

CITY OF BARRIE INTENSIFICATION AREA URBAN DESIGN GUIDELINES

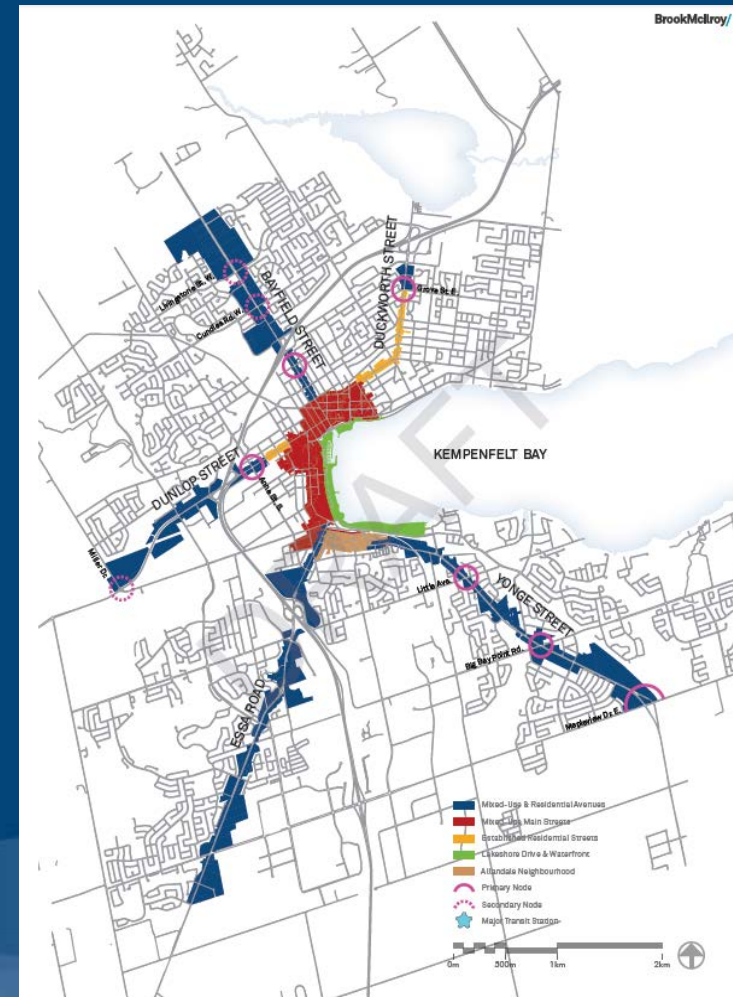
Planning Services Department

Presentation to City of Barrie Development
Services Committee
Ross Cotton, Policy Planner, Planning Services
June 11, 2013



INTENSIFICATION AREA URBAN DESIGN GUIDELINES

- Areas of City where Intensification Area Urban Design Guidelines are proposed to apply (coloured)
- Balance of City covered by General Urban Design Guidelines



INTENSIFICATION AREA URBAN DESIGN GUIDELINES

Intensification Area Urban Design Guidelines

Basis of Guidelines

- To direct the form of new development within Intensification Nodes and Corridors, Urban Growth Centre and Major Transit Areas
- To assist City Staff, developers and public by providing tools to guide intensification
- To be applied to private and public lands as well as for public infrastructure construction

INTENSIFICATION AREA URBAN DESIGN GUIDELINES

Status of Project

- Public Consultation March / April 2011
- Council Presentation September 2011
- 1st Draft Guidelines October 2011
- Technical Review Committee November 2011 – June 2012
- 2nd Draft Guidelines October 2012
- Circulation / Comments November 2012 – February 2013
- Memorandum To General Service Committee - May 2013

INTENSIFICATION AREA URBAN DESIGN GUIDELINES

Application of Guidelines in City

Mixed-Use and Residential Avenues:

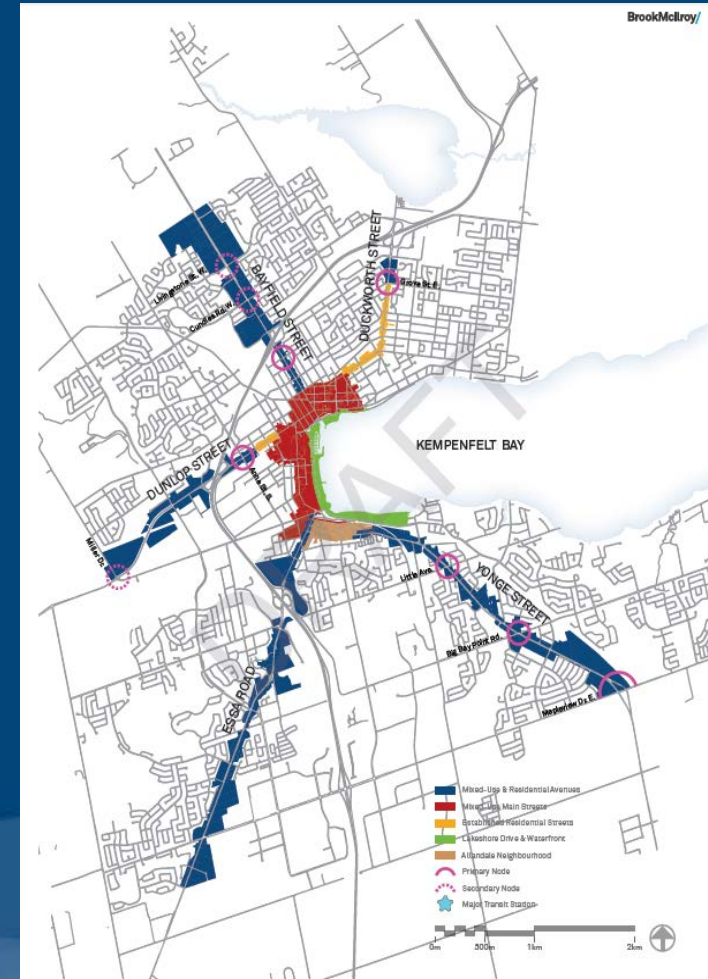
Duckworth Street (north of Grove Street),

Bayfield Street, Essa Road and Yonge Street

Design Objectives for Mixed-Use and

Residential Avenues

- Mixed-use development – low to mid-rise human scaled design
- Creation of active, pedestrian supportive streetscape
- Wide boulevards for street trees, landscaping, sidewalks, seating, signage, public art
- Spill out retail at grade (i.e. cafes)



INTENSIFICATION AREA URBAN DESIGN GUIDELINES

Application of Guidelines in City (cont'd)

Mixed-Use Main Streets (within Urban Growth Centre) :

Dunlop Street, Bradford Street, Toronto Street, Collier Street, Mary Street, Owen Street, Mulcaster Street etc

Design Objectives for Mixed-Use Main Streets

- Be compatible with heritage fabric – height, scale
- Consistent street wall to reflect heritage
- Wide boulevards for street trees, landscaping, sidewalks, seating, signage, public art
- Creation of new civic open space

INTENSIFICATION AREA URBAN DESIGN GUIDELINES

Application of Guidelines in City (cont'd)

Established Neighbourhood Streets:

Duckworth Street (south of Grove Street), Dunlop Street West (between Eccles and Anne)

Design Objectives for Established Neighbourhood Streets

- Limited intensification excepting conversion of existing uses
- On large scale - site opportunity for low – mid rise residential
- Create walkable complete neighbourhood
- Building design to transition to adjacent neighbourhoods

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Application of Guidelines in City (cont'd)

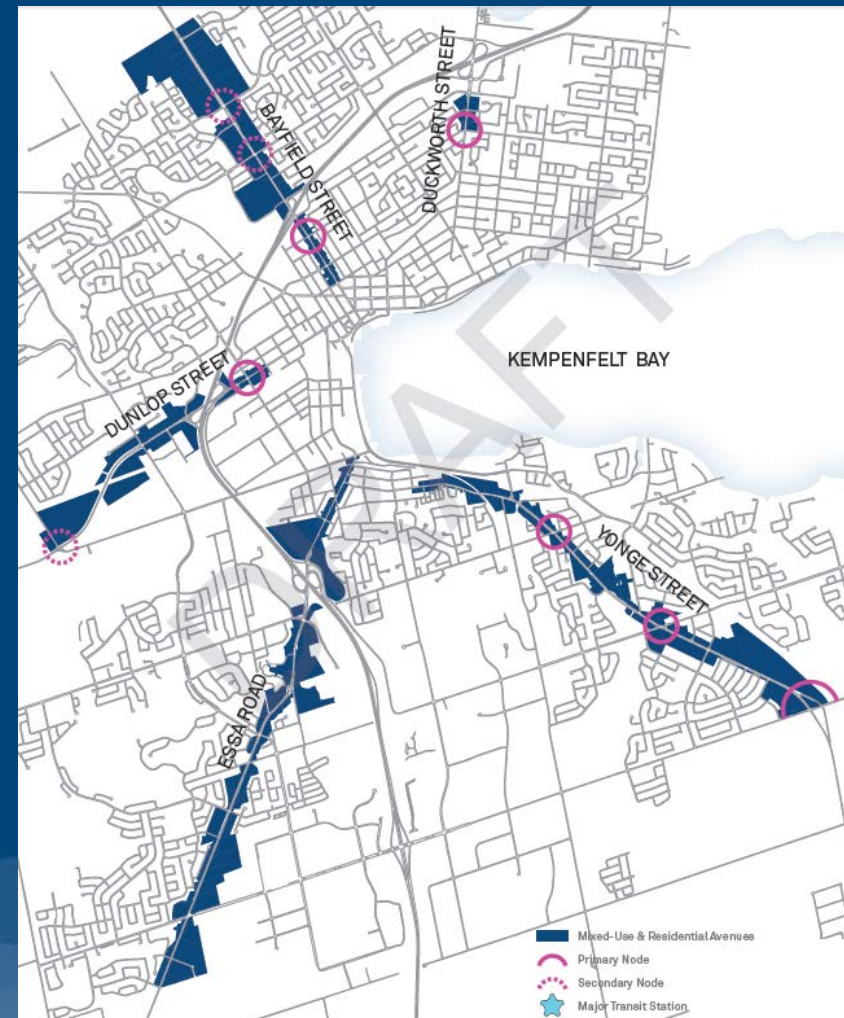
Intensification Nodes:

Primary Nodes – Dunlop (at Anne), Yonge (at Little, Big Bay Point and Mapleview), Duckworth (at Grove Street)

Secondary Nodes – Bayfield Street (at Grove, Cundles and Livingstone), Dunlop (at Miller)

Design Objectives for Intensification Nodes

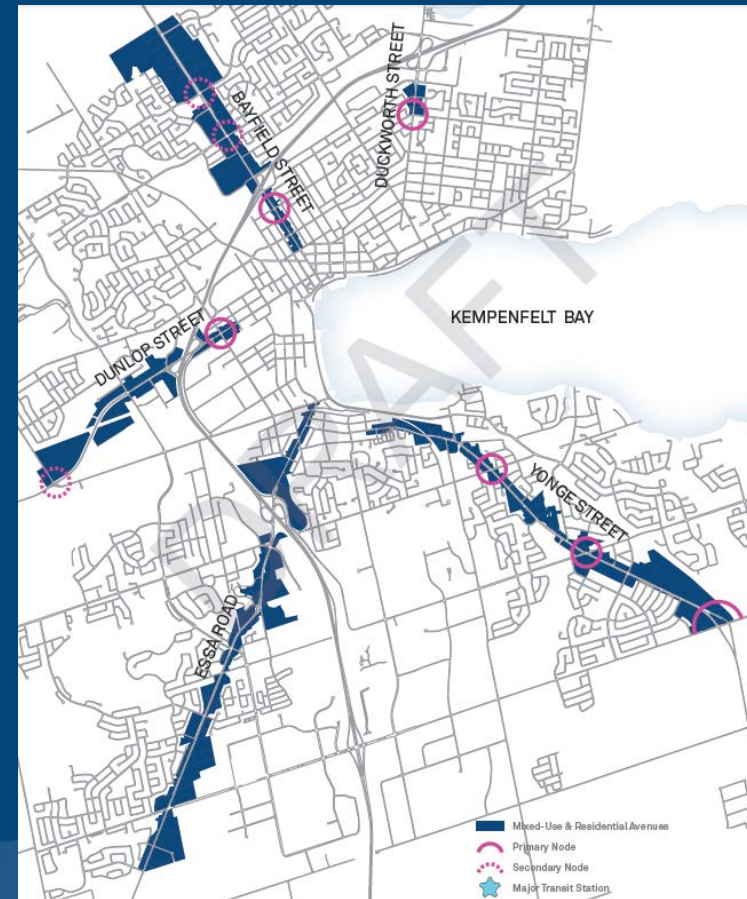
- Create destinations along Intensification Corridors
- Promote gateway design including landmark buildings and wide pedestrian supportive



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Design Objectives for Intensification Nodes

- Focus short-term redevelopment at Nodes to serve as anchor for Corridor development
- Nodes to have highest density along the Intensification Corridors
- Taller buildings in the Nodes to act as focus points



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Application of Guidelines in City (cont'd)

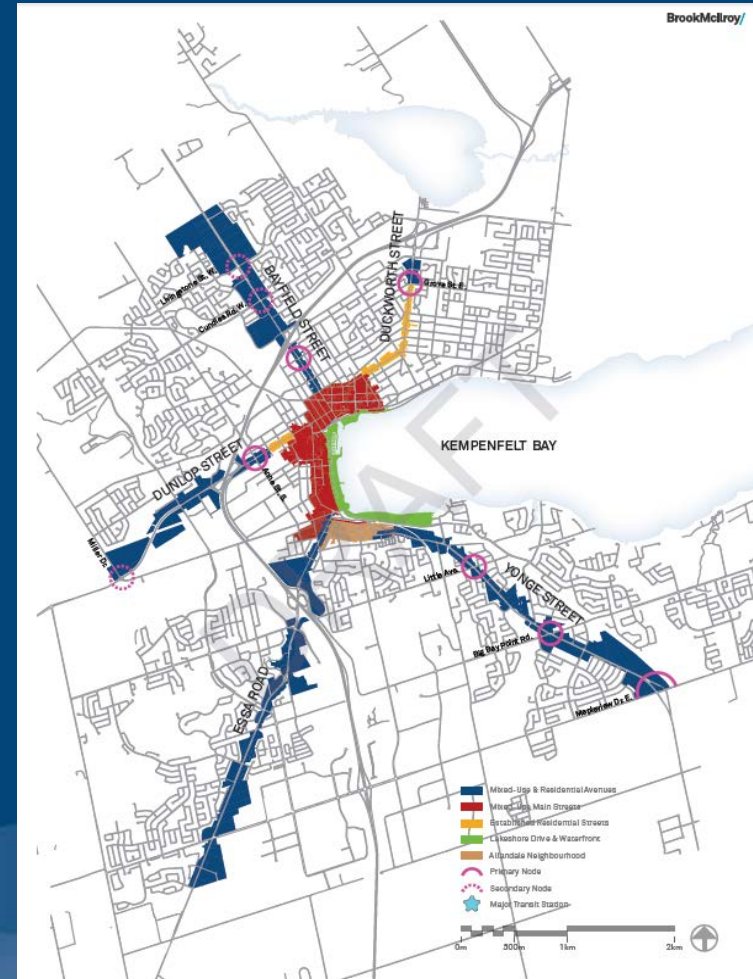
Major Transit Station Areas (MTSA):

Downtown Transit Terminal, Allandale

Waterfront GO and South Barrie GO Station

Design Objectives for Major Transit Station Areas

- Increased density within ten minute walk
- Mix of residential, employment and retail uses



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Design Objectives for Major Transit Station Areas (Cont'd)

- Use of bus shelters, sidewalk canopies, bicycle parking to support active transportation
- Trails and bicycle routes linked to transit facilities including secure bicycle parking and storage
- Locate transit facilities at public facilities such as community centres, parks, library, schools

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Other Design Considerations

3.1.2 Parks and Open Space

- Linked to create network of safe recreation and movement choices
- Designed to serve diverse needs of community both passive and active recreation
- Parks within 10 minute walk of majority of residents

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Other Design Considerations (Cont'd)

3.1.3 Semi-Private Spaces

- Provides standards for development i.e. site furnishings

3.1.4 Multi-Use Trails

- Include amenities such as seating, lighting, signage, route information
- Trails to link Urban Growth Centre, Primary and Secondary Intensification Nodes and Corridors and lakefront

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3.2.1 Green Street Design

- New development in Intensification Areas with enhanced tree planting on private land and public right-of-way
- Details provided on tree planting and landscaping

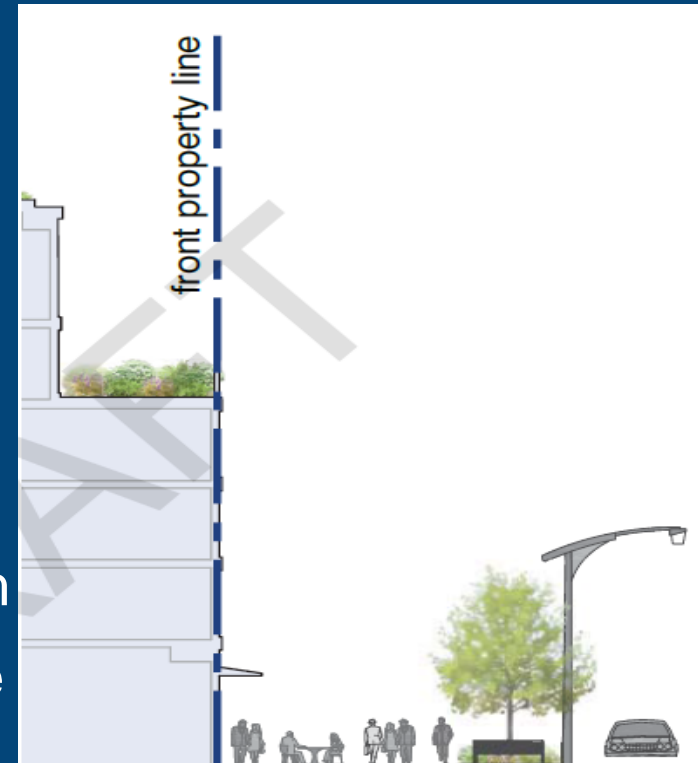
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3.2.2 Boulevard Design in UGC

- Three Zones – Sidewalk, Street Furniture and Transition Zone
- Designed to accommodate pedestrian traffic and are pedestrian supportive
- Continuous 2.1 m min sidewalks on both sides constructed with brushed concrete

3.2.3 Crosswalks

- Clearly designed for safety with markings and signage



Transition Zone	Sidewalk	Street Furniture and Landscape Zone
Patios	Barrier Free	Street Trees
Signage		Landscaping
Landscaping		Site Furnishings
Barrier Free		Drainage
Public Art		Public Art
Bus Shelters		Bus Shelters

Boulevard Elements

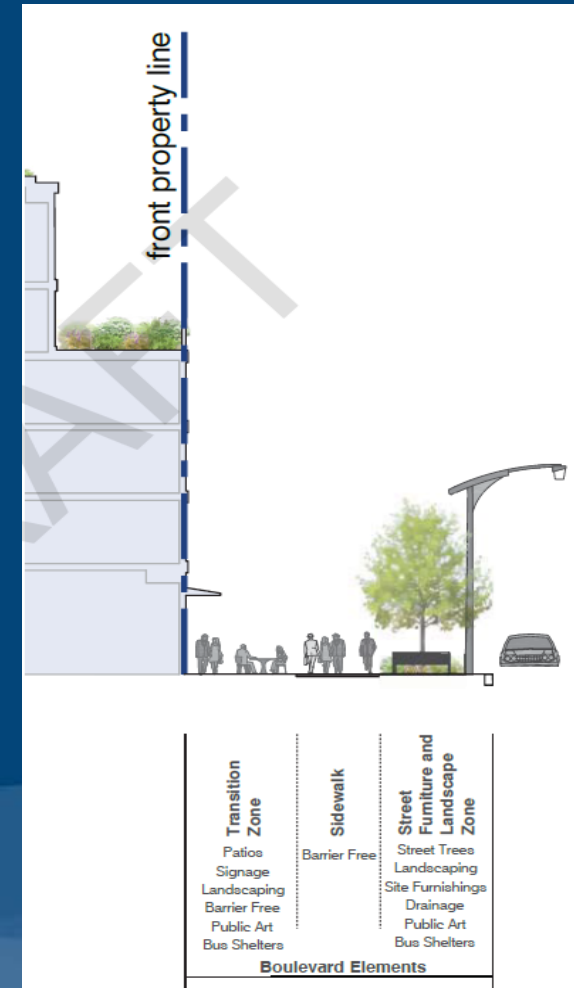
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3.2.4 Street Furniture

- Street furniture recognized as essential part of pedestrian streetscape
- Street furniture not to obstruct pedestrian or vehicular circulation

3.2.6 Signage

- Important for wayfinding
- Comprehensive wayfinding strategy



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3.3.7 Transit Amenities

- Transit shelters with seating, waste receptacles, lighting and route information
- Sidewalks should connect directly to transit shelters
- Transit stops should have barrier-free access and located not to interfere with pedestrian movement
- Transit shelters should be located 300 mm from sidewalk to allow sufficient space for snow clearing

INTENSIFICATION AREA URBAN DESIGN GUIDELINES

Any Questions??

Document is available on the City's Web Site. Link is

http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Documents/Intensification%20Area%20Urban%20Design%20Guidelines_sm.pdf