

Streetscape & **Public Spaces**

Action Recommendations

Market District Task Force - September 2021

The Sub-Committee

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The Vision

Creating Streetscapes & Public Spaces that are...

Welcoming

- ◆ Accessible
- ◆ Calming
- ◆ Safe

Engaging

- ◆ Vibrant
- ◆ Flexible
- ◆ Playful

Green

- ◆ Walkable
- ◆ Bikeable
- ◆ Natural



Streetscape & Public Spaces

Action Recommendations



Action #1 - **Simcoe Street - Connection & Calm**



Action #2 - **Green Gateway to the Market District**



Action #3 - **Maple & Simcoe - Connection & Canvas**



Action #4 - **Spirit Catcher - Engage, Reclaim, Activate**



Action #5 - **Maple, Mary & Dunlop - Walkable & Flexible**



Action #6 - **Market Gathering & Dining Space**



Action #7 - **Central Market Promenade & Atrium**

Action #1 - **Simcoe Street - Connection & Calm**



“**Connectivity to the waterfront**, and the ability to **draw pedestrian traffic** from Centennial Beach and the broader waterfront, can significantly **increase the visitors** to the Market [District].”



“...at **five lanes** wide, and with **minimal mid-block connectivity**, Simcoe Street provides a **significant barriers** between the two destinations.”
Barrie Market Precinct Initial Site Analysis and Considerations, Section 4.4



“...**narrowing the street**, increasing **pedestrian connections to the waterfront**, and providing a **positive pedestrian boulevard** on both the north and south sides of the street.” - *Barrie Market Precinct Initial Site Analysis and Considerations, Section 5.3*



Action #1 - **Simcoe Street - Connection & Calm**



- a. Narrow Simcoe Street from Bayfield Street to Toronto Street by removing one lane of traffic on the north side of the street;
- b. In the short-term, large planters will be placed to create new parkette, market, and pedestrian space in the lane;
- c. Reclaim unused road surface on south side of Simcoe Street between Bayfield Street and Maple Avenue;
- d. Large planters should also be placed along the south side of the street to calm traffic and provide much-needed greenery;
- e. Create on-demand crossings at Mary Street and Simcoe Street;
- f. When Simcoe Street is reconstructed in the future, permanently narrow the street and calm traffic as much as possible. Consider removing median as part of reconstruction to narrow pedestrian crossing distance.

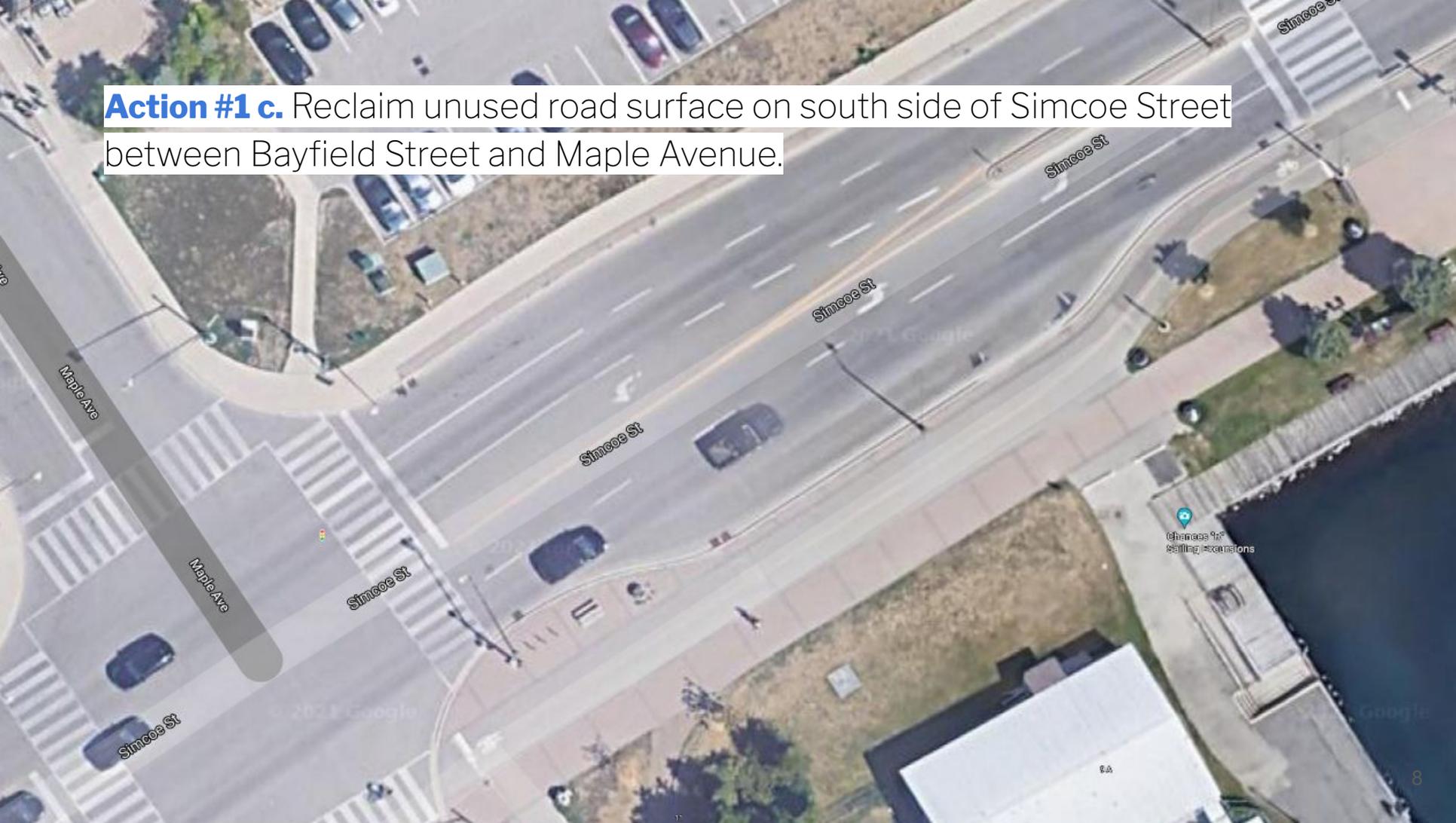
Action #1 a. Narrow Simcoe Street from Bayfield Street to Toronto Street by removing one lane of traffic on the north side of the street.



Action #1 b. In the short-term, large planters will be placed to create new parkette, market, and pedestrian space in the lane.



Action #1 c. Reclaim unused road surface on south side of Simcoe Street between Bayfield Street and Maple Avenue.



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Simcoe Street looking East from Toronto Street



Action #1 d. Large planters should also be placed along the south side of the street to calm traffic and provide much-needed greenery;

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“...the city should explore opportunities to provide on-demand crossings at Mary Street.”
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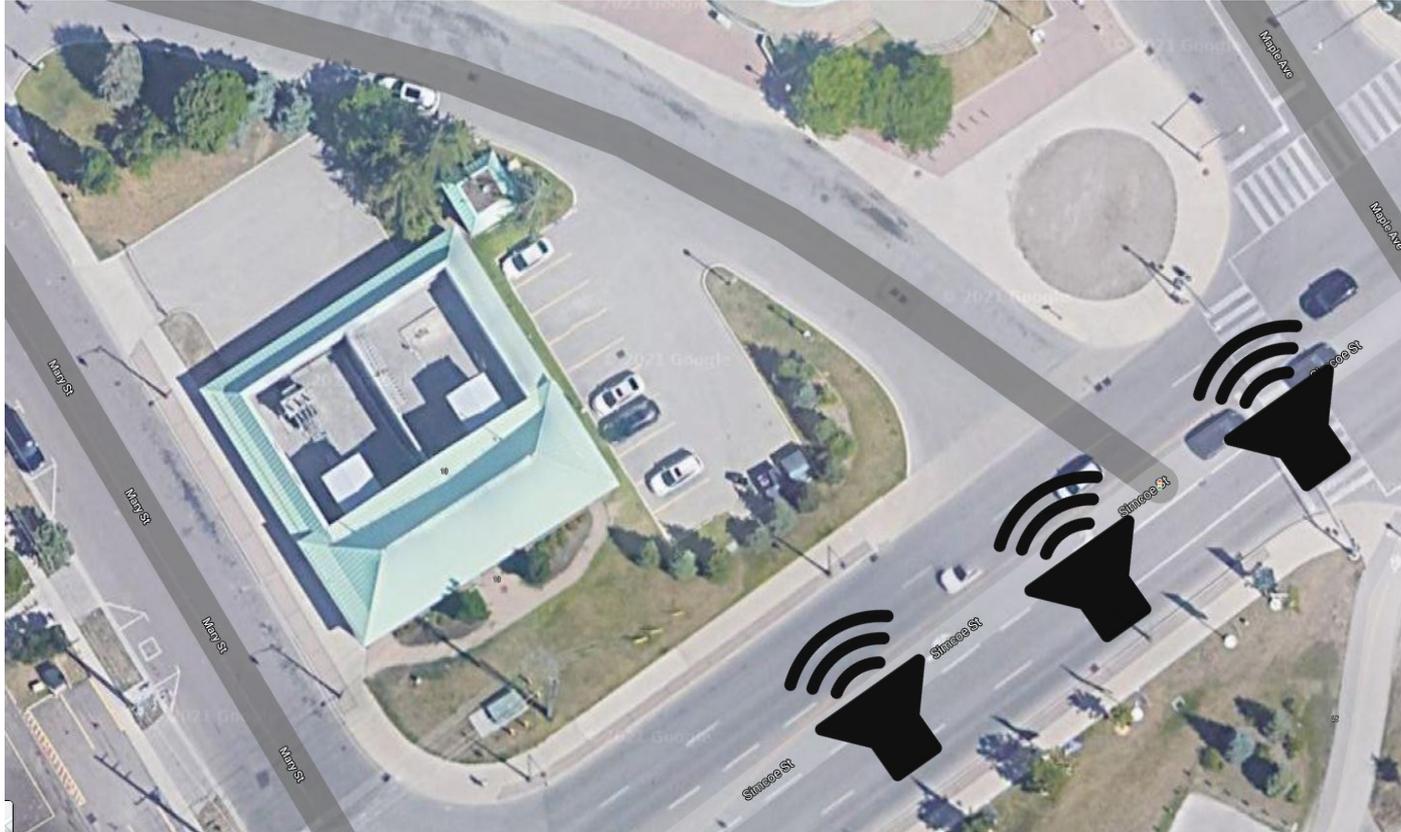
Action #1 e. Create on-demand crossings at Mary Street and Simcoe Street.

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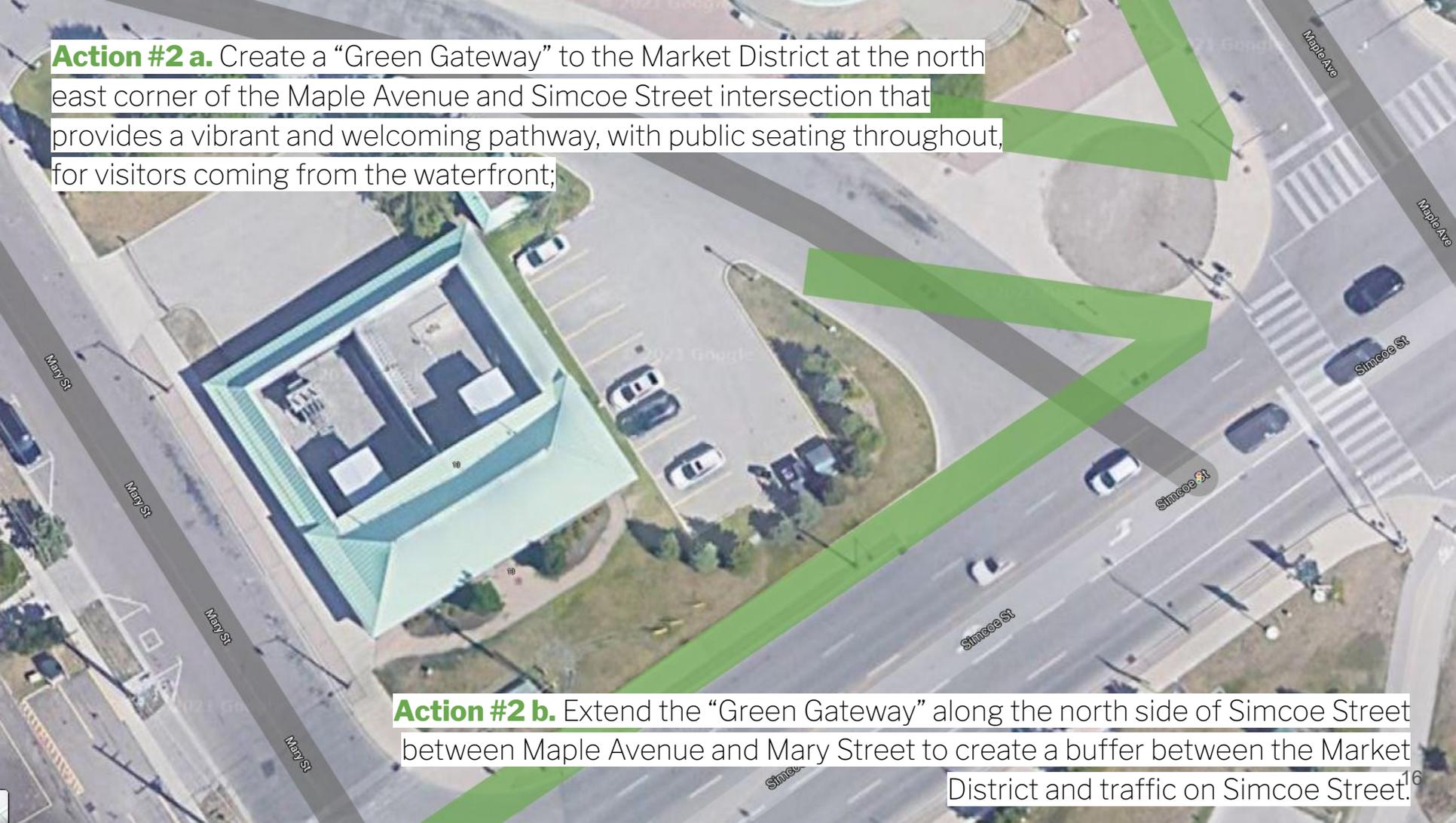
Action #2 - **Green Gateway to the Market District**



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- a. Create a “Green Gateway” to the Market District at the north east corner of the Maple Avenue and Simcoe Street intersection that provides a vibrant and welcoming pathway, with public seating throughout, for visitors coming from the waterfront;
- b. Extend the “Green Gateway” along the north side of Simcoe Street between Maple Avenue and Mary Street to create a buffer between the Market District and traffic on Simcoe Street.

An aerial photograph of a city intersection. A large, thick green arrow-shaped overlay is drawn over the scene, pointing from the top right towards the bottom left. The arrow starts at the intersection of Maple Avenue and Simcoe Street, then turns left to follow the north side of Simcoe Street, and finally turns left again to point towards the intersection of Simcoe Street and Mary Street. The background shows a multi-story building with a blue roof, a parking lot with several cars, and various streets including Maple Avenue, Simcoe Street, and Mary Street. The text 'Action #2 a.' is overlaid in a white box at the top left.

Action #2 a. Create a “Green Gateway” to the Market District at the north east corner of the Maple Avenue and Simcoe Street intersection that provides a vibrant and welcoming pathway, with public seating throughout, for visitors coming from the waterfront;

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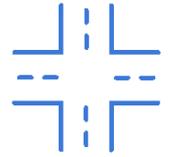


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Action #3 - **Maple & Simcoe - Connection & Canvas**



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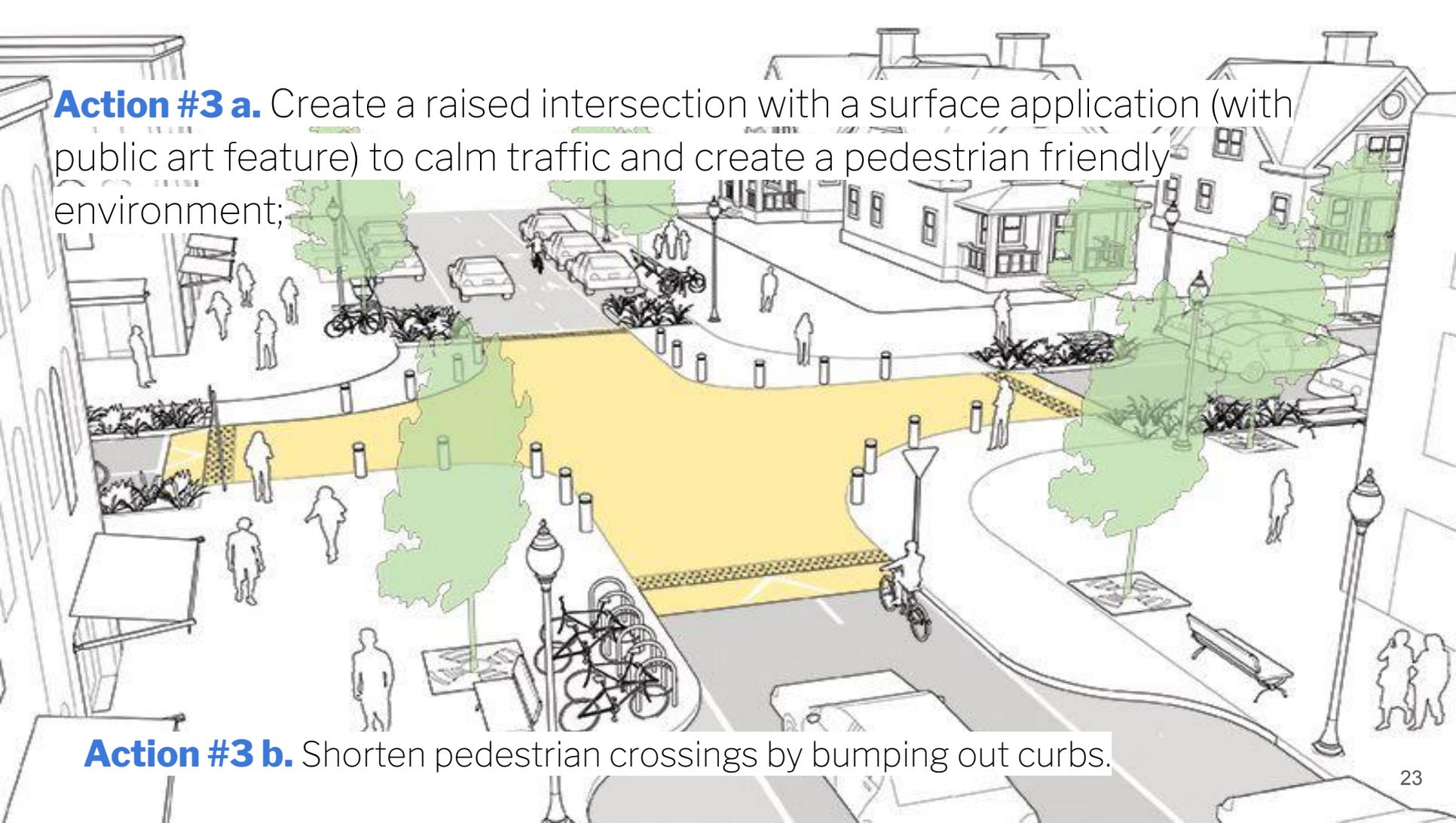


Action #3 - **Maple & Simcoe - Connection & Canvas**



- a. Create a raised intersection with a public art mural to calm traffic and create a pedestrian friendly environment;
- b. Shorten pedestrian crossings by bumping out curbs.

Action #3 a. Create a raised intersection with a surface application (with public art feature) to calm traffic and create a pedestrian friendly environment;



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Action #4 - Spirit Catcher - Engage, Reclaim, Activate



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- a. Consult with the Chippewa Tri-Council (Rama First Nation, Beausoleil First Nation, Georgina Island First Nation), the Barrie Native Friendship Centre (BNFC), and artist Ron Baird on revitalizing and activating the space around the Spirit Catcher sculpture;
- b. Activate the parking lot at the Spirit Catcher with a temporary ice rink in the Winter and explore pop-up opportunities in this space for short-term activation.

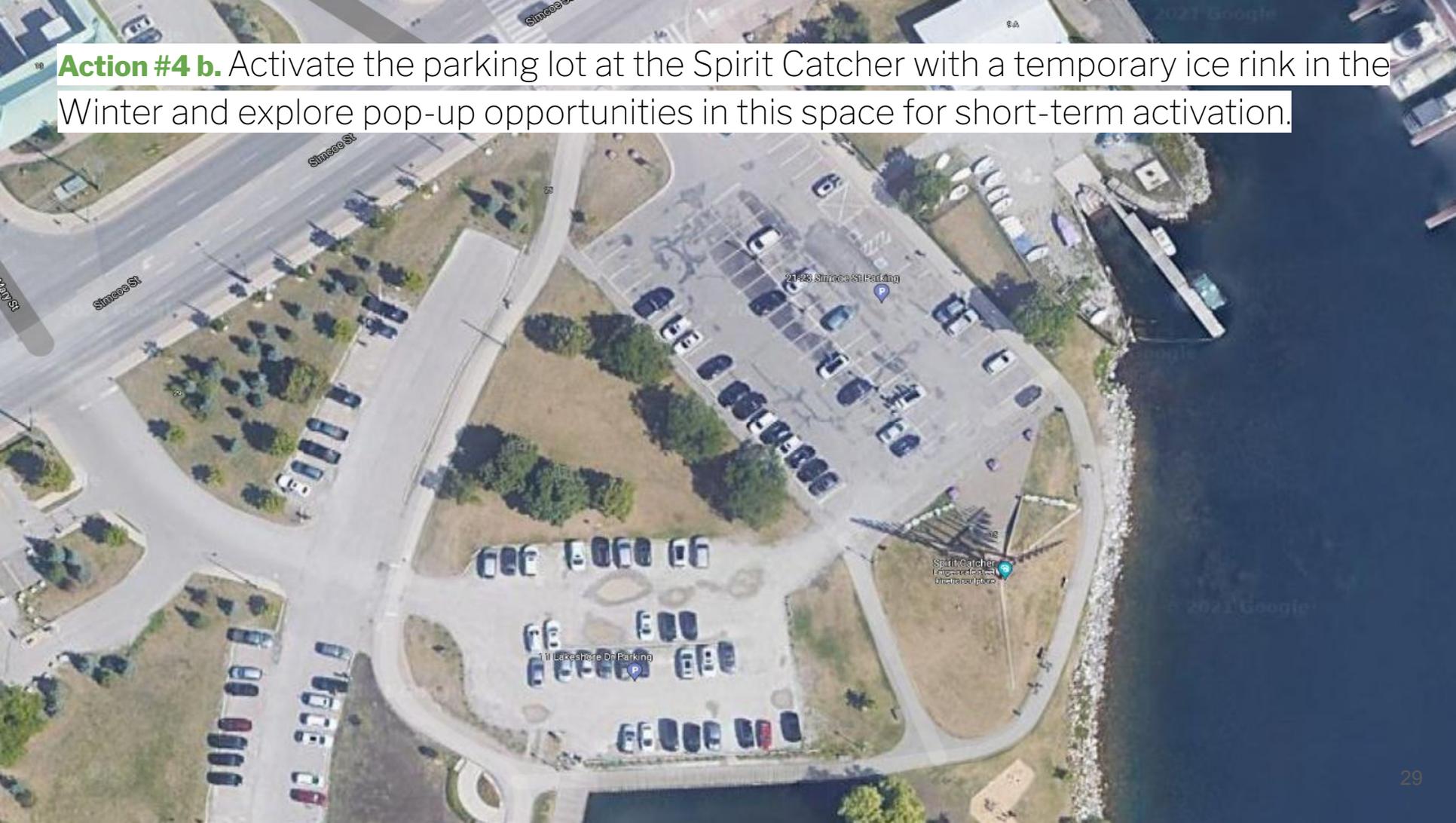


Awen Gathering Place in Collingwood

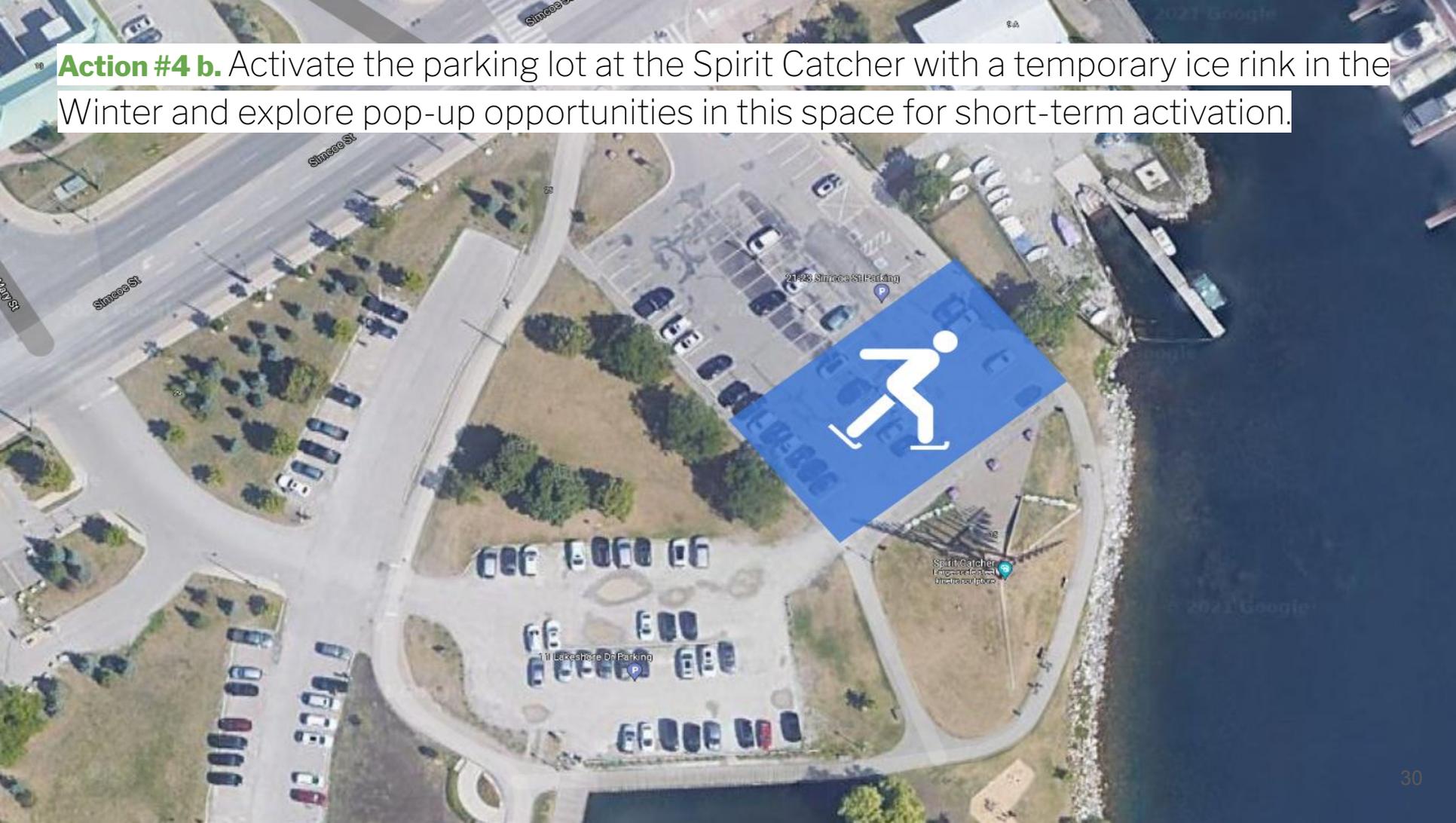


Ceremonial Fire Grounds at University of Waterloo

Action #4 b. Activate the parking lot at the Spirit Catcher with a temporary ice rink in the Winter and explore pop-up opportunities in this space for short-term activation.



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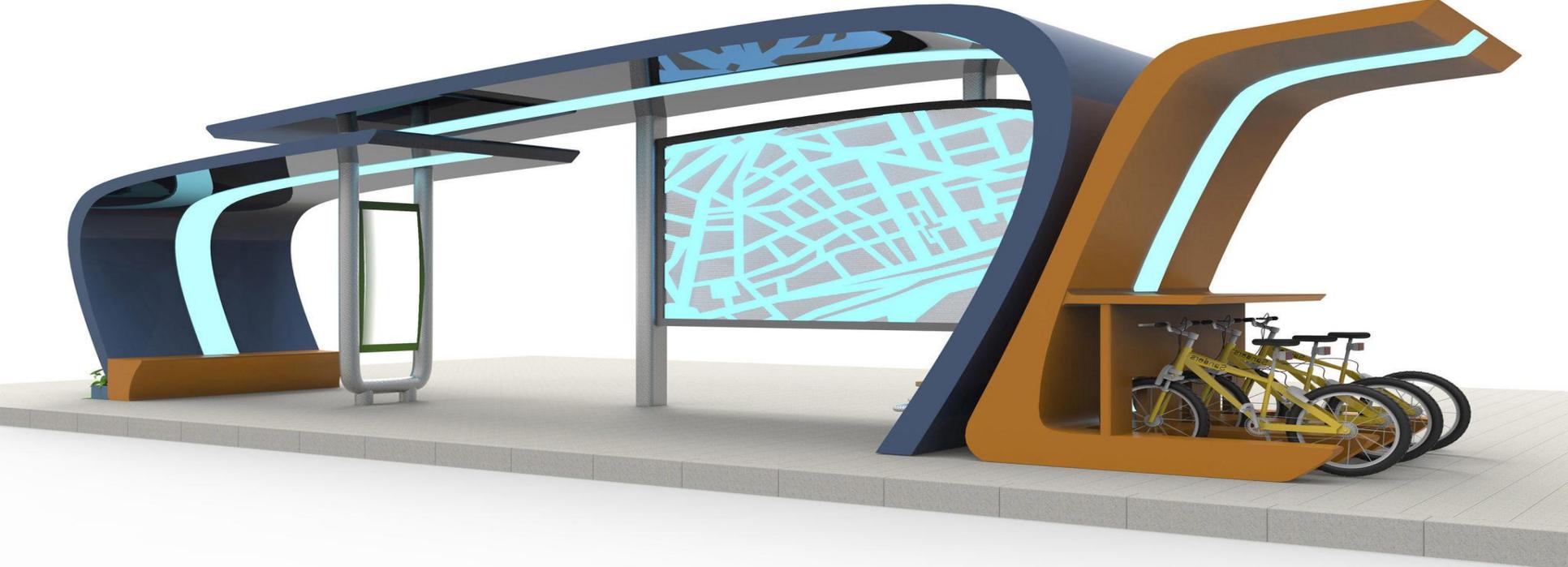


Action #5 - **Maple, Mary & Dunlop - Walkable & Flexible**



- a. Create flexible or curbsless streetscapes on Mary Street & Maple Avenue between Simcoe Street & Dunlop Street East that allow for pedestrianization, maximizes sidewalk space, and allows for pop-up shop opportunities;
- b. Ensure that the Barrie Transit Downtown Mini-Hub allows for easy & safe pedestrian crossings and include high-quality bus shelters with ample seating and bike racks on the west side of Maple Avenue;
- c. Support the implementation of an electric transit fleet to reduce vehicular noise.

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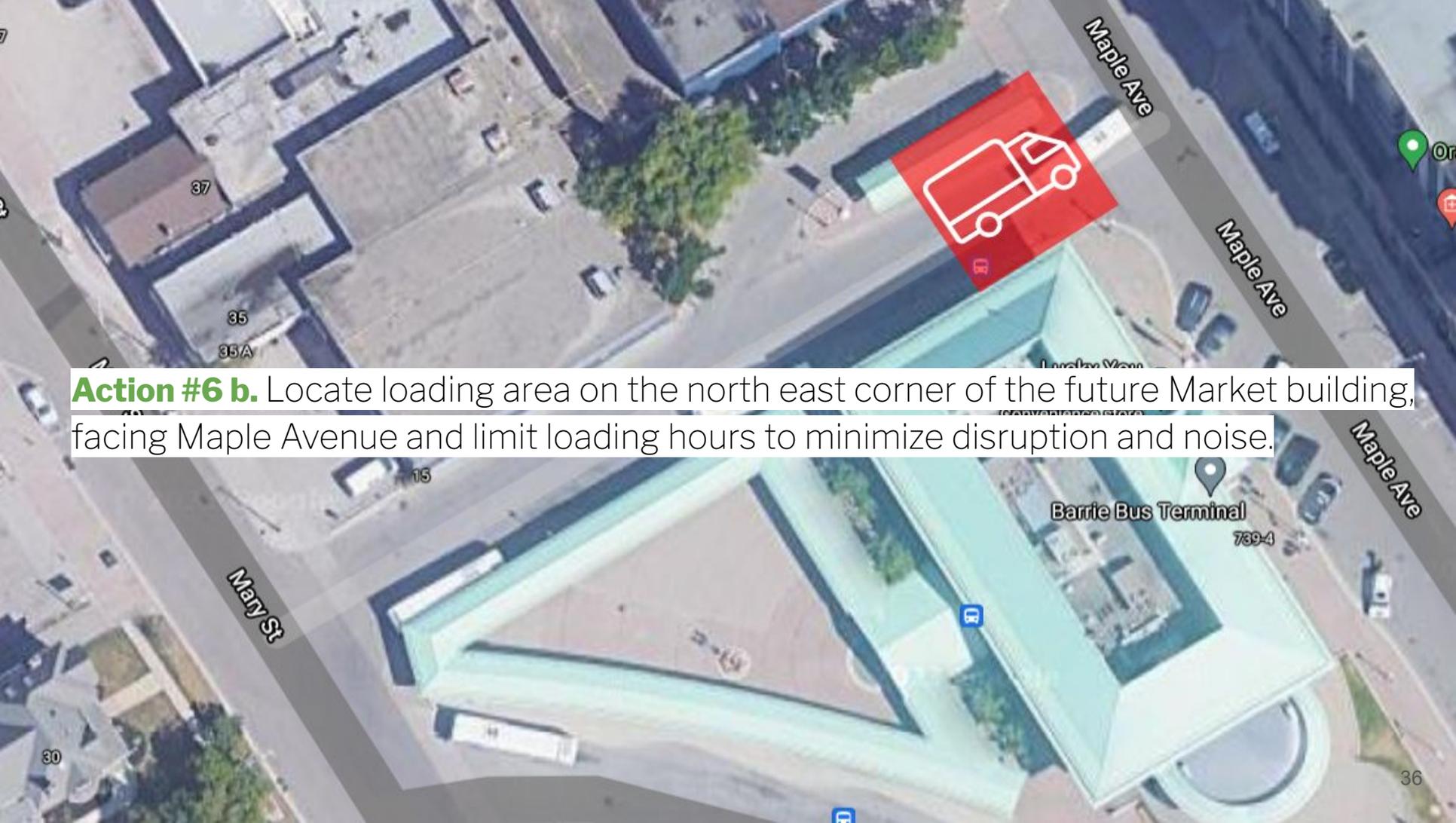
Action #6 - **Market Gathering & Dining Space**



- a. Pedestrianize the roadway between the future Market building and Debut Condos and incorporate seating and tables to create a gathering and dining space for market-goers. Work collaboratively with Debut Condos to create an integrated and cohesive space;
- b. Locate loading area on the north east corner of the future Market building, facing Maple Avenue and limit loading hours to minimize disruption and noise.

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Action #6 b. Locate loading area on the north east corner of the future Market building, facing Maple Avenue and limit loading hours to minimize disruption and noise.

Action #7 - **Central Market Promenade & Atrium**



- a. Create a pedestrianized area on “The Swoosh” with a walking surface that’s level with the curb and add flexible and playful street furniture such as planters, seating, and tables;
- b. Explore options for the space between the existing awnings, including the potential for a glass Market Atrium space for year-round use.



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