

30 SOPHIA STREET WEST

Part of Lot 6 (East Side of Mary Street) & Part of Lots 7 and 8 (West Side of Mary Street), Registered Plan 121

CITY OF BARRIE, COUNTY OF SIMCOE

URBAN DESIGN BRIEF

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

Mark Porter

December, 2022

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1.0 PURPOSE

This Urban Design Brief addresses the various guidelines and policies developed to guide urban design within the City of Barrie, relative to the proposed low rise, mixed development at 30 Sophia Street W, in the City of Barrie. This report is in support of a formal Site Plan Application, required to facilitate the proposed development of residential units on the subject lands. This report is intended to be read in conjunction with the Planning Justification Report prepared by Innovative Planning Solutions as well as the full architectural package prepared by Paradigm Architects.

The following documents have been reviewed relative to the proposed development to demonstrate consistency with the objectives of the City's design directives:

- o City of Barrie Official Plan – Design Policies
- o City of Barrie Official Plan – Urban Design Policies
- o City of Barrie Urban Design Manual
- o City of Barrie Intensification Area Urban Design Guidelines

This Urban Design Brief relative to Mary and Sophia Street West addresses various items of urban design, including:

- o Land use;
- o Urban built form, housing types and densities;
- o Building placement;
- o Streetscape and landscaping;
- o Pedestrian scale and walkability; and
- o Transit.

2.0 LOCATION AND SITE DESCRIPTION

The subject property is situated at the northeast corner of the Sophia Street W and Mary Street intersection. The property is legally described as Part of Lot 6 (East Side of Mary Street) & Part of Lots 7 and 8 (West Side of Mary Street), Registered Plan 121. The property contains 2,345.27m² of landholdings with approximately 38.67m frontage along Mary Street and 61m Frontage along Sophia Street. The City of Barrie Official Plan identifies the property as 'Residential', and it is currently zoned 'Centre Commercial (C2-1)' per the City's Comprehensive Zoning By-law 2009-141. The property is relatively flat, with few trees existing in the eastern portion. A 2-storey commercial building currently exists on the southwest portion of the property with two entrances directed off Mary Street and one entrance directed off Sophia Street. The proposed development intends to remove the existing building and reconstruct vehicular site access in order to facilitate the 4-storey mixed-use building.

Please refer to **Figure 1** for an aerial view of the property. **Figure 2** provides a perspective view in relation to the surrounding area context.

The surrounding area is characterized by a variety of uses and densities including low-rise residential dwellings, retail stores, businesses, and public park (Queen's Park). The property is approximately a 9-minute walk (750m) to local amenities and attractions in Downtown Barrie. Accordingly, the proposal is transit-oriented as multiple transit stops are easily accessible within a 5-minute walking radius. In addition, the Downtown Barrie Bus Terminal is approximately a 6-minute walk from the subject lands (550m), which would offer future residents' connection to transit routes across the City as well as Ontario Northland Transportation services offering transportation to many points across Ontario.

Figure 3 illustrates the context and uses within the surrounding lands.

The site is within walking distance to commercial establishments, recreational amenities, public service facilities, schools, and various other destinations. The property is also located a short walk from Barrie's waterfront which offers many trails, parks, open spaces, facilities, and amenities. Many commercial and employment destinations exist near Barrie's Downtown area which is a 10-minute walk/3-minute drive from the subject site. Major commercial and employment areas with big box

retailers and businesses exist North along Bayfield Street. The property is located near the Bayfield Street and 400 connections for efficient access to travel.

Public Transit stops for many local and intercity transit routes are within walking distance, these transit routes provide convenient access to areas within the City of Barrie. The site is also a short walk to Barrie's Transit Terminal, with all of its services and amenities, and the Allandale Waterfront GO Station.

The property is located within the Queen's Park Planning Area, as identified on Schedule B of the Official Plan. Mary Street is classified as a primary residential area and Ross Street (that turs into Sophia Street) is classified as a transition area as per the Historical Neighbourhood Strategy Plan. The proposed development with a mix of residential and commercial (service) uses complies with this plan.

Therefore, in addition to the City's Official Plan and Urban Design Manual, this report will also review the City of Barrie's Intensification Area Urban Design Guidelines.

Figure 1. Aerial View of Lands



Source: Google Maps

Figure 2. Surrounding Land Uses



Source: Google Maps

3.0 SITE DESIGN – DEVELOPMENT CONCEPT

The proposed development consists of a four (4) storey mixed-used building with 404m² of commercial space and thirty-nine (39) residential units on ground/upper floors for purpose-built rentals. The proposed GFA is 4,214.28m² which includes the individual apartment terraces, a rooftop amenity area of 254m² is also included in the proposed development. A maximum height of 17.2m within 5m of the lot line is proposed to accommodate the underground parking and commercial/residential units. The design includes multiple commercial entrances along Sophia St for a fine grain of commercial uses, access is also provided on ground level internally from the entrance at the corner of Sophia and Mary St. Balconies and terraces are provided for units on the 2nd, 3rd, and 4th floors.

Please refer to **Figure 3** for more details regarding the site plan

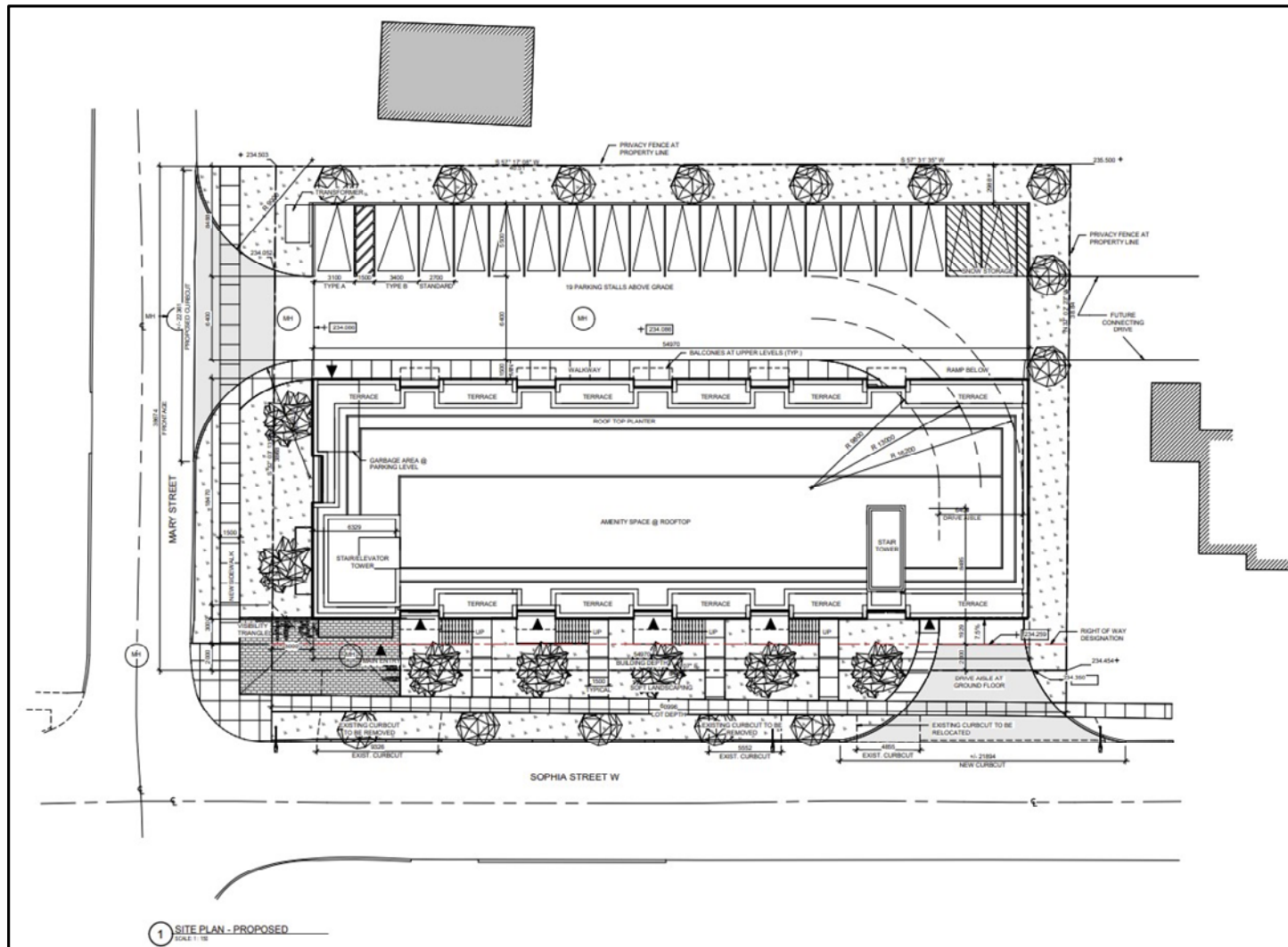
The proposed building is sited toward Sophia Street, the first floor is easily accessible from the primary entrance (adjacent to Mary St and Sophia St intersection). A 2.8m front yard setback is proposed along Mary Street, in accordance with the zoning standards. A side yard setback of 1.139m side yard setback is proposed along Sophia Street. A 2.88m rear yard setback is proposed along the east lot line of the subject site, adjacent to the neighbouring property. A 15.53m side yard set back is proposed, this setback has been implemented to provide the exterior parking and as an effort to maximize the separation to the residential land uses adjacent to the north.

The building design incorporates a drive-under-design to provide vehicular access/egress from Sophia Street that accesses 27 underground parking stalls. This combined with 19 above grade parking stalls located along the rear of the property provides a total of 46 parking stalls for residential and commercial use. Parking is predominantly provided to the residents. As the property is located in the Urban Growth Centre, fewer commercial parking spots are offered as the site is easily accessible through existing transit services.

The proposal also includes a 254m² rooftop amenity space that incorporates a green space design with trees and other planting materials. The rooftop amenity area has a lounging area, BBQ area and outdoor kitchen, and movable seating areas within one area. There is also a group seating area with a fire pit table under a shade structure in another area of the rooftop amenity space. Throughout the rooftop amenity area, there are deciduous trees, shrubs, perennials, and

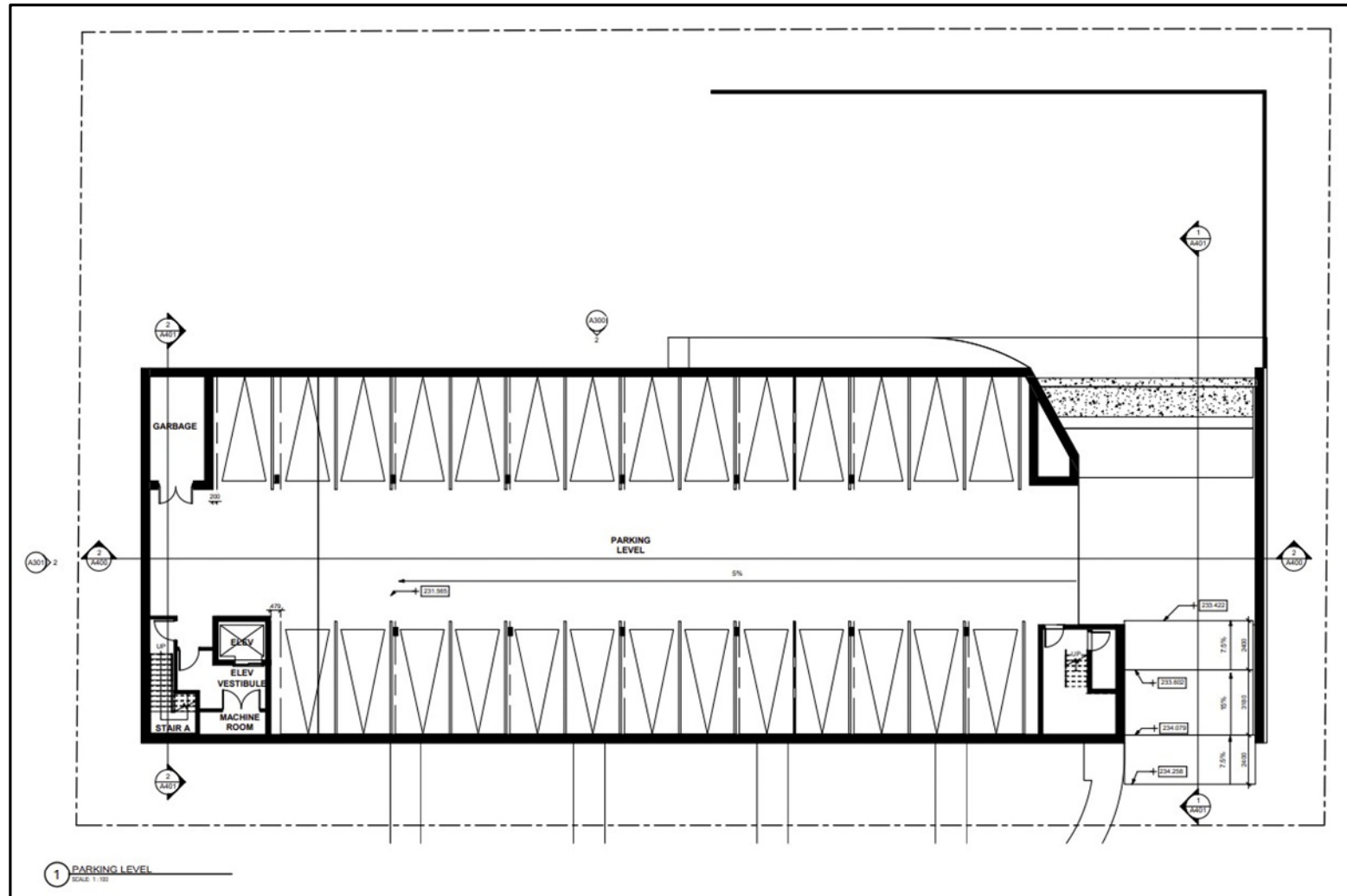
ornamental grass. The perimeter of the rooftop amenity includes planters and sedum mats to provide a seamless transition from built to natural forms. (See **Appendix 2** for Landscape Plan)

Figure 3. Site Plan



Source: Paradigm, Drawing A102

Figure 4. Parking Plan (Underground Parking)



Source: Paradigm, Drawing A102

Figure 4. Conceptual Elevation – View Along Sophia Street



Source: Paradigm Architecture & Design

Figure 5. Conceptual Elevation – Site Circulation (Rear View)



Source: Paradigm Architecture & Design

Figure 6. Conceptual Elevation – Site Circulation (Southwest View)



Source: Paradigm Architecture & Design

4.0 CITY OF BARRIE OFFICIAL PLAN – DESIGN POLICIES

The City of Barrie Official Plan (January 2018) includes policy provisions related to urban design under section 6.5. The Urban Design Guidelines of the Official plan identifies that the goal of the guidelines is to develop and maintain healthy, safe, convenient, efficient, and aesthetically pleasing urban environment.

Section 6.5.2 of the Official Plan contains General Design Guidelines in relation to:

- o Building and Siting
- o Parking Areas
- o Landscaping
- o Environmental Features
- o Signage
- o Utilities
- o Energy Efficient Urban Design

4.1 BUILDING AND SITING

- o *Buildings should be designed to complement and contribute to a desirable community character in terms of massing and conceptual design.*
- o *The design of a building's roof should screen mechanical equipment from public view and contribute to an attractive streetscape.*
- o *Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front.*
- o *Building entrances should be well-defined and accessible to pedestrians and the handicapped persons with disabilities.*
- o *Pedestrian links should be designed to promote the safety of the user and be fully accessible between the commercial and residential properties.*

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

The proposed development is designed to contribute to a desirable community character in terms of its conceptual design. The site has been designed to create a stronger street presence and increase street presence. Given the location of the lands, the proposed development will offer a variation of development to the abutting single-detached dwellings and provide transition with the anticipated development around Barrie's downtown area. Setbacks have been implemented into site design to accommodate space for landscaping, pedestrian amenities, and architectural features. As a corner location, the site has been designed to frame Mary and Sophia Street, and place emphasis on the buildings as the dominant feature of the site. Parking has been located interior to the site and concealed, to draw attention to the built form, open spaces, and landscaped features. Building entrances are well-defined, with identified access to each unit. Designated accessible parking spaces are provided, in close proximity to walkways and are particularly close to the entrances. No blank walls are seen within the development adding visual interest to the building, furthermore, all mechanical equipment is screened creating a more appealing design to the proposed building.

4.2 PARKING AREAS

- o Linking parking areas, driveways and access points should be encouraged to reduce the number of turns onto and off the major road. These mutual entrances will be encouraged and clearly identified.
- o Adequate disability parking spaces will be provided where required.
- o Major parking, loading and delivery areas, as well as garbage enclosures should be confined to the rear of buildings.

The proposed development provides site access from a clearly defined entrance/exit off both Mary Street and Sophia Street into the rear parking lot and underground parking area. Adequate accessible parking spaces are provided in accordance with the Zoning By-law standards, providing two type 'A' spaces. The proposed development is designed to provide parking and loading functions that do not interfere with the visual appearance or public realm of the site. Garbage

will be stored by the residents in their individual units, offering an aesthetically pleasing waste collection solution, screened from public view.

4.3 LANDSCAPING

- o Minimum planting strips in accordance with the Urban Design Manual shall be provided along the street frontage and should contain planting materials and street furniture consistent with any themes established by the municipality.
- o Landscaping should seek to utilize native vegetations and water conservation practices where feasible.

The proposed development contains various landscaped areas that enhance the street and contribute to improving the public realm, detailed landscape plans were provided during the Site Plan application stage. The site is proposed to incorporate a mix of existing trees along with additions of deciduous and coniferous trees along all borders of the site. Paved sidewalks frame the site and connect to the walk-up entrances to the commercial units off of Sophia Street, likewise these entrances are bordered with deciduous trees, shrubs, and ornamental grasses. (See **Appendix 2** for Landscape Plan).

4.4 ENVIRONMENTAL FEATURES

- o Wherever possible the protection of treed areas, hedgerows and other natural areas shall be incorporated into the design, and the planting of new trees shall be encouraged.

The proposed development contains a number of landscaped areas that can support enhancements street side and contribute to an improved public realm. These areas include a mix of existing and new trees, shrubs, and grasses surrounding the site at ground level, as well as on the rooftop amenity area.

4.5 SIGNAGE

- o Signs shall compliment the architectural design and materials of the buildings and be satisfactorily located on site in accordance with the Sign By-law.

Signage on site will be in accordance with City's standards and requirements. Location identification (address) will be incorporated into the site design and the materials of any signage will compliment building design. All signage will abide by the City of Barrie's signage By-laws.

4.6 UTILITIES

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

Utilities shall be clustered or grouped where possible to minimize visual impact. The specific locations of the utilities will be detailed through the civil engineering drawings S to ensure an attractive streetscape and public realm.

4.7 ENERGY EFFICIENT URBAN DESIGNS

- o Energy efficient shall be encouraged through community, site, and building design measures that use energy efficient building materials, energy conserving landscaping, building orientation that uses shade and sunlight to advantage, panels for solar energy, appropriate lighting, "green" roofs, and other methods.
- o The maintenance and upgrading of existing buildings to increase energy efficiency is encouraged.
- o Energy efficiency is promoted through the development of a compact urban form that encourages the use of transit, cycling, and walking, a mix of housing and employment uses to shorten commuting trips, and focusing major developments on transit-oriented roads.

The proposed development t is considered a compact urban form, supporting energy efficient design. Given the location of the subject lands, energy efficiency is further promoted through the encouraged use of public transit and active transportation.

4.8 Tall Buildings and Height Control

Section 6.6 of the City of Barrie Official Plan outlines policies that are applicable to any building proposed to be greater than three (3) storeys in height. The policies of section 6.6 are applicable across the entire City, but it is anticipated that the majority of this type of development will occur within the Urban Growth Centre and in the Intensification Nodes and Corridors as identified on Schedule I (6.6.2)

4.8.1 GENERAL POLICIES

- a) Innovative architectural design will be encouraged to reduce the visual and physical impact of height on the adjacent pedestrian realm, including design features such as tower and podium configurations or other design measures.*
- b) Tower design featuring floor plate sizes that result in slimmer buildings, along with other innovative design solutions which assist in reducing the visual and physical impact of tall buildings, will be preferred over slab style building design where important views need to be protected.*
- c) Where possible, parking areas, site servicing, loading areas, and building utilities should be located towards the rear of buildings with appropriate screening.*
- d) Tall buildings directly contribute to the look and feel of the City's architectural styles. Accordingly, tall buildings will be held to a high standard of design excellence by using quality urban design, architectural treatments, and building materials in order to promote a visually interesting skyline.*

4.8.2 POLICIES

- i. Tall buildings will be designed to best mitigate the impact of shadows on public parks and open spaces, private amenity areas, and surrounding streets, throughout the day.*
- ii. Tall buildings will be designed to minimize adverse microclimatic impacts in order to foster a comfortable pedestrian realm at the street level. Microclimatic impacts may include the effects of wind channelling, the urban heat island effect, adverse shadowing, and the interruption of sunlight.*
- iii. New development will foster a pedestrian friendly public realm by featuring a street wall of continuous built form frontage adjacent to any principal streets.*
- iv. The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street facing frontages. Main entrances should be directly accessible from public sidewalks.*

- v. *Where taller buildings are located next to lower scale buildings, design elements which make use of height transitions between sites shall be encouraged.*

The proposed development will use landscaping and architectural design to reduce the perceived height of the built form on the pedestrian realm. The setbacks and step back at the 3rd storey within the proposed development are viewed as appropriate for the land use, as encouraged the development has also implemented concealed parking and utilities that will reduce their impact on the pedestrian realm. The use of tree planting as well as the mixed greenery throughout the rooftop amenity area will be implemented to reduce the urban heat island effect. The development has been designed to have minimal shadow impacts on adjacent lands, as demonstrated by the Shadow Analysis (see **Appendix 1** for more detail).

5.0 CITY OF BARRIE URBAN DESIGN MANUAL

The City of Barrie's Urban Design Manual (UDM) provides direction for design elements within urban developments. The proposed concept incorporates many of the design directives found within this document. Particular emphasis is put on those directives related to the physical environment and building siting; site circulation; architectural design; site servicing; landscaping; lighting and signage; and transit accessibility.

5.1 PHYSICAL ENVIRONMENT & BUILDING SITING

- o All buildings and residential blocks are oriented to face open spaces, amenity areas, internal or external rights-of-ways.
- o The site is near various uses, including neighbourhood commercial, retail, restaurants, parks, and schools.
- o The site has direct access to existing municipal transit routes on various surrounding streets with connections at Yonge Street with connections at Barrie's Bus Terminal, downtown for other bus connections.
- o An outdoor consolidated rooftop amenity space is provided for the benefit of residents within the proposed development plans, creating welcoming, inclusive space that encourages recreation and social interaction.

- o The built form of the proposed development is appropriate for the subject lands, given that they are located on lands where the density and built form proposed are supported. The development would have minimal impact on adjacent lands as the site is bordered on two sides by municipal streets.
- o Pedestrian scale is appropriate and enhanced through design, massing, and height transitions.

5.2 SITE CIRCULATION

- o Pedestrian access has been provided throughout the site, with connections to Mary and Sophia St to facilitate safe and convenient pedestrian movement into, out of and through the site.
- o Direct pedestrian access is provided from the commercial spaces right onto Sophia St. Sidewalks on both Mary and Sophia Streets are present, activating the street and promoting active transportation.
- o Site access for vehicles is provided off of both Mary and Sophia St, providing traffic to flow through the site.
- o The Traffic Impact Study prepared by IBI Group confirms that both the east and south intersections will operate safely and efficiently with minimal impact to the bordering roadways.
- o A sufficient number of parking spaces has been provided as supported by the Parking Study completed by IBI Group and submitted in conjunction with this application.

5.3 ARCHITECTURAL DESIGN

- o Buildings are situated on the site to frame Mary St and Sophia St while respecting the purpose and character of each street.
- o Front door entrances to each unit are designed to be prominent features, providing direct pedestrian access at ground floor and clearly identifiable from the street, with covered porches for weather protection.
- o The architectural design of the townhome blocks establishes visual interest and unity of the site and surrounding area through the design, colours and materials used, including precast concrete in the look of Indiana Limestone, with charcoal black accents for items such as Mullions, and light green tinted glazing.
- o The building features a step backs at the 3rd floor, reducing shadowing impacts and maintaining a comfortable pedestrian scale.

- o Rooftop amenity space, terraces, and balconies are provided to add usable amenity and personal space and facilitate passive surveillance for community safety.
- o The site has been designed to deemphasize parking areas, with a significant portion of parking within underground parking garages, and the remainder screened with landscaping located at the rear of the property. This ensures that living space is what is seen from the public street frontages, not parking.
- o Any mechanical equipment will be screened from all municipal rights-of-way.
- o Barrier free accessibility standards have also been applied to the site, including the provision of accessible parking spaces and ramps.

5.4 SITE SERVICES

- o Both entrances from Mary St and Sophia St provide sufficient vertical and horizontal clearance to accommodate all emergency vehicles.
- o All storage/mechanical equipment will be within rooftop mechanical penthouses, and screened with vegetation.
- o All utilities are proposed to be located underground within the rights-of-way, as described in the Site Servicing Brief provided by WML.
- o Snow storage areas are identified throughout the site.
- o Waste collection will be carried out through private curbside pickup; therefore, no outdoor loading and storage facilities are required.

5.5 LANDSCAPE DESIGN

- o Areas of enhanced landscaping are provided throughout the site to screen parking and enhance the design of the buildings.
- o A privacy fence and landscape buffer including existing trees and a mix of deciduous, coniferous trees, and shrubs will line the north and west boundaries of the site.

- o The greenery bordering the site as well as the rooftop amenity area will incorporate vegetation throughout to enhance visual character and complement the site's design elements, particularly at corner locations.
- o Landscaping will be designed to encourage positive functional relationships between the site uses and their surroundings and help to define public and private spaces.
- o Appropriate plant species will be selected based on their capability and suitability with the area and climate.
- o The site will contain a harmonious integration of planting, hard surfaces, and signage.
- o The rooftop amenity area will have an 8" deep pebble and sedum mat border to provide screening, a lounge and barbeque areas, group seating and fire pit area. A mix of deciduous trees, shrubs, perennials, an ornamental grass will be placed throughout the rooftop amenity space. (see **Appendix 2** for Landscape Plan)

5.6 LIGHTING & SIGNAGE

- o The design of light fixtures will complement the architectural design of the building and highlight important architectural elements that enhance building relief and visual interest.
- o Site lighting will consider all users and needs, including vehicles, pedestrians, and cyclists.
- o Site lighting locations will be designed with emphasis on pedestrian access and circulation areas, barrier free travel paths, transit connection points, and parking.
- o Lighting will be designed with accessibility, safety, and convenience in mind.
- o Feature lighting will be included to highlight the building design, landscape features and entrances.
- o Any signage will be minimal to maintain visual appeal, be integrated and not detract from site design or the character of the neighbourhood.
- o All lighting and signage will comply with the Ontario Building Code and the City of Barrie Sign By-law 2005-93.
- o Lighting can be used to create welcoming and vibrant spaces. Lighting, plantings, and hard surfaces will be used to highlight the entrance through enhanced design. (see **Appendix 3** for lighting plan prepared by EME Eng)

5.7 TRANSIT

- o The property is in an ideal location as it is provided direct access to City of Barrie transit services with bus stops providing connections to major employment and commercial destinations, the downtown area and the Allandale GO Station.
- o While the site is within walking distance to various amenities, all of Barrie's bus routes can be accessed out of the Barrie Bus Terminal which is a 6-minute walk away from the proposed development site.
- o The site is linked to the municipal sidewalk network, with exposure on all sides, promoting active transportation.

Figure 7 shows the City of Barrie transit network, with the subject land's location identified with a red star. This map illustrates that residents of this development can access the key transit routes which provide access to destinations throughout the City. The Barrie Bus Terminal is located approximately 600m from the subject lands, where residents can access a larger transit network with buses/trains linking to the Greater Toronto Area and beyond.

Figure 7. Transit Network Map

6Source: Discover Barrie-Transit Mapping

6.0 City of Barrie Intensification Area Urban Design Guidelines

The City of Barrie Intensification Area Urban Design Guidelines (October 2012) includes policy provisions related to areas that fall within intensification areas under the City's Official Plan. The goal of the guidelines is to develop and maintain healthy, safe, convenient, efficient, and aesthetically pleasing urban environment.

Section 4.3 of the contains General Design Guidelines in relation to:

- o Building Orientation and Site Layout
- o Building Heights
- o Minimum Ground Floor Height
- o Front Façade Step-backs
- o Building Articulation
- o Roofs and Roofscapes

6.1 Building Orientation and Site Layout

- o Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas. On corner sites, buildings should be designed to frame both the primary and the secondary street.
- o Main building entrances should be directly accessible from public sidewalks.
- o The front street wall of buildings should be built to the front property line, or applicable set-back line, to create a continuous street wall.

The proposed building is positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas and is designed to frame both primary (Sophia St) and the secondary street (Mary Street). The buildings main entrance is directly accessible from public sidewalks and the front street wall of buildings is built to the front property line, or applicable set back line.

6.2 Building Heights

- o Buildings within the Intensification Areas should generally be limited to a mid-rise scale, ranging between 4 to 8 storeys.

The proposed development has a building height of 4 storeys.

6.3 Minimum Ground Floor Height

- o Ground floor height should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas.
- o Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity.

The proposed development has a ground floor height that accommodates retail uses, commercial uses can be accessed by walk up entrances off of Sophia St as well as through the buildings main entrance at Sophia and Mary Street corner.

6.4 Front Façade Step-backs

- o Step-backs should be a minimum of 1.4 metres, 3 metres is recommended to ensure usable outdoor amenity spaces.

The proposed development utilizes the step-back areas as terraces.

6.5 Building Articulation

- o Despite the use of various architectural styles, within the City, the design material quality should be consistent and building materials and finishes should be complementary.
- o Secondary entrances should not be the dominant entrance. However, they should be easily accessible and convenient for service, loading and parking areas.

The proposed development will use design materials such as precast concrete in the look of Indiana Limestone, charcoal black accents for items such as Mullions, and light green tinted glazing. While the design of the townhouse units are more modern, the materials and colours used during the design process will compliment the surrounding areas.

6.6 Roofs and Roofscapes

- o The portion of the building roof that is not used for a mechanical penthouse should be occupied by green roofs and/or usable outdoor amenity space.

The proposed development includes 254m² of rooftop amenity space, 181m² of the rooftop space is being used for mechanical equipment storage.

7.0 SUMMARY AND CONCLUSIONS

The Site Plan and Minor Variance applications aim to facilitate a mix-use building development located at 30 Sophia Street, in the City of Barrie.

The site is considered appropriate for such intensification, is in accordance with applicable policies, and established land use designations. The relevant guidelines and policies have been reviewed against the proposed development concept to demonstrate that the proposed built form is consistent with the intent and objectives of the City's direction for Urban Design.

Respectfully submitted,

Innovative Planning Solutions

A handwritten signature in blue ink, appearing to read 'Kyle Galvin'.

Kyle Galvin
Senior Planner

A handwritten signature in blue ink, appearing to read 'Courtney Mark'.

Courtney Mark
Junior Planner

Appendix 1: Shadow Study



SPRING/FALL - 9:28 A.M.



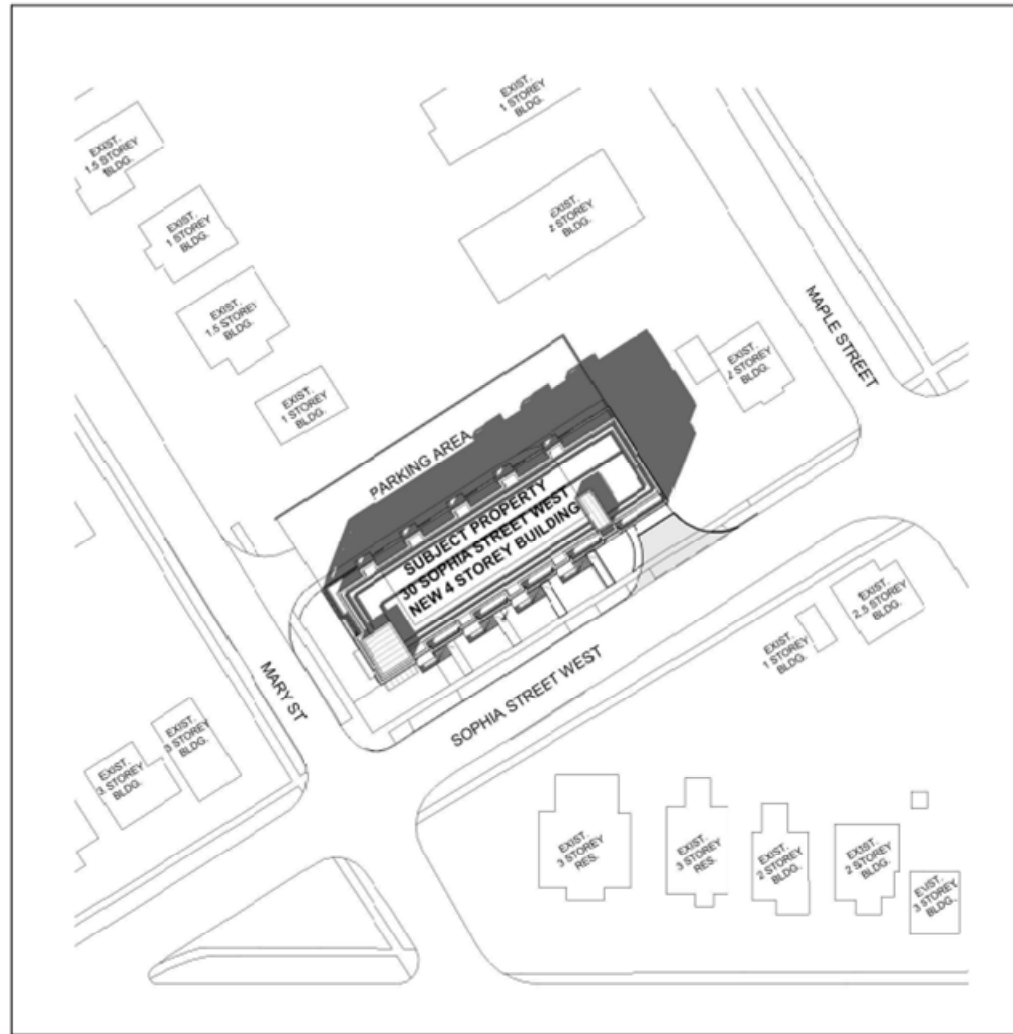
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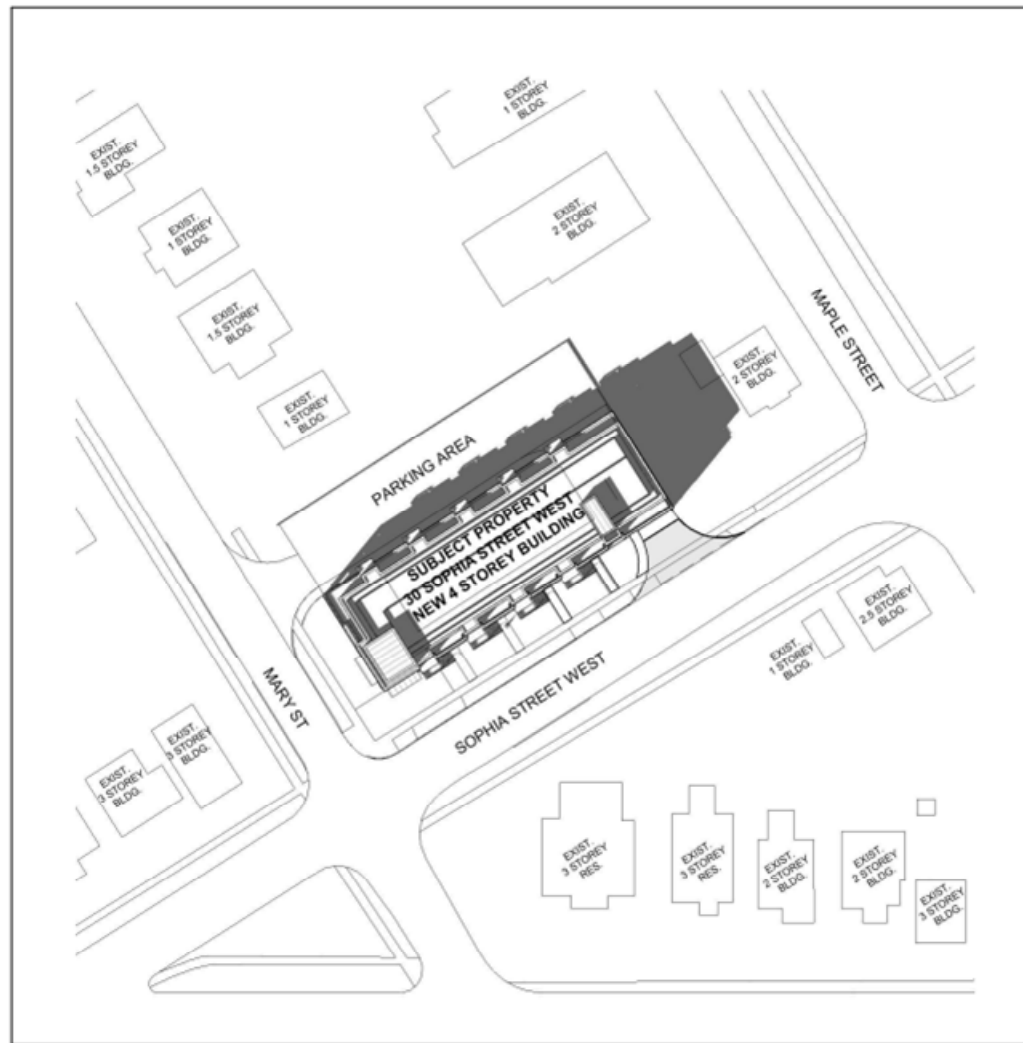
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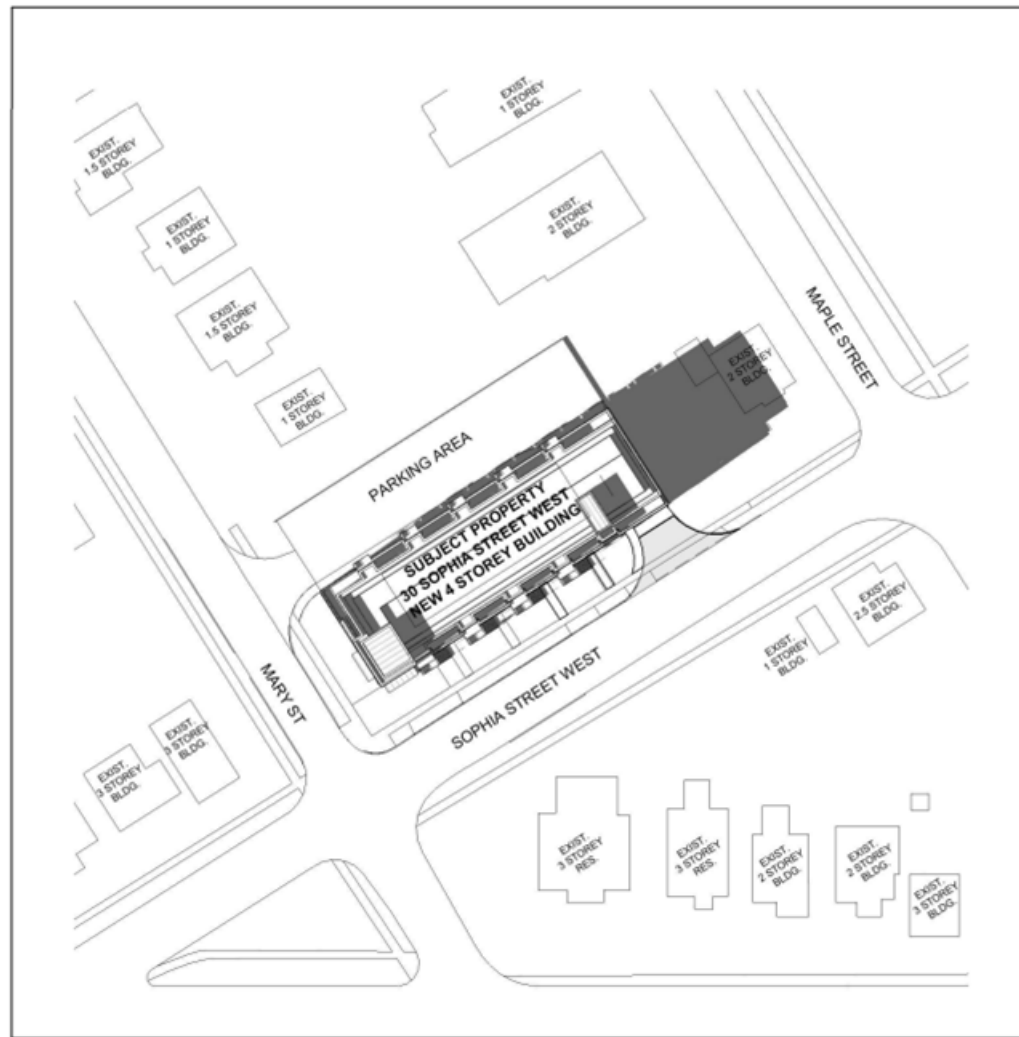
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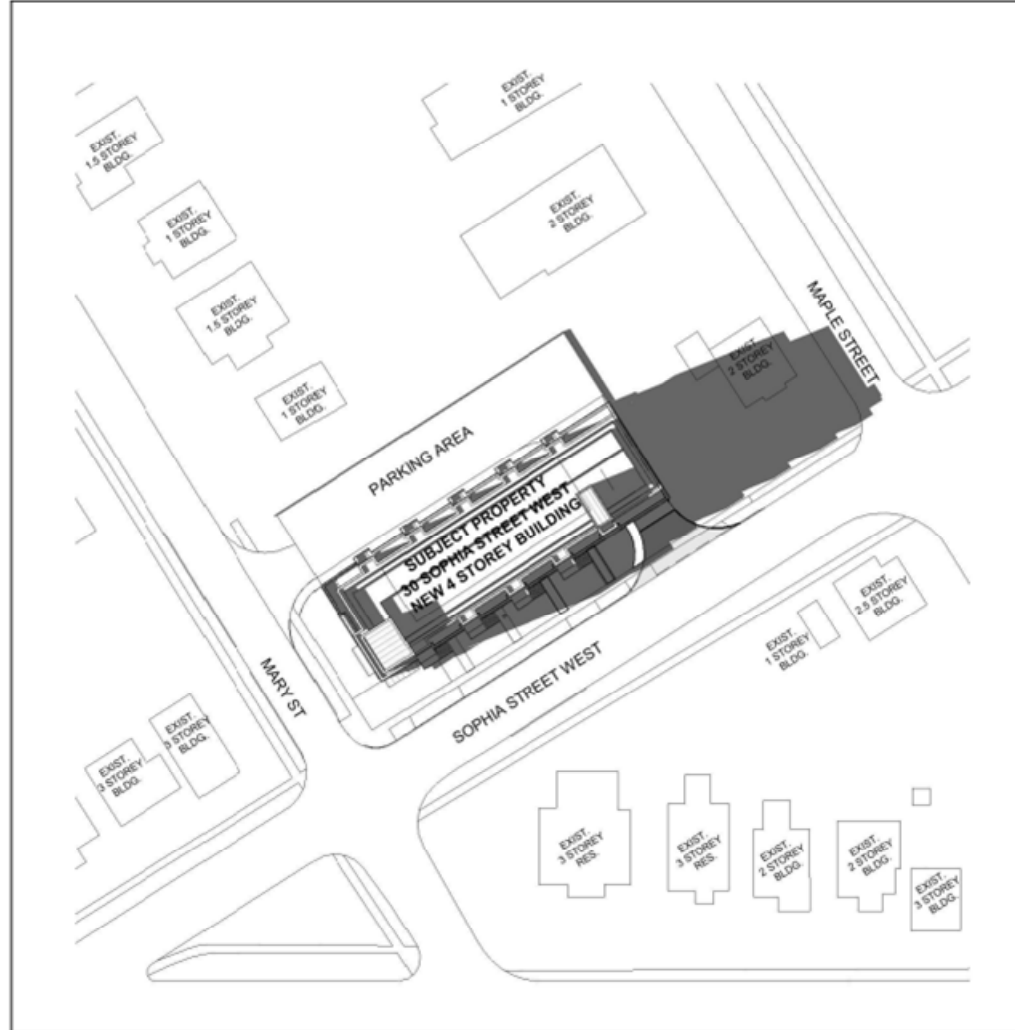
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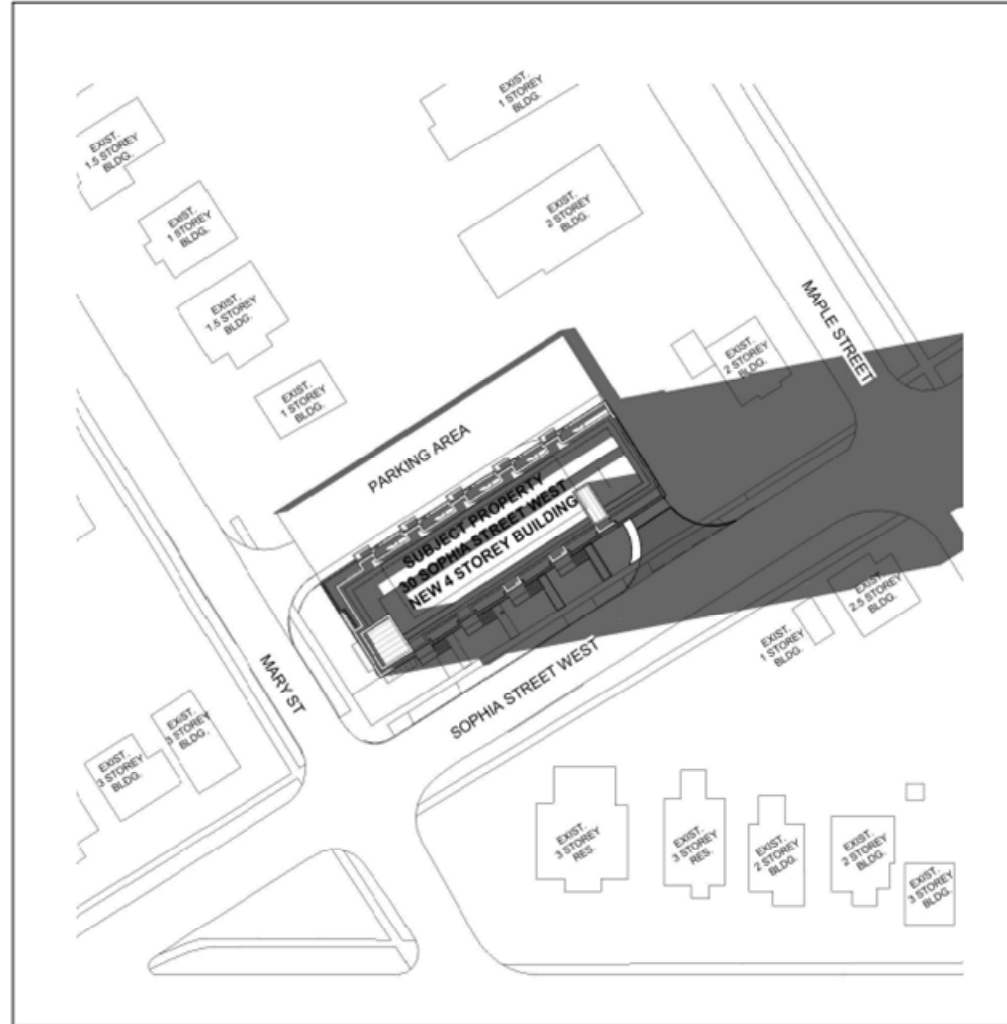
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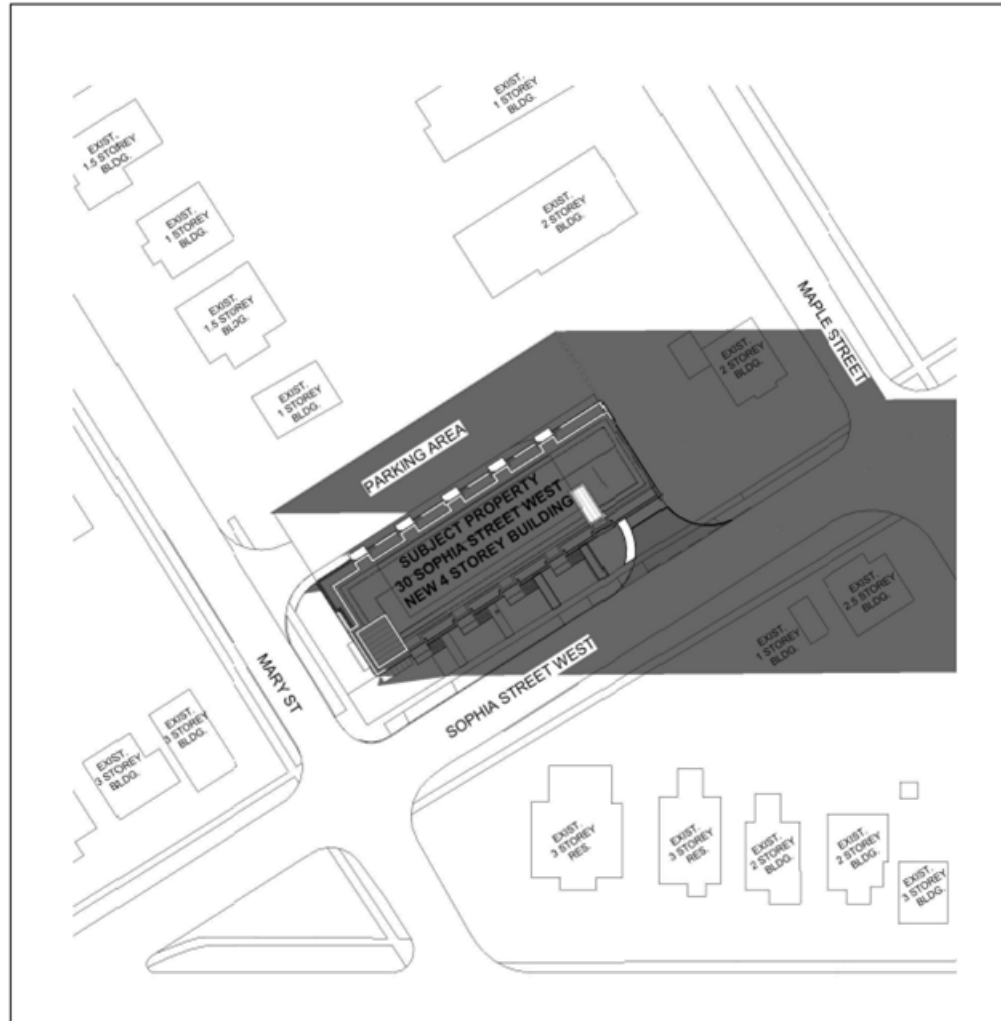
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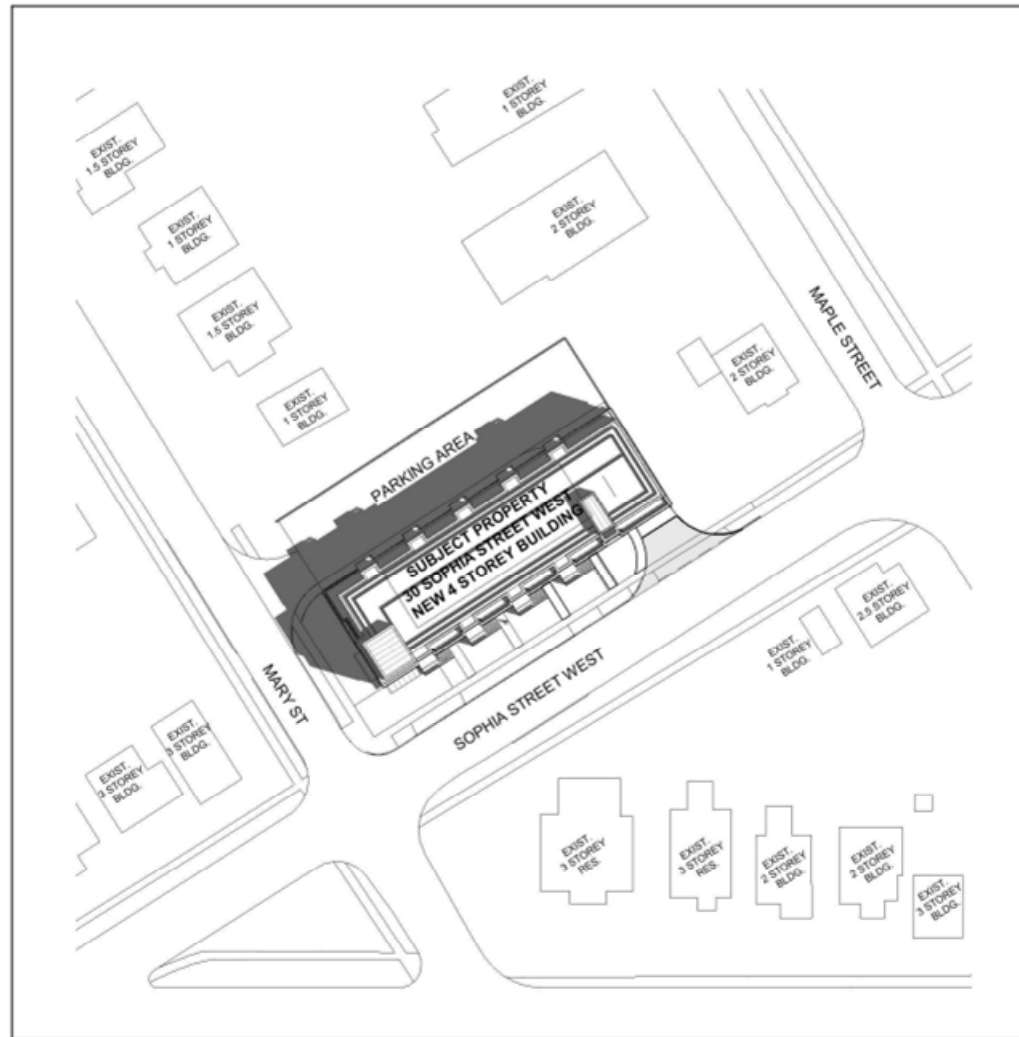
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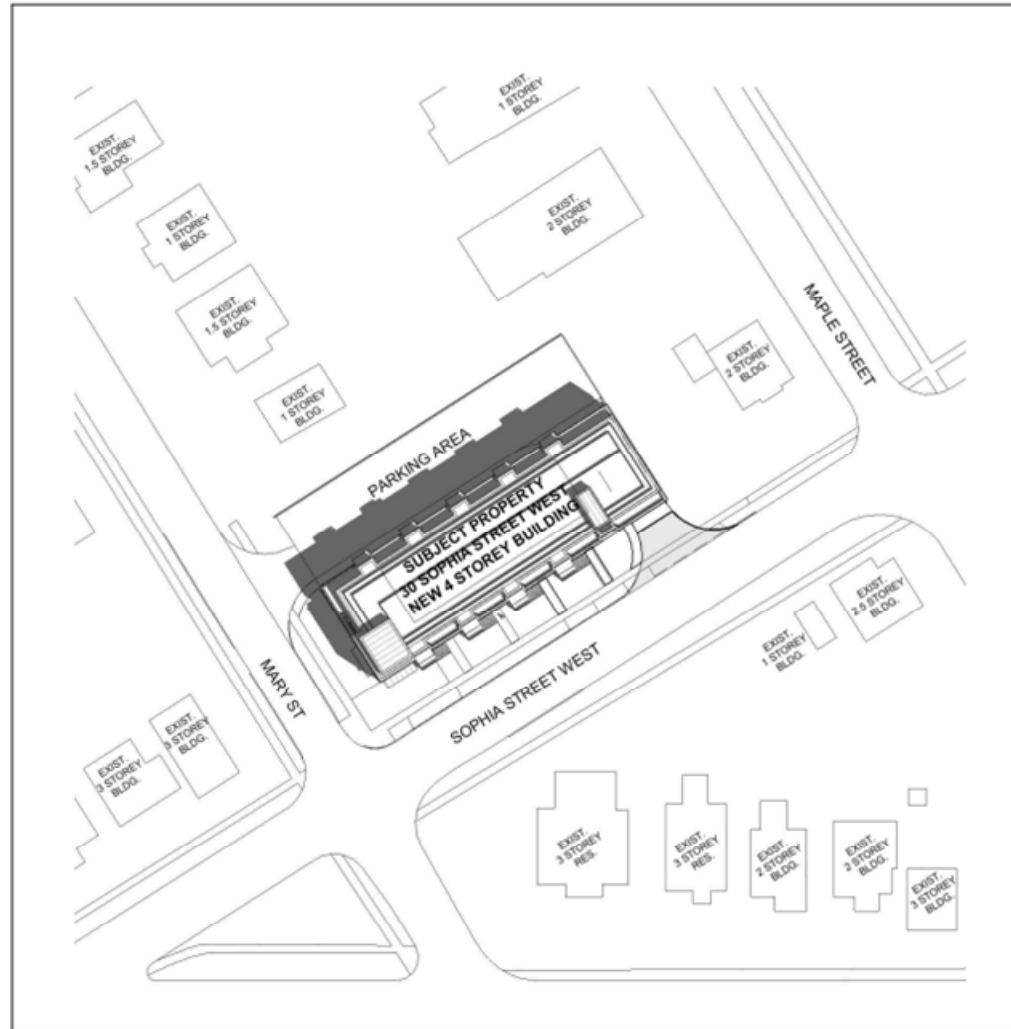
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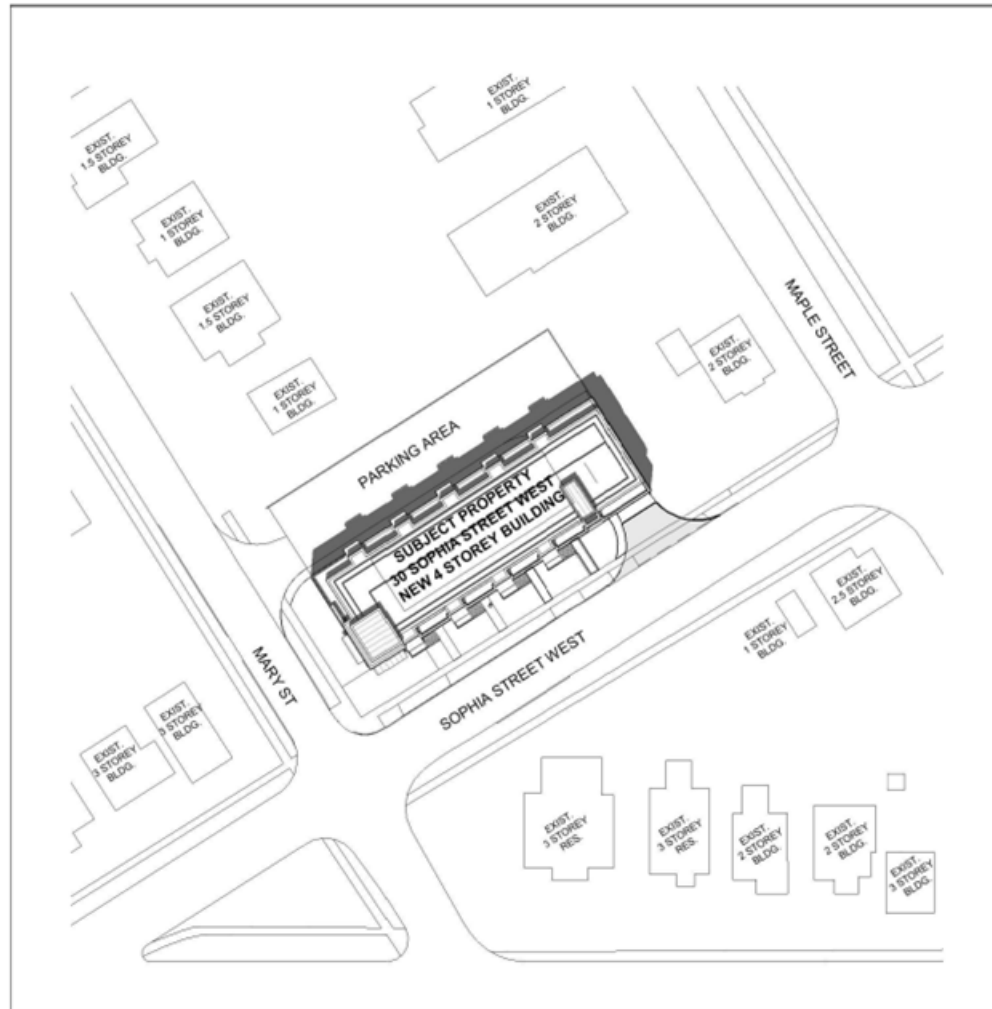
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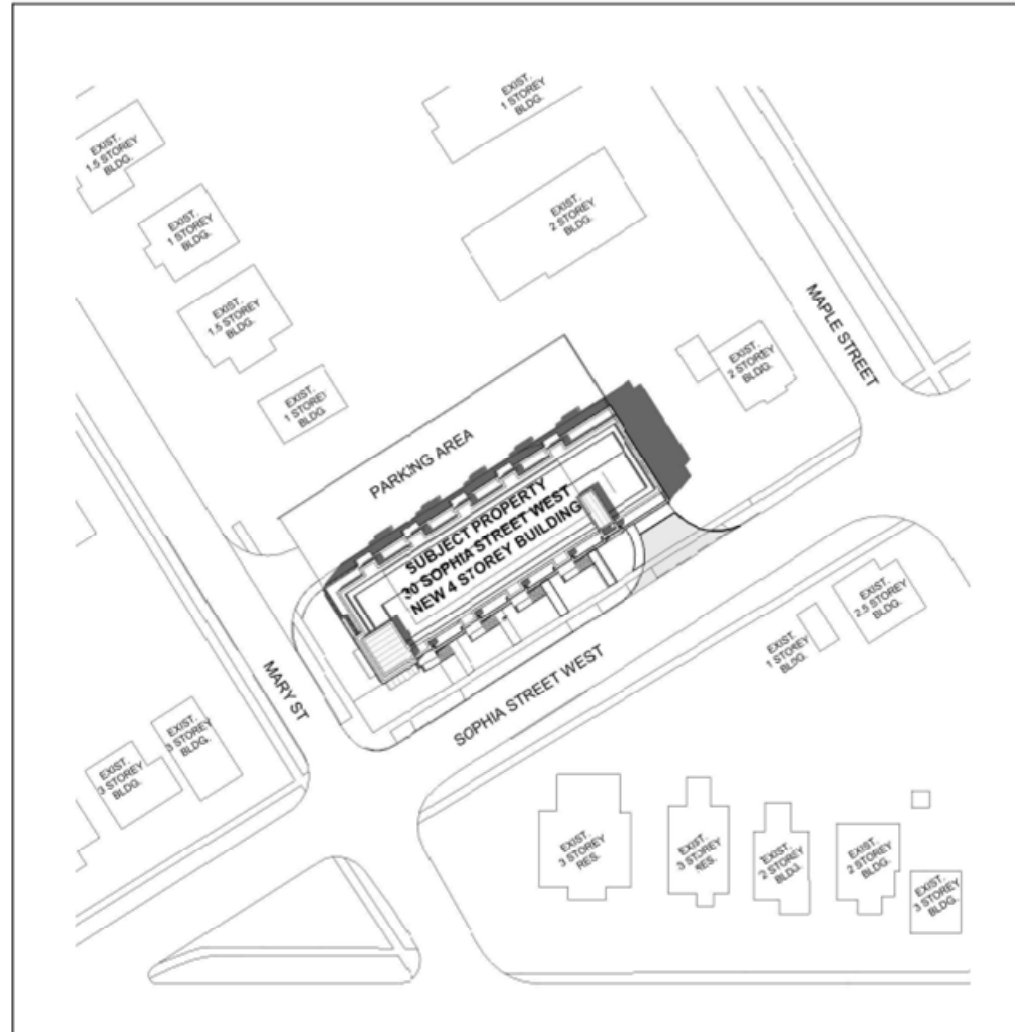
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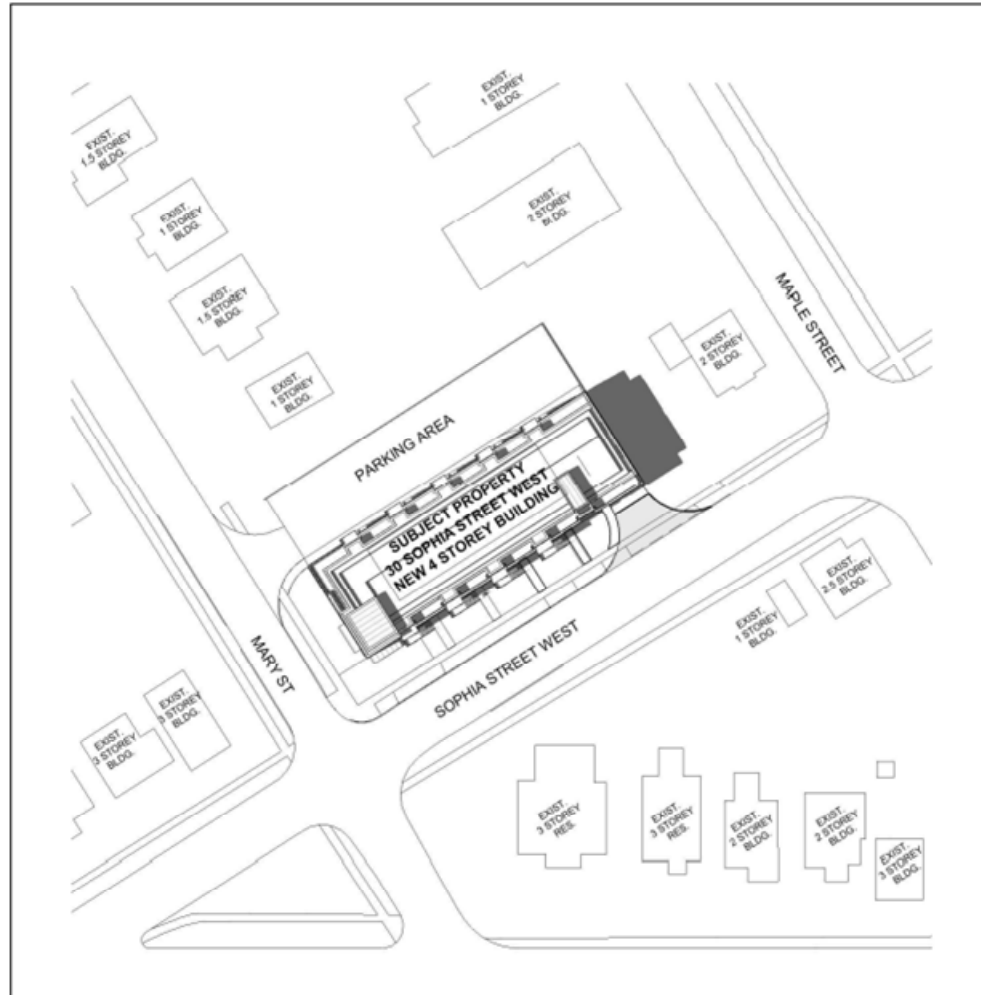
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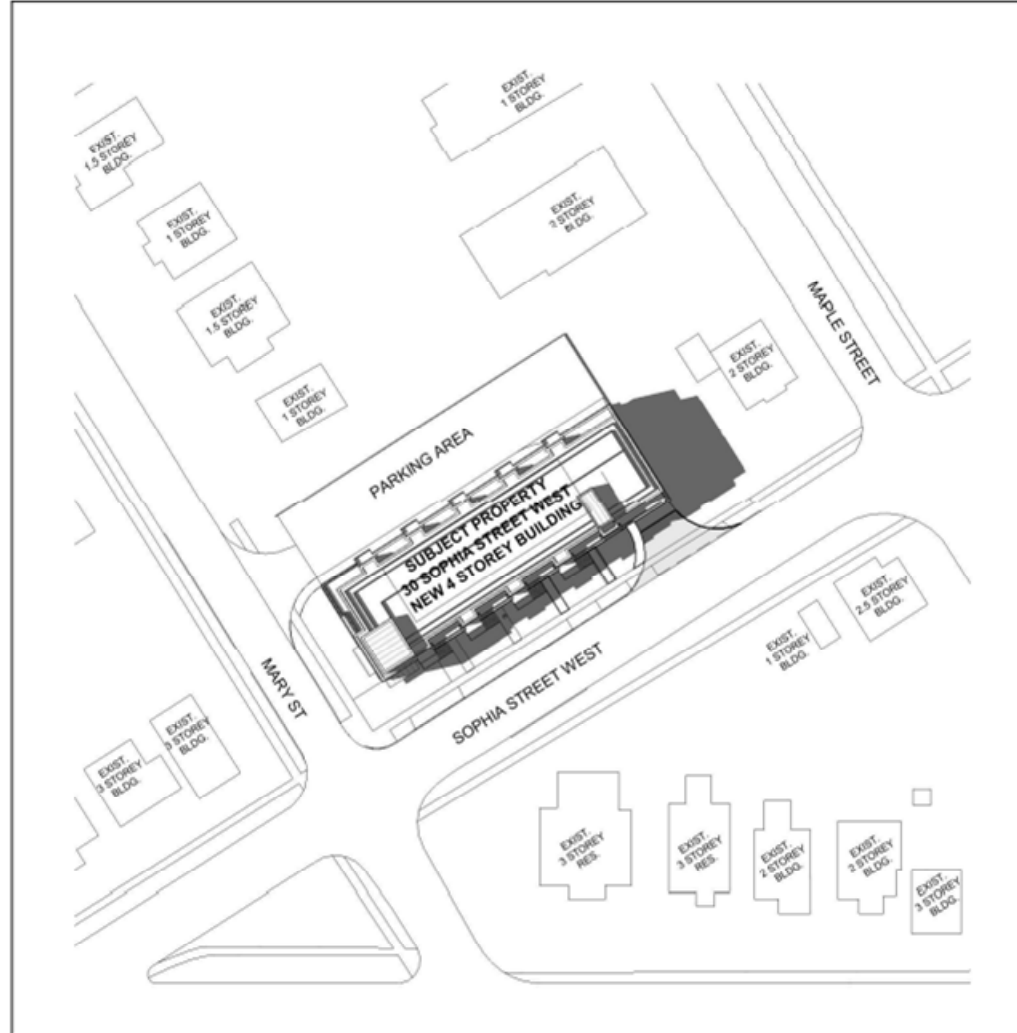
SUMMER - 12:28 P.M.



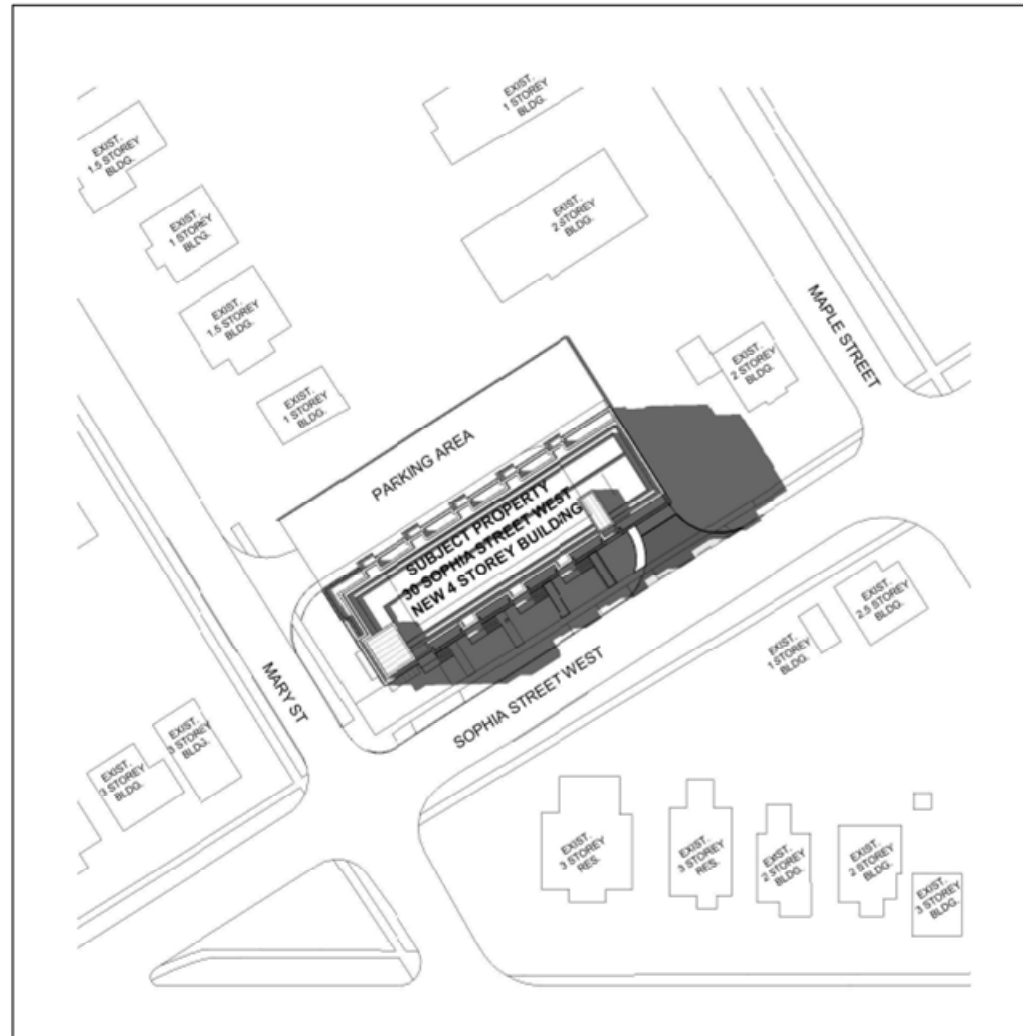
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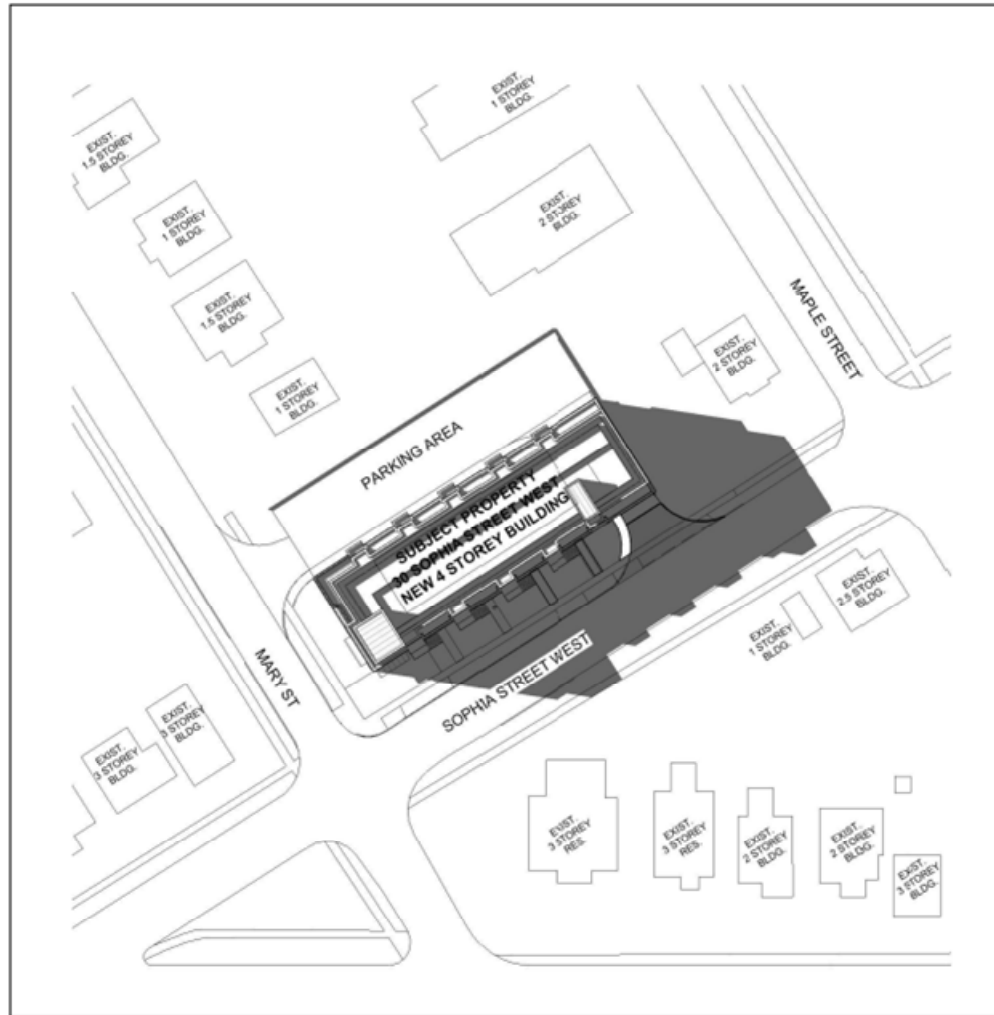
SUMMER -2:28 P.M.



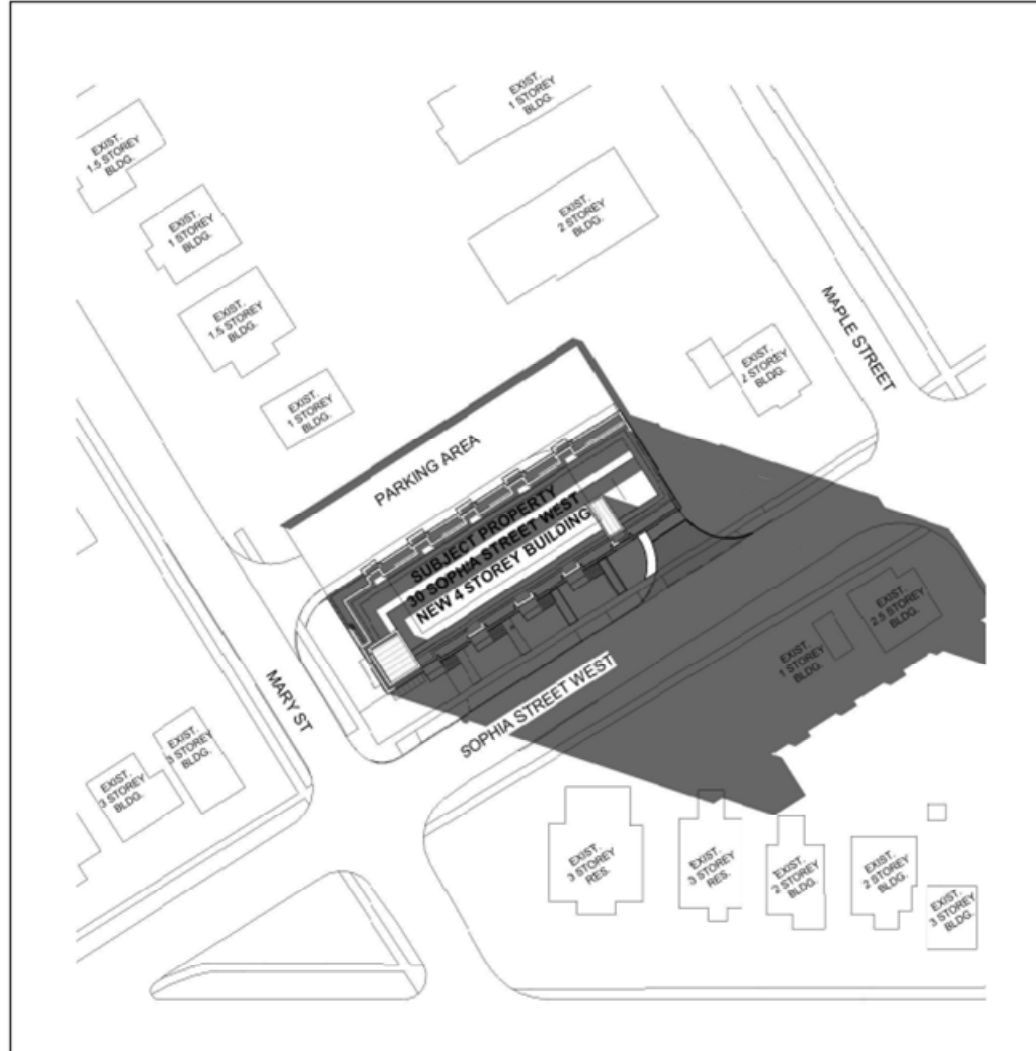
SUMMER - 3:28 P.M.



SUMMER - 4:28 P.M.

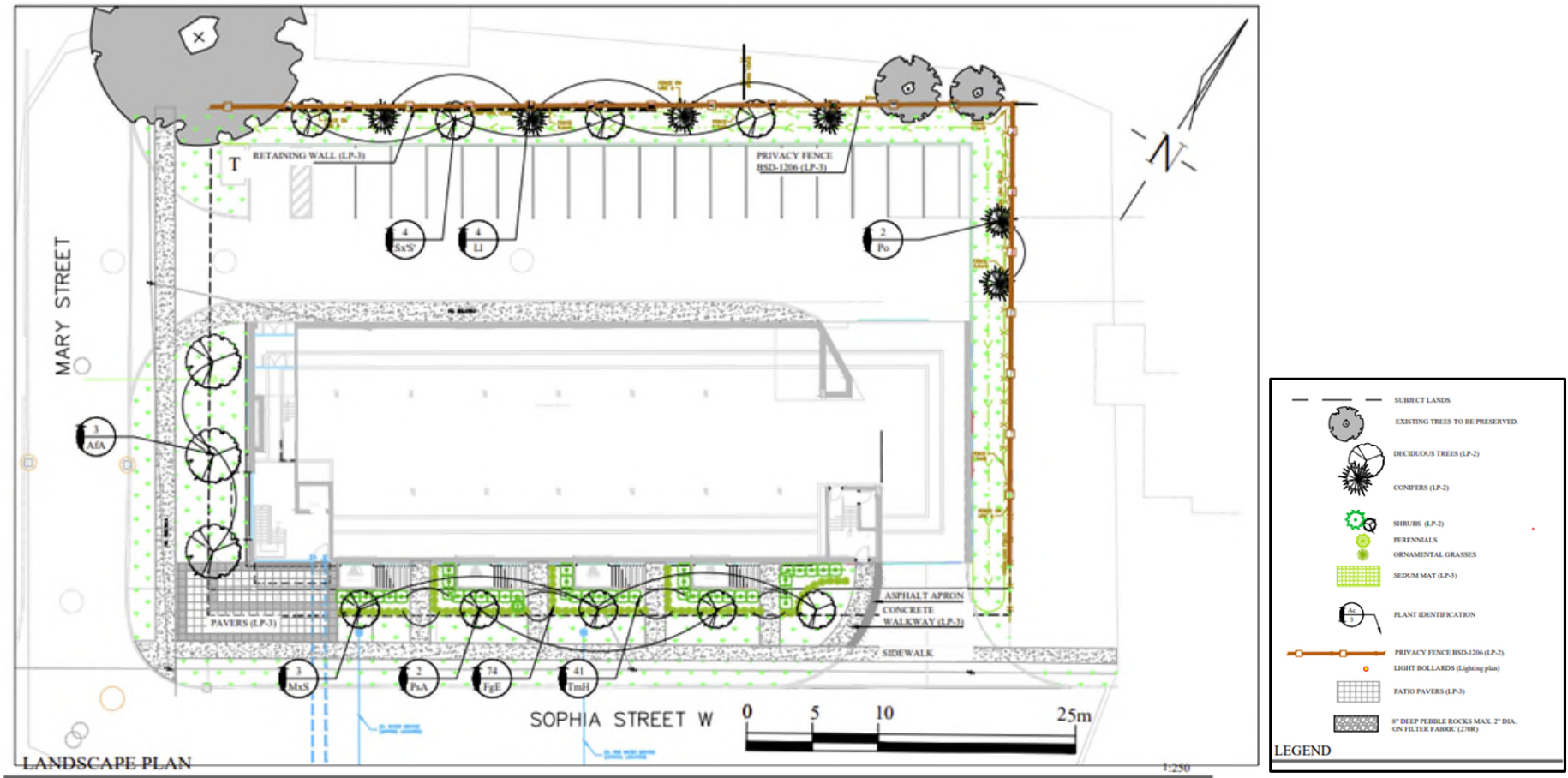


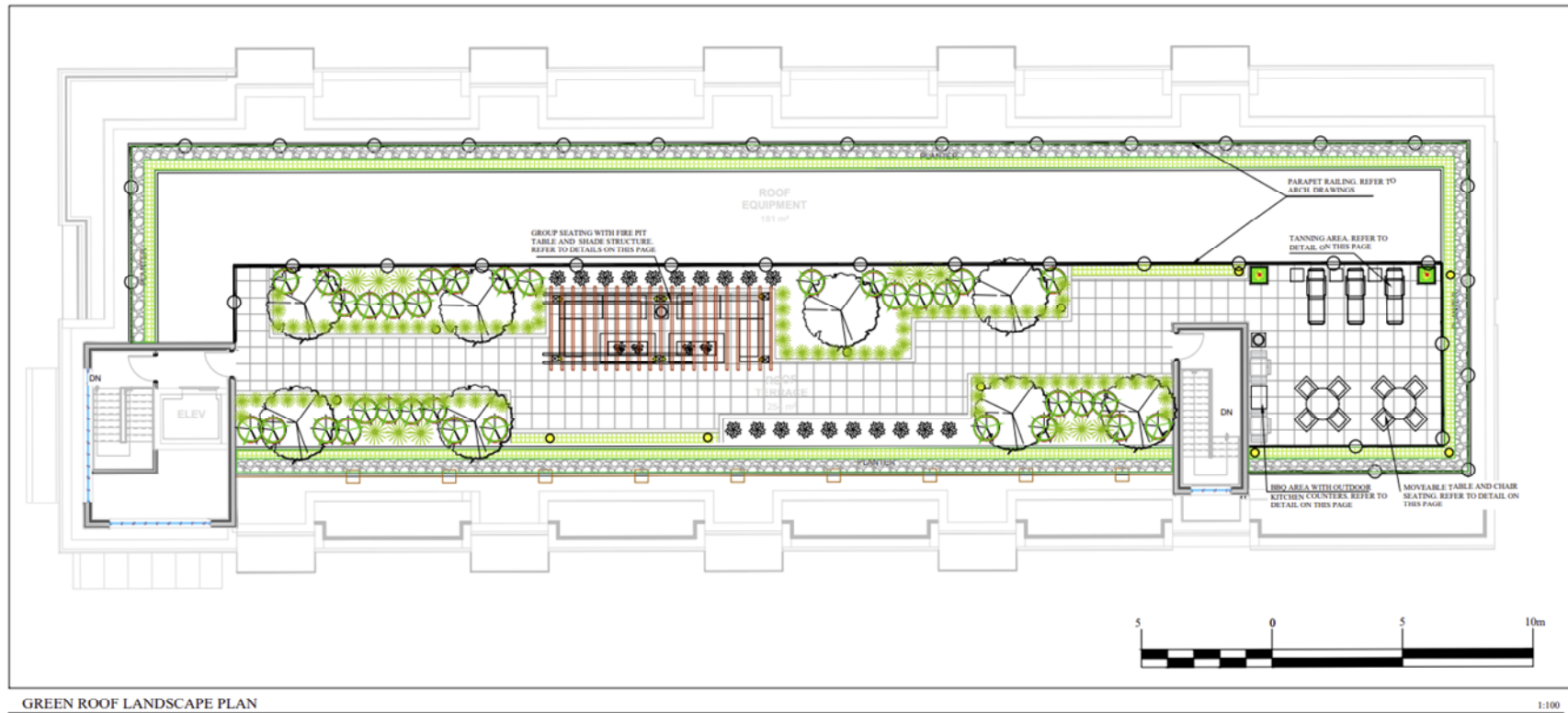
SUMMER - 5:28 P.M.



SUMMER - 6:28 P.M.

Appendix 2 – Landscape Plan





Appendix 3 – Lighting Plan

