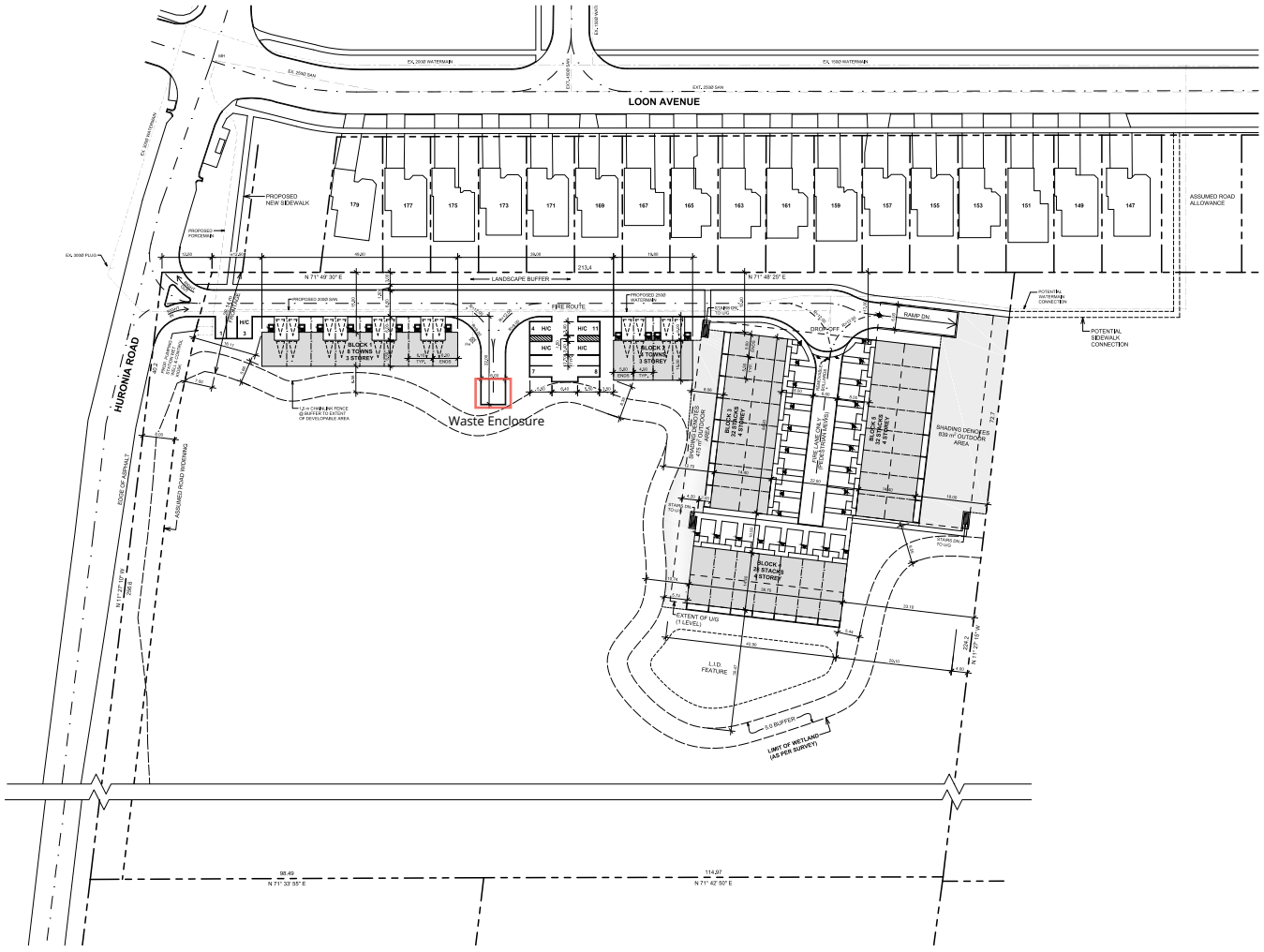


Figure 13.1 Proposed Site Plan.

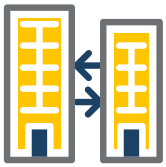
14.0 DESIGN TERMS

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

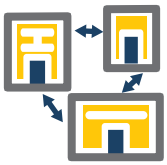
ADAPTIVE REUSE
Converting an existing building into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



COMPATIBILITY
Similar size, form and character of a building relative to others around it



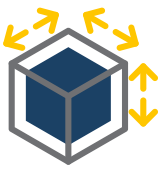
CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

FACADE
The exterior wall of a building exposed to public view

HEIGHT TRANSITION
The gradual change in height between buildings within a community

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

NODE
A place where activity and circulation are concentrated

STEP BACK
aA recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREETWALL
The consistent edge formed by buildings fronting on a street

STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BUILT FORM
The physical shape of developments including buildings and structures

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

FIGURE GROUND
The visual relationship between built and unbuilt space

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE