



URBAN DESIGN BRIEF



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ARCHITECTS

BARRIE CENTRAL DEVELOPMENT
34-50 BRADFORD STREET
CITY OF BARRIE

HIP DEVELOPMENTS

PREPARED BY:
MHBC PLANNING
(with graphics provided by Martin Simmons Architects)

URBAN DESIGN **BRIEF**

CONTENTS

- 1.0 Introduction
- 2.0 Context & Site Description
 - 2.1 Contextual Analysis
 - 2.2 Site Surroundings
 - 2.3 Site Description
 - 2.4 Proposed Development
- 3.0 Site Circulation & Connectivity
 - 3.1 Modes of Transportation
 - 3.2 Connections within Downtown
 - 3.3 Circulation within Site
- 4.0 Intensification Typology
 - 4.1 Intensification Typology
 - 4.2 Mixed-Use Main Street
- 5.0 Microclimatic Impacts
 - 5.1 Shadows
 - 5.2 Wind
- 6.0 Built Form Sustainability Techniques
 - 6.1 Public Realm
 - 6.2 Semi-Private Open Spaces
 - 6.3 Private Realm
 - 6.4 Preliminary Architectural Design
- 7.0 Conclusion

APPENDIX A– SHADOW STUDY

1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC Planning) has been retained by HIP Developments (HIP) to assist with the planning applications for their properties located at 34-50 Bradford Street (the 'subject lands'), which are located in the City of Barrie. Phase 1 of the proposed redevelopment of the subject lands includes two residential towers, a shared podium with structured parking, limited surface parking, and a parkette.

On June 9th, 2020, the Council of the Corporation of the City of Barrie passed By-law Number 2020-041 to amend By-law Number 2009-141 to rezone the subject lands to Central Area Commercial-2 (C1-2) Zone with Special Provision No. 589 (SP-589) and Holding Provision No. 147 (H-147) to permit the previously proposed development that included multiple buildings and a separate parking structure. The project has been redesigned, with a more compact built form oriented to Bradford Street.

To permit the revised design of the development, an amendment to the City of Barrie Zoning By-law is required to:

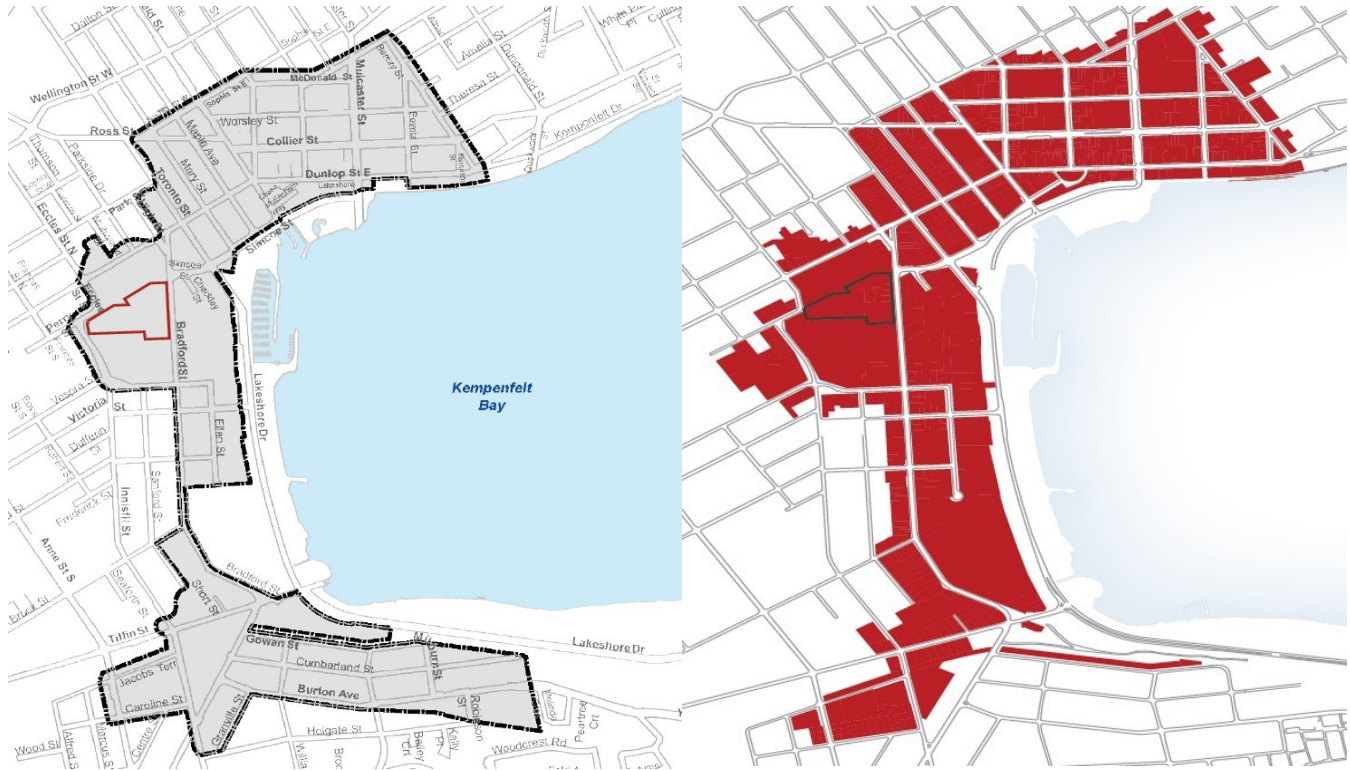
- Provide site specific regulations for building height;
- Provide specific regulations for the supply of residential parking.

The following Design Brief has been prepared in support of the updated development scheme to illustrate how the proposed design successfully implements the City of Barrie's visions and goals for intensification. With an understanding of the opportunities for existing development typologies to evolve and to reflect new, more urban forms of development, particular focus has been placed on the vision for the Mixed-Use Main Streets typology and the Public and Private Realm considerations, as it relates to the goals of the Official Plan (2010) and Intensification Area Urban Design Guidelines (2014).

Considerations have been made with respect to how the form and function of the proposed development will be compatible with the existing and planned characteristics of the Downtown area and waterfront setting. Compatibility measures have included various enhancements to the streetscape along Bradford Street, the incorporation of parking within the podium shielded from the public realm and the inclusion of an outdoor public space. Through the creation of a new public parkette space that incorporates a portion of the retained former Prince of Wales Public School façade, residents will be encouraged to experience a more walkable and engaging Downtown area.

2.1 CONTEXTUAL ANALYSIS

The proposed development is located in the City of Barrie's Urban Growth Centre, within the Mixed-Use Main Street typology. More specifically, the subject lands are located along the west side of Bradford Street and south of Simcoe Street, with frontage on Bradford Street and Eccles Street South, where Eccles Street intersects with Perry Street.

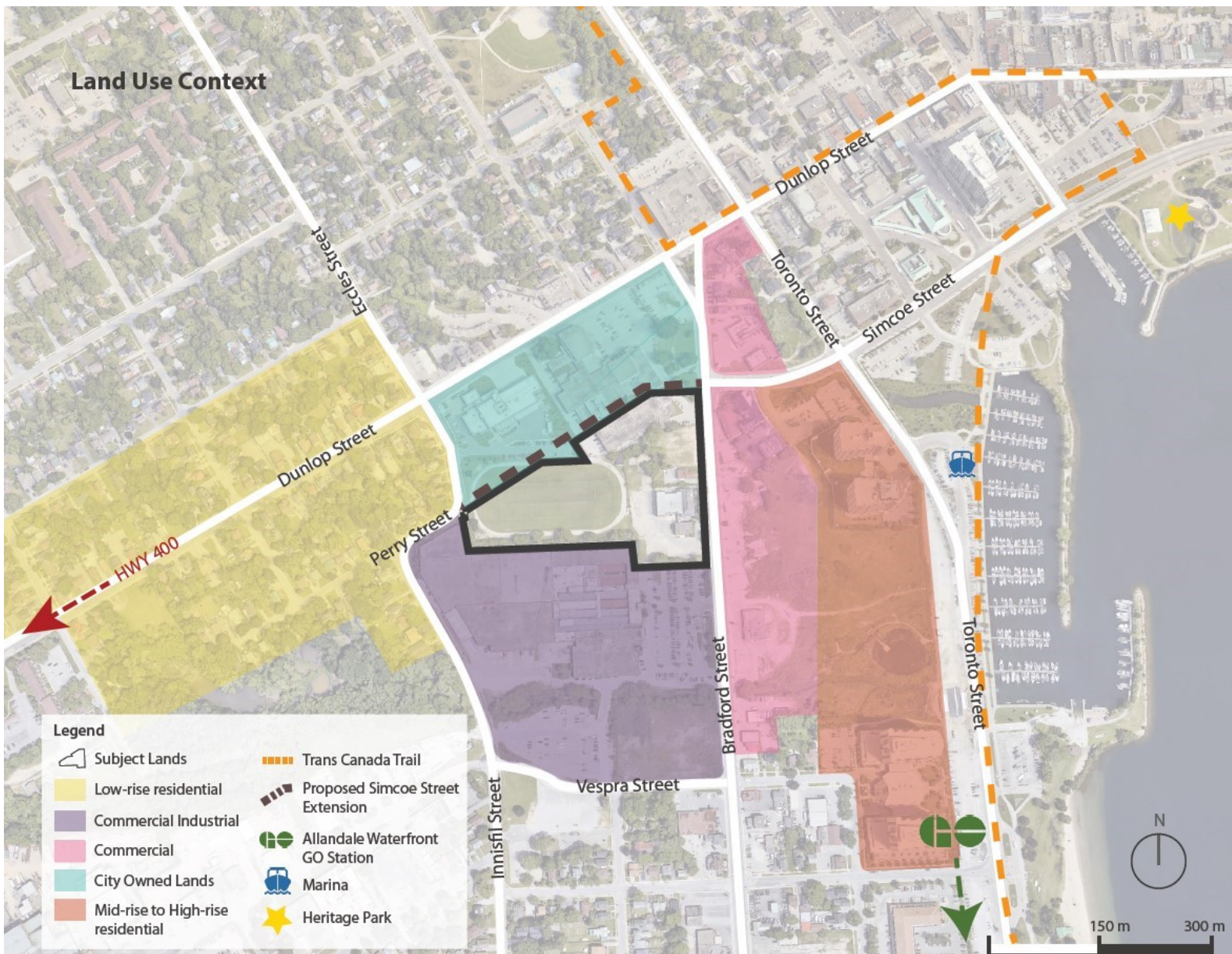


The Growth Plan for the Greater Golden Horseshoe identifies Downtown Barrie as a primary settlement area in the Simcoe Sub-Area, and as an Urban Growth Centre. The Urban Growth Centre generally consists of the traditional downtown area and the historic Allandale neighbourhood. This area is to serve as the focal point for a broad mix of land uses, as well as higher-density growth and intensification.

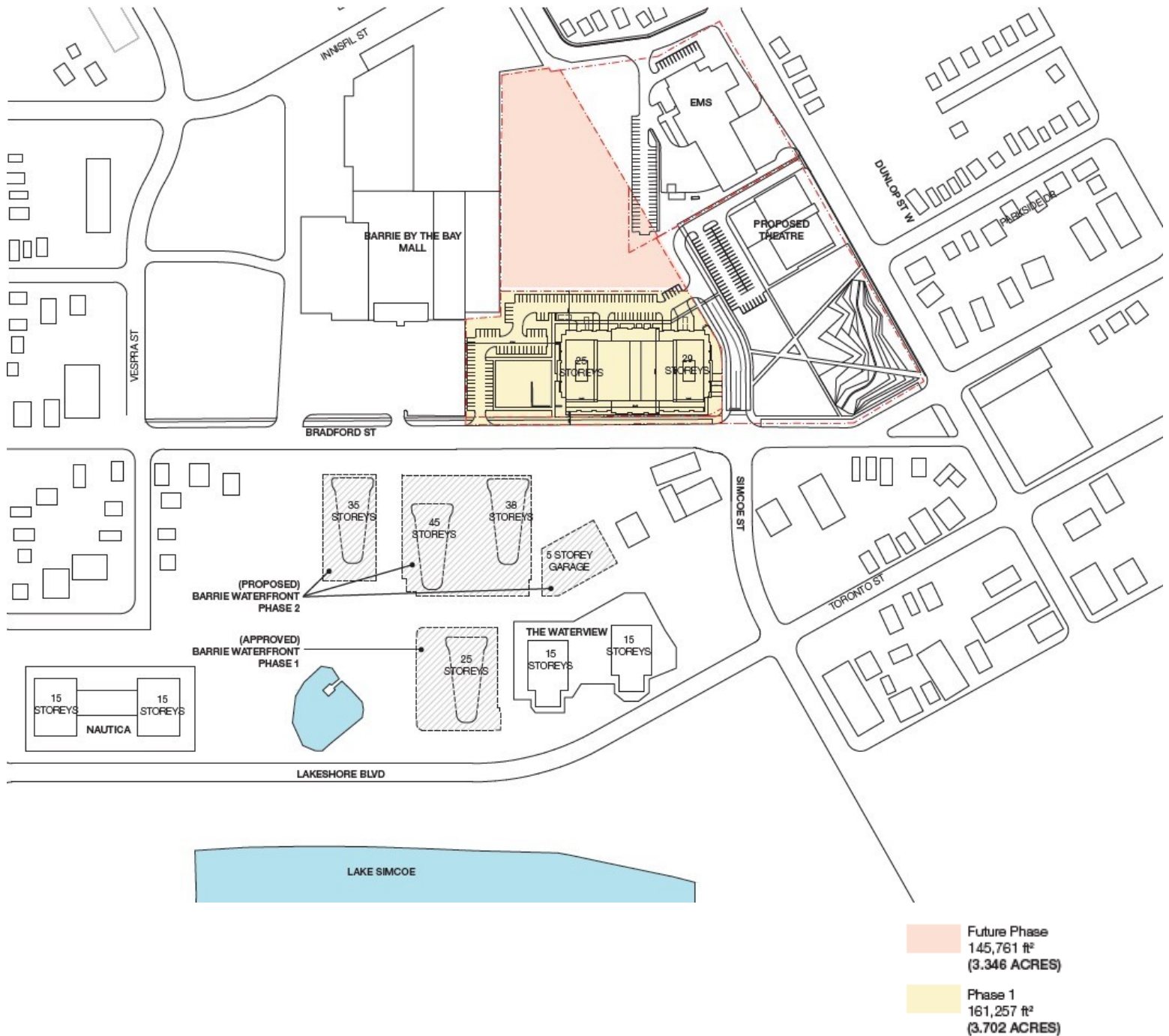
The Intensification Area Urban Design Guidelines indicates that streets within the Urban Growth Centre, including Bradford Street, should evolve into Mixed-Use Main Streets. Opportunities for new development within the Urban Growth Centre include additions and renovations to existing buildings; redevelopment of vacant or underutilized sites; and, development on vacant parcels.

2.2 SITE SURROUNDINGS

The Urban Growth Centre (Downtown Barrie) already contains a broad mix of uses, including residential, commercial and employment, as well as outdoor recreational amenities associated with the waterfront (i.e. Marina and Heritage Park). Existing lands uses within the vicinity of the subject lands are depicted below:



An overview of the existing and proposed built-form in the vicinity of the subject lands is provided below:



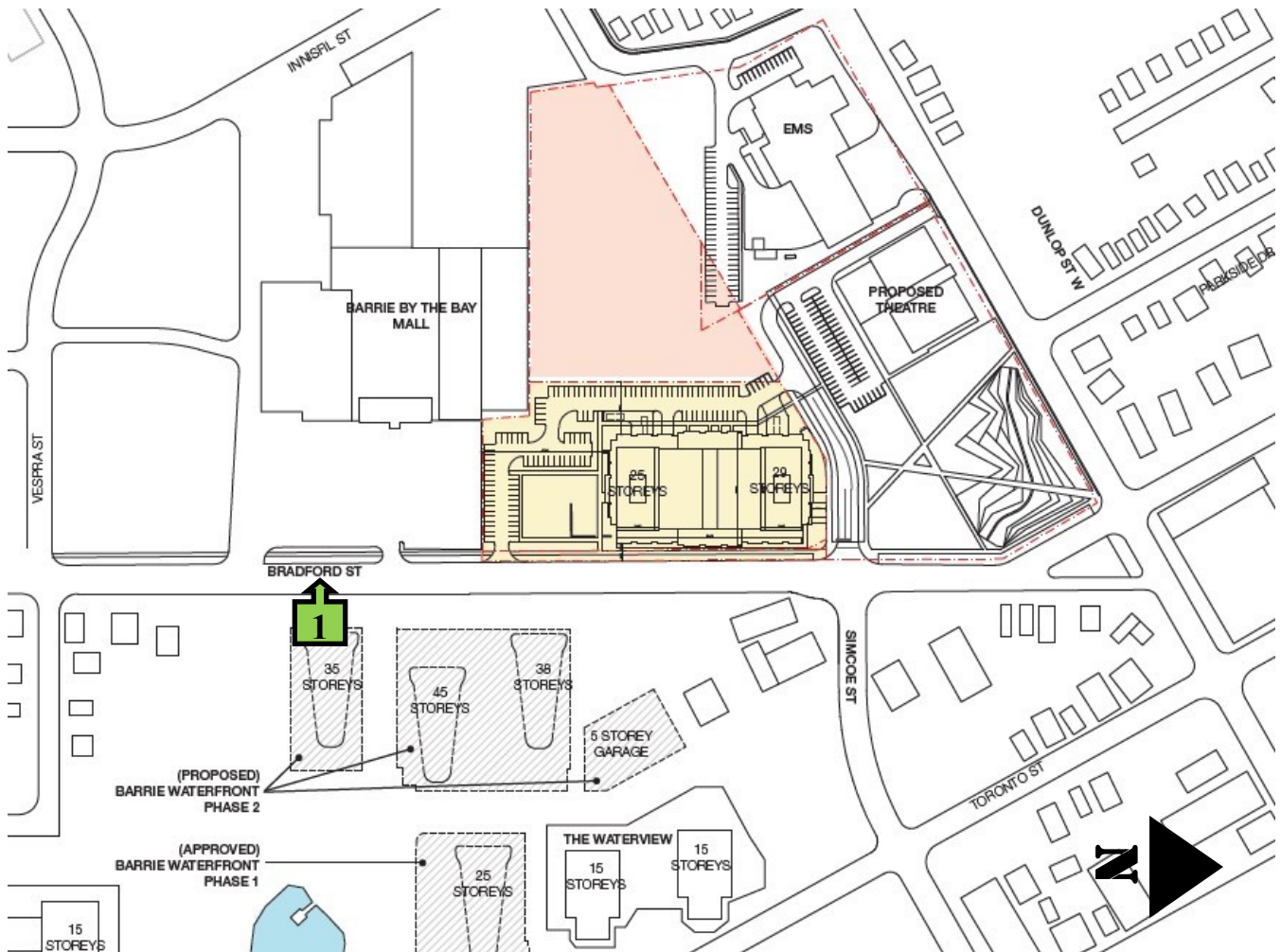
NORTH: Immediately to the north are the City owned lands that include the former Barrie Collegiate Institute (most of which has been demolished), as well as Fire and Emergency Services Station, both of which front onto Dunlop Street West. On the north side of Dunlop Street West are a mix of commercial uses, some of which are located in converted dwellings.



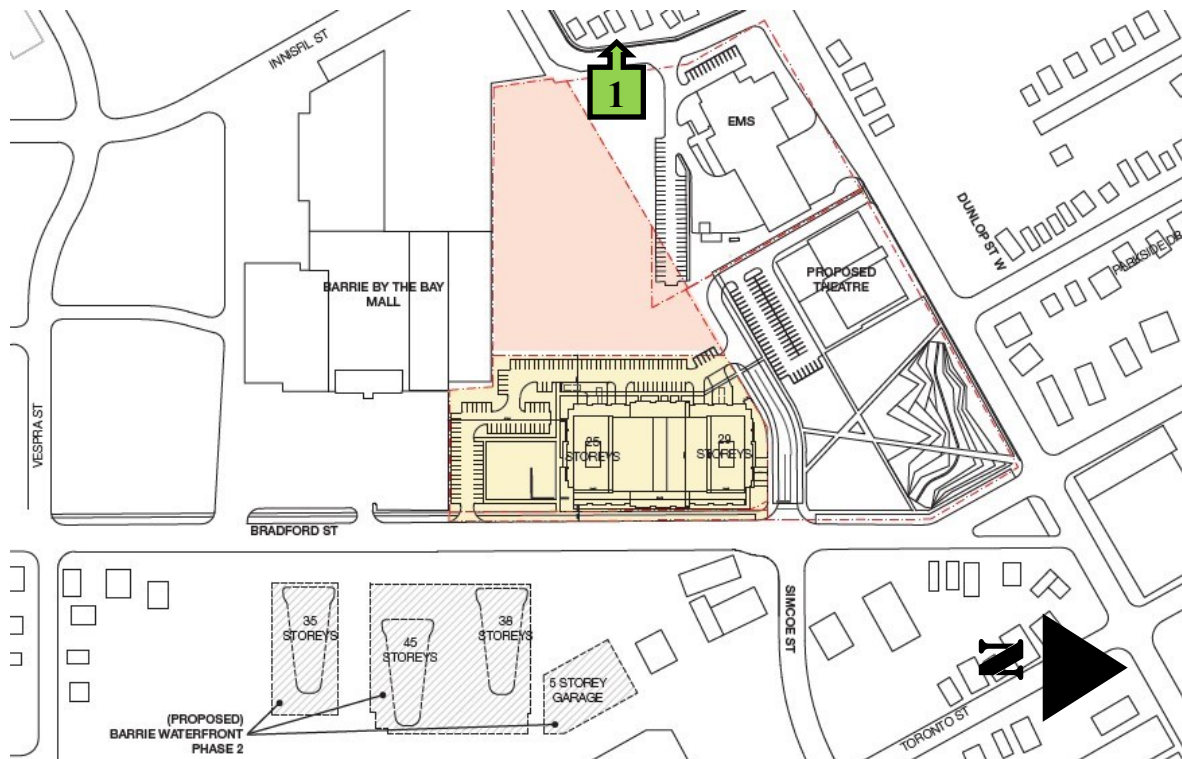
EAST: To the east of the subject lands, on the opposite side of Bradford Street are commercial uses in a strip plaza format, individual commercial developments (Pawn Smart, U-Haul) and vacant lands. High rise residential buildings are located one block further to the east, oriented to the waterfront and Kempenfelt Bay.



SOUTH: To the south of the subject lands is a Tim Hortons restaurant with drive thru oriented to Bradford Street and a large multi-unit commercial/office building, with associated surface parking. Industrial warehouse/storage buildings are also located to the southeast, fronting on Innisfil Street.

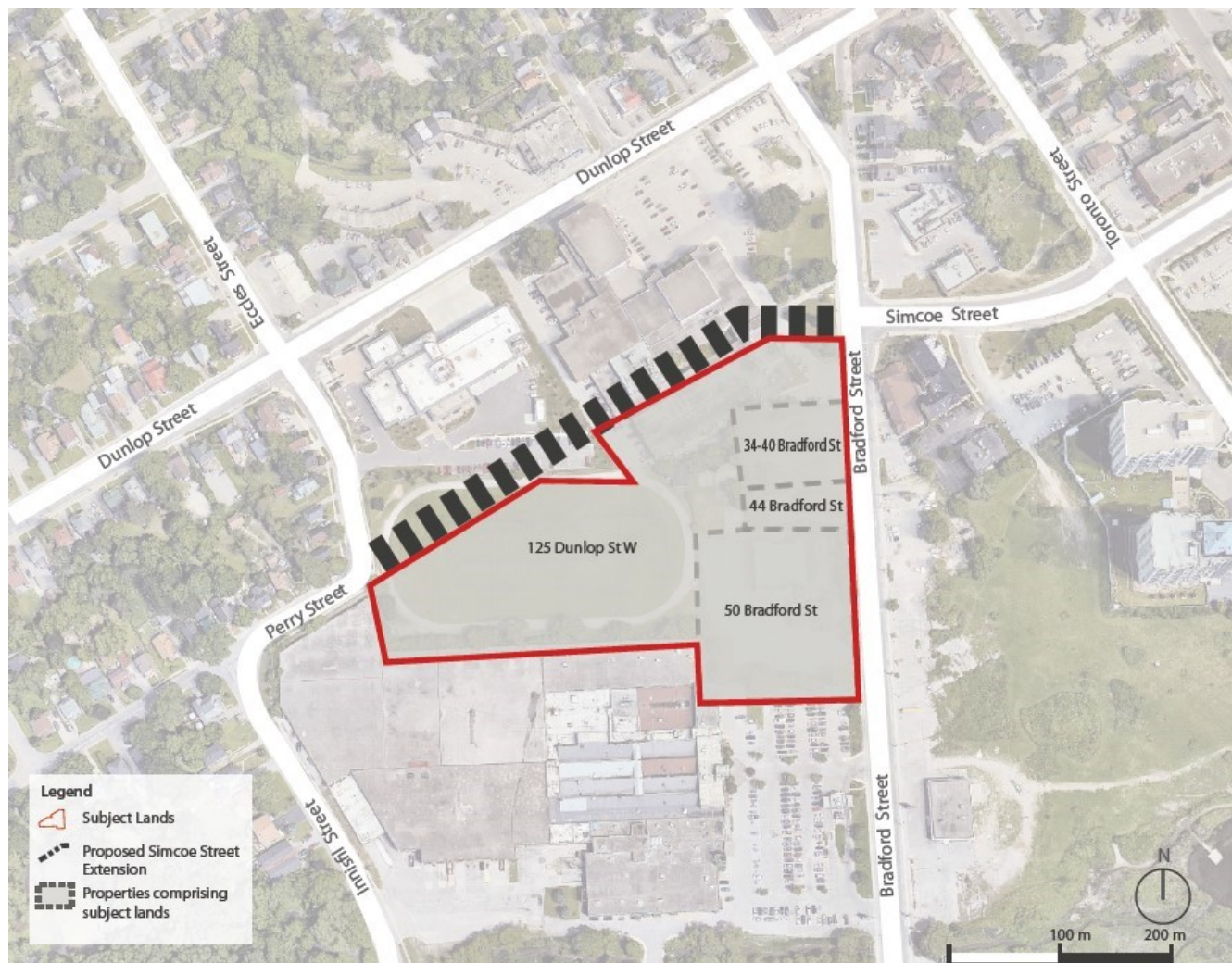


WEST: To the west of the subject lands is a low-rise neighbourhood that begins along Eccles Street and continues further to the east along Perry Street. Dunlop Street West, which is also located to the west of the subject lands, intersects with Highway 400 to the west and provides a key full access interchange in the City, as well as a broader range of commercial uses.



2.3 SITE DESCRIPTION

The subject lands comprise a total of approximately 2.85 hectares of land with approximately 1.5 hectares of that land being encompassed as part of Phase 1 of the development. The subject lands include multiple properties that have been assembled for the purposes of the proposed redevelopment. The subject lands consist of the following properties:



- 34-40 Bradford Street
 - Formerly individual lots, the lands are now vacant.
- 44 Bradford Street
 - Former residential dwelling that has been demolished.
- 50 Bradford Street
 - Former Prince of Wales Public School. A previously submitted and approved Heritage Impact Assessment recommended retaining a portion of the front façade to be incorporated into a public parkette.
- Portion of 125 Dunlop Street West
 - The subject lands include a portion of 125 Dunlop Street West, which contains the former Red Story Field. Red Story Field was associated with Barrie Collegiate Institute on the remainder of 125 Dunlop Street West (which is now owned by the City of Barrie).

2.4 PROPOSED DEVELOPMENT

Phase 1 of the proposed development of the subject lands will consist of two towers on top of a shared podium with structured parking, limited surface parking, and a parkette that incorporates part of the former Prince of Whales Public School front façade and a return on the south façade.



Phase 1 of the proposed development has been oriented towards the Bradford Street frontage. Accesses are proposed from the intersection of Simcoe Street and Bradford Street and from Bradford Street at the south end of the site.



The proposed building has been oriented to frame Bradford Street, with the taller of the towers oriented towards the intersection of Bradford Street and Simcoe Street on the shared podium. Tower 1, which is 30 storeys, is located adjacent to the intersection of Simcoe Street and Bradford Street while Tower 2 is oriented further south on the podium and is 26 storeys.

Active spaces have been included on the ground floor around the building to activate the street, and the north and south sides of the development



The shared podium ranges from 3 to 6 storeys. The podium massing has projections, recessions, and variations in building materials and colours that help anchor the building to the ground plane. The podium provides residential units facing Bradford Street, along with amenity areas and prominent building entrances.

A public amenity space is provided in the parkette to the south of the building which also includes portions of retained Prince of Wales Public School facade. An outdoor amenity space is provided on top of the podium between the towers for the residents.



Vehicular access has been provided to the west of the building via a shared driveway extension of Simcoe Street and to the south of the building on Bradford Street. These two access points are connected by an internal laneway behind the building that is lined with surface parking spaces and provides access to the parking structure. Pedestrian main entrances are provided to the north on Simcoe Street and to the south from the parkette area.

3.1 MODES OF TRANSPORTATION

The Intensification Area Urban Design Guidelines (the 'Guidelines') present a vision and a set of priority directions, to ensure that new development is compatible with the existing built fabric, creates an attractive and safe pedestrian realm, supports alternative modes of transportation (i.e. walking, cycling and transit) and is environmentally sustainable. The proposed development contributes to a more engaging and walkable urban environment by framing the intersection of Simcoe Street and Bradford Street, providing a public parkette for recreational and amenity purposes, and by encouraging alternative modes of transportation.

VEHICULAR CONNECTIONS



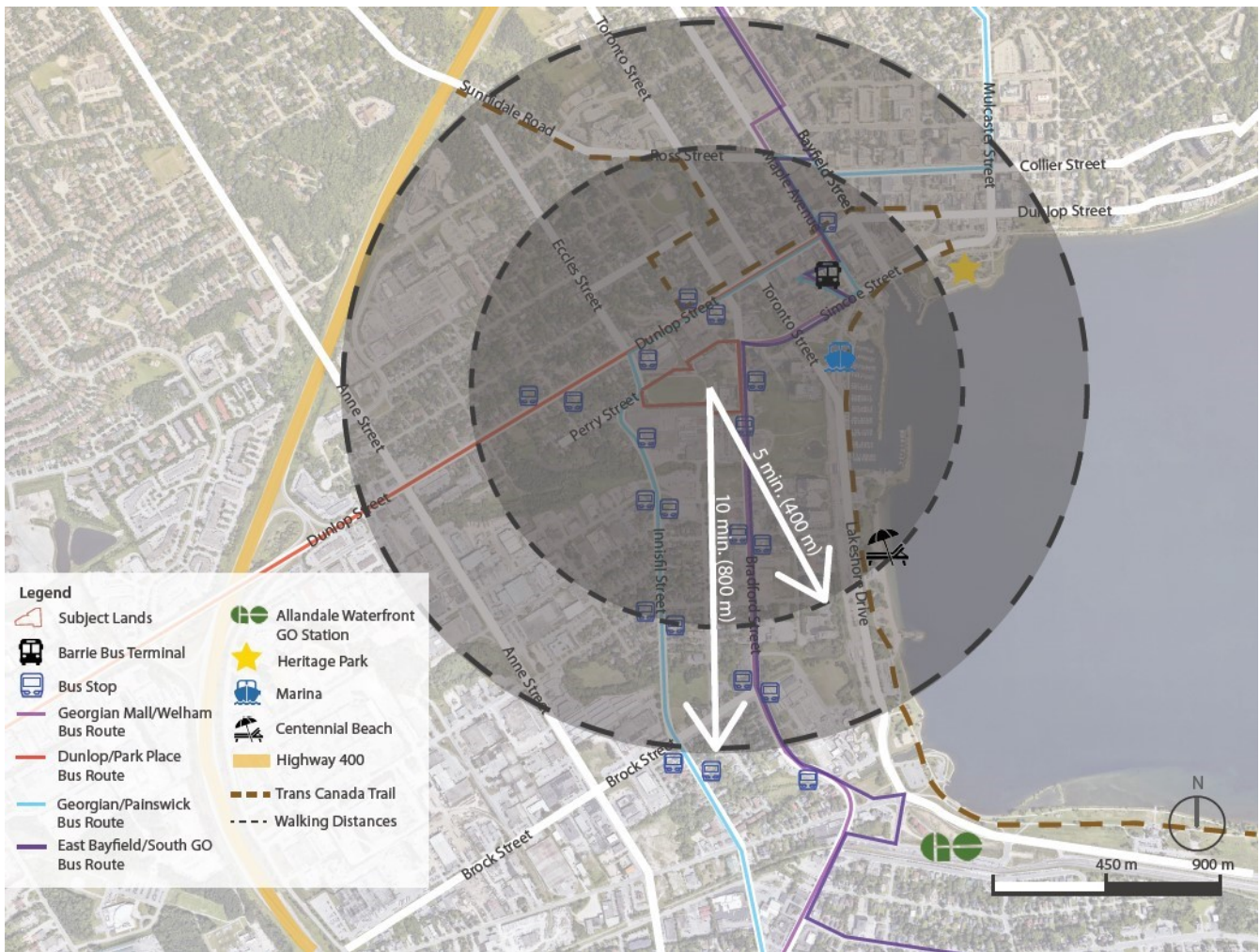
The proposed development is well connected to the surrounding road, pedestrian and transit network. The surrounding road network provides numerous connections within and outside of Downtown Barrie via Bradford Street, Dunlop Street West and Bayfield Street. For destinations outside of Barrie, both Dunlop Street and Bayfield Street provide easy access to Highway 400 and the Allandale Waterfront GO Station is located a short distance from the subject lands.

TRANSIT CONNECTIONS



The proposed development provides convenient access to transit routes given that there are multiple transit stops located along major streets surrounding the site that have the potential to provide service to the future residents. In particular, there is an existing bus stop located adjacent to the proposed building on Bradford Street. Furthermore, the subject lands are only a 5 minute walk from the Downtown Barrie bus terminal, which provides access to additional bus routes with destinations throughout the City and the Allandale Waterfront GO Station is a short distance to the south which provides regional transit connections.

PEDESTRIAN CONNECTIONS



The Guidelines also provide direction regarding active transportation, including cycling routes and parking and trails. A portion of the Trans Canada Trail, which is located along the Waterfront, is located a short distance away and provides a key link to a broader active transportation network. The proposed development will incorporate indoor bike parking facilities, ensuring that cyclists will be able to use and secure their bicycles.

3.2 CONNECTIONS WITHIN DOWNTOWN

The subject lands are located in an area of the Downtown expected to develop and intensify. The proposed parkette will provide valuable amenity space for both future residents of the development and residents in the Downtown. With the existing network of Downtown and Waterfront activities such as Heritage Park, the Marina and Centennial Beach, which are all located within a 10 minute walk from the site, more residents are brought even closer to the network of activities in the Downtown. The proposed development will bring more residents into the Downtown, to utilize and support the public amenities and local businesses.



3.3 CIRCULATION WITHIN SITE

The site design accommodates pedestrian, cyclist and vehicular movements. Pedestrian routes have been kept separate to ensure pedestrians can come and go from the site without the need to cross internal drive aisles.

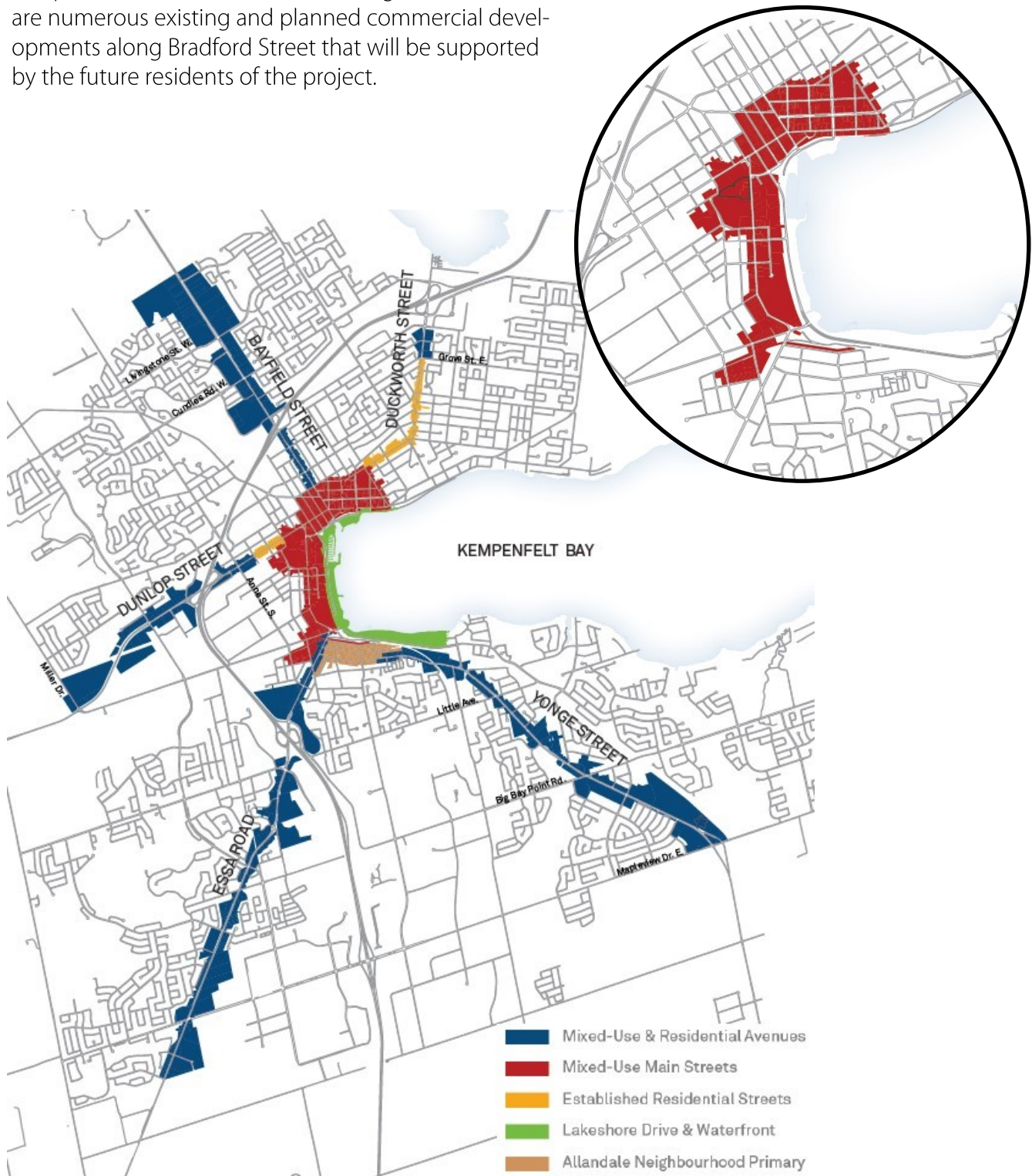
As it relates to parking, the Guidelines note that with the design of surface parking, service and drop-off area circulation should not interfere with pedestrian circulation. The drop-off areas are located to the rear of the building, separate from the majority of the pedestrian routes and entrances.

Continuous pedestrian paths provide connection to Bradford Street and the driveway extension of Simcoe Street to ensure the safety and comfort of the users and to provide direct connections to the public sidewalk and transit stops. In addition, entrances to the bicycle storage rooms have been provided their own access points to reduce vehicular conflicts.



4.1 INTENSIFICATION TYPOLOGY

The Intensification Area Urban Design Guidelines indicate that streets within the Urban Growth Centre (with the exception of the Historic Allandale Neighbourhood) should generally evolve into Mixed-Use Main Streets, including Dunlop Street, Bradford Street, Toronto Street and Collier Street. The proposed development is consistent with this design vision –there are numerous existing and planned commercial developments along Bradford Street that will be supported by the future residents of the project.



4.2 MIXED-USE MAIN STREETS

PRIORITY DIRECTION

The Intensification Area Urban Design Guidelines, encourage new buildings, open spaces and street designs to build on the unique character of the Downtown, adjacent neighbourhoods and the waterfront setting by being context specific, appropriately scaled, and containing an appropriate mix of uses.



DESIGN RESPONSE

The development of the lands with a residential building and public parkette with retained portions of the existing school façade links the development to both the historic and emerging context of the area. The retention of the elementary school facade as a design element within the park connects the development to the historic past of the site. The high-rise residential towers respond to the demand for intensification within the Downtown in an area well served by transit.

PRIORITY DIRECTION

Guidelines for the Mixed-Use Main Street typology directs development to provide a consistent, high-quality urban frontage along the Waterfront and Downtown main streets.



DESIGN RESPONSE

The development has been designed to provide a consistent, active streetscape along Bradford Street that establishes a defined street edge, while allowing for penetration into the site and its future development to the west through the parkette. The retention of the Prince of Wales Elementary School façade reinforces the association with the unique characteristics of this part of the Downtown. The inclusion of both public and semi-public open spaces with the parkette and amenity area on the podium provides areas of respite for those traveling to and from the Waterfront and other Downtown destinations as well as amenity space for the future residents of the proposed development. The podium element provides a lower-scale building form along the street to activate the public realm with a pedestrian scale design element.

PRIORITY DIRECTION

The Mixed-Use Main Street areas permit taller buildings (above 8-storeys) adjacent to the Waterfront where existing tall buildings are located and at primary street intersections. Building height transitions are to be applied in order to respect the neighbouring characteristics. Furthermore, Section 6.6 of the Official Plan outlines various policies that should be implemented for tall building developments to ensure that the pedestrian scale and views to the Waterfront are preserved, and to ensure that the scale of tall buildings do not impact the existing lower-rise neighbourhood.

RESPONSE

As a response to this priority direction, the following City of Barrie Tall Building policies have been incorporated into the development of the site to ensure the development is compatible with existing and emerging buildings and that pedestrian scale and comfort is maintained:

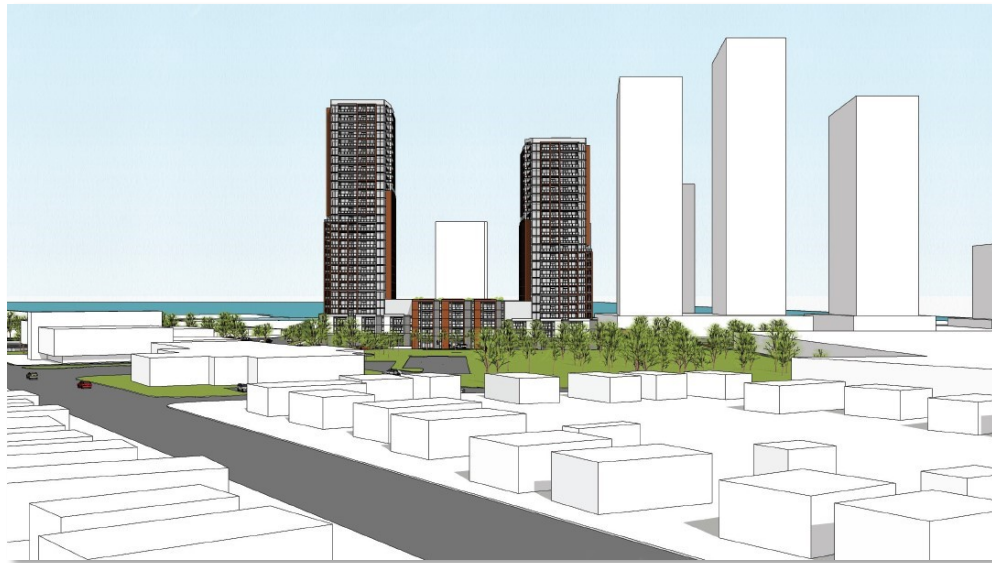
Street Level Activity

New developments are to foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets, which is to include active at-grade uses, glazing, and other such architectural treatments. Further, while primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge, corner lot buildings should be designed to reinforce multiple street-facing frontages. Additionally, tall buildings are to incorporate building articulation, massing and materials that respect the pedestrian scale and create interest.

Response

The street wall along Bradford Street consists of continuous and varying active at-grade uses, including terraces to residential units and a public parkette. The podium has been designed to orient residential units towards the exterior of the building to shelter the structured parking from the view of the public realm. Further, the podium provides recessions that result in a three-storey podium massing at main entrance points to the north and south which provides for a more pedestrian-scaled experience along those facades. Architectural treatments, including recessions, variations in materials, and window openings have been established to create visual interest, particularly along the Simcoe Street and Bradford Street frontages.





Local Area Compatibility

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

Response

The development has been located at the eastern edge of the site, furthest from the low-rise neighbourhood to the west. The massing and scale is reflective of the existing and planned high-rise buildings on the opposite side of Bradford Street and along the Lakeshore.

PRIORITY DIRECTION

In order to ensure that the massing of proposed development does not negatively impact the access to Waterfront parks and Kempenfelt Bay views, new development must ensure that building mass and height, and street and open space design, contributes to compatible development within the existing downtown and waterfront.

RESPONSE

The proposed development ensures that connections between the Downtown and the Waterfront are maintained and enhanced. The residential building is designed to complement and contribute to the character of the Waterfront by ensuring similar massing and building materials to developments already established or approved in this part of the Downtown. Further, the placement of the buildings, the parking structure internal to the podium, the narrow frame of the towers, and the open spaces ensures that views through the site towards Kempenfelt Bay are maintained to the greatest extent possible.

The building has been located close to the intersection of Simcoe Street and Bradford Street, vehicle access is provided away from this intersection, and a network of sidewalk connections throughout the site ensure pedestrian movement is given priority consideration. The towers have been oriented in an east-west position, to ensure slim building profiles and to maintain views from the residential areas to the west.

5.1 SHADOWS

The Official Plan tall building policy 6.6 indicates that tall buildings are to be designed to mitigate the impact of shadows on public parks and open space, private amenity areas, and surrounding streets throughout the day. The Intensification Area Guidelines provide similar direction to the Official Plan with the guidelines directing that each area receive no less than 5 hours of sunlight per day.

A Shadow Study was prepared for the site. The greatest shadows fall to the east across the street from the site, partially over commercial uses and vacant commercial lands. The Study demonstrates that a minimum of 5 hours of sunlight in the key locations, such as parks; open spaces; and, residential properties, is achieved. The results are summarized below and the complete study is included in this brief as **Appendix A**.

SPRING AND FALL SHADOWS March 20 & September 20

Shadows during the spring and fall are longer than the summer due to the height of the sun in the sky. The building design, with slender towers separated from one another helps with the distribution of shadows on adjacent lands. The shadows do not linger on the neighbourhood to the west, which are in full sunlight for the majority of the day. The shadows fall primarily on the City lands to the north (fire station, former Collegiate property) before falling to the west in the evening.

SUMMER SHADOWS June 21

The sun is higher in the sky in June and the shadows cast are smaller. There are minimal impacts on the City owned lands to the north. The shadows fall to the west in late afternoon and early evening. Those lands are in full shadow for most of the day.

WINTER SHADOWS December 21

The sun is lowest in the sky in the winter, causing longer shadows. In the morning, as the sun is rising, the shadows fall to the northwest. By early afternoon, the shadows have moved to the northeast and then to the west as the sun sets. The parkette space on the subject lands is in full sun throughout the day.

CONCLUSION

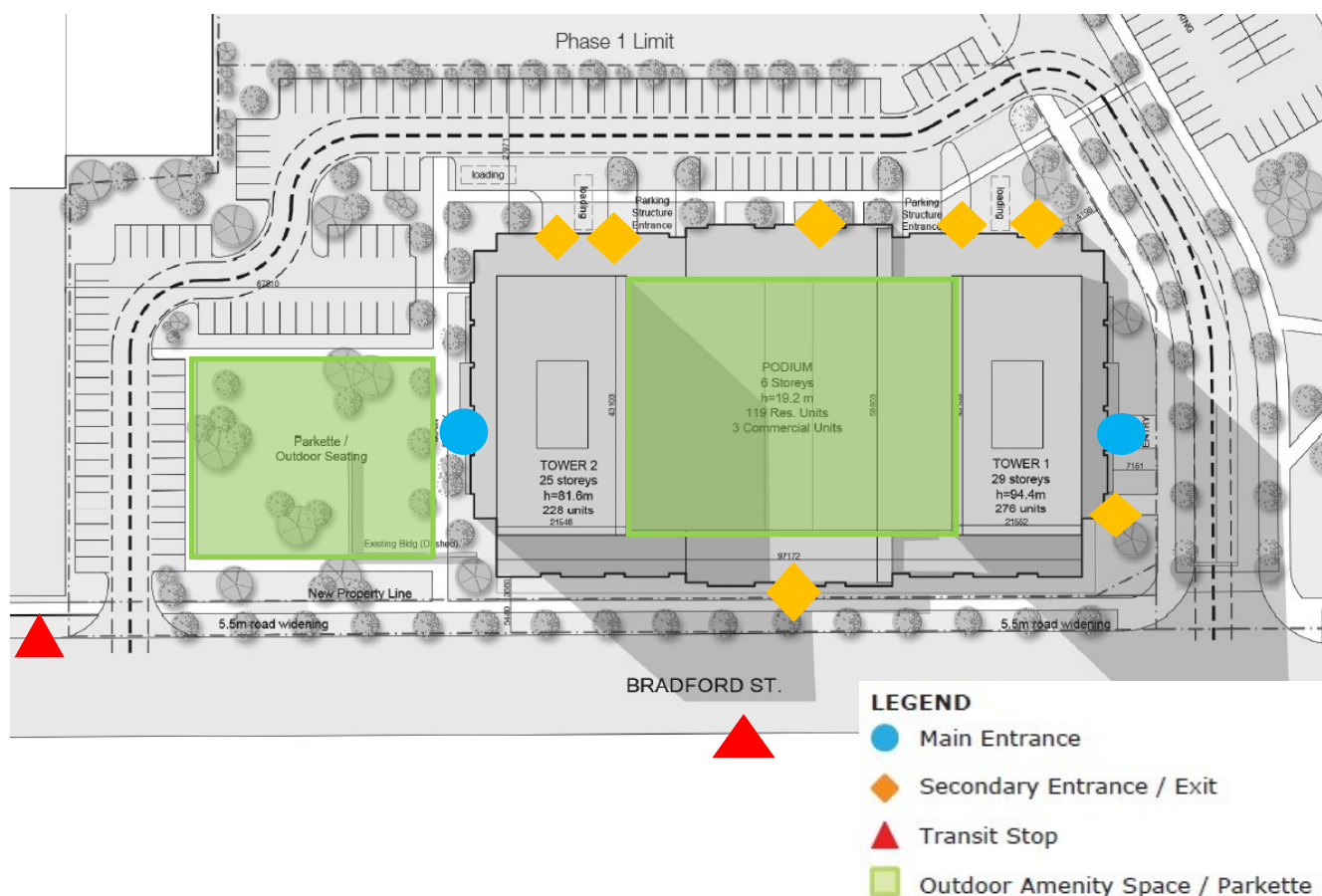
A minimum of 5 hours of sunlight is achieved on key areas between the time periods of March 20 to September 22, when outdoor amenity areas are most frequently used. The Shadow Study demonstrates that the height and placement of the towers does not produce unacceptable amounts of shadows over adjacent properties and open spaces uses. In particular, there are minimal shadow impacts on the residential lands to the west early in the spring and fall and no impacts in the summer. The parkette area proposed on the Site has minimal shadowing year-round.

A full set of the Shadow Study images are included in **Appendix A** to this Brief.

5.2 WIND

Section 6.6 of the Official Plan indicates that tall buildings are to be designed to minimize adverse microclimatic impacts, which may include the effects of wind, in order to foster a comfortable pedestrian realm at the street level. A Pedestrian Wind Impact Assessment was prepared by Novus Environmental Inc. to evaluate the wind conditions, with particular focus on the public areas and building entrances.

The below image highlights a main areas of interest in which pedestrians are expected to use more frequently. Throughout the Assessment, the comfort level of wind force and speed was analysed against certain pedestrian activities (i.e. leisurely walking, sitting and standing) within public areas such as the outdoor amenity space fronting on Bradford Street. The results of the study indicated that wind conditions on the surrounding sidewalks of Bradford Street, Eccles Street South, Simcoe Street and Dunlop Street West remain suitable for sitting or standing year-round. Wind conditions at the nearby transit stops also remain comfortable for sitting in both the summer and winter seasons. Furthermore, in the outdoor amenity spaces, it was determined that wind conditions are ideal for the intended usage of the site in all four seasons, and no further study of the proposed development is required.



CONCLUSION

This Assessment, as further detailed in the corresponding Pedestrian Wind Impact Assessment, concluded that the public realm and outdoor amenity areas proposed as part of the development of the site are suitable for year round use without adverse wind impacts.

6.1 PUBLIC REALM

The City's Guidelines include direction for public realm design. The public realm includes natural heritage features, parks and open spaces, streets and streetscapes, pedestrian and cycling infrastructure and parking areas. The design of the subject lands includes consideration of pedestrian movement within the site, as well as along the adjacent public boulevards. Specific consideration has been given to bringing the public into the site from Bradford Street to the parkette. There are opportunities to enhance the landscaping along the street and to make the public space inviting and accessible. In this regard, streetscape improvements are proposed along the Bradford Street frontage including landscaping and street trees. Allowance has been made to provide cycling connections to the Simcoe Street driveway extension, which provides a direct route to Kempenfelt Bay and the waterfront.



According to the Guidelines, Public Realm Design applies to development within the public realm, including natural heritage features, parks and open spaces, streets and streetscapes, pedestrian and bicycle circulation, and parking.

6.2 SEMI-PRIVATE OPEN SPACES

The Intensification Guidelines indicate that interior courtyards of buildings should be designed to maximize sun exposure through the massing and location of taller building elements. The proposed development includes a semi-private open space on top of the podium between the towers, which is oriented to maximize sun exposure, adding to the enjoyment of the space. In addition, the parkette has been located to the south of the proposed building to maximize sun exposure year-round.



According to the Guidelines, Semi-Private Spaces are spaces that are perceived to be shared public amenity spaces, which provide opportunities for socialization and can function as gathering spaces within an intimate, semi-private environment.

6.3 PRIVATE REALM

Private Realm Design Guidelines apply to development within private properties, consider the development of large parcels, access parking, and general building guidelines.

The private realm areas on the site include the two residential towers, podium with residential units and structured parking, and the vehicular access to the parking structure. This design consideration intends to enforce the idea of a private space by restricting access to the inside of the building. In accordance with the Intensification Area Guidelines, the access points and vehicular circulation to the site are located to the rear of the build and away from the main intersection to the northeast to enforce the separation between the public realm and the private residential uses.



CPTED

Consideration for the safety of residents and users of the site, has been incorporated into the design of the site layout and the interface with the surrounding public spaces.

The City of Barrie identifies Natural Surveillance as another design strategy that enhances community safety through the placement of physical features, activities, and people in a way that maximizes visibility and fosters positive social interactions. The placement of the public parkette space fronting Bradford Street, ensures that residents are able to enjoy the open space amenities while being visible to the public; limiting potential threats. As directed by the Intensification Guidelines, orienting the building adjacent to the parkette and towards Bradford Street provides for more 'eyes on the street' as well as on the park space itself through the natural surveillance provided from residential units.

SECTION 7: CONCLUSION

As illustrated in this brief, the design of the development will positively contribute to the enhancement of the City of Barrie's Urban Growth Centre (Downtown). The subject lands have been designed with consideration for the vision and goals of the Mixed-Use Main Streets typology, and the existing character of the Downtown and Waterfront neighbourhood.

In summary, the proposed development will:

- Contribute to the intensification of the Downtown while remaining sensitive to the surrounding context;
- Provide opportunities for future connections between the site and the City owned lands to the north;
- Encourage the use of multiple modes of transportation through site design and the inclusion of bicycle parking, pedestrian walkways and transit supportive densities;
- Contribute to a walkable, safe and engaging urban environment through architectural design, landscaping and building placement; and
- Activate the Bradford Street frontage through high-quality architecture, landscaping and a new public park.

In our opinion, the proposed development is appropriately designed given its location in the City of Barrie's Urban Growth Centre, and will contribute positively to the broader community.

APPENDIX

A

SHADOW STUDY

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Spring Equinox : March 20
8:00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Spring Equinox : March 20
10 : 00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Spring Equinox : March 20
2:00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Spring Equinox : March 20
4 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Spring Equinox : March 20
6 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Summer Solistic : June 21
8 : 00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Summer Solistic : June 21
10 : 00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Summer Solistic : June 21
2 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Summer Solistic : June 21
4 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Summer Solistic : June 21
6 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Fall Equinox : September 22
8:00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Fall Equinox : September 22
10 : 00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Fall Equinox : September 22
2 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Fall Equinox : September 22
4 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Fall Equinox : September 22
6 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Winter Solistic : December 21
8:00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Winter Solistic : December 21
10 : 00 AM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Winter Solistic : December 21
2 : 00 PM



Shadow Study

HIP BARRIE
35-50 Bradford St. ON.

Barrie, ON
February 17, 2022



Winter Solistic : December 21
4 : 00 PM



Shadow Study