AT A GLANCE: DRAFT CITY-WIDE URBAN DESIGN GUIDELINES

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Barrie's City-Wide Urban Design Guidelines are build on the design objectives and standards from the Official Plan and provide direction for site and building design. They communicate a baseline of expectation for development and clarity for the community, stakeholders, developers, and City staff as they work together to achieve design excellence for all new developments across the city.

Intent of the Guidelines:

- Communicate design expectations for various building types in different areas of the city.
- Facilitate consistent application of design objectives.
- Foster design excellence and enhance investment throughout the City by encouraging consistently high-quality, sustainable, safe, functional, and attractive development.
- Encourage projects to be appropriate to the City's context and climate.
- Stimulate creative design responses, rather than limit development flexibility or dictate design solutions.

This document highlights 'at a glance' the **Building Types** and **Demonstration Plans** found in the Draft City-Wide Urban Design Guidelines:

Building Types include:

- Neighbourhood Area/Infill
- Rowhouses
- Low & Mid-Rise
- High-Rise
- Retail, Commercial, and Employment
- Community Hub

Demonstration Plans illustrate select principles, objectives, and guidelines in the Official Plan and City-Wide Design Guidelines and how they might be implemented in the following Area Specific examples:

Demonstration Plans include:

- Mixed Use Development in the UGC
- Medium Density Development in a Strategic Growth Area
- Commercial District in a Strategic Growth Area
- Development in a Major Transit Station Area/Historic Neighbourhood
- Employment-Non Industrial

The complete Draft City-Wide Urban Design Guidelines can be found at www.buildingbarrie.ca/urbandesign

CITY-WIDE URBAN DESIGN GUIDELINES Document Structure

DESIGN VISION & PRIORITIES

SITE CONTEXT

AREA-SPECIFIC GUIDELINES

- Urban Growth Centre
- Strategic Growth Areas
- Major Transit Station Areas
- Historic Neighbourhoods
- Employment Non-Industrial

SITE & BUILDING DESIGN

- General Building Design Guidelines
- Building Performance Guidelines
- Residential & Mixed Use
  - Neighbourhood Area/Infill
  - Rowhouse
  - Low & Mid-Rise
  - High-Rise
- Retail, Commercial, and Employment
- Community Hub

Neighbourhood Areas & Infill

Overview

Through the Official Plan, Neighbourhood Areas are not planned to significantly intensify, however, they may see some "gentle intensification" through infill developments.

Within this context, infill developments will generally consist of the redevelopment of a single lot, or a consolidation of lots, to facilitate the creation of 2 or more units, in building types ranging from detached houses, semi-detached, plex-housing, rowhouses, and low-rise buildings.

Design challenges include integrating development with existing and planned context, protecting mature trees, and positively contributing to the streetscape.

Projects should create a strong relationship to the street and should be designed to fit within the general character, scale and massing of the existing neighbourhood.

Building Type Characteristics

- 1 to 3 storeys
- Varied building forms (single detached, duplex housing, semi-detached housing, and plex housing) sometimes with two or more buildings on a single site
- May share 1 or 2 walls with neighbouring units
- Individual unit entrances with ground-oriented access
- May include tiny homes
- May include low-rise buildings



Credit: City of Kelowna

Objectives

To achieve the design goals of the City, all infill developments should:

1. Configure building massing to reflect the scale of buildings in the surrounding area.

2. Provide well-designed outdoor amenity spaces at grade for each unit that offers privacy and screening, and attractive interfaces with the street and open spaces.

3. Locate and design buildings to protect existing mature trees on-site.

4. Limit impermeable surfaces in landscaped areas and open spaces to maximize stormwater infiltration.

5. Use building articulation, scaling, and setbacks and landscape to define individual units in a way that is pedestrian-oriented and emphasizes pedestrian connection to the street and sidewalk.

6. Orient building entrances, windows, patios and balconies to face adjacent streets, with primary entrances clearly visible and directly accessible from the sidewalk.

7. Building design, details, and materials should create a well-proportioned and cohesive building design with a clear overall architectural concept.

8. Provide access to parking from a flanking street or lane, where available.

Rowhouses

Overview

Rowhouse developments in Barrie will occur in Neighbourhood Areas, either as infill developments in existing neighbourhoods, or as part of larger plans of subdivision.

Rowhouses may also be utilized within large, medium or high density sites proposing multiple buildings, and located adjacent to Neighbourhood Areas. Here they can be used to help create a transition of height and density.

Common design challenges include integrating with the existing and planned future context, and positively contributing to a streetscape.

To address the above challenges, projects should have a strong relationship to the street, use similar or compatible materials found in the surrounding neighbourhood, and extend or connect with the existing and planned street and open space networks.

Building Type Characteristics

- 2-3 storeys
- Shares side walls with neighbouring units
- Individual unit entrance with street-oriented pedestrian access.



Credit: City of Kelowna

Objectives

To achieve the design goals of the City, all rowhouse projects should:

1. Orient buildings, entrances, windows, patios, and balconies to face the fronting public street, with the primary entry clearly visible and directly accessible from the sidewalk.

2. Provide usable outdoor amenity spaces and generous and high-quality landscaped areas that offer privacy, screening, and attractive interfaces with streets and open spaces.

3. Use building articulation, scaling, and setbacks to define individual units or intervals and to contribute to a consistent frontage pattern, pedestrian scale and rhythm along the fronting street.

4. Locate and design buildings to maximize access to sunlight, increase privacy, and reinforce neighbourhood character through complementary architectural design and style, materiality, and colours.

5. Provide access to parking from a secondary street or lane, wherever possible.

Low & Mid-Rise Buildings

Low- and mid-rise buildings are a common building typology in Barrie.

Low-rise residential buildings will be expected in Neighbourhood Areas at key intersections or adjacent to open spaces. They may also be utilized in larger multi-building developments in Strategic Growth Areas to create transition to surrounding adjacent Neighbourhood Areas.

Mid-rise buildings will be located in the Urban Growth Centre, Major Transit Station Areas, Strategic Growth Areas, Commercial Districts, and along Intensification Corridors.

Common design challenges include addressing the street with active uses and street-oriented units and reducing the bulk and massing of larger buildings.

These types of projects should have a strong relationship to the street with a clear front-to-back orientation and provide vertical and horizontal articulation.

Building Type Characteristics

- 3-4 storeys for low-rise buildings
- 5-12 storeys for mid-rise buildings
- A shared main entrance and secondary accesses to units within the building
- Street-oriented residential units and/or commercial retail at-grade



Credit: City of Kelowna

Objectives

To achieve the design goals of the City, all high-rise buildings should:

1. Provide attractive and active human-scale design and amenities, oriented towards publicly-accessible spaces at grade, such as frequent entries, weather protection, and outdoor seating areas.

2. Break up massing of a building by providing simple vertical and horizontal articulation of facades (e.g. step-backs, insets, projections, colour and texture).

3. Ensure buildings have a front-to-back orientation to streets and open spaces with back-of-house uses located to the rear of buildings to minimize visual impacts on the public realm.

4. Orient entries, windows, patios, and balconies to face the fronting street. Ensure primary building entrances are architecturally emphasized and directly accessible from the fronting public sidewalk.

5. Maximize ‘eyes on the street’ by avoiding blank walls and providing lines of sight from windows and balconies to the sidewalk and adjacent public spaces.

6. Provide access to underground or above ground parking from secondary streets or laneways.

7. When structured above grade parking is required due to the high water table, use store fronts or screening to mitigate visual impacts.

High-Rise Buildings

High-rise buildings are expected within Barrie's Urban Growth Centre, Major Transit Station Areas, and may be considered in Strategic Growth Areas. They are mostly mixed use, but may also be wholly residential, and/or wholly commercial buildings.

Common design challenges include reducing the mass of podiums and bulk of towers, reducing the visual and use impacts of above-grade structured parking, and having active frontages on primary and secondary streets.

As a result, these projects should have a strong relationship to the street with active frontages, break up the mass of podiums by providing vertical and horizontal articulation, and have slender towers with reduced floor plates.

Building Type Characteristics

- 13 - 25 storeys
- A shared main entrance and secondary access to units within the building
- Street-oriented units (residential/commercial/retail/institutional) accessed at-grade



Credit: City of Kelowna

Objectives

To achieve the design goals of the City, all high-rise buildings should:

1. Provide a ground floor height of 4.5 m, and limit base building/podium height to 80% of adjacent Right-of-Ways.

2. Activate street frontages with transparent commercial, retail, and residential units accessible from the street.

3. Provide access to parking and loading areas via laneways or secondary streets. Where underground parking is not feasible, screen above grade parking using store fronts or architectural screening to mitigate any visual impacts.

4. Site podiums to frame and activate the street. Locate towers with appropriate separation distances and design them with slender and simple forms.

5. Design buildings to balance a cohesive architectural style with a distinct base/podium, tower, and top.

6. Break up base/podium massing by providing simple vertical and horizontal articulation of facades; e.g., stepping back or projecting forward a portion of the facade, using color and texture.

7. Provide opportunities for mid-block connections, plazas, and other semi-public open spaces.

Retail, Commercial, Industrial

Large format retail developments are a product of the automotive age, and are designed for convenient access by motorists with large areas of surface parking separating building entries from public sidewalks. As such, they present many opportunities for improving design and functionality, including enhancing the architectural design of box-style buildings; enhancing the pedestrian environment; improving landscaping in order to mitigate environmental and visual impact of parking areas; and designing to improve the character of the street and surrounding neighbourhoods. Underutilized mall sites present many opportunities for redeveloped, they are important to design with consideration for future adaptability and intensification of the site.

Industrial and service commercial buildings play an important role in the function and economy of Barrie and are oriented primarily towards providing convenient and safe access for commercial vehicles. They also present many opportunities to improve design and functionality, including enhancing the pedestrian environment once motorists get out of their vehicles, and are oriented primarily towards providing convenient and safe access for commercial vehicles; improving landscaping in order to mitigate environmental and visual impact of parking areas and buildings; and designing to mitigate negative impacts on neighbouring uses.

Building Type Characteristics

- Large building footprint
- Multiple loading bays
- Accommodates a variety of uses, but are frequently single use buildings (commercial, employment, intstitutional)



Key Guidelines

To achieve the design goals of the City, all retail, commercial and industrial buildings should:

1. Avoid blank walls facing the public street and design buildings such that their form and architectural character reflect the buildings internal function and use

2. Distribute trees and landscaping throughout the site to soften public/private boundaries, define internal circulation routes, create pleasant pedestrian conditions, and maximize shade and stormwater management

3. Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances

4. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces

5. Utilize stormwater management best practices to and provide on-site bio-retention facilities (e.g., bioswales, rain gardens) to collect, store and filter stormwater from parking and vehicle circulation areas

Community Hubs

Wholly institutional developments are sometimes exempt from guidelines or not given specific guidelines. In some cases, the City may not have jurisdiction over Institutional developments, but desires to have an influence and provide direction to ensure these developments help the City to achieve its community design objectives.

A master planning process is encouraged for institutional development projects to ensure a comprehensive and cohesive design that contributes, connects well to, and expands on the existing and/or planned future context; responds sensitively to natural and ecological features; and supports liveability and sustainability, informed by the Design Vision and Principles, Context, and the General Building Design Guidelines of this document.

Building Type Characteristics

- 1-12 storeys
- A range of built forms depending on the site context; can include places of worship, flex buildings, low-rise buildings, and mid-rise buildings.
- The City encourages Community Hubs to provide a mix of uses.
- A shared main entrance



Credit: Tom Arban Photography Inc.

Key Guidelines

To achieve the design goals of the City, all retail, commercial and industrial buildings should:

1. Consider a mix of uses to efficiently utilize sites. Design Community Hub buildings to respond to the Design Principles and General Building Design Guidelines, while respecting the need for functional (e.g., access or parking) or site-specific design solutions.

2. Community Hubs should incorporate landmark or emblematic design features, such as prominent vertical elements, significant corner treatments, and entry plazas or large extensions of the public realm.

3. Large-scale projects should demonstrate variety in massing and materiality.

4. Avoid blank walls facing the public street and design buildings such that their form and architectural character reflect the buildings internal function and use

5. Distribute trees and landscaping throughout the site to soften public/private boundaries, define internal circulation routes, create pleasant pedestrian conditions, and maximize shade and stormwater management

6. Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances

7. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces

8. Utilize stormwater management best practices to and provide on-site bio-retention facilities (e.g., bioswales, rain gardens) to collect, store and filter stormwater.

City of Barrie

DEMONSTRATION PLAN:
Mixed Use Development in the Urban Growth Centre

The following is a concept demonstration of select principles, objectives, and guidelines in the Official Plan and City-Wide Design Guidelines, as applied to development in the context of the Urban Growth Centre.

Design Principles

Contextual Design: Shape higher density developments to be human-scaled and along Intensification Corridors and transition to surrounding neighbourhood areas and open spaces.

Design Excellence and Innovation: Celebrate key cultural corridors through public art, framing landmark destinations, providing visibility, and an enhanced public realm.

Connected, Walkable Neighbourhoods: Create a network of compact and walkable streets and blocks with a range of uses and building types.

Human Scaled Buildings and Spaces: Activate and animate ground floors, along public streets and open spaces.

Safe, Comfortable and Accessible Buildings and Open Spaces: Ensure a comfortable year-round public realm, such as considering micro-climate conditions (sun, wind, snow) for both the building and block scale.

Enhanced and Protected Natural Heritage Network: Address area storm water and create safe and accessible connections to the waterfront.

Sustainable Design and Development: Avoid surface parking, include green roofs and blue green systems.

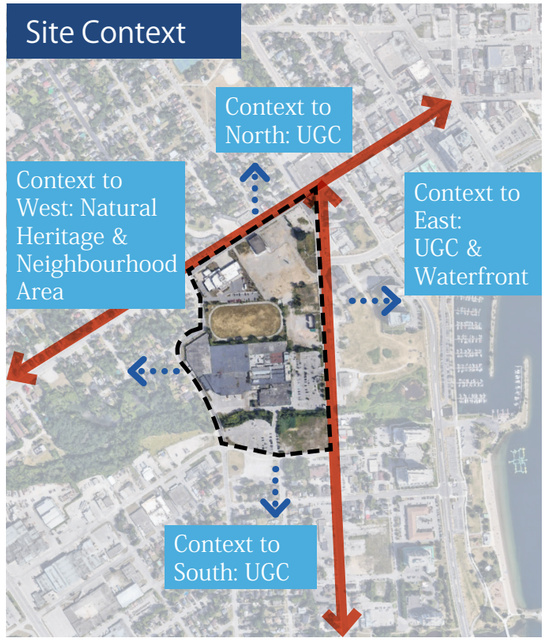
Buildings and Open Spaces Resilient to Effects of Climate Change: Design public spaces and streetscapes with large tree canopies that provide shade and protection from wind and noise.

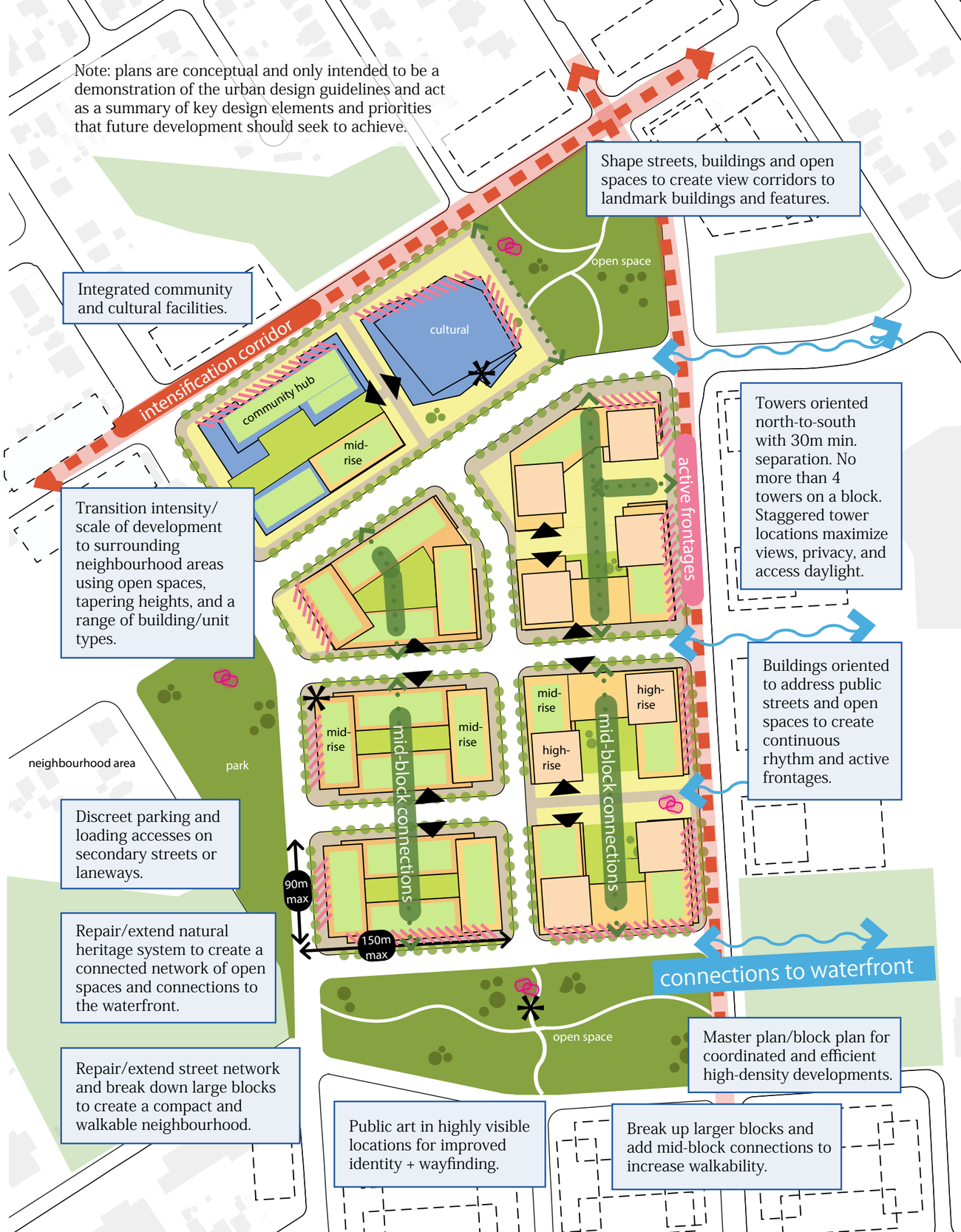


Orient buildings to keep open spaces sunny



- Activate ground floors
- Weather protected entranceways
- Sidewalks, plantings, cycling infrastructure





DEMONSTRATION PLAN:
Medium Density Development in a Strategic Growth Area

The following is a concept demonstration of select principles, objectives, and guidelines in the Official Plan and City-Wide Design Guidelines, as applied to development in the context of Medium-Density Development in a Strategic Growth Area.

Design Principles

Contextual Design: Gateway creation using key view corridors, signature design elements, and public art, to signal arrival into a distinct area.

Design Excellence and Innovation: Placemaking used to create interest and support new and existing residents.

Connected, Walkable Neighbourhoods: Smaller blocks and mid-block connections connect neighbourhood to services and amenities.

Human Scaled Buildings and Spaces: Medium density massing frames Intensification Corridor and new open space.

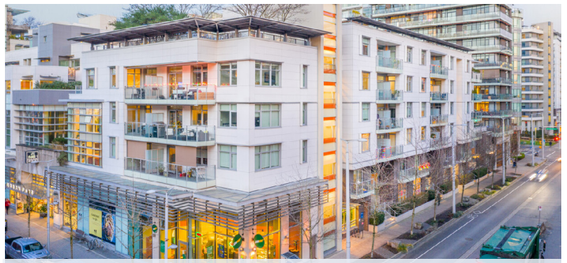
Safe, Comfortable and Accessible Buildings and Open Spaces: Buildings are street-oriented, with pedestrian entrances matching street grade and parking and loading access located from secondary street or laneway.

Enhanced and Protected Natural Heritage Network: Green streets, naturalized areas and park spaces, and low-impact development strategies add to the natural heritage network.

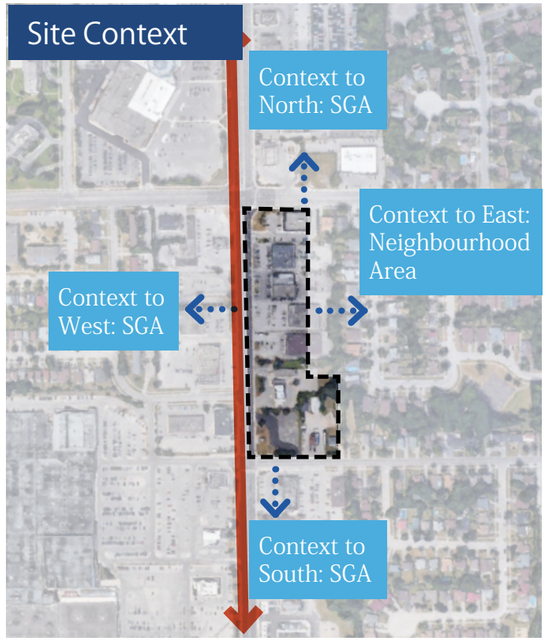
Sustainable Design and Development/ Buildings and Open Spaces Resilient to Effects of Climate Change: Integrate green infrastructure throughout buildings and public spaces; such as through permeable pavers and street trees, to mitigate the heat island effect.

Shared street/mid-block connection with integrated amenity and stormwater management,

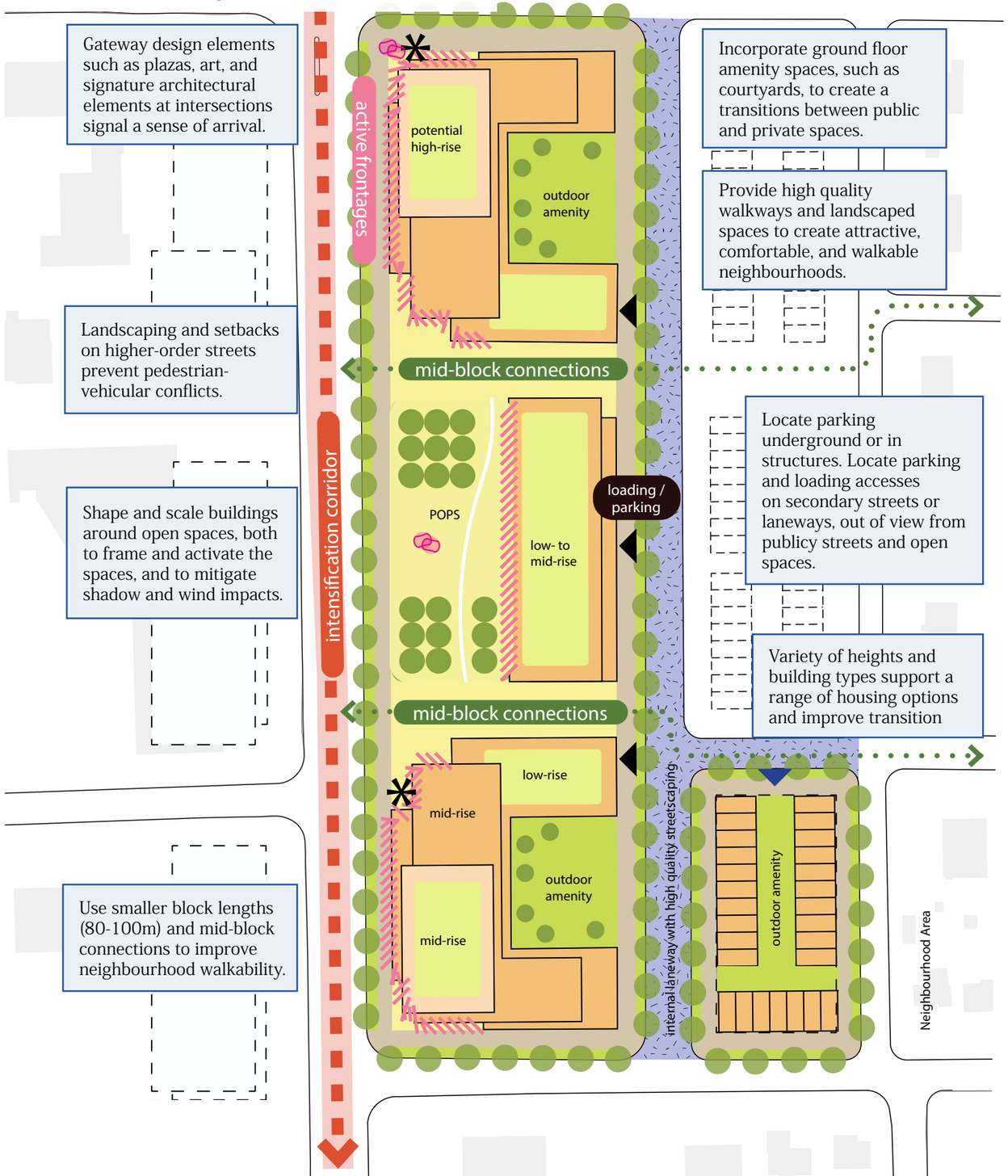




Mid-rise development with a mix of uses at-grade.



Note: plans are conceptual and only intended to be a demonstration of the urban design guidelines and act as a summary of key design elements and priorities that future development should seek to achieve.



DEMONSTRATION PLAN:
Commercial District in a Strategic Growth Area

The following is a concept demonstration of select principles, objectives, and guidelines in the Official Plan and City-Wide Design Guidelines, as applied to development in the context of a Commercial District in a Strategic Growth Area.

Design Principles

Contextual Design: A commercial identity preserves the unique social role malls play in communities; even through redevelopment.

Design Excellence and Innovation: Signature design elements at gateways and view corridors to public art, landmarks and destinations provide opportunities for signage and wayfinding, an enhanced public realm, and distinct area identity.

Connected, Walkable Neighbourhoods: Transition away from automobile-oriented design by creating compact blocks and integrate active-transportation networks.

Human Scaled Buildings and Spaces: Commercial entrances visible and accessible from gateway locations and primary streets.

Safe, Comfortable and Accessible Buildings and Open Spaces: Street-oriented buildings provide accessibility while framing and activating streets and open spaces and providing passive surveillance.

Enhanced and Protected Natural Heritage Network: Green space added in the first phase of development provides much needed outdoor amenity, and opportunity for neighbourhood placemaking and identity.

Sustainable Design and Development: Underground and structured parking allows more of the site to be utilized for other uses, such as housing and amenity.

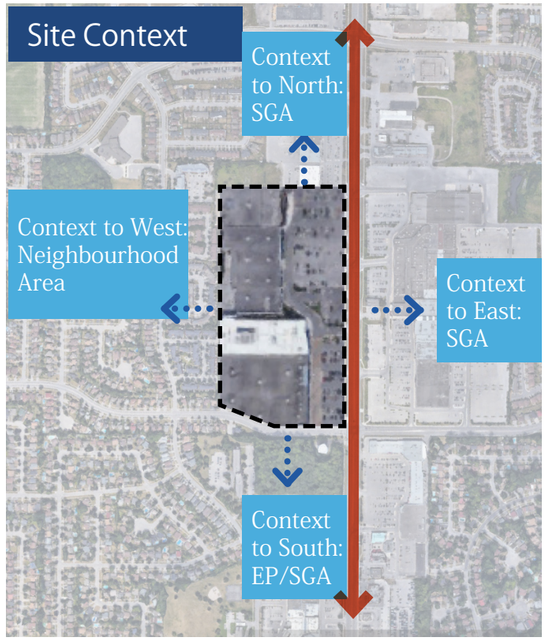
Buildings and Open Spaces Resilient to Effects of Climate Change: Blue-green systems manage on-site storm water.

Placemaking: central open space with retail edges.

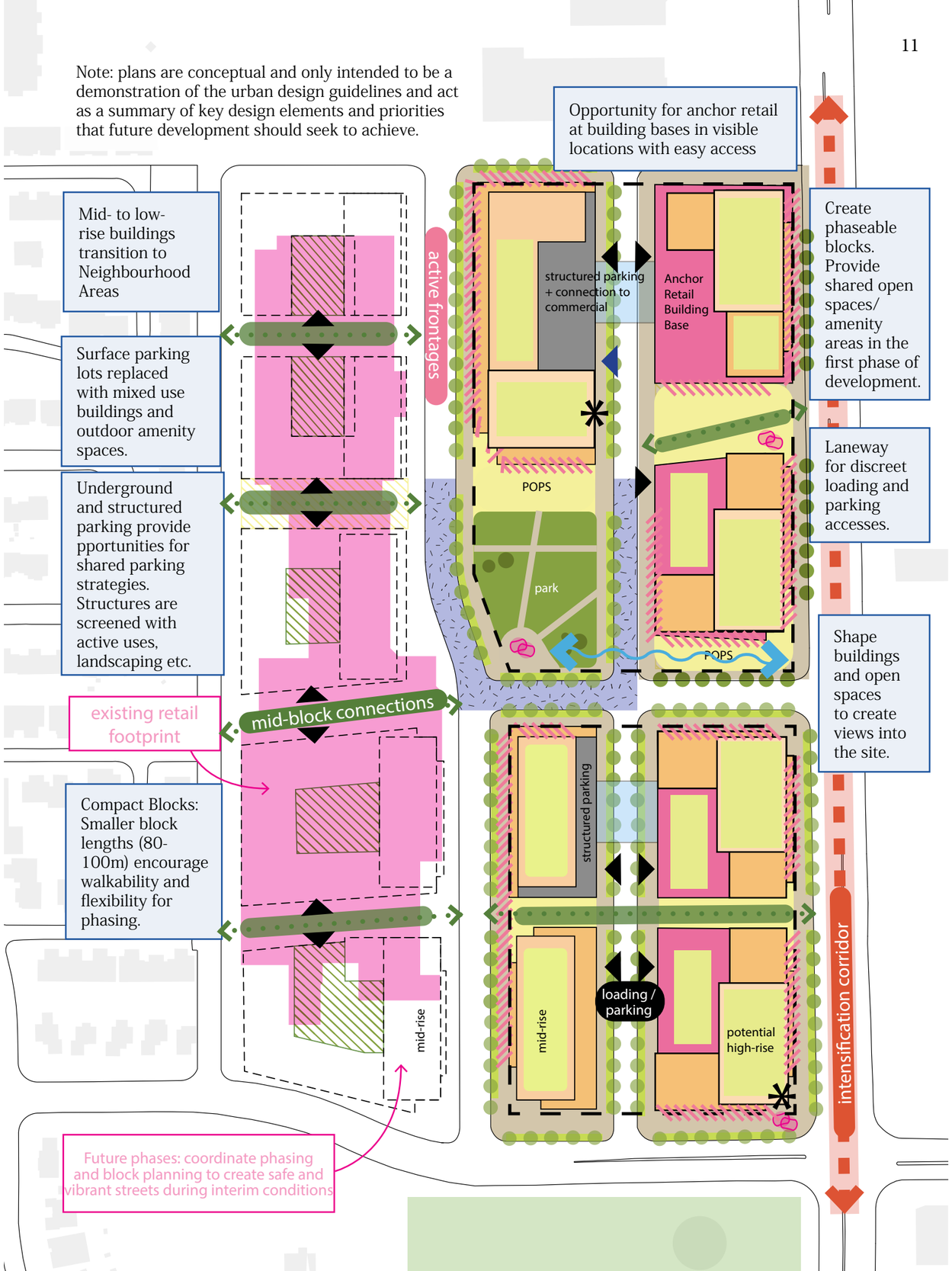




Generous civic spaces integrated with transit infrastructure.



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DEMONSTRATION PLAN: Development in a Major Transit Station Area / Historic Neighbourhood

The following is a concept demonstration of select principles, objectives, and guidelines in the Official Plan and City-Wide Design Guidelines, as applied to development in the context of a Major Transit Station Area.

Design Principles

Contextual Design: The greatest height and density should be in close proximity to transit; transitioning to lower heights and density as they get further away from services.

Design Excellence and Innovation: Use of consistent streetlines and setbacks in historic neighbourhoods. Use of 3m step-backs where height beyond nearby heritage structures is proposed.

Connected, Walkable Neighbourhoods: Transition away from automobile-oriented design by creating compact blocks and integrated active-transportation networks.

Human Scaled Buildings and Spaces: Balancing MTSA density requirements with building types and heights compatible with surrounding historic neighbourhood context.

Safe, Comfortable and Accessible Buildings and Open Spaces: Street-oriented buildings with accesses at-grade. Mid-block connections and POPS.

Enhanced and Protected Natural Heritage Network: Prioritize accessible connections to surrounding parks, open spaces, and waterfront.

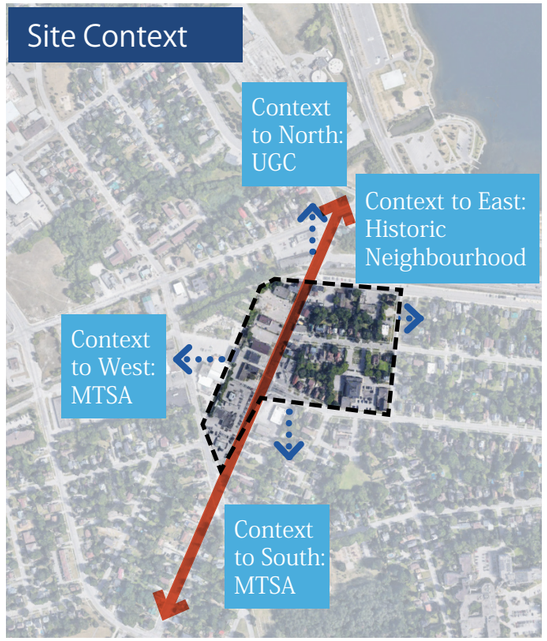
Sustainable Design and Development / Buildings and Open Spaces Resilient to Effects of Climate Change: Provide access to green infrastructure both at-grade (though parks, streetscape) and above-grade (through terraces, green roofs, rooftop gardens), especially in denser, vertical, neighbourhoods.

Range of building types/heights for gentle density.

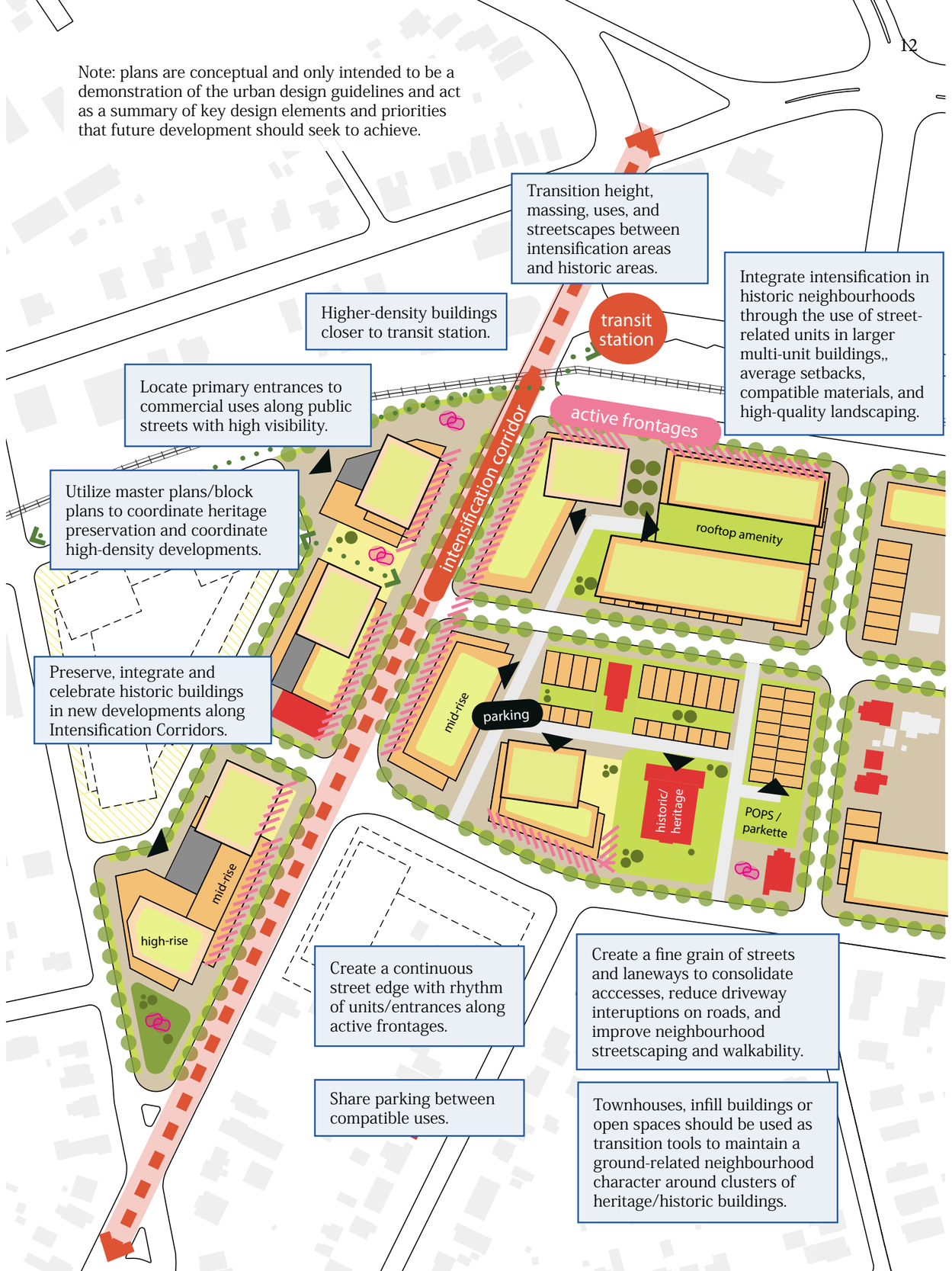




Reinforce historic neighbourhood character through siting, massing, and materials.



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DEMONSTRATION PLAN:
Employment - Non Industrial

The following is a concept demonstration of select principles, objectives, and guidelines in the Official Plan and City-Wide Design Guidelines, as applied to development in the context of Employment Non-Industrial lands.

Design Principles

Contextual Design: Anticipate connections to future redevelopment of neighbouring properties and design the interface of the site and buildings accordingly. Provide a block plan to demonstrate how development contributes to building on existing or planned networks.

Design Excellence and Innovation: Integrate retail within employment buildings to facilitate a vibrant mixed-use business park

Connected, Walkable Neighbourhoods: Locate parking, servicing and loading towards the rear of the property, underground or screened from the view of the public realm, to promote walkability. Add sidewalks to all existing streets and provide direct access to transit.

Human Scaled Buildings and Spaces: Create integrated, supportive mixed-use within employment buildings, with walkable access to key services and ground-level amenities, with supporting open spaces

Safe, Comfortable and Accessible Buildings and Open Spaces: Ensure the public realm is pedestrian friendly by minimizing curb cuts, separating vehicular and pedestrian pathways and incorporating human-scaled lighting

Enhanced and Protected Natural Heritage Network/ Sustainable Design and Development / Buildings and Open Spaces Resilient to Effects of Climate Change: Limit surface parking, design for future phases and intensification/infill, and provide green roofsneighbourhoods.

Active Transportation links to transit and amenities.



Outdoor amenities to support non-residential uses.





Note: plans are conceptual and only intended to be a demonstration of the urban design guidelines and act as a summary of key design elements and priorities that future development should seek to achieve.

Block planning to demonstrate how development contributes to existing/future connections and built form

Reinforcing Streetwall Design active frontages by locating buildings close to the street, with active ground floor uses and accesses from sidewalks.

future development blocks

Landscaping, permeable paving, tree canopy, and stormwater management are especially important in large paved areas.

Low-rise buildings to provide appropriate transition towards Neighbourhoods

future infill

future infill

parking

office

restaurants

office

higher education / innovation centre

big box retail

greenway / MUP

conference centre

parking structure

open space

office

office

hotel

Active Transportation network improvements and safe access to transit

bike lanes/transit

gateway
(as per Official Plan)

Visible location and easy access for anchor uses.

Gateways signify the entrance into a new district via signature design elements or buildings