



URBAN DESIGN REPORT

969, 979 & 989 Maplevue Drive East, Barrie

FEBRUARY

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MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

URBAN DESIGN REPORT

969, 979 & 989 Maplevue Drive East, Barrie

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Prepared for:

Sandy Creek Estates Inc.

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Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Sandy Creek Estates Inc. ("Owner"), to review the merits of the Zoning By-law and Plan of Subdivision applications for the subject property known municipally as 969, 979 & 989 Mapleview Drive East (the "Site" or "Subject Lands") and legally described as Part of Lot 19, Concession 11 in the City of Barrie. The proposed Zoning By-law and Draft Plan of Subdivision would permit a development of mixed use buildings and townhouses, a stormwater management pond and appropriately recognize an on-site creek. In total, it is proposed that 133 residential units would be developed with 30 commercial units as the first phase of a larger development project. The draft plan of subdivision is a block plan which sets the framework for the development proposal and future plan of condominiums.

The Subject Land is located within the Hewitt's Secondary Plan area in the south end of the City of Barrie. The property has frontage on Mapleview Drive East and will be divided by an extension of Terry Fox Drive, going south, into the lands. A future phase is located south of the creek and is not part of this development application.

Our Approach

In response to this design vision, MHBC, on behalf of the Owner, has prepared this Urban Design Report to illustrate how the proposed development has responded to the Official Plan policies and the Urban Design Guidelines applicable to the Subject Lands.

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

Sincerely;

MHBC



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



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Urban Designer

2.0

How to Read This Document

This Urban Design Report 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.

Design policy and guidelines from the city

Design terms referenced

The diagram illustrates the flow of information from city design policy and guidelines to the response to design policy and guidelines. It features three main sections: Design policy and guidelines from the city, Design terms referenced, and Response to design policy and guidelines. Arrows indicate the flow of information between these sections.

Design policy and guidelines from the city

MMBC 11.0 Sustainability & Microclimate

City of Barrie Official Plan

(g) **ENERGY EFFICIENT URBAN DESIGN**

i) Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, 'green' roofs, and other methods.

ii) In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.

iii) The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.

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.

Hewitt's Secondary Plan

9.4.4.8 Sustainable Development

Sustainable development requires a balance of a healthy environment, economy and society which can be achieved by creating development which is adaptive and resilient. The Urban Design and Sustainable Development Guidelines will encourage infrastructure and development which is based on sustainable technologies, resource efficiency and responsible consumption related to factors such as energy efficiency, water conservation and management, and, material resources and solid waste within the framework of the following directions:

(a) The policies of Section 3.7.1 to 3.7.4 of the Official Plan inclusive with respect to energy conservation and renewable energy systems shall be applicable to the Hewitt's Secondary Plan Area.

(b) Development will be encouraged to be designed in a manner which:

i) promotes green building and site design practices;

ii) maximizes the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices;

iii) minimizes the use of material resources and reduces solid and hazardous waste;

iv) controls, and to the extent practical, eliminates, water, soil, noise and air pollution; and,

v) encourages innovative design which will achieve enhanced sustainability.

(c) The City will consider the potential to establish a district energy system within the Hewitt's Secondary Plan for the lands in the Yonge Street Mixed Use Corridor designation and adjacent areas. Such a system shall be subject to a feasibility assessment and finding partnerships with other public and/or private organizations. The City will also consider the establishment of standardized guidelines and technical standards to encourage the establishment of such a system.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

Performance Guide Line # 5 - Building and Site Sustainability

5.0.1 Building and site design should promote social interaction, including the location of community meeting areas, and design which supports active transportation and use of transit.

5.0.2 A range of housing and unit types should be incorporated into buildings to encourage diversity in the community and provide housing options.

Design terms referenced

5.0.3 The City supports the use of renewable and local materials, where possible, in new building construction.

5.0.4 Materials should be selected based on their longevity and durability.

5.0.6 Design should promote green building and site design practices.

5.0.7 Maximize the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices.

5.0.8 Incorporate access to natural daylight and ventilation to reduce energy/mechanical costs and to improve occupant health and productivity.

5.0.9 Use landscaping and plants to shield buildings, paths and meeting areas from wind and sun, thereby reducing heating and cooling costs and creating comfortable outdoor environments.

5.0.12 Selected plant species should have low maintenance and irrigation requirements.

5.0.13 Reduce the urban heat island effect through high-SRI (Solar Reflectance Index) paving materials and roofing materials, or green roofs.

Response

An Energy Conservation Report has been prepared by A&J Energy Consultants to review specific opportunities for energy conservation, reduction in greenhouse gas emissions and the use of low carbon solutions for the site, and is submitted as part of this application.

Some of the recommended options for energy conservation and reduction of emissions include, but are not limited to:

- Rough in for electric vehicle charging stations
- Use of Energy Star appliances
- Use of air source heat pumps; and,
- A solar ready rough in.

In designing the development, encouraging active transportation and thereby reducing vehicle trips has been put into consideration. The permeable fabric of the development encourages walking and cycling to and through the neighbourhood, and it is recommended that the neighbouring developments apply similar systems to encourage connections. The proximity of the development to emerging transit options ensures the longevity of the vision.

Despite the development's proximity to the natural heritage system, the impacts of the development are buffered by the choice of location of the storm water facility. The use of native and non-invasive species in the landscape design of the development and storm water facility will ensure the success of this new natural habitat.

With the use of narrower condominium roads through the development, there will be a significantly lesser heat gain from the asphalt, with the reduced quantity.

Other low Impact Development techniques and green building practices will be provided through the development, to be contemplated during the site plan stage.

SUSTAINABILITY

PEDESTRIAN-ORIENTED

Response to design policy and guidelines

Existing Site & Context Analysis

Site Description

The Site is located in the southern part of the City of Barrie, within the Hewitt's Secondary Plan area. The property is bound by Maplevue Drive East to the north, where an approved draft plan of subdivision exists (see Figure 3). There is vacant rural land to the east and west, however there is preparation of further residential construction on the land to the west (Figure 1 and Figure 2).

The total land assembly is comprised of three properties totaling approximately 20 hectares (49.4 acres). However, only approximately 6 hectares (14.8 acres) are subject to this planning application. The Site is mainly underdeveloped, with a small residential dwelling on the northwest corner of the lands.

The Site is bordered to the south by a natural heritage system, a watercourse called Sandy Cove Creek, that effectively splits the entire landholding into phases, one of which is subject to these applications, and a future phase.



Figure 1 Map showing the Subject Lands location context



Figure 2 Aerial view looking south-east, showing the site location

Surrounding Land Uses

The Site is located on the southern two corners of the Neighbourhood Node, defined by Mapleview Drive East and Terry Fox Drive.

Below is a description of current and future uses around the Site, as seen in Figure 3:

NORTH - To the north of Mapleview Drive East is a Neighbourhood Node where the Ontario Municipal Board has approved two commercial buildings and townhouses on the northwest corner, and a four storey residential building and townhouses on the northeast corner. Further north-west of the Site is a residential area, largely developed with single family dwellings.

EAST - East of the Subject Lands are vacant farmlands anticipating future development being designated "Residential Area" beyond.

SOUTH - The area to the south of the Site is future development lands possessed by the Owner, designated as "Residential Area". Further south is a significant amount of Natural Heritage System, and Lockhart Road, which is the southern boundary of the Hewitt Secondary Plan area.

WEST - The portion of the Neighbourhood Node south of Mapleview Drive East includes the Subject Lands and an approximately 1.5 hectare block of land to the west of the Subject Lands (953 Mapleview Drive East, blocks 195, 196 and 209). It is understood that blocks 195 and 196 are proposed for medium density residential uses and block 209 is a drainage block to be used to access the storm water pond on the Subject Lands. Zoning By-law Amendment and Plan of Subdivision applications are currently under review which also include single-detached homes and townhouses.

The proposal will consider complimenting elements of the surrounding developments such as road networks, circulation patterns and architectural styles to ensure a cohesive and well-connected community.

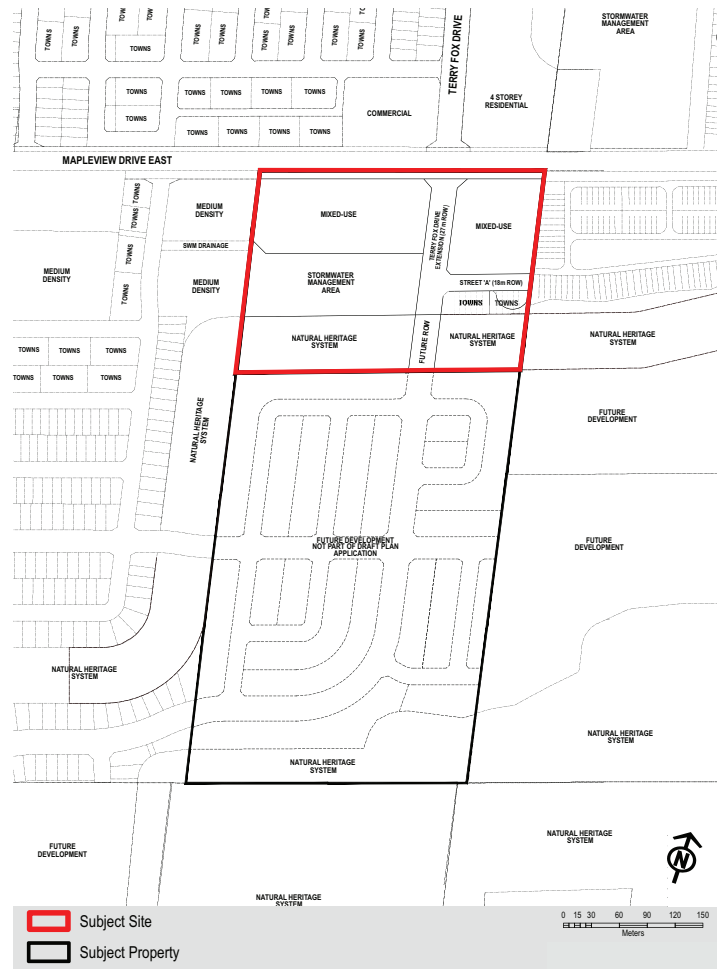


Figure 3 Context plan showing the future developments

Policy Context

City of Barrie Official Plan

The Subject Lands are designated “Neighbourhood Mixed Use Node” , “Residential Area”, and “Natural Heritage System”, as seen in Figure 4.

The property lies within the Hewitt’s Secondary Plan area, and as such, is subject to the Secondary Plan guidelines and the Urban Design and Sustainable Development Guidelines for Salem and Hewitt’s.

Hewitt’s Secondary Plan

The Hewitt’s Secondary Plan establishes a detailed planning framework for the future urban development of the Hewitt’s Secondary Plan area. The Secondary Plan comprises of five residential districts and the Yonge Street mixed use corridor. The Subject Lands fall within one of the larger residential districts.

The vision for the Hewitt’s Secondary Plan area is to create complete neighbourhoods where residents live, work and play, while enjoying nature and the outdoors within the open space network and an interconnected natural heritage system. Residents will have the benefit of a transportation system that ensures connectivity between the secondary plan areas and the City of Barrie.

In the following sections, the proposed development will be evaluated against the principles and guidelines set out by the Hewitt’s Secondary Plan in order to achieve this vision.



Figure 4 City Of Barrie Hewitt's Secondary Plan Master Plan

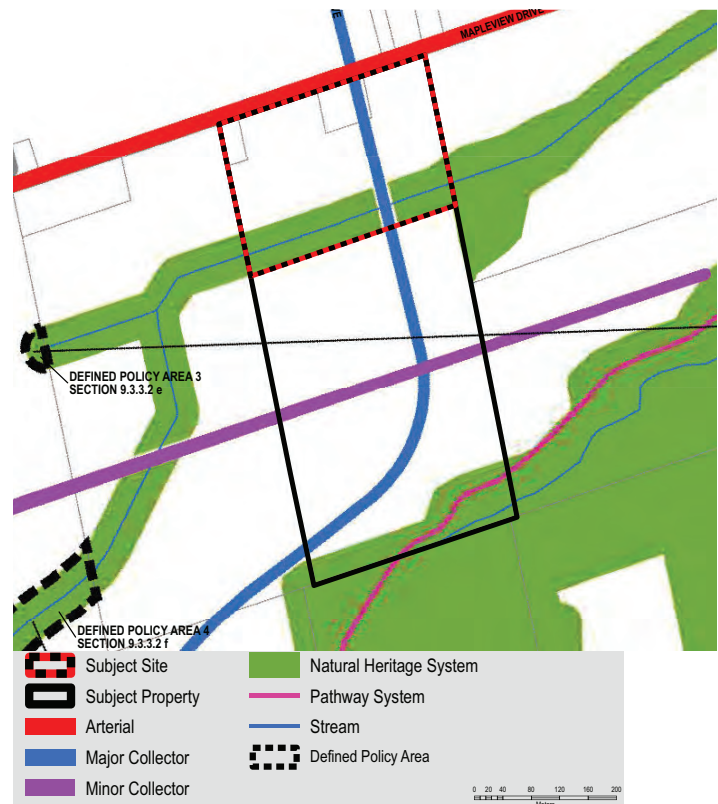


Figure 5 City Of Barrie Hewitt's Secondary Plan Street Widening & Transport network

City of Barrie Urban Design Manual

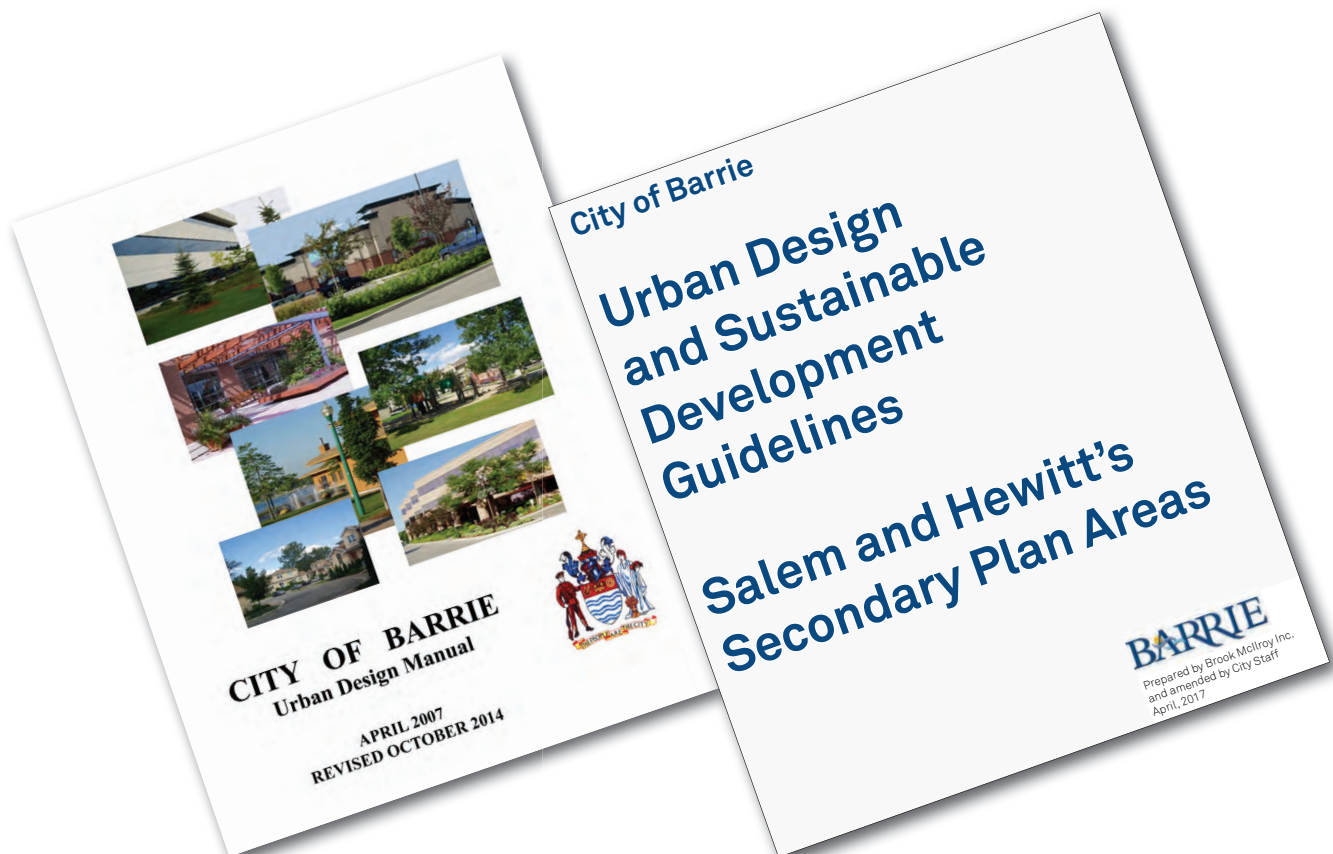
The City of Barrie Urban Design Manual was established in order to implement the existing urban design policies contained within the Official Plan. The Manual provides a framework for establishing Barrie's future urban form, and to ensure that new development is consistent with the City's vision for urban design.

The proposed development has been reviewed to ensure compliance with the Urban Design Manual, which is presented in the following sections.

City of Barrie Urban Design and Sustainable Development Guidelines Salem and Hewitt's Secondary Plan Areas

The Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plans will be used to evaluate development applications and City facilities in the Secondary Plan Areas to ensure they are consistent with the Guidelines and the policies of the respective Secondary Plans. The Guidelines shall be read in conjunction with the policies of the respective Secondary Plans, in particular for this site, Section 9.4.3.

In the following sections, a detailed review of the proposal has been undertaken to demonstrate compliance with the aforementioned guidelines.



The Proposed Development

The goal of the proposal is to establish a mixed use development on the Subject Lands which will allow for an efficient use of the lands by creating a range of housing opportunities with at-grade commercial uses at a transit supportive density for the Site.

Following the vision of the City of Barrie for the Hewitt's Secondary Plan Area, the Owner envisions a development that integrates areas for living, working, recreation and a connection with the natural environment.

The proposed development contemplates a total of 163 units, and is comprised of 30 mixed-use units (30 commercial and/or retail and/or office and/or live-work units and 60 residential units), 32 back-to-back townhouses, 29 street townhouses, 12 rear lane townhouses, a stormwater management pond and two environmental

protection areas in the location of the creek (Figure 6 and Figure 7). Each of the mixed-use buildings will contain two residential units and one commercial unit.

The proposed Draft Plan of Subdivision consists of a total of 11 blocks and two public Right-of-Ways. The proposed public road network will include the extension of Terry Fox Drive continuing south from Mapleview Drive East, and a street perpendicular to Terry Fox Drive ("Street A"), proposed to connect to the lands to the east (owned by others). A temporary cul-de-sac is proposed at the termination of this street until such time as development proceeds on the lands to the east.

A stormwater management block is proposed within the western half of Site, and two natural heritage system blocks are proposed along the southern extent of the site within the location of Sandy Cove Creek.

Components of the Proposal:

- Two Mixed-use Blocks
- One Townhouse Block
- One Future Townhouse Block
- One Stormwater Management Block
- Two Natural Heritage System Blocks
- One Future Right-of-Way Extension of Terry Fox Drive
- One Public Right-of-Way (extending to the east)
- One Road Widening Block
- One Temporary Cul-de-sac Block

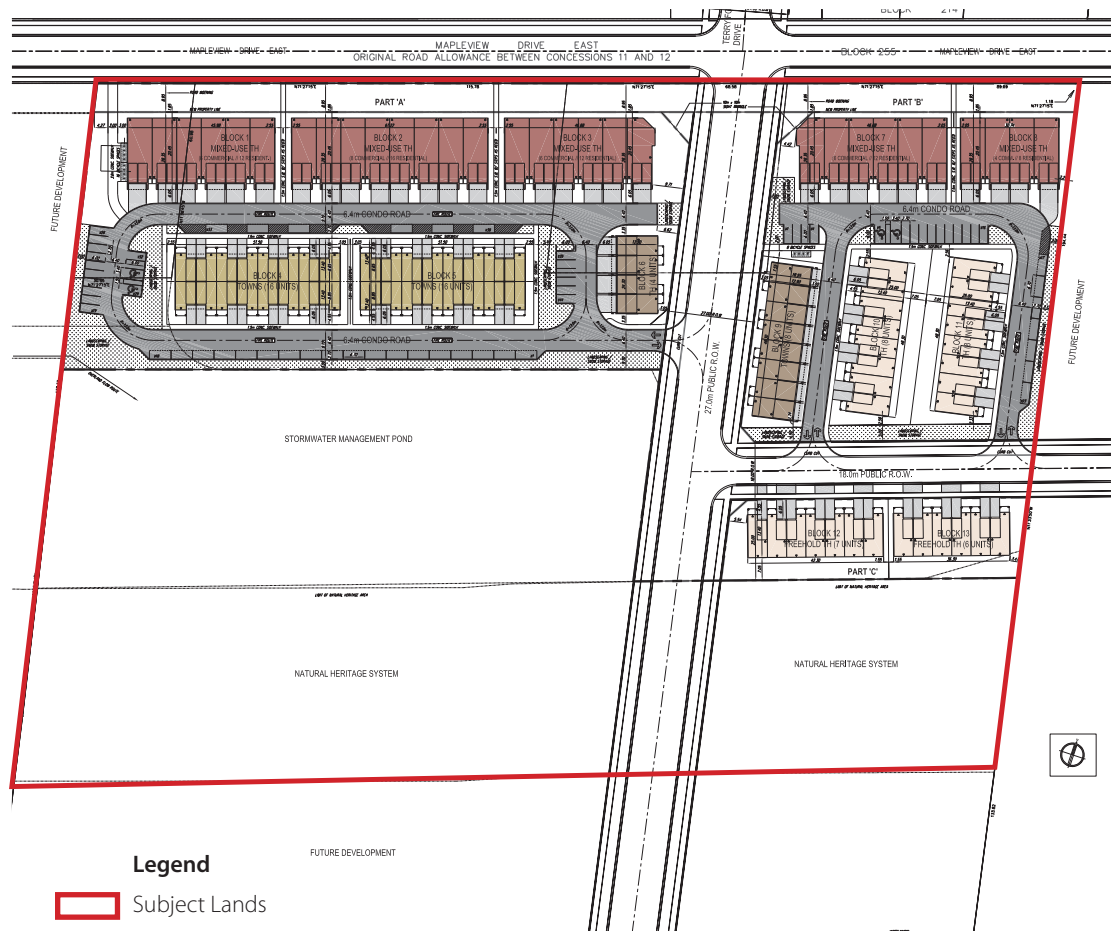


Figure 6 Concept Plan Layout

Two townhouse blocks are proposed south of the street going east, and will support development of 13 street townhouse units. Development of the eastern townhouse block will be restricted until the temporary cul-de-sac in this location is no longer required. Two mixed-use blocks are proposed adjacent to Maplevue Drive East on either side of Terry Fox Drive, and are intended to support residential and commercial development. Two private condominium roads are proposed within each of these blocks to facilitate development of mixed-use buildings and residential townhouse units.

In essence, the development achieves a sense of place and local identity through the commercial areas along Maplevue Drive East, that frame and provide a sense of arrival to the community. The quiet, residential uses are tucked inside along intimate, private roads that support a walkable environment and encourage connections and congregation. This leads up to the serenity of the natural heritage system that acts as a lung for the residents of this and neighbouring developments. Overall, the proposal represents good design and an appropriate implementation of the Hewitt's Secondary Plan

Typology	Commercial Units	Residential Units	Dwelling Unit GFA	Commercial Unit GFA
Mixed-Use Townhouse	30	30	163 m ²	48 m ² / unit
		30	61 m ²	
Back-to-back Townhouse		32	139 m ²	-
Rear Lane Townhouse		12	192 m ²	-
Street Townhouse		29	204 m ²	-
TOTAL	30	133		

Figure 7 Proposed Unit Types



Figure 8 Conceptual renderings of the proposed typologies

Site Design & Orientation

City of Barrie Official Plan

Hewitt's Secondary Plan

9.2.3 PLANNING PRINCIPLES

(e) That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, pedestrian-friendly street design (buildings close to street, tree-lined streets, on-street parking, hidden parking lots, garages in rear lane, narrow and slow speed streets).

(g) That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.

(h) That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.

9.2.4.4 Residential Areas

Residential areas permit a range of low and medium density residential uses which will be predominately ground related development. In addition, related uses such as parks, schools, places of worship, special needs housing, and home occupations will also be located in Residential Areas. Residential areas will be organized such that residents are generally within a 5 minute walk of parks facilities. In addition, the City will work to ensure that access to other community facilities, particularly elementary schools, is maximized.

City of Barrie Urban Design Manual

2.0 PHYSICAL ENVIRONMENT AND BUILDING SITING DESIGN GUIDELINES

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

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.

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

D. Incorporate natural features, major vegetation and topography into the design wherever it can be integrated with development objectives and the interests of adjoining land uses.

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

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

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

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.

I. Locate buildings to meet public transit supportive measures.

J. Design multi-use sites to reduce conflict.

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

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.

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

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.

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

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.

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

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

S. Where appropriate, plan and design mixed land use development and supporting facilities to create and enhance surveillance.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

2.2 Planning Principles

c) That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include best practices in the use of district energy, water conservation/ recycling and sustainable community planning.

d) That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including “corner stores” and/or local commercial areas.

e) That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, and pedestrian-friendly street design (e.g. buildings close to street, tree-lined streets, onstreet parking, hidden parking lots, garages in rear lane, narrow and slow speed streets).

f) That the City of Barrie continues to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.

g) That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.

h) That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.

Response

The proposed development represents intensification within the Neighbourhood Node and is located at the southern corners of Terry Fox Drive along Mapleview Drive East. A small commercial offering is placed along Mapleview Drive East on either side of the proposed Terry Fox Drive, thus activating the intersection and setting the tone for future development.

The proposed development features a range of mixed use and residential building typologies, each of which plans to achieve unique architectural treatments, creating a vibrant neighbourhood community. The Site is proposed to be developed with internal condominium roads on either side of the proposed Terry Fox Drive, and Street A is proposed to connect the proposed Terry Fox Drive to the lands to the east (owned by others). The street pattern follows a grid which promotes walkability and connectivity, and protects for the logical expansion to neighbouring developments.

All residences are directly accessed from the internal roads, thus promoting direct access to public and private realms, passive surveillance and creating opportunities for interaction.

In keeping with the guiding principles of the Urban Design and Sustainable Development Guidelines, the community is designed to give greater emphasis to pedestrian movement. The mix of uses on the Site, including the stormwater management pond, associated trail, and the natural heritage system, provides a focal point and an opportunity for recreation and respite for the community.

The proposed development does not include any reverse lotting, there are no garages provided for on Mapleview Drive East nor the proposed Terry Fox Drive, and the buildings have been designed to front these major roads, ensuring a high level of engagement along public and private realms.



Figure 9 Example showing a street that is pedestrian-centric and encourages active transportation; from the Urban Design & Sustainable Development Guidelines



ANIMATION



NODE



PEDESTRIAN-ORIENTED



URBAN FABRIC

6.0

Built Form & Architectural Design

City of Barrie Official Plan

6.5.2.2 GENERAL DESIGN GUIDELINES

(a) BUILDING AND SITING

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

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

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.

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

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

vii) Corner locations should emphasize the building, not the car, as the dominant feature of the site. Setbacks at these corner locations should accommodate space for landscaping, pedestrian amenities and interesting architectural features.

6.6 TALL BUILDINGS AND HEIGHT CONTROL

The policies contained within Section 6.6 will be applicable to any building proposed to be greater than three (3) storeys in height.

6.6.3 GENERAL POLICIES

(a) Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.

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

(e) Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.

6.6.4 POLICIES

(a) BUILDING SHADOWING

i) Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day.

ii) Buildings will make use of setbacks, stepping provisions, and other such design measures in order to reduce shadow impacts. Towers will be positioned on sites to reduce the extension of shadows onto surrounding areas. Appropriate spacing will be provided to allow for adequate sunlight and views of the sky between adjacent building towers.

(c) MICROCLIMATIC IMPACTS

i) Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.

ii) Where appropriate, tall buildings will incorporate features that provide weather protection for pedestrians, such as podium bases, canopies, awnings, facade interruptions, arcades, landscaping, or other creative solutions.

(d) STREET LEVEL ACTIVITY

ii) New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets. This street wall will include active at-grade uses, with building facades incorporating transparent windows, doors, glazing, and other such architectural treatments.

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 streetfacing 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 publically accessible uses.

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.

(e) LOCAL AREA COMPATIBILITY

i) Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged. Towers should be located on site away from areas directly adjacent to lower scale buildings. Compatibility between sites is not intended to be interpreted as restricting new development to exactly the same height and densities of surrounding areas, particularly in areas of transition such as the intensification corridors.

Hewitt's Secondary Plan**9.4.4.4 Streetscape Design****(c) Street Frontage**

The following policies relate to the relationship between the street and abutting land uses:

v) In residential areas, garages should be designed so they are not the dominant feature in the streetscape in particular, attached garages should not generally project beyond the façade of the building or any porch and the percentage of the dwelling occupied by the garage will be limited in the zoning by-law.

City of Barrie Urban Design Manual**6.0 FENCING****DESIGN GUIDELINES**

A. Design fencing, acoustic barriers and similar site elements that are compatible with the architecture of the main buildings and use complementary materials.

B. Minimize visual monotony through changes in plane, height, material or material texture, or landscape massing for acoustic barriers, masonry walls or fences that are 15 metres in length or longer and 1.3 metres in height or taller.

C. Avoid walling off an entire development as it creates a fortress effect that would reduce monitoring opportunities.

7.0 ARCHITECTURAL DESIGN

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.

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

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.

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.

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

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

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

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

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

K. Buildings should be strategically designed to minimize alcoves or hiding spots for offenders to hide in.

L. Buildings should naturally direct visitors toward the main entry point where it is observable by residents and security.

M. Balcony space should be large enough to provide a useable activity area for residents, thereby increasing opportunities for residents to overlook public areas. Balcony railings should be built with transparent or open metal material as it will increase surveillance opportunities.

N. Access points to buildings should be reduced so as to be manageable for security officers.

O. Define entrances to the site and each parking lot with landscaping, architectural design, or symbolic gateways.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

Performance Guideline # 8 - Building Design

8.0.1 Architectural treatments in different areas should be selected to define streetscape appearance, delineate the transition from public to private realm, signal land uses and generate a distinct community identity. The design and character of more prominent buildings such as high-rise, institutional, landmark or corner buildings should be given additional consideration due to their visibility.

8.0.2 Building heights and densities should conform to the policies in the Secondary Plans.

8.0.3 Taller buildings should be located in the mixed use nodes and corridors, with the tallest buildings located at major intersections.

Performance Guideline # 8.1- Residential Buildings

Single/Semi-Detached/Townhouses

8.1.1 Buildings should be placed close to the street to create a sense of enclosure and reinforce the street edge.

8.1.2 Provided that the minimum setback in the zoning is followed, variability in setbacks is encouraged to add interest, except in areas identified with a build-to line.

8.1.3 Buildings should be articulated with numerous doors and windows, particularly along the façade, to increase access and transparency.

8.1.4 The design of townhouses and stacked townhouses should generally avoid straight continuous massing. For longer frontages, building masses should be designed to appear as if they are composed of smaller parts using vertical breaks, different materials or colours or architectural features such as bays or porches.

8.1.5 Amenity space should be incorporated in building design, such as verandas, porches or landscaped areas, in order to create transition between the public and private realms, and visual interest. These amenities also contribute

to the use of the front yard, enhancing street level activity and informal surveillance.

8.1.6 To ensure that developments achieve adequate privacy, the first floor may be raised slightly above street level, and landscape features can be used to delineate public from private features.

8.1.7 Driveways should be designed to minimize the impact on the pedestrian environment.

8.1.8 Garages should be designed so they are not the dominant feature in the streetscape. In particular, attached garages should not generally project beyond the façade of the building or porch, and the percentage of the dwelling occupied by the garage should be limited. Where the City permits garages attached to project based on a detailed review of the proposed design, the maximum projection should be 1.5 metres.

8.1.9 Detached garages, where provided, should be designed to reflect the architecture of the main building.

Performance Guideline # 8.2 - Mixed Use Buildings

8.2.1 Mixed use buildings are planned in the Essa/Salem Mixed Use Node, the Yonge Street Mixed Use Corridor, and throughout various Neighbourhood Mixed Use Nodes.

8.2.2 Mixed use buildings should include, where feasible, active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation.

8.2.3 Street-related units are encouraged to have individual unit entrances with the primary entrance accessed from the street or internal driveway/walkway system, not the parking area. All other units, including second storey office spaces, should share a single main entrance and lobby.

8.2.4 Building entrances supporting commercial uses may be expressed and detailed in a variety of ways including large entry awnings, canopies, or double-height glazing.

8.2.5 Secondary entrances, where provided, should be designed to emphasize the prominence of the primary entrance and define the municipal address.

8.2.6 Taller floor to ceiling heights (i.e., 4.5 metres) are encouraged for ground floor units in mixed use buildings to allow for flexibility for commercial uses.

8.2.7 In mixed use buildings, grade level units should incorporate a high proportion of transparent glass that allows activity within to be seen from the street.

8.2.8 Awnings and canopies should be incorporated to provide shade and weather protection at street level, as well as adding colour, texture and aesthetic appeal.

Response

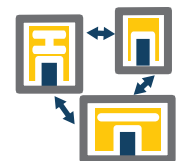
A variety of mixed-use and residential building typologies have been proposed to add character to the community, including a commercial frontage along Maplevue Drive East to animate the intersection.

The development is designed to be pedestrian-centric with specifically designed pathways, including a trail associated with the stormwater management pond. All pedestrian pathways and building entrances will use appropriate dimensions, fixtures and paving materials to be accessible by people of all ages and abilities.

Providing a variety of architectural character among buildings will avoid monotony and aid in wayfinding through the development. Figure 10 shows the conceptual



ANIMATION



CONNECTIVITY



ARTICULATION



FACADE

renderings of the contemplated building typologies. The proposed conceptual massing of the typologies incorporates horizontal as well as vertical articulation to create visual interest, avoid large facade masses, and transition between the different heights of buildings in the development. The complementary architectural facade materials envisioned for the proposal will be of a high standard and will contribute positively to the character of the neighbourhood.

In an effort to promote a comfortable public realm, the layout of the development incorporates appropriate pedestrian connections between building blocks, thus breaking up masses that might have adverse effects on solar and wind comfort, and achieving a parallel movement option for residents and visitors.

The commercial area within the mixed-use buildings is planned to serve the Site as well as the neighbouring communities. Pedestrian permeability from the residential areas ensure community activity and engagement with this area.

All commercial units are designed to have primary frontages and barrier-free entrances along Mapleview Drive East. The frontage of commercial units will employ the use of transparent glazing to engage with users.

The design of the commercial unit frontage will contemplate appropriate signage, awnings, canopies, clearly-defined paving to create an engaging community space, with a unique local character. These design elements in combination with landscaping, shade trees and street furniture for the comfort of users, allow the commercial area to also act as a gateway into the community.

For the commercial units, parking and loading is proposed at the rear, along the condominium roads, away from public view on Mapleview Drive East, as is recommended in 6.6.3 General Policy (d) of the Tall Buildings guidelines, OP 9.2.3 (e) "Hidden Parking Lots" and 9.5.4.3 (h). This ensures visual impacts from the limited surface parking is mitigated

All the buildings have been designed and oriented strategically to avoid blind spots and dark zones along the facade, and building footprints take into consideration opportunities for passive surveillance. Other Crime Prevention Through Environmental Design (CPTED) principles will be implemented during the detailed design stages.



Figure 10 Conceptual renderings of the proposed unit types showing materiality and character



Figure 11 Example of a commercial frontage showing clear paving definition and appropriately scaled street-furniture; from the Draft City-Wide Urban Design Guidelines Document



STREET FURNITURE



CHARACTER



GATEWAY

Site Circulation

City of Barrie Official Plan

Hewitt's Secondary Plan

9.4.4.2 Community Design

(a) All development, particularly in the Mixed Use Nodes and Corridors identified on Schedule 9A, shall be designed to be compact and have a pedestrian and transit oriented built form. Building densities and land uses shall be designed at densities which are transit supportive.

(d) The Hewitt's Secondary Plan Area has a number of barriers to connectivity and accessibility, both internally and externally including the railway, limited street connections to surrounding areas, the width of arterial streets, and the Natural Heritage System. To address this issue, development shall be based on:

i) a modified grid street system generally as identified on Schedule 9D1, with an interconnected networks of streets which is also designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service, as well as supporting walking and cycling. In addition, a pathway system will be provided for walking and cycling;

ii) a local street system which will also be designed as a modified grid system including regular access points to the arterial and collector street system and recognition of topography and the Natural when warranted by site conditions;

iii) street and pathway crossings of the Natural Heritage System and the railway and connections to adjacent areas generally as identified on Schedule 9D1;

iv) street cross sections for all streets, and access and parking provisions which reflect the abutting land uses (e.g. context sensitive design) and will reduce the barrier effects of the street, and encourage a pedestrian, bicycle and transit friendly environment; and,

v) connections will be made to other parts of the City whenever possible through street, pedestrian and bicycle

links to ensure the community functions in an integrated manner.

9.4.4.4 Streetscape Design

(b) Pedestrian/Cyclist Comfort

Pedestrian/cyclist comfort and safety will be a priority in streetscape design:

iv) the length of a residential or mixed use development block makes a significant difference in creating a pedestrian and transit friendly environment. Blocks should be short and regular, generally a maximum of 250 metres in length, to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, a wide public mid-block pathway should be provided to shorten walking distances.

9.4.5 MIXED USE NODES AND CORRIDORS: INTERIM AND ULTIMATE DEVELOPMENT

b) Development shall be planned to be pedestrian, bicycle and transit friendly from the outset with a pattern of streets and blocks which encourage pedestrian circulation even where the "streets" in large developments may initially be privately owned and maintained. In particular, development shall be oriented to the street and designed to promote a vital and safe street life and to support the early provision of transit.

City of Barrie Urban Design Manual

3.1 Pedestrian Circulation

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.

B. Provide pedestrian links between neighbouring properties where appropriate.

C. Provide pedestrian walkways connecting municipal sidewalks to all public institutions, office developments,

neighbourhood and larger commercial developments and multi-unit residential developments.

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

E. Minimize pedestrian and vehicular crossings on site.

F. Provide weather protected shelters and lighting at transit stops.

G. Install park and street furniture to create monitoring opportunities along pedestrian pathways and open areas.

H. Discourage dead ends, reducing the potential for entrapment and concealment.

I. Provide adequate lighting along pedestrian connections.

3.4 Access Driveways

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

B. Provide mutual driveways where appropriate, especially along major collector and arterial roads to minimize the number of driveways.

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

D. Maximize the distance between site access driveways as well as the distance between site access driveways and street intersections. (Refer to Figure 3.2.8.2 and 3.2.9.3 in the Geometric Design Guide for Canadian Roads, Transportation Association of Canada (TAC), 1999 Edition.)

1. Site access is to be located in such a manner as to reduce traffic conflict and confusion. Each site is generally limited to one access point unless warranted by a Traffic Impact Study to the satisfaction of the Engineering Department. The use of mutual access points with adjacent properties is encouraged.

2. Developments adjacent to arterials, parkways, and collector roads may be required to provide a Traffic Impact Study completed by an experienced Traffic Consulting Engineer with letters of reference to the satisfaction of the Engineering Department. This Traffic Impact Study is to be in conformity to the City of Barrie guidelines

for the preparation of Transportation Impact Studies (refer to Appendix 2), the Official Plan requirements, and the current City of Barrie Transportation Study. The consultant will be responsible for the implementation of the recommendations of the approved study and for the installation and certification upon its completion.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

Performance Guideline # 4 - Circulation and Movement

4.0.1 The circulation network within Salem and Hewitt's should safely accommodate transit, active transportation, private vehicles and goods movement.

4.0.2 Streets shall be planned and developed as multi-modal transportation corridors that are designed within an urban cross section to safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities, as well as complying with the City's streetscaping design policies in Sections 8.4.4.4 and 9.4.4.4 of the Salem and Hewitt's Secondary Plans, respectfully.

4.0.3 The street network is intended to be a modified grid system, comprised of Arterial Streets, Major and Minor Collectors, Local Streets and Lanes/Service Streets. These streets should be developed in accordance with the policies in Section 8.6.3/9.6.3 Transportation.

4.0.4 Street design should complement the planned abutting land uses, providing additional boulevard space, pedestrian amenities, and landscaping in the road allowance and potentially narrow the travelled portion of the road to compensate where pedestrian volumes are higher and more urban forms of development are envisioned.

4.0.5 Street design and treatment shall anticipate the development of planned transit and cycling infrastructure, where a phased approach is undertaken.

4.0.6 Adequate parking and loading facilities should be provided, including bicycle parking.

4.0.7 Design should encourage a viable and well-used active transportation network, prioritizing pedestrian and cyclist comfort and safety. For instance:

- Blocks should be short and regular, generally a maximum of 250 metres in length;
- Sidewalks are encouraged to be provided on both sides of all streets, except where otherwise provided for in the Secondary Plans;
- The design of the circulation network should consider and accommodate convenient transit access, especially in areas of high pedestrian activity;
- Provision for cyclists to travel either on the street or on pathways separated from the street system, which may or may not include a designated lane, should be considered in the design of all Arterial and Collector Street in accordance with the Multi-Modal Active Transportation Master Plan; and
- Wherever possible, joint access is encouraged along arterial roads to minimize curb cuts and disruptions to pedestrian circulation and traffic flow.

Response

The proposal provides a compact built form, has transit oriented densities that exceed the minimum densities provided for in the Neighbourhood Node policies and the Residential policies of the Official Plan. The development's character is primarily residential but includes a range of uses, lot and unit sizes, building types, a variety of open spaces (the stormwater management area and the natural heritage system area) and commercial uses which can provide the opportunity for meeting places for residents.

The community design policies recognize that the Hewitt's Secondary Plan Area has a number of barriers to connectivity and accessibility including railway, limited street connections to surrounding areas, the width of arterial streets, and in particular with the Subject Lands, the Natural Heritage System. A modified grid system has been provided by situating the proposed Terry Fox Drive to be in alignment with the Secondary Plan's Transportation schedule and to specifically align with the location of Terry Fox Drive on the draft approved subdivision to the north of Mapleview Drive East. Similarly, the proposed Terry Fox Drive is designed to cross the Natural Heritage System in the location shown in the Transportation schedule. The proposal has been designed to align with the developments to the north, west and east, as well as, part of the next phase of the Owner's lands to the south, ensuring an interconnected community.

All streets have been designed to respect the function of Mapleview Drive East (an arterial) where no direct vehicle

access is provided to this road, deferring instead to the proposed Terry Fox Drive (a collector).

Two condominium roads emerge off of the proposed Terry Fox Drive, to the west and the east. Another public road, "Street A", emerges perpendicular to Terry Fox Drive connecting to future developments in the east. Access to all residential units are off of the aforementioned roads, ensuring that Mapleview Drive East is able to achieve a strong streetscape and public realm that is framed by built form and active frontages.

Parking and loading are accommodated within each individual unit's driveway, and additional street parking (including accessible parking spaces) is provided within the condominium roads. Bicycle parking is accommodated in each unit, and in the case of visitors, is provided at consolidated locations close to pedestrian walkways.

The narrower, more intimate condominium roads will consider speed-reducing measures and enhanced streetscape materials to promote a safe, pedestrian-friendly neighbourhood at the Site Plan stage.



ANIMATION

Figure 12 below shows the vehicular hierarchy, vehicular access and egress into and from the Site, and the bicycle parking provision.

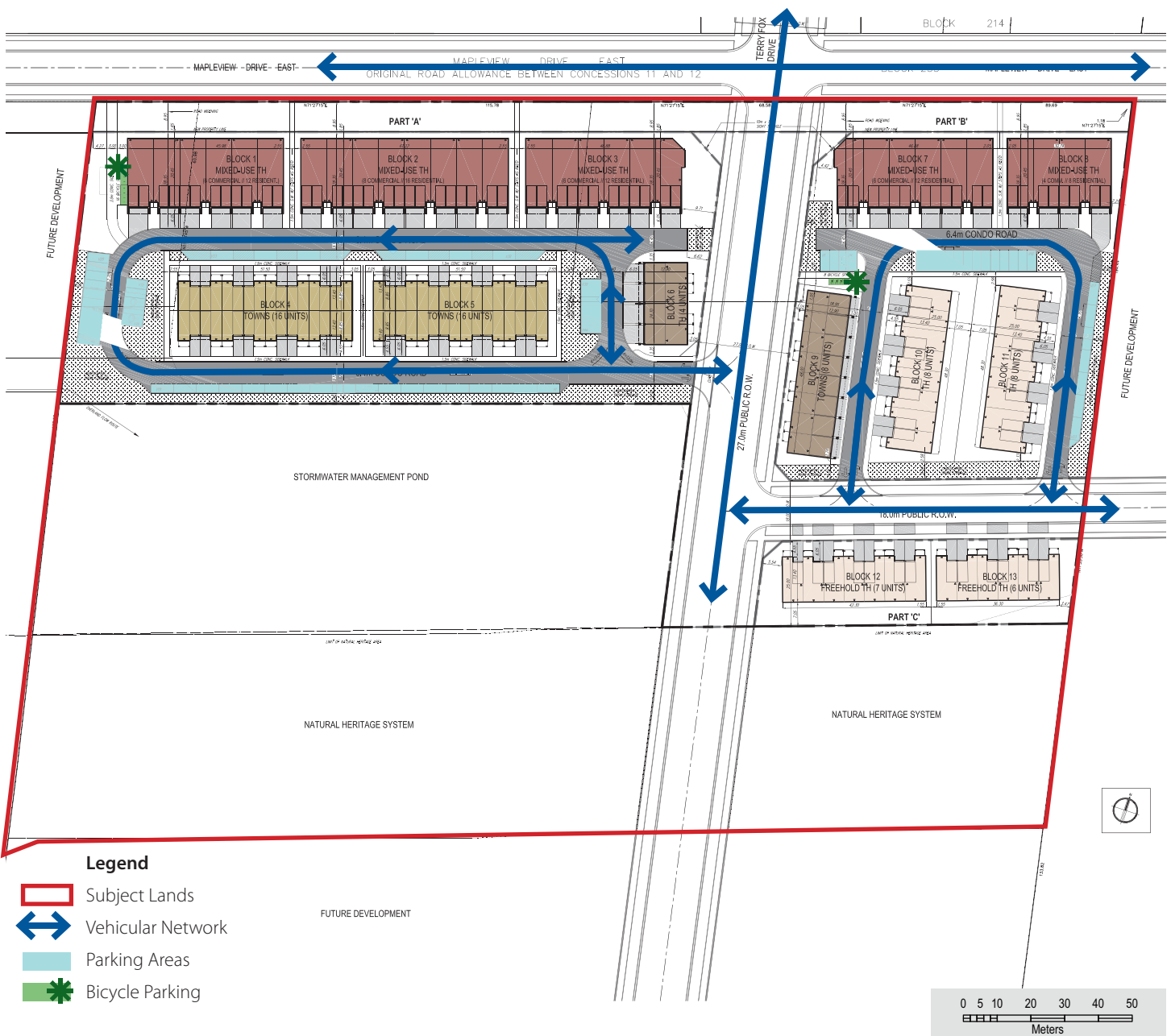


Figure 12 Site Plan showing vehicular circulation

Figure 13 below shows the pedestrian connections to and from the Site. All residences are accessed from the internal roads, which increases passive surveillance and encourages activity. The development is completely permeable by pedestrian connections that lead to the stormwater management pond trail.



STREET FURNITURE



PEDESTRIAN-ORIENTED

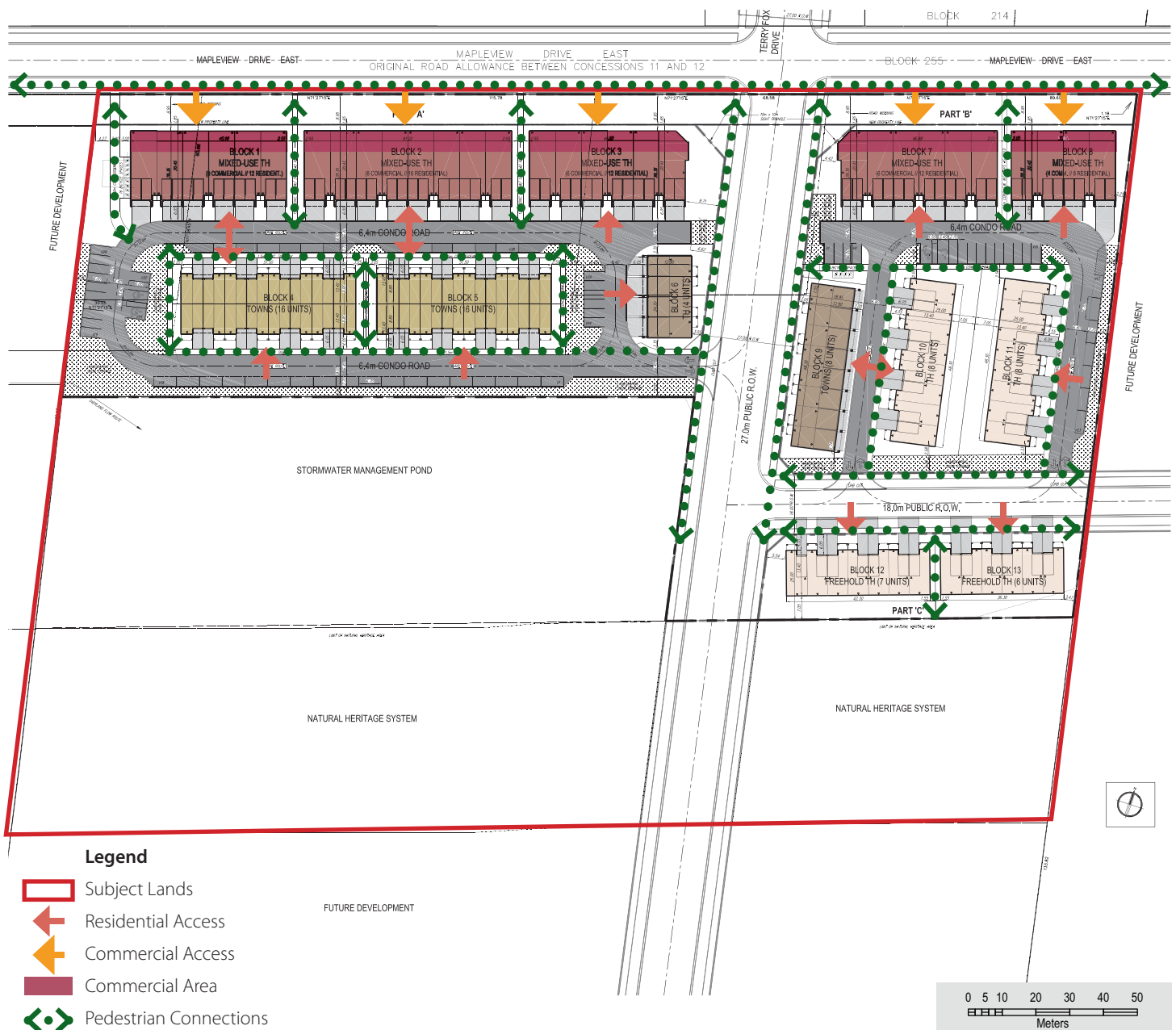


Figure 13 Site Plan showing pedestrian connections and accesses

8.0

Landscape Design & Public Realm

City of Barrie Official Plan

6.5.2.2 GENERAL DESIGN GUIDELINES

(c) LANDSCAPING

i) Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture (lighting, seating and bus shelters) consistent with any themes established by the municipality.

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

Hewitt's Secondary Plan

9.4.4.4 Streetscape Design

(b) Pedestrian/Cyclist Comfort

Pedestrian/cyclist comfort and safety will be a priority in streetscape design:

i) in Mixed Use Nodes and Corridors, in particular, an enhanced streetscape and sidewalk environment will be provided, in addition more frequent signalization may be considered.

ii) sidewalks shall generally be provided on both sides of all streets with the exception of the following where sidewalks shall only be required on one side of the street:

- Local streets in industrial areas;
 - Residential streets with less than ten dwelling units or cul-de-sacs;
 - Window streets; and,
 - A street flanking the Natural Heritage System or a public park.
- iii) the City may also give consideration to permitting one sidewalk on some additional Local Streets where the City is satisfied through the submission of a pedestrian circulation plan that only one sidewalk is necessary and provided that

the street is not a transit route, does not provide direct access to a school, shopping area, park or Village Square, and the street has a maximum right-of way width of 18 metres. The geographic extent of the pedestrian circulation plan shall be sufficient to demonstrate how the above conditions are met, as well as the relationship of the area to the transit system, community facilities and shopping areas.

9.4.4.6 Landscaping

The City shall establish specific landscaping requirements in the Urban Design and Sustainable Development Guidelines to ensure:

(a) The provision of landscape features which contribute to the definition of the public realm, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions;

(b) The enhancement of pedestrian comfort and scale of development; and,

(c) Water efficient, drought resistant landscaping; including the use of native plants and xeriscaping.

9.4.4.7 Safe Community Design

The City shall work with the Barrie Police Service to promote safety and security and accessibility to all development and public areas based on the principles of Crime Prevention through Environmental Design (CPTED).

City of Barrie Urban Design Manual

9.0 LANDSCAPE DESIGN

A. Promote the preservation of existing natural features such as watercourses, specimen, trees, hedgerow and woodlot vegetation wherever reasonably possible in an effort to minimize the environmental impact on the site and surrounding areas.

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.

C. Ensure appropriate plant species are proposed in relation to availability, cold hardiness, mature size and habit, sunlight/soil requirements, moisture/drought tolerance, pollution/salt tolerance, and seasonal effects.

D. Provide traffic islands to delineate primary vehicular traffic routes.

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.

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

G. 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).

H. Landscape areas outside the building entrance(s) including barrier free hard surfaces (other than asphalt) to clearly define its function.

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.

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

K. Tree preservation is promoted through the City of Barrie Tree Cutting By-law 2002-12 and the issuance of tree cutting permits. In situations where the by-law does not apply, it is the intent of these Guidelines that healthy trees be preserved whenever possible, and that no tree removal occur until the site plan is approved.

L. The following lists are intended to offer a generally acceptable selection of plant species commercially available and suitable for the local climate. It is not intended to limit the design choices of Landscape Consultants.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

Performance Guideline # 1 - Community Sustainability

1.0.2 Encourage compact and pedestrian and transit oriented development and infrastructure, as well as mixed use development in designated areas. This should encourage active transportation, transit use, and the reduction of the number and distance of vehicle trips.

1.0.3 Maximize connectivity throughout the Secondary Plan Areas and to other areas of the City for all modes of transportation.

1.0.4 Building, site and landscape design should follow the principles of sustainable design including: efficient use of resources, use of durable materials, low-maintenance plant species, Low Impact Development techniques, etc.

1.0.5 Protect the Natural Heritage System in accordance with the respective policies of the Secondary Plans.

1.0.6 Implement the applicable policies of the Lake Simcoe Protection Plan.

Performance Guideline # 2 Natural Heritage and Parkland System

Development adjacent to the Natural Heritage System (NHS) should be designed to:

2.0.1 Protect and enhance natural systems.

2.0.2 Provide for views and accessibility, both physically and visually to the NHS through a range of approaches as set out in Sections 8.4.4.2 and 9.4.4.2 e) ii) of the Secondary Plans.

2.0.3 Streets, sidewalks and paths through communities should provide connections to the NHS and the proposed system of trails.

2.0.4 Development abutting the NHS shall be designed to ensure that buildings and other structures capitalize on their location, while ensuring they are sensitive to impacts on the NHS.

2.0.5 Location and design of neighbourhood and building lighting should minimize impacts on the NHS.

2.0.11 Provisions to buffer adjacent residential areas from lighting, noise, traffic and parking areas should be provided through landscaping, appropriate setback treatments and directional lighting..

Performance Guideline # 3 - Stormwater Management

3.0.1 Locate SWM facilities in relation to the Natural Heritage System in accordance with the policies of the respective Secondary Plans.

3.0.2 SWM ponds shall maintain appropriate targets for water quality, erosion and flood storage.

3.0.3 Low Impact Development practices will be considered in all development and as part of streetscape design to complement the natural storm water management system.

3.0.4 A hierarchy of design treatments should be developed to address the various conditions of SWM pond design and location, including urbanized edges.

3.0.5 Edges of SWM ponds abutting the NHS should remain naturalized, and complement adjacent natural areas and vegetation. Where they abut private property or more urbanized areas, there may be more formal planting areas.

3.0.6 Incorporate natural and low-maintenance vegetation.

3.0.7 Street and block patterns should enhance views and access to SWM facilities from street frontage or other public facilities.

3.0.8 SWM facilities should be designed as positive visual features and may incorporate seating and paths that do not interfere with their function.

3.0.9 Managing access to the perimeter of SWM ponds should be provided on a site-by-site basis through a combination of pond edge treatments including:

- Shallow slopes should be considered for direct access areas;
- Overlooks with railings or densely planted areas should be applied to discourage direct access, where appropriate;

- SWM facilities should be unfenced, except where the facility abuts private property or where grades are not conducive to direct access, in order to promote public access and surveillance opportunities;
- Provide the minimum required vehicular access for maintenance. Access routes, where necessary, should double as recreation trails; and
- The water level in storm water management ponds is designed to fluctuate in response to storm events and therefore accessibility under these circumstances may need to be limited (i.e. through dense landscaping).

3.0.10 Public education displays can be integrated into SWM facilities to increase public awareness and appreciation of the local environment.

Performance Guideline # 4.2 - Streetscapes

4.2.1 Street Furniture and Landscape Zone: The Street furniture and landscape zone should be located on either side of the sidewalk zone. This zone contains landscaped areas with site furnishings, and infrastructure facilities such as benches, bicycle locks, transit shelters, and utilities;

4.2.2 Sidewalk Zone: Dedicated to the movement of pedestrians, the sidewalk zone can be a multi-use trail or a pedestrian clear path. Sidewalks should be located adjacent to building frontages or the property line, or following a transition zone or street furniture and landscape zone where present. The sidewalk should remain clear of obstructions, horizontally and vertically, at all times; and

4.2.3 Transition Zone: Located between the sidewalk and the building or property line, this zone provides a dedicated area (where appropriate particularly in Mixed Use Nodes and Corridors) for window shopping, spill-out retail, building entrances, street furniture and signage.

4.2.4 The design of streetscapes and street furniture should be appropriate to the land use and built form context, as well as the envisioned function of the street.

4.2.5 Streetscapes should give priority to safe pedestrian and cyclist movement, particularly in Mixed Use Nodes and Corridors and Residential Areas, where more frequent active transportation is envisioned.

Streetscape design should generally consider the following:

4.2.6 Take into account the geometry of streets and their sight lines. Transit shelters, signs, trees and other visual obstructions should be located to ensure they do not obstruct driver visibility and create unsafe conditions at intersections;

4.2.7 Crosswalks should be continuous and connected to adjacent sidewalks; and

4.2.8 Barrier-free access should be considered in the design of streetscapes, sidewalks and crosswalks.

Performance Guideline # 4.2.A - Boulevards: Residential Areas

4.2.A.1 Sidewalks should generally be provided on both sides of the street in accordance with policies in the Secondary Plans.

4.2.A.2 The design of driveways and private pedestrian walkways should be coordinated with sidewalks to promote pedestrian safety.

4.2.A.3 All sidewalks should be barrier-free.

4.2.A.4 Generally, the sidewalk surface should be constructed of poured concrete, however, unit paving may be used as an edge condition on the sidewalk to provide opportunities for variation and visual interest.

4.2.A.5 Street trees are generally recommended to be planted back from the sidewalk (i.e. away from the roadway) to prevent damage from salts and confined soil area and to promote mature growth. However, street trees may be planted within a sidewalk buffer beside the curb edge.

4.2.A.6 Integrated sidewalk/ curb installation will be considered on local streets and within mixed use blocks / multi-unit blocks.

Performance Guideline # 4.2.C - Landscaping

4.2.C.1 Landscaping should be coordinated with the form, appearance and scale of the built environment.

4.2.C.2 Soft landscaping should be designed to promote permeability and water retention.

4.2.C.3 Landscaping should be sited to avoid obstructing sightlines along a street.

4.2.C.4 Street trees should be planted at regular intervals on any frontages of stacked townhouses, apartments, schools, office and mixed use buildings. The precise spacing will be determined at the detailed design stage, but consideration should be given to an interval of approximately 7-10 metres.

4.2.C.5 Street trees should be planted on all streets and the boundaries of park sites.

4.2.C.6 Street trees within mixed use or medium density residential sites, subject to Site Plan Control, should be complemented with low shrub plantings and flowers for aesthetic diversity. A combination of manicured and natural landscaping should also be considered.

4.2.C.7 Species of trees and soft landscaping should be primarily native, adaptable to the local climate, drought-resistant and salt-tolerant. Variation should be introduced among the type of species planted to add colour, texture and visual interest over multiple seasons to the streetscape and to ensure sustainability.

4.2.C.8 Soft landscaping may be complemented by hardscaping, such as fencing, trellises, decorative paving, and planters to provide shade and visual interest and to create a more comfortable environment for pedestrians.

4.2.C.9 Light coloured surfaces should be used for hardscaped areas to reduce the urban heat island effect.

Performance Guideline # 6.2 - Landscaping

6.2.1 Landscaping should be encouraged on all sites, particularly major sites like large employment or commercial buildings, public and institutional buildings. Private landscaping requires the coordination of individual treatments with functional requirements, including parking, linkages, servicing, loading and storage.

6.2.2 Private landscaping should be coordinated with landscape treatment in the public realm.

6.2.3 Landscaping should contribute to the enhancement of pedestrian comfort.

6.2.4 Use water efficient, drought resistant landscaping including the use of native plants and xeriscaping.

6.2.5 Where buildings are set back from the front lot line, front yards should be landscaped with trees, shrubs and native plants to provide amenity space and additional privacy

6.2.6 Trees in front yards on private property should be located to reduce exposure from salt damage.

6.2.7 Landscaping should enhance and distinguish between site areas including building edges, the street, parking, building forecourts, courtyards and sidewalks to give each area a distinct character and to guide pedestrian traffic.

6.2.8 Landscaping and grading should be used to screen and enhance parking areas, access and service roads, loading areas and dissimilar uses on adjacent properties.

6.2.9 Landscaping should mitigate expansive or blank building façades in the form of clustered trees or other forms of planting, which can have a softening effect.

6.2.10 Landscape materials should include a combination of salt tolerant ground cover, low shrubs and high-branching deciduous trees that do not obscure pedestrian or vehicular views.

6.2.11 Where internal/rear lanes or service driveways exist on large sites, the landscape edge should be wide enough (i.e. 3 metres, where feasible) to plant trees and/or other landscape to define the routes and create a visual identity, and where abutting the property line to serve as an adequate buffer in combination with fencing at abutting property line.

Plant material in areas of high pedestrian activity should be:

6.2.13 Low maintenance, pest and disease resistant; Landscaping should enhance and distinguish between site areas including building edges, the street, parking, forecourts, and courtyards.

6.2.14 Selected and placed to ensure clear views into and out of amenity spaces;

6.2.15 Arranged/massed to provide maximum affect and efficiencies in maintenance and watering; and

6.2.16 Varied, interesting and full-form during all seasons of the year.

Response

The Site's streetscape has been designed to respect the function of Mapleview Drive East as an arterial road, and the proposed Terry Fox Drive as a collector road, wherein no direct vehicle access is provided to these streets. This frontage will allow for a more urban streetscape that meets the City of Barrie streetscape design standards.

Sidewalks have been provided for on both sides of the local street within the proposal, along a majority of the condominium roads, between the mixed use buildings, as well as on Maplevue Drive East and the proposed Terry Fox Drive, as presented in the Landscape Layout Plan prepared by Envision Tatham, in Figure 14. This includes opportunities for street trees that assist with shade and enhance the public and private realm.

The streetscape on the proposed Terry Fox Drive will include formal street tree planting and street furniture as per City standards to encourage walking and active transportation. This will be established through detailed design for the subdivision plan.

For the condominium roads on both the east and west side of Terry Fox Drive, as well as the public road connection to the east, a more intimate and pedestrian-centric streetscape design is contemplated.

Pedestrian pathways and connections have been incorporated into the site design to encourage active transportation and effortless connections to public sidewalks along the proposed Terry Fox Drive and Maplevue Drive East. The pedestrian pathways also enhance connection to the City's transit system.

The Site features a water course which is part of the Secondary Plan's natural heritage system. The watercourse, called Sandy Cove Creek, is designated "High Constraint Stream Corridor Area – Special". Pathways are kept clear of the natural heritage system to ensure its long term protection and health from human disturbance.

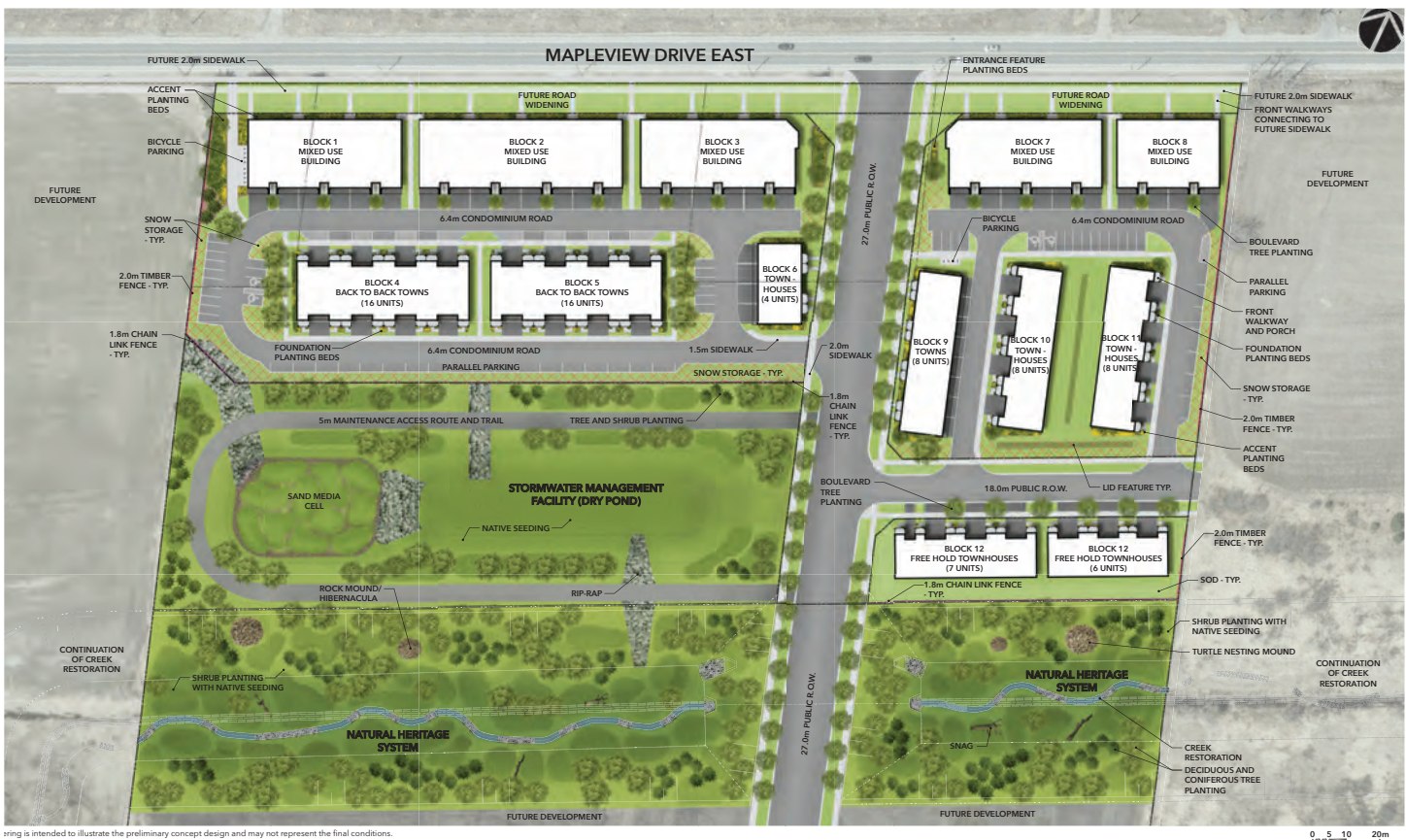


Figure 14 Landscape Layout Plan

A stormwater management pond is to provide for attenuation for the Subject Lands, as well as a portion of the lands to the west. A maintenance access route and trail loop is planned around the facility, that encourages engagement with nature and a space for respite for the residents.

All landscape planting throughout the Plan will consider the use of native and non-invasive planting materials to best ensure sustainable natural growth and longevity of plant life.

It is expected that detailed landscaping designs will be prepared in support of Site Plan applications for the mixed-use residential blocks. Locations of retaining walls and other landscape structures, if required, will be confirmed during that detailed design.

Streetscapes, plantings and street lighting will be designed strategically to avoid blind and dark spots along public areas. Building entrance and fenestration orientations allow for opportunities for passive surveillance meeting Crime Prevention Through Environmental Design (CPTED) principles. Other CPTED design principles will be taken into consideration during the detailed design stages.



PUBLIC REALM



ANIMATION



STREET FURNITURE



CIRCULATION



Figure 15 An example of appropriately scaled street furniture and surface treatments along a commercial front; from the Urban Design and Sustainable Development Guidelines



Figure 16 An example of low impact development along a stormwater management pond; from the Urban Design and Sustainable Development Guidelines

Parking, Servicing & Loading

City of Barrie Official Plan

6.5.2.2. GENERAL DESIGN GUIDELINES

(b) PARKING AREAS

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

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.

(f) UTILITIES

i) Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property within appropriate easements. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, and transit shelters.

Hewitt's Secondary Plan

9.2.3 PLANNING PRINCIPLES

(c) That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include the best practices in the use of district energy, water conservation/recycling and sustainable community planning.

9.4.4.5 Parking

Where at-grade off-street parking areas are provided they shall be designed to reduce their visual impact on the

adjoining streetscape and people using the facility by:

(a) Screening the parking lot at the street and adjacent to residential or mixed use development with a residential component through the use of features such as low fences, walls and/or landscaping, and in a manner which reflects the safe community design policies of Section 9.4.4.7.

(b) Locating the parking lot to the side or rear of the main building and prohibiting parking, or permitting in certain limited circumstances minimal parking, generally occupying not more than 10 percent of the front yard, in front of the main building or buildings in Mixed Use Nodes and Corridors and Residential Areas.

City of Barrie Urban Design Manual

3.2 Vehicle Circulation and Parking

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

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

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

D. Incorporate pedestrian circulation within the parking area.

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.

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

I. Avoid dead-end parking aisles.

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

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.

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

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.

R. Visitor parking areas should be located near main entrances of buildings and marked with signage, providing visitors with a direct route to and from the building.

9. With the exception of industrial uses, continuous poured concrete curbing (15cm high) is generally required in the following locations:

- around traffic islands;
- adjacent to vehicular parking stalls;
- defining vehicular ingress and egress;
- sidewalks adjacent to vehicular parking stalls and internal traffic routes; and
- adjacent to landscaped areas.

Loading Spaces

15. Any one loading space shall have a minimum width of 3.0 metres, a minimum length of 9.0 metres and a minimum vertical clearance of 4.0 metres and shall include additional areas as is necessary for the maneuvering of a truck-trailer either into or out of the loading space.

16. All loading spaces, driveways and maneuvering areas required shall be constructed and maintained with a stable surface which shall have a Portland cement or asphaltic binder.

3.4 Access Driveways

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

B. Provide mutual driveways where appropriate, especially along major collector and arterial roads to minimize the number of driveways.

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

D. Maximize the distance between site access driveways as well as the distance between site access driveways and street intersections. (Refer to Figure 3.2.8.2 and 3.2.9.3 in the Geometric Design Guide for Canadian Roads, Transportation Association of Canada (TAC), 1999 Edition.)

3.6 Emergency Access

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

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

C. Provide clear pedestrian passage to and from the building to enhance emergency access and exit.

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

4.0 SITE SERVICES

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.

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

C. Design on-site circulation to eliminate reversing or maneuvering on public streets.

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

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

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.

G. Construct accessory recycling and garbage handling structures as an enclosed building including roof and door/gate and with materials consistent with the primary building. Wood structures are discouraged.

H. Store all recycling and garbage bins within the structure.

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

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

K. Provide adequate lighting to ensure safety.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

Performance Guideline # 4.4 - Parking

4.4.1 On-street parking should be provided wherever possible, in off-peak periods or in parking lay-bys. This is particularly important for creating activity on streets in mixed use areas, where retail uses are located at-grade and around parks and open spaces.

4.4.2 Public bicycle parking is also an important element in creating a viable and convenient bicycle network. Ample bicycle parking facilities should be provided in destination areas, near transit stops, commercial and mixed use areas and around parks and open spaces.

4.4.3 For detail on bicycle parking requirements and design, see the Multi-Modal Active Transportation Master Plan.

Performance Guideline # 6.1 - Storage, Servicing and Loading

6.1.1 Service, outdoor storage and loading facilities are encouraged to be incorporated into the main building.

However, where located in an accessory structure, they should be located at the side or rear of lots and the structure screened by buildings or landscaping.

6.1.2 Alternative waste storage systems will be encouraged.

6.1.3 Service and refuse areas should not encroach into the exterior side or front yard setback.

6.1.4 Service and refuse areas should be paved with an impervious surface of asphalt or concrete.

6.1.5 Service and outside storage enclosures should be constructed of materials to match or complement the main building material. No enclosure should be made of any form of chain link or other non-opaque fencing.

6.1.6 Service areas should be separated from pedestrian amenity areas and walkways.

6.1.7 Service driveways should be coordinated with those of parking areas to reduce curb cuts along the streetscape.

6.1.8 Where required by a Noise Impact Study, mitigation techniques are encouraged where storage, servicing and loading abut a sensitive land use.

Performance Guideline # 7 - Parking

7.0.1 Options to replace at-grade parking areas over time will be encouraged, particularly in Mixed Use Nodes and Corridors, including on-street parking, municipal parking lots and parking garages.

7.0.2 The design of parking facilities should coordinate landscaping, lighting, walkways and structures to ensure a compatible interface with open spaces, buildings and streets.

7.0.3 The City may establish maximum parking standards particularly in mixed use areas to encourage the use of alternative transportation modes.

Performance Guideline # 7.1 - Bicycle Parking

7.1.1 Building design should encourage bicycle parking and consideration may be given, where feasible, to such elements as bicycle ramps on exterior staircases, covered bicycle parking for residents and tenants and storage facilities.

7.1.2 Bicycle parking is to be provided in locations that

are easily accessible (preferably at-grade), offer natural surveillance, are protected from weather, and are sized appropriately to the estimated demand.

7.1.3 Bicycle parking facilities should be located in a manner that minimizes negative interaction with primary pedestrian routes.

7.1.4 Secure, long-term bicycle parking facilities should be provided at transit terminals.

Response

The main vehicular circulation is along Mapleview Drive East and Terry Fox Drive. Careful consideration is taken to not include driveways and parking bays along these roads. The condominium roads and the public street connecting east are accessed via Terry Fox Drive. Parking has been accommodated on the Site within the individual buildings and associated driveways, as well as on-street provision, including accessible parking spots.

Given the seamless building façade along the public road frontages, forming a uniform street wall, the presence and view of surface parking and on-street parking is significantly mitigated, giving emphasis to the pedestrian realm.

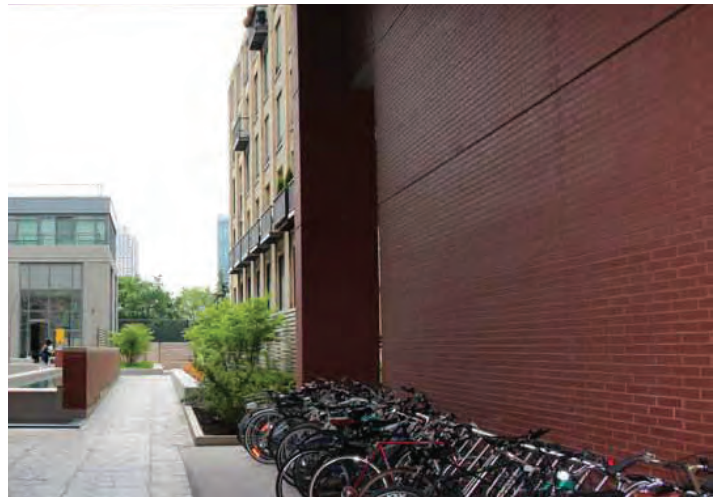


Figure 17 Example of bicycle parking accommodated in an unobstructed location, incorporated into the building



STREETWALL

Bicycle parking is situated in secure areas of the Site. A larger bicycle parking area accommodating 16 bicycles is placed on the west corner of the Site. A smaller bicycle parking area accommodating 8 bicycles is located east of the proposed Terry Fox Drive, with access from this road.

The road widths and turning radii have been designed in consideration for service, loading and emergency vehicles. Loading for the commercial units housed in the mixed-use buildings will occur on the private condominium roads, ensuring full turnaround on site, and therefore no impact to the public roads. The details of loading areas will be finalized with City staff at the Site Plan stage.

Figure 18 shows the proposed parking strategy for the project. It highlights the location of the vehicular entry points and the different parking areas planned on the Site.

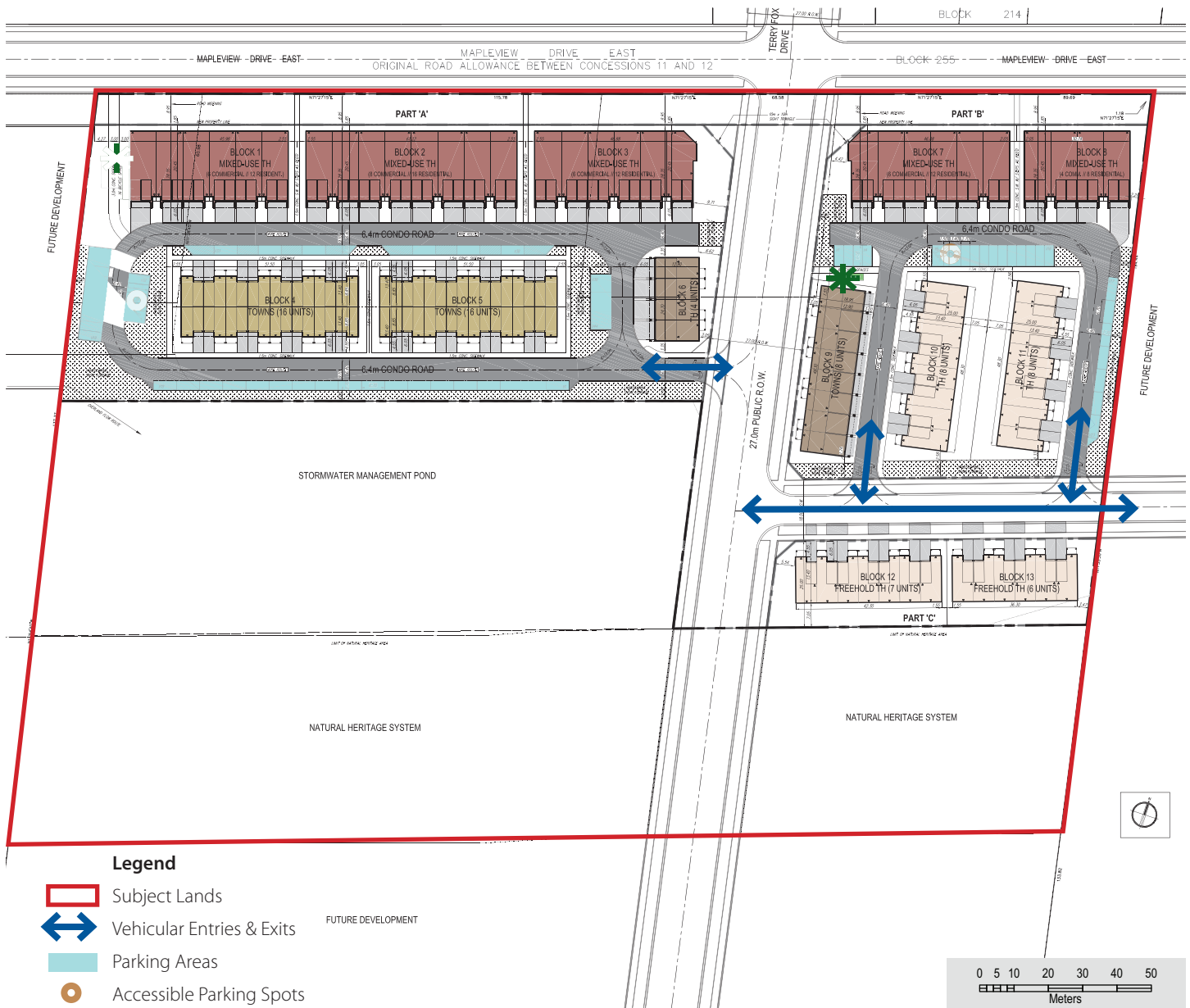


Figure 18 Site Plan showing parking areas

10.0

Accessibility

City of Barrie Urban Design Manual City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

3.1 Pedestrian Circulation

BARRIER FREE ACCESSIBILITY

Designated Parking Spaces

1. Specially designated spaces shall be provided for use by persons with disabilities in parking lots associated with all public facilities, and in parking areas servicing commercial, industrial, institutional and multiple-family residential developments.
2. Barrier free parking shall be located the shortest possible circulation distance to an accessible barrier free entrance, and no more than 30 metres.
3. Barrier free parking shall be located so that persons do not need to travel behind parked cars and/or across traffic.
4. Barrier free parking spaces shall be designed not to block curb cuts or ramps.
5. Barrier free parking shall be located away from designated fire routes, intersections, driveways, etc.

Performance Guideline # 4.2.D - Accessibility and Universal Design

4.2.D.1 Regard shall be given to the Ontarians with Disabilities Act, Ontario Building Code, and any City policies or guidelines.

4.2.D.2 At a minimum, design choices relating to circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out in the Ontario Building Code.

4.2.D.3 Barrier-free access to the ground level of all publicly accessible buildings should be provided. Access structures such as ramps should be designed to integrate seamlessly with buildings.

4.2.D.4 Curb ramps should provide barrier-free connections between the street and pedestrian walkways.

4.2.D.5 All public sidewalks should be barrier-free. Street trees and landscaping, seating, public art and signage should not be an obstacle to the barrier-free path of travel.

4.2.D.6 In high activity areas, such as intersections in the Yonge Street Mixed Use Corridor, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and warning of the existence of potential hazards to persons living with disabilities. Sensory indicators may be tactile or audible.

Response

The proposed development is designed for users of all ages and abilities. All streetscape areas and elements are intended to be accessible, employing the use of drop-curbs and elements such as tactile paving to reinforce safe movement.

The commercial units along Maplevue Drive East are proposed to be at grade which assists with barrier free accessibility. Where a difference in grade is to be mitigated in public areas, use of accessible ramps will be contemplated over stairs.

Two accessible parking spots are located on the west edge of the development, at a convenient distance to pedestrian connections and pathways. Two additional accessible parking spots are located in the eastern block of the development, next to convenient pedestrian connections and pathways.



ACCESSIBILITY



Figure 19 Example of a clearly defined pedestrian route using drop-curbs and special paving, from the City of Barrie's Urban Design Manual

Sustainability & Microclimate

City of Barrie Official Plan

6.5.2.2 GENERAL DESIGN GUIDELINES

(g) ENERGY EFFICIENT URBAN DESIGN

i) Energy efficiency shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.

ii) In reviewing development applications, the City may request a report on energy efficiency with the objective of achieving a high level of energy conservation in a sustainable manner.

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.

Hewitt's Secondary Plan

9.4.4.8 Sustainable Development

Sustainable development requires a balance of a healthy environment, economy and society which can be achieved by creating development which is adaptive and resilient. The Urban Design and Sustainable Development Guidelines will encourage infrastructure and development which is based on sustainable technologies, resource efficiency and responsible consumption related to factors such as energy efficiency, water conservation and management, and, material resources and solid waste within the framework of the following directions:

(a) The policies of Section 3.7.1 to 3.7.4 of the Official Plan inclusive with respect to energy conservation and renewable energy systems shall be applicable to the Hewitt's Secondary Plan Area.

(b) Development will be encouraged to be designed in a manner which:

- i) promotes green building and site design practices;
- ii) maximizes the efficient use and management of water resources, including the use of Low Impact Development (LID) storm water management practices;
- iii) minimizes the use of material resources and reduces solid and hazardous waste;
- iv) controls, and to the extent practical, eliminates, water, soil, noise and air pollution; and,
- v) encourages innovative design which will achieve enhanced sustainability.

City of Barrie Urban Design and Sustainable Development Guidelines - Salem and Hewitt's Secondary Plan Areas

Performance Guideline # 5 - Building and Site Sustainability

5.0.1 Building and site design should promote social interaction, including the creation of community meeting areas, and design which supports active transportation and use of transit.

5.0.2 A range of housing and unit types should be incorporated into buildings to encourage diversity in the community and provide housing options.

5.0.3 The City supports the use of renewable and local materials, where possible, in new building construction.

5.0.4 Materials should be selected based on their longevity and durability.

5.0.6 Design should promote green building and site design practices.

5.0.7 Maximize the efficient use and management of water resources, including the use of Low Impact Development (LID) storm water management practices.

5.0.8 Incorporate access to natural daylight and ventilation to reduce energy/mechanical costs and to improve occupant health and productivity.

5.0.9 Use landscaping and plants to shield buildings, paths and meeting areas from wind and sun, thereby reducing

heating and cooling costs and creating comfortable outdoor environments.

5.0.12 Selected plant species should have low maintenance and irrigation requirements.

5.0.13 Reduce the urban heat island effect through high-SRI (Solar Reflectance Index) paving materials and roofing materials, or green roofs.

Response

An Energy Conservation Report has been prepared by A&J Energy Consultants to review specific opportunities for energy conservation, reduction in greenhouse gas emissions and the use of low carbon solutions for the Site, and is submitted as part of this application.

Some of the recommended options for energy conservation and reduction of emissions include, but are not limited to:

- Rough in for electric vehicle charging stations;
- Use of Energy Star appliances;
- Use of air source heat pumps; and,
- A solar ready rough in.

Encouraging active transportation and thereby reducing vehicle trips has informed the overall design of this Site. The permeable fabric of the development encourages walking and cycling to and through the neighbourhood, and it is recommended that the neighbouring developments apply similar systems to encourage connections and tie into this development. The proximity of the Subject Lands to emerging transit options ensures the longevity of the vision.

While the development abuts a natural heritage system, any potential impacts are mitigated through buffers and the choice of location of the stormwater management facility. The use of native and non-invasive species in the landscape design of the development and the stormwater management facility will ensure the success of this new natural habitat.

With the use of narrower condominium roads through the Site, there will be a significantly lesser heat gain from the asphalt, due to the reduced quantity.

Other Low Impact Development techniques and green building practices will be explored through detailed design at the Site Plan stage.



Figure 20 Example of an intimate local street; from the Draft City-Wide Urban Design Guidelines Document



SUSTAINABILITY



PEDESTRIAN-ORIENTED

12.0

Conclusion

The proposed mixed use development represents intensification on an arterial road, with emerging development along it. The proposed development will provide sensitive transition to the natural heritage system, while contributing to the increase in housing supply, thereby assisting the City of Barrie in meeting its population growth while fostering a walkable and transit supportive community that fits well into the vision of the Hewitt's Secondary Plan.

The architectural design, site orientation, and siting of the buildings have been carefully planned to complement the existing area by defining the public realm and street edge along Maplevue Drive East and the proposed Terry Fox Drive, while introducing commercial uses into the community. The proposal will contribute to and be complementary to the future built form and mix of uses.

The proposal will utilize both high-quality architectural and landscape design that complements its surroundings, and will create a visually appealing, appropriately scaled, public street edge environment that is welcoming to residents and visitors. The proposal also provides bicycle parking and connector walkways to public sidewalks to promote active transportation and a healthy community.

Based on our review of the City of Barrie Official Plan, the Urban Design Manual and the Urban Design and Sustainable Development Guidelines Salem and Hewitt's Secondary Plan Areas, it is our opinion that the development adheres to the vision and design direction set out within these documents. Overall, the proposal represents good design that will enhance placemaking in the Hewitt's Secondary Plan Area.

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



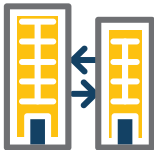
ANGULAR PLANE

A geometric measurement that maintains solar access and height transition



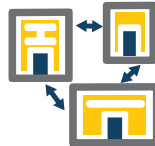
ANIMATION

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



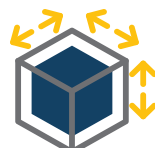
HEIGHT TRANSITION

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

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

Figure 21 The Urban Design Dictionary by MHBC Planning.



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)



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