



**651,659,
665,673,
& 669**

MAPLE VIEW DRIVE EAST, BARRIE

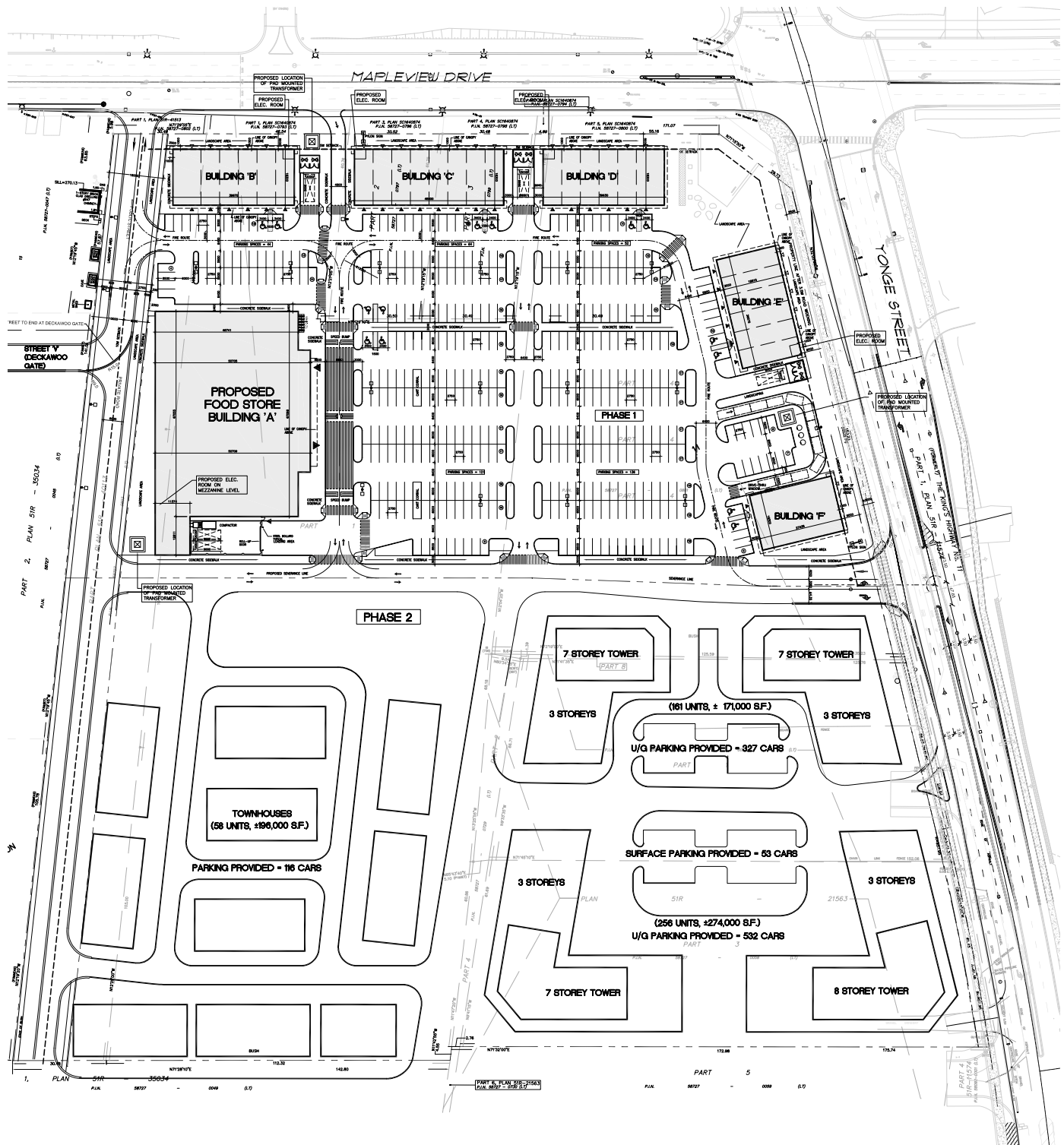
URBAN DESIGN BRIEF
APRIL 2022



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 INTRODUCTION

MHBC has been retained by Plaza Retail REIT (hereinafter the “Owner”) to prepare an Urban Design Brief for the development of a commercial centre/plaza located on the southwest corner of the Yonge Street and Mapleview Drive East intersection. The Subject Lands are municipally addressed as 651, 659, 665, 669 and 673 Mapleview Drive East in the City of Barrie (hereafter referred to as “the Subject Lands” or “the Site”). The purpose of the Urban Design Brief is to illustrate how the proposal will implement land use and urban design objectives provided by the City of Barrie (the “City”).

The applicant is seeking an amendment to the Innisfil Zoning By-Law 054-04 to facilitate the development of the Subject Lands with a commercial centre/plaza comprised of six buildings, including one food store, and five multi-tenant commercial retail establishments, representing a total gross floor area of approximately 7,007.07 square metres. The proposal also includes 445 surface parking spaces, including 14 accessible spaces. 12 bicycle parking spaces are also proposed.

Given that the Subject Lands are located within “Yonge Street Mixed Use Corridor” within Hewitt’s Secondary Plan on the south gateway location to the City, the proposed commercial use will support the City’s vision to establish a complete community with a diverse mixture of uses and activities in this area that allows residents to live, work and play in their community.

The proposed development represents placamaking immediate to an identified “Primary Intensification Node”, a “Primary Intensification Corridor”, and a “Major Transit Station Area” (MTSA), optimizing development in this location. As such, the proposal encourages investment of the existing and planned context including the

infrastructure within this settlement area. Recognizing the Subject Lands are around an existing and planned higher order transit station and have immediate access to regional and inter-regional transportation network, the proposal encourages further balanced development and growth while supporting new pedestrian and vehicular connections and amenity opportunities.

THE POLICY FRAMEWORK

The Subject Lands are designated “Mixed Use Nodes and Corridors” - Schedule A - Land Use Map by City of Barrie Official Plan 2018. Draft City of Barrie Official Plan May 2021 recognizes the Subject Lands as “Commercial District” - Map 2 - Land use Designation. Hewitt’s Secondary Plan designates the Subject Lands as “Yong Street Mixed Use Corridor” - Schedule 9C - Land Use.

Land use and Urban design policies within Official Plan set forth goals of providing a healthy, safe, convenient, efficient, and aesthetically pleasing urban environment. Supported by relevant urban design guidelines, these Official Plan Policies guide a high-quality context-sensitive development that promotes enhanced, attractive, accessible, and safe community centers and the public realm.

OUR APPROACH

In response to this design vision, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development has responded to the City’s Official Plan, and relevant guidelines within the City’s Urban Design Manual and Urban Design Guidelines For Intensification Area.

2.0

HOW TO READ THIS BRIEF



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

DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

3.1 DESIGN VISION

The proposed development will establish a commercial centre/plaza on the southwest corner of the Mapleview Drive East and Yonge Street intersection. The Subject Lands are currently vacant/unoccupied but are located along an identified “Primary Intensification Corridor” (Yonge street) and within the “Yonge Street Mixed-Use Corridor” designation.

Given the location, the proposal provides for a dense commercial development on the Subject Lands and within the Yonge Street Mixed Use Corridor. Achieving this vision and supporting the future planned context of the area, the proposed commercial centre/plaza is compatible with and complements the City’s vision for this area through investment and optimization of vacant lands. Additionally, the proposal will better support the surrounding land uses, establish a safe and efficient movement of traffic (both vehicular and pedestrian), and enhance the public realm within the Site and adjacent lands. The proposed development also assists with the planned context identified for the City’s southerly gateway on the intersection of Mapleview Drive East and Yonge Street by establishing a high quality design that prompts a neighbourhood focal point promoting the area character

and sense of place.

The proposal responds to the convenience commercial needs of local residents, neighbouring communities, and visitors while incorporating amenity areas comprising passive and active use. As such, the proposal will support the existing and future uses in the area while providing newly invested amenity and commercial opportunities.

Additionally, the proposal supports the City’s vision for future growth by contemplating a long-term vision that facilitates transition to future development of a mix-use complex with residential counterparts as envisioned through the proposed phased site plan. As such, the development proposal supports and does not preclude future initiatives for future development of the Subject Lands in form of mixed use residential and will complement envisioned neighbourhood character and harmonious architecture and landscaping.

3.2

GUIDING PRINCIPLES AND OBJECTIVES

The proposal will achieve an overall design compliance to support the City's vision for "Mixed Use Nodes and Corridors", and "General Commercial" areas, through the following principles:

- Supporting the City's role as the regional commercial/ service center, and enhancing the effort in provision of local services and employment opportunities.
- Encouraging efficient utilization of land in the area, and supporting establishment of a higher density mixed use community that promotes opportunities for live-work relationship and minimizes reliance on automobile.
- Incorporating and optimizing the place character through built form, architectural design and material into the overall design of the community.
- Providing harmonious architectural styles, massing, elevations and materials to ensure visual interest and unity are maintained along the public and private streetscapes.
- Using high quality architectural design and detailing to enhance the building façades and avoid repetition.
- Ensuring that landscaping, streetscapes, signage, lighting and street furniture are designed with a coordinated theme.
- Defining entrance features through landscaping, decorative surface treatment, and other ornamental features.
- Encouraging energy efficiency and conservation practices where feasible.
- Creating a safe and efficient movement of traffic, both vehicular and pedestrian through provision of shared access points and use of cross access easement,
- Emphasizing streetscape activation through active use frontages with connections to the public streetscape to support establishment of an active and vibrant mixed use community setting in the future.

4.0

CONTEXT ANALYSIS

4.1

PHYSICAL CONTEXT

The proposed development seeks to develop lands that are currently vacant, for commercial purposes. The Subject Lands are located on the southwest corner of the Mapleview Drive East and Yonge Street intersection, approximately 250 metres south of Barrie South Go Train Station, and 4.5 km east of the Highway 400 interchange.

The Subject Lands are fairly rectangular in shape with a total area of approximately 3.25 hectares (8.71 acres). The Subject Lands have approximately 193 meters of frontage along Mapleview Drive East and 165 meters of frontage on Yonge Street.

Figure 4.1 shows a 1000 metres and 500 meters context area to illustrate the Subject Lands relationship to the existing surroundings including land uses, open spaces, transportation infrastructure, and community services. As shown, the surrounding area represents commercial, residential, and institutional land uses, including various neighbourhoods and homes, housing complexes, automobile repair service shops, schools, neighbourhood plazas, and a church. The surrounding area is undergoing transition and the mix of existing and planned land uses is generally organized with commercial retail uses to the south, north, and east and residential uses to the west of the Subject Lands.

North: Immediately to the north of the Subject Lands there are undeveloped lands designated for future medium density residential developments. Further north on the northeast corner of the Mapleview Drive East and

Yonge Street intersection there is Barrie South Go Train Station, a Scotiabank, a Tim Hortons, and a Mr. Lube + Tires.

West: Immediately to the west of the Subject Lands there is a future housing complex, which is located south of an established residential neighbourhood. The neighbourhood comprises predominately low rise developments in the form of single detached houses and mid rise apartments located along Yonge Street and includes an elementary school, a secondary school, a shopping centre, Public Library, Catherine Park, and the Lovers Creek Ravine.

East: Immediately to the east of the Subject Lands there are lands designated for community hub inclusive of a worship place (St Paul's Cres Church). Adjacent to these lands are several stores offering automobile services. Further to the east, across the Go Train railway there are two future residential developments, as well as a residential neighbourhood with two schools, a small neighbourhood plaza and Coronation Park. Everything else to the east are mainly a part of the Natural Heritage System and Green Space.

South: South of the Subject Lands is generally agricultural lands designated for future medium rise residential developments and single detached homes. The community of Stroud is further south along Yonge Street.

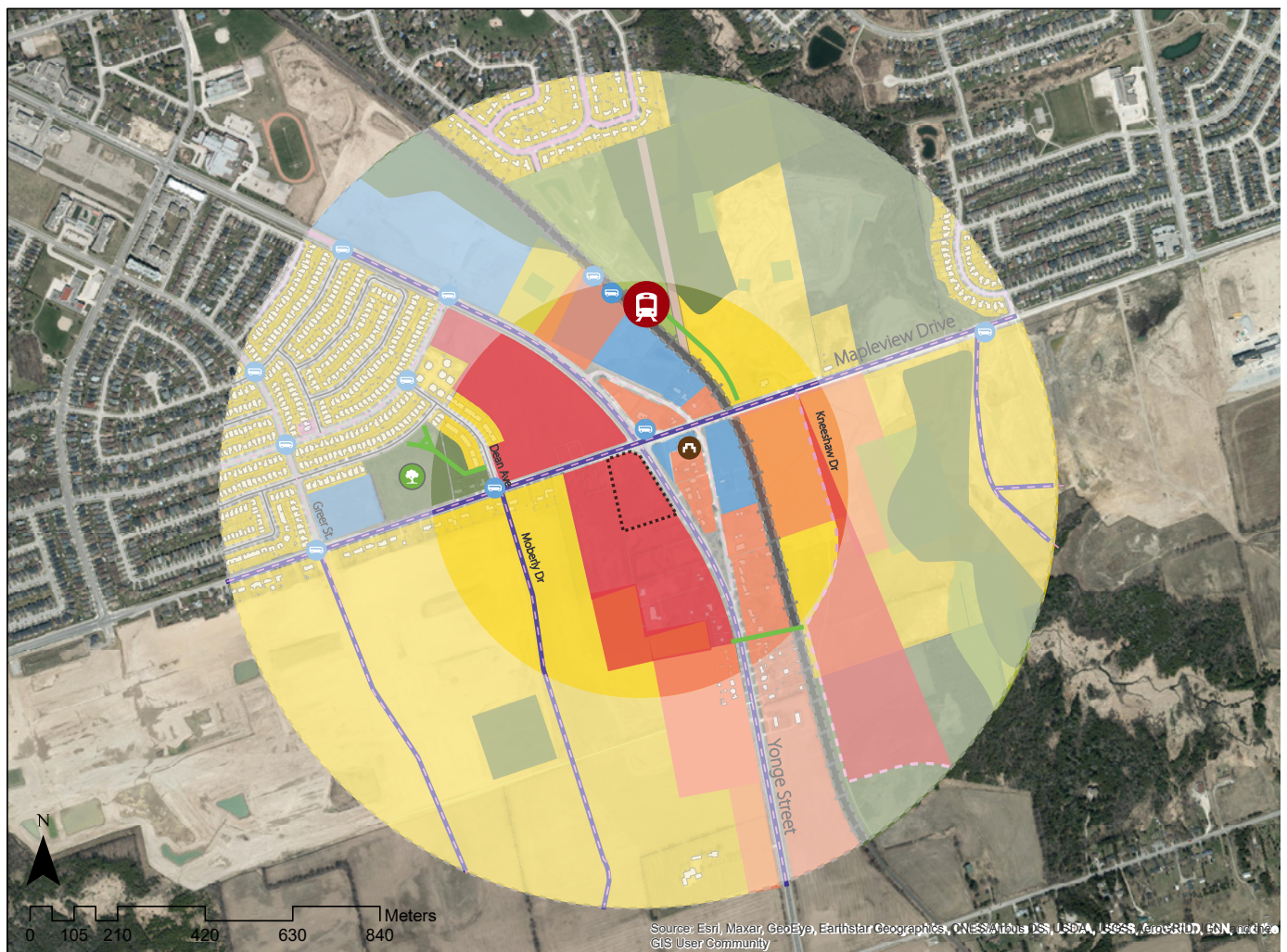


Figure 4.1 - 1000 meters and 500 meters Context Area Map

4.2 POLICY CONTEXT

CITY OF BARRIE OFFICIAL PLAN 2018

The City of Barrie Official Plan designates the Subject Lands as “Mixed Use Nodes and Corridors” in schedule A - Land Use Map. The primary vision for the Mixed Use Nodes and Corridors in the City of Barrie encourages compact and transit-oriented developments with wide range and mixture of uses and activities that support efficient use of the existing infrastructure and community services and facilitates interim growth in the form of medium and high density development.

The Subject Lands is also located immediate to the City of Barrie’s Primary Intensification Corridor and Node Schedule I - Intensification Area of the Official Plan. The long-term vision for the intensification in the City of Barrie supports and encourages intensification, reinvestment and revitalization of underutilized areas via short-term development, re-development of the lands with future potentials for higher density development.

The proposal represents efficient utilization of lands through establishing a transit oriented development that encourages the creation of place and investment of vacant lands while optimizing the existing infrastructure within the City boundaries. Additionally, the proposed development is carefully planned to support future phases of intensification in the area through representing

a phase two development. The phase two lands are immediately south of the Subject Lands and consist of future commercial and residential uses, as outlined in the approved Minutes of Settlement.

DRAFT CITY OF BARRIE OFFICIAL PLAN MAY 2021

The City of Barrie Draft Official Plan designates the Subject Lands as “Major Transit Station Area” - Community Structure - Map 1 and “Commercial District” - Land use designation - Map 2. Development on lands designated as Commercial District are planned to accommodate a mix of land uses including multi-tenant and large format retail.

The proposed development will contribute to the City’s vision for a healthy and complete community by the provision of local goods and services that respond to the growing needs of residents and serve to support the year round use of the community and visitors. The proposed development also provides for future growth opportunity, and higher density development, recognizing the Subject Lands is located within South Barrie Go Station Network Hub.

On February 14, 2022 the City of Barrie adopted the Draft Official Plan. Until such time as the Ministry of Municipal Affairs and Housing provides approval of this plan, the current City of Barrie Official Plan remains in force and effect.

HEWITT'S SECONDARY PLAN

The Hewitt's Secondary Plan designates the Subject Lands as "Yonge Street Mixed Use Corridor" - Schedule 9C - Land Use Map. The goals of the 'Mixed Use Nodes and Corridors' are to create mixed use nodes and corridors with medium and high density residential, special needs housing, institutional and commercial facilities as a focus of community and neighbourhood activity.

The Subject Lands are located within the Hewitt's Secondary Plan boundary along Yonge Street, and therefore, contributes to the City's vision for the southern gateway to the City of Barrie. The purposed development achieves this goal by providing a range of commercial opportunities that support establishment of a complete community and high quality living environment which allows residents to live, work and play. The proposed development also encourages optimization of services and infrastructure for the future planned intensification within the area.

A Planning Justification Report has been provided by MHBC Planning Ltd. in support of the application that provides greater information on the directions in the Hewitt's Secondary Plan and how the subject development has responded to the relevant guideline for Mixed Use Nodes and Corridors.

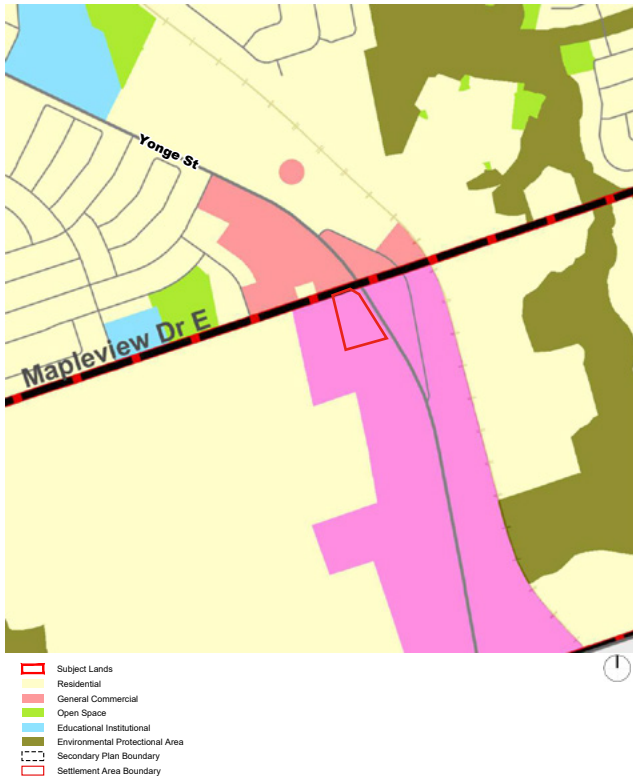


Figure 4.2 - City of Barrie Official Plan Schedule A: Land Use



Figure 4.3 - City of Barrie Official Plan Schedule I: Intensification Areas

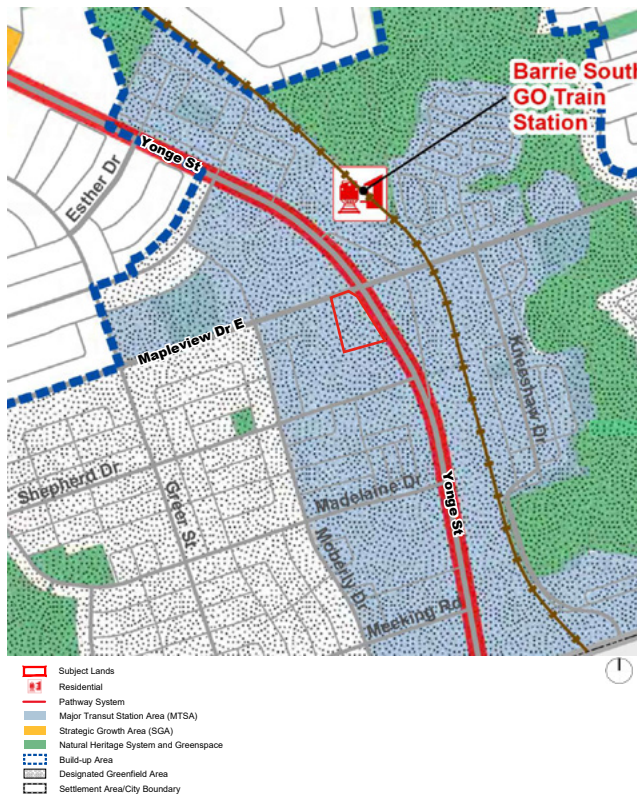


Figure 4.4 - City of Barrie Draft Official Plan May 2021 - Map 1: Community Structure

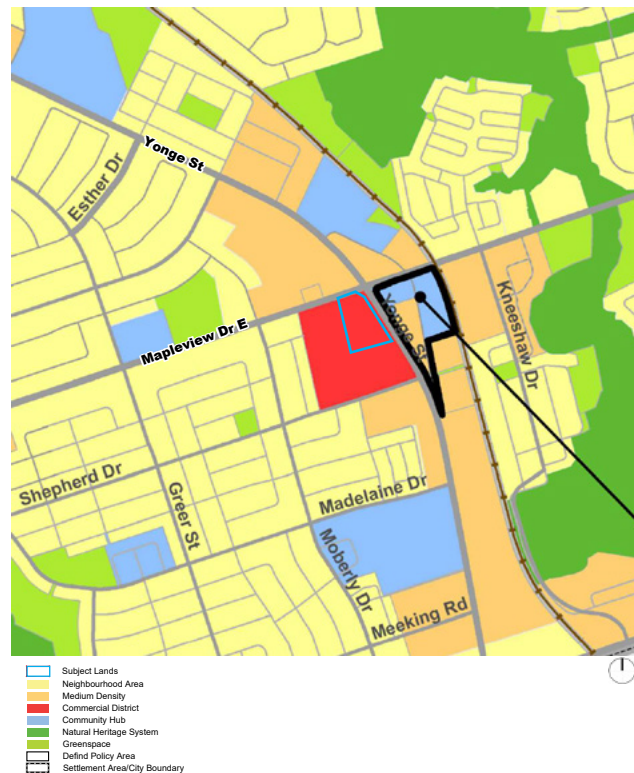


Figure 4.5 - City of Barrie Draft Official Plan May 2021 - Map 2: Landuse Designation

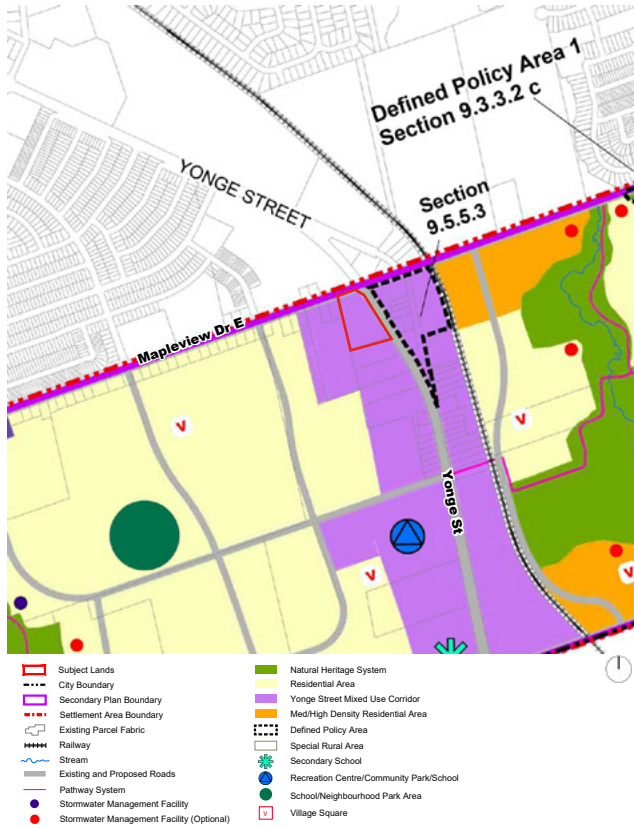


Figure 4.6 - City of Barrie Hewitt's Secondary Plan Schedule 9C: Land Use

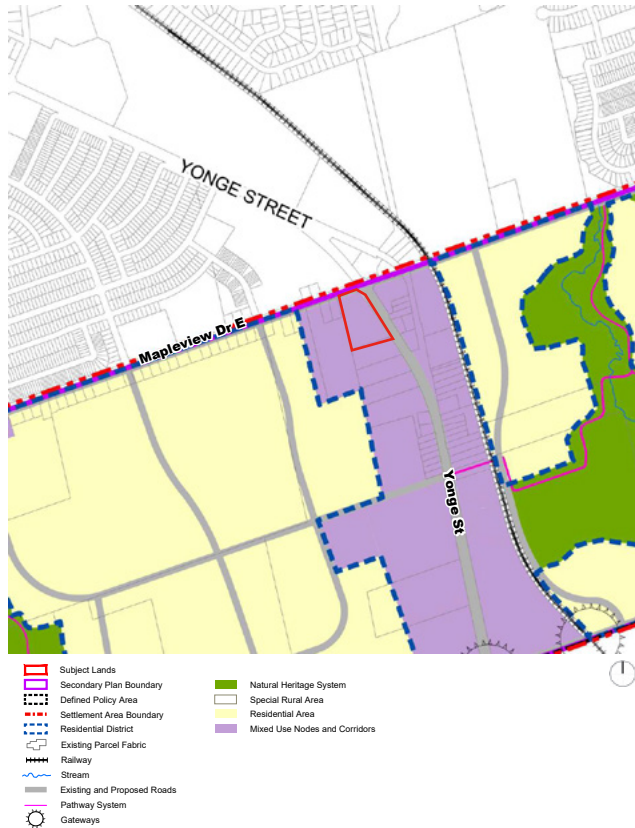


Figure 4.7 - City of Barrie Hewitt's Secondary Plan Schedule 9A: Community Structure

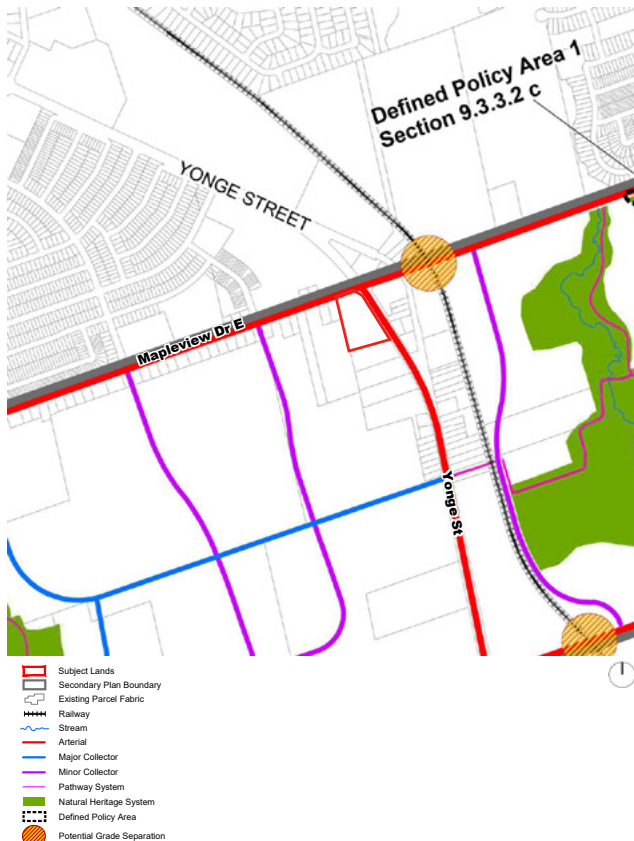


Figure 4.8 - City of Barrie Hewitt's Secondary Plan Schedule 9D-1: Transportation Plan

5.0

THE PROPOSAL

The proposal seeks to establish a commercial centre/plaza with a range of commercial uses on the Subject Lands. The proposed development consists of six buildings, including a food store. The proposal contains a total commercial gross floor area of 7,007.07 square metres. A total of 445 surface parking spaces are provided, including 14 accessible parking spaces. A total of 12 bicycle parking spaces are also provided. The proposal, including a breakdown of proposed land uses and Site layout, is provided below. **Figure 5.1** provides a conceptual Site Plan for the proposed and future developments on the Subject Lands.

Based on the current conceptual site plan, the following buildings and corresponding gross floor areas are proposed:

Building A:

1-store standalone food store (3,436.05 m²)

Building B:

1-storey multi-tenant retail store (725.96 m²)

Building C:

1-storey multi-tenant retail store (893.04 m²)

Building D:

2-storey built form multi-tenant retail store (725.73 m²)

Building E:

2-storey built form multi-tenant retail store (724.73 m²)

Building F:

1-storey single-tenant retail store (502.06 m²)

Collectively, the proposal includes a total of 7,007.07 square metres of ground floor coverage, representing a total lot coverage of 19.8%.

The current development proposal is part of a phased development. The lands subject to this development application are phase one of the overall development. The phase two lands are immediately south of the Subject Lands and consist of future commercial and residential uses.

The proposed site plan for the subject development takes into account the interim development (phase 2) on the south parcels and considers existing Site constraints, new road improvements, infrastructure, and opportunities to create new pedestrian and vehicular connections throughout the development and adjacent lands to facilitate future planned developments on the abutting lands to the west and south.

Overall, the proposed development is compatible with and complements the surrounding existing and planned commercial and residential developments and provides opportunities for residents to meet additional commercial needs in a shorter distance. The future residents of the area will have close access to a variety of restaurant and retail options within a 10-minute walk to meet daily needs.

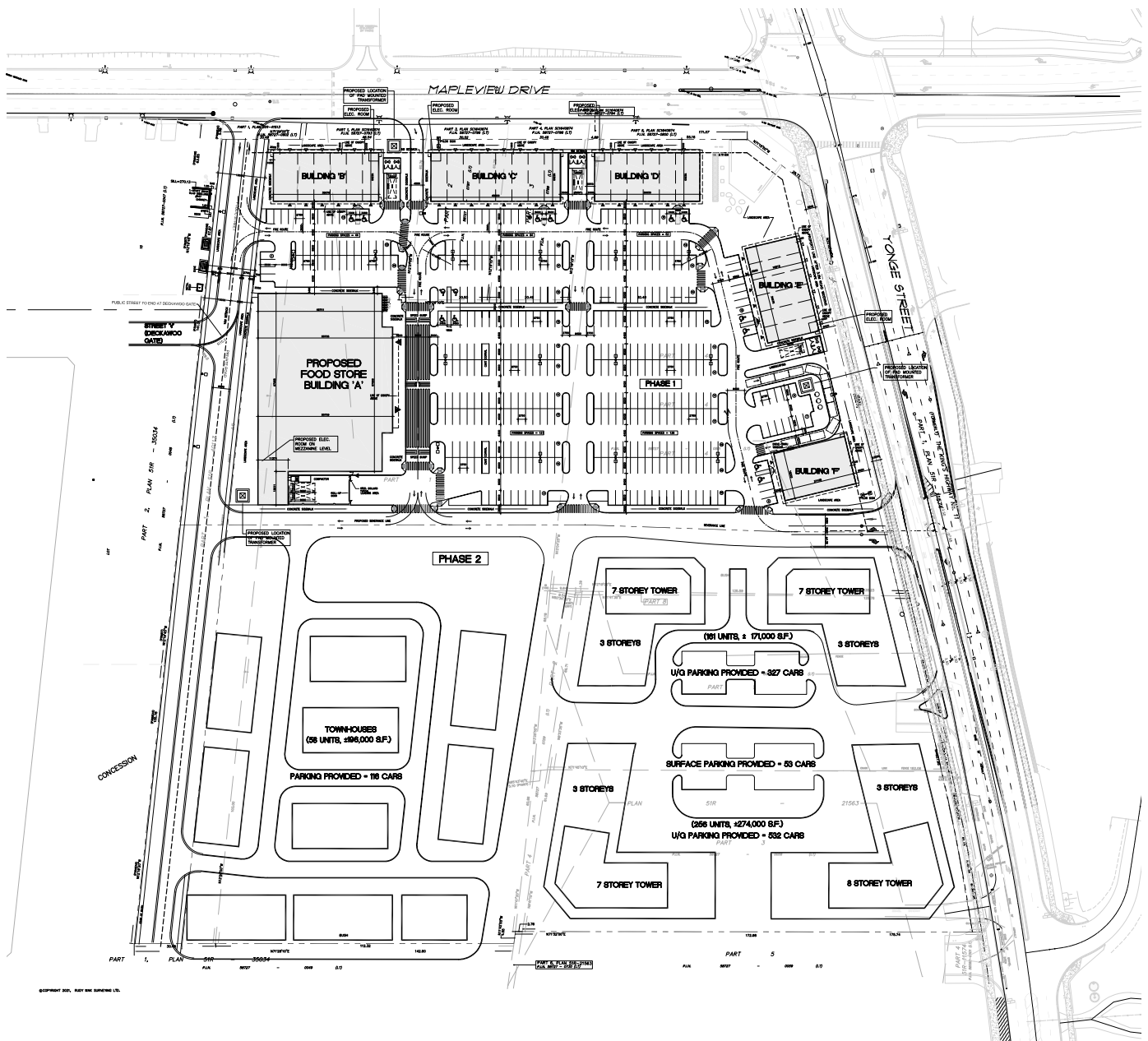


Figure 5.1 Site Plan - Phase 1 and 2

6.0

SITE DESIGN AND ORIENTATION

City of 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.

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

Policy 6.5.2.2 (e) 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 (g) 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.

City of Barrie Urban Design Manual

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

Guideline 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.

Guideline 2.0 E) Design outdoor spaces with regard to the programmed uses, the quality of views and the influences of sun and wind.

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

Guideline 2.0 H) Locate active uses such as retail, service shops and restaurants at the street level to encourage pedestrian activity and interaction between internal spaces and the public realm.

Guideline 2.0 Q) Locate buildings close to the street with unobstructed views of the street, parks or open spaces and neighbouring buildings.

Guideline 2.0 R) Orient building entrances and windows toward the street to enhance surveillance.

Drive Through facilities

Guideline 3.5 A) Provide sufficient on-Site vehicle stacking spaces in drive-through facilities.

Guideline 3.5 B) Locate stacking lanes to minimize disruption to internal traffic flows, Site access and pedestrian routes, and that do not interfere with other on Site uses, services and utilities.

Guideline 3.5 C) Use raised traffic islands or knock down barriers to separate vehicle stacking lanes from main parking areas.

Guideline 3.5 D) Screen vehicles stacking lanes from adjacent residential areas to avoid illumination from vehicle headlights but should not create hiding places.
Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.5 E) Position and orient menu boards and order stations away from adjacent residential areas.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 4.3.1 a) Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas.

Guideline 4.3.1 d) The front streetwall of buildings should be built to the front property line, or applicable set-back line, to create a continuous streetwall.

Guideline 4.3.1 e) A minimum of 75% of a building's frontage should be built to the applicable set-back line.

Guideline 4.3.1 f) The remaining 25% of the building frontage can be set back a maximum of 5 metres to accommodate lobby entrances, bicycle parking, or outdoor market areas (i.e. cafe seating, display areas, etc.).

Guideline 4.3.2 e) All new buildings must achieve a minimum height of 7.5 metres (2-storeys) to promote intensification and ensure the most efficient use of existing infrastructure.

RESPONSE

The proposed development is phase one of a two phase development and is intended to be developed as a commercial centre/plaza.

The six proposed buildings are situated along the perimeter of the Subject Lands and arranged around a central parking area that is divided into smaller blocks via an interconnected network of roads that serves each building while providing opportunities to create new pedestrian and vehicular connections throughout the development of adjacent lands.

The proposed buildings are oriented to frame the surrounding streets and public realm as well as the internal drive aisles, sidewalks and parking areas. The proposed building architecture establishes a continuous streetwall by designing appropriately scaled facades with proper setbacks at the pedestrian scale. As such, buildings B, C, and D are situated closest to Mapleview Drive East with a front yard setback of 5 metres. Buildings E and F are located along Yonge Street and provide a 6 metre setback. Building A is located on the western edge of the Subject Lands and provides a 2 metres internal side yard. These setbacks are incorporated in the Site design as landscape areas.

The primary entrances to the buildings front onto the surrounding public street to encourage pedestrian activities and animation at the pedestrian level while offering barrier-free physical access and unobstructed

view from the street. The proposed facade design, building programming, and landscape treatments along the Site's primary frontages and at the street level promote a more active, pedestrian-oriented, and safe public realm as well as a public and private interface zone for constant interaction between internal spaces and outdoor realm.

The proposed vehicular network is complemented via an interconnected walkway system that safely connects the buildings' entrances to the parking areas as well as the surrounding public sidewalks.

The proposed drive-through is designed to provide sufficient vehicle stacking spaces and is contained between the buildings to minimize disruption to internal traffic flows, Site access, and pedestrian circulation. The proposed stacking lanes are screened from adjacent uses and the proposed drive-through does not interfere with other on-site uses, services, and utilities.

Given the Site's unique frontages and surrounding uses, the proposal incorporates a gateway plaza into the Site design to accentuate the development at the southwest corner of the Maplevue Drive East and Yonge Street intersection. This gateway plaza provides for a publicly accessible amenity area and a place for the community to congregate. Additionally, this gateway plaza serves as a focal point and wayfinding feature that promotes the Site's character as a southerly gateway location to the City of Barrie.

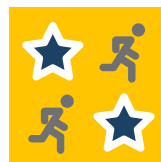
Overall, the proposed buildings are massed and scaled in relation to the existing and interim developments as well as the physical environment of the Site to maintain and enhance the visual character and architectural unity of the area. The Site is programmed and designed to complement the planned context for the "Mixed Use Nodes and Corridors" while providing opportunities for future investment in the "Commercial District", improvements in infrastructure, and further intensification within the City of Barrie "Intensification Node" and "Major Transit Station Area".



FOCAL POINT



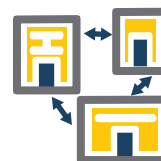
GATEWAY



CHARACTER



FINE GRAIN



CONNECTIVITY



SETBACK

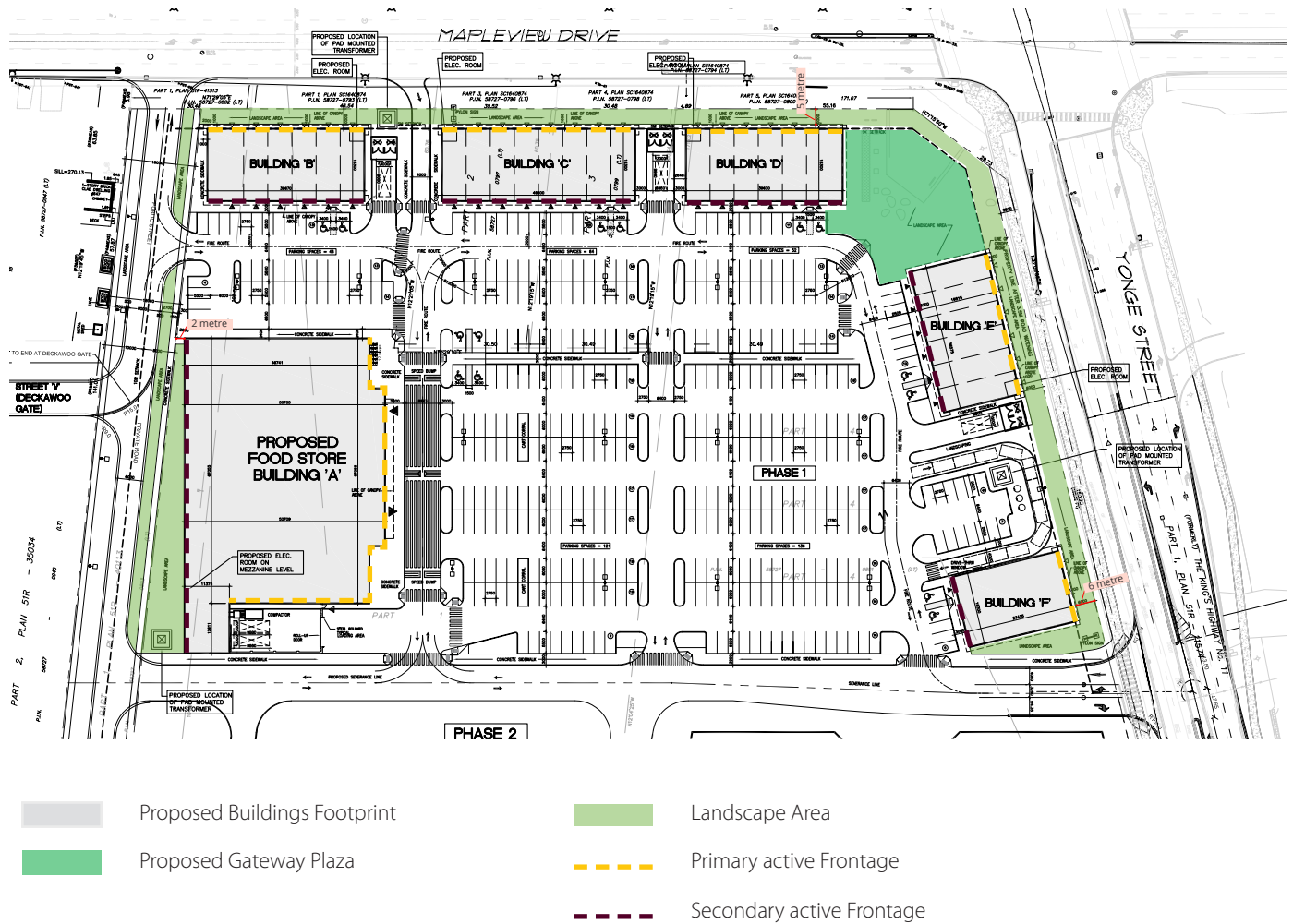


Figure 6.1 Site Plan showing the proposed buildings orientation and placement throughout the Site

7.0

PEDESTRIAN AND VEHICULAR CIRCULATION

City of Barrie Official Plan

Policy 4.3.2.1 d) The impact of commercial development on the safe and efficient movement of traffic, both vehicular and pedestrian, shall be minimized by encouraging shared access points including the use of cross access easements, for and between commercial developments as well as the provision of barrier-free pedestrian linkages between residential and commercial areas.

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

Policy 6.5.2.2 a) 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

Guideline 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.

Guideline 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.

Guideline 3.1 D) Identify and emphasize major

pedestrian routes through the use of signage, pavement markings, bollards, trees, appropriately scaled lighting and continuous hard surfaces.

Guideline 3.1 E) Minimize pedestrian and vehicular crossings on Site.

Guideline 3.2 E) Link parking areas on abutting commercial properties to provide for movement between lots.

Guideline 3.2 F) Pave all parking and traffic circulation areas for light & heavy use as required.

Urban Design Guidelines for City of Barrie's Intensification Areas.

Guideline 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.

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

Guideline 3.2 I) Avoid dead-end parking aisles.

Guideline 3.2 J) Provide an adequate number of shopping cart corals in central locations throughout commercial parking areas.

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

Guideline 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.

Guideline 3.5 A) Provide sufficient on-Site vehicle stacking spaces in drive-through facilities.

Guideline 3.5 B) Locate stacking lanes to minimize disruption to internal traffic flows, Site access and pedestrian routes, and that do not interfere with other on Site uses, services and utilities.

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

Guideline 4.0 C) Design on-Site circulation to eliminate reversing or maneuvering on public streets.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.1.3 a) Semi-private open spaces should be directly accessible from public sidewalks.

Guideline 4.3.1 c) Main building entrances should be directly accessible from public sidewalks.

RESPONSE

The proposed development is located at the southwest corner of the Mapleview Drive East and Yonge Street intersection. Both Mapleview Drive East and Yonge Street are identified as Arterial Roads by the City of Barrie Hewitt's Secondary Plan. As such, access to the Site will be consolidated into three points as follows: 1) a right in and right out access at the western limit of the Site off Mapleview Drive East; 2) a right-in only entrance between Building B and C; and 3) a right in and right out access proposed at the southern limit of the Site off Yonge Street.

A comprehensive pedestrian and vehicular circulation network have been designed on the Site to provide for a safe and efficient flow throughout the development and the adjacent lands. The proposed public road along the west property line complements the proposed network of driveways and pedestrian walkways. This public road is designed to accommodate more accessible development across phase one and two as well as other adjacent lands by connecting to the future Deckawoo Gate (the future residential public road to the west) to allow access to the planned residential development to the west.

The proposed primary and secondary vehicular entrances are located away from areas with high foot traffic such as the intersection, buildings frontages, and the gateway plaza to minimize vehicular and pedestrian traffic conflict

and help create a safe and comfortable pedestrian environment along the Site's primary frontages. Additionally, the proposed buildings' are oriented at gateway/entry locations with appropriate setbacks to accommodate daylight triangle as per the City Standards.

The proposed vehicular circulation internal to the Site is designed to minimize the possible impact of the Site traffic movement on the surrounding street traffic. The Site has numerous driveways that provide circulation throughout. Driveways adjacent to the buildings create a ring road around the Site which supports a well-connected aisle network with no dead-end aisle. In addition, the ring road allows for access to parking fields and designated loading areas located adjacent to buildings through minimum curb cut and pedestrian and vehicular crossing on Site.

The Site is also linked by an interconnected network of sidewalks throughout. Each of the buildings fronting onto Maplevue Drive and Yonge Street has continuous sidewalks along both facades (active primary and secondary frontages). The gateway plaza is linked directly to the public sidewalk and throughout the Site by sidewalks through barrier-free access to all buildings.

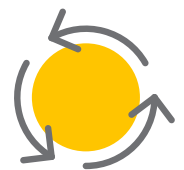
All Site entrances and pedestrian walkways will be identified and well-defined using signage, pavement marking and landscaping to provide a safe and convenient

pedestrian network from street and parking areas to the buildings.

The Site has been designed with barrier-free pedestrian access throughout. Sidewalks run along the retail frontage and connect to the gateway plaza as well as future municipal sidewalks. Spaces for street trees and furnishings have been contemplated throughout the plan where appropriate.

Pedestrian crossings are integrated throughout the Site, allowing pedestrians safe circulation between commercial buildings.

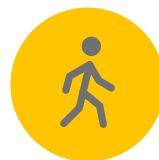
In general, the design of the overall pedestrian and vehicular circulation takes into account the existing Site condition as well as the constraints and opportunities for future development and infrastructure improvement on the Subject Lands and lands located to the west and south of the proposed development.



CIRCULATION



ACCESSIBILITY



PEDESTRIAN-ORIENTED



WAYFINDING

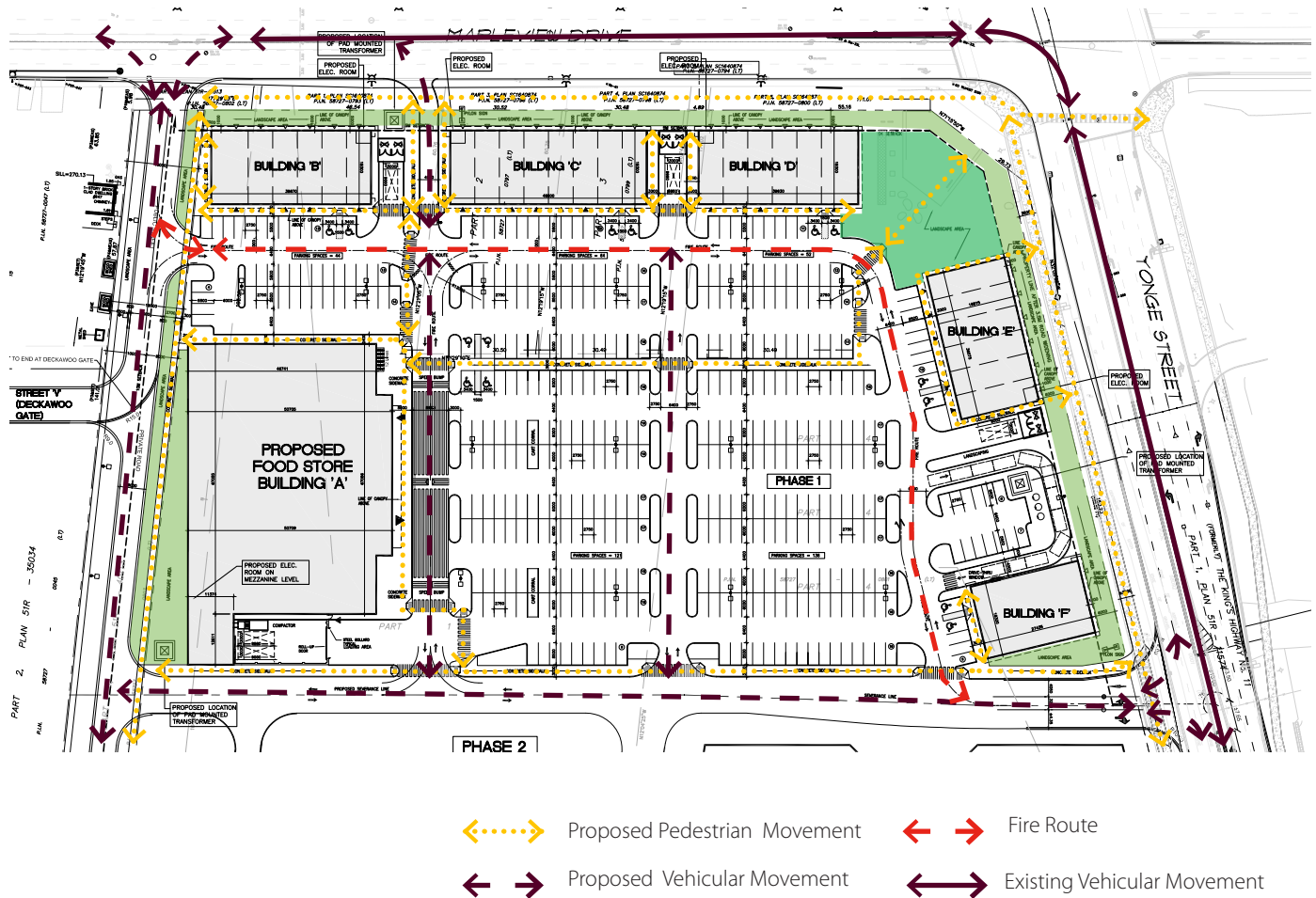


Figure 7.1 Site Plan showing vehicular and pedestrian circulation



Figure 7.2 Photo examples of well-designed pedestrian walkways

8.0

SITE SERVICING AND PARKING

City of Barrie Official Plan

Policy 4.3.2.1 c) Where new commercial development or redevelopment occurs, adequate off-street parking and off street loading facilities shall be provided except within the City Centre designation where the provision of these facilities shall be encouraged wherever feasible. In addition, commercial uses shall provide adequate parking which is accessible for persons with disabilities within close proximity to the access door. (Mod E (bb))

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.

Policy 6.5.2.2 b) ii) Adequate disability parking spaces will be provided where required.

Policy 6.5.2.2 b) 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.

Policy 6.5.2.2 b) iv) 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

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

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

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

Guideline 3.2 D) Incorporate pedestrian circulation within the parking area.

Guideline 3.2 E) Link parking areas on abutting commercial properties to provide for movement between lots.

Guideline 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.

Guideline 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.

Guideline 3.2 N) Consider ground cover, or a decorative hard surface for pedestrian uses, as a possible alternative to sod within raised traffic islands. Select parking lot plant material that is easy to maintain, hardy, and pollution, salt and drought tolerant.

Guideline 3.2 O) Ensure that parking lot planting does not obstruct views of approaching traffic, pedestrians, the street and building entrances.

Guideline 3.2 P) Incorporate landscaping features in parking areas to provide shade and influence wind, erosion, noise and glare.

Guideline 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.

Guideline 4.0 E) Screen commercial outdoor storage from public streets and adjacent residential uses.

Guideline 4.0 I) Provide interior waste storage areas for restaurants and commercial buildings providing food services.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.3.1 c) Bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading.

Guideline 4.2.4 a) Loading docks and service areas should be located at the side or rear of buildings and should be screened from public view.

Guideline 4.2.4 b) Where possible, garbage storage areas should be accommodated internally.

Guideline 4.2.4 c) Servicing enclosures should be constructed of materials that complement the main building (e.g. no chain link fencing).

Guideline 4.2.4 d) Service and refuse areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.

Guideline 4.2.4 e) Service and refuse areas should not encroach into the exterior side or front yard set-back.

Guideline 6.6.3 (d) ii) Where possible, parking areas, Site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening.

RESPONSE

As previously mentioned, the proposal envisions six commercial buildings oriented around a central parking area. A total of 445 parking spaces are proposed, including 14 accessible parking spaces.

Access to the Site is provided by driveways off Maplevue Drive East and Yonge Street.

The Site has numerous driveways that provide circulation throughout to create a linked parking area with a reduced number of turns onto and off the surrounding major road. Driveways adjacent to the buildings create a ring road around the Site. The ring road allows for access to parking fields and designated loading areas which are located adjacent to buildings.

Bicycle parking has been accommodated adjacent to the gateway plaza on the northeast corner of the Site. A total of 12 bicycle parking spaces are provided. Bicycle parking spaces are located adjacent to the Building A (Food Store).

The proposed parking lot area is located central to the Site and screened from the public realm through the proposed buildings and proposed landscape areas along the Site perimeters (primary frontages). These landscape areas help soften the Site's edges and reduce the visual impact of the parking lot.

The proposed parking area design will incorporate signage, pavement marking, and uniform lighting to

provide for a safe and convenient movement of vehicles as well as pedestrians. The proposed parking area provides raised traffic islands to break up the parking lot into appropriate scale and size to accommodate a well-organized pedestrian circulation system. The proposed pedestrian linkage within the parking area is designed using hard surface material.

Service areas including loading and waste removal areas are accommodated internally on the Site and confined to the side of the buildings and will be screened from the public realm through building walls and landscaping.

There are three (3) pad mounted electrical transformers located throughout the Site. The transformers have been placed adjacent to driveways for servicing if required by the municipality.



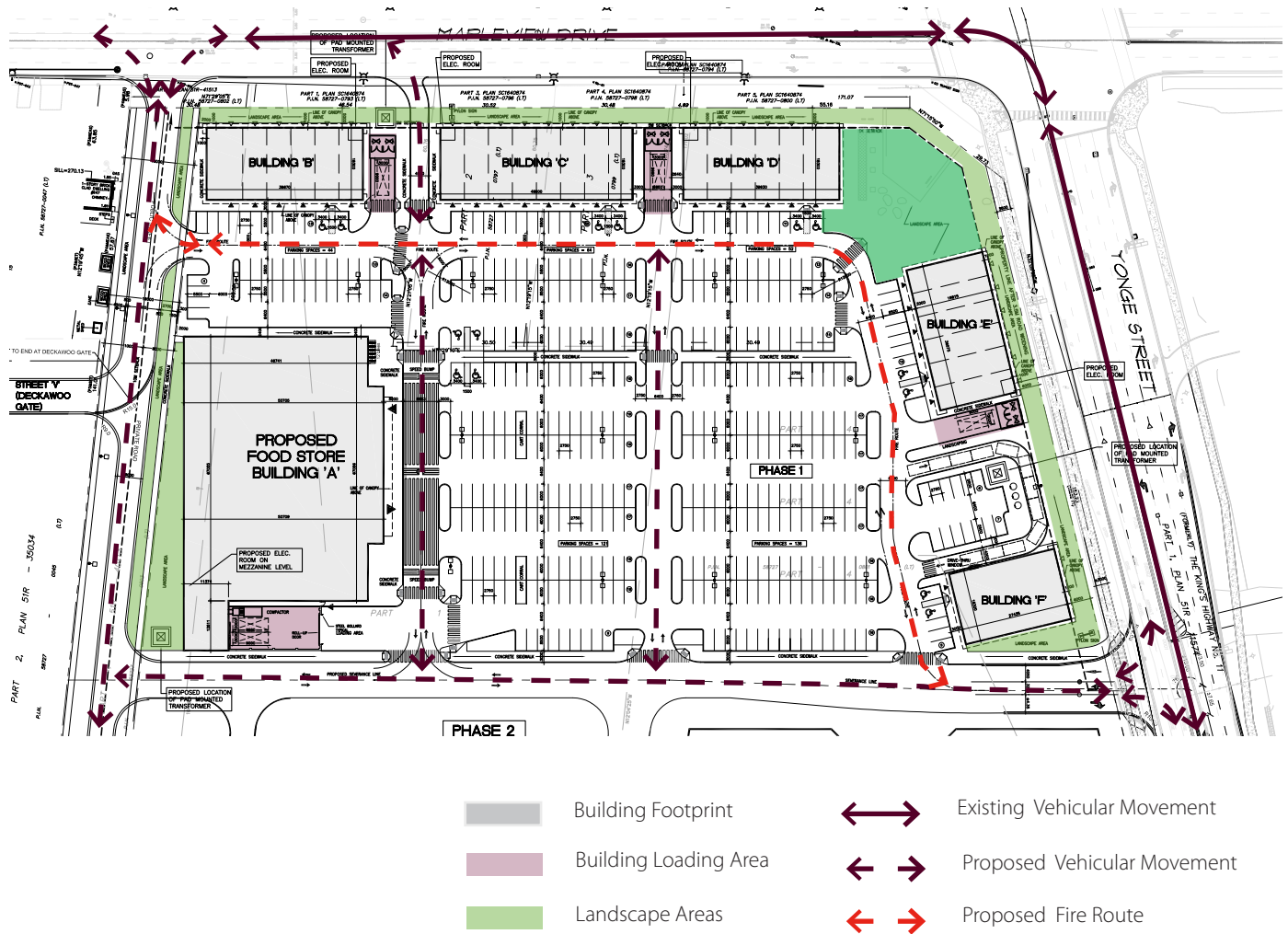


Figure 8.1 Site Plan showing vehicular movement and servicing and loading areas



Figure 8.2 Photo Example of a well design parking area

9.0

BUILT FORM & ARCHITECTURAL DESIGN

City of Barrie Official Plan

Policy 4.3.2 b) The design, appearance and scale of new commercial development shall be in harmony with adjacent land uses and adequate screening, buffering and noise protection for adjoining residential uses shall be provided. Pedestrian accessibility, including barrier-free access, shall be considered in the design of new commercial development.

Policy 6.5.2.1 i) Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.

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.

City of Barrie Urban Design Manual

Guideline 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.

Guideline 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.

Guideline 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.

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 4.3.3 a) Ground floor heights should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas.

Guideline 4.3.3 b) Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.

Guideline 4.3.8 e) Buildings should incorporate architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings to provide weather protection.

Guideline 4.3.8 f) A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.

Guideline 4.3.8 h) Building entrances should work in conjunction with retail uses and can be expressed and detailed in a variety of ways including large entry awnings, canopies or double height glazing. Retractable awnings and canopies may encroach into the public right-of-way

provided a minimum of 2.7 metres of vertical clearance is provided. Permanent awnings or canopies that encroach into the public right-of-way may require a permit.

Guideline 4.3.8 k) When building frontages exceed 12 metres in width they should be divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, and networks of connected walkways and landscaping.

Guideline 6. 6.4 (d) iii) The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publicly accessible uses.

Guideline 6. 6.4 (d) iv) Tall buildings will incorporate building articulations, massing and materials that respect a pedestrian scale and create interest. Features that separate buildings from the street or inhibit pedestrian activity, such as fencing or long stretches of blank walls, will be actively discouraged.

Guideline 4.3.8 b) Despite the use of various architectural styles within the City, the design and material quality

should be consistent and building materials and finishes should be complementary.

Guideline 4.3.10 a) All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities, as well as their energy and maintenance efficiency.

Guideline 4.3.10 b) All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.

Guideline 4.3.10 c) Building materials should be used as they are intended (i.e. colour, texture, etc.), and should not be used to mimic other materials.

Guideline 4.3.10 d) Finished materials should extend to all sides of the building, including building projections and mechanical penthouses.

Guideline 4.3.10 e) The ground floor should incorporate a minimum of 60% glazing to enhance safety through casual surveillance.

Guideline 4.3.10 f) Building materials and finishes on building façades facing onto or visible from public streets and public spaces should not include synthetic siding systems, mirror/heavily tinted glass panels, and unadorned concrete block.

Guideline 4.3.10 g) Blank walls or unfinished materials

along property lines where new developments are adjacent to existing parking areas or smaller-scaled buildings should be avoided.

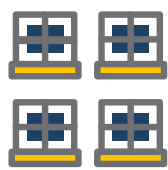
Guideline 4.3.10 h) Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials.

Guideline 4.3.10 i) If no salvageable materials are available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.

Guideline 4.3.10 j) New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.



BUILT FORM



ARTICULATION



FACADE



RHYTHM AND PATTERN

RESPONSE

The Site has been designed as a commercial centre/plaza with a food store and five commercial buildings adjacent to Mapleview Drive East and Yonge Street. At the northeast corner of Site adjacent to Mapleview Drive East and Yonge Street intersection, a gateway plaza has been incorporated into the design.

The six proposed buildings are situated along the perimeter of the Subject Lands and arranged around a central parking area that is divided into smaller blocks via an interconnected network of roads and walkways that serves each building while providing opportunities to create new pedestrian and vehicular connections throughout the development and adjacent lands. The orientation of the buildings assist with the screening of on-site parking from the public realm.

The proposed buildings will frame the surrounding streets and public realm as well as the internal drive aisles, sidewalks and parking areas. The proposed buildings placement and design reinforce a continuous streetwall and helps to activate the streetscape by designing appropriately scaled facades with proper setbacks and landscape buffers at the pedestrian scale. As such, buildings B, C, and D are situated closest to Mapleview Drive East with a front yard setback of 5 metres. Buildings E and F are located along Yonge Street and provide a 6 metre setback. Building A is located on the western edge of the Subject Lands and provides a 2 metres internal side yard from the residential lands to the west and 7.5 meters from the proposed severance line to the south.

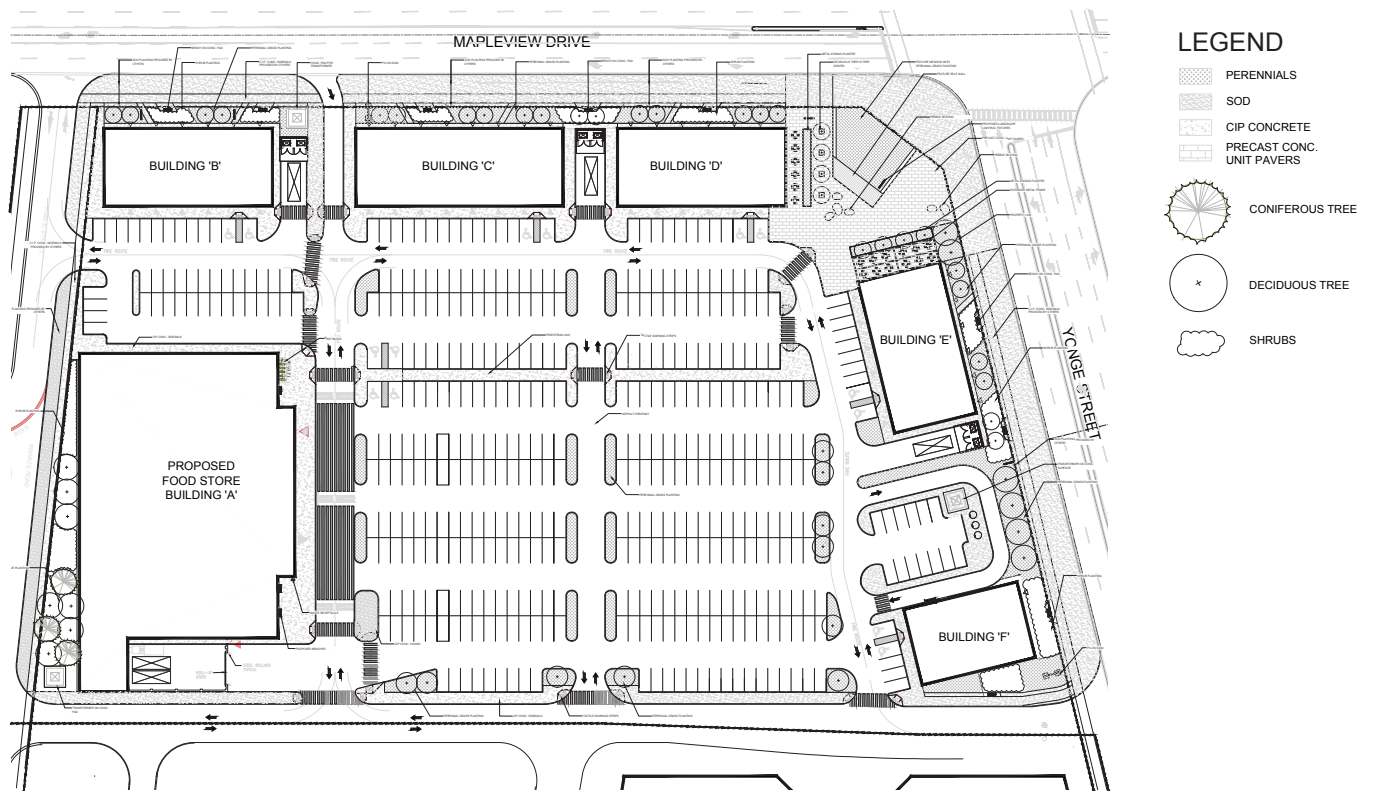


Figure 9.1 Landscape Plan illustrating building orientation and placement in relationship to soft and hard surface landscaping areas



Figure 9.2 Photo examples of well-design commercial buildings facing street

The primary entrances to the buildings front onto the surrounding public street to encourage pedestrian activities and animation at the pedestrian level while offering barrier-free physical access and unobstructed view from the street. The proposed facade design, building programming, and landscape treatments along the Site's primary frontages and at the street level promote a more active, pedestrian-oriented, and safe public realm as well as a public and private interface zone for constant interaction between internal spaces and outdoor realm.

The retail buildings along the streets have been setback to create a generous streetscape zone that is integrated into the gateway plaza.

The building facades run parallel to the lot lines where they are parallel to the street. Breaks between buildings are strategic and allow for pedestrian access into the Site from the public realm.

Building's 'D' and 'E' are setback from the intersection of Maplevue Drive and Yonge Street to allow for the creation of the gateway plaza. The buildings have been designed with a two-storey appearance of height that creates a frame for the gateway plaza.

The building facades are broken up into multiple individual facade through architectural design. The facades are designed with varying masonry materials. Brick and concrete block are used throughout the design with varying colour and pattern. The food store uses a combination of brick, concrete block, masonry and EIFS, all of which represent resilient material.

The use of vertical piers and stepped facades create a rhythm along the streets. Storefronts take on their own identity using different colour brick and facade materials. The facades have been stepped back with numerous planes to create definition and shadow which create a distinct appearance.

The materials will create a compatible appeal by utilizing similar material finishes with the existing built form in the area. As such, the exterior building finishes will be in keeping with the Urban Design Guidelines for Barrie's Intensification Areas. Efforts will be made to ensure an active street-level design is established. Wherever possible, use of environmentally-friendly construction material will be considered.

Canopies are introduced above walkways to provide scale and pedestrian comfort. Large amounts of window provide vision into retail spaces which animate the storefronts.

Overall, the proposal will utilize high-quality architecture that complements its surrounding area, and will create a visually appealing, appropriately scaled structure that is welcoming to visitors. The proposed buildings' design will incorporate articulation and variation in form and material to provide further visual interest and pedestrian-scaled development. The potential for modifications to building articulation and material use can be explored through the development approval process.

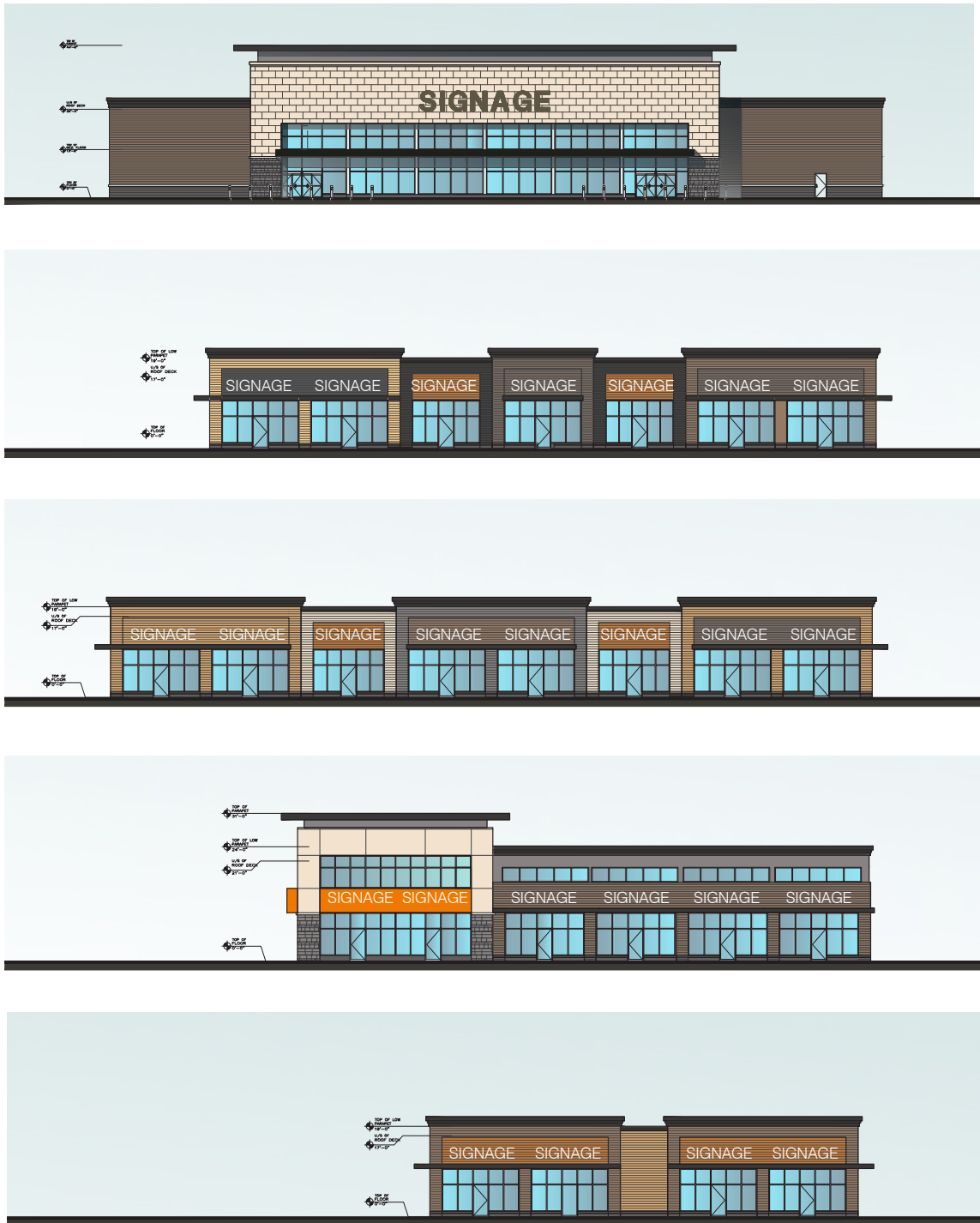


Figure 9.3 Building elevations illustrating building heights and articulation and intended material along the Site primary frontages

10.0

LANDSCAPE DESIGN AND STREETScape

City of 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.

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

City of Barrie Urban Design Manual

Guideline 9.1 A) Provide landscaping strips adjacent to municipal roadways and side and rear lot lines.

Guideline 9.1.2) Commercial developments should provide 6m wide landscape strip along arterial roads or major collectors with following treatments:

- Mixed Deciduous and Evergreen trees
- Berming and shrubs to screen parking lot
- Signage and entry feature shrub beds

Urban Design Guidelines for City of Barrie's Intensification Areas

Guideline 3.1.3 b) Features within semi-private open spaces (e.g. paving, seating, public art, etc.) should be constructed of materials equal in quality and appearance with those of the main buildings.

Guideline 3.1.3 c) Semi-private open spaces should be in view of occupied indoor areas.

Guideline 3.1.3 f) Paving materials should be high quality, easily replaceable and low maintenance.

Guideline 3.1.3 h) Plant materials used in landscaping should be low maintenance, pest and disease resistant and placed to ensure clear views into and out of semi-private open spaces.

Guideline 3.2.1 a) As new development occurs, all streets within the Intensification Areas should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.

Guideline 3.2.4 a) Street furnishings should be developed within an overall concept and should provide a consistent and unified streetscape appearance that is appropriate for the area context.

Guideline 3.2.4 b) Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation.



CHARACTER



GATEWAY

RESPONSE

Landscape Design

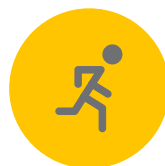
The proposed development has a number of areas at-grade adjacent to the public realm that will support landscaping to provide an attractive presence along the street. The proposed development will include landscape architectural design that meets the objectives of Official Plan policies.

The landscape design accommodates generous public and private spaces for visitors and future residents to enjoy. The proposed gateway plaza on the northeast corner of the Site incorporates soft and hard landscaping elements to create a place for recreation uses. This includes the use of paving patterns, planting beds, and specialized seating elements. This gateway plaza will respond to the Site's unique location by serving as a wayfinding feature and a focal point that contributes to the sense of place as well as the local identity.

In addition to this amenity area, the proposed Site design contemplates at grade landscape areas along the existing and proposed Site frontages. These landscape areas will serve as additional amenity areas and will provide street furniture at several points for gathering, pausing and reflecting. Patios and outdoor dining areas are contemplated adjacent to the gateway plaza and landscape areas. Bicycle parking will be integrated into the Site design and in relation to the proposed landscape areas.

Appropriate screening or plantings will be provided around the proposed drive-through facility and loading areas to provide buffering and minimize visual impact.

Overall, high-quality and durable paving material will be used to support the pedestrian and vehicular movements



ANIMATION



PUBLIC REALM



Figure 10.1 Photo examples of commercial buildings frontage design with coordinated design element

throughout the Site and along the Site's primary frontages and to create an attractive surface treatment and arrival experience. All softscape and hardscape materials on the Site will be of high quality. Use of native vegetation and water conservation practices will be incorporated into the landscaping wherever possible.

Given the Subject Lands will be visible and will have public street frontages, contemporary and decorative urban landscaping will be provided to enhance the Site's edges where appropriate, utilizing elements such as Perennial/ ornamental grasses, deciduous and coniferous shrubs and trees .

Streetscape

The proposed gateway plaza and streetscape respond to the Site's unique frontages and surrounding street conditions.

The proposed public road to the west provides connection to Maplevie Drive East at the northwest corner of the Site and connects the Site to the future Deckawoo Gate and the interim residential developments to the west. As such, the proposed public road is lined with street trees and integrated with the proposed paving and pedestrian walkways to create a safe and comfortable vehicular and pedestrian circulation. In addition, Building B wraps the southeast corner of this intersection and integrates setbacks to provide opportunities for commercial activities to spill out such as patios and seating areas which will contribute to the animation and safety of the future public realm at this area.

Overall, the surrounding streetscapes are designed to provide a building interface zone. Sidewalks provide barrier-free unobstructed pedestrian access to the



PERENNIAL GRASS PLANTING



SHRUB PLANTING



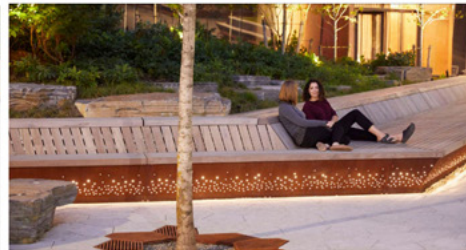
FEATURED MEADOW



EXTENDED METAL FRAME



PEBBLE SEATING



FEATURED SEAT WALL

Figure 10.2 Precedent images of hard and soft landscaping elements, paving, and furniture.

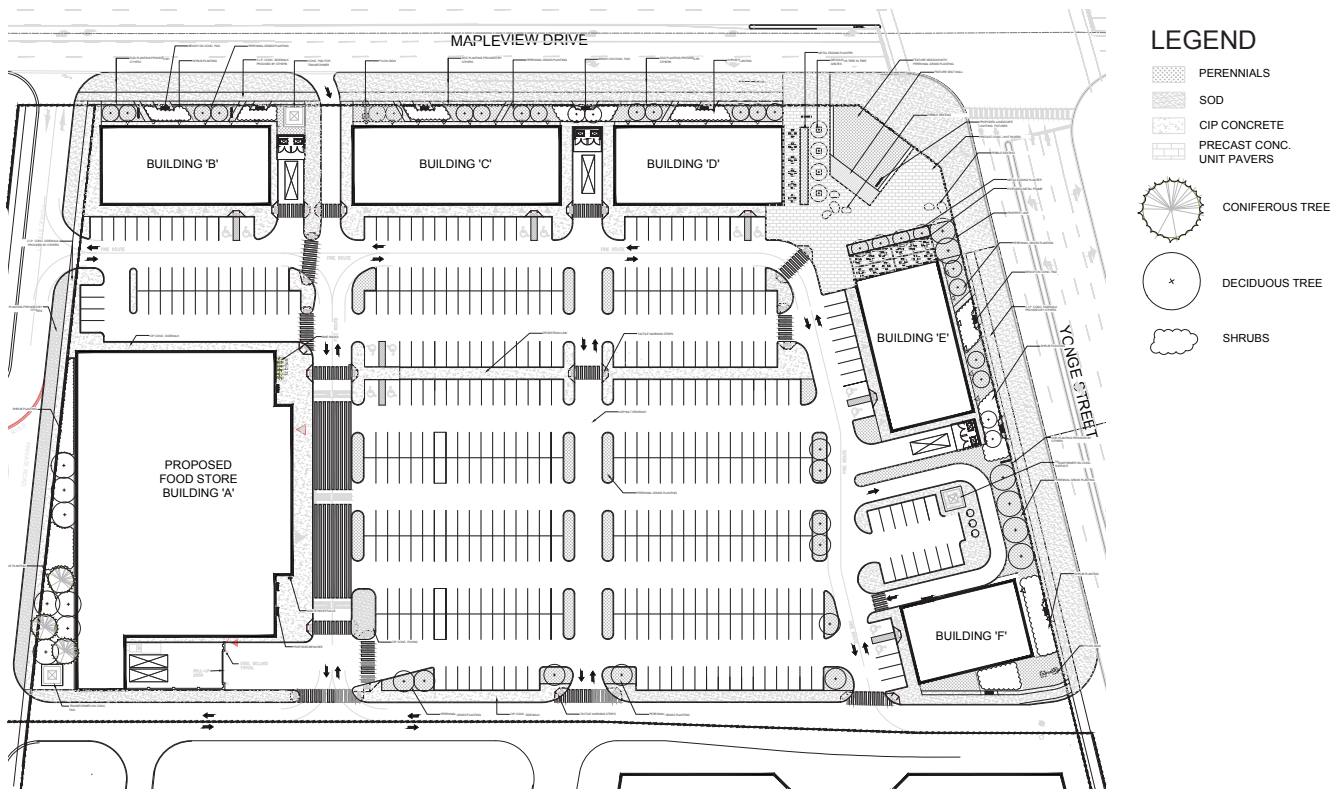


Figure 10.3 Landscape Plan

retail building entrances. Canopies, weather protection elements, signage, extend into the zone and provide appropriate scale for pedestrians. The Site's primary frontages are designed with soft and hard landscaping elements to integrate seamlessly into the streetscape along the Site perimeters via paving patterns, street furniture, and lighting contemplated in landscape areas and gateway plaza. The pedestrian accessways will be constructed of durable paving materials. Materials and colour palettes will be selected to provide a sense of identity that speaks to the local character. The streetscape planting and furnishing zone will clearly define pedestrian access ways and furniture adjacent to sidewalks will offer a place to rest and reflect while contributing to a more attractive, comfortable and safe public realm.



STREETWALL



STREET FURNITURE

11.0

UTILITY, LIGHTING AND SIGNAGE

City of 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

Guideline 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.

Urban Design Guidelines for Intensification Areas

Guideline 3.2.8 b) Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.

Guideline 3.2.8 c) All lighting should be located within the Street Furniture and Landscape Zone.

Guideline 3.2.9 a) Where possible, utilities should be

buried below grade, typically in the boulevard section of the right-of-way, where feasible. The use of a joint utility trench is encouraged for access and maintenance benefits.

Guideline 3.2.9 b) Opportunities should be identified for grouping above grade utilities in single locations where feasible.

Guideline 3.2.9 c) Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres, should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view, where they will not interfere with pedestrian movement or transit stops.

Guideline 3.2.9 d) New and innovative solutions for integrated utility services can result in reduced street clutter. For instance, poles that incorporate both street lighting and telecommunication facilities within the same pole. Although the City currently does not practice such integration, these opportunities should be considered when developing large Sites, or making streetscape improvements for the long-term benefit of the public realm.

RESPONSE

As the Subject Lands are within an urban area, the provision of utilities will generally be consolidated in the private right-of-way or adjacent public frontages in locations that avoid conflict with a barrier-free and visible travel paths, sidewalk and access points. The proposed development will connect to the existing services in coordination with utility providers. Efforts will be made to ensure the visual impact of utilities will be minimized, including locating utilities underground wherever permissible by the utility provider.

The proposed development will consist of a multi-tenant retail sector, food store, and a drive-through facility. As such, signage will be provided where appropriate and in accordance with City's Sign By-laws to provide wayfinding to visitors. This signage will assist with the wayfinding needs and comprise pedestrian and vehicular direction to and from the Site as well as within the drive-through area. Signage placement will be integrated with the Site design and the signage type will be chosen to be consistent with the overall building façade design.



Figure 11.1 Photo examples of gateway, street, and building Signage

Site lighting will be designed in compliance with dark-sky friendly lighting to minimize sky glow effects and light pollution. To eliminate glare and light spillage on neighboring properties and streets, Site lighting for exterior parking lot will use downward-cast lighting with cut-off fixtures and fully shielded fixture for wall mounted exterior lighting. Lighting will be located along the pedestrian walkways and landscaping zones wherever possible.

In general, The lighting design objective is to provide a safe environment which animates the outdoor spaces and buildings. Lighting will provide easy navigation throughout the site at all times of the day. The lighting is

to achieve the following objectives:

- Create safe circulation within outdoor spaces.
- Create safe outdoor parking areas.
- Provide lighting to landscape areas and trees in the evening to animate the landscaping.
- Highlight building features and materials.
- Provide lighting features to the building façade to highlight significant entrances.
- Main facades will provide illumination and animation to the streets during the evening.
- Canopy lighting will be designed to place emphasis on pedestrian scale.



Figure 11.2 Photo examples of street, and building lighting

14.0

CONCLUSIONS

The proposed commercial centre/plaza represents placemaking, and investment of underutilized lands located along an identified mixed-use corridor.

The proposal will utilize both high-quality architectural and landscape design that complements its surroundings and will create a visually appealing, appropriately scaled structure that is welcoming to visitors. The proposal will be compatible with the surrounding uses and will assist the City in achieving its growth and development objectives.

Based on our review, it is our opinion that the proposal adheres to the design direction of the City of Barrie including City of Barrie Official Plan, City of Barrie Urban Design Manual, and Urban Design Guidelines for Intensification Area. Overall, the proposal represents a good design that will enhance the intensification corridor.

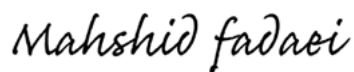
Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

MHBC



Eldon C. Theodore
BES, MUDES, MLAI, MCIP, RPP
Partner | Planner | Urban Designer



Mahshid Fadaei
BArch, MArch, MPlan
Planner | Urban Designer

15.0

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



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



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



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



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



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



STEP BACK
A 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



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)

