SECTION 04:

AREA-SPECIFIC GUIDELINES

4.1 URBAN GROWTH CENTRE

Overview

The Official Plan recognizes the Urban Growth Centre as the premiere hub for businesses, residents, and visitors. The area is intended to provide a broad range of uses including office, commercial, nstitutional, cultural, residential, and other uses, and will be the major focus of economic growth, civic identity, and celebration.

The Urban Growth Centre is a place of regional importance centred on the waterfront and downtown, and the quality of development in the Urban Growth Centre will be commensurate to its regional importance. A high standard of design shall be achieved in the Urban Growth Centre.

The Urban Growth Centre will be planned to be a complete community, and as a strategic location for the concentration of the highest densities and widest mix of uses in the city. This will transform the Urban Growth Centre into a dynamic place to live, work, shop, and connect.

The Urban Growth Centre will be supported by and connected to the waterfront through a diverse and dynamic public realm network, including natural heritage features, parks and a multi-modal road network.

Area Characteristics

- A wide mix and range of uses and built forms including flex buildings, low-rise buildings, mid-rise buildings and high-rise buildings ranging from 2-25 storeys
- A network of high quality places: streets and open spaces connected to the waterfront. and that are active and animated year-round.



Compact high-density mixed-use block development with well-framed and activated streets and open spaces, adequate building separations and a coherent neighbourhood & development identity. Credit: Occulus Landscape Architecture.

Key Guidelines

To achieve the design goals of the City, all development within the Urban Growth Centre should:

Create a walkable, attractive downtown

1. Coordinate development through a master plan or block plan, wherever possible.

2. Break up large blocks via extension of existing surrounding street networks, mid-block connections, pedestrian pathways, woonerfs (shared streets), or privately-owned public spaces (POPS) that connect into a continuous network of pedestrian connections.

3. Avoid creating new surface parking throughout the UGC, by providing required parking underground or in parking structures.

4. Design vehicular access and circulation to provide a more pedestrian-friendly and walkable downtown by:
   - Consolidating vehicular access points (e.g. curb cuts, driveways, or parking ramps) to minimize interruptions in the public realm, to enhance walkability throughout the Downtown.
   - Locate vehicular access points away from main active frontages, such as off of side streets or service driveways.
   - Integrate vehicular access areas such as loading or parking internal to the building, or underground.
   - Design compact vehicular pick-up and drop-off facilities. Where possible, make use of on-street pick-up and drop-off configurations within the right-of-way.

5. Develop streetscape designs that are:
   - Aesthetically pleasing and vibrant;
   - Consistent throughout the Downtown;
   - Uncluttered via careful placement of street furniture;
   - Accessible (barrier-free);
   - Safe, and comfortable for pedestrians and cyclists;
   - Sustainable, such as through the use of stormwater management, low-impact

development, and integrated with natural habitats;
- Permeable, by reducing hard surfaces;
- Designed for all ages and abilities.

6. To promote increased walkability, especially along key retail and cultural corridors, provide supportive street furniture such as benches to rest, street trees for shade, and lighting for safety.

7. Create a comfortable public realm that can be accessed and used year-round:
   - Consider micro-climate conditions within parks and open spaces by maximizing sunlight access on these key outdoor amenities
   - Shape and scale buildings to allow for sunlight access on streets, parks, and open spaces
   - Shape and scale buildings to mitigate wind impacts through strategies such as increasing tower separation and tower stepbacks, wind screens, and landscaping.

8. Plan and/or protect for future transit infrastructure.

Connecting to the Waterfront

9. In order to create a stronger connection between the Downtown core and the Waterfront, provide clear key pedestrian and cyclist pathways that connect to existing mobility networks that lead to the waterfront.

10. Develop a series of parks and open spaces along connections that lead to the waterfront, to strengthen the relationship to the waterfront and the larger natural heritage system.

11. Improve wayfinding through signage and visual landmarks to navigate users to the waterfront and related outdoor amenity spaces.

Human-Scale Streetscapes

12. Provide a variety of heights and range of building typologies and uses within the UGC to support a range of housing types and units.

13. Set back base buildings and step back towers to provide more openness at the ground level and respond to the human-scale. Create publicly accessible private spaces along the streetscape for added points of interest.

14. Buildings should be located and oriented at appropriate heights that:
   - Define the edges of streets;
   - Frame a gateway into the Downtown;
   - Ensure transition to Neighbourhoods, lower-scaled buildings, and sensitive land uses such as Natural Heritage Systems and Greenspaces.
   - Enhance skyview;
   - Contribute positively to the overall skyline of Barrie's Downtown.
   - Mitigate weather impacts – such as shadowing and wind within the public realm – to create a comfortable travelling experience Downtown, by:
   - Locating taller buildings strategically within the block, such as north of open spaces and key public realm amenities to mitigate shadow impacts;

Celebrating Cultural Corridors

15. Celebrate key cultural destinations such as the MacLaren Art Centre, Five Points Theatre, Sandbox Centre, Digital Arts Centre (Georgian College), Mavrick's Music Hall, as well as future cultural uses by:
   - Framing the destination and key vistas through development that does not overwhelm the visibility of these buildings;
   - Protect or replace these uses if development occurs on site; and
   - Ensure accessibility by providing new connections to these uses.

16. Celebrate Dunlop Street as a Cultural Corridor by:
    - Providing a generous public realm of wide sidewalks and outdoor spaces for indoor uses to spill out onto and use;
    - Developing
    - Provide wayfinding to signify distances to key cultural destinations; and
    - Locating new cultural uses in base buildings with primary entrances on Dunlop Street.

17. Celebrate key outdoor cultural venues, such as Meridan Place and Memorial Square by:
    - Avoiding shadows from development to ensure comfortable year-round use; and
    - Ensuring it is safe and accessible for all users.
    - Design and locate key community, civic, and cultural uses Downtown:
    - At key intersections to enhance visibility;
    - Concentrated in and around lands designated 'Community Hubs'; and
    - Within base buildings/podiums of mixed-use tall buildings, to promote complete communities;

Ground Floor Activation along Mainstreets

18. Provide generous pedestrian space at-grade, to support higher volumes of pedestrian traffic and street life, as well as to allow more daylighting in ground floor uses.

19. Ensure retail vitality through generous floor-to-ceiling heights, appropriate glazing, and flexible design to allow for adaptability over time.

20. Articulate the ground floor via architectural details and differentiated materials to accentuate the uses.

21. Provide canopies/overhangs to provide a comfortable and human-scaled experience along the ground floor.

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.

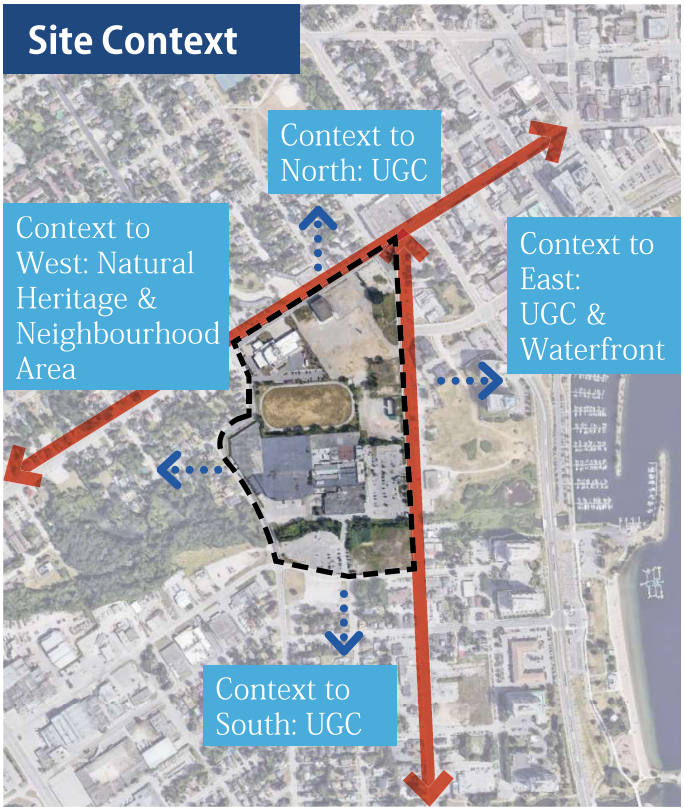


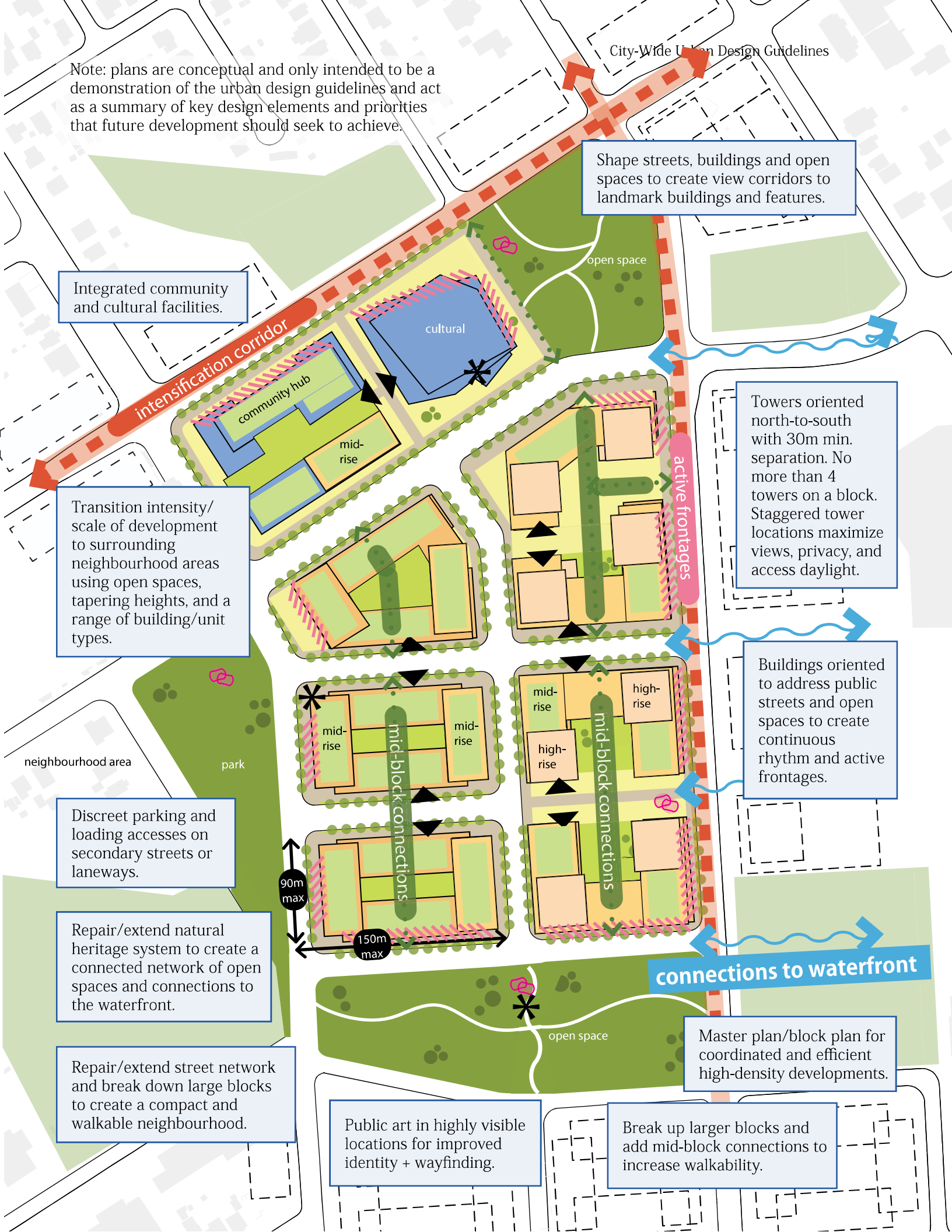
Orient buildings to keep open spaces sunny



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

Site Context




City-Wide Urban Design Guidelines
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.
Shape streets, buildings and open spaces to create view corridors to landmark buildings and features.
open space
Integrated community and cultural facilities.
intensification corridor
cultural
community hub
mid-rise
Transition intensity/ scale of development to surrounding neighbourhood areas using open spaces, tapering heights, and a range of building/unit types.
active frontages
Towers oriented north-to-south with 30m min. separation. No more than 4 towers on a block. Staggered tower locations maximize views, privacy, and access daylight.
mid-rise
mid-rise
mid-block connections
mid-rise
high-rise
high-rise
mid-block connections
Buildings oriented to address public streets and open spaces to create continuous rhythm and active frontages.
neighbourhood area
park
Discreet parking and loading accesses on secondary streets or laneways.
90m max
150m max
Repair/extend natural heritage system to create a connected network of open spaces and connections to the waterfront.
connections to waterfront
open space
Master plan/block plan for coordinated and efficient high-density developments.
Repair/extend street network and break down large blocks to create a compact and walkable neighbourhood.
Public art in highly visible locations for improved identity + wayfinding.
Break up larger blocks and add mid-block connections to increase walkability.

4.2 STRATEGIC GROWTH AREAS

Overview
Strategic Growth Areas (SGAs) are neighbourhood centres and long-term targets of residential growth, commerce, jobs, and social interaction.

SGAs will be made up of a mix of Medium Density Residential, Commercial District, Community Hub and SEED designations. SGAs are generally located along intensification corridors and around Highway 400 interchanges/Gateways into the City. They will largely be developed through new construction in underutilized single-use commercial sites, and neighbourhoods or areas without unique existing character/features.

Area Characteristics
- A wide mix of uses and range of built forms including flex buildings, low-rise buildings, mid-rise buildings and high-rise buildings.



Strategic Growth Areas will become walkable, dynamic and attractive urban neighbourhood centres. Credit: First Capital

Guidelines

To achieve the design goals of the City, all development within SGA's should:

SGAs as Complete Communities

1. Coordinate development through a master plan or block planning, wherever possible.

2. Create pedestrian-scaled, safe and walkable blocks throughout Strategic Growth Areas:
   - Break up large blocks physically via mid-block connections, pedestrian pathways, woonerfs (shared streets), or POPS that connect into a continuous network of pedestrian connections. Block lengths under 100m encourage walkability.
   - Provide generous buffers (landscaped or building setbacks) to prevent conflicts between pedestrians and traffic along collector and arterial streets.

3. Avoid creating new surface parking in Strategic Growth Areas, by allocating required parking underground or in parking structures.
   - Screen parking structures from surrounding streets, sidewalks, and parks, with landscaping and high quality materials.
   - Design parking structures to be flexible and easily adaptable as future development blocks.

4. Locate vehicular access and circulation along side streets and public laneways to provide a more pedestrian friendly experience along primary streets.

5. Promote on-street pick-up and drop-off instead of off-street car parking.

6. Develop streetscape designs that are:
   - Aesthetically pleasing and vibrant;
   - Consistent throughout the Strategic Growth Areas;
   - Uncluttered via careful placement of street furniture;
   - Accessible (barrier-free);
   - Safe, and comfortable for pedestrians and cyclists;
   - Sustainable, such as through the use of stormwater management, low-impact development, and integrated with natural habitats;
   - Durable and constructed of high-quality materials.

- Permeable, by reducing hard surfaces;
- Designed for all ages and abilities (a minimum of 2.1m, fit for two people using mobility devices such as wheelchairs or strollers); and

Gateways

7. Gateways are places that symbolize or signal an arrival into a distinct area, such as a SEED or Commercial District.

8. Ensure that the built form and public realm elements are designed in coordination to create landmarks, especially at key intersections and from key view points.

9. Incorporate, where possible, public art, high quality or signature architectural treatments, and signature design elements such as tower reveals.

Human-Scaled Density along Intensification Corridors

10. Provide a variety of heights up to 12-storeys and range of low to medium scale building typologies and uses within the Strategic Growth Areas to support a range of housing types and units.

12. Set back base buildings and step back taller midrises to provide more openness at the ground level and respond to the human-scale.

14. Ground floor heights should respond to the existing Commercial District and accommodate active at-grade uses along arterial streets.

15. Ensure retail vitality through generous floor-to-ceiling heights (4.5m), appropriate glazing, and flexible design to allow for adaptability over time.

16. Buildings should be located and oriented at appropriate heights that:
    - Define the edges of streets;
    - Create landmarks at Gateways;
    - Ensure transition to Neighbourhoods, lower-scaled buildings, and sensitive land uses such as Natural Heritage Systems and Greenspaces.

17. Enhance skyview through generous tower and building separation;

18. Mitigate weather impacts – such as shadowing and wind within the public realm – to create a comfortable travelling experience Downtown, by:
    - Locating taller buildings strategically within the block, such as north of open spaces and key public realm amenities to mitigate shadow impacts;

19. If built form exceeds 12 storeys, developments should:
    - Clearly define and provide a 3.0m stepback from base building;
    - Apply a 45-degree angular plane from a height equivalent to 80% of the width of the right-of-way, stepping back to provide a more human-scaled building.
    - Have regard for shadow and wind impacts at-grade;
    - Provide adequate transition, such as through stepbacks, setbacks, and terracing down to lower-scaled neighbourhood areas.
    - Be located at key intersections, on suitably sized sites, and/or along Intensification Corridors.

20. Where Strategic Growth Areas are adjacent to established residential neighbourhoods or natural heritage, appropriate transition measures should be put in place. This transition should be achieved by:
    - Using a rear angular plane of 45 degrees from the Neighbourhoods
    - Ensuring the mid-rise built forms step down or terrace towards residential areas.
    - Transitioning with lower scale built form like townhouses or open spaces.
    - The scale of new development will support usable and comfortable streets and public spaces and provide a range of housing and employment options. In

particular, mid-rise building typologies will provide intensification and appropriate transition between existing neighbourhoods and high-rise building sites.
- Develop a series of parks and open spaces along connections that lead to the natural heritage system west of Bayfield Street.

Commercial Districts: Street-Oriented and Walkable

21. For larger sites, development shall promote walkability in Commercial Districts through:
    - integrating commercial developments into a consistent network of streets and smaller sized blocks;
    - Providing supportive streetscape and street furniture to create an vibrant urban character, such as outdoor seating, street trees, and lighting;
    - Framing key streets with retail/ commercial uses on both sides;
    - Locating primary entrances to commercial uses along public streets, with high visibility; and
    - compact and fine-grain streets and blocks, to provide a more urban type of commercial district.

22. Anchor commercial uses, such as larger-format retail, should be:
    - Pedestrian-oriented, with parking located to the rear of buildings;
    - Easy, visible, and comfortable to access, such as through multiple entrances along longer facades;

23. Create a comfortable public realm that can be accessed and used year-round:
    - Consider micro-climate conditions within parks and open spaces by maximizing sunlight access on these key outdoor amenities
    - Shape and scale buildings to allow for sunlight access on streets, parks, and open spaces
    - Shape and scale buildings to mitigate wind impacts through strategies such as increasing tower separation and tower stepbacks, wind screens, and landscaping.

24. Support retail activity by providing lay-by short-term parking spaces along key retail corridors, for pick-up and drop-off.

25. Commercial entrances should be prominent and visible, through large entry awnings, canopies, or double height glazing.
    - Ensure visibility of commercial buildings at gateways and along primary streets by locating them close to the property line to facilitate ease of access for pedestrians, cyclists, and transit users.

Economic Growth Centres: SEEDs

26. Encourage a mix of uses vertically, with active uses at grade to encourage pedestrian activity at all times of day.

27. SEEDs are landmark sites to showcase local arts, culture, and innovation. Cultural uses that support this should be integrated into base buildings in accessible and visible locations.

28. Provide common outdoor amenity spaces such as central courtyards for residents and employees.

29. To celebrate the identity of SEED areas, development shall:
    - Integrate public art;
    - Have high visibility and presence from the surrounding streets;
    - Include unique elements that respond to the identity and use of the SEED areas;
    - Demonstrate design and architectural excellence, through high quality materials

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.

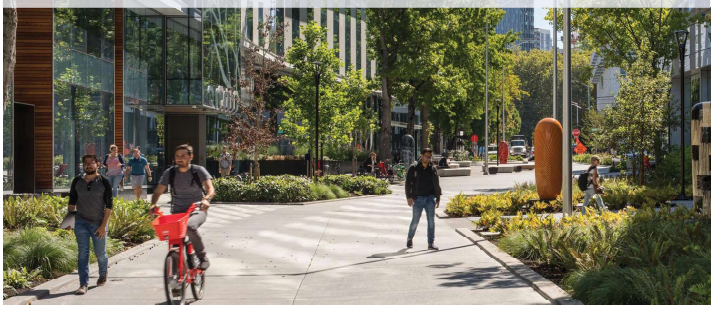
Human Scaled Buildings and Spaces: Medium density massing frames Intensification Corridor and new open space.

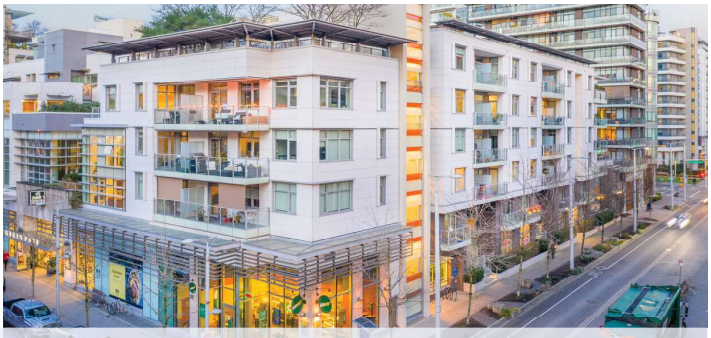
Safe, Comfortable and Accessible Buildings and Open Spaces: Buildings are street-oriented, with pedestrian entrances matching street grade and parking and loading access located from secondary street or laneway.

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

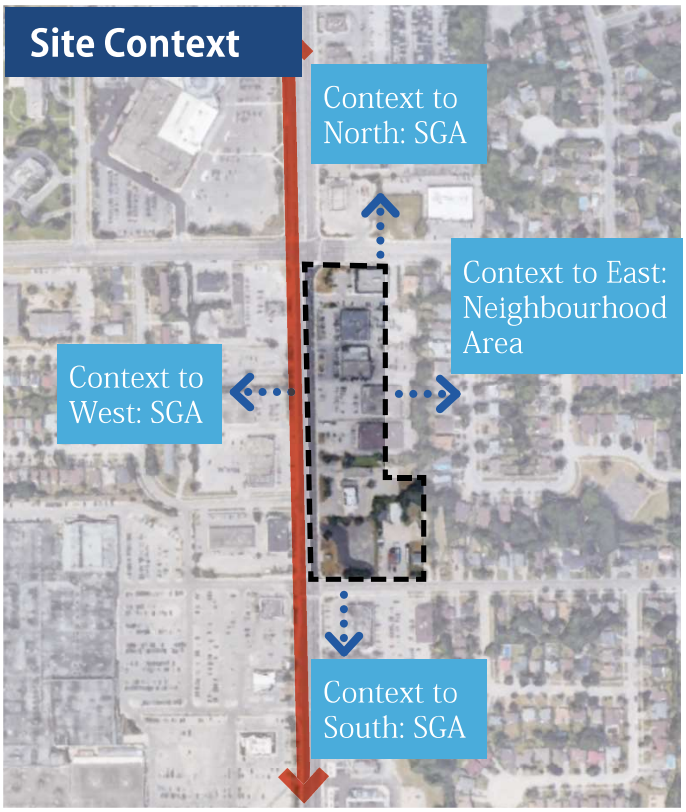
Sustainable Design and Development/ Buildings and Open Spaces Resilient to Effects of Climate Change: Integrate green infrastructure throughout buildings and public spaces; such as through permeable pavers and street trees, to mitigate the heat island effect.

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

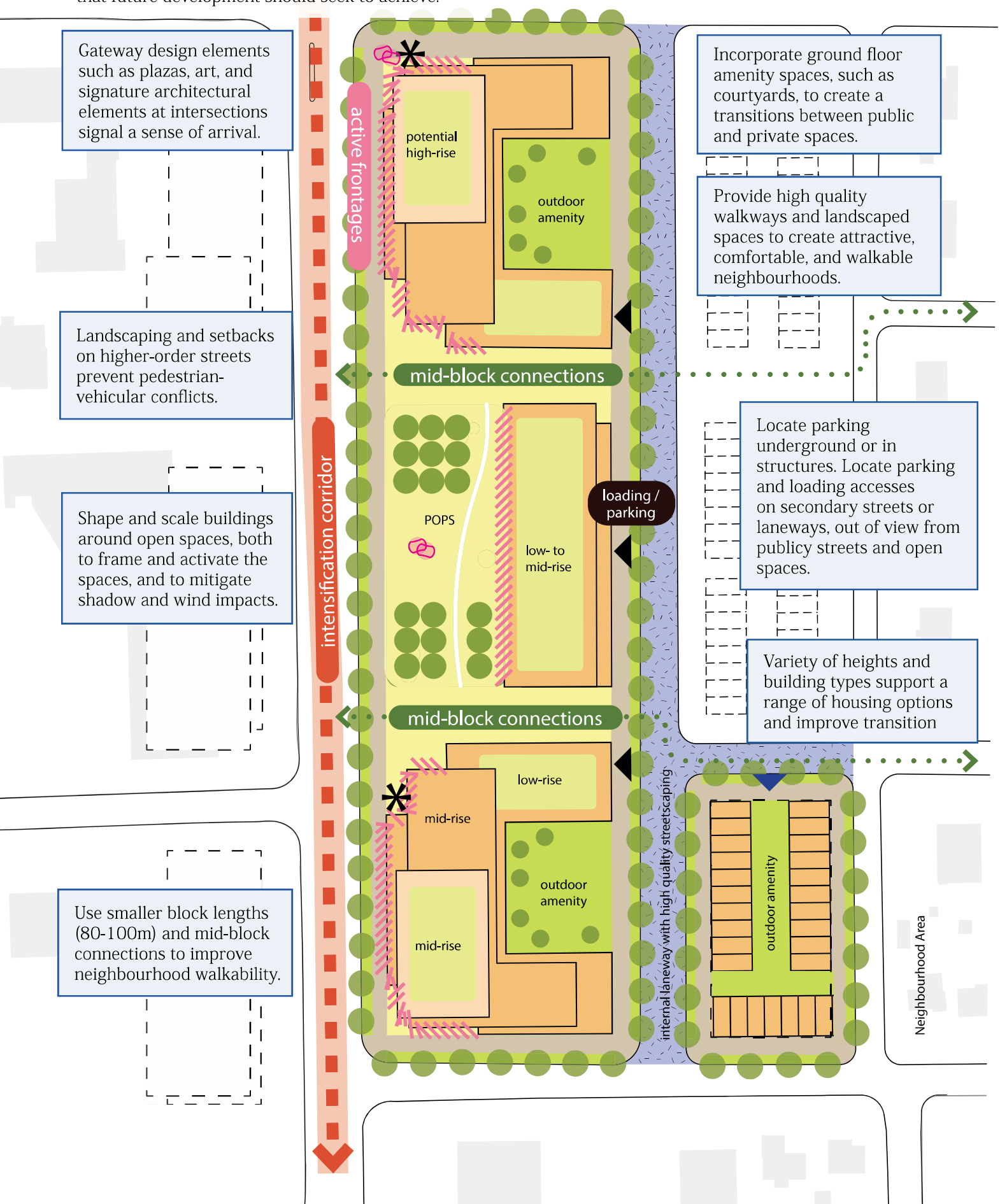




Mid-rise development with a mix of uses at-grade.



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.

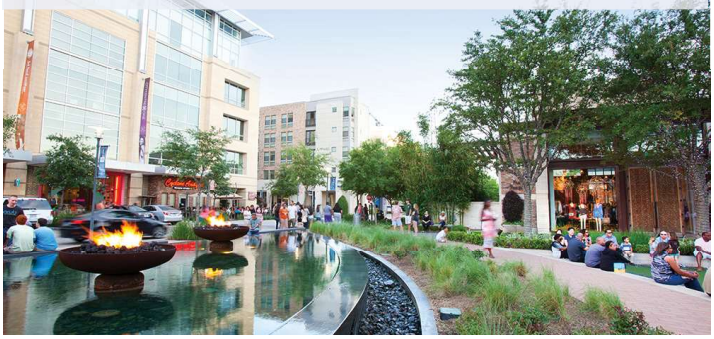
Safe, Comfortable and Accessible Buildings and Open Spaces: Street-oriented buildings provide accessibility while framing and activating streets and open spaces and providing passive surveillance.

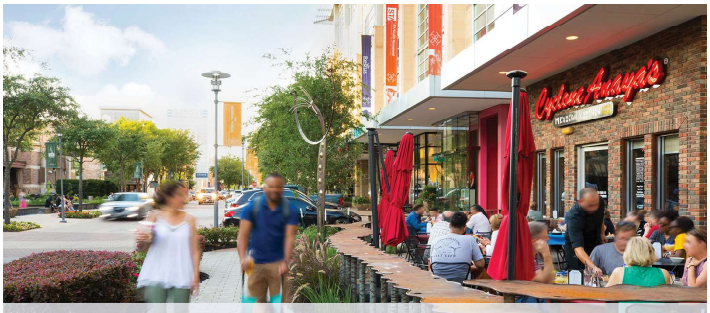
Enhanced and Protected Natural Heritage Network: Green space added in the first phase of development provides much needed outdoor amenity, and opportunity for neighbourhood placemaking and identity.

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

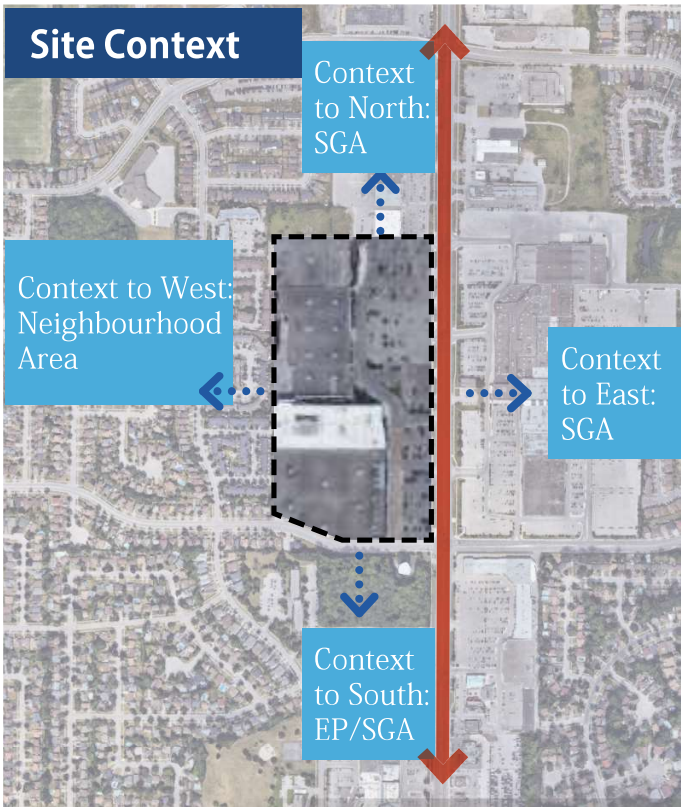
Buildings and Open Spaces Resilient to Effects of Climate Change: Blue-green systems manage on-site storm water.

Placemaking: central open space with retail edges.

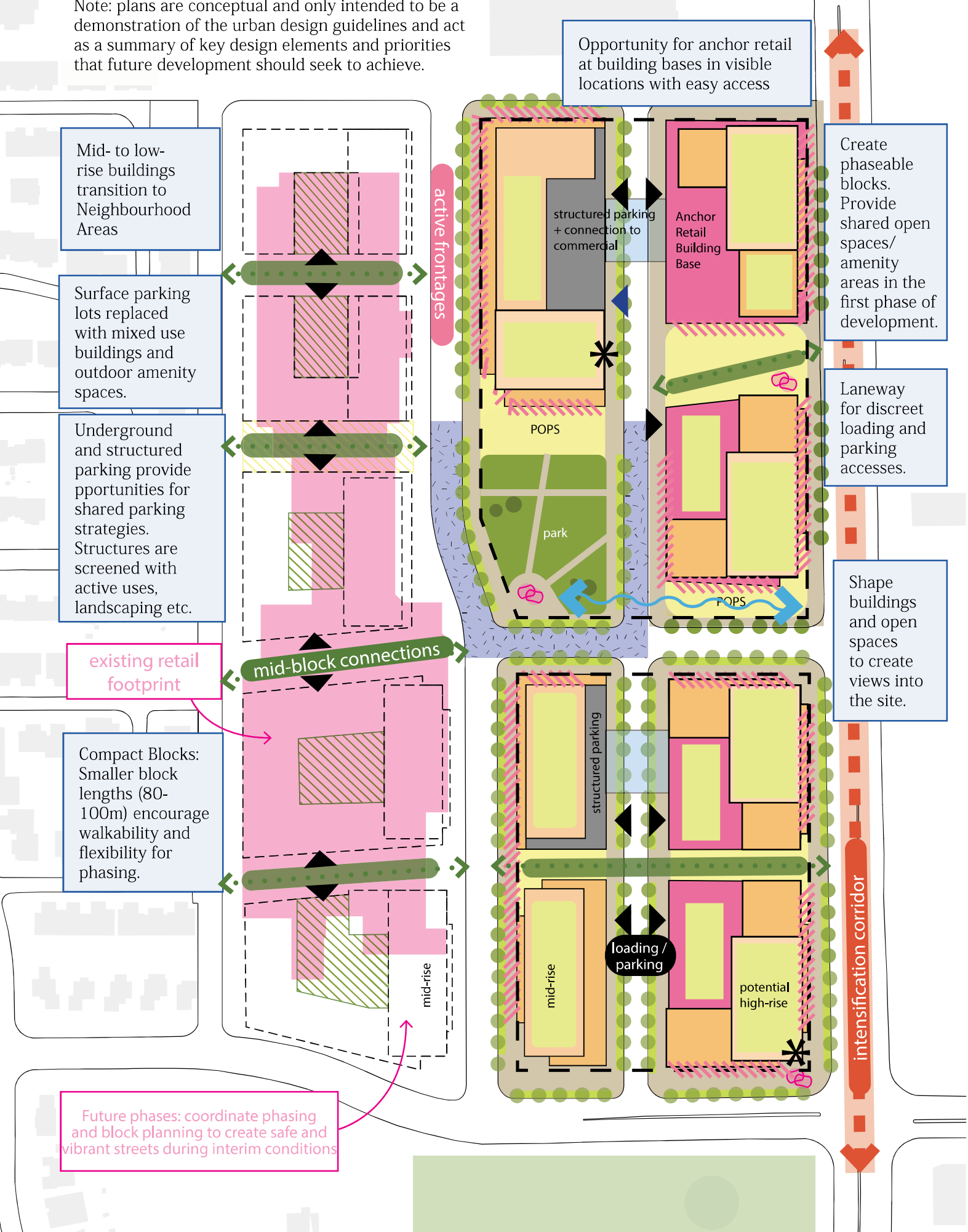




Generous civic spaces integrated with transit infrastructure.



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4.3 MAJOR TRANSIT STATION AREAS

Overview

Major Transit Station Areas (MTSAs) are areas including and around an existing or planned high-order transit stop and their boundaries are generally about a 10-minute walk to the transit station. In Barrie, there are two MTSAs and they are each anchored to a GO station: the Allandale Waterfront GO and the Barrie South GO.

These communities are intended to be transit-supportive with multi-modal access to the GO stations, should include a diverse mix of housing options including affordable housing, and must achieve transit-supportive densities that encourage walkable, complete communities.

Area Characteristics

- A range of built forms including flex buildings, low-rise buildings, mid-rise buildings and high-rise buildings ranging from 2-25 storeys.



Credit: XXXX

Guidelines

To achieve the design goals of the City, all development within MTSA's should:

MTSAs as Connected, Active-Transportation Friendly Gateways

1. As transit gateways into the city, developments within the MTSAs will symbolize or signal arrival into the city by:

2. Ensuring the built form and public realm elements are designed in coordination to create landmarks, especially at key intersections.

3. Incorporating, where possible, public art; high-quality or signature architectural treatments, and signature design elements such as tower reveals.

4. Using high-quality and winter-city landscaping, street trees, furnishing, and street lighting to support the pedestrian and cycling experience in all seasons.

5. MTSA's should provide seamless multi-modal connectivity to transit facilities by incorporating:
   - An interconnected, continuous and multi-use network of universally accessible sidewalks, protected bike lanes and/or multi-use trails that extends from neighbourhoods to public transit stops.
   - A variety of both on-street and off-road routes and trails along both public and semi-public lands.
   - Multi-use trails that distinguish between walking and cycling/roller-blading areas to minimize conflicts.
   - Trail widths between three to four metres.
   - Connections to public and semi-public parks.
   - An abundance of safe and protected bicycle parking to encourage active transportation.

6. Street networks in MTSAs should:
   - Be fine-grained with narrow blocks of approximately 90 metres, to provide a more urban fabric.
   - Link on-street bicycle routes with transit facilities.
   - Ensure efficient and safe active transportation circulation, as well as vehicle circulation.

- Concentrate vehicular access and circulation along side streets and public laneways to provide a more pedestrian-friendly experience along primary streets.

Street-Oriented and Human-Scaled Design

7. Streetscapes should be:
   - Consistent and context-sensitive.
   - Aesthetically pleasing.
   - Designed for all ages and abilities.
   - Uncluttered via careful placement of street furniture and signage.
   - Sustainable, such as through the use of stormwater management and low-impact development.

8. Street facades should:
   - Incorporate high-quality finishes and windows and include main entrances.
   - Completely screen roof-top mechanical equipment from public view.
   - Incorporate recesses, projections, windows or awnings, where appropriate.
   - Include high-quality landscaping along the length of the façade to create articulation and visual interest.
   - Integrate weather protecting canopies to help support active transportation during inclement weather.
   - For corner buildings, address both streets by providing two articulated facades.

9. To mitigate weather impacts at-grade, new developments should locate taller buildings strategically within a block to reduce shadowing and wind, and north of open spaces and key public realm amenities to mitigate shadow impacts.

10. To support active transportation at-grade:
    - Bicycle parking should be located at grade and close to building entrances and be sheltered.
    - Indoor bicycle parking should be required for all multi-unit residential buildings.

11. To encourage pedestrian-scaled design:
    - Buildings should incorporate a pedestrian-scaled base (up to 4 storeys) in order to ensure an environment where pedestrians can comfortably walk and or cycle.
    - Base buildings, mid- and high-rises should be set back to provide more openness at the ground level and respond to the human-scale.
    - If built form exceeds 12 storeys, such as within lands designated high density, development should clearly define and provide a 3.0 m setback from base building; and apply a 45-degree angular plane from a height equivalent to 80% of the width of the right-of-way, stepping back to provide a more human-scaled building.

Vibrant and Active Mixed-Use Neighbourhoods

12. Ensure vitality of active streetscapes through;
    - Generous floor-to-ceiling heights (4.5 m) at grade,
    - Narrow and deep commercial storefronts
    - appropriate street level glazing (X% of frontage), and
    - flexible design for adaptability over time.

13. Prioritize active uses at grade to encourage pedestrian activity at all times of day.

14. Support retail activity by providing lay-by short-term parking spaces for pick-up and drop-off.

15. Provide supportive streetscape and street furniture to create a vibrant urban character, such as outdoor seating, street trees and lighting.

16. At-grade, developments are encouraged to seamlessly transition between indoor and outdoor spaces through architectural treatments such as glass garage doors.

Transitions in the MTSAs

17. In the Barrie South MTSA, the greatest massing and heights should be in closest proximity to the GO station pedestrian entrance.

18. In the Allandale MTSA, the greatest massing and height should generally be targeted to large, underutilized sites adjacent to the rail corridor and away from cultural heritage elements and historic neighbourhoods.

19. A greater mix of uses, with a high ratio of commercial and retail uses, is highly encouraged within a 5-minute walk, or 450m, of the GO Station. This includes convenience retail that supports transit passengers (e.g., cafes and dry cleaners).

20. All developments in MTSAs are expected to function in a transitional manner; the further developments are from the GO station, the more they are expected to incorporate lower heights and massing.

21. Where developments are adjacent to established residential neighbourhoods or natural heritage/public open spaces, they should achieve appropriate transition measures by:
    - Using a rear angular plane of 45 degrees from the neighbourhood.
    - Ensuring taller built form steps down or terraces towards residential areas.
    - Using lower-scale built forms like townhouses or open spaces as a transition tool.

Welcoming and Integrated Open Spaces

22. Development adjacent to public open spaces in MTSA's should:
    - Avoid blank facades facing the park or open space.
    - Prioritize transitions to the park using high-quality landscaping, furniture and public art to facilitate a positive visual effect.
    - Prioritize connectivity to the park via pedestrian and cycling trails.
    - Ensure any connections to the park are inclusive and accessible to diverse members of the community.

23. Semi-public open spaces should be designed to:
    - Connect into a wider multi-modal active transportation system within the MTSA.
    - Be accessible spaces and designed with the principles of universal design, where feasible.
    - Adhere to the principles of Crime Prevention Through Environmental Design (CPTED).
    - Function as gathering/recreational spaces for the wider community.
    - Be safe, year-round destinations.
    - Be flexible spaces that offer a variety of recreational and cultural opportunities.
    - Provide high-quality lighting, furniture, bicycle parking, and landscaping.
    - Be designed for year-round use.

Parking Design in the MTSAs

24. Shared parking between compatible uses (for instance, between residences, commercial sites, transit stations, and/or parks) is encouraged.
25. Auto-share and hybrid/electric vehicle parking options are encouraged in the MTSA.
26. Parking structures and lots should be designed to be easily adaptable as future development blocks.
27. Parking developments as a primary or single-use is highly discouraged.
28. Parking structures should be screened from surrounding streets, sidewalks and parks with landscaping and high-quality materials. Blank facades are highly discouraged.
29. While surface parking lots should be limited in the MTSA, where they do occur they should:
    - Include landscape strips, decorative fencing or walls as transition tools to adjacent properties or streets.
    - Be flexible so that additional uses can be incorporated (e.g., temporary events, an outdoor market, patios, etc.).

- Walkways should be provided to main entrances of buildings and should be well-articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area.

Development Adjacent to Transit Station Lands

30. Private developments should locate building entrances to facilitate the greatest connectivity to adjacent transit facilities.

31. Private developments should generally adhere to Metrolinx/GO Transit Adjacent Development Guidelines, as amended or updated.

Transit Station Lands

32. The station building within an MTSA should be designed and massed as a landmark building to reinforce the importance of the site and assist with wayfinding throughout the city.

33. Providing a variety of uses (including residential) on Metrolinx land holdings is highly encouraged, to help achieve higher densities and an overall mix of land uses in close proximity to the transit stations.

34. Internal pedestrian passages leading to and from the transit station should be incorporated, where feasible, to encourage a continuous, weather-protected connection to the station.

35. The main entrances at transit stations should include transit-related amenities (e.g., signage, ticket machines, etc.) as well as amenities for those who may be waiting for a connection (e.g., public art, seating, food options, etc.).

36. Transit stations should include an abundance of bicycle parking and storage facilities, in order to encourage users to connect to the station through active modes of transportation.

37. Station design should adhere to the principles of Crime Prevention through Environmental Design (CPTED) to ensure the safe usage of the station at all times of day.

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4.4 HISTORIC NEIGHBOURHOODS

Overview

Barrie's historic neighbourhoods cover a large geographic area of the historic downtown and surrounding Kempenfelt Bay. Development in Barrie's historic neighbourhoods should conserve and appropriately manage the character of each neighbourhood.

Where new development in historic neighbourhoods is undertaken as infill, redevelopment, or through intensification, the design should generally complement the existing historic character of the heritage neighbourhood and be compatible with the historic architectural styles, façades and treatments of the surrounding buildings.

Indigenous heritage preservation will be a consideration for future development, and consultation with Indigenous Nations on proposed development within Treaty 16, Treaty 18, and Williams Treaty lands will be undertaken as applicable.

Area Characteristics

- Areas of the city with a critical mass of historic buildings, commonly historic 1-3 storey single detached homes.



Modern infilll development adjacent to historic buildings, demonstrating compatibility through use of materiality, building type, siting, scale and massing, and consistent, high-quality landscaping to integrate it with the neighbourhood.

Guidelines

To achieve the design goals of the City, all development within Historic Neighbourhood areas should:

Support Historic Urban Fabric

1. Consult heritage professionals during the design process to ensure that the most appropriate renovation techniques and materials are employed for development within historic neighbourhoods.

2. Document the existing condition and character of historic properties prior to designing alterations, replacements, or additions.

3. Development shall consider its contextual fit within not only the subject site, but the historic neighbourhood as a whole.

4. Developments within historic neighbourhoods should maintain the integrity of the historic neighbourhood, both physically and visually.

5. Alterations to existing buildings should match the pre-established set-back of adjacent buildings to ensure a continuous street wall. This is especially beneficial on sites where buildings are currently set back from the street or are missing altogether.

6. Infill buildings and renovations to existing buildings within the historic neighbourhoods should not mimic adjacent heritage properties, but should have sympathetic scale, massing, and height.

7. New buildings within the historic neighbourhoods should not mimic adjacent heritage properties, but should have sympathetic window alignment, roof-lines, entrance location, ground floor treatment and materials.

8. Heritage properties should generally be limited to their existing height, not including the cornice or parapet, to encourage the retention of these key features.

9. Development in historic neighbourhoods should maintain key public spaces, connections, and landscape character throughout the historic neighborhood. For example, neighbourhoods with a distinct streetscape character such as mature tree canopies and wide sidewalks shall be maintained.

10. Conserve sightlines, especially towards key landmarks or open spaces, such as towards the waterfront.

11. Avoid disruptions such as vehicular accesses along historic streetwalls. If access is essential to the function of the development, minimize its visual impact to the streetscape and public realm.

12. Sustainable technologies are encouraged, such as green roofs or solar panels.

13. Expand and enhance existing pedestrian and cyclist connections, such as cultural trails.

Celebrate the Past

14. Heritage buildings should be retained and restored and/or adaptively reused.

15. Façade retention is discouraged as a substitute to the retention of entire structures. During retention and restoration:
    - Adaptive reuse is encouraged over demolition or redevelopment, as it also more sustainable with a lower embodied carbon impact.
    - Buildings should not be altered through embellishment or other decorative means against their initial stylistic intent
    - Repair, rather than replace, features of heritage buildings (such as restoring windows and doors to be made energy efficient) where possible, as replacement should be seen as a last resort.
    - Where heritage attributes are deteriorated and cannot be repaired, replacements should conserve the characteristics such as materials, size, fnishing, pattern, detailing, colour, or composition. For example, window replacements should be of a similar module of mullions and muntins.
    - Relocation of heritage buildings or structures may be supported if suitable study and strategy is presented to the City.

16. The original façade materials on buildings within the historic neighbourhoods should not be changed or covered. Façade renovation should be in keeping with the original building articulation, using those elements that are intact and replacing those that are missing or damaged (i.e. columns, cornices, openings, windows, doors, etc.).

17. Additions or renovations within a historic neighbourhhod should use materials that match or enhance the original structure (e.g. color, texture, scale, etc.).

18. Wherever possible, existing windows and doors should be restored and made energy efficient. Their replacement should be seen as a last resort.

19. In historic neighbourhoods, storefront design should maintain a heritage rhythm and character through recessed entries and large bay windows.

Provide Harmonious, Respectful, and Sympathetic Development

20. Incorporate heritage properties within new or infill developments. Alterations and additions to heritage properties or structures should be complementary.

21. Reference both the physical and visual historical features – architecturally and through features such as materiality.

22. New or infill development within historic neighbourhoods shall respond to established characteristics or architectural features within these districts. This includes:



Block redevelopment integrating historic buildings and neighbourhood/streetscape character. Credit: Perkins Eastman

- Height-to-Width Ratio: new or infill development should have a height-to-width ratio that is compatible with existing buildings.
- Height: building heights of new or infill development should not exceed the context of heritage neighbourhoods. For areas where taller buildings are permitted, or are to provide a transition to higher-density areas (such as Strategic Growth Areas or Major Transit Station Area), the bulk of the building should be setback 3 metres from the streetwall or beyond the ridge of the roof of the heritage building, to ensure that the development responds to the human scale. Podium heights should also correspond to adjacent historic building heights.
- Main Street Setbacks and Streetwall: match the pre-established setback of adjacent buildings to ensure a continuous street wall and/or streetscape, especially where buildings are already set back. This is especially important in main street conditions in historic neighbourhoods.
- Residential Setbacks and Streetwall: where a continuous street wall does not exist, new or infill developments should incorporate a setback that reflects an average between those of existing buildings. For example, if a continuous streetwall does not exist and front setbacks range between 3 and 5 metres, development should provide a 4 metre setback.
- Alignment with existing features: sympathetic window alignment, matching cornices, roof forms and profiles, entrance location, ground floor treatments, without directly mimicking.
- Articulation: maintain horizontal and vertical articulations of the heritage assets and neighbourhood within any new development or additions.
- Rhythm of frontages and storefronts: maintain a heritage rhythm and character through recessed entries and large bay windows, especially along areas with main street character.
- Materials: development shall use materials that match or enhance the original structure. This includes considerations of color, texture, scale, etc.
- Visual Separation: visually separate any additions from the primary heritage structure through reveals, transparent materials, additions of open space, or other design techniques.

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.

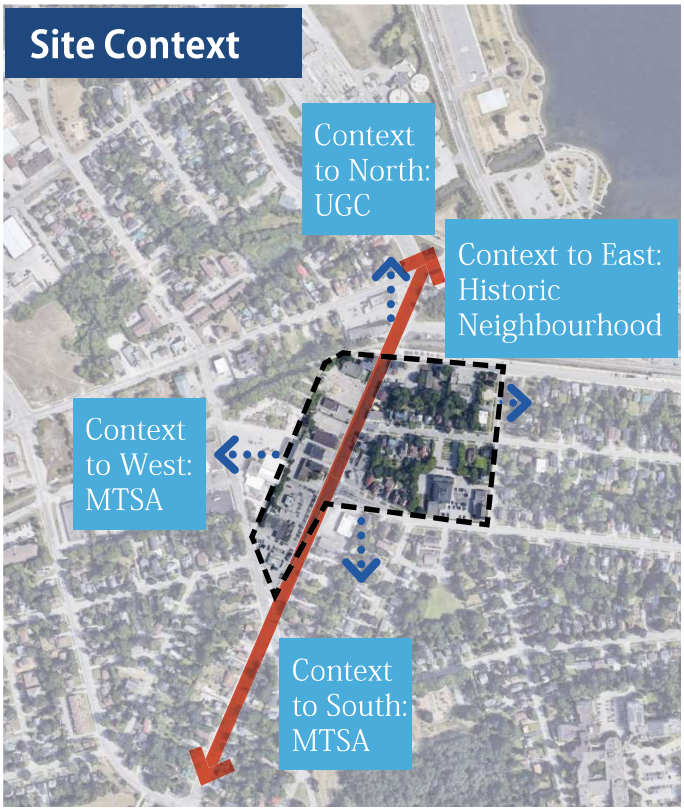
Range of building types/heights for gentle density.



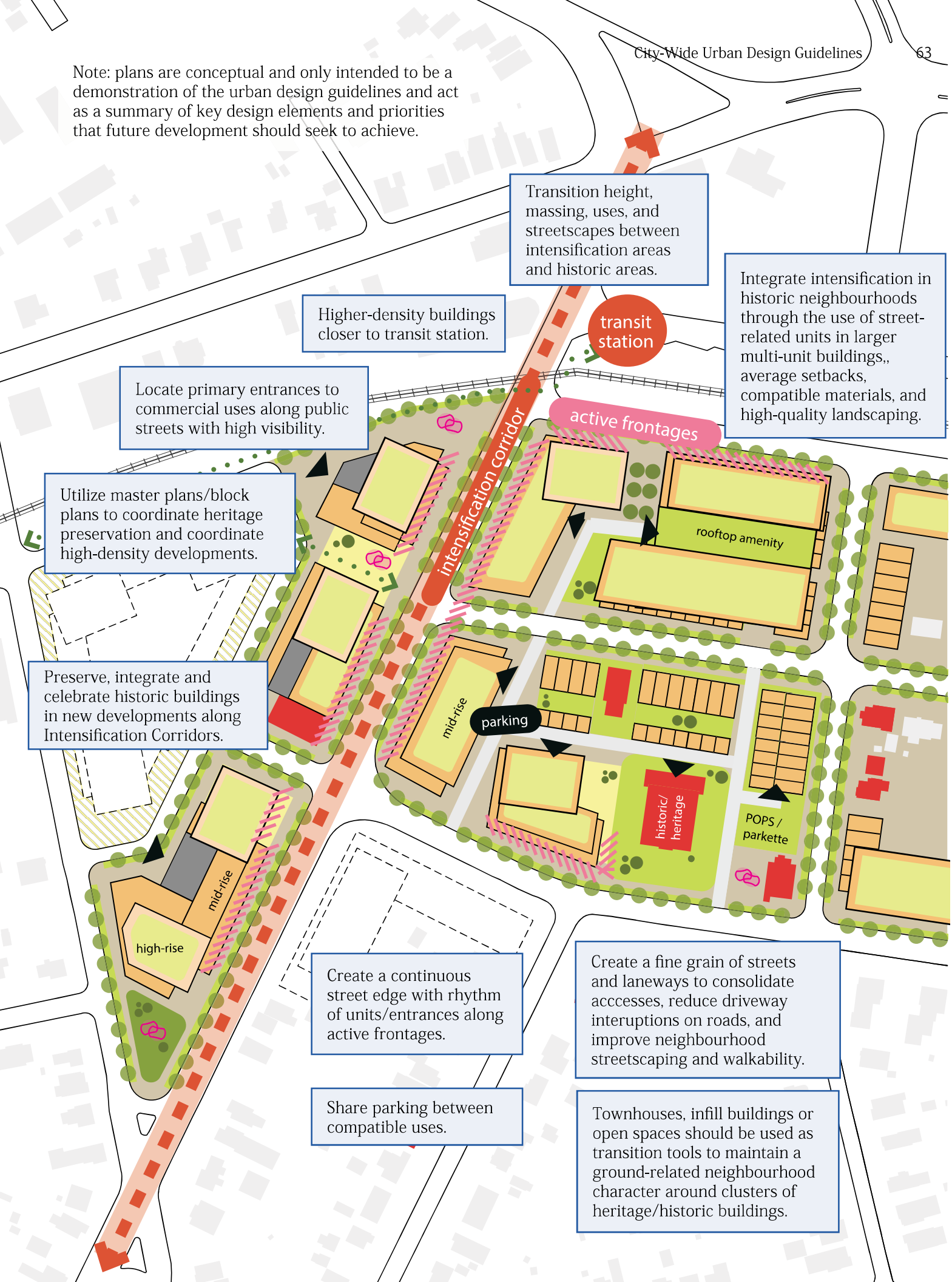


Reinforce historic neighbourhood character through siting, massing, and materials.

Site Context



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.



4.5 EMPLOYMENT NON-INDUSTRIAL AREAS

Overview

As per the Official Plan, the Employment Area - Non-Industrial designation applies to certain lands within Employment Areas. Lands designated Employment Area - Non Industrial are intended to support Barrie's economic competitiveness by facilitating a wide range of non-industrial employment uses that either support industrial-type uses, serve the general public, or create new economic development opportunities. To maintain the flexibility of Barrie's Employment Areas, industrial type uses may also be accommodated on lands designated Employment Area - Non-Industrial. The structure of Employment - Non-Industrial lands is to promote clustering of like employment uses (post-secondary, creative, and knowledge-based), and to plan for spillover effect.



Credit: Vulcan Real Estate

Key Guidelines

Supportive Centers for Economic Growth

1. Site design should contribute to walkability and promote access for pedestrians, cyclists, and other active uses, through:
   - Establishing stronger connectivity to rapid transit stations and stops and active pathways that transport residents from neighbourhoods to employment centers by:
     i. Providing direct connections to existing and planned cycling pathways and multiuse trails
     ii. Coordinating transit and cycling networks to establish well-designed site circulation routes and weather protected waiting areas
     iii. Creating connections to surrounding neighbourhoods.
   - Buildings should provide convenient and direct access to indoor and outdoor bicycle parking for visitors and employees.
   - Integrate mid-block connections to provide alternative routes and formalize desired paths of high-volume pedestrian areas. Mid-block connections should be safe, accessible, and lively corridors with appropriate lighting, street furniture, and high quality pavement treatments
   - Due to its proximity to major transportation and freight corridors, any noise, vibration, and visual impacts from highways and railways should be screened to improve the public realm and pedestrian experience.

2. Design vehicular access and circulation to provide a safer and more pedestrian-friendly public realm.
   - Consolidate property access points through shared driveways to minimize curb cuts and interruptions to the pedestrian realm. This, alongside human-scaled lighting, will further support a strong street edge and promote a comfortable and safe pedestrian experience.
   - Due to its adjacency to freight corridors, ensure safety along pedestrian and active pathways by providing separation from the street and vehicular driveway access, wherever possible.
   - Parking, servicing, and loading functions should generally be located towards the rear of the property, underground,

or screened from the view of the public realm.

i. Encourage structured parking with amenities on top, or underground parking.

ii. Where convenience parking is provided, encourage on-street configurations.

iii. Consolidate parking and loading where possible. In some instances, it may be appropriate to separate loading/servicing functions and visitor/employee parking.

3. Design active frontages to create a lively public realm, through:
   - Developments should activate the street by locating buildings towards the street edge to create a continuous, dynamic public realm
   - Primary frontages and ground floor amenity uses should face the streets to engage the public realm, while manufacturing and back-of-house uses should be consolidated and located at the rear of the site.
   - Provide distinct and visible pedestrian entrances that are directly connected to the public street, and may include forecourts or plazas.

Promoting Design Excellence

4. New or infill development should maintain a consistent characteristic or architectural feature, which includes:
   - Setbacks and Streetwall.

     i. Development shall provide consistent setbacks from the property line, matching with neighbouring streetwalls to create a continuous streetwall

     ii. Where a continuous street wall does not exist, new or infill developments should incorporate a setback that reflects an average between those of existing buildings. For example, if a continuous street wall does not exist and front setbacks range between 8 and 12 metres, development should provide a 10 metre setback.

     iii. Transitional blocks may require to be setback from adjacent existing uses due to noise levels, servicing uses, etc.
   - Façade Articulation. Buildings should have highly articulated façades to frame open spaces and humanize its scale. This is especially important for uses that typically occur in larger buildings, such as major retail (big box stores).
   - Landscaping and Buffers.

     i. Landscaped buffers should be provided between properties, contributing to a larger, continuous open space network.

     ii. Landscaping should be designed to improve air quality, reducing noise, and managing and filtering stormwater on site
   - Materials. Development shall use high quality materials, with significant glazing, that enhance the character of the area and provide visual interest
   - Visible anchors. Prominent employment buildings that are highly visible from key intersections and highways should be designed as landmarks, given their access to surrounding areas. Where appropriate, building height may function as a gateway feature.
   - Open spaces and high-quality sustainable design features.

5. Site and building design should promote sustainability by:
   - Utilizing rooftops as green roofs or as outdoor amenity spaces for employees
   - Encourage site greening through landscaping, especially in large paved areas such as throughout surface parking lots.
   - Implement permeable paving, tree canopy, and other stormwater management features, especially over surface parking lots.
   - Where trees are removed, replacement trees or offsetting should be provided, per Parks Planning and/or Forestry.

6. Provide a coordinated wayfinding and signage system, especially in internally oriented employment centers to provide a sense of place

Integrate supportive mixed-use within employment buildings, such as retail, restaurants, drive-throughs, or other uses

7. Research and development facilities, training centers and commercial education, public institutions, light industrial uses, and supportive or accessory retail and restaurants are permitted as per the Official Plan
    - Neighbourhood amenities such as retail, restaurant, and community services should be located along primary pedestrian and transit routes, and within walking distance of the highest concentration of employment.
    - Locate major retail at the periphery of the employment area , in convenient, visible, and accessible locations.
    - Locate hotels and conference facilities in areas of high visibility, especially from major roadways or highways
    - Drive-through facilities should be architecturally integrated into other buildings, to avoid interrupting pedestrian, cyclist, or vehicular connectivity.
    - Drive-through facilities should be located close to the street edge, with any outdoor seating areas away from vehicular circulation zones.

8. Integrate comfortable and gathering areas, such as courtyards and parks, that are enclosed from loading, storage, or other noisy areas

Responsive built form

9. Transitional Heights. Heights of new or infill development should not exceed 12-storeys. Taller buildings should be strategically located closest to transit, and then transition down towards the neighbourhoods to minimize shadows in public open areas.
10. Develop a Block Plan and Anticipate Future Infill. 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.

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

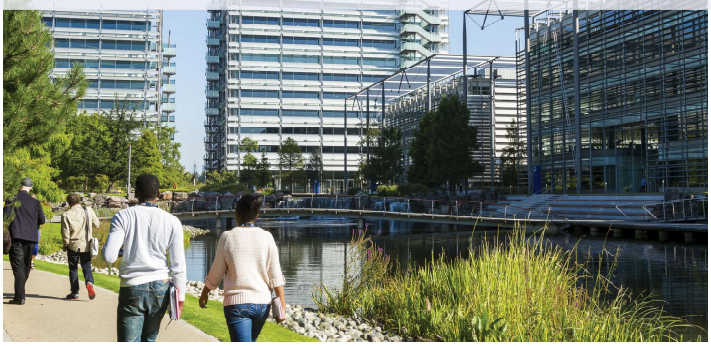
Connected, Walkable Neighbourhoods: Locate parking, servicing and loading towards the rear of the property, underground or screened from the view of the public realm, to promote walkability. Add sidewalks to all existing streets and provide direct access to transit.

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.



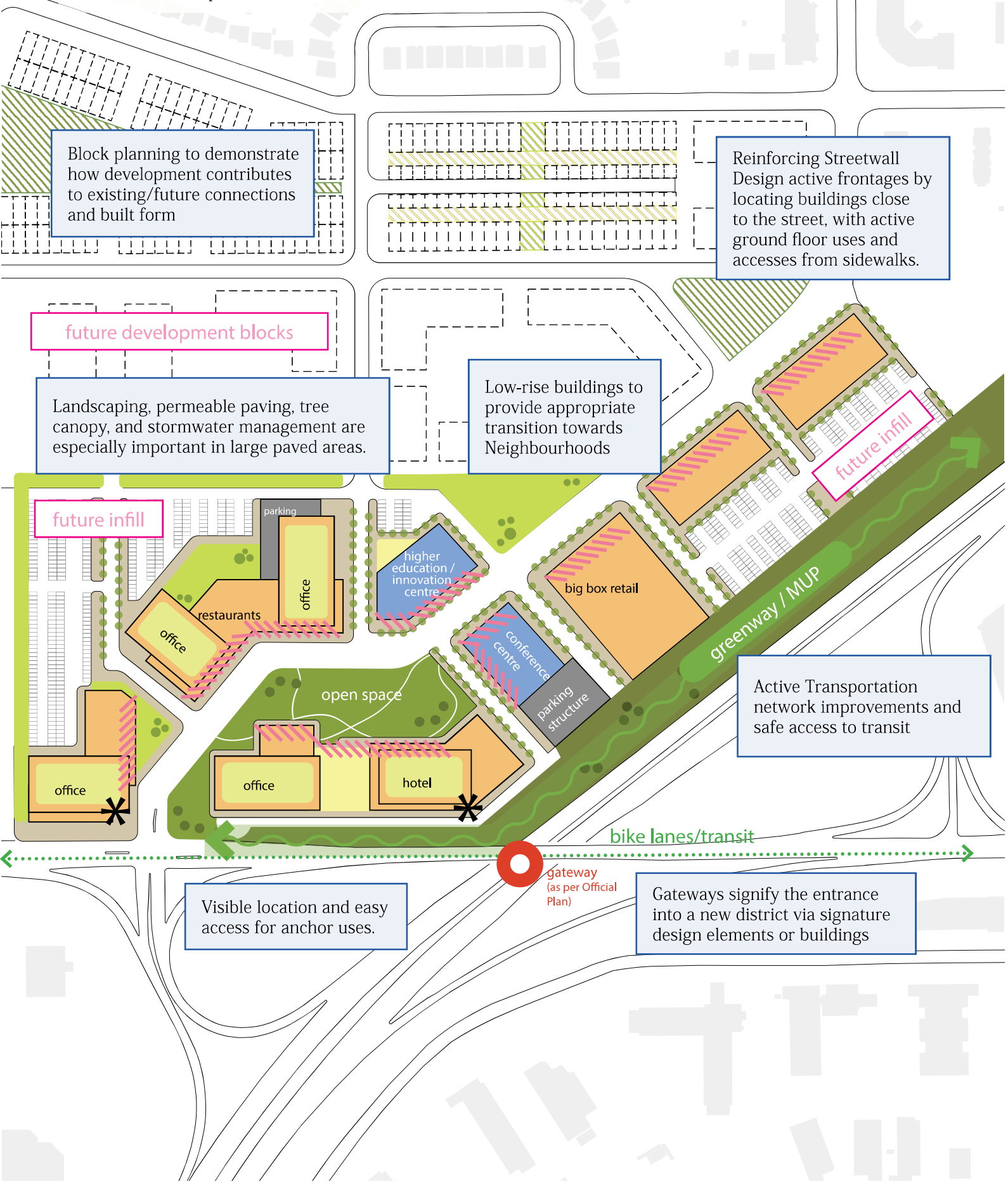
Outdoor amenities to support non-residential uses.



Site Context



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.



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