

# West End Waterfront Trail Design Study and Master Plan

Town of Grimsby

## Options + Implementation Report

March 2014 - FINAL DRAFT



## ACKNOWLEDGEMENTS

### TOWN OF GRIMSBY

Michael Seaman | Director of Planning  
Brice Atkinson | Director Department of Recreation, Facilities and Culture  
Bob Leroux | Director of Public Works  
Walter Basic | Planner  
Sara Sweeney | Recreation Coordinator  
Bob Nesbitt | Assistant Director of Public Works  
Janice Hogg | Planner  
Nancy Simon | Administrative Assistant Planning Department

### TOWN OF GRISMBY COUNCIL

### ADVISORY COMMITTEE

Alderman Nick Di Flavio  
Alderman Michelle Seaborn  
Alderman Dave Wilson  
Alderman Joanne Johnston  
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Morgan Casciani | Region of Niagara Development Planning  
Suzanne McInnes | NPCA Manager of Watershed Development Services  
Ryan Mallory | NPCA Development Review Coordinator  
Bruce Mackenzie | Conservation Halton - Fifty Point Conservation Area  
Patrick "Bear" Maloney | Grimsby Active Transportation Committee  
Sean Wadsworth | Branthaven Homes  
John Dunstall | Fifth Wheel  
Jim Warren | Fifth Wheel Chairman

### CONSULTANT TEAM

#### **SGL Planning Associates Inc.**

Ute Maya-Giambattista | Head of Urban Design, Planner & Urban Designer  
Bitu Mahjoubi | Urban Designer

#### **thinc design**

Michael Tocher | Partner, Landscape Architect  
David Mugford | Landscape Architect Arborist

#### **North-South Environmental**

Leah Lefler | Ecologist  
Sarah Mainguy | Senior Ecologist

#### **N. Barry Lyon Consultants Limited**

Mark Conway | Senior Partner Planner & Real Estate Analyst  
Matthew Bennett | Associate Planner & Real Estate Analyst



Report Prepared for the Town of Grimsby  
by SGL Sorensen Gravely Lowes Planning  
Associates

# West End Waterfront Trail Design Study and Master Plan options + implementation report

**Town of Grimsby**

March 2014 - Final Draft



North - South Environmental Inc.



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Appendix C - Preferred Plan Employment Analysis

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Waterfront View of Fifth Wheel Lands  
Image Source: Niagara Peninsula Conservation Authority Lake Ontario  
Management Plan Update Appendix B - Oblique Aerial Photos  
Photographed 09 August 2003 by Baird





**Part I**  
Introduction

## Purpose

The purpose of this master plan is to assist the Town of Grimsby in the planning and design of future lakefront trails system and urban development.

The study focuses on the development of a West End Waterfront Vision that strengthens the area's recreational connections and access to the Lake as well as guides the development of new neighbourhoods with a strong sense of place and character. The study's Vision seeks to implement and further refine established Winston Neighbourhood Plan policies to be supported by:

- Design strategies to enhance the waterfront role as a destination focused on the provision of a continuous multi-use trail system and associated amenities;
- Design strategies focused on the delivery of high quality built form and pedestrian friendly streetscapes of all future development;
- Strategies to manage long-term waterfront assets management in public and private ownerships;
- Parkland policies (for Town staff consideration) to improve new and existing parkland areas; and,
- Implementation strategy.

## Study Area & Context

The study area is located in the north west quadrant of the Town of Grimsby bordering Hamilton within an area identified as the Winston Road Neighbourhood. The study area is bounded by the Fifty Point Conservation area to the west, the Regional Pumping Station to the east, the Queen Elizabeth Way (QEW) to the south and Lake Ontario to the north (see *Figure 1: Study boundaries and focus areas*).

The study area is approximately 224 hectares (90 acres) in size with approximately 3.6 km of shoreline.

For a better understanding of the scale and order of magnitude of the proposed trail, Burlington's waterfront trail is approximately 3.2 kilometre from Pearl Street to the west to the boundary with Hamilton to the east/south.

The primary focus of this study will be the shoreline area as well as the future Mixed Use High Density development node located at the intersection of Winston Road and Casablanca Boulevard.



FIGURE 1: Study boundaries and focus areas.



## Study Process

The study has a phased approach and is based on a collaborative engagement strategy involving landowners, residential property owners, local political representatives as well as Town and Regional staff.

The engagement strategy consists of a Visioning and Design Options workshop sessions and a Preferred Plan Open House. Additionally, social media and the Town's web site as well as public input canvases posted in the lobby of the Art Gallery and Library and the Station 1 coffee shop where used to gather resident's input and raise awareness about this important study.

The project phases are:

### **Phase 1 – Background Review and Data Collection**

During the study's initial phase our team gained an understanding of the study area, including engaging with stakeholders and the public to introduce the Study and identifying the Study's opportunities and constraints so as to define the parameters and direction for advancing conceptual designs and options in phase 2.

### **Phase 2 – Site Specific Analysis and Draft Concept Plans**

During phase 2 our team generated concepts and options for the overall master plan as well as each precinct, tested these ideas and arrived at a preferred West End Waterfront Vision.

The outcome for this phase was a clear understanding of the opportunities and challenges that would result from each scenario as a necessary step in the formulation of a preferred master plan.

### **Phase 3 – Final Waterfront Trails, Parks and Open Space Concept Design**

The third phase focused primarily on the preparation of the final West End Waterfront Master Plan Vision and Trail Design and Strategies for their implementation. An implementation plan with considerations for timing, phasing, capital and operating costs estimates and construction standards was this phase focus.

## Report Structure

This document is organized into the following sections:

### **Part 1 – Introduction**

This section provides background information and highlights the purpose of the study.

### **Part 2 – Design Concepts**

This section provides an overview of the initial concept plans developed for the Waterfront Trail and the Mixed Use High Density Neighbourhood areas.

### **Part 3 - The Preferred Plan**

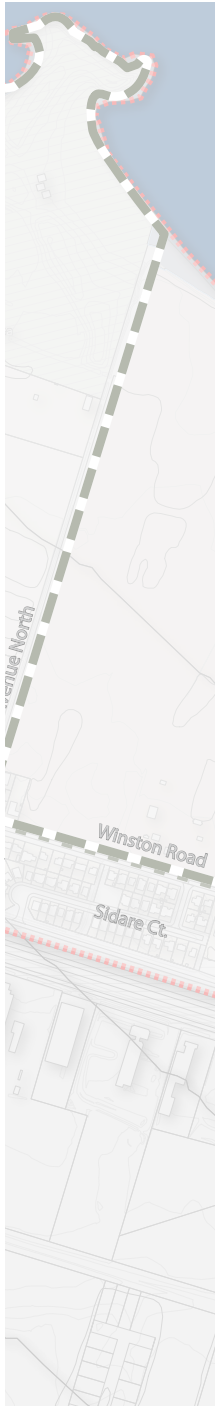
This section provides a detailed description of the preferred Waterfront Trail and Neighbourhood Master Plan's vision and structuring elements.

### **Part 4 - The Implementation Plan**

The Implementation Plan provides a description of the planning, land acquisition, and trail master plan implementation action plan.

### **Appendix Section**

This section includes a summary of the Study's consultation events and preferred waterfront and street planting list.



Visioning Workshop Panels





Trails & Shoreline Amenities

- Existing Waterfront Trail
- Existing Water Edge Improvement
- 5min Walking Interval
- Proposed Trail Alignment
- Preliminary Nature Trail
- Proposed Trailhead
- Proposed Band Shell Location
- Proposed Open Space Complex

**Part 2**

Concept Plans

On Thursday November 21st, 2013, approximately 70 people participated in the second public workshop for the West End Waterfront Master Plan & Trail Design Study. The purpose of this public session was to gather public input on the conceptual waterfront trail and development design options prepared by the consultant team. In addition to local residents and the public, local Alderman's, Town of Grimsby Staff, and interest group members attended the session.

The workshop commenced at 7:00 PM with half an hour open house where the project's existing conditions and proposed design alternatives were displayed and where participants had the opportunity to talk to Town staff and the project team about the project.

At 7:30 PM the consultant team gave a presentation to introduce the area's opportunities and constraints followed by the consultant team's initial design ideas for how the Waterfront Trail can be executed, while being aware of the natural heritage, land use provisions and landownership of the area. A small table discussion session followed the presentation.

The following section provides a summary of the presented and discussed design concepts as well as the key feedback shared by participants.

## Design Principles

The development of the trail and development concept plans is based on the following urban design principles:

**Environmentally Responsible** – To conserve, protect and integrate existing natural features



**Accessible and Connected** – To develop a continuous, universally accessible and connected open space and trail system that links the local neighbourhood to the broader region.



**Active Living** – Provide for a variety of walking and cycling alternatives that connect to the waterfront and surrounding neighbourhoods. Deliver a range of recreational opportunities for all age ages, year round.



**Placemaking** – Establish placemaking design strategies that contribute to the waterfront character while providing for a variety of housing types, open spaces and small scale retail and office opportunities.



## Mixed Use High Density Node Concept Development

The common features to the community node are:

- Block widths are wide enough to accommodate for range of unit types from townhouse units to apartment buildings with or without rear lane access.
- A Main Street characterized by a mix of uses, small-scale shops and residential units above line Winston Road between Windward Drive and Hunter Road that acts as the neighbourhood centre. The option incorporates the existing Casablanca Inn as an important element in defining the centre's main street character.
- A secondary mixed-use component, of a very limited scale, is located within Fifth Wheel lands to service residents east of Casablanca Boulevard capitalizing on higher highway exposure.
- An open, unobstructed view of the lake is provided through a window street system along the lake.
- The street and block pattern maximizes and maintains unobstructed views of the lake while ensuring a connected open space and trail system is delivered.
- The development of an open space complex at Casablanca Point (waterfront lands located at the intersection of Casablanca Boulevard and North Service Road). The complex will provide for access to existing town lands and the cobble and sand beaches on each side of the point. Due to its elevation, the point also provides for unique lookout opportunities. Initial site assessment, to be further confirmed, would indicate the potential to locate a community centre/ restaurant/banquet hall with associated surface parking in the area.
- North Service Road east of Windward Drive requires right of way upgrades to calm traffic and deliver a new pedestrian environment. Upgrades include the implementation of signalized crossings, on-street parking, an upgraded on-road Waterfront Trail, street trees and sidewalks.
- Fifth Wheel lands drainage channel is incorporated to the site design as a potential open space feature leading to the water.
- Building heights increase in a transitional manner towards the Casablanca Boulevard intersection in both directions, allowing for lower building heights to be located next to the existing townhouse neighbourhood and to frame and front onto Greenbelt lands.
- Hunter Road is envisioned as a Grand Boulevard and primary pedestrian and vehicular waterfront trail entrance. Its right of way is envisioned to provide a window onto the lake and provide for on street parking, street trees and generous sidewalks.
- Office buildings are located along the QEW interface, on the south side of Windward Drive.



## Option A

*Preliminary design option for workshop discussion purposes.*

Option A illustrates a lane-based street and block pattern with a mix of mixed use buildings along Winston Road, townhouses and apartment buildings.

Vehicular access to rear garages or underground parking is provided off a lane system, allowing for frontages to address the street in a pedestrian friendly manner.

Additionally, option A looked into the opportunity to locate small retail opportunities along Hunter Road.



FIGURE 1: Option A Neighbourhood Structure



FIGURE 2: Option A Demonstration Plan

## Option B

*Preliminary design option for workshop discussion purposes.*

Option B illustrates a range of mid to high-rise buildings serviced by underground parking.

Additionally, option B looked into the opportunity to locate small scale retail opportunities within the Place Polonaise site along the central road intersecting Winston Road.



FIGURE 3: Option B Neighbourhood Structure



FIGURE 4: Option B Demonstration Plan



## Trail Master Plan Options

At the public meeting a series of typical trail cross sections were presented to illustrate typical trail widths and strategies for incorporating multi-use trails into the existing landscape. This included a series of precedent images of waterfront trails to help articulate a how the trail network might look as well as cross sections illustrating:

- Off-Road Water's Edge Trail;
- On-Road Local Streets Bike Lanes;
- Walking Trails through natural areas; and,
- Raised Boardwalks (through sensitive / wet areas).

Images to locate and illustrate trail heads, signage, a potential band shell / amphitheater and other community amenities (such as public art, seating and look-out) were also presented to the public to receive feedback.

Finally a framework for the trail network was presented using a series of diagrams to illustrate how on and off-road trails might be phased while considering land ownership and existing infrastructure.



1 Gathering Space Precedent

2 Trailhead Precedent

3 Water's Edge Trail Concept Perspective



A Nature Trail



FIGURE 5: West End Waterfront Trail Plan Proposed Structure



A Nature Trail

B Water's Edge Trail

C Water's Edge Trail

D Local Street Trail

E Local Street Trail





Proposed view of West End Waterfront Trail





**Part 3**  
The Preferred Plan



# The Vision

The Waterfront and Neighbourhood Master Plan Vision contained in this document is based on sustainable development principles that collectively meet the need for social, economic and environmental improvement through the:

- Enhancement of the area's connectivity to the waterfront through:
- The development of a waterfront trail system from the Fifty Point Conservation Area to the Regional Treatment Plant;
- The development of an Open Space system focused on the waterfront trail as the "spine" connecting a series of proposed open space amenity areas; and,
- The development of a vibrant mixed-use community with a strong sense of place;
- The development of a compact walkable neighbourhood that makes use of existing infrastructure services resulting in an energy efficient community.

This section introduces the study area's overarching Vision by its structuring elements: The West End Waterfront Trail Master Plan and the Neighbourhood Master Plan.

The West End Waterfront Trail Master Plan encompasses the 3.6 kilometres waterfront edge from the Fifty Point Conservation area to the Regional Pumping Station lands as well as the proposed network of multi-use trails, nature trail and on-road cycling routes. For a better understanding

of the scale and order of magnitude of the proposed trail, Burlington's waterfront trail is approximately 3.2 kilometre from Pearl Street to the west to the boundary with Hamilton to the east/south.

The Neighbourhood Master Plan focuses on the neighbourhood's High Density designation, located on the east side of the study area at the intersection of Winston Road/North Service Road with Casablanca Boulevard. The Neighbourhood's Plan is presented as one demonstration of the possible build out of the Winston Road Neighbourhood.

Both Plans are proposed to guide the detailed planning and design that will occur over the long term in both areas.

# West End Waterfront Master Plan & Trail Design Study

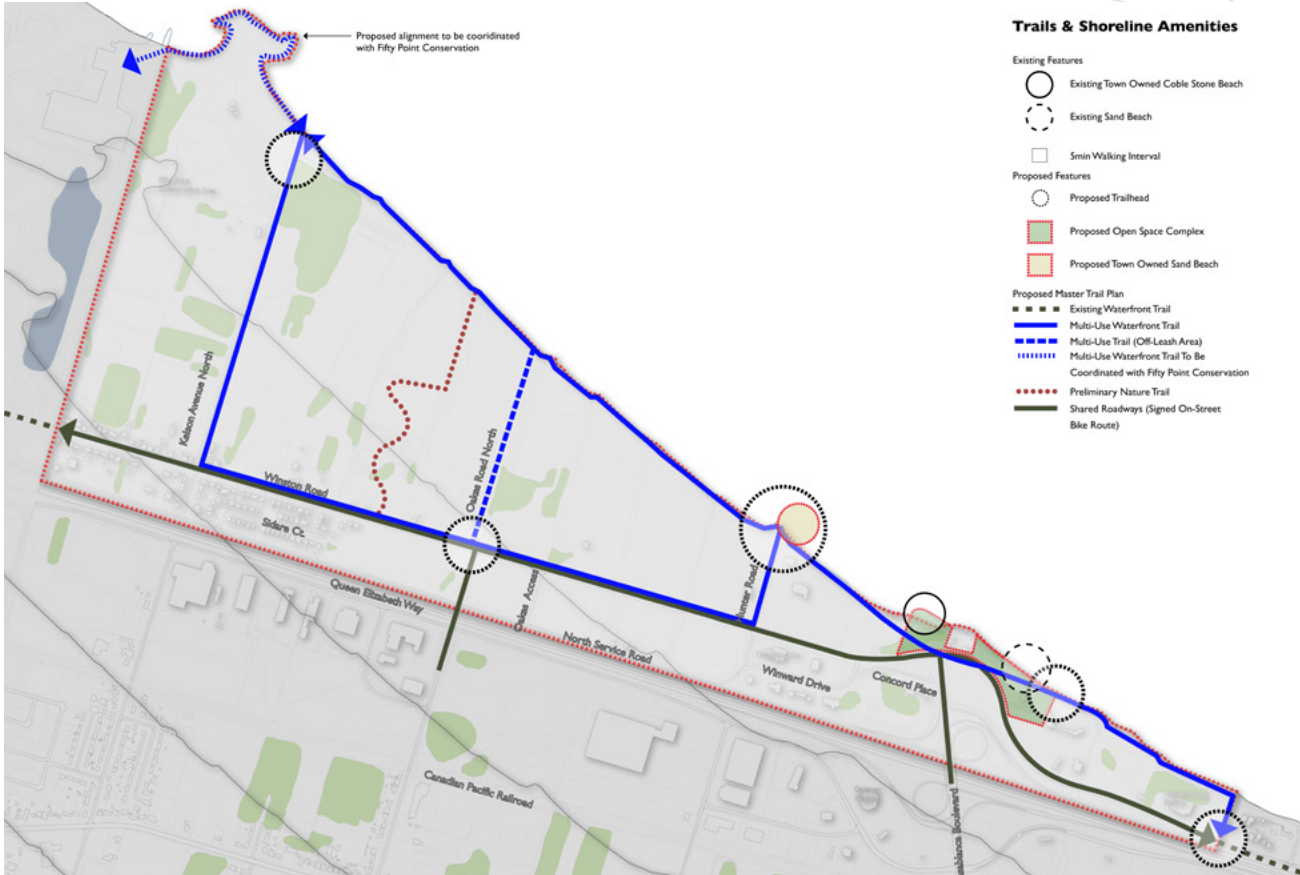


FIGURE 6: Preferred West End Waterfront Trail Master Plan



FIGURE 7: Preferred Neighbourhood Plan

## Trail Master Plan

A well connected network of on and off road trails linking the community to the waterfront is envisioned for the West End Waterfront Master Plan area. These trails should provide a safe, connected and fun network of multi-use walkways and pathways that connect to the larger waterfront trail network within Grimsby and adjacent communities.

Along the waterfront, the goal is to provide an uninterrupted multi-use trail from the Fifty Point Conservation Area in the west to the regional pumping station to the east. This will provide access to amenities including parks, beaches and other recreational amenities. Along this waterfront route the trail will include a number of north-south access points with formal trail heads giving the existing and future neighbourhoods access to the waterfront. These connections are to be via Kelson Avenue North, Oakes Road North, and Hunter Road. A nature trail access route through the Regional seepage lagoons is also proposed. Paralleling the waterfront trail alignment along the shore of Lake Ontario is an upgrade to the existing on-road / shared waterfront Trail along Winston Road and North Service Road.

The Vision further introduces a focal open space/ recreational node at the end of Casablanca Boulevard. The area's existing Official Plan open space designation, Town's lands ownership in combination with the recent shoreline restoration and beach development initiatives makes this central area the heart of the trail master plan.

While further site feasibility assessment is required, it is envisioned that the "Casablanca Point" area located on the north side of the intersection of Casablanca Boulevard and North Service Road, could deliver a range of community amenity uses to residents and visitor alike to include:

- A Community centre;
- A Restaurant concession;
- Washrooms/Changing rooms;
- Concession stands for seasonal recreational rentals;
- Preserve and enhance viewpoints and vistas;
- Provide Landscape lighting;
- Large open lawn for passive and active spontaneous uses including:
  - Playgrounds
  - Sports Play
  - Water Spray Parks
  - Picnic Areas
  - Gardens
  - Site Furnishings
- Access points to adjacent development and trail network;
- Develop and maintain design with CPTED (Crime prevention through Environmental Design) in mind, utilizing principles of access, eyes on the park and maintenance;
- Bioretention and stormwater facilities should be incorporated where possible in effort to reduce shoreline erosion related to overland flow;
- Consider the use of public art; and,
- Consideration for four season programming with a priority for winter activities and associated amenities and supportive facilities.

Additionally, future studies that look to integrate the study area to its surrounding context include:

- A comprehensive Trail Study to link the study area to the east portion of Grimsby's waterfront and the rest of the Town across the QEW.



## a. Trail Alignment

The proposed West End Waterfront trail network can be described in terms of nine trail segments. Detailed cross section information for some of these segments is found under the Street and Block Structure of this report. The proposed segments are:

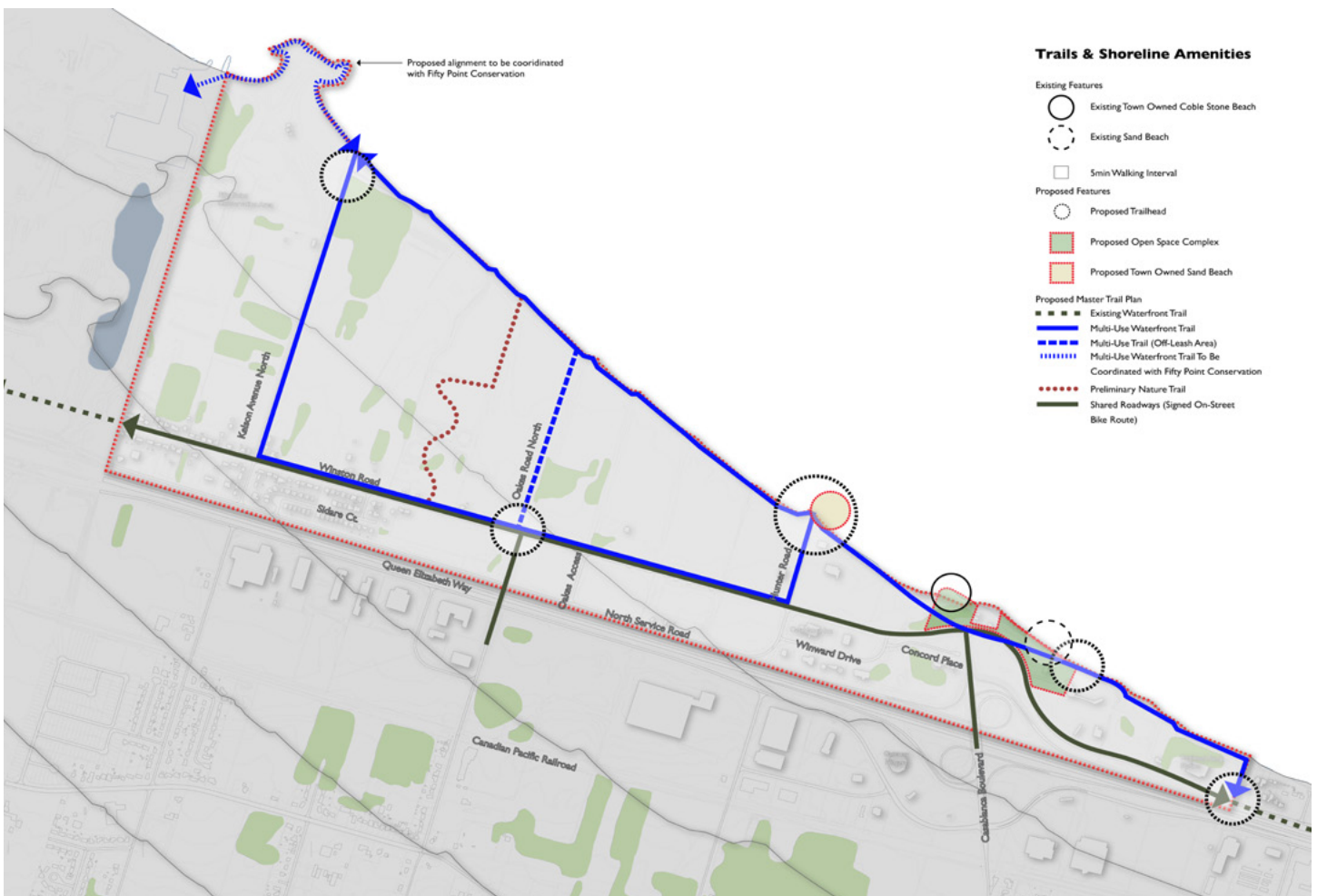


FIGURE 8: West End Waterfront Trail and Shoreline Amenities

### 1. Waterfront Trail

The centre piece of the proposed trail network is an approximately 3,600 metre long lakeside trail extending from Fifty Point Conservation Area at the west end to the regional pumping station on the east end along the south shore of lake Ontario. The majority of this trail would consist of a designated 20-metre trail right of way with a 4.2 metre wide asphalt multi-use path with room to expand to a 6.0 metre wide path. Towards the east end, where space is limited due to topography and ownership, the designated right of way would be reduced. Within the Fifty Point Conservation Area the proposed alignment would be coordinated with the Conservation Authority.

Connections to the community would be provided at Kelson Avenue North, Oakes Road North and Hunter Road. A trail link to the region's lagoon, west of Oakes Road, would also be provided.

### 2. Kelson Avenue North

On the east side of the Kelson Avenue North right-of-way a 2.5 metre wide Multi-Use off road pathway is proposed linking the Waterfront Trail to Winston Road.

### 3. Oakes Road North

Oakes Road is currently a two-lane asphalt road, which is closed to vehicular traffic just north of Winston Road. It is currently a popular dog-walking destination for the community. This plan proposes continuing to allow for the off-leash use as well as an access route / connection to the Waterfront Trail.

### 4. Hunter Road

On the west side of Hunter road a 3 metre wide asphalt multi-use pathway is proposed linking Winston Road to the proposed Waterfront Trail.

### 5. Winston Rd. West of Hunter

On both sides of Winston Road a 1.8 metre wide asphalt on street bike way should be provided and demarcated using painted lines and signage. This will be primarily a direct commuter route alternative to the off-road waterfront path.

### 6. Winston Rd. Main Street

On both sides of Winston Road a 1.8 metre wide asphalt on street bike way should be provided and demarcated using painted lines and signage. This will be primarily a direct commuter route alternative.



FIGURE 9: Waterfront Trail Section

### 7. Winston Rd. East of Casablanca

On both sides of Winston Road a 1.8 metre wide asphalt on street bike way should be provided and demarcated using painted lines and signage. This will be primarily a direct commuter route alternative to the off-road waterfront path.

### 8. Nature Trail through Regional Lands west of Oakes Road North

A secondary route from Winston Road to the waterfront is proposed to pass through the Region's lands west of Oak Street North. An alignment needs to be determined which sensitively integrates into the landscape while providing an opportunity to enjoy the natural features of the site. To help minimize construction impacts and manage use the trail will be narrower and a granular surface. In addition seasonal closures of this trail will be required to reduce impacts on certain species of wildlife (i.e. next birds).



FIGURE 10: Nature Trail Section - Granular Stone Option

### 9. Nature Trail - Boardwalk

Through more sensitive and wet sections of the nature trail a boardwalk should be constructed to elevate users and minimize impacts. The full extent of boardwalk would be determined through a detailed site review and in consultation with the Conservation Authority.



FIGURE 11 Nature Trail Section - Boardwalk Option

#	Trail Segment	Type	Surface	Length (approximate)	Width	Notes
1	Waterfront Trail	Multi Use Off Road	Asphalt	3,400 m	4.2 m P1 6.0 m P2  8 m trail right of way	Alignment in Fifty Point Conservation Area to be coordinated with Conservation Authority.
2	Kelson Avenue N.	Multi Use Off Road	Asphalt	950 m	2.5 m	Trail to be located on east side of road.
3	Oakes Road. N.	Multi Use Trail (Off-Leash Area) / Off Road	Asphalt	570 m	6.0 m	Existing asphalt road
4	Oakes Road. South of Winston Road.	On Street / Shared Route	Asphalt	230 m to bridge +	6.0 m	Existing asphalt road
5	Hunter Road	Multi Use / Off Road	Asphalt	260 m	1.8 m on-road bike lanes on both sides of the road	String cycling viability, preferred over Casablanca Boulevard as a safe cycling route over the QEW.
6	Winston Road West of Hunter Road	On Street/Shared Route and Multi Use Off Road	Asphalt	1,630 m	1.8 m on-road bike lanes on both sides of the road + 3.0 m	Multiuse Trail located on north side of Winston Road
7	Winston Main Street	On Street / Shared Route	Asphalt	307 m	1.8 m on-road bike lanes on both sides of the road	
8	North Service Road East of Windward Ave.	On Street / Shared Route	Asphalt	980 m	1.8 m on-road bike lanes on both sides of the road	
9	Casablanca Boulevard	On Street / Shared Route	Asphalt	300 m to bridge +	1.8 m on-road bike lanes on both sides of the road	Further study on pedestrian and cycling viability along Casablanca Blvd. is required in coordination with MTO.
10	Nature Trail	Off Road Trail	Granular	TBD	2.1 m	Seasonal closures to reduce impact on wildlife (i.e. nesting birds)
11	Nature Trail	Boardwalk	Wood Structure	TBD	2.1 m	As required through wet areas

FIGURE 12: West End Waterfront Trail Types and Specifications



## b. Planting Strategy

### Community Gateway Plantings

Community Gateway plantings should favour highly ornamental specimens and where possible include native species with high aesthetic value. These plantings are appropriate where built form comes down in scale and are encouraged to beautify the community entry experience into this distinct waterfront district. These areas should follow a more horticultural model reminiscent of gardens, with species at a variety of scales focusing on blending the built form into landscape. Moreover, species should be specifically selected for increasingly conspicuous foliage, bark and/or flowers. Consideration for seasonal interest is a high priority in these locations to ensure there are planting elements that highlight the district entry in each season. Please refer to appendix B for an sample species palette.

### Main Street (Winston Road)

It is highly encouraged that Main Street street trees utilize single-large stemmed canopy specimens that exhibit higher resiliency to environmental stressors for example, salt spray. It is anticipated that these trees will be adjacent primary streets such as, Winston Road between Casablanca Rd. and Hunter Rd., and as a result will be facing numerous urban stressors (salt, constrained soil volumes and physical damage); therefore, these species should be suited to a relatively harsh environment to ensure the establishment of a mature, healthy tree canopy for several generations.

Significant, well-developed mature tree canopies that frame streets, have been shown to have a traffic calming effect, reducing incidence of speeding while also improving the walkability of a street, overall providing for a safer more enriched pedestrian experience. With this in mind, it is recommended that current best practices be employed to ensure successful development of these trees through a

complete and holistic approach that may include, but not be limited to, a combination of the following:

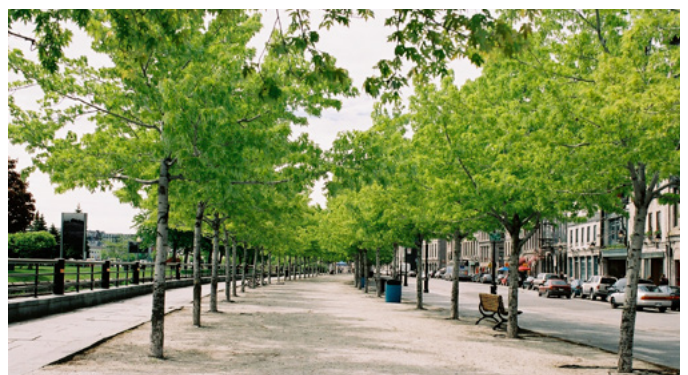
- Structural soil cells;
- Connected trenches;
- And/or open-curbed tree pits.

### Local Streets

*(Oaks Road, Kelson Avenue, Winston Road West of Hunter Road, North service Road and future development roads)*

Similar to the main streets the plantings along these streets should favour large single stemmed canopy specimens. At maturity these trees will bring numerous benefits to the community, one of the most relevant being significant shade cover for roadways and users alike. Furthermore, they will frame views to the waterfront focusing and enhancing the entry experience to the waterfront trail, with the potential to provide subtle way-finding cues through the use of distinct planting palettes for each waterfront approach.

Where maintenance programs utilize salt on sidewalks, trails and/or roadways, salt tolerant species should be specified. However, it is anticipated that where these species are to be planted that there will be ample soil volume and minimal urban stressors, as a result a wider range of plant material is possible toward a greater contributions to biodiversity and a resilient urban forest.



Street tree example: *Acer Saccharium* - Silver Maple

### Waterfront Trail Plantings

It is anticipated that the waterfront trail will be comprised of a linear section of green space with a winding trail that relates to the water's edge, and the possibility of a series of small open space pockets or look out point along the corridor.

It is highly recommended that plantings in this area respect the natural environment; therefore, an ecologically responsible approach, along with consideration for aesthetics should be favoured. Native plants that have remediative properties; such as a specimen's intrinsic biomechanics to assist in slope stabilization and/or in general its ability to aid in the restoration of compromised landscapes. In particular, this will further support the Town's goal to stabilize and reduce shoreline erosion, in support of the waterfront's long-term vision.

It is encouraged that where possible, assisted naturalization of the immediate shoreline area be part of the overall strategy to create a thriving and diverse buffer strip improving and protecting the shoreline. In addition, this will also provide habitat and ecological connection to adjacent natural features such as Fifty Point Conservation. Planting young native shrubs that include *Cornus Spp.*, shrub form *Salix Spp.*, or *Rubus Spp.* along the waterfront will accelerate the naturalization process. In addition, native location-appropriate (dry upland areas vs. wet lowland areas) trees should be inter-planted with these shrubs to further stabilize the shoreline while providing important ecological services and significant aesthetic value. However, it is important that the terminal views of each local street (Kelson Avenue, Oaks Road, and Hunter Road) be respected and preserved to promote visual connection to the waterfront.



Street tree examples: 1. *Celtis occidentalis* Common hackberry; 2. *Platanus acerifolia*, London plane; 3. *Nyssa sylvatica*, Black tupelo or Black gum; 4. *Quercus bicolor*, swamp white oak



Trail tree examples: 1. *Abies balsamea*, North American fir; 2. *Liriodendron tulipifera*, tuliptree; 3. *Betula nigra*, River birch; 4. Witch hazel



## c. Fencing Strategy

The proposed trail network runs immediately adjacent to some sensitive private land parcels. Most notably the Department of National Defence lands and land owned by Rogers Communications. Where the trail runs adjacent to these parcels fencing – in conjunction with planting – should be provided and maintained to keep users within the trail right of way. Key considerations include:

- Provide a fence of a minimum of 1.2 metres high and a maximum of 1.6 metres high, and
- Provide low plantings immediately adjacent to the fence to help minimize the visibility of the fence;

- Provide for safety fencing along waterfront trail portions with large grade separation to water level or other drainage features such as the portion along the fifth Wheel Lands, Water Treatment Plant and Town lands located at Casablanca Boulevard. Further site assessment will be required.



FIGURE 13: West End Waterfront Trail Fencing Strategy

## d. Material

Pathway material should reflect the level of use and sensitivity of the landscape:

- Provide an asphalt surface on a compacted granular base along the entire length of the waterfront trail and associated multi-use trail on Kelson Avenue, Winston Road and Hunter Road segments;
- Within sensitive environments – in particular the Region’s lagoon lands – a crushed granular surface should be used;
- In the Region’s lagoon lands, where there are wet conditions a raised boardwalk should be used to help minimize trail and user impacts on the environments.

## e. Overall Trail Design Guidelines

### Waterfront Trail

- Provide a 4 metre wide asphalt path in a 20 metre right of way
- Pathway width may be expanded to 6 metres to accommodate increased use should level of activity warrant;

*Multi-use Trail along Kelson Avenue, Winston Road and Hunter Road*

- Provide a multi-use asphalt path that ranges in width between 2.5 to 3 metre pending further site constraint analysis.

*On Road Bike lanes*

- 1.8 metre designated bike lane – both sides on Winston Road and North Service Road east of Casablanca Boulevard
- Signed route

## Amenities Guidelines

*(Trail heads, signage, lookouts, etc...)*

Amenities such as signage and seating should be located throughout the trail network at regular intervals. The following guidelines should be followed for incorporating trail amenities:

- Provide a trail head at key entrances / access points to the trail.
- Trails heads should include at a minimum:
  - Map of waterfront trail network identifying current location;
  - Seating;
  - Litter receptacles;
  - Bicycle Parking;
  - Vehicular Parking; and,
  - Information on municipal bylaws (i.e. off leash requirements, littering, etc.. and trail etiquette.
- Provide directional / way finding markers at key decision nodes and at regular intervals (approximately every 500 metres);
- Educational / Interpretive Signage:
 

An overarching goal and consideration is to ensure these types of signs provoke curiosity. Careful consideration of thematic elements, quality materials, interesting + informative images should be used to tell a story regarding significant cultural, historic or natural features in the immediate and visible area. The intent should be to engage visitors emotionally to encourage active involvement with the objects, artifacts, landscape and location and enrich their overall experience of the waterfront. Specific elements may include:

  - Interesting facts, dates, figures and/or names of local history for significant areas along the waterfront;
  - Offer educational opportunities complete with pictures, description and text of native flora/fauna that occupy the immediate

area(s). Eg. the regionally native provincial/national endangered *Magnolia acuminata* 'Cucumber Tree';

- Enhance understanding of local history regarding significant archaeological, geological, natural or social events in the area. Eg. A user may be provided information about the escarpment encouraging them to look inland as opposed to along the water's edge;
- May alert users to any safety issues Eg. The steep shoreline along the water's edge near the pump station; and,
- Inform users regarding any environmental or preservation practices now happening or planned for at the site. Eg: shoreline stabilization.

## Other Facilities

### *Bathroom / Change Facilities*

Bathroom / Change facilities should be provided at the proposed open space complex north of Casablanca Boulevard. Key components of the facility should include:

- Universally accessible design (ADA Compliant) that accommodates the varying needs of users;
- Lockers for individuals to secure important valuables;
- Durable rubberized surfacing/mats to be used in winter to accommodate individuals walking in ice skates; and,
- HVAC should be considered for refuge from harsh elements during hot summer/cold winter months.

### *Multi-Functional Pavilion Area*

A Multi-Functional pavilion area is envisioned at the end of Hunter Road, on the east side fronting onto the lake. The intent is to provide for a landmark and gathering area that will enhance visitors and residents experience by providing an area for future festivals.

A range of options have been discussed ranging from the construction of a large gazebo to the construction of a concrete pad and sloped terrain to function as an open theatre and the construction of a Grimsby residents monument. Further analysis on the type of recreational programming and associated needs envisioned for the area is recommended to determine the type and scale of each park structure.

### *Green Parking Standards / Strategies*

This plan envisions a parking strategy that is based on a strong cycling accessibility that reduces the need for parking spaces. On-street parking is provided for everyday and special events visitors along the south side of Winston Road, east of Hunter Road and is proposed along Hunter Road on both sides of the road, Winston Road Main Street on both sides of the street, and North Service Road east of Windward Drive on the north side of the street.

Additionally, the following parking clusters are proposed:

1. Oakes Road North – Small parking cluster located in approximately 60m from the intersection with Winston Road, on Oakes Road for about 26 cars;
2. Town road easement on west side of Fifth Wheel lands – the easement offers the opportunity to locate additional on-street parking;
3. MTO lands, East of Casablanca Boulevard – Although in Provincial ownership, it is recommended that the Town, in collaboration with MTO study the opportunity to locate a green parking lot at this location. Potential access to the lot is proposed off North Service Road. The site's characteristic low grade can be used to buffer the lot's views from nearby roads. The lots could be used for large events as well as a future commuter parking lot once a Go train station is built at Casablanca.





Amenities, interpretative signage and fencing examples



General green parking guidelines include:

- Parking should be provided in a number of small parking areas separated by landscaped Islands;
- Curb stops or wider sidewalks are required to protect pedestrian routes and sidewalks;
- Use concrete curbs at perimeter of paved areas and with concrete curbing around all planted islands;
- Planted islands a minimum of 3 metres x 6 metres should be used to break-up large parking fields of 20 or more stalls;
- Shade trees with low understorey planting should be provided in islands;
- Parking lots should be buffered at their perimeter with landscaping and shade trees;
- Bicycle Parking should be provided along walkways, in close proximity to store entrances and at trail heads;
- Parking with ability to secure bicycles from theft should be provided;
- Weather protected bicycle parking is encouraged;
- Consider snow storage in design;
- Use pervious pavement (open joint pavers, pervious concrete and pervious asphalt) to help increase infiltration rates closer to the source to reduce overland flow and the burden placed on the municipal storm water management system; and,
- Use storm water to irrigate landscaped areas to

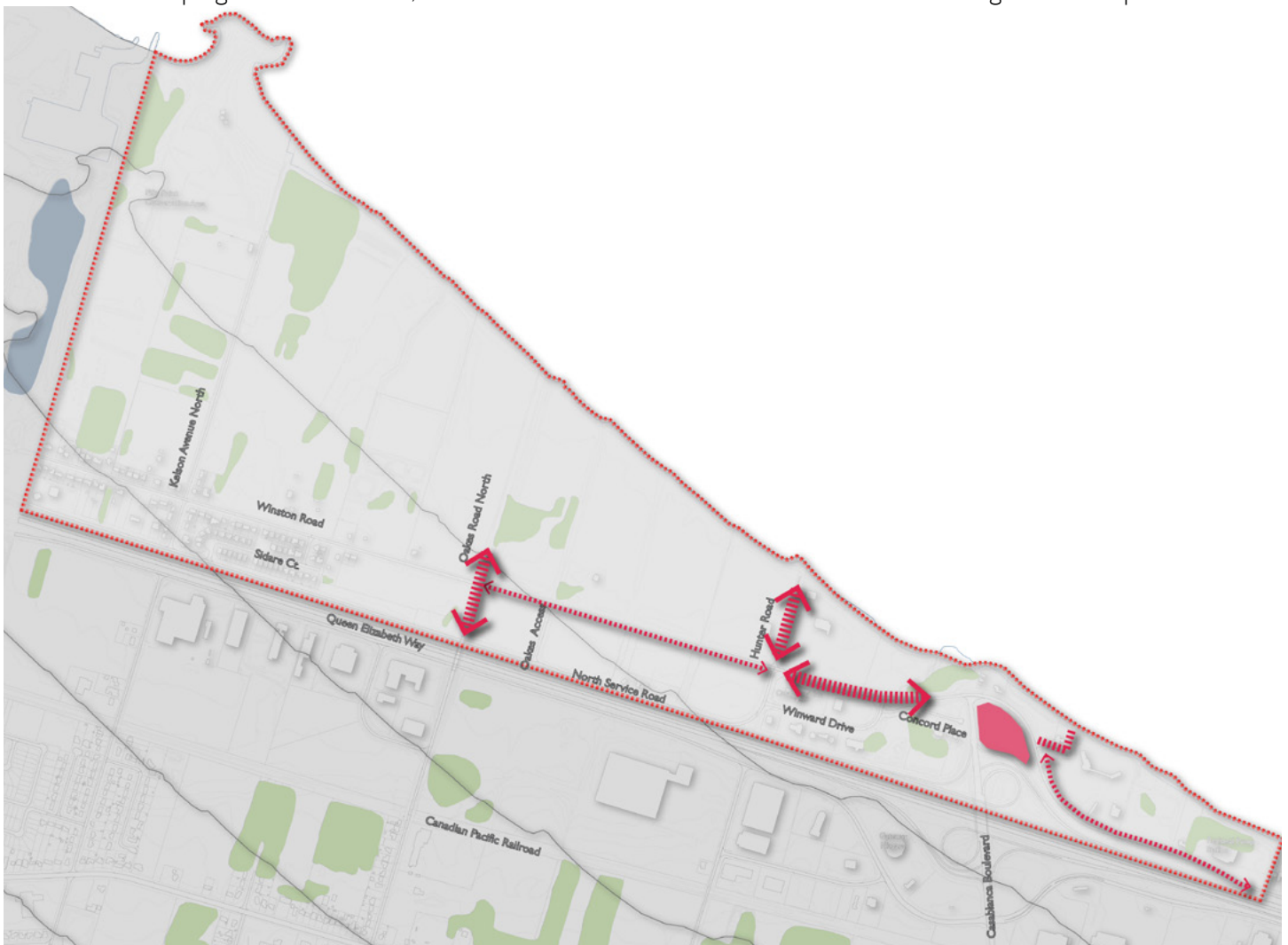
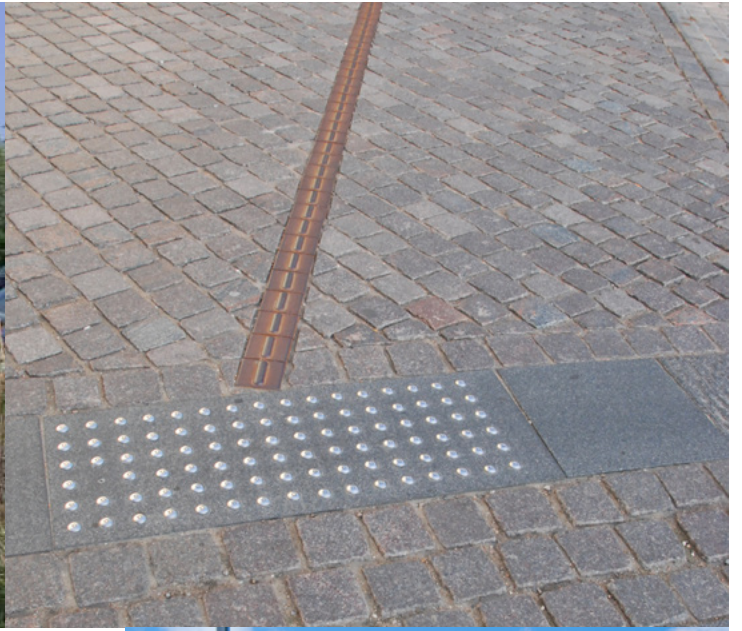


FIGURE 14 West End Waterfront Trail Parking Strategy





Example of green and accessible surface parking strategies



# Neighbourhood Master Plan

## Neighbourhood Plan Key Structuring Elements

### a. Neighbourhood Structure

The Winston Road Neighbourhood incorporates approximately 28 hectares (69 acres) of potential mixed use high density and open space lands. The following Neighbourhood Structure strategy aims to create a distinctive character and sense of place for the study area through the detailed development of special character districts.

The Neighbourhood Vision contained in this section interpret current Official Plan (OP) policy and represent one of the many potential design solutions.

The future exploration of alternative design solutions that are in keeping with current OP policies and the neighbourhood vision and principles contained in this report is encouraged.

The underlying concept inherent to the development of each district is based on providing an appropriate transition to existing land uses and built form while maintaining the flexibility to allow the private sector to be market responsive.

Four distinctive development districts have been identified and are shown in the following diagram.



FIGURE 15 Neighbourhood Structure



## Winston Road Main Street District

Winston Main Street is to function as the primary pedestrian destination in the neighbourhood, the public centre within walking distance to the surrounding neighbourhoods. Shops and offices are envisioned to line the street on the ground floor, while apartments and offices occupy space above. Winston Road Main Street is envisioned to include:

- A range of mixed uses with retail at grade and residential and/or offices uses above;
- A village square in association with the retail suitable for community activities such as weekend markets; and,
- Careful design of the public right of way to include wide enough sidewalks and on-street parking opportunities (further described under the Street and Block Structure section of this report).

Development principles along Winston Main Street should:

- I. Address Winston Road and intersecting public right of ways through carefully designed façades and entrances that enhance pedestrian amenity;

2. Deliver a streetscape characterized by contiguous façades with mid-block breaks to create walkable clusters of activity and screen parking areas;
3. Integrate the existing Casablanca Inn built form to the street by maximizing the hotel's site frontage onto Winston Road;
4. Accommodate for majority of residential parking in below grade structures and/or rear surface parking areas and allow for on-street parking for visitors and customers;
5. Establish a consistent building mass and height to provide for an intimate pedestrian scale along main street;
6. Provide for pedestrian weather protection through the use of architectural elements such as seasonal colonnades, atriums and awnings;
7. Design store-fronts with large windows and glass doors; and,
8. Emphasize the gateways into Main Street (i.e. Winston Road at Hunter Road and North Service Road at Casablanca Blvd.) through the use of architecturally distinctive buildings.



Main Street Images



## The Village by the Lake District

The Village by the Lake District is envisioned as a vibrant waterfront urban village featuring community facilities (in the form of a park and a waterfront promenade) and a mix of residential and commercial development opportunities.

The District's Vision is developed with the lake as its focus. As such, the waterfront promenade is envisioned to provide the neighbourhood with a focal point suitable for a range of activities and unobstructed visual and physical connections to Lake Ontario.

Key features of the Plan include:

- The Waterfront Promenade to include a multi-use trail, lookout/rest areas, a beach and a park;
- A range of residential development opportunities with residential densities ranging from townhouse and stacked townhouse units to low and high rise apartment buildings;
- The flexibility to allow for a range of commercial development opportunities, within mixed use residential buildings, along the waterfront recreational system;
- A carefully designed built form transition that addresses the water edge and adjacent open space, specialty crop and development areas in a manner that is pedestrian scaled and provides "eyes" on the street;
- The introduction of a regular street and block pattern to include a waterfront promenade street with the intent of maintaining physical and visual connectivity and accessibility to the waterfront; and,
- Pedestrian oriented public and private right of ways.

Key development principles for this district include:

1. Address all public and private streets through carefully designed façades and entrances to enhance pedestrian amenity;
2. Allow for flexible ground floor areas that could, if market conditions exist, allow for active uses fronting onto the lake and Hunter Road such as ground floor cafés or retail uses;
3. Provide an internal road network that is both universally accessible and pedestrian friendly;
4. Accommodate majority of residential parking in below grade structures or screened rear surface parking areas and allow for on-street parking;
5. Address context by locating higher buildings towards Casablanca Boulevard away from existing low rise residential uses;
6. Address pedestrian scale through a combined podium and angular plane strategy;
7. Create a diverse and attractive skyline that highlights key vistas;
8. Provide open space areas that act as a focus for the newly built neighbourhood;
9. Provide for mid-block connections where blocks are longer than 250 metres;
10. Public spaces, which are to be well lit and overlooked by development, creating an improved sense of activity and security; and,
11. High quality development consistent with the vision for the Village through the application of these guidelines.





Village by the Lake precedence images. Examples highlight building massing options that transition through gradual height changes to adjacent open spaces, waterfront areas and public streets.



## The South of Winston Road Neighbourhood

The South of Winston Road neighbourhood is divided into two areas for the purposes of this strategy: the west and east of Hunter Road areas.

The west of Hunter Road area is under development composed of condominium townhouse units with some mixed-use retail development along North Service Road.

Lands east of Hunter Road are designated Mixed Use High Density and are envisioned to develop as a pedestrian oriented mixed use district that further complements adjacent development areas.

Key features of the Plan include:

- A veneer of mixed use retail and office development opportunities maximizing QEW frontage;
- A range of mixed use retail and residential development opportunities ranging from townhouse and stacked townhouse units to low and high rise apartment buildings;
- The introduction of a regular street and block pattern to encourage the development of a compact neighbourhood; and,
- Pedestrian oriented public and private right of ways.

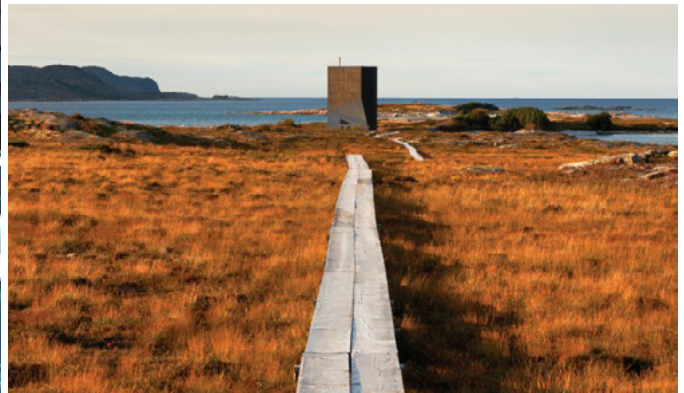
Key development principles for this district include:

1. Address all public and private streets through carefully designed façades and entrances to enhance pedestrian amenity;
2. Allow for flexible ground floor areas that could, if market conditions exist, allow for active uses fronting onto Windward Boulevard;
3. Provide an internal road network that is both universally accessible and pedestrian friendly;
4. Accommodate majority of residential parking in below grade structures or screened rear surface parking areas and allow for on-street parking;
5. Address context by locating higher buildings towards Casablanca Boulevard away from existing low rise residential uses;
6. Address pedestrian scale through a combined podium and angular plane strategy;
7. Create a diverse and attractive skyline that highlights key vistas;
8. Provide open space areas that act as a focus for the newly built neighbourhood; and,
9. Provide for mid-block connections where blocks are longer than 250 metres.

## The Waterfront Trail District

The Waterfront Trail District is comprised by a multi-use trail system, a nature trail and an open space complex further described in the Trail Master Plan section of this report.





South of Winston Road precedence images. Examples highlight building massing options that create a mixed use pedestrian friendly environment. Additional waterfront trail precedence images showcase two key trail elements: lookout areas and landmark points.



## b. Open Space Structure

The Winston Road Neighbourhood Open Space structure is made up of a variety of elements ranging from the West End Waterfront Trail and associated amenities to parks, squares and semi public and private spaces associated with residential uses linked by pedestrian oriented streets. Future parkland spaces, in proximity to the waterfront trail, are considered an extension of the West End Waterfront system and should be designed and further programmed to enriching the Promenade experience.

Planning policies should encourage the type and diversity of parkland uses located within future development areas to deliver the diversity of open space amenities required in an urban setting. For example, opportunities for open space in high-density areas can be augmented through development requirements for publicly accessible private open spaces that provide an important urban amenity while retaining private ownership.

Public and private streets that offer generous sidewalks, planting boulevards, mid-block connections and active frontages are also considered part of the open space structure.

The existing Waterfront Trail along Winston Road should be enhanced through dedicated bicycle lanes and easy to find West End Waterfront Trail access points provided at key road intersections. To complete the network, the proposed West End Waterfront Trail will offer recreational bicycle and walking routes.

Please refer to the Trail Master Plan section of this report for a complete description of the West End Waterfront Trail Network.

Key Neighbourhood Plan Open Space elements include:

### The West End Waterfront Trail Promenade

The West End Waterfront Promenade, located along future development lands, is envisioned as a multi use pedestrian friendly trail that allows for leisure walk and cycling and provides for resting and beach access points along the way. Parkland areas, required in the development of these lands, are key components of the network, further enhancing the open space system. Parkland areas are proposed to be located adjacent to the promenade providing for important neighbourhood amenity area, transitional uses to the adjacent development and enhancing the connectivity and proximity of the availability of recreational uses adjacent to the water.

### The Beaches

Existing beaches in conjunction with recent and future shoreline restoration initiatives will deliver four public beach areas in close proximity to the open space complex.

### The Open Space Complex

The proposed Open Space Complex on Town owned lands located at the north side of the intersection of Casablanca Boulevard and North Service Road, is envisioned as a recreational and community amenity node servicing the needs of visitors and residents alike. While a complete site investigation needs to be conducted, initial amenity functions that could be located in this area include: Community centre, washrooms and changing rooms servicing beach goers and trail visitors, bike rental hut, seasonal or permanent food concession stand, visitor lookout/Grimsby waterfront museum, etc.

### Parks and Plazas

In addition to the public open space areas described above, a series of semi public open spaces within privately owned parcels at inner block locations could be developed.

Semi public plazas are encouraged to be located at the confluence of two streets with retail at grade uses. Plazas will activate and enhance pedestrian traffic further developing the area's main street into a destination place.

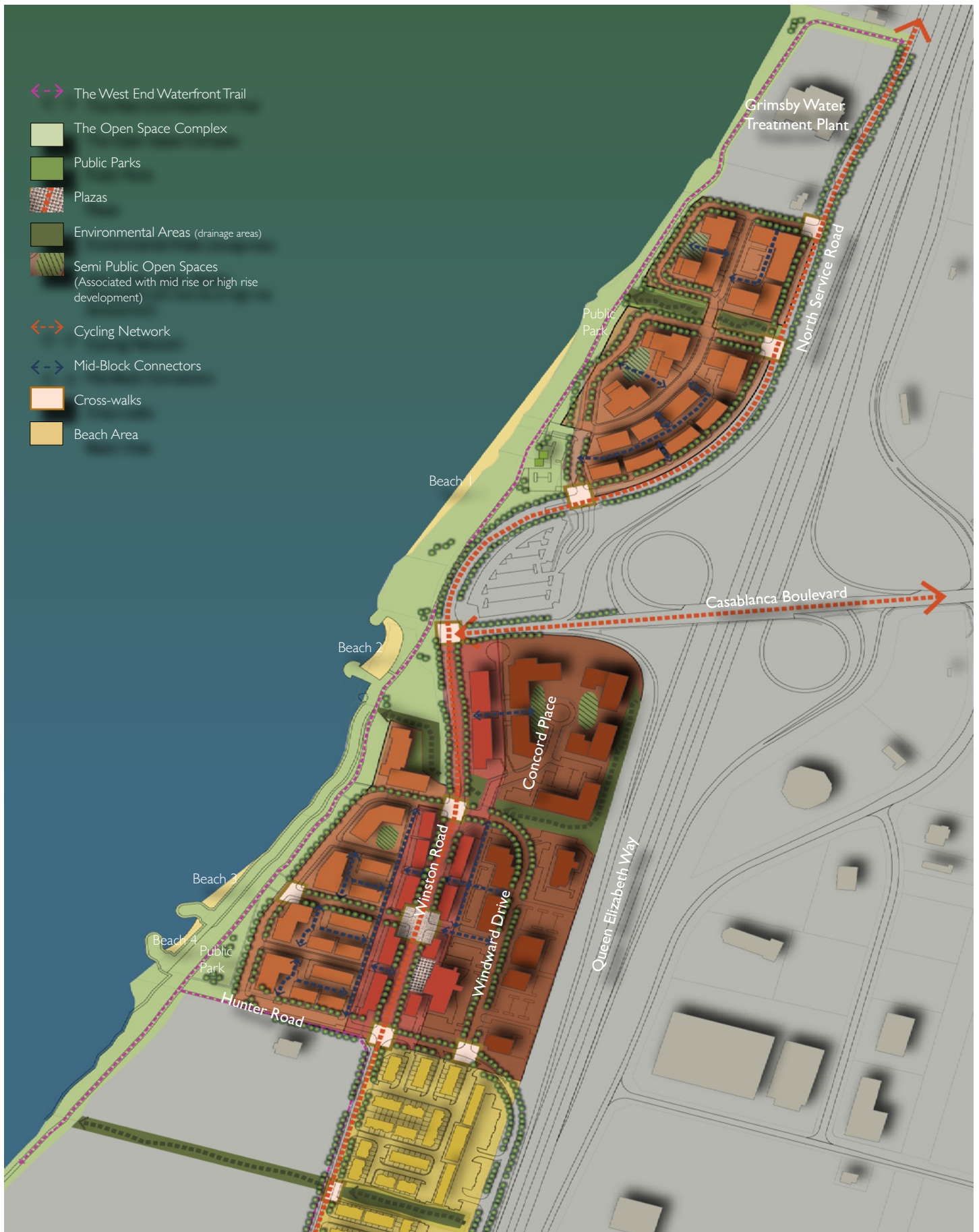


FIGURE 16: Open Space Structure

## c. Street and Block Structure

The Neighbourhood Master Plan demonstrates a distinctly vibrant and urban district that relies on a fine grained street and block pattern with blocks that accommodate a variety of lands uses and building types.

Additionally, the illustrated street and block pattern incorporates the recommendations found in the West End Development Transportation Network Feasibility Study by CIMA (2010). Key transportation recommendations reflected on the preferred plan and associated right of way cross sections include:

1. The widening of Winston Road from Casablanca Boulevard to Hunter Road to include a basic four-lane section for through movement;
2. The introduction of traffic signals at the intersection of Casablanca Boulevard and North Service Road; and,
3. The introduction of traffic signals at the intersection of Winston Road/North Service Road/ Hunter Road to encourage westbound through traffic to turn left onto North Service Road. Initial stages of development should include a four-way stop and a “Local Traffic Only” sign.

Finally, the illustrated street and block pattern introduces traffic calming measures along Winston Road and North Service Road in existing and future mixed use residential areas such as on-street parking, planted boulevards, sidewalks, dedicated on-street cycling lanes. The decrease of local speed limits will also result on reduced sightline requirements for intersections located along curved segments of North Service Road. This sightline reduction allows for a wider range of intersection solutions necessary in the design of compact and well-connected communities. Transportation Impact studies, at individual development stages, should be completed as development occurs in the area.

The street and block pattern illustrated on the proposed structure plan is based on the following principles:

1. It provides a well connected, integrated and permeable transportation network connecting the study area to the surrounding communities;
2. It connects to the existing street pattern;
3. It facilitates infill development where development can be phased;
4. It provides for appropriate development interface conditions;
5. It functions as multi-purpose urban streets, which are both transportation routes and pedestrian oriented places;
6. It balances the demands of pedestrians and cyclists, as well as vehicles, in the creation of attractive and comfortable public spaces; and,
7. It creates a beautiful streetscape design, with street trees as an essential component of their engineering.

The proposed street and block pattern introduces a complete network of mid-block connectors that facilitate vehicular and pedestrian movement. These mid-block connectors can range from lanes and pedestrian walkways to public or private roads.



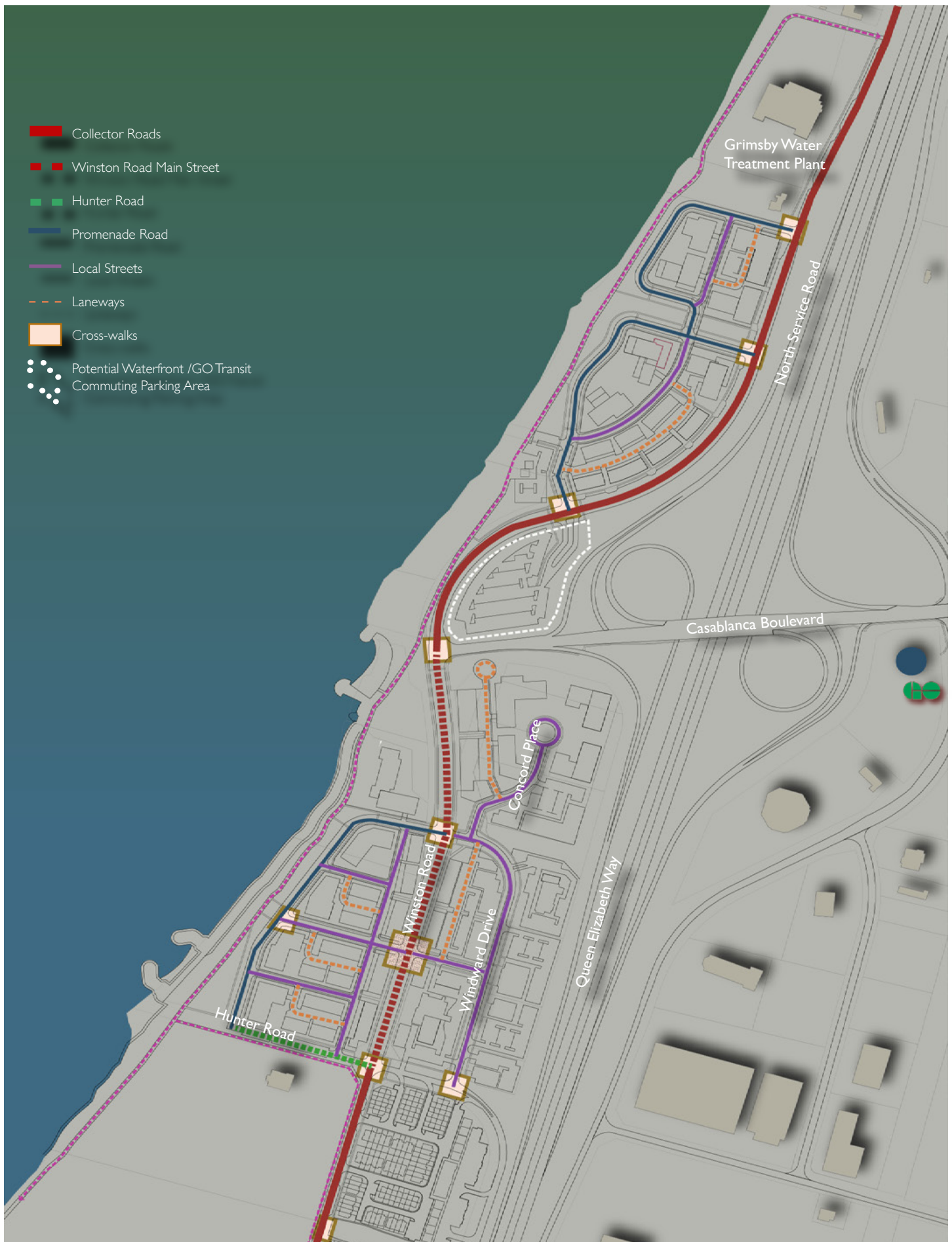


FIGURE 17: Street and Block Structure

## Streets

Streets are the largest component of the public realm and attention to their aesthetic and functional design will ensure the achievement of the vision set out in this document.

It is an objective of this strategy to ensure beautiful and functional street design with trees, on-street parking and a multi-modal character (pedestrian, transit, vehicular and cycling) as essential components.

Additionally, a relatively consistent building edge is important to provide spatial definition and containment to the street. Build-within zones are established to require buildings to locate their front and exterior walls within a defined zone on the lot. Furthermore, a minimum amount of building wall within the built-within zone is recommended.

Key Streetscape Design Elements include:

- To ensure streets are designed for all modes of transportation providing for safe and comfortable opportunities for walking and cycling;
- Include pedestrian crossings at strategic locations to calm traffic while giving pedestrians a comfortable, safe place to cross the street;
- Buffer pedestrians from vehicle traffic with space, treed boulevards, amenity strips, and on-street parking;
- Establish a pedestrian scale with appropriate sized lighting standards that provide even, direct lighting;
- Light fixtures illuminating pedestrian areas should be installed at 4-5 metres height; and,
- Utilities shall be clustered or grouped where possible to minimize visual impact.

On-street cycling lanes have been located next to the curb in all instances, including where off peak on-street parking is identified. Key design elements of on-street cycling lanes include:

- A minimum of 1.5 m wide (continuous), although 1.2 m can be accepted as an interim standard, particularly if an alternate pedestrian route is provided;
- Demarcating solid white lines with a width of 100mm;
- Paved surfaces free of obstructions, such as telephone poles;
- Parking on the cycling lane should be prohibited;
- If rumble strips are used to prevent motor vehicle drive-off accidents, these should be located on the far left of the cycling lane within 150mm of the white fog line, and should be a maximum of 300mm wide. The remainder of the cycling lane should be a minimum of 1.5 m wide; and,
- Bicycle parking in the right of way should be located in the boulevard/amenity strip at strategic locations, with at least two racks on each side of the street.

This section describes the area's street design by identifying the location for sidewalks, street trees, on-street parking and the multi-use trail system, where applicable.

## Winston Road

Winston Road functions as a local residential collector road. The road is characterized by a south side urban cross section with on-street parking bays, curbs, sidewalk and planting boulevards. The north side is characterized by a rural cross section with a ditch and no curb. The existing Waterfront Trail runs along its entirety to the intersection with Casablanca Boulevard.

Two distinctive segments are envisioned for Winston Road east and west of Hunter Road.

Winston Road west of Hunter Road is envisioned to continue to function as a residential collector road in its current configuration with the exception of a multi-use trail proposed to be located on the north side of the road from Kelson Avenue to Hunter

Road. Further site assessment should be conducted to ensure there is space between the north side ditch and property lines to accommodate for the proposed trail, specially between Oakes Road and Kelson Avenue.

The streetscape includes:

- Two travelling lanes with shared on-road bike lanes;
- On-street parking on the south side of the road;
- An attractive and comfortable sidewalk zone on the south side of the road;
- An attractive and comfortable pedestrian and recreational cycling zone (multi-use trail) on the north side of the road;
- A diverse and sustainable landscaped boulevard that will mature over time; and,
- Shade trees.

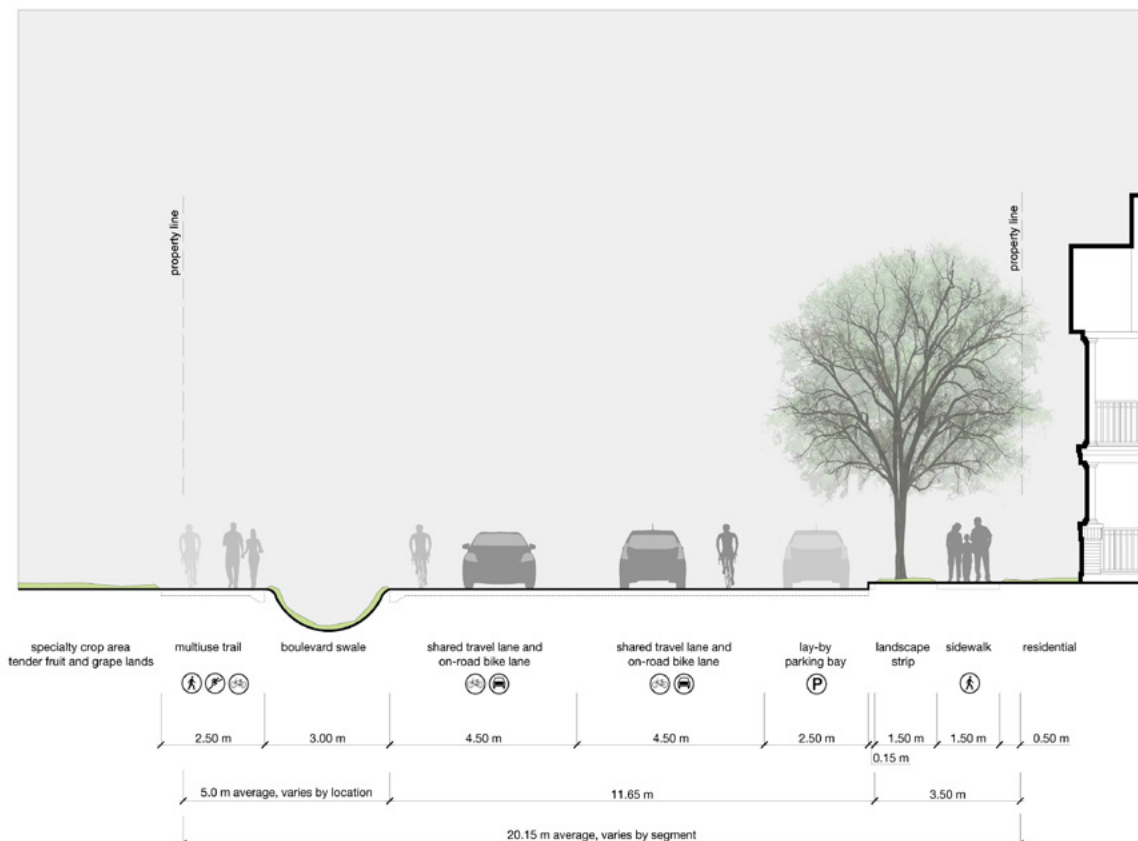


FIGURE I8: Winston Road West of Hunter Road



Main Street, a key route through the core of the community. In its role, it should not function as a high-speed road.

The Streetscape character includes:

- Four vehicular lanes;
- Off-peak on-street parking on both sides of the street;
- On-road bike lanes on both sides of the street;
- A mix of uses at the street edge;
- Sidewalks wide enough for comfortable walking and outdoor cafés; and,
- Diverse landscaped boulevards that include street trees that will mature over time to provide shade in the summer and solar gain in the winter.



FIGURE 19: Winston Road Main Street from Hunter Road to Windward Drive

## Kelson Road

Kelson road is a local road with a rural cross section. Its role and function is envisioned to continue with the following added element:

- A multi use trail on the east side of the road, adjacent to the DND lands. Further site assessment is required to ensure enough space is available between the east side ditch and the limits to private property.

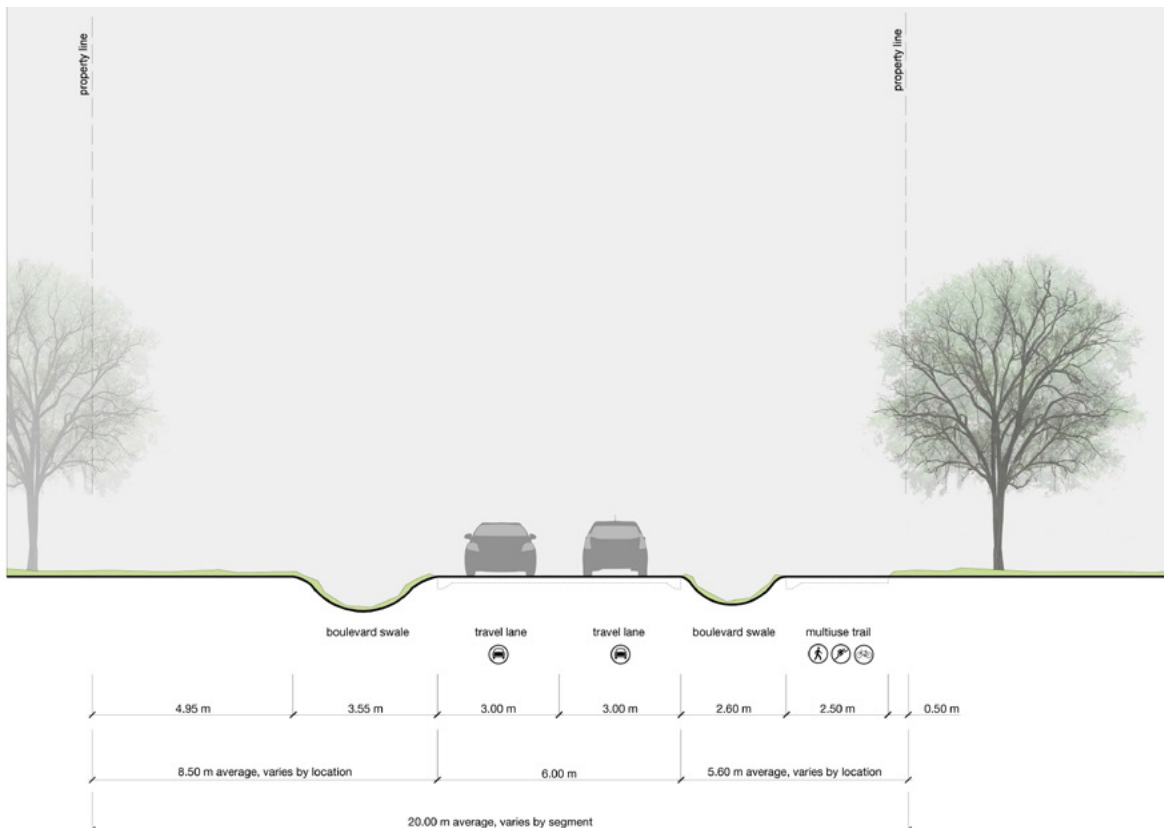


FIGURE 20: Kelson Avenue North of Winston Road

## Oakes Road

Oakes Road north of Winston Road is a closed right of way currently used as an informal dog and pedestrian walk with access to the lake. This segment of Oakes Road is envisioned to continue to function as a pedestrian route with the potential to be shared as an off-leash “dog walk”. Further consideration of the viability and implications of a “dog walk” should be conducted with local residents, the public in general and Town staff.

If the concept of a “dog walk” is accepted, gates at both ends of the trail should demarcate the “walk” before Oakes Road joins the waterfront trail at the lake end and the multi-use trail at the Winston Road edge. While pedestrians are welcomed, no cycling should be allowed, clear and easy to read signage

located at both ends of the “walk” should explain the rules of this particular and unique trail.

A double gated entry providing a corral will ensure owner’s can carefully attach/remove the leash prior to exiting/entering the dog walk area. Furthermore, this corral will aid in capturing any dogs that attempt to get out before the owner has the opportunity to affix the leash etc.

Oakes Road south of Winston Road provides for a less travelled vehicular cycling friendly link to the community, across the QEW. The introduction of an on-road signalized bike lane will be an important element in the bridging and linking of this community with the rest of Grimsby.

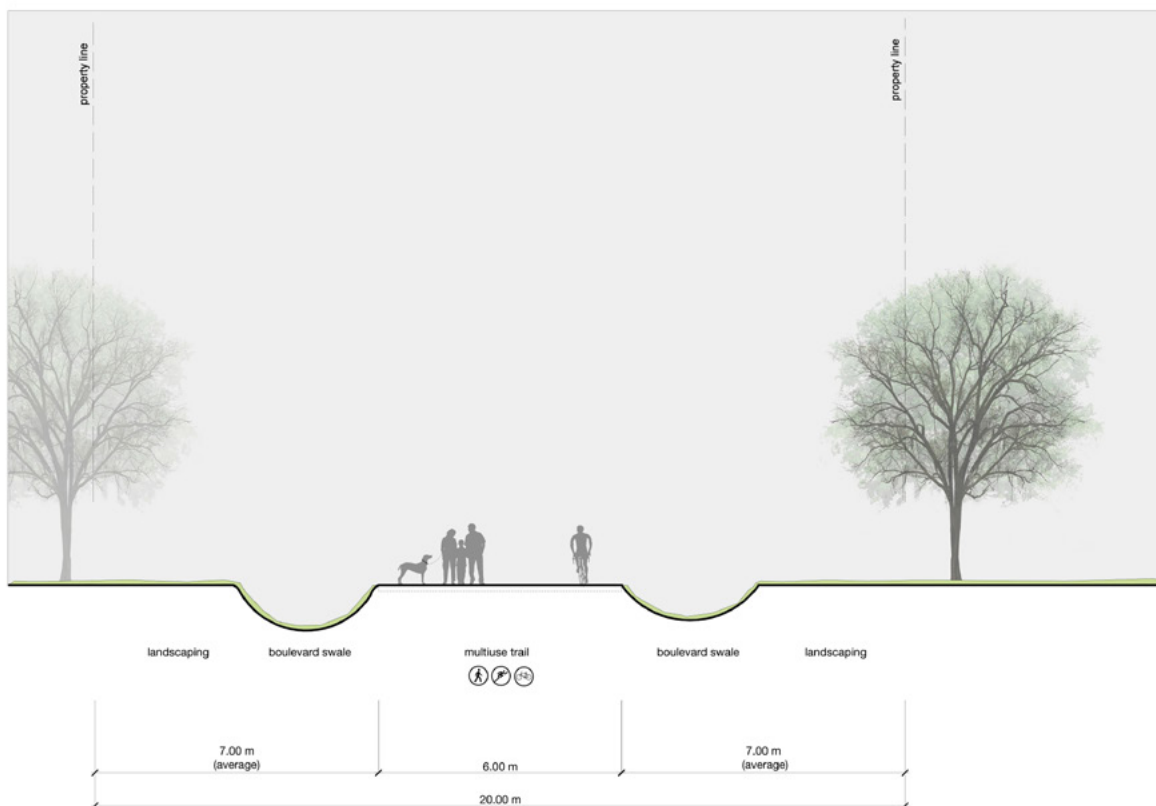


FIGURE 21: Oakes Road North of Winston Road



## Hunter Road

Hunter Road is a local road with striking views to the lake. The road is envisioned as the primary vehicular, pedestrian and cycling route to access the Waterfront Trail network.

The intersection of Hunter Road at Winston Road demarcates the west end/gateway of the proposed Main Street where the rural and urban character of the neighbourhood meet, with mixed use buildings located on the east side and a view of the specialty crops lands and access to the multi-use trail is located to the west side of the road.

The envisioned streetscape character includes:  
Several street cross section options are offered, please review and comment.

The envisioned streetscape character includes:

- Two vehicular lanes;
- On-street parking on both sides of the street;
- A mix of uses at the street edge on the east side of the road;
- Sidewalks wide enough for comfortable walking;
- Diverse landscape boulevards that include street trees that will mature over time;
- A multi-use trail on the west side of the road;
- A formal planted median (option 4); and,
- A drop off- cul-de-sac at the lake end.

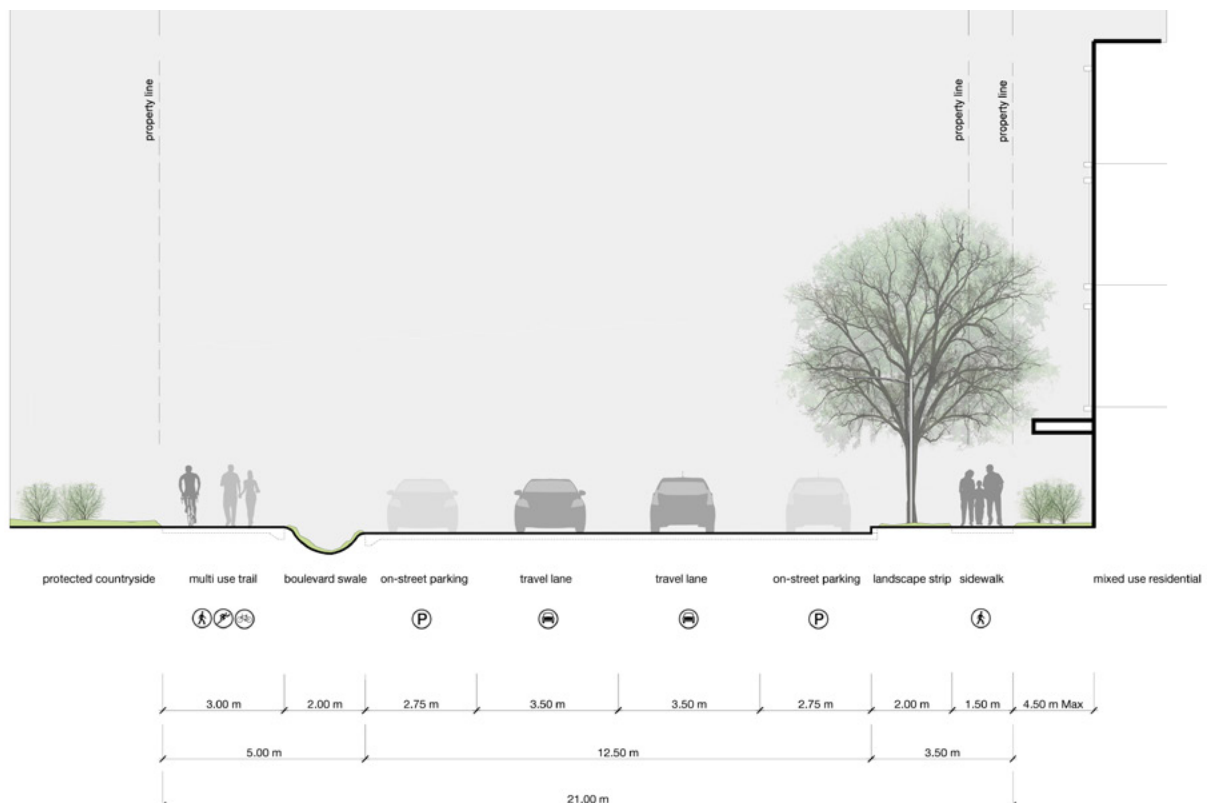


FIGURE 22: Hunter Road North of Winston Road

## North Service Road

North Service road functions as a through traffic, high-speed connector road with a rural cross section. The viability of future mixed-use high-density development options along this road will rely on the need to introduce traffic calming strategies.

North Service Road is envisioned as a residential connector road with two distinctive cross sections: Main Street (from Windward Drive to Casablanca Boulevard) and the single loaded mixed use residential segment east of Casablanca Boulevard.

Additionally, design solutions are illustrated for the two road drainage conditions characterizing North Service Road segment east of Casablanca Boulevard.

In all cases, the envisioned streetscape character includes:

- Three vehicular lanes;
- An on-street off-peak parking lane on the north side of the road;
- A signalized on-street bike lane on both sides (The existing Waterfront Trail);
- A comfortable sidewalk on the north side of the road;
- A diverse landscaped boulevard that includes street trees that will mature over time; and,
- The option of a planted median (not shown) along the future development site only could be further explored as an effective traffic calming measure.



FIGURE 23: North Service Road Main Street Segment (between Windward Drive and Casablanca Boulevard)

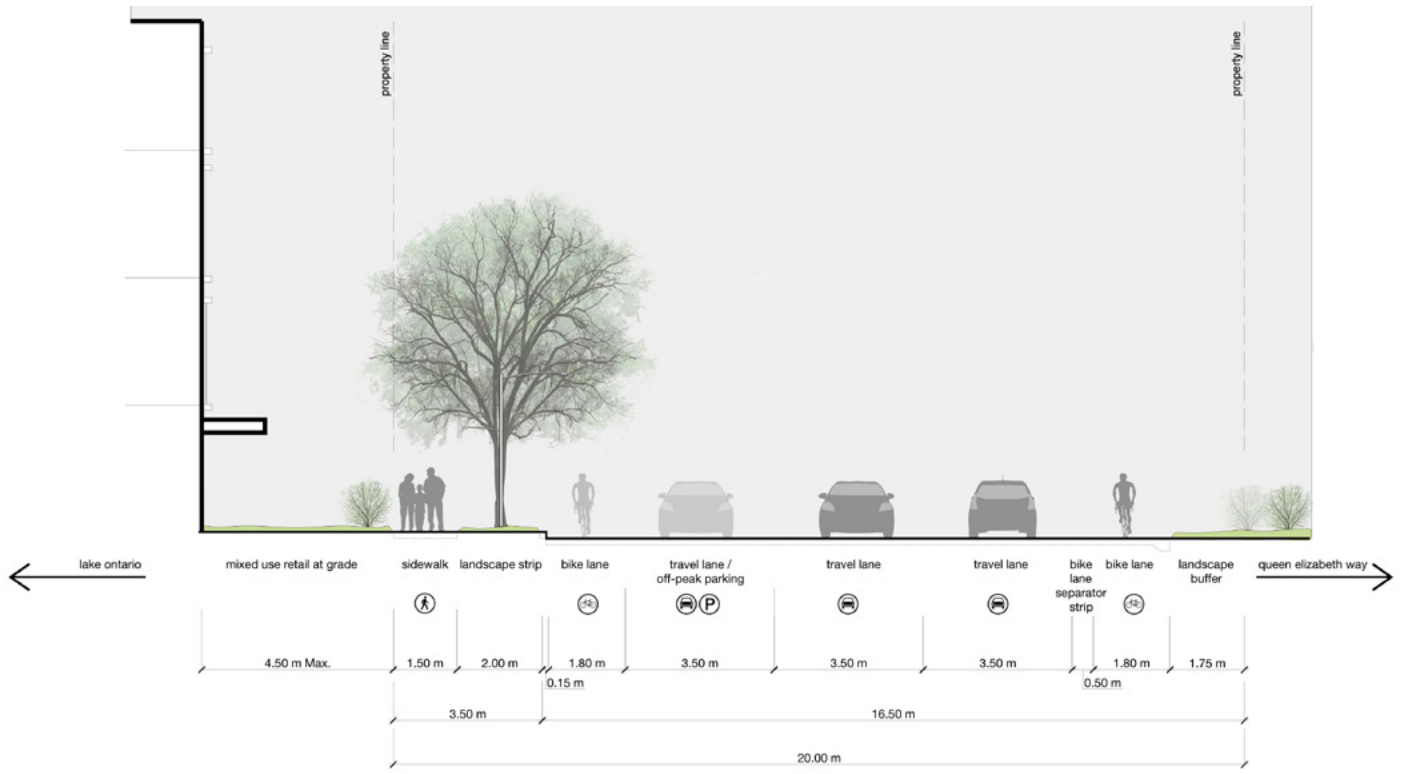


FIGURE 24: North Service Road east of Casablanca Boulevard Condition 1

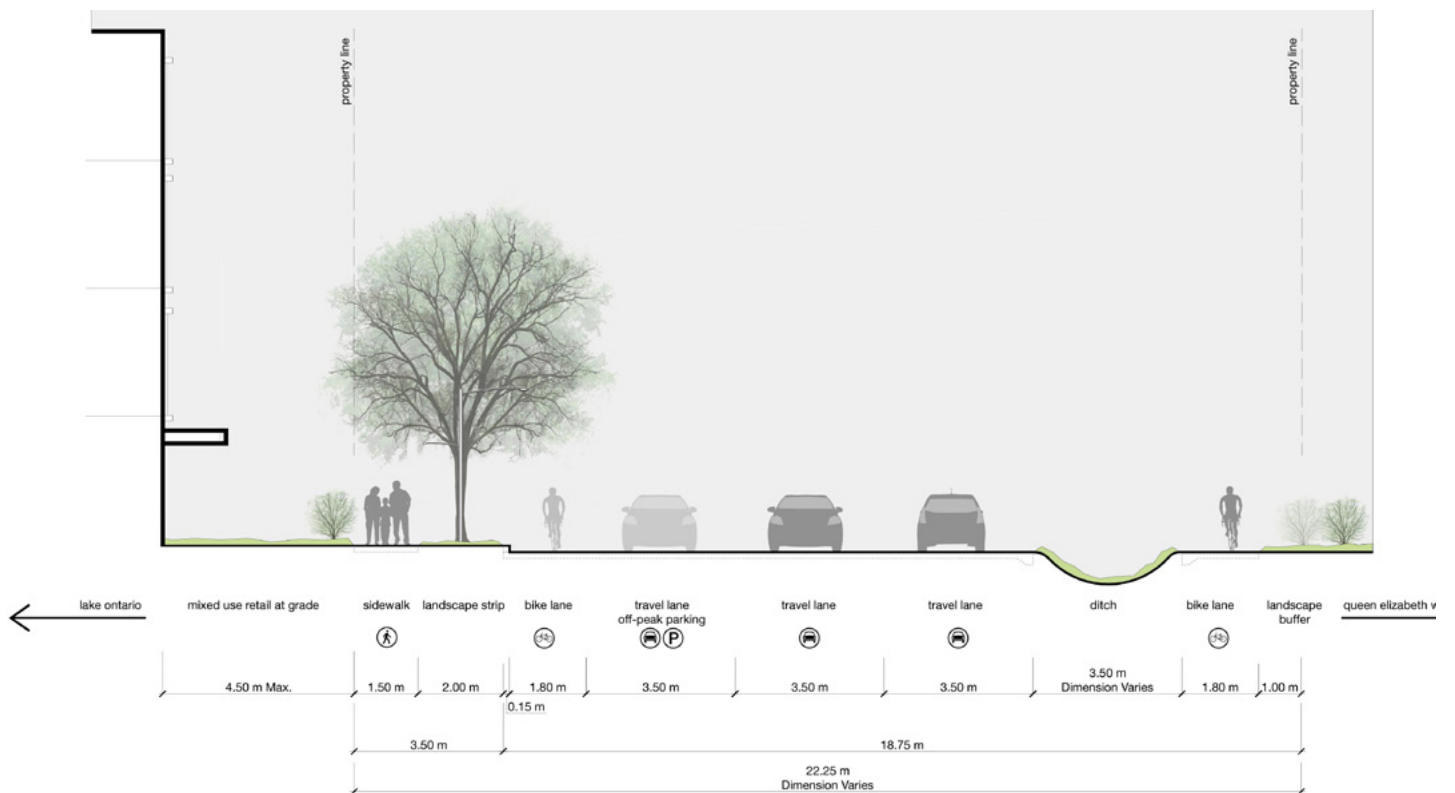


FIGURE 25: North Service Road east of Casablanca Boulevard Condition 2



## Local Roads

Local roads whether private or public roads are mainly residential in nature. They provide for a natural transition between the Main Street and new residential areas characteristic of the Village by the Lake or the South of Winston Road Districts. Mixed-use retail at grade may be provided where appropriate.

The proposed Promenade Road is envisioned as local park road where the grid comes into contact with the water edge and offers visual and physical connectivity with the lake. This road is also envisioned to function as a natural transition from the waterfront trail to the adjacent development.

The Promenade Road streetscape character includes: two street cross section options are offered, please review and comment.

- Two vehicular lanes;
- On-street parallel parking on one side only;
- Well defined public and private spaces along the developable side of the street;
- A comfortable sidewalk on the developable side;
- A multi purpose trail on the water edge side;
- and,
- Diverse landscaped boulevards that include street trees that mature over time and provide wind and shade protection.

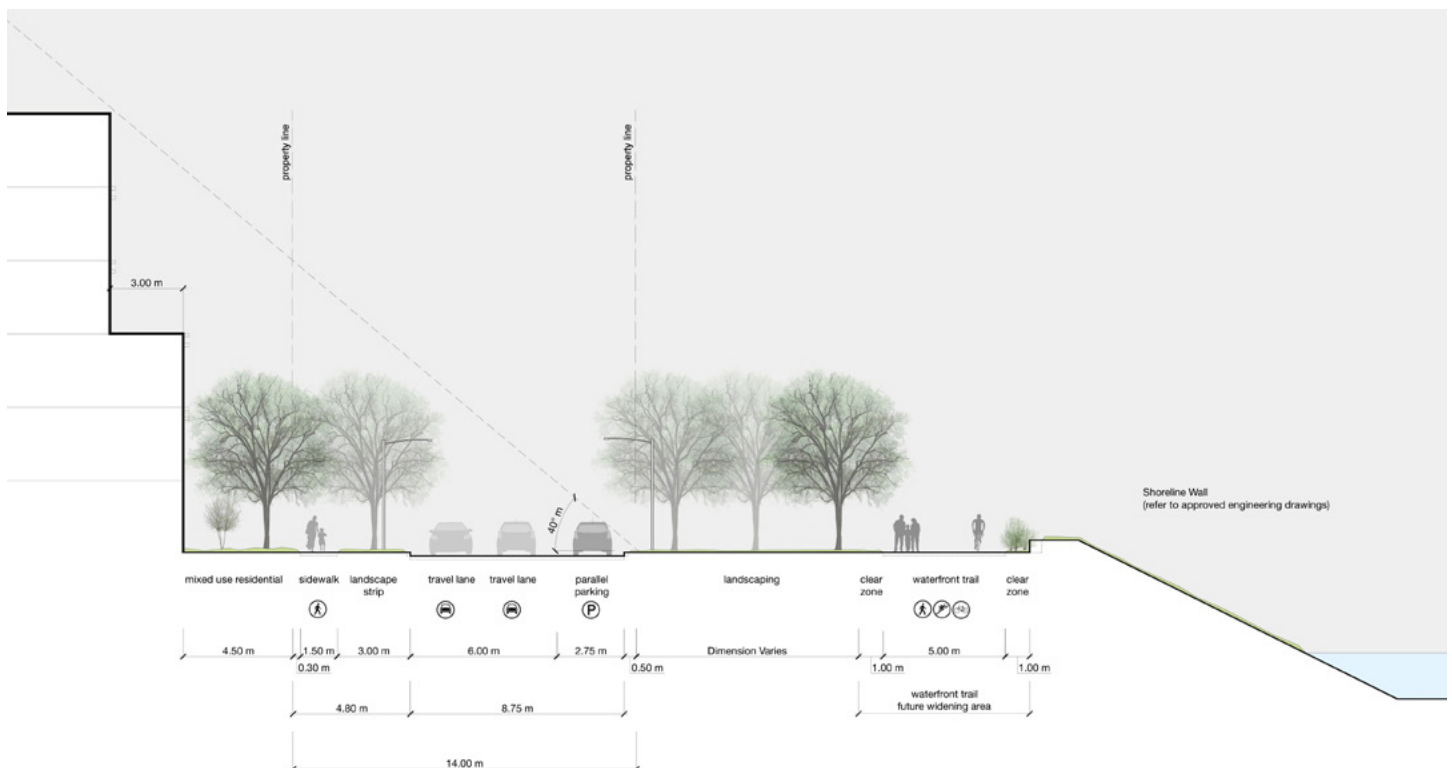


FIGURE 26: Promenade Road One Way Option

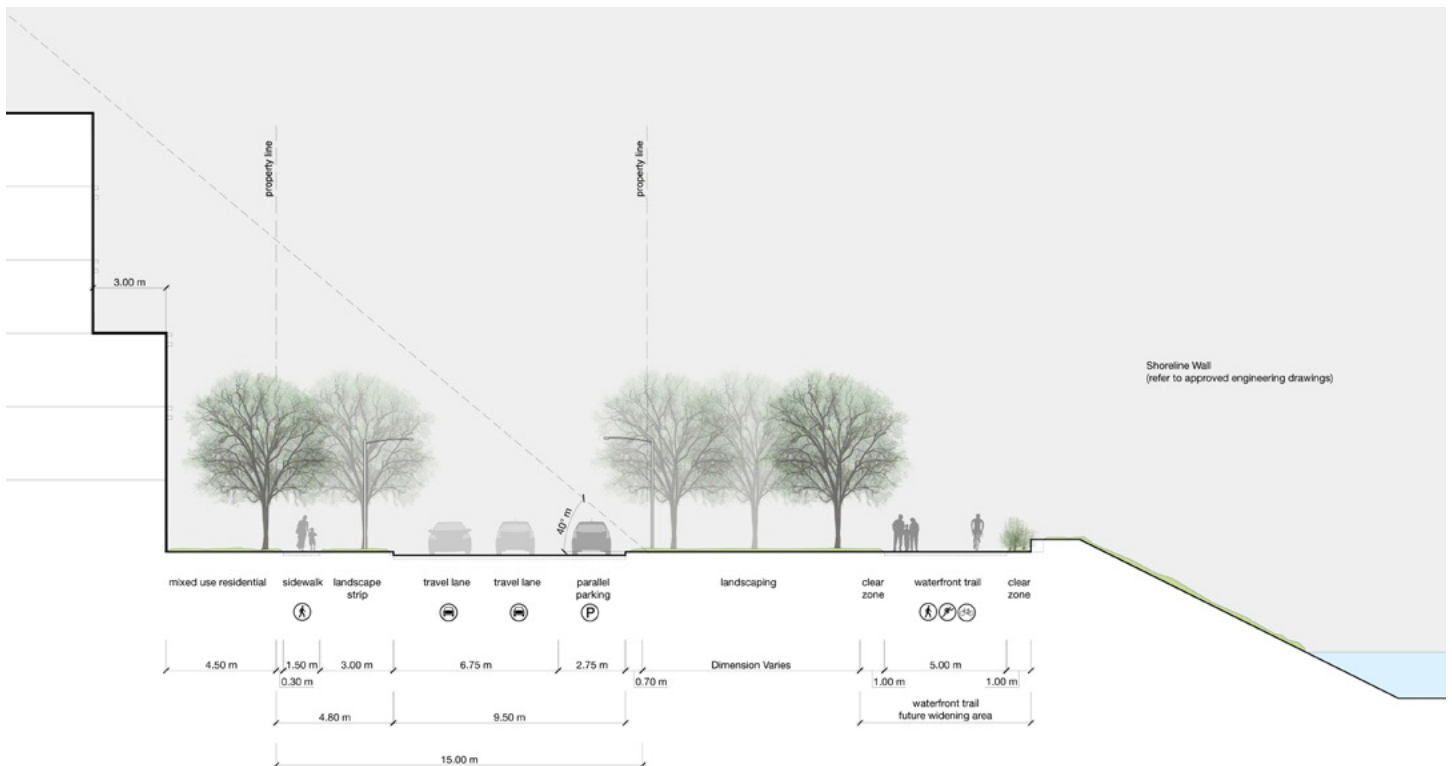


FIGURE 27: Promenade Road Two Way Option

Public Local Roads streetscape character includes:

- Two vehicular lanes;
- On-street parallel parking on one side only
- Landscape boulevards on both sides of the street;
- Comfortable sidewalks on both sides of the street; and,
- Buildings set close to the street edge with a maximum setback of 4.5 metres.

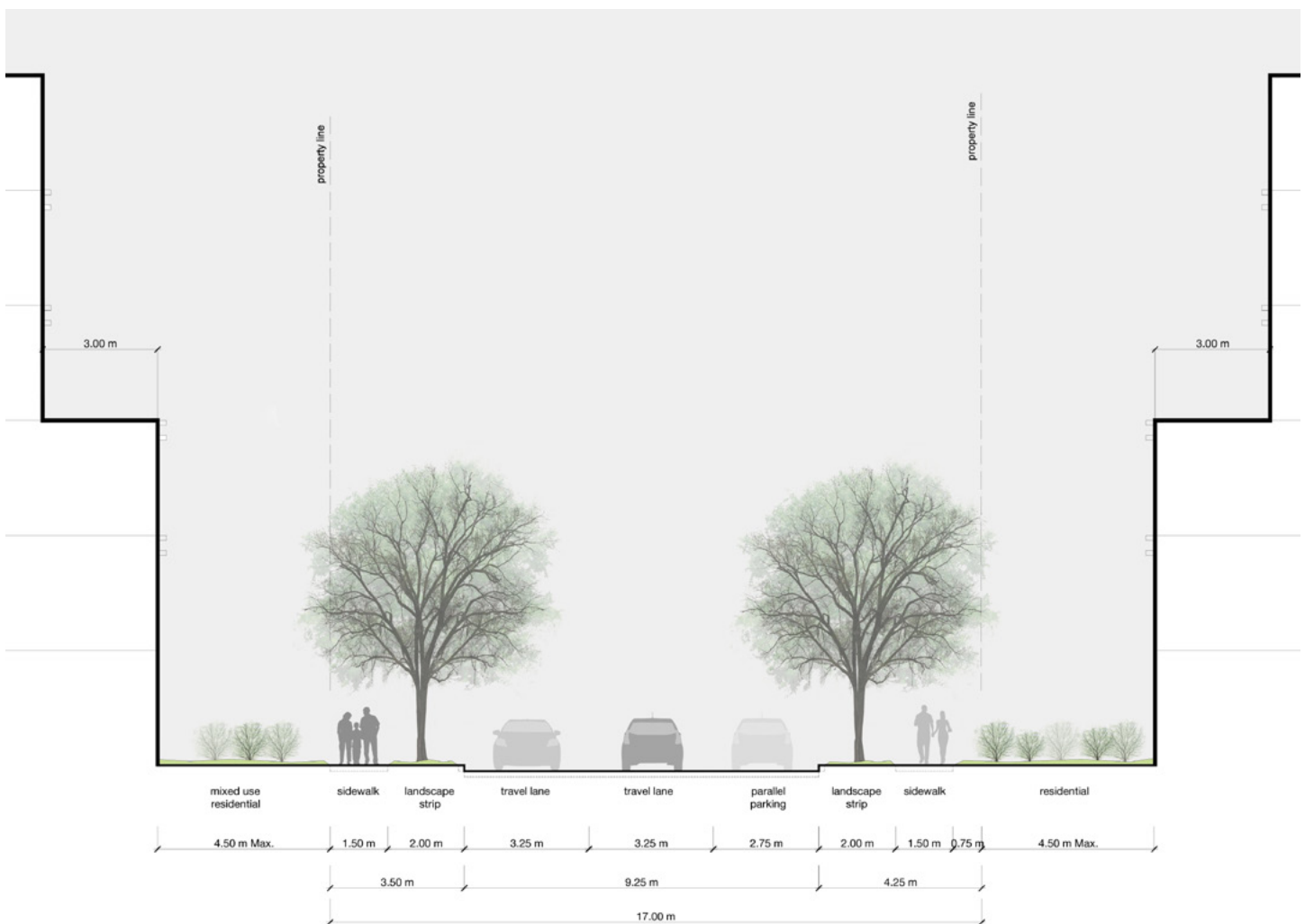


FIGURE 28: Public Local Road



## Private Local Roads

While narrow condo roads allow for an intimate human scaled environment, close attention needs to be paid to the design of buildings fronting onto these roads to ensure sunlight access on the opposite sidewalk and that the street wall is in proportion to the right of way. Streetscape character includes:

- Two vehicular lanes;
- Landscape boulevards on both sides of the street, on private property;
- Comfortable sidewalks on both sides of the street;
- Buildings set close to the street edge with a maximum setback of 4.5 metres; and,
- A 45 degree angular plane form a height equivalent to three mixed use residential storeys.

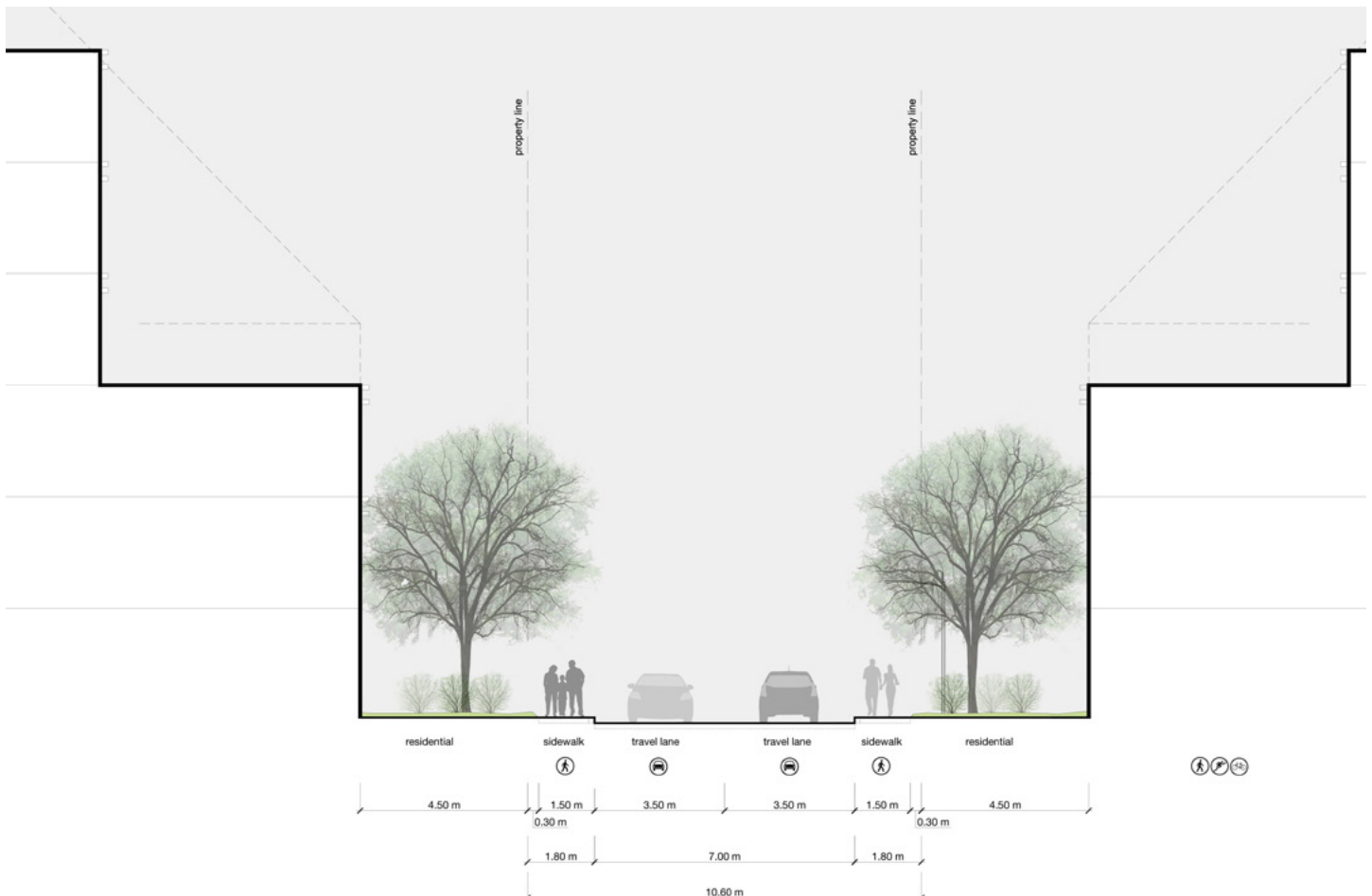


FIGURE 29: Private Road

## Casablanca Boulevard

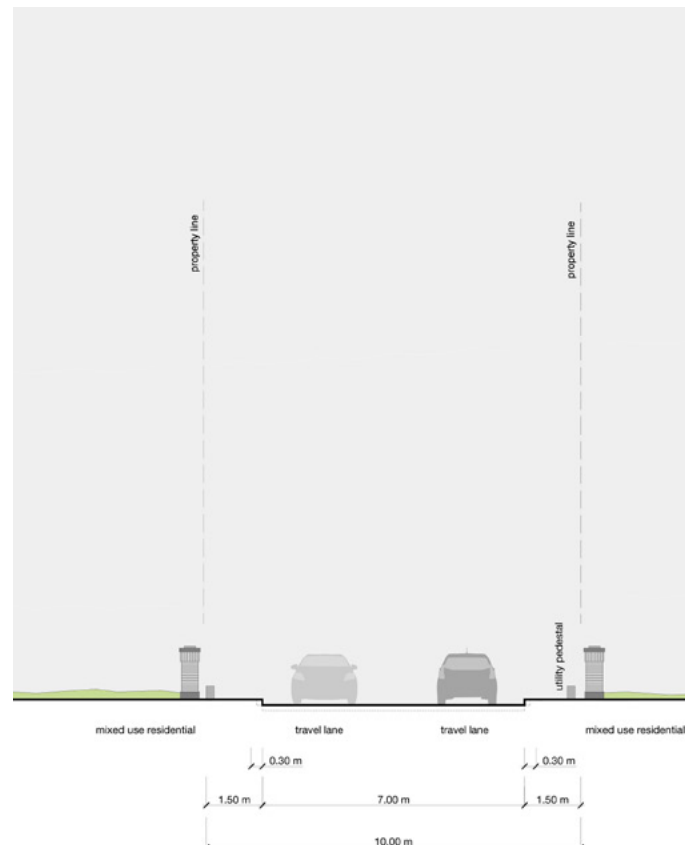
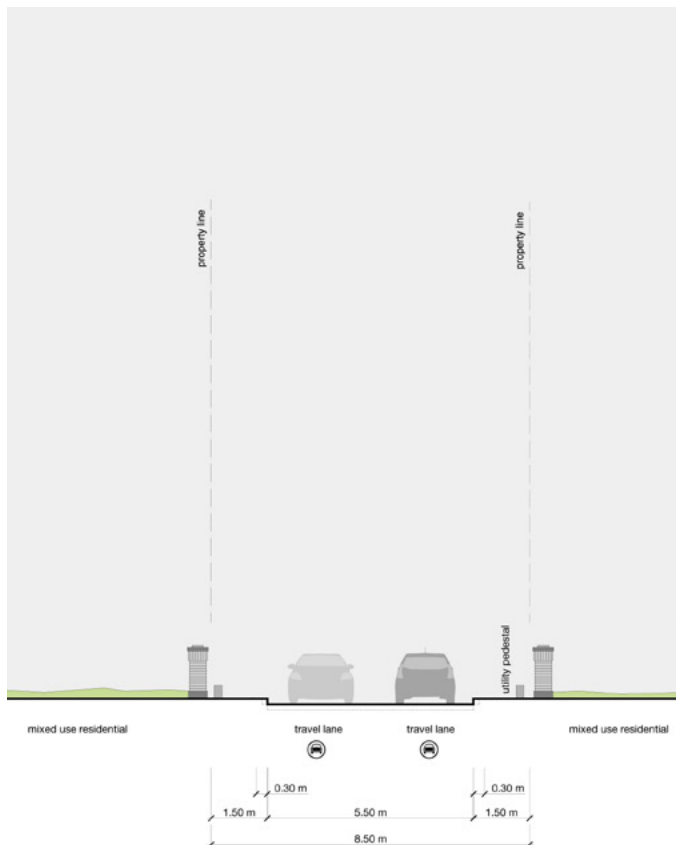
As one of the Town’s main QEW interchange roads, Casablanca Boulevard is a busy, high speed thoroughfare that also happens to link the entire study area, and associated future residents, to a higher order transit system: the Casablanca GO Transit Casablanca Station.

While a sidewalk exists on the west side of Casablanca Boulevard and walking and cycling should be encouraged as a viable option to reach the GO Transit Casablanca Station; a careful study on how to make the off and on-ramps safer for pedestrian and cyclist crossing should be undertaken.

## Private Lanes

Rear lanes help create beautiful streets because parking driveways and service areas can be located along them, while permitting full front-elevation buildings to face the street. An 8.5 and 10.0 metre private lane are proposed as illustrated in the following cross-sections.

A 10.0 metre connector laneway is proposed to be used as a road option to facilitate the direct frontage of units onto public roads, such as Winston Road, while providing rear lane access. Connector lanes are encouraged as an alternative to link two local roads that terminate at a lane provided that the local roads are no further apart than 70.0 metres.



FIGURES 30 & 31: Laneway Options

## Bike way Network

A comprehensive cycling plan will improve the safety and attractiveness of cycling as an alternative travel mode.

On-street cycling facilities are encouraged to continue to be provided along Winston Road and North Service Road east of Casablanca Boulevard. Cycling should be further improved by providing convenient bicycle lock-up facilities throughout the Trail Master Plan and the Neighbourhood Plan as well as the Go Transit hub if proved safe.

## Pedestrian Network

A comprehensive network of sidewalks and sidewalk connections are proposed throughout the Neighbourhood plan. Sidewalk connections are intended to also link sidewalks to the proposed multi-use recreational network and other walkways at notable sites and open space areas.

## Transportation Network

The development and configuration of the Neighbourhood's Plan road network, land uses and densities is intended to be supportive of alternative travel modes, including transit and the potential implementation of "feeding" routes to the nearby higher order transit facility.

The GO Transit Station at Casablanca Boulevard currently functions as a bus pickup/drop off area with a commuter parking located on the northwest side of the intersection of Casablanca Boulevard with South Service Road. Studies on the viability of future service upgrades to a train station have been conducted and remain a strong possibility in the future.



## d. Ground Floor Strategy

The goal of building accessible, safer and comfortable neighbourhoods is achieved by creating more walkable communities. The Neighbourhood Plan accomplishes this by incorporating local retail and office opportunities providing essential conveniences for residents and adjacent neighbourhoods.

Walkability is the driving goal for all development within the Winston Road Neighbourhood and is predicated on the following design directives:

- Proper treatment of ground floor frontages, building uses and programming is essential to deliver a pedestrian oriented environment that is inviting and comfortable year round.
- To ensure pedestrian traffic, an appropriate combination of ground floor retail uses should be encouraged along destination areas such as Winston Road Main Street or lands with high QEW exposure. Outdoor seating should be permitted to extend to the right-of-way provided that a minimum of 1.5 metres of pedestrian travel zone can be maintained.
- Seasonal weather protected colonnades, awnings and sheltered courtyards are encouraged to help enhance the year round appeal of the pedestrian environment. Business signs should be visible and clear in the form of windows signs, fascia signs and small blade type signs. Rooftop, pylon, portable/temporary, backlit and billboard signs are discouraged.
- The ground floor strategy will require new buildings to not only provide for appropriate ground uses but to include architectural elements that provide weather protection and a taller floor to floor height at grade to provide for flexibility of grade level uses. A 4.5 metre floor to floor height is proposed to allow for clearance for loading spaces while still allowing the space to be used as a residential space.

- Existing buildings along Winston Main Street are encouraged to address Main Street in an engaging manner through retrofitted uses and architectural elements.

It is important to note that the illustrated ground floor strategy reflects the area Secondary Plan requirement for a minimum of 30% of net developable area, on each property, to be developed for employment generating uses. The preferred plan achieves the employment target and the intent of the Secondary Plan by delivering a comprehensive plan prepared for the entire Mixed Use High Density designation regardless of ownership. Please refer to Appendix C for the preferred plan's detailed employment area analysis.

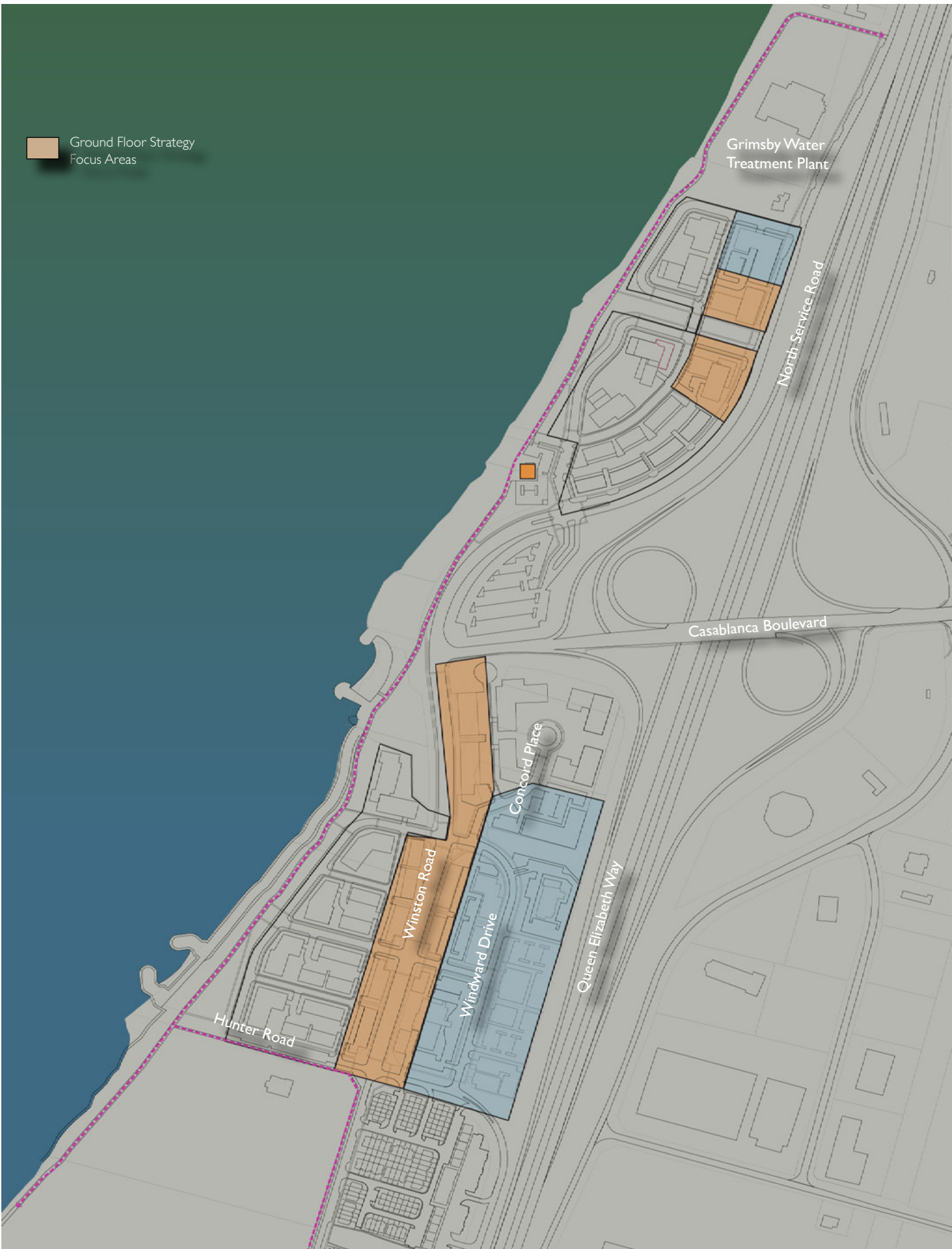


FIGURE 32: Ground Floor Strategy

## e. Landmarks, Gateways and Vistas Strategy

### Gateways

Four gateways, that herald the arrival to the West End Waterfront Trail study area, have been identified:

1. The West Gateway - Primary Gateway  
Located at the entrance to the Fifty Point Conservation area, this gateway is intended to enhance the entrance to the conservation area and highlight the entrance to the study area's recreational open space network. A clear sign indicating the visitor entrance to the West End Waterfront recreational system could be provided.
2. The East Gateway - Primary Gateway  
The Regional Pump Station distinctive architecture, in combination with the future waterfront trail access point provides for a clear gateway point to the area. A clear sign indicating the visitor entrance to the West End Waterfront recreational system could be provided.
3. Casablanca Gateway - Primary Gateway  
The terminus of Casablanca Boulevard at North Service Road marks the arrival to the area's core where the open space complex is proposed and views of the lake can be maximized.
4. Winston Road at Hunter Road Gateway - Secondary Gateway  
Winston Road at Hunter Road marks the area's transition from vast open lands to an urban mid and high rise urban context.

### Landmarks

Landmarks are strategically located at key, high visibility locations such as corner lots, lots at the end of a street vista, adjacent to a public open space. Existing landmarks, such as the Pump Station or nearby beaches are an integral component of the overall landmarks strategy.

Landmark sites enhance identity and add focus to the urban spaces of each district by allowing residents and visitors to recognize specific locations within a neighbourhood.

Additional height is encouraged in relation to the immediately surrounding buildings in addition to a high level of urban design and architectural quality. Location opportunities for landmarks are identified in the following diagram.

### Vistas

Visual terminus points to Lake Ontario should be reinforced and enhanced in conjunction with the massing of building, orientation of entries, and/or architectural features of all new development. A permeable grid like street network is recommended as a design strategy to maximize lake views.

Views from Lake Ontario to the shoreline should also be reinforced and enhanced through the careful massing, building orientation and roofline strategy of new development aimed at delivering a cohesive "village on the lake" character from the water.



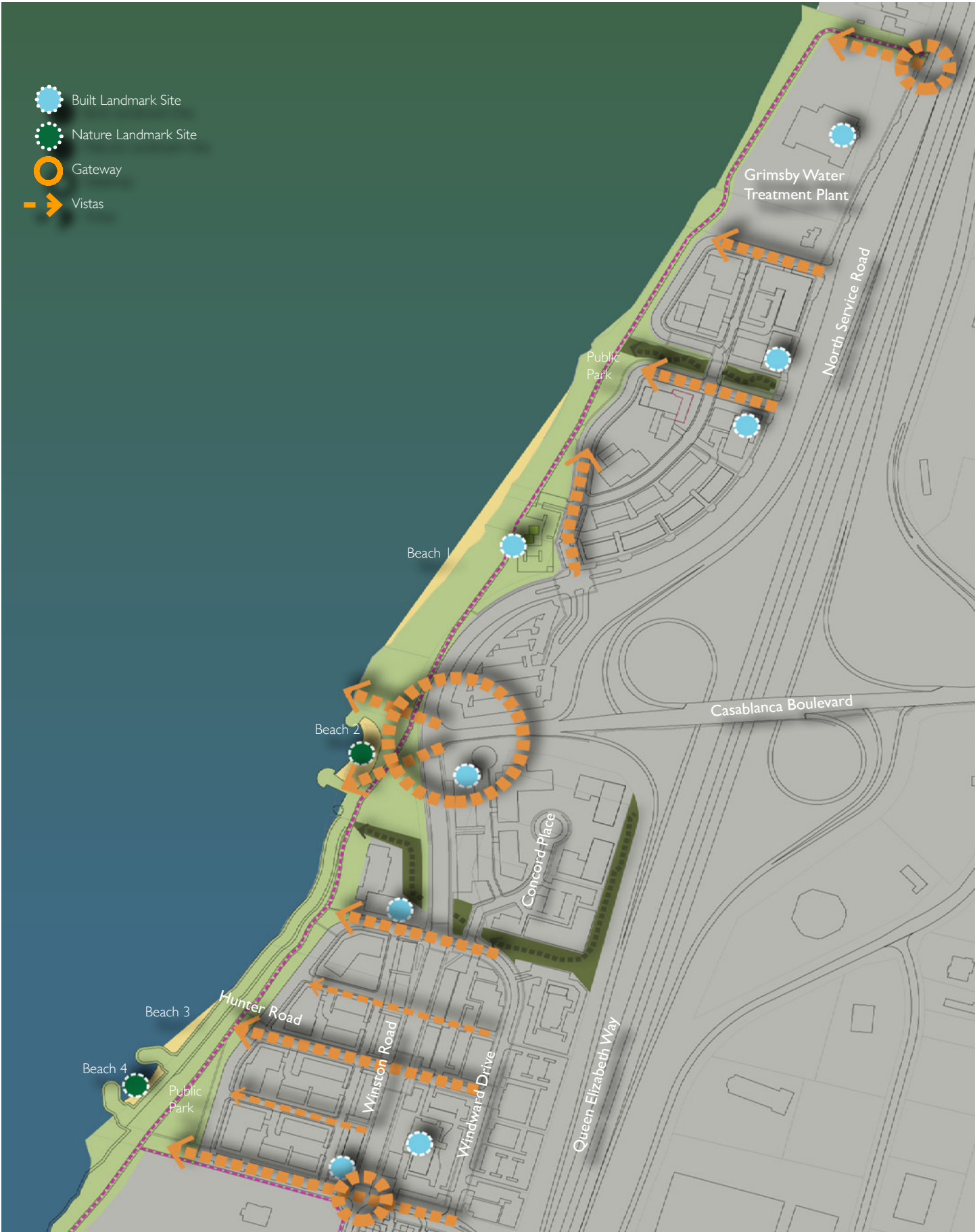


FIGURE 33: Landmarks, Gateways and Vistas Strategy

## f. Built Form Massing Strategy

The built form massing strategy envisioned for the Winston Road Neighbourhood is inexorably tied to its context: proximity to the lake and the preservation of views, its exposure to the QEW, and its transition to surrounding residential development and open space.

The built form strategy is also centred on the principle of creating an architectural pattern reminiscent of a lakeside village. Regardless of the architectural style future developments might choose, “village by the lake” architectural design elements are strongly encouraged as further explained below.

### Massing

Building height distribution is intended to provide for the appropriate transition of the scale between new development and the lake, the adjacent lower densities, the specialty crop areas as well as the open space and/or existing environmental features.

Building heights should generally increase as their approach the intersection with Casablanca Boulevard in an east-west fashion and form the lake in north-south fashion.

### Building Height Transition

Building height distribution is intended to provide for an appropriate scale transition of flat and natural areas versus built up areas. Built form transitions will need to be addressed between new development and the lake, adjacent lower densities, the specialty crop areas and the open space and/or existing environmental features. Consideration of the area's topography will also be an important factor in determining overall building height transition and impact onto the streetscape and overall skyline.

Building heights should generally increase as their approach the intersection with Casablanca Boulevard in an east-west manner. Additionally, built form will be low/mid rise at the water's edge (three to six storeys) increasing in height, as buildings get further away from the water.

Transition between lower scaled neighbouring buildings or open space areas within future development parcels should be achieved through:

1. The creation of a base building at the appropriate scale with the adjacent buildings and width of the street;
2. The articulation of the building's base to address the articulation present on neighbouring buildings; and,
3. The stepback of building portions above three storeys to allow for the building's base to be the primary definition of the street.

### Roof Forms

The architectural character of the community will be also influenced by the overall look of its building's roof form. Lakefront communities have historically exhibited an eclectic range of roof profiles including conventional pitched roofs with gables and hips, low-pitched shed roofs and flat roofs.

While roof forms within the study's development areas are not restricted and should be as diverse as possible, roof slopes should be consistent to provide an aesthetically pleasing consistent development. A single roof form style throughout each district should be avoided.

A suggested roof form strategy includes:

- Roof pitches with a 25° minimum and a 42° maximum slope;
- Pitches lower than 25° should be restricted to



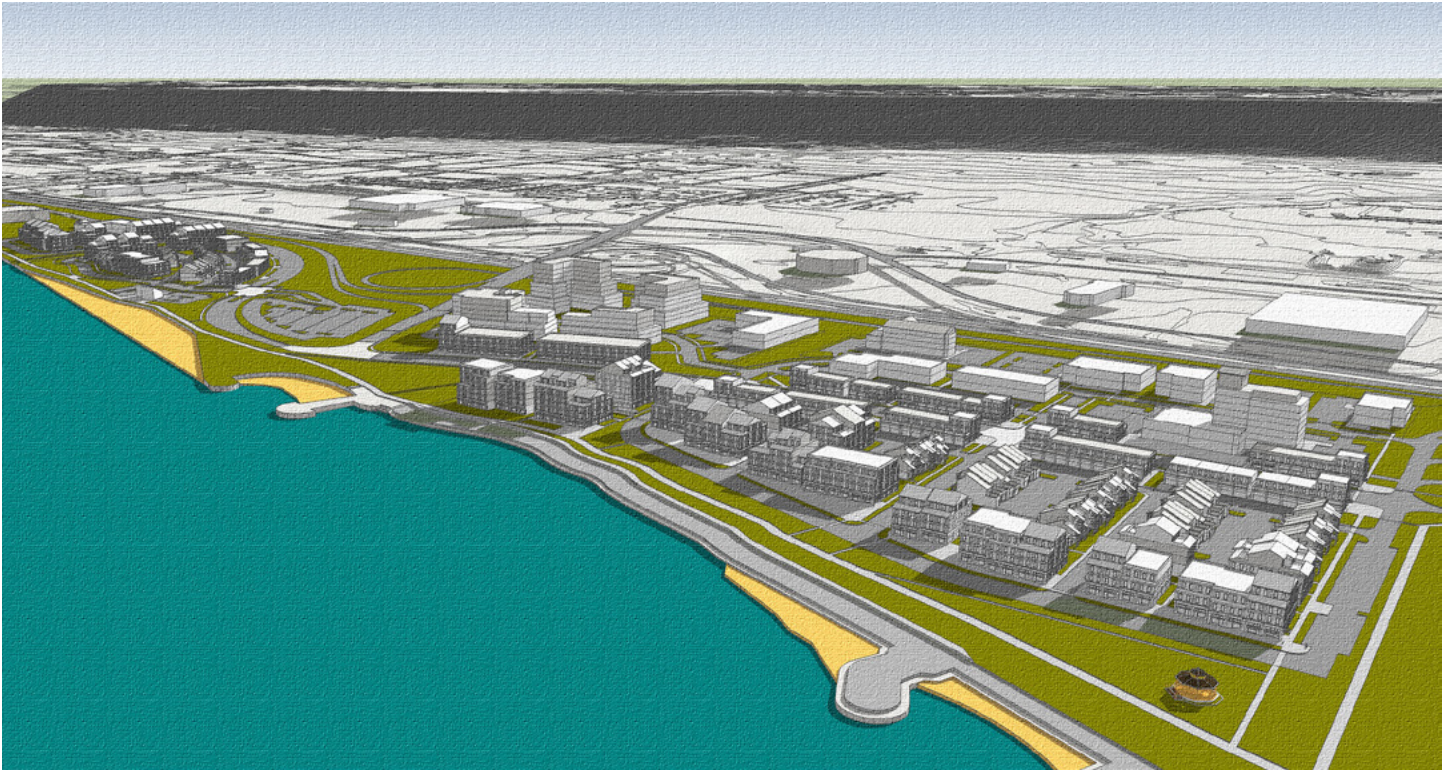


FIGURE 34: South-west view of study area (from Hunter Road)

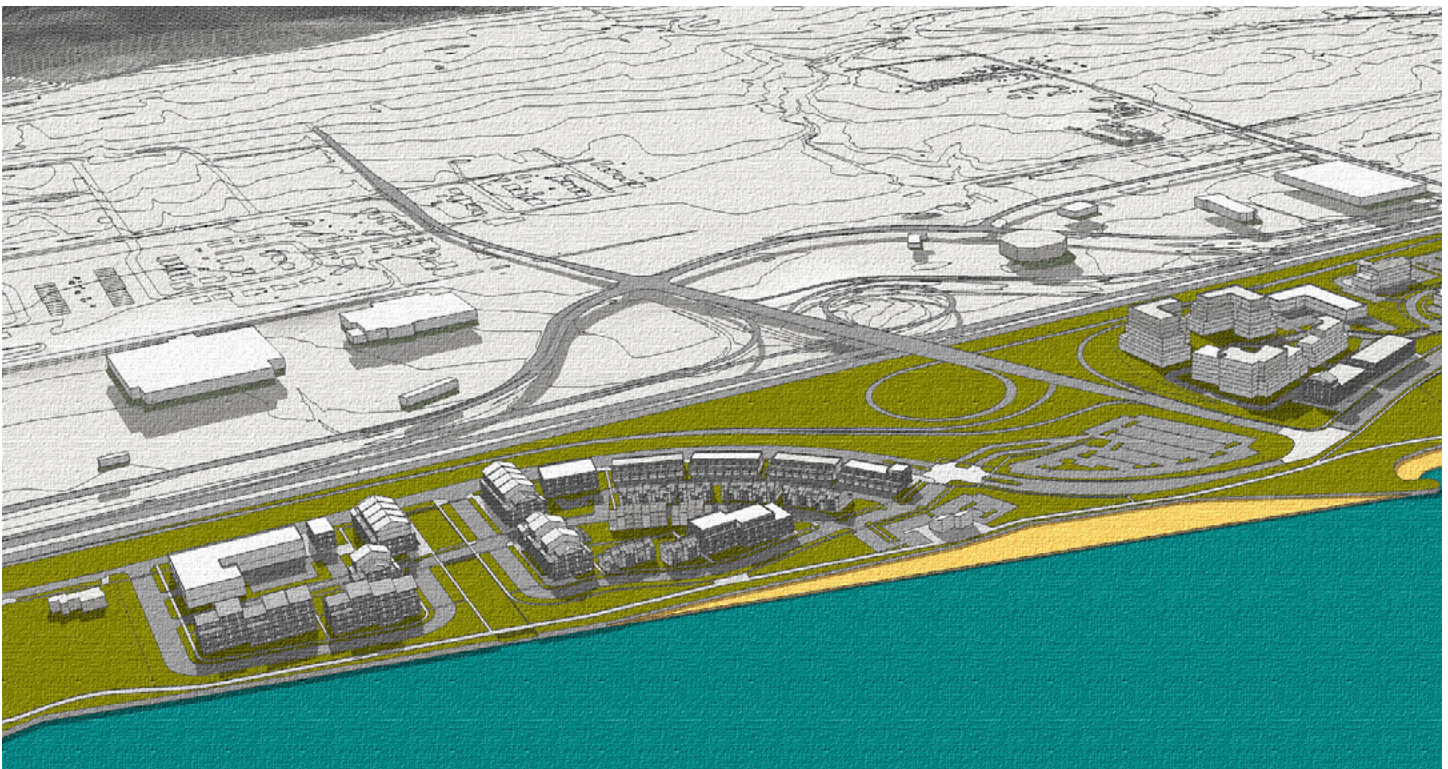


FIGURE 35: South-east view of study area (Fifth Wheel lands)



- secondary roofs such as verandahs and awnings;
- Flat roofs may be used in conjunction with pitched roofs and where hidden behind parapets or expressed as awnings; and,
- For habitable spaces within a pitched roof dormer windows may break the profile.

### Shadow Strategy

The delivery of comfortable and attractive public spaces, such as sidewalks, is closely related to a street's scale ratio (a 2:1 ratio between the street's building height and the street's width) and exposure to sunlight especially within mid-rise and high rise development districts.

The angular plane strategy, as described in the street and Block Structure section of this report, is aimed at setting the minimum performance standards to deliver a building envelope that allows for a minimum of 5 hours of sunlight access on the opposite sidewalk as well as ensuring that the street wall is in average 2:1 ratio proportion to the right of way's width.

### Miscellaneous

Developments should strive to create an inviting entrance. Main entrances should be located on the public street side of the building.

Corner lot buildings should be designed to maximize their landmark potential and should address both street frontages.

Buildings adjacent to public open spaces should be sited and designed to enhance the public space.

Screening of the roof top mounted mechanical systems should be incorporated into the design.

Garbage and recycling storage areas should be located to the rear of the building, screened from the street.

### Surface Parking

Parking areas should be easy to access and navigate but should not dominate the streetscape. Parking areas should:

- Surface parking should not be provided between the street and the front of the building;
- Locate surface parking areas to the rear and/or side of the building fronting onto a street; and,
- Existing surface parking areas adjacent to a street should be screened through appropriate landscaping to minimize visual impact.



FIGURE 36: Conceptual drawing of westerly view of Winston Road Main Street at Windward Drive



FIGURE 37: conceptual drawing of easterly view of Promenade Road at Hunter Road





FIGURE 38: Conceptual drawing of waterfront promenade at Hunter Road: dome option



FIGURE 39: Conceptual drawing of waterfront promenade at Hunter Road: dome option





FIGURE 40: Fifth Wheel lands conceptual drawing



FIGURE 41: conceptual development of lands west of Casablanca Boulevard



View of amenities at existing Town owned cobbles beach at Casablanca Boulevard





**Part 4**  
The Implementation Strategy



## Introduction

The following implementation recommendations are important actions the Town of Grimsby should consider in order to ensure the achievement of the vision set for the West End Waterfront Trail and Master Plan study area.

These recommendations provide concrete directives designed to facilitate public realm and infrastructure improvements to foster private sector development. While the application of individual recommendations may achieve one of the intended results, the long-term implementation success of the West End Waterfront Trail and Master Plan vision will require the application of all of these recommendations.

The following is a summary of the priority actions to implement the West End Waterfront Vision.

# Planning Policy Strategy

## to implement the Trail Master Plan

### 1. **Establish the Vision for the West End Waterfront Trail Study Area**

Through the adoption of the West End Waterfront Trail and Master Plan Study the framework for future development and investment decisions is established. The adoption of this document will introduce the environment for change and will become the focus for political will and administrative support over the long-term planning horizon.

### 2. **Prepare implementing Zoning By-law**

Pre-zoning for the desired types and forms of development. The pre-zoning exercise should include land use and built form controls and should clarify municipal development objectives. At a minimum the pre-zoning of the waterfront open space system for the entire study area should be implemented.

### 3. **Prepare detailed Urban Design Guidelines**

Urban Design Guidelines reduce the risk of development approvals process by clearly expressing the type and quality of development envisioned for the area. Urban Design Guidelines are implemented through the site plan approval process.

### 4. **Include requirements for the preparation of a Community Improvement Plan**

As part of the comprehensive implementation process, the Town should prepare a Community Improvement Plan as an opportunity to explore a package of both public and private development incentives. Capital investment must be part of a comprehensive development strategy as it is critical to the business promotion, job creation and other economic development initiatives

essential in the long-term vibrancy of the area and the Town as a whole.

The Community Improvement Plan should consider the full array of incentives to include:

- Private development incentives such as: Redevelopment Tax Rebate Program, and
- Public developed incentives such as: Municipal property acquisition/rehabilitation (to acquire and or rehabilitate properties that are strategically located in partnership with other government agencies, with the private sector, or alone) and other Federal, Provincial and Regional infrastructure funding programs for municipalities.

## The Action Plan

The Town should undertake the construction of the envisioned West End Waterfront Trail network and continue to improve the area's existing public realm. Improvement initiatives are to be undertaken in a phased manner to include immediate of quick gains as well as short, medium and long-term implementation initiatives.

The proposed quick gain initiatives are key in capitalizing on the momentum generated by this study and to further raise the community awareness necessary in the successful long-term implementation of a project of this nature.

Furthermore, the proposed phased action plan should be understood as a flexible plan based on current land ownership constraints subject to future revisions.

The proposed phasing is as follows:



## Quick Gains

### Action Items

1. Provide for access, through public lands, to recently constructed public cobble beach (Beach 1) (*public development*)
  2. Provide for access to east of Casablanca sand beach (Beach 3) (*public development*)
  3. Development of Waterfront Trail section connecting beach 1 to beach 3 (*public development*)
  4. Provide for on-street parking along road easement located at the west end of the Fifth Wheel property (*public development*)
- Install educational signage for Natural Heritage System (NHS) features and functions that will be enhanced as waterfront development proceeds.

### Capacity Building

- Establish a West End Waterfront Trust to help raise funds and public awareness.
- Apply for various funding programs.
- Implement, in collaboration with landowners and the Waterfront Trust, the recommended management plan for enhancing connectivity of the NHS in this area including enhancing tree cover.
- Implement, in collaboration with landowners and the Waterfront Trust, the proposed restoration plan for forest/cultural woodland community in this area.

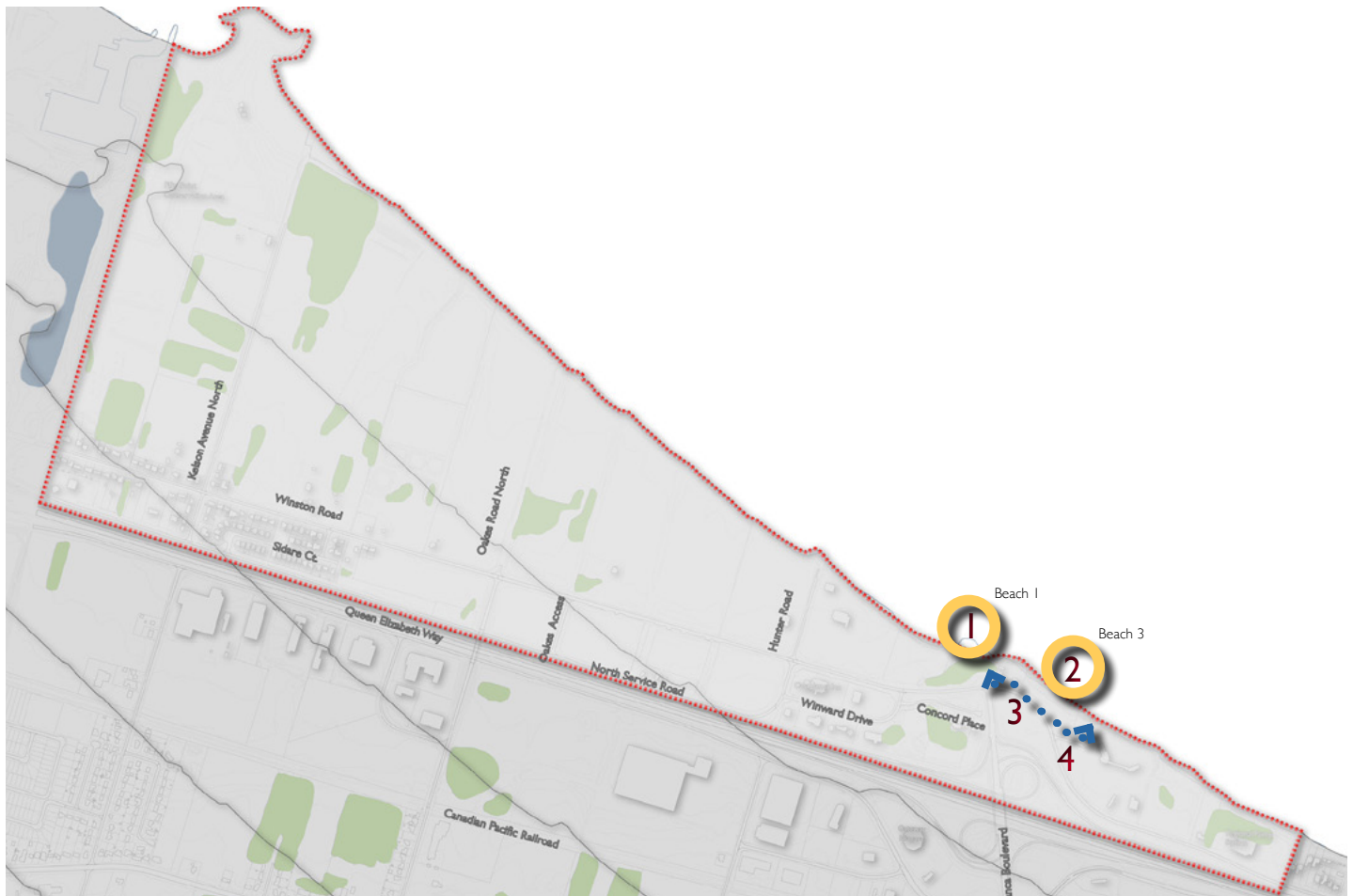


FIGURE 1: Quick Gains Key Map

## Short Term

### Action Items

1. Development of Waterfront Promenade Trail along Branthaven's lands triggered by development completion of Branthaven's lands (*trail development by public*)
  2. Phase I redevelopment of north side of Winston Road along Branthaven's lands triggered by development completion of Branthaven's lands (*public development*)
  3. Redevelopment of Hunter Road to allow for on-street parking on both sides and multi-use trail (*public development as private development is completed*)
  4. Build Winston Road multi-use trail portion from Hunter to Oakes Road (*public development*)
  5. Development of Oakes Road trail segment and parking facility (*public development*)
  6. Implementation of intersection improvements subject to warrants at the intersection of Winston Road and North Service Road/Hunter Road
- Install educational signage for NHS features and functions that will be enhanced as waterfront development proceeds.

### Capacity Building &

### Recommended Future Studies

- Continue negotiations with all non-development landowners on waterfront trail system for implementation of short, medium and long "vision" trails.
- Conduct an EIS analysis for all short and medium term trail construction. Pending approval of Class EA 2014 proposed Amendments cycling facilities under \$3.5 million might be excepted.
- Develop an open space master plan for Town park lands located at the end of Casablanca Boulevard prior to EIS.
- Obtain Regional approval for trail easement located on the Water Treatment Plant lands and south half of the Biggar Lagoon lands.
- Continue to implement, in collaboration with landowners and the Waterfront Trust, the recommended management plan for enhancing connectivity of NHS in this area
- Implement, in collaboration with landowners and the Waterfront Trust, the recommended shoreline restoration/management plan to explore opportunities for naturalization, enhancement, bioengineering, enhancement of water quality and critical habitat, protection of existing natural areas and ecologically sensitive approaches to shoreline protection.

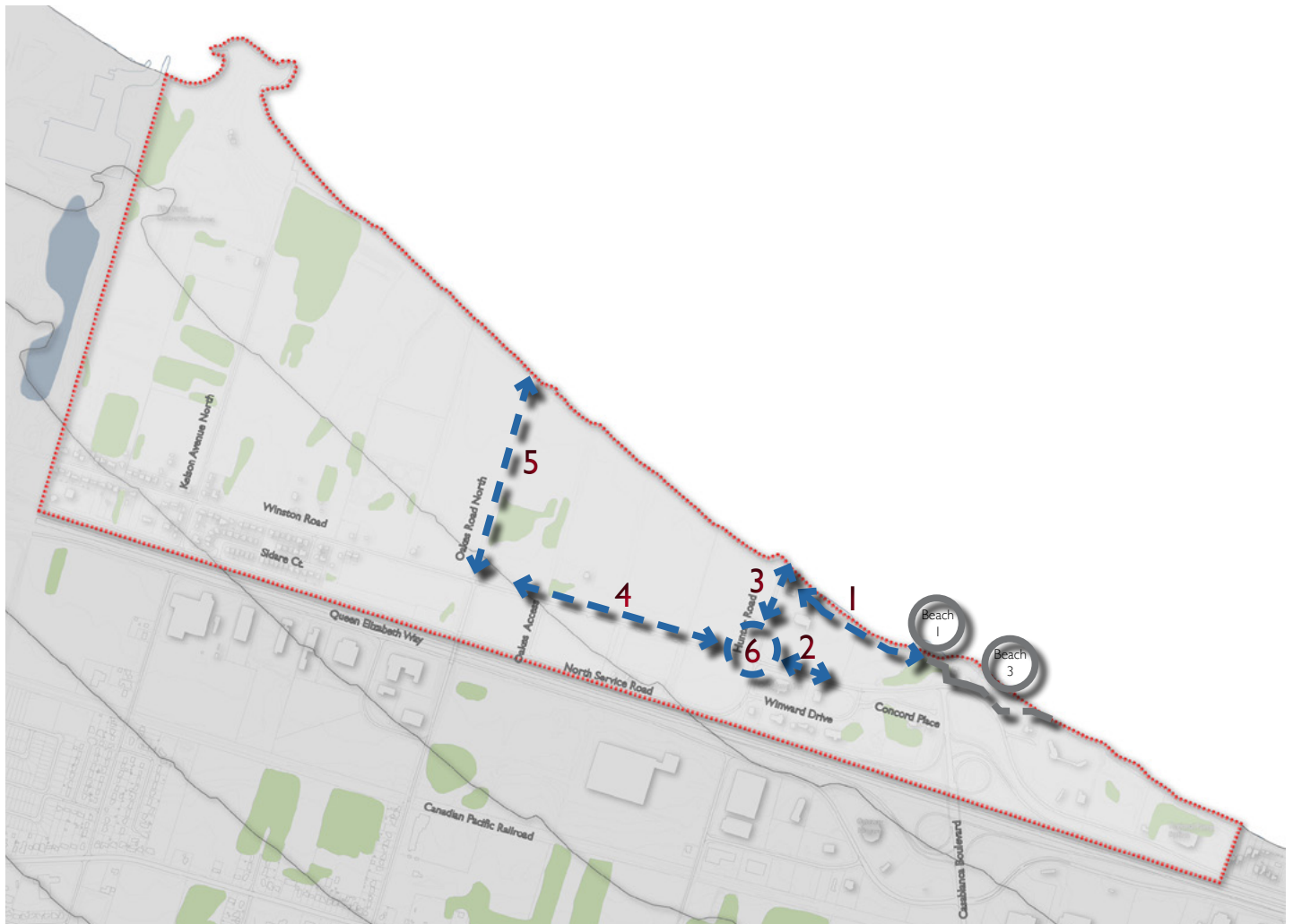


FIGURE 2: Short Term Key Map



## Mid Term

### Action Items

1. Development of Waterfront Trail from the Town's road allowance next to Fifth Wheel lands to the Regional Water Treatment Plant facility (*public development*)
  2. Phase 2 redevelopment of north side of Winston Road along Branthaven's lands (*public development*)
  3. Redevelopment of South side of Winston Road (*public development*)
  4. Development of groynes and associated sand beach at the end of Hunter Road (*public and private development partnership*)
  5. Development of Casablanca Blvd amenities located on Town lands adjacent to public beaches to include but not limited to washrooms and change room facilities, seasonal retail concession space and trail information elements (*public development*)
- Install educational signage for NHS features and functions that will be enhanced as waterfront development proceeds.

### Capacity Building &

### Recommended Future Studies

- Continue negotiations with all non-development landowners on waterfront trail system for implementation of long "vision" trails.
- Implement, in collaboration with landowners and the Waterfront Trust, the recommended management plan for enhancing connectivity of NHS of areas along the shoreline and drainage channels

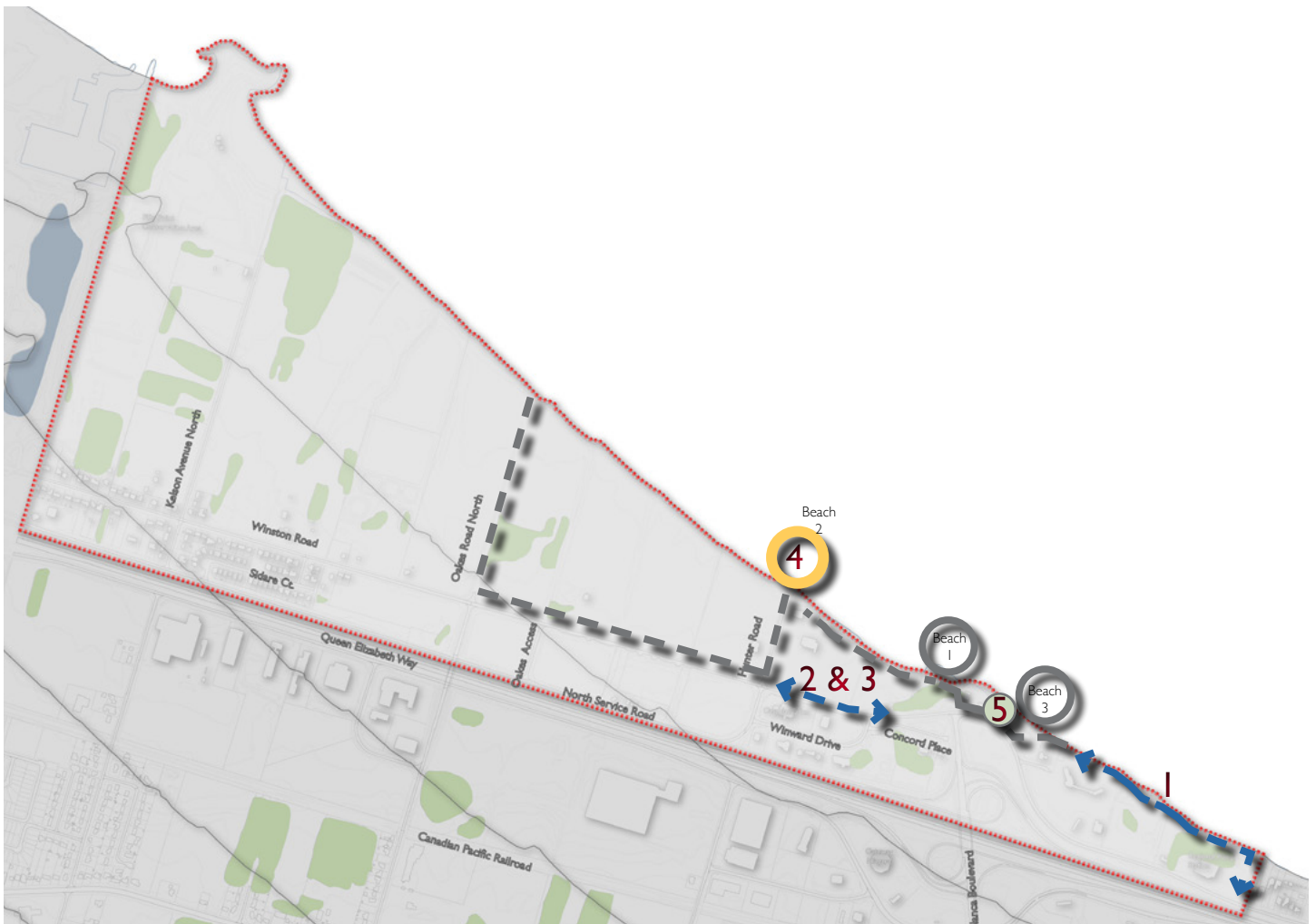


FIGURE 3: Mid Term Key Map

## Long Term

### Action Items

1. Re-development of North Service Road east of Casablanca Boulevard (*public development as future private development is completed*)
  2. Painting of on-street cycling lanes along Winston Road and North Service Road contingent to cross section analysis (*public development*)
  3. Development of Nature Trail within Regional lands
- Install educational signage for NHS features and functions that will be enhanced as waterfront development proceeds.

### Capacity Building &

### Recommended Future Studies

- Develop a comprehensive Waterfront Trail Plan to encompass areas east and west of the study area and across the QEW.
- Continue implementing, in collaboration with landowners and the Waterfront Trust, the recommended management plan for enhancing connectivity of NHS in this area.
- Implement, in collaboration with landowners and the Waterfront Trust, the recommended wildlife management and impact mitigation plans for Fifty Point and other potential biodiversity concentration sites such as the Biggar Lagoons and Bobolink/Meadowlark habitat.

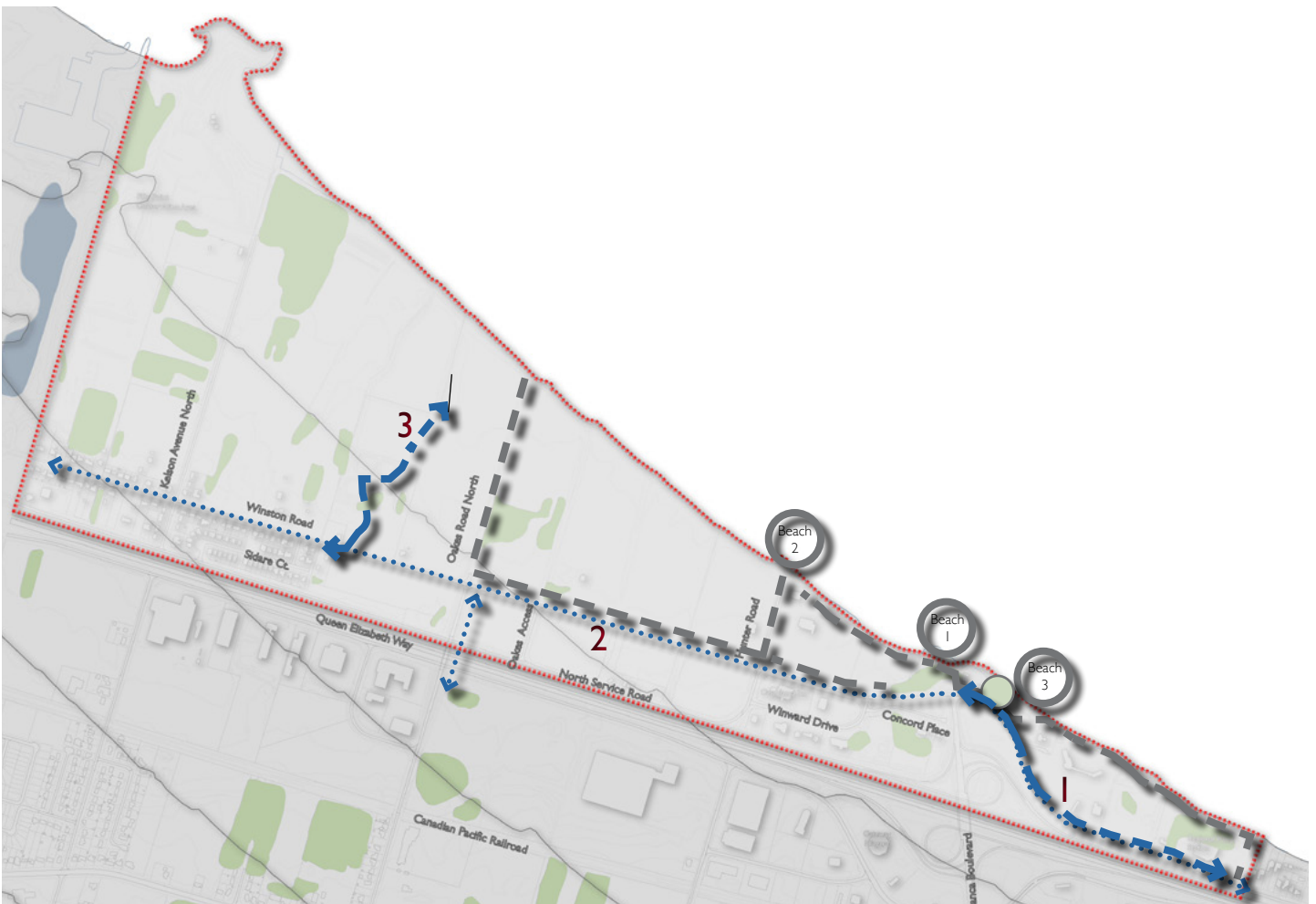


FIGURE 4: Long Term Key Map



## Ultimate Long Term

### Action Items

1. Extension of Winston Road Multi-use Trail west to Kelson Avenue and north on Kelson Avenue to meet future Fifty Point conservation area access point once development in the vicinity has occurred on the west side of Kelson Avenue (*public development*)
  2. Development of Waterfront Trail from Hunter Road to Kelson Avenue (*public development if permission agreement is obtained from landowners*)
  3. Development of Nature Trail section within DND lands (*public development*)
- Install educational signage for NHS features and functions that will be enhanced as waterfront development proceeds.



FIGURE 5: Ultimate Long Term Key Map

## Estimated Capital Projects Cost

The estimated value of each trail segment and shoreline/open space improvement is a high level Class D cost estimate (rough order of magnitude) based on one possible solution to deliver the project. The intent of these prices is to assist staff in assigning a budget to each segment as identified on the accompanying plan. Cost efficiencies may be realized by combining projects.

Once a project is initiated further refinement of estimates will be possible to more accurately reflect the proposed solution. The prices provided here are in 2014 dollars. Miscellaneous fees assumes consulting fees and general contractor costs including mobilization and demobilization, insurance, bonding, permits, contingency and other costs to be assumed by the Municipality.

Costs related to land acquisition and leasing arrangements have not been factored in the estimates provided.

Construction value were developed based on comparison with projects of similar size, scope and complexity throughout Southern Ontario. However, actual costs may be different and a more thorough cost analysis will be required as part of the design and implementation process.

While this report recommends a 6 metre wide asphalt path along the majority of the Waterfront Trail, a trail this wide won't be required immediately.

A phased approach to constructing the trail can be undertaken to provide a narrower 4.2 metre wide trail at first. Once volume of use exceeds this trail's capacity the pathway width can be easily widened to 6 metres.

It is suggested that the first phase of work would include clearing the trail right-of-way and preparing the granular base and asphaltting the 4.2 metre wide trail. The second phase of work would then include widening the trail to its ultimate width.

# Preliminary Cost Estimate

24-Mar-14

## A1 Waterfront Trail (East of Cobble Beach) Length: 1200 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
A1.1	Clearing and Grubbing	9600	m2	\$ 10.00	\$ 96,000.00	Clear for eight metre wide ROW
A1.2	Surfacing	5040	m2	\$ 45.00	\$ 226,800.00	4.2 metre wide Asphalt
A1.3	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
A1.4	Wayfinding Signage	2.4	each	\$ 500.00	\$ 1,200.00	One sign every 500 metres both ways
A1.5	Seating	2.4	each	\$ 1,500.00	\$ 3,600.00	One bench every 500 metres
A1.6	Fencing	1000	lm	\$ 100.00	\$ 100,000.00	Adjacent to Private Property
A1.7	Planting	4560	m2	\$ 15.00	\$ 68,400.00	Restoration and buffer planting
A1.8	Parking and access for exsiting beach		Allowance		\$ 82,000.00	Asphalt with concrete curbs
A1.9	Shade Structure		Allowance		\$ 50,000.00	
A1.10	Bridge and Culvert		Allowance		\$ 175,000.00	
A1.11	Misc Fees*		Allowance		\$ 163,600.00	20% of construction costs

**Total \$ 981,600.00**

## A2 Waterfront Trail (Rogers + DND Lands) Length: 1800 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
A2.1	Clearing and Grubbing	14400	m2	\$ 10.00	\$ 144,000.00	Clear for eight metre wide ROW
A2.2	Surfacing	7560	m2	\$ 45.00	\$ 340,200.00	4.2 metre wide Asphalt
A2.3	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
A2.4	Wayfinding Signage	3.6	each	\$ 500.00	\$ 1,800.00	One sign every 500 metres both ways
A2.5	Seating	3.6	each	\$ 1,500.00	\$ 5,400.00	One bench every 500 metres
A2.6	Fencing	1000	lm	\$ 100.00	\$ 100,000.00	Adjacent to Private Property
A2.7	Planting	6840	m2	\$ 15.00	\$ 102,600.00	Restoration and buffer planting
A2.8	Culverts	9	each	\$ 34,000.00	\$ 306,000.00	
A2.9	Misc Fees*		Allowance		\$ 203,000.00	20% of construction costs

**Total \$ 1,218,000.00**

## A3 Waterfront Trail (West of A1 to Hunter) Length: 600 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
A3.1	Clearing and Grubbing	4800	m2	\$ 10.00	\$ 48,000.00	Clear for eight metre wide ROW
A3.2	Surfacing	2520	m2	\$ 45.00	\$ 113,400.00	4.2 metre wide Asphalt
A3.3	Shelter	1	Allowance		\$ 50,000.00	Kiosk with signage, seating and bike parking
A3.4	Wayfinding Signage	1.2	each	\$ 500.00	\$ 600.00	One sign every 500 metres both ways
A3.5	Seating	1.2	each	\$ 1,500.00	\$ 1,800.00	One bench every 500 metres
A3.6	Bridge	1000	lm	\$ 100.00	\$ 100,000.00	Adjacent to Private Property
A3.7	Planting	2280	m2	\$ 15.00	\$ 34,200.00	Restoration and buffer planting
A3.8	Groynes and Beach		Allowance		\$ 400,000.00	
A3.9	Misc Fees*		Allowance		\$ 149,600.00	20% of construction costs

**Total \$ 897,600.00**

## B Kelson Avenue North Length: 1000 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
B.1	Clearing and Grubbing	3000	m2	\$ 10.00	\$ 30,000.00	Clear 3 metre wide ROW
B.2	Asphalt Surfacing	2500	m2	\$ 45.00	\$ 112,500.00	2.5 metre wide Asphalt
B.3	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
B.4	Wayfinding Signage	2	each	\$ 500.00	\$ 1,000.00	One sign every 500 metres both ways
B.5	Seating	2	each	\$ 1,500.00	\$ 3,000.00	One bench every 500 metres
B.7	Planting	500	m2	\$ 15.00	\$ 7,500.00	Restoration and buffer planting
B.8	Misc Fees*		Allowance		\$ 33,800.00	20% of construction costs

**Total \$ 202,800.00**

TABLE I: Preliminary Cost Estimate



**C Oakes Road North** Length: 600 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
C.1	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
C.2	Wayfrinding Signage	1.2	each	\$ 500.00	\$ 600.00	One sign every 500 metres both ways
C.3	Seating	1.2	each	\$ 1,500.00	\$ 1,800.00	One bench every 500 metres
C.4	Planting	300	m2	\$ 15.00	\$ 4,500.00	Restoration and buffer planting
C.5	Asphalt Parking Area		Allowance		\$ 35,000.00	Includes 20 parking stalls
C.6	Misc Fees*		Allowance		\$ 6,570.00	30% of construction costs
<b>Total</b>					<b>\$ 63,470.00</b>	

**D Hunter Road** Length: 150 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
D.1	Clearing and Grubbing	450	m2	\$ 10.00	\$ 4,500.00	Clear 3 metre wide ROW
D.2	Asphalt Surfacing	375	m2	\$ 45.00	\$ 16,875.00	2.5 metre wide Asphalt
D.3	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
D.4	Wayfrinding Signage	0.3	each	\$ 500.00	\$ 150.00	One sign every 500 metres both ways
D.5	Seating	0.3	each	\$ 1,500.00	\$ 450.00	One bench every 500 metres
D.6	Planting	75	m2	\$ 15.00	\$ 1,125.00	Restoration and buffer planting
D.7	Parking Lot		Allowance		\$ 50,000.00	Asphalt with concrete curbs
D.8	Misc Fees*		Allowance		\$ 7,620.00	20% of construction costs
<b>Total</b>					<b>\$ 95,720.00</b>	

**E1 Winston East of Oakes** Multi-Use Trail Length: 830 metres  
On Road Length: 830 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
E.1	Wayfrinding Signage	3	each	\$ 500.00	\$ 1,660.00	One sign every 500 metres both ways
E.2	Culverts	6	each	\$ 28,000.00	\$ 168,000.00	
E.3	Storm System and Boulevard Works		Allowance		\$ 100,000.00	
E.4	Misc Fees*		Allowance		\$ 53,932.00	20% of construction costs
<b>Total</b>					<b>\$ 323,592.00</b>	

**E2 Winston West of Oakes** Multi-Use Trail Length: 1220 metres  
On Road Length: 820 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
E.1	Wayfrinding Signage	4	each	\$ 500.00	\$ 2,040.00	One sign every 500 metres both ways
E.2	Culverts	6	each	\$ 28,000.00	\$ 168,000.00	
E.3	Storm System and Boulevard Works		Allowance		\$ 100,000.00	
E.4	Misc Fees*		Allowance		\$ 54,008.00	20% of construction costs
<b>Total</b>					<b>\$ 324,048.00</b>	

**F Winston Main Street** Length: 550 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
F.1	Wayfrinding Signage	1.1	each	\$ 500.00	\$ 550.00	One sign every 500 metres both ways
F.2	Line Painting	550	LM	\$ 8.00	\$ 4,400.00	Bike Lane symbol and lane demarcation
F.3	Misc Fees*		Allowance		\$ 1,485.00	30% of construction costs
<b>Total</b>					<b>\$ 6,435.00</b>	

**G Winston East of Casablanca** Length: 1000 metres

#	Description	Qty	Unit	Unit Price	Total	Assumptions
G.1	Wayfrinding Signage	2	each	\$ 500.00	\$ 1,000.00	One sign every 500 metres both ways

TABLE I: Preliminary Cost Estimate Continuation

G.2	Line Painting	1000	LM	\$	8.00	\$	8,000.00	Bike Lane symbol and lane demarcation
G.3	Misc Fees*		Allowance			\$	2,700.00	30% of construction costs

**Total** \$ 11,700.00

**H1 Nature Trail (South)** Length: 660 metres

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#	Description	Qty	Unit	Unit Price	Total	Assumptions
H.1	Clearing and Grubbing	1980	m2	\$ 10.00	\$ 19,800.00	Clear 3 metre wide ROW
H.2	Granular Surfacing	1108.8	m2	\$ 30.00	\$ 33,264.00	2.1 metre wide granular for 80%
H.3	Boardwalk (wet areas)	277.2	m2	\$ 125.00	\$ 34,650.00	2.1 metre wide boardwalk for 20%
H.4	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
H.5	Wayfinding Signage	3.3	each	\$ 500.00	\$ 1,650.00	One sign every 200 metres both ways
H.6	Seating	3.3	each	\$ 1,500.00	\$ 4,950.00	One bench every 200 metres
H.7	Planting	594	m2	\$ 15.00	\$ 8,910.00	Restoration and buffer planting
H.8	Misc Fees*		Allowance		\$ 16,714.80	20% of construction costs

**Total** \$ 134,938.80

**H2 Nature Trail (North)** Length: 255 metres

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#	Description	Qty	Unit	Unit Price	Total	Assumptions
H.1	Clearing and Grubbing	765	m2	\$ 10.00	\$ 7,650.00	Clear 3 metre wide ROW
H.2	Granular Surfacing	536	m2	\$ 30.00	\$ 16,065.00	2.1 metre wide granular for 80%
H.3	Trail Head	1	Allowance		\$ 15,000.00	Kiosk with signage, seating and bike parking
H.4	Wayfinding Signage	1	each	\$ 500.00	\$ 500.00	One sign every 200 metres both ways
H.5	Seating	1	each	\$ 1,500.00	\$ 1,500.00	One bench every 200 metres
H.6	Planting	255	m2	\$ 15.00	\$ 3,825.00	Restoration and buffer planting
H.7	Misc Fees*		Allowance		\$ 8,908.00	20% of construction costs

**Total** \$ 53,448.00

**NOTES:**

1 \* Misc Fees includes: contractor mobilization / demobilization, insurance, design fees, permits and contingency

**GRAND TOTAL** **\$ 4,313,351.80**

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**Phase 1**

A1	Waterfront Trail (East of Cobble Beach)	\$ 981,600.00
A3	Waterfront Trail (West of A1 to Hunter)	\$ 897,600.00
C	Oakes Road North	\$ 63,470.00
D	Hunter Road	\$ 95,720.00
E1	Winston East of Oakes	\$ 323,592.00
F	Winston Main Street	\$ 6,435.00
G	Winston East of Casablanca	\$ 11,700.00
H1	Nature Trail (South)	\$ 134,938.80

**Phase 1 Total** \$ 2,515,055.80

**Phase 2**

A2	Waterfront Trail (Rogers + DND Lands)	\$ 1,218,000.00
B	Kelson Avenue North	\$ 202,800.00
E2	Winston West of Oakes	\$ 324,048.00
H2	Nature Trail (North)	\$ 53,448.00

**Phase 2 Total** \$ 1,798,296.00

TABLE I: Preliminary Cost Estimate Continuation

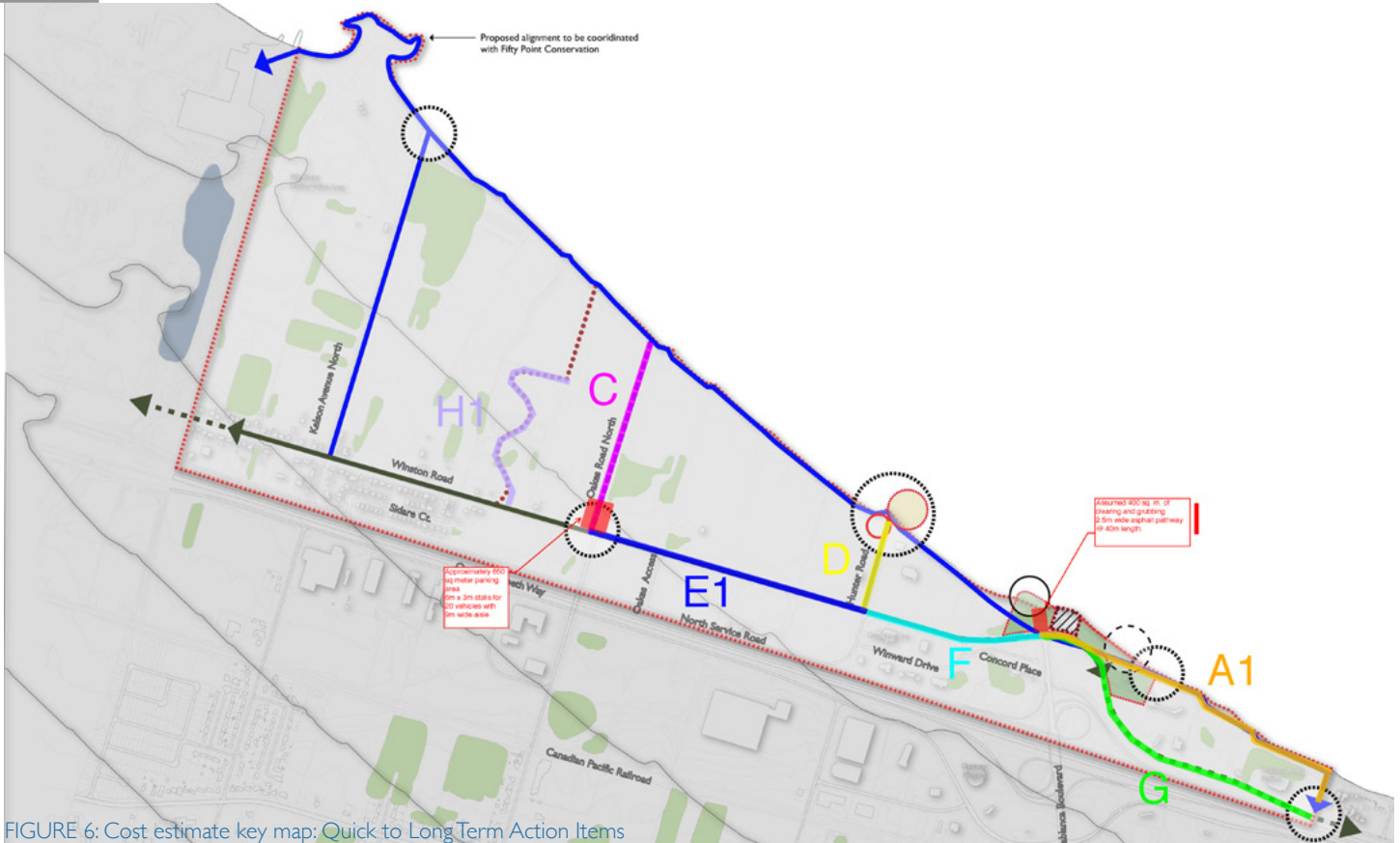


FIGURE 6: Cost estimate key map: Quick to Long Term Action Items

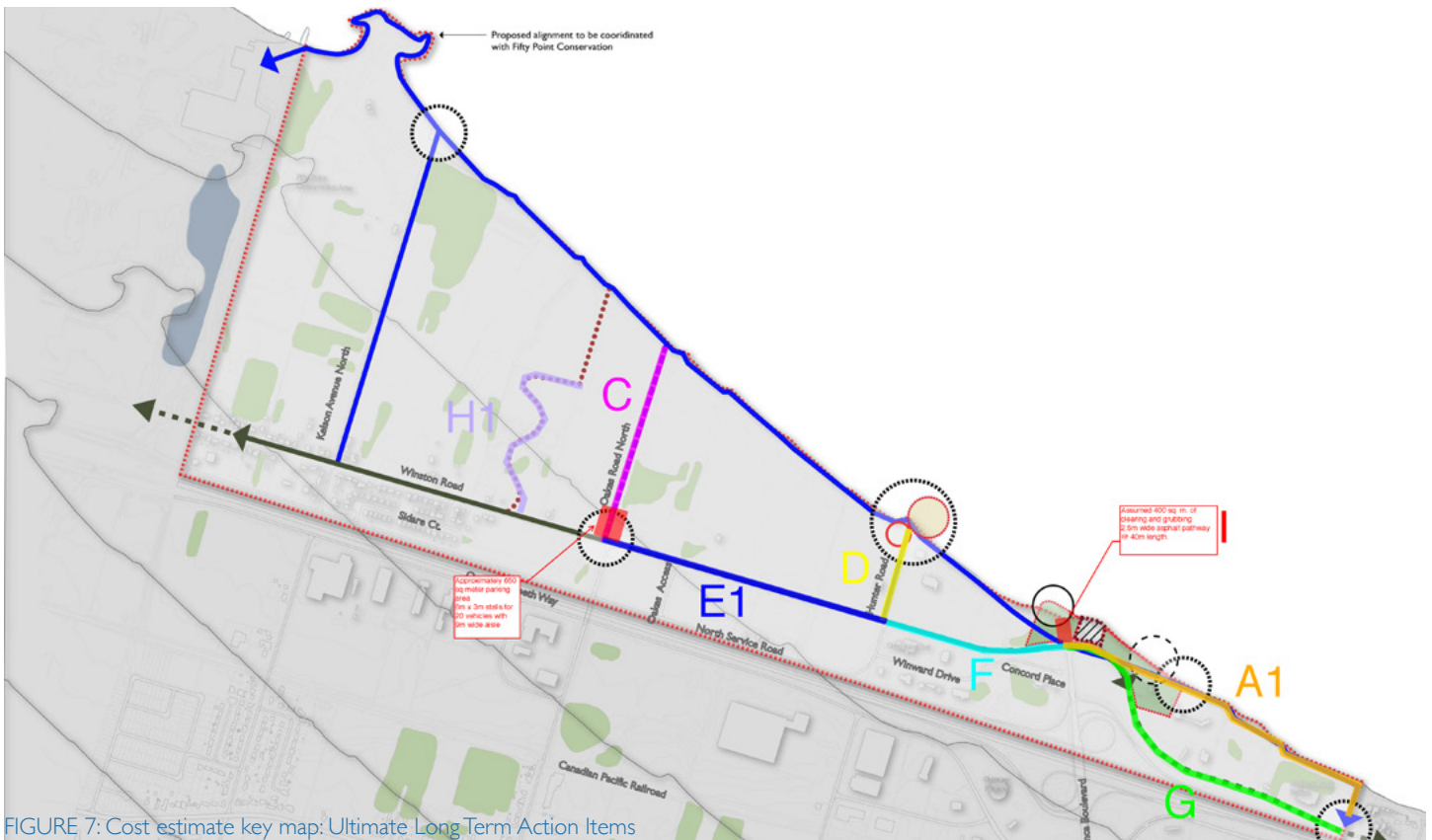


FIGURE 7: Cost estimate key map: Ultimate Long Term Action Items



# Future Detailed Studies

1. Complete **Fisheries and EIS studies** as per Department of Fisheries and Oceans and Ministry of the Environment requirements.
2. Establish specific **urban design policies** Consistent with its urban vision and in tandem with its efforts to update land use regulations, the Town shall establish specific urban design policies for the West End Waterfront Trail Master Plan area. Urban design policies specific to the area will convey in a clear manner the Town's development expectations.
3. Include **Sustainability and Green building polices**  
Responsible planning for the future includes consideration of polices that promote sustainability and green building technologies. While higher density, transit supportive development offer substantial environmental benefits in themselves, evolving building technologies that provide additional benefits must be recognized and supported.  
Incentives to the private sector to achieve sustainable building objectives should be explored.
4. Complete an **open space master plan for the Town owned park lands** located at the end of Casablanca Boulevard and future park on Branthaven lands.
5. Complete a **trail network plan** to link the study area to the rest of the Town along the waterfront and across the QEW.
6. In collaboration with MTO develop **pedestrian and cycling strategy for Casablanca Boulevard.**
7. Develop an **environmental monitoring plan** to include the future use of area by wildlife, a long-term management plan for invasive species and an adaptive management plan to determine if mitigation is effective in maintaining biodiversity.
8. The Town might consider holding **design competitions for special sites** such as the Hunter Road view corridor and adjacent parkland facilities (i.e. landmark feature such as a beacon or a monument) or the potential lockout area at the end of Casablanca Boulevard.

# Capacity Building Strategies

## 1. Identify Key public sector responsibilities

As an initial step in achieving the West End Waterfront Trail and Master Plan proposed vision, the Town must implement an Action Plan where public sector responsibilities are clearly identified. In addition to providing the administrative framework, the Action Plan will ensure that the Town is setting the stage for change and providing a clear statement to residents and the private sector that it will continue to invest in the area over the long term. The Town, and all its departments must, understand and support the long-term vision in order to successfully implement the study.

## 2. Establish a Grant Seeking Strategy

Various Federal, Provincial and Regional public infrastructure grants are available to local Municipalities to support the construction and implementation of important community revitalization projects. Available funding programs cover a wide range of capital and non capital project expenses.

A coordinated and timeline sensitive strategy should be developed to identify the most beneficial and applicable grants and submit for funding consideration. For a complete list of available funding mechanisms please refer to Appendix D.

## 3. Consider establishing a West End Waterfront Trail Trust

A Waterfront Trust is an organization dedicated to the enhancement of the waterfront experience by promoting universal access to the water's edge. The establishment of a West End Waterfront Trust can provide invaluable support in seeking and managing implementation funds.

## 4. Consider developing a public-private partnership strategy.

Public-private partnerships can result in a number of mutual benefits. Projects that might otherwise present too great a financial risk to private sector investors are made feasible through cost-sharing agreements and the leveraging of public funds.

## 5. Consider developing a stewardship program.

A stewardship program could be developed and established with the goal of promoting, preserving, protecting, restoring and improving the West End Waterfront area. A stewardship program would be beneficial by:

- Educating residents and recreational users on matters that may affect the trail system and associated shoreline environmental quality.
- Ensuring that all those whose actions affect the waterfront will share the responsibility for its environmental quality.
- Including strategies for communities, businesses and institutions as well as the local municipality.

## 6. Consider developing a marketing and branding strategy in collaboration with the Region's and Grimsby's Tourism and Economic Development departments.

A marketable image, that addresses economic development needs including future tourism potential should be developed based on the promotion of the proposed vision and the initial implementation initiatives resulting from this study.

# Land Acquisition Strategies & Costs

## Introduction

The following is a review of the potential land acquisition strategies and order of magnitude land costs which might be associated with the Town of Grimsby's west end waterfront trail development.

## Developing a Community Improvement Plan

The transitioning nature of land use and the desire to create safe public access to the waterfront are core rationales for the development of a Waterfront Community Improvement Plan (CIP). While not an acquisition strategy per se, a CIP creates focus to the area with specific goals and objectives. The CIP would allow landowners to access existing Regional funding and incentives and allow the Town to consider its own financial incentive package such as development charge waivers and application fees rebates.

If these costs can be reduced, developers may be encouraged to redirect funding towards waterfront improvements.

Much of the work that has been previously undertaken through the secondary planning process and the current study could be rolled into the development of a CIP. Funding for the development of a CIP is available through the Region as well as through the Lakefront Enhancement Plan.

As an overriding strategy, we feel that a waterfront community improvement plan that integrates the findings of this work is worthy of more detailed consideration.

## Potential Acquisition Strategies

Based on a range of policy issues and the motivations of individual land owners, there are likely a number of potential strategies available to the Town of Grimsby in working toward the establishment of a waterfront trail in the study area. At a high level, it will be important to maintain the intent towards establishing this trail throughout the Town's policy (i.e. the Official Plan and Neighbourhood Secondary Plan) so that the intent of the Municipality remains clear. As well, Grimsby should coordinate this and future related planning processes in a public process that involves each landowner as a stakeholder and but also in a way which might assert some public pressure upon them towards the dedication of these lands.

Following are our thoughts towards individual strategies for trail land acquisition understanding the varying circumstances of each property.

Overall

A basis for the acquisition strategy should be the broad marketing of the trail design under development by SGL. Strong visual representations will help inspire the community and hopefully draw landowners to the table. Putting the trail into concrete terms will help land owners better assess the impacts that might be associated with trail. Details that can address potential or perceived liabilities such as fencing are especially important.

## Site Specific Strategies

### I. Department of National Defence (DND) Lands

- These lands are currently used as a rifle range. According to DND, the lands are still in active use. If the lands were to be deemed surplus to DND needs they, with the permission of the Treasury Department may be transferred to Canada Lands Company for disposition. Canada Lands would seek to add value to the property



through land use changes over the long term, but would also be highly sensitive to the municipal objective of obtaining a public waterfront trail. We note however that the property is not currently within the urban boundary and amendments in this regard would be difficult to achieve.

- As government priorities for facilities can shift rapidly, especially as it applies to the disposition of lands, it's important to ensure the appropriate offices are kept informed of the municipal objectives for the waterfront.
- The Town of Grimsby should ensure that once the waterfront trail study is complete, that these plans be shared with staff at the office of the Minister of Defence to ensure that the ministry is aware of the local plans.

## 2. Rogers Lands

- While we understand that the Town's Winston Road Secondary Plan notes an intention to acquire and convert the Specialty Crop Areas in the secondary plan to parkland if and when the current uses relocate, the Town may be limited in its ability to secure the property in a sale process outside of entering into a legal process. We also understand that Rogers has concerns with potential liability issues associated with public use of their property.
- One scenario worth exploring might include a property potential tax incentive for Rogers, potentially as part of a CIP. Understanding the property's classification, the nominal amount of the incentive may be minimal but constitutes a positive gesture, which encourages further dialog.
- The Town could also offer to purchase the land required for trail purposes at a negotiated value, perhaps in line with the market value of agricultural lands in the local market area.

- Of note, any transfer of ownership would also transfer any liability to the Town with respect to public usage of the property. Design strategies for the waterfront trail should also consider a variety of tools for demarcating an edge and discouraging the public from accessing the Rogers lands. In addition, these perceived concerns regarding liability may already exist as it appears that the public already does use the property as an informal trail. The Town's acquisition could properly manage these issues.

## 3. Church Lands

- A trail land acquisition strategy for the Church property might also include the potential for a donation to the Church from the Municipality in exchange for the trail lands. A donation from the Municipality in exchange for the trail lands (as opposed to a purchase), would eliminate a precedent-setting transaction which might set a benchmark value expectation for other properties along the waterfront.
- An agreement for a transfer of land for the purposes of a waterfront trail with the Church could also include an agreement for usage. Access to new waterfront trail facilities, which might also support the congregation, may be attractive to the church's board. The Church would still have the benefits of the land, but with the added improvements of a trail and some funding.

## 4. Branthaven Homes' Lands

- We understand that Branthaven Homes are working with Town staff on development applications for the property, which might also convey land for the trail right of way and pay for shoreline improvements.

## 5. Private Landowner, 432 Winston Road

- Understanding that a private landowner lives in

a home on this waterfront property, negotiating with the owner to secure an easement or purchase a portion of property is unlikely to be successful without purchasing the entire property. Acquiring a trail section through this area will necessitate purchasing the property.

potential implementation scenarios, however the initial key would be to hold dialogue and reach an agreement for this use. Implementation could come through a site severance or easement agreement.

## 6. Fifth Wheel Lands

- It is understood that the owners of the Fifth Wheel site have been approached by developers and might consider the sale of the property for redevelopment in the future. At the same time the condition of the shoreline on this property is in need of rehabilitation as significant erosion is taking place. We understand that some expediency in this case may be required to slow further erosion of the property.
- An option worth exploring is for the Town to consider offering the current landowner an option to pre-pay for future parkland dedication on the property, reducing future development soft costs and effectively increasing the value of the property. This agreement could also consider a promise that once the shoreline trail land is conveyed, that the Town undertake shoreline improvements and trail work in the near term. This would also improve the appearance and amenity of the property and strengthen the value of the site. Or, if the property is not sold for redevelopment, shoreline improvements might further support or improve the marketability of the site's continued use as a waterfront restaurant.
- The other strategies discussed earlier in this memo with respect to the Rogers property could also apply on the Fifth Wheel site.

## 7. Region's Water Treatment Lands

- Securing a right of way for waterfront trail use on the Region's land could come about in several

## Potential Land Acquisition Costs

While there are numerous potential strategies for acquiring the land required for a waterfront trail right of way, it is important for the Town to be mindful of the potential financial implications, which might be incurred if the Town were to purchase these properties or compensate a landowner through an expropriation process.

It should be noted that the following analysis should not be considered an appraisal or comprehensive land value analysis.

## Review of Comparable Land Transactions

In order to project these costs, NBLC conducted a review of comparable land transactions in the immediate market area. It is important to note that the value of the subject properties in the event of an expropriation process would be equal to the highest and best use of the land in accordance with current planning policy, not a speculative value based on a future re-designation. Therefore, in the case of the Department of National Defence Lands, Rogers Lands and the Church Lands, the theoretical market value of these properties would be as agricultural (Specialty Crop area - Tender Fruit and Grape Area) lands. However, in the event that these properties were removed from the Greenbelt, the land value of these properties would increase.

Table 1 summarizes the value of recent agricultural land transactions in Grimsby, Stoney Creek and West Lincoln. Our review of comparable agricultural land transactions extends beyond Grimsby, as there have been relatively few comparable transactions in Grimsby in recent years.

Following are our key observations from the analysis of comparable agricultural land transactions:

- A total of 16 agricultural land transactions were surveyed, covering over 1,700 acres of agricultural land in the study market area. Most of the agricultural land transactions were of properties which were improved with a home and/ or barns and related facilities, however our analysis sought to exclude transactions where an operating business (i.e. a winery) was being sold.
- Overall, the index value for the surveyed development land transactions ranges from \$6,063 per acre for a 202 acre transaction of farmland on Comfort Road in West Lincoln, to \$37,000 per acre for a 27 acre property on Regional Road 20 in West Lincoln improved with a house and barns.
- The overall average land value for all of the agricultural land transactions surveyed was about \$11,000 per acre.

Where the trail lands would cross mixed-use designations on properties, it would do so within the Official Plan's Hazard Land Area where development is restricted and it is highly likely that development would have to be set back from the shoreline. Therefore, there would be little value to any land within a mixed-use designation and in a Hazard Land setback as the highest and best use would likely be as parkland or trails. We expect that a private developer would convey this portion of a property to the Town as part of parkland dedication through the process of a redevelopment.

The exception to this would be where an existing use currently sits as a non-conforming land use within the Hazard Land Area. In this case, the highest and best use would be the continued non-conforming function. This applies to one property in the study area at the foot of Casablanca Boulevard where a private home currently exists. Of note, a high level review of recent waterfront home transactions in the local area suggests that properties of this nature

might sell at values in the range of \$700,000 to \$1.1 million depending on the size of the lot and the condition of the home. A more detailed assessment of this specific property and the quality of the home would be required to establish the market value of the property.

If the argument could be made that a portion of the Hazard Land Area in a Mixed-Use designation could be made developable through the tests outlined in Section 3.2.3 of the Town of Grimsby Official Plan, the following Table 2 illustrates the details of recent land transactions for properties located in Grimsby along the waterfront and Queen Elizabeth Way Corridor which could act as a benchmark for comparable land values. The land transaction data presented in this analysis includes properties sold between January 2010 and December 2013, and excludes properties with notable existing buildings or operating businesses.

Following are our key observations from the analysis of comparable development land transactions:

- In total, 12 land transactions encompassing over 58 acres of land were surveyed as part of this analysis. These properties are likely intended for a wide range of land uses ranging from infill residential development to likely commercial or retail developments surrounding highway interchanges.
- Overall, the index value for the surveyed development land transactions ranges from \$235,900 per acre (Losani Homes on Murray Street in 2010) to \$950,000 per acre for residential development land at Mariner Bay Estates (Maple Avenue and Lake Street).
- The overall average land value for all of the development land transactions surveyed was \$457,000 per acre.
- Four transactions are particularly comparable due to their proximity to the subject lands. These transactions for development sites around North Service Road and Winston Road illustrate land values in the order of \$400,000 per acre.



Location	Municipality	Transaction Date	Land Area (Ac.)	Transaction Value	Value per Ac.	Description
225 PARK RD S	Grimsby	09/04/2013	80	\$899,000	\$11,300	House & Farmland
328 & 346 MAIN ST E	Grimsby	03/15/2013	215	\$5,150,000	\$23,982	Farmland
197 KEMP RD W	Grimsby	06/29/2012	99	\$610,000	\$6,192	House & Farmland
1092 RIDGE RD, EIGHTH RD E	Stoney Creek	06/27/2013	132	\$1,050,000	\$7,974	House & Farmland
842 MUD ST E	Stoney Creek	08/31/2012	58	\$580,000	\$9,988	House & Farmland
2140 BOOK RD	West Lincoln	11/18/2013	56	\$625,000	\$11,169	House & Farmland
2191 COMFORT RD	West Lincoln	08/23/2013	202	\$1,225,000	\$6,063	Farmland
5544 CANBORO RD	West Lincoln	11/23/2012	120	\$1,200,000	\$10,026	House & Farmland
8652 CONCESSION 7 RD	West Lincoln	05/03/2012	98	\$630,000	\$6,406	House & Farmland
2453 REGIONAL RD 16	West Lincoln	04/05/2012	40	\$750,000	\$18,863	House, Barn & Farmland
7402 MUD ST	West Lincoln	05/11/2011	96	\$899,000	\$9,400	N/A
9395 CONCESSION 5 RD, 9483 CONCESSION 5 RD	West Lincoln	02/16/2011	186	\$1,420,000	\$7,629	Barns & Farmland
9483 CONCESSION 5 RD	West Lincoln	02/01/2011	90	\$970,000	\$10,785	House, Barns & Farmland
6520 REGIONAL RD 65	West Lincoln	01/17/2011	59	\$642,500	\$10,927	House, Barns & Farmland
6087 REGIONAL RD 20	West Lincoln	09/02/2010	27	\$1,000,000	\$37,411	House, Barns & Farmland
4827 VAUGHAN RD	West Lincoln	08/31/2010	153	\$1,000,000	\$6,525	House, Barns & Farmland
<b>Sum/ Average</b>			<b>1,709</b>	<b>\$18,650,500</b>	<b>\$10,914</b>	

Source: RealTrack & NBLC

TABLE 2: Agricultural Land Transactions throughout Grimsby, Stoney Creek & west of Lincoln

Location	Transaction Date	Land Area (Ac.)	Transaction Value	Value per Ac.	Description
417 SOUTH SERVICE RD	10/30/2013	2.38	\$1,750,000	\$735,294	Land at Casablanca interchange
565 NORTH SERVICE RD	08/16/2013	3.49	\$1,250,000	\$358,166	Land at Oakes Access Road & Winston Road
209 ROBERTS RD	02/06/2013	2.44	\$1,370,000	\$561,475	Sough of QEW on Roberts Rd, east of Casablanca
1 WINSTON RD SS	12/15/2011	7.15	\$2,100,000	\$293,706	Land at Oakes Access Road & Winston Road
417 SOUTH SERVICE RD	11/01/2011	2.38	\$1,500,000	\$630,252	Commercial Land/ Car Dealership Site
1 INDUSTRIAL DR	09/23/2011	1.46	\$800,000	\$547,945	Land at South Service & Casablanca Blvd interchange
480 WINSTON RD	07/18/2011	17.69	\$8,000,000	\$452,233	Res/Retail/ Condo Site - banquet hall on 17.7 Ac
SOUTH SERVICE RD S/S	02/14/2011	1.95	\$1,150,000	\$589,744	Retail Land
WINSTON RD, NORTH SERVICE RD	11/02/2010	12.74	\$5,096,000	\$400,000	Res/Com Land purchased by Branthaven Homes
381 MURRAY ST	07/15/2010	3.43	\$809,107	\$235,891	Land north of the QEW on Murray St (Losani Homes)
439 MAPLE AVE	07/05/2010	2.00	\$1,900,000	\$950,000	Waterfront Condo Townhouse Site (at Lake St)
269 SOUTH SERVICE RD	03/26/2010	0.95	\$800,000	\$842,105	Single storey industrial building
<b>Sum/ Average</b>		<b>58.06</b>	<b>\$26,525,107</b>	<b>\$456,857</b>	

Source: RealTrack & NBLC

TABLE 3: Development Land Transactions along the Grimsby Waterfront & QEW Corridor

## Summary of Potential Land Acquisition Costs

Table three provides a range of possible land acquisition costs for trail right-of-way lands across each of the west end waterfront parcels using a 30 metre trail right of way as identified in materials provided by SGL. Note that these estimates represent the potential value of trail lands only, not the value of the entire parcels as they are currently configured.

Land Owner	Identified Trail Land Area	Estimate of Land Value		
		Low	-	High
<b>Agricultural Lands</b>		<i>Est. \$11,000 per ac.</i>		
Department of National Defence*	4.84			\$53,227
Rogers Lands	6.55			\$72,072
Church Lands*	3.03			\$33,315
<b>Mixed Use Lands</b>		<i>If Parkland</i>		<i>If Developable Land (est. \$400,000 per ac.)</i>
Branthaven Lands	3.10	\$0	-	\$1,239,953
Fifth Wheel Lands	2.55	\$0	-	\$1,019,694
<b>Other Lands</b>				
Private owner @ Casablanca	0.57	\$700,000	-	\$1,100,000
Regional Lands***	1.03			\$0
<b>Sum</b>	<b>21.67</b>	<b>\$858,613</b>	<b>-</b>	<b>\$3,518,260</b>

\* Excludes lands identified for future nature trail

\*\* Includes 6,000 m2 area for bandshell & public plaza

\*\*\* Assumed a 15m right of way width based on terrain constraints, assumed no value.

TABLE 4: Order of Magnitude Estimate Cost of Trail Lands if Purchased

Of note, if the agricultural lands were removed from the greenbelt it is likely that the value of these properties would increase. The value of these sites would depend on the land use designation and associated permissions, however it is likely that their removal from the Greenbelt alone might increase values to somewhere below current commercial values, perhaps in the range of \$200,000 per acre, as speculative valuation to vacant waterfront land would likely take hold.

At the time when Town is closer to potential acquisitions of the property the land value of the property should be accurately assessed based on a full analysis within the market conditions of the day.

# Natural Heritage Enhancement Strategy

## Enhancement Of Natural Heritage Features And Functions

The natural heritage component of the background report prepared for the West End Waterfront Trail Design Study and Master Plan for the Town of Grimsby (West End Waterfront Trail Design Study and Master Plan, 2013 – draft) identified several opportunities for enhancing natural heritage features and functions within the study area. In general, enhancement opportunities that were identified focused on enhancing the natural heritage system (NHS) to improve buffer areas and expand the extent of natural vegetation cover and connectivity within the study area.

The Natural Heritage Reference Manual: for Natural Heritage Policies of the Provincial Policy Statement, 2005 (OMNR 2010) defines buffer as: “an area or band of permanent vegetation, preferably consisting of native species, located adjacent to a natural heritage feature and usually bordering lands that are subject to development or site alteration. The purpose of the buffer is to protect the feature and its functions by mitigating impacts of the proposed land use and allowing an area for edge phenomena to continue (e.g. allowing space for edge trees and limbs to fall without damaging personal property, area for roots of edge trees to persist, area for cats to hunt without intruding into the feature). The buffer may also provide area for recreational trails and provides a physical separation from new development that will discourage encroachment”. Enhancement of buffer areas will in turn expand the extent of natural vegetation cover within the study area, and will

provide some level of protection of existing natural heritage resources by way of filtering and buffering edge effects, including those that may arise in association with increased recreational activity, such as increased prevalence of ad hoc trails, spread of non-native invasive species, trampling of vegetation, disturbance of wildlife, etc.

The Natural Heritage Reference Manual (OMNR 2010) defines linkage/corridor as: “a linear area intended to provide connectivity (at the regional or site level), supporting a complete range of community and ecosystem processes, enabling plants and smaller animals to move between core areas and other larger areas of habitat over a period of generations”. Focusing on the enhancement of existing or potential corridors within a particular area assists in improving landscape connectivity at a much broader scale.

Features that have been identified as part of the NHS are considered to have comparatively greater significance to the protection of natural heritage in the Town of Grimsby than features outside the NHS, based on an analysis of the criteria that qualify a feature as part of the NHS (e.g. size, presence of high biodiversity, presence of significant species, etc.). The Town of Grimsby has identified these areas as priorities for protection and enhancement as one of the objectives of the Town of Grimsby’s NHS is “to promote the rehabilitation of the NHS, including linkages among existing natural heritage features” (Town of Grimsby 2012). Thus, consideration should be given to the enhancement of natural heritage features and functions (e.g. through the expansion of existing native vegetation cover) within the NHS component of the study area, which includes:



- The Lake Ontario shoreline;
- Drainage features running through the Rogers Cell Tower lands;
- Watercourse running west of the Biggar Lagoons;
- Deciduous forest located on the Department of National Defence lands; and
- Fifty Point Conservation Area.

Enhancement of buffer areas and corridors can be completed through either passive or active means. Merely setting aside additional lands as green space can result in the enhancement of certain natural heritage functions, such as filtering edge effects and supplying adjunct habitat. Actively planning the restoration of buffer areas and corridors can enhance adjacent natural heritage features and functions, often at an accelerated rate when compared with passive means. Ultimately, decisions regarding the selection of a passive or active management regime are dependent upon ecological need, political will and priority, as well as the financial resources available for planning and implementation.

The following paragraphs outline high priority areas for enhancement identified within the study area.

### Enhancement of Ecological Connectivity

Overall, priority should be given to ecosystem enhancement projects that contribute to the creation of a naturally vegetated connection between Lake Ontario and the Niagara Escarpment within the study area. This priority would not only improve local connectivity, but would enhance connectivity at a regional and possibly provincial scale.

Priority should be given to improving and enhancing ecological connectivity within the NHS by targeting restoration efforts to reinforce existing connections between and among habitat patches, connections along water features and between aquatic and upland

habitats. Focusing restoration efforts in these areas will achieve the greatest ecological gain. Strategies should include, for example:

- Working with existing features and enhancing connections where they partially exist by increasing the amount of woody vegetation cover through the planting of trees and shrubs;
- Altering existing management regimes to reduce the extent and/or frequency of mowing within areas adjacent to natural features; and
- Enhancing riparian areas running along watercourses by planting native trees and shrubs on either side to improve buffer functions as well as connectivity between upland and aquatic habitats.

Priority should also be given to restoring and enhancing riparian areas that meet the following criteria:

- They have been identified as fish habitat by the Niagara Peninsula Conservation Authority (NPCA);
- They provide connection between two or more habitat patches; or
- They are less than 60 metres in width (i.e. both sides of streams should have a minimum 30-metre-wide naturally vegetated riparian area to provide and protect aquatic habitat (Environment Canada 2013)).

## Enhancement of Biodiversity

The study area currently supports upland, wetland and aquatic habitats including watercourses that provide fish habitat and water bodies that provide important staging areas for waterfowl and shorebirds. These existing features could be enhanced by improving biodiversity at small scales. For example, Common Reed (*Phragmites australis*), a non-native highly invasive plant that dominates many wetlands, watercourses, and road-side ditches in southern Ontario, is present within many of the watercourses and wetlands within the study area. Biodiversity within these features could be greatly enhanced through a combination of the removal of Common Reed and complementary restoration plantings that would out-compete re-colonization of the area by Common Reed or other aggressive species within the feature itself, as well as restoration plantings that would enhance riparian vegetation and buffering functions.

Natural areas are concentrated in the northwest and east ends of the study area, where larger natural features occur. Biodiversity could be greatly enhanced if vegetation communities within the central portion of the study area were managed with the intent of enhancing biodiversity, either through a reduction or elimination of mowing, through restoration plantings of native trees and shrubs, or a combination of the two. Enhancing and/or creating natural features that support higher levels of biodiversity within the central portion of the study area would also assist in promoting ecosystem connectivity by making the landscape more permeable to wildlife movement and the exchange of genetic material.

Additional areas of priority for enhancing biodiversity within the landscape include natural areas that currently support concentrations of biodiversity. These are likely to support a diversity of ecological

functions that would be most significantly enhanced by management techniques that aim to increase biodiversity. Examples would include areas with clustered individual habitat elements that tend to become rare in developed landscapes such as standing dead trees, sandy banks adjacent to water, old foundations and areas of spring pooling. These features support unique assemblages of species and are, or can potentially become, significant wildlife habitat (e.g. vernal pools can support amphibian breeding habitat, old foundations can support hibernating snakes and tree cavities can support bat maternity colonies and cavity-nesting birds). Supporting the protection and enhancement of these types of features may result in a disproportionate increase in biodiversity, and may include the retention or recruitment of wildlife species that are otherwise scarce in an urban or urbanizing environment.

### I. Enhancement of Native Vegetation Communities

The study area is dominated by cultural vegetation community types (e.g. cultural meadow, cultural thicket, etc.), which tend to be dominated by non-native species. Non-native species tend to out-compete native species and reduce biodiversity. These vegetation communities could be enhanced through native species restoration plantings and invasive species management. Priority should be given to improving the ecological quality of cultural vegetation communities that are located adjacent to high quality vegetation communities, such as mature deciduous forest, that have the potential to be negatively impacted by the spread of non-native invasive species.

In addition to focusing on the restoration and enhancement of cultural vegetation communities,

several other ecological restoration opportunities for enhancing native vegetation communities within the study area exist, including the restoration of dune, beach, and prairie and/or savannah vegetation communities. Opportunities for dune and beach restoration occur along the Lake Ontario shoreline, and could be explored as potential options in future shoreline works within the study area. Unique native floral species that have evolved to stabilize highly erodible substrates through their extensive root systems already occur within dune and beach ecosystems. Restoration of dune and beach elements would assist in enhancing both natural heritage features and functions within the study area.

Prairie and/or savannah restoration could occur within areas where views to Lake Ontario are desired to be maintained, as these communities tend to be very open. Prairie and savannah plantings have an added attraction because they are diverse, colourful and aesthetically appealing. Small pockets of prairie plantings can be incorporated to enhance native vegetation as well as habitat for pollinators, including bees and butterflies. Prairie plantings are often incorporated as elements in public parks in the form of a 'butterfly garden' or 'pollinator garden' to demonstrate the importance of native flowers to pollinators and the ecosystem services that pollinators provide to society. These types of communities need intensive management to ensure woody species do not shade out the plants, so they should be used where continued management would provide interest and educational opportunities to visitors.

## 2. Enhancement for Grassland Birds

Habitat for grassland bird Species at Risk (SAR), including both Eastern Meadowlark and Bobolink, occurs within the study area (based on Hamilton Conservation Authority records). Area-sensitive grassland birds require extensive tracts of habitat for

their survival. For example, some grassland area-sensitive species such as Eastern Meadowlark require habitat patches larger than 4 ha in size (and ideally more than 30 ha) to support their lifecycles.

The study area currently supports a relatively large area of largely undeveloped lands along the Lake Ontario Shoreline, with some areas large enough to provide habitat for grassland area-sensitive species. For example, the Rogers Cell Tower lands currently provide important habitat for grassland birds. The habitat of grassland SAR must be given careful consideration when determining trail locations and other forms of development within the study area, as most grassland bird species nest on the ground and so are vulnerable to trampling and predation. SAR and their habitats are protected under the Ontario Endangered Species Act (ESA 2008).

Surveys specific for the assessment of SAR habitat are required prior to the implementation of the trail system and associated amenities to ensure that the ESA is not contravened. Grassland habitat for SAR birds must be protected and should be enhanced within the study area wherever feasible.

## 3. Enhancement for Wetland-breeding Birds

Where possible, for example within the Biggar Lagoons, it is recommended that areas of standing water be modified to increase habitat for wetland-dependent birds. Reconfiguration of ponds into cells where water levels can be modified could provide opportunities to create habitat specifically for certain species: for example larger areas of shallow marsh could be created that would provide habitat for Marsh Wrens, Black Terns and Virginia Rails, while trees provide habitat for herons.

#### 4. Enhancement for Migrating Birds

Migrating birds likely use the study area seasonally as a stopover in which to feed and rest on their way to summer or winter habitat. Lack of migrating bird stopover habitat is thought to be a critical, but overlooked, threat to migrating bird populations. Migrating birds are particularly attracted to habitats that are within 1-5 km of the shores of the Great Lakes. The diversity of habitats in the NHS is important to a wide range of migrating bird species, including landbirds, shorebirds, raptors and waterfowl.

Enhancement of habitats to provide food resources for migrating birds would be a good strategy for enhancing seasonal bird diversity. It has been shown that migrating birds are attracted to habitats that they perceive as likely to provide insect food; for example, there is some evidence that spring migration may be timed to coincide with the flowering of shrubs and trees. Plantings could include flowering species that attract insects, clumps of trees and shrubs to provide diversity of vegetation structure that attracts a greater variety of insects, berry bushes, trees and shrubs that bear large seeds and coniferous trees with cones. In addition, provision of wet depressions would foster insects within the NHS. Allowing manicured areas to regenerate and minimal use of pesticides would increase prey populations for migrating raptors and provide more habitat for insects.

Improvement of wetland habitats (especially the Biggar Lagoons) by increasing interspersions of open water and vegetation can also increase habitat for wetland-dependent species. Consideration could be given to seasonal draw-downs in water levels in some areas to provide exposed shoreline habitats used as feeding habitats for shorebirds. Maintaining areas of open water provides habitat for resting waterfowl, while provision of areas of wetland vegetation fosters the development of a diverse insect fauna to provide food.

#### Shoreline Restoration Alternatives

The Lake Ontario Shoreline is identified as a component of the Town of Grimsby's NHS and is considered an important area for enhancement based on the current extent of shoreline stabilization and engineering works which has limited the function of shoreline habitats as natural ecosystems and wildlife habitat. Natural shoreline areas provide multiple functions, as they:

- (a) regulate water quality and quantity;
- (b) stabilize shorelines from erosion;
- (c) filter contaminants and retain nutrients and sediments;
- (d) provide habitat for aquatic and terrestrial species;
- (e) preserve the aesthetic appeal of the lake; and
- (f) provide recreational opportunities (Lake Simcoe Protection Plan 2009).

Over time, the hardening of shorelines has disrupted ecologically and hydrologically important linkages between land and water. As such, it is recommended that shoreline restoration alternatives that include soft engineering approaches be explored and considered within the study area.

Best Management Practices for shorelines include:

- Naturalization;
- Enhancement of water quality and critical habitat;
- Protection of existing natural areas; and
- Ecologically sensitive approaches to shoreline protection (Along the Shore: a Landowner's Guide to Healthy Shoreline Management for Lake Simcoe).

Best Management Practices must be tailored to specific shoreline conditions and site characteristics, with consideration given to the physical processes affecting shoreline stability such as wind, wave, ice, water levels and sediment processes. Examples of natural shoreline protection or soft engineering approaches to shoreline protection include:



- Beach naturalization, including plantings of deep rooting trees, shrubs and grasses;
- Restoration of shoreline wetland vegetation in protected bays and swales;
- Boulder shore protection with riparian buffer of native grasses, wildflowers, willow and dogwood shrubs; and
- Bioengineering with native plantings (plantings are often completed perpendicular to slopes with tips pointed upstream or toward the current to maximize the strength of plantings and their ability to dissipate the energy associated with wave and ice activity).

Bioengineering is a 'soft' or natural approach to shoreline stabilization that can be explored for use on both lake and stream shorelines. It is an ecologically preferred technique for shoreline stabilization, and it is environmentally sound, aesthetically pleasing and generally effective. The desired result of bioengineering is to mimic natural conditions, which will equip the shoreline to adapt to changing conditions, will help reduce runoff, prevent long term erosion and create fish and wildlife habitat, and will thus contribute to the biodiversity of the lake in a positive way. Bioengineering techniques focus on using restoration plantings and natural materials (e.g. logs, trees, twigs and biodegradable erosion controls such as coconut fiber mats).

Working with the natural ability of the deep root systems of certain plants to bind soils in place and prevent erosion, bioengineering techniques have identified specific species (e.g. dogwood or willow species) that grow especially well in shoreline conditions that receive a high degree of impacts and can regenerate if they are damaged by waves or ice. There are many different bioengineering approaches for shoreline stabilization. The appropriate bioengineering technique will depend on the specific shoreline condition. Several techniques can be used in combination, and the chosen technique may also

depend on materials available, cost to implement, and the type of shoreline present. Additional studies are required to determine the bioengineering techniques that would be most appropriate within the study area.

Ecologically healthy shorelines and NHS enhancements will improve water quality and better equip the watershed to respond to ongoing and future challenges such as extreme weather events and climate change. A healthy state for natural shorelines is to be dynamic and constantly changing; however, a priority for the Lake Ontario waterfront must be to prevent loss of land and property from erosion while considering public safety. Therefore, a balance between naturalization and protection of property, and access to recreational opportunities and aesthetic preferences must be achieved. In general, erosion and slope stability remain a concern along the Lake Ontario shoreline, where high water levels and wave activity occur on a regular basis. However, consideration should be given to incorporating elements of bioengineering, wildlife habitat enhancement and naturalization wherever feasible. For example, restoring a natural buffer along the Lake Ontario shoreline, above any erosion and slope stability engineering structures, could soften the shoreline, enhance ecological function, and promote connectivity without jeopardizing public safety.

## Wildlife Management and Impact Mitigation

A wide diversity of habitat types (e.g. forest, wetland, cultural) are present within the study area. These provide refuges for a wide variety of plant and animals species, including potentially providing habitat for SAR and/or significant wildlife habitat. Habitat for grassland bird SAR (i.e. Eastern Meadowlark and Bobolink) has been noted within the study area recently, and there is also a potential for Barn Owl,

Cucumber Tree and Eastern Flowering Dogwood to occur within the study area as well (based on records provided by the MNR). Habitat for locally significant species and species of conservation concern can also provide a target for management. It is recommended that the diversity that currently exists within the study area be maintained and enhanced where possible. Specific surveys should be completed throughout the study area to identify suitable habitat and presence of SAR and species of conservation concern.

Wildlife species that likely utilize the study area on a regular basis include birds, small mammals, frogs and toads, and common reptiles such as Eastern Gartersnake. Migrating birds likely use the area seasonally as a stopover in which to feed and rest on their way to summer or winter habitat. The species that are expected to use the study area on a regular basis are not expected to pose a safety issue for trail users, and this type of wildlife is relatively tolerant of human presence, provided that a few straightforward recommendations are taken into consideration when designing the trail layout. For example, keeping the number of trails to a minimum will assist in reducing impacts to natural features and wildlife including habitat fragmentation, disruption of nests during the breeding bird season, and mortality of amphibians and reptiles on trails. Road mortality is a leading cause of death of amphibians and reptiles, which means that access and parking must be carefully planned within the Natural Heritage System.

Paved trails can also be problematic as studies have shown that amphibians and reptiles can succumb to death along paved trails that are used by bicycles and inline skates. In this case, minimizing the number of trails as well as appropriately siting trails away from areas frequented by amphibians and reptiles will assist in reducing mortality rates within the study area. Appropriate siting of trails is also important for mitigating impacts to ground-nesting birds. For example, Eastern Meadowlark and Bobolink nest

on the ground in open meadow habitats. Trails that crisscross through meadow habitats have the potential to disturb nesting birds. Although birds are unlikely to nest directly on trails, they have been noted to nest within close proximity to trails, and can be within areas where off-leash dogs may venture. Minimizing trails within Eastern Meadowlark and Bobolink habitat is particularly important; furthermore, trails could be limited to the perimeter of suitable habitat patches to reduce impacts to birds that are more likely to nest in interior portions of habitat. Although extremely difficult to enforce, it is important to require that dogs be leashed, and that signage clearly communicate the impacts that off-leash dogs can have on wildlife species, including ground-nesting birds.

The Biggar Lagoons, located within the western portion of the study area, provide important habitat for wildlife species including a wide variety of birds that breed within the wetland habitats at the site. Many of these nest on the ground or in low vegetation. Consideration should be given to aligning any future natural trails around the perimeter of the wetland ponds and marshes to reduce the potential for impacts to nesting birds and other wildlife species, or directing boardwalks through less sensitive areas of the ponds. Furthermore, access to portions of the nature trail may be most appropriately closed during certain times of the year to reduce the risk of impacting the nesting success of wetland-dependent breeding birds. Alternatively, access may be restricted to bird watchers and nature enthusiasts to encourage nature appreciation and enjoyment of the study area. Consideration should also be given to prohibiting access to dogs or requiring that all dogs be leashed upon entry and use of the Biggar Lagoons area, as off-leash dogs have a high potential to disturb birds nesting within marshes and ponds. In order to provide users with adequate opportunities for nature appreciation, while also mitigating potential impacts to wildlife,

viewing platforms could be incorporated to provide opportunities for bird watching, and a wetland boardwalk could be constructed to bring people into contact with wetland plants and birds. A boardwalk may be most appropriate within wetlands located to the south of the large wetland ponds for ease of construction, logistics, risk, health and safety and potential for impacts to shorebird and wetland bird species.

Consideration should be given to placing wildlife habitat elements in suitable areas such as clumps of trees and shrubs to add structural diversity, nest boxes, basking logs and sandy banks for turtles, and woody debris to provide cover for amphibians, reptiles and small mammals. Plantings for enhancement of habitat for migrating birds are also recommended.

## General Implementation Recommendations

The following general implementation recommendations are made with the view of reducing impacts to natural heritage features and functions, including wildlife species and their habitats. These recommendations apply to the proposed trail alignment as well as future trail systems that may be proposed within the study area.

- Restrict trails to the edges of features (e.g. edge of woodland) to minimize impacts on interior habitats where most specialized wildlife habitat would be located. Restricting trails to the edges of features would also help to minimize the spread of non-native invasive species within the woodland. The seeds of many invasive plant species are easily spread by humans, dogs and wildlife within natural areas.
- Require that a detailed Environmental Impact Study (EIS) be completed in order to review and recommend design measures that minimize impacts to natural areas. The EIS would need to look at trail alignments in detail, should include searches for SAR and significant wildlife habitat, and should consider routing around trees and high quality patches of native vegetation.
- Consider setbacks required by the Conservation Authority when determining site-specific trail alignments (i.e. keep a safe distance from the top of bank).

In addition, the following management recommendations are made with the view of reducing impacts to natural heritage features and functions, including wildlife species and their habitats.

- Invasive species such as Common Reed or Autumn Olive are present within the study area. Changes to hydrology or vegetation cover may increase invasive species populations and may require active management. Furthermore,

increased recreation opportunities within the study area may introduce additional invasive species (e.g. Garlic Mustard, Dog-strangling Vine) which can be spread by humans, dogs and wildlife. Existing invasive species populations should be mapped and prioritized for removal to ensure that further spread of these species does not occur within the study area and to protect any ecosystem restoration works from invasion by non-native species.

- Emerald Ash Borer evidence was noted during the field visit carried out on October 1, 2013 by North-South Environmental Inc. (NSE). Several infested ash trees were noted within patches of deciduous forest and cultural woodland, and within hedgerows. Various stages of ash decline were noted from complete death to reduced foliage and excessive seed production. Natural heritage features containing a high proportion of ash may require extensive management in the future from both a human health and safety standpoint, as well as for ecological reasons associated with loss of a keystone species in the ecosystem. Ash trees should not be used in landscaping or restoration designs due to the high likelihood of infestation and death.
- Ad hoc paths are currently present in various places within the study area (e.g. Rogers Cell Tower Lands). Although not formalized, recreational uses are already semi-established within the study area. Care should be taken to minimize the extent of ad hoc paths in the future to minimize the extent of trampled vegetation and disturbance within natural vegetation communities, and especially those with ecologically sensitive features (e.g. SAR or significant wildlife habitat).

## References

- Environment Canada. 2013. *How Much Habitat is Enough?* Third edition. Environment Canada, Toronto, Ontario.
- 
- Ontario Ministry of Environment. June 2009. *Lake Simcoe Protection Plan, 2009*. Toronto: Queen's Printer for Ontario. 41 pp.
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- Ontario Ministry of Natural Resources. March 2010. *Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005*. Second Edition. Toronto: Queen's Printer for Ontario. 248 pp.







# Appendices



# I want my waterfront



*read this!*

Have your say in the future of Grimsby's West End Waterfront

The Town of Grimsby has launched a study to develop a Master Plan for the West End Waterfront – the area between Fifty Point Conservation Area to the west and the Region's pumping station to the east.

The study is to provide design recommendations for the location of a waterfront trail, possible amenities, lookout locations and shoreline protection measures. The plan will also provide recommendations about the design and form of development and how it would integrate with the public open space system along the waterfront.

A grid of handwritten notes and suggestions in various colors (blue, red, black) on a white background. The notes are organized into a grid of approximately 4 columns and 6 rows. Some notes include:

- Portland trails & recreation
- No more development
- Public walkway and bike trail
- ON LEASH DOG ACCESSIBLE PURPOSE
- Accessible to all! Become a destination for leisure
- Public
- Annual Festival
- BEACH FESTIVAL
- NO DEVELOPMENT
- Stop Building houses! We need green space!
- No Dogs
- No Dogs
- No Dogs



# Appendix A

## Public Engagement



# Appendix A- Public Engagement Strategy

The importance and scope of urban design and planning studies can only be carried through a combination of clear municipal strategies and directives and sustained civic involvement and stewardship.

The Study's engagement process used a range of tools to achieve this. Conducted events included:

1. A site walk of the entire waterfront area;
2. A comment board;
3. A tours site visit of similar lake-front communities in the GTA (*refer to the Study's Background Report Appendix A for a summary of the visit and other lake-front examples*);
4. A Visioning workshop session - The Visioning Workshop was held during Phase I as an opportunity to introduce the consultant team, inform residents about the study process, present the information collected to date, and gather input about issues and opportunities that relate to the public's access to the waterfront as well as the shape and form of future residential and mixed use development. (*Refer to Appendix A1 of this report for a summary of the workshop proceedings*);
5. A Design Options Workshop session - The Study's second stakeholder and public engagement event included a design workshop to discuss the Consultant Team's thorough inventory and analysis as well as initial design ideas for the overall master plan and precincts.

The workshop was used to develop the Study area fundamental design principles. (*Refer to Appendix A2 of this report for a summary of the workshop proceedings*);

6. Public Open House session – The Study concluded with an open house event to present the preferred design alternatives for the waterfront trail system and the neighbourhood plan as well as associated recommendation and implementation strategies. (*Refer to Appendix A3 of this report for the sessions presentation material*);
7. Advisory Committee meetings;
8. Landowners meetings;
9. Presentations to Planning Committee; and,
10. Presentations to Council

While the well known formats of workshops, meetings and public open houses serve as a platform to discuss issues and opportunities specific to the Study, the Study called for an engagement approach that raised the public's awareness through the Study's process while planted the seed of stewardship and civic action necessary in the implementation and realization of a project of this nature long after the study is finished.

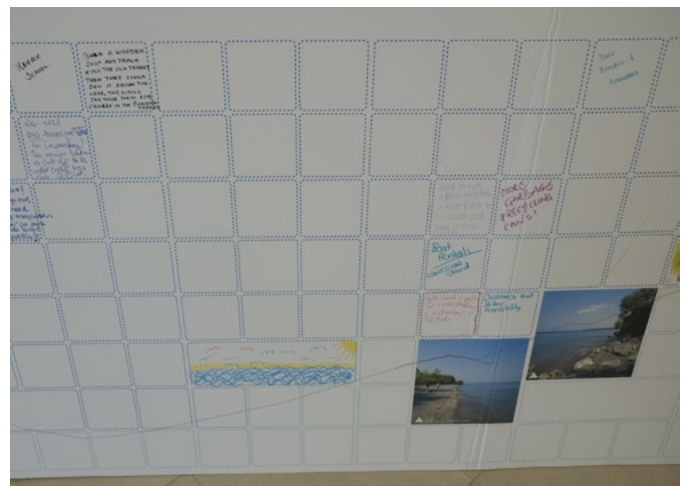
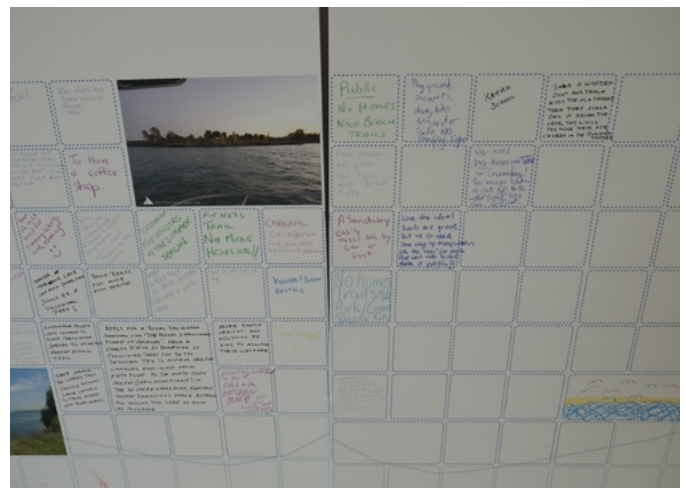
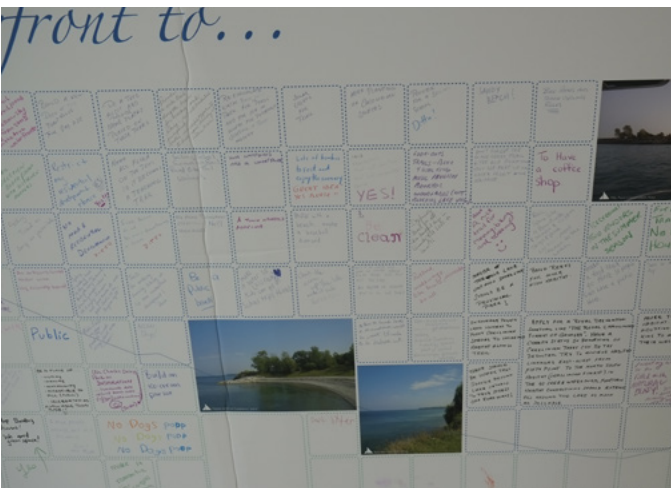
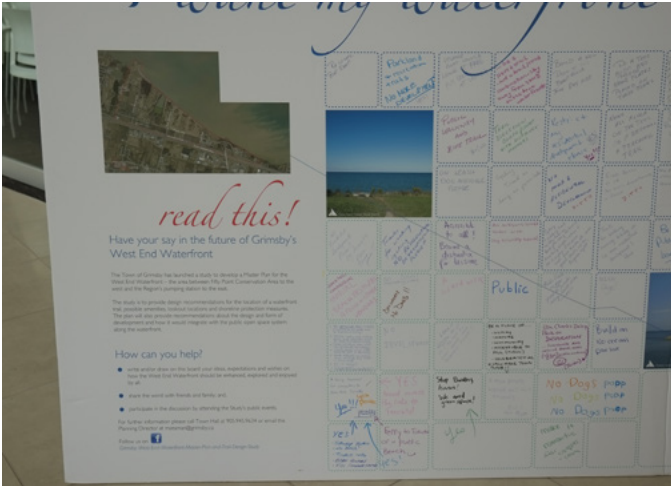
With this in mind and inspired by Candy Chang's work on spontaneous public input, the Study commenced with a call in local print and web media for resident's and visitor's comments to make Grimsby's waterfront THEIR waterfront. Armed with two comment boards, installed at Grimsby's Library/Art Gallery and Station One, Grimsby's most popular new downtown coffee shop, and plenty of pens and crayons the study set-off with the following thought...

*I want my Waterfront to...*

The comment boards succeeded by capturing the public's curiosity and interest and by reminding and sometimes introducing residents to their waterfront-hidden beaches and lockout areas... Once installed the boards drew even more media attention, which helped to generate even more interest and ensured that almost every square of public input was filled.



Comment board installed at the Art Gallery



Example of comments written on boards

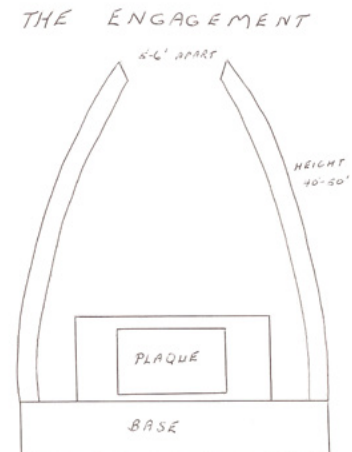
Public involvement and interest permeated all aspects of the design and implementation of the West End Waterfront Trail to include preliminary ideas on potential landmark and/or monument features to celebrate Grimsby's residents. A design competition should be considered by the Town to open the submission of ideas to all Grimsby residents.

The Friends of Grimsby Waterfront Chair Dennis D'Alessandro offered the following preliminary comments and ideas.

*"Having a large attractive landmark located on the Grimsby Waterfront will do a great deal to draw attention to the town. Places such as Kenora (Husky the Muskie – 40 feet high), Wawa (A Canada Goose – 28 feet high made from rolled cold steel), Dryden (Max the Moose) and of course the large statue of Terry Fox (Thunder Bay) are all recognized because of their signature landmarks. These symbols are used extensively to highlight their towns in travel and marketing magazines. A large shoreline symbol would also help to identify Grimsby and put it 'on the map'. Please refer to the following suggestions:*

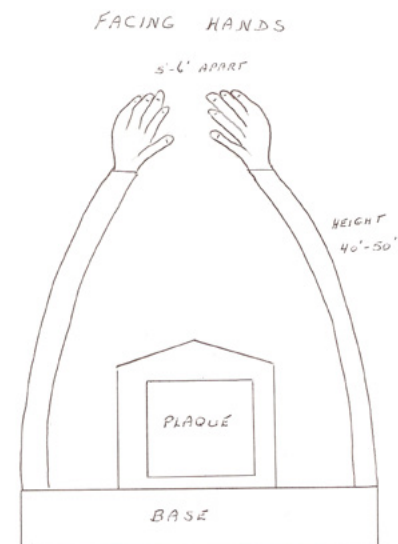
#### **Suggestion "A" The Engagement**

Erect two stainless 40 – 50 feet high beams separated on the bottom by a distance of 10 – 15 feet. They would be rising side-by-side and leaning inward towards one another. At the top, there is a gap of approximately 5 – 6 feet. The bottom must be anchored into concrete. On top of this base could be placed a slab of granite containing a plaque, which is bolted into it. Such a structure will require minimal upkeep. Since the sides will be sleek and curving inward. The birds would likely ignore it.



#### **Suggestion "B" Facing Hands**

The inspiration came from the sign in front of the Grimsby Benevolent Fund Store. The stainless beams rise and also face inward. However, at the top of each beam we would include a hand (with thumb and closed fingers). This structure would be a little more complicated and expensive to build and perhaps create a landing spot for seagulls.

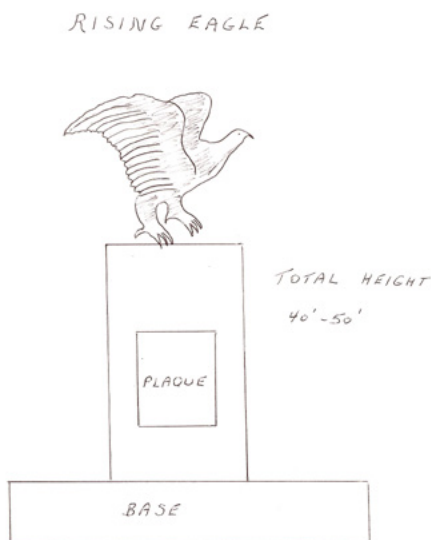




### Suggestion "C" "Rising Eagle"

This symbol would depict a large eagle or hawk sitting on top of a 30 – 40 foot stainless steel beam. The bird would be facing Lake Ontario. Inspiration for this suggestion came from the fact that Grimsby represents a bird migratory route. There is also the bird sanctuary at the Biggar Lagoon. Once again, there could be a problem with the birds resting on top.

Please note that any landmark, which may be built, should be located on high ground so that it can be visible to the drivers along the Q.E.W.



### The Plaque

It should be made of bronze and placed in close proximity to the landmark. The plaque explains the meaning of the landmark (symbol) and includes a message to the citizens of Grimsby and to visitors.

I believe that it would be inappropriate to mention any specific name(s) on the plaque because it should not represent a political statement. There are too many names to list and the credit will not be evenly spread 'across the board'.

An example of the message could take the form of the following:

#### Town of Grimsby Logo

This plaque is dedicated to the proud, caring citizens of Grimsby. Without the support of the Mayor, Town Manager, Town Planners, Recreation Director and elected Councillors, this project would not have become a reality. We also wish to acknowledge the support and encouragement, which was received from the Federal, Provincial and Regional Governments of Ontario.

Include here an explanation of the landmark.

Years ago, a group of four dedicated citizens decided that they must preserve the last three kilometers of the Grimsby Waterfront for the people of Grimsby. Consequently, they held public meetings, wrote letters to various newspapers, consulted waterfront communities across Ontario, and signed up thousands of local residents and hundreds of businesses. Although, they encountered many obstacles along the way, they persevered in their efforts. The goal was to build a waterfront trail, which would be passed on to future generations.

"Friendly By Nature"

Date:







AI

Visioning Workshop  
October 15, 2013



# Appendix A1 – October 16, 2013 Visioning Workshop Summary

On October 16th 2013, Town staff members and the consulting team assembled at the Town's Council Chambers (160 Livingston Avenue, Grimsby) to conduct a Visioning Workshop on the West End Waterfront Master Plan and Trail Design Study.

The evening session commenced with an introductory presentation of the study's objectives, the consultant team, and the team's initial area analysis and concluded with a facilitated group discussion. Please refer to the end of this appendix to view the Visioning Workshop presentation.

The group session was designed to gather public's input on two key study aspects: the waterfront trail design and the mixed use high-density area master plan. Additionally a survey was provided to attendants to fill out or take home. The survey was uploaded to the Town's web site.

To view the group session answers please refer to the end of this appendix. "Word cloud" software was used to graphically illustrate the occurrence of answers.

## West End Waterfront Trail Questions

In general the public expressed a great interest on the development of a waterfront trail and associated amenities. Of key interest were matters of accessibility to all users and increased public access to water edge.

In summary:

- When asked what other waterfronts residents visit, they indicated they visited Burlington, Port Dalhousie, and North Bay for the type and range of waterfront related activities each location offered. When remaining in Grimsby residents made use of the open space areas located at the end of Murray and Elizabeth Streets to access and enjoy the waterfront.
- Principal amenities residents look for at other waterfronts include (in order of occurrence): walking trails, beaches, walking along water edge and canoeing.
- When residents use the study area shoreline they access it primarily from the Fifty Point Conservation Area/Kelson Road
- Main reasons to visit the west end waterfront include (in order of occurrence): walking, dog walking, relaxing and exercising with local residents using the area on a weekly basis.
- Recreational activities the public would like to see along the west end waterfront include (in order of occurrence): walking trails, biking and beach areas.
- A great number of residents walk to the waterfront but a slightly larger number of residents drive to the area usually parking along Oakes or Hunter Roads.

## Mixed Use High Density Lands

Public's opinion on the future development of the mixed-use high-density area is, understandably, cautious as the type and quality of future development as well as the extent of waterfront public access remains to be design and further understood.

A number of local residents remained interested on the type and services the future mixed-use development could offer. They include:

- Restaurants, coffee shops, licensed patios and ice cream bar opportunities;
- No neighbourhood scaled office opportunities where desired within the community. It is our team's speculation that the premise of a mixed-use office, retail and residential format was not completely developed and explained to the public. Without this information, we cannot determine whether the idea of office uses in the area is liked or disliked;
- Small retail, playgrounds, sport shops, public washrooms and pubs are amongst some of the community amenities the public would like to see delivered; and,
- Approximately half of the public would choose to live in a mid rise to high density community if a range of public amenity and retail services are offered such as: travel kiosk, small retail and small patios.

With the exception of some obscured names, attendants to this event included:

#### Grimsby Residents

Gord Richardson  
Mr. Johnston  
Susan Sicuse  
Don Rodbard  
Tina Massey  
Susan Therrien  
Raph Terrien  
Rith Moffett  
Jim Howder  
Danielle Pyette

Dave Wilson  
Ryan and Michele Gillespie  
Brian C. Merritt  
Gail Best  
Dolores Bonafiglia  
Joyce and Steve Wood  
Conrad Therieault  
Rose Bayer  
Mike Collings  
Deb Collins  
Alexander E.  
Lisa Cestnik  
Joey Hewitt  
Michelle Seaborn  
Sussana Ferreri  
Robert Bryer  
Dave and Sharon Haws  
Marjorie Krouse  
Harold Chard  
B. Jaworsky  
Randy Donald

#### Town of Grimsby and Public Agencies

Michael Seaman – Director of Planning – Town of Grimsby  
Bruce Atkinson - Director of Recreation, Facilities and Culture - Town of Grimsby  
Bruce Mackenzie - Director of Customer Services - Hamilton Conservation Authority  
Sarah Sweeney – Recreation Coordinator – Town of Grimsby

## Visioning Workshop Presentation



### CONSULTING TEAM

#### SGL planning & design

- Project lead
- Urban design & land use planning
- Master planning

#### thinc design

- Open space master planning
- Trail design

#### NS Environmental

- Natural heritage

#### NBLC

- Trail acquisition



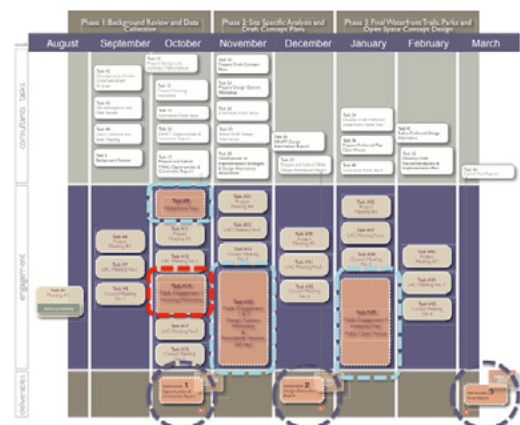
### PURPOSE OF THE STUDY



### WHERE ARE WE IN THE PROCESS

- Site visit was conducted on September 10, 2013 by local Councillors, Town staff, interest groups and the design team
- A waterfront development tour of the Port Credit Community and Burlington's waterfront was conducted on October 2, 2013
- NS Environmental completed a site assessment at the beginning of October 2013

### STUDY SCHEDULE





# BACKGROUND STUDIES

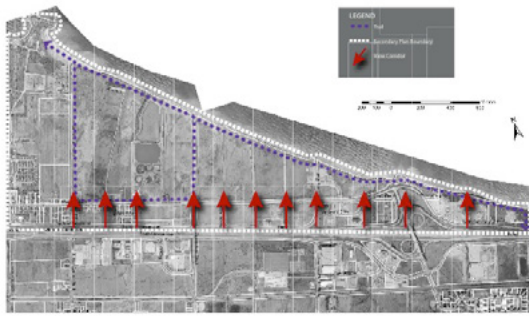
*our waterfront*



## EXISTING BACKGROUND STUDIES

Winston Road Secondary Plan:

Trails and View Corridors



Town of Grimsby  
Winston Road Neighbourhood Secondary Plan  
**SCHEDULE R-1: TRAILS AND VIEW CORRIDORS**

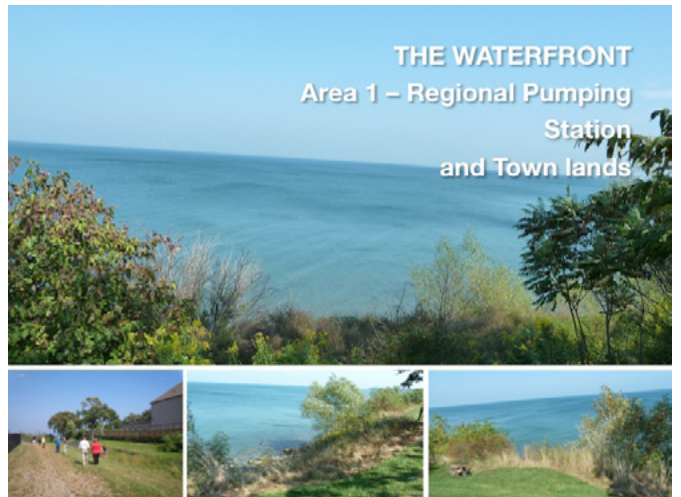
# SITE VISIT



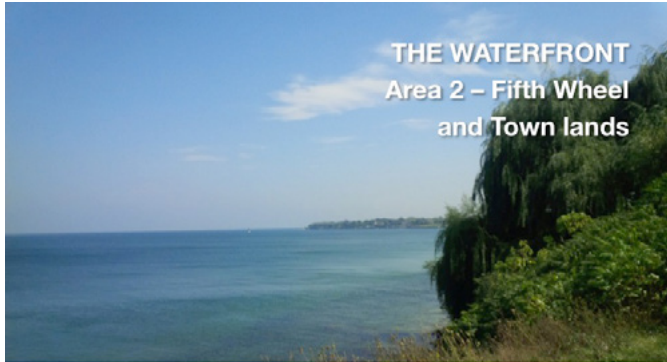
## THE WATERFRONT Access & Views



## THE WATERFRONT Area 1 – Regional Pumping Station and Town lands







**THE WATERFRONT**  
 Area 2 – Fifth Wheel  
 and Town lands



**THE WATERFRONT**  
 Area 3 – Town lands,  
 Place Polonaise,  
 and Ukrainian Church  
 lands



**THE WATERFRONT**  
 Area 4 – Oakes Road North



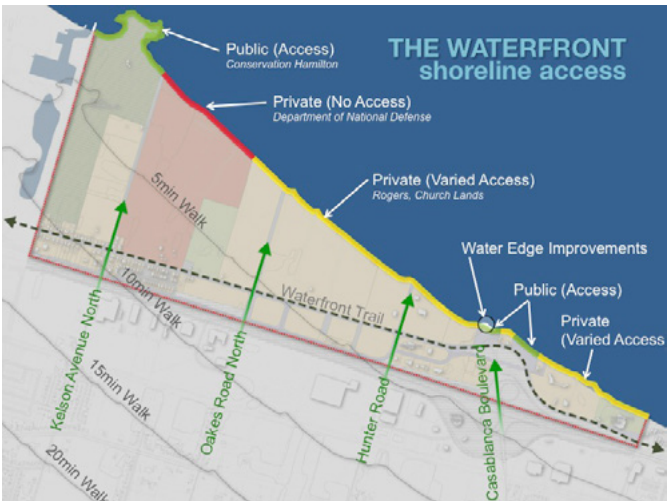
**THE WATERFRONT**  
 Area 5 – Kelson Avenue North and  
 Fifty Point Conservation Area



**THE WATERFRONT**  
 Views from the Lake



**THE WATERFRONT**  
 Views from the Lake



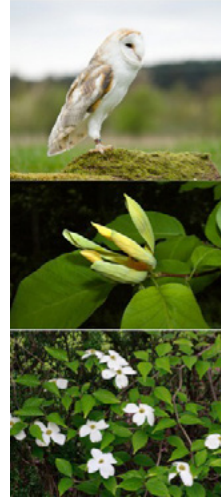


## NATURAL HERITAGE CONSIDERATIONS

- significant features
  - significant woodlands
  - Wetlands
- wildlife linkages/corridors
  - migratory bird stopover habitat
  - animal movement corridors
  - Lake Ontario and Niagara Escarpment

## NATURAL HERITAGE OPPORTUNITIES

- Views
- bird watching
- nature trail
  - nature interpretation
- restoration
  - vegetation enhancement
  - prairie/savannah restoration



## SPECIES AT RISK

- Barn Owl  
Photo Credit: Darrel Birkett
- Cucumber Tree  
Photo Credit: Allen Woodliffe
- Eastern Flowering Dogwood  
Photo Credit: Wasyl Bakowsky, NHIC Archives

## DESIGN PRINCIPLES



## 1 ENVIRONMENTALLY RESPONSIBLE

Conserve, protect and integrate existing natural features



## 2 ACCESSIBLE AND CONNECTED

Develop a continuous and connected open space and trails system that links the local neighbourhood to the broader region



### 3 ACTIVE LIVING

Provide for a variety of walking and cycling alternatives that connect to the waterfront and surrounding neighbourhoods

Deliver a range of recreational opportunities for all ages, year round



### 4 PLACEMAKING

Establish placemaking design strategies that contribute to the waterfront character; while providing for a variety of housing types, open spaces and small scale retail and office opportunities



## GROUP QUESTIONS

*our waterfront*

#### QUESTION NO. 2 & 3

How often you visit the waterfront?

How do you get to the waterfront?

please indicate on the provided map where you park (if applicable) and how you access the waterfront i.e. walk, drive, cycle

#### QUESTION NO. 1

Would you add a design principle(s) to the list below?

1 ENVIRONMENTALLY RESPONSIBLE

2 ACCESSIBLE AND CONNECTED

3 ACTIVE LIVING

4 PLACEMAKING

#### QUESTION NO. 4

Do you visit other waterfronts?

If so,

Where do you go?

What amenities you look for?  
i.e. fishing, swimming, canoeing, etc.



**QUESTION NO. 5**

Please draw, on the provided map, the sections of the waterfront/shoreline you currently use

**QUESTION NO. 6**

How do you currently use or experience the waterfront?  
i.e. biking, walking, dog walking, bird watching, swimming, etc...

**QUESTION NO. 7**

What activities would you like to be able to do along the waterfront?











**QUESTION NO. 8**

What type of neighbourhood scale (local) retail, office and community amenity opportunities, you can walk or bike to, are missing in the community and would like to see serve the neighborhood?

**WHAT IS NEXT**

Finalize existing conditions analysis

Finalize opportunities and constraints analysis

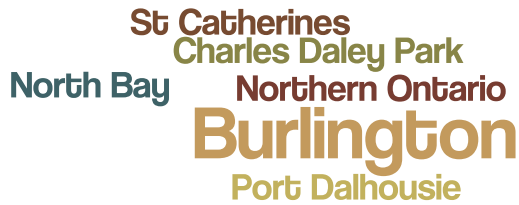
Prepare Master Plan and Trail Design Options to be presented to the public November 21<sup>st</sup>.



## Visioning Workshop Public Input

## SECTION 1-QUESTION NO. 1a

Do you visit other waterfronts? If so, where do you go?



## SECTION 1-QUESTION NO. 1b

Do you visit other waterfront areas in Grimsby?



## SECTION 1-QUESTION NO. 1c

What amenities you look for at other Waterfronts?  
i.e. fishing, beaches, canoeing, etc.



## SECTION 1-QUESTION NO. 2a

What sections of the shoreline do you currently use?



## SECTION 1-QUESTION NO. 2b

What is your main reason to visit the west end waterfront?



## SECTION 1-QUESTION NO. 3

What sections of the west end waterfront you currently use?





**SECTION 1-QUESTION NO. 4**

How often do you visit the west end waterfront?



**SECTION 1-QUESTION NO. 5**

What recreational activities would you like to see along the west end waterfront?



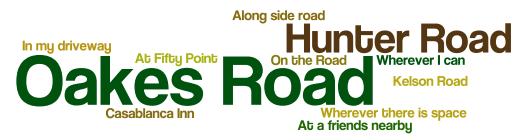
**SECTION 1-QUESTION NO. 6**

What modes of transportation you use to get to the west end waterfront?



**SECTION 1-QUESTION NO. 7**

If driving, where do you park?



**SECTION 1-QUESTION NO. 8a**

Within the last 12 months, how often have you walked or cycled to the west end waterfront?



**SECTION 1-QUESTION NO. 8b**

Within the last 12 months, how often have you walked or cycled to the Waterfront Trail?



SECTION 2-QUESTION NO. 1

What type of neighborhood scale (local) retail opportunities, you can walk or bike to, are missing in the community and would you like to see serve the neighborhood?



SECTION 2-QUESTION NO. 2

What type of neighborhood scale (local) office opportunities, you can walk or bike to, are missing in the community and would like to see serve the neighborhood?

None

SECTION 2-QUESTION NO. 3

What type of community amenities would you like to see located within the mixed use high density area?



SECTION 2-QUESTION NO. 4

Would you choose to live in a mid to high rise community right on the water, serviced by neighborhood retail, office and community amenity areas?



## SECTION 2-QUESTION NO. 5

Do you have any other thoughts or ideas to guide the design of the mixed use-high density areas?

- Keep buildings profile low
- The current density allowed is too high, the roads are too narrow and the property sizes/driveways are too small
- There should be more single residential construction required
- Reduce the amount of town homes or single-family house if town needs revenue put in retail and restaurants with access to waterfront
- Ensure adequate green space around development
- Don't do it!
- Have retail opportunity on the base floor of any apartment buildings to service the community
- Don't build a bedroom community for the GTA, build a community
- If you want to attract people, you need parking. Adequate (lots) of parking
- No more



## SECTION 3-ADDITIONAL COMMENTS

Do you have any other thoughts or ideas to guide the master planning of Grimsby's west end waterfront?

- Fix Kelson Road North:
  - Too busy with car traffic; No policing of parking area; Speeding; No speed bumps; Garbage drop off
- Maintain current farm/rural designation along waterfront
- Limit commercial development
- Offer transportation (shuttle services) from welcome center
- More access to waterfront
- The town must invest in land acquisition at shoreline sites if anything beneficial to residents is to become a reality!
- Great idea! Look forward to seeing what you come up with
- Start to make all developments north of Q.E.W waterfront "community"
- Need to expand and integrate 50 Point- they need to participate with this.
- Accessibility for ALL shareholders:
  - Permit parking; Accessible Public Washrooms; Way finding from parking area to trails imperative for sight impaired persons
- Proper surfacing of trails to accommodate mobility impaired citizen tax payees, tourists as per province Ontario regulations
- Open space, single-family homes, and low density
- Keep as much public as possible











**A2**

Design Options Workshop  
November 21, 2013

# Appendix A2 – November 21, 2013 Design Options Workshop Summary

On Thursday November 21st. 2013, approximately 70 people participated in the second public workshop for the West End Waterfront Master Plan & Trail Design Study. The purpose of this public session was to gather public input on the conceptual waterfront trail and development design options prepared by the consultant team. In addition to local residents and the public, local Alderman's, Town of Grimsby Staff, and interest group members attended the session.

The workshop commenced at 7:00 PM with half an hour open house where the project's existing conditions and proposed design alternatives were displayed and where participants had the opportunity to talk to Town staff and the project team about the project. At 7:30 PM the consultant team gave a presentation to introduce the area's opportunities and constraints followed by the consultant team's initial design ideas for how the Waterfront Trail can be executed, while being aware of the natural heritage, land use provisions and landownership of the area. A small table discussion session followed the presentation.

The following draft summary reflects the key feedback shared by participants at the meeting and is subject to participant review before being finalized.

## Key Messages from received feedback

### The Waterfront and Trail Design

1. Participants like the idea of building a trail that supports cycling, biking, running, roller blading, walking, is universally accessible and can be enjoyed year round.
2. Participants will like to see the trail being built of a strong resistant material such as asphalt or, if available, an equally high traffic volume material that is environmentally friendly.
3. Participants had differing opinions on the overall trail width, however a width range of 4 to 6 metres (13 feet -20 feet) was consistent.
4. Participants would like to see the use of environmentally friendly boardwalks for potential nature trail areas (not along the main trail).
5. While participant's generally welcomed the idea of a bandshell some concerns were raised on noise control, parking, need to acquire further land, and vandalism.

### The Community Node

1. Participants like the idea of a small scale mixed use residential retail area along Winston Road between Hunter Road and Windward Drive.
2. Maintain a generous public access trail along future development sites adjacent to the lake.
3. Participants prefer to see height transition towards the Casablanca Boulevard intersection with a range of design strategies such as building stepbacks and setbacks used to address the transition to the water.
4. Participants will like to see the safety and walkability of the study area enhanced as the waterfront trail and development unfolds.

## Detailed Participants Input

### The Waterfront and Trail Design Study

#### Question 1

*Do you have a preference for the width and surface material of the trail?*

- The trail should be paved and wide enough for two trails: one for bikes and roller blades – fast moving, and another one for pedestrians – slower moving.
- The trail should be environmentally friendly, 5 to 6 metres in width with a compact base.
- The trail should be bike friendly, 4 to 6 metres asphalt, and wheelchair accessible.
- 4 metres (paved materials) that are accessible should be used for the main trail.
- A partial boardwalk or packed gravel trail in more natural areas to preserve environmental features.
- We want one all purpose (multi-trail) trail used for walking, jogging, cycling, skateboards, wheelchairs, accessible for future use.
- The trail should be made of asphalt, as a durable structure, for all seasons.
- Asphalt is preferred it is low cost. The overall trail dimension should be whatever fits that specific segment.
- The trail should be made of recycled tire “paving”.
- The trail should be made of natural stone like at Beaver Park (mimics paving).
- The trail should not be made of asphalt.
- The trail should be 3 to 4 metres with a separation line for cyclists.
- The trails should be made of asphalt and boardwalk.
- Buffer pathways with native planting.
- The walkway should be large enough to accommodate two people side by side plus room for cyclists (separated).
- Surface materials should be: asphalt and boardwalks.
- Hard, recyclable material preferred. Something that is environmentally benign.
- The trail should be good for biking, pedestrians, roller blading, and no cars!
- The trail should be 16 feet wide, made of asphalt (like at Van Wagner’s Beach).
- The trail should be made of asphalt, or concrete.
- We like nature trail Concept “A”.
- High quality pavement, minimum six metres in width (same as Hamilton Beach Trail that runs from Confederation Park past Barangas & Hutch’s to the ship canal/lift bridge).
- The trail should be wide enough for 3 people one-way and 3 people walking the other way.
- Make trail 4.2 metres in width, ample enough for cyclists, runners and pedestrians.
- 20 feet wide and paved, this makes it suitable for roller blading, wheelchairs, and skateboards in addition to walking and cycling.

#### Question 2

*Two trail head locations are proposed. Do you have a preference or suggestions for another trail head?*

- At the end of Kelson Road.
- At Regional Pumping Station, it has room for a parking lot and washrooms.
- Perhaps a trailhead in the east portion near the water treatment plant.
- Highlight natural habitat and local history at trail heads.
- Need at least three trail head locations with benches and resting places at: Casablanca, Kelson and Oakes.
- No, the two proposed are fine; add picnic area, benches and shelter for sun/rain.
- I think the two locations (Oakes Road and Hunter Road) are good, logical.
- Ad a trailhead at Casablanca as centre point!
- The two proposed are OK, add another at the end of Kelson.

#### Question 3

*Do you have any comments on the bandshell concept or other suggestions for amenities along the trail?*

- Amphitheater – very much desired.
- Parking has not been accommodated for the proposed bandshell, develop a parking strategy.
- Community use.
- Public washrooms.
- Bandshell is a good idea, but if it is alone will it work?.

- Yes, we like it! But must be by the water. Amenities should be protected, need space around them: rain, seating, and benches.
- Open amphitheater with tree covering.
- There is a concern over space (or lack of) or develop no amphitheater just an open space with seating for festivals, food trucks and winery promotion.
- Bandshell would be good idea, movie nights, local band. Locate it at 50 Point? Is anywhere big enough?
- Amenities: cafes, boutiques, gardens, ice cream truck, place to rent bikes, lookouts.
- Bandshell would be a good idea for movie nights, local bands, maybe even picnics with dancing etc.
- Amenities: would like to see cafes, boutiques, lots of gardens, ice cream van, etc. Even maybe introduce an area where the food trucks could come in now and then.
- Place to rent bikes.
- Bandshell should have a good access to parking area, sized to accommodate expected attendance levels, or remote parking with an LRT type of connection (like Hamilton Discovery Centre).
- The fewer the better, except for washroom facilities.
- No bandshell, maybe a snack bar.
- Many people wish to see some sort of café/ restaurant, with Hutch's along Hamilton Beach trails being an often-cited example. I think this would be a good idea and would fit with "High Density Mixed Use"
- The bandshell is a good idea, vandalism will be a problem. I grew up with a bandshell in my neighbourhood and have fond memories of that experience
- Dog walk to beach, fenced in at both ends and on both sides!!!
- No bandshell, hard to control sound. Include benches and gazebo instead.
- The bandshell is a bad idea unless Town has a well-written noise control bylaw.

## The Community Node

### Question 4

*Do you have a preference on how development should transition to and address the water edge?*

- Parking should be located behind buildings, setback buildings 65 to 70 metres from the lake edge, include a boat launch area.
- Transition heights in a north-south fashion with the lowest heights being adjacent to the lake.
- Use stepped buildings.
- Minimum intrusion.
- Deliver as much access to the waterfront as possible.
- Locate parkettes between residential.
- No residential at water's edge.
- Transition in height.
- Leave as much natural habitat as possible, natural wild grasses sloping towards the water.
- Step back to no higher than 8 storeys.
- Transition should be as follows: locate commercial as far away as possible, then walkways and bike paths, then natural land and gardens, followed by break walls, rocks and sand, and water.
- There should be a MINIMUM of 100 metres setback from the shoreline where no residential or commercial structures can be constructed.
- As close to the water as possible.
- Transition with natural material.
- Keep development away from water edge.
- Again, I think what is happening in Hamilton Beach neighbourhoods, immediately adjacent to Hamilton Beach Trail is a good example. There is new multi-storey residential (townhouses) constructed alongside the paved pathway at a distance of approximately 30 to 35 metres (Google earth) from townhouse face to the water. The shoreline is what you could call naturalized beach with re-establishing natural vegetation. This is a very good example.
- Low buildings near waterfront, no 12-storey buildings.
- We like Concept A.



### Question 5

*Do you have any comments on the proposed main street and retail opportunities locations?*

- Keep retail opportunities within high-density areas.
- It needs to be on both sides of a road. Fifth Wheel Main Street doesn't make much sense, it should be residential more logically.
- We like it.
- Boutique, little shops, no commercial retail stores (large format franchises) e.g. subway.
- Main street right of way treatment should be special, such as cobblestone and potentially pedestrian only.
- Locate pubs, patios like in ByWard Market in Ottawa, Sky Village in Blue Mountain.
- Liked the apartments/housing above the retail spaces and entry at rear.
- No nightclubs, pubs and wine bars/restaurants only
- I believe that Ontario needs to implement some uniqueness into their plans for development; therefore they should push for individual ownership in regards to boutiques, restaurants, etc.
- No more townhouses!
- Retail/commercial should be limited to the north and south sides of Winston Road between Casablanca and Kelson Ave.
- Less is more, small and quaint.
- It is too commercial.
- Both concepts are very interesting. What I am wondering is about shoreline stabilization approaches to reduce substantially the hazard lands. Would prefer to see the use of groynes to establish small beach areas that people can wander on to, to get to the water's edge.
- Locate retail opportunities on both sides of Casablanca.
- We like Concept B.

### Question 6

*Do you have any comments on the amount and placement of Open Space areas for both the future neighbourhood and the waterfront trail?*

- Provide open space areas as much as possible.
- Hold onto as much open space as possible.
- 5% open space dedication is not enough for 12 storeys.
- Maximize open space so that 50 years from now we are proud of the decisions we made today.
- More parkettes for local residents.
- Need corridors looking to lake from the QEWS. Maintain as many open corridors as possible.
- Mixed retail and open spaces as in Port Dalhousie.
- Builders should create the open space. Keep existing trees when building, and then plant more trees.
- It needs to have beautiful landscaped areas, natural habitat areas, places for people to walk, bike etc.
- When and if this happens, the people of Grimsby should be able to see the proposed plan and be able to vote on whether to go ahead with it.
- A minimum setback of 100 metres from the shoreline along the length of the proposed walkway trail.
- More open space is better.
- Minimum of 30 metres all along the shoreline.
- I feel that Grimsby needs a large open space park somewhere along the trail for trees, picnic area, family parties and reunions. Not a parkette but a real park.
- Retain Rogers as green space.

### Question 7

*Based on existing land use policies, do you have any further suggestions on the proposed height transition strategy? (Gradual height increment towards the Casablanca Boulevard intersection with North Service Road)*

- High density is not appealing.
- Define height restrictions, setbacks and transition.
- Buildings should be 4-5 storeys height.
- Graduated from central point – east to west with highest point at Casablanca.
- The proposed height transition makes sense: higher density closest to major roadways.
- Retail stores below apartments or office space above. Include verandas, overhangs, like a stepping-stone, like Port Credit.
- None of us want to see high-rises, we don't want to become Mississauga. 12 storeys high is too high in our opinion. We would love to see festivals in this area, picnic areas, small shops, shared office space for startups, patios, no fast food chains.
- Staggered effect
- 5 to 6 floors? 12 is too high.
- I would not like to see anything higher than three storeys.
- Single storey between Kelson and Casablanca. Multi storey buildings between west side of Casablanca to Hunter Road.
- In my opinion 12 storeys is too high. Five to six storeys is more pleasing to the eye.
- I think the allowable maximum of 12 storeys is too high. That generally should be max of 6 storeys with staggered height increase moving away from water.
- 12 storeys is maximum but lower is better. 4 storeys, 6 or 8 are OK.

### General Suggestions

- Separate bike path on Winston Road
- Buy private land at north end of Casablanca
- Region of Niagara should be at the table supporting this project.
- Build a pedestrian bridge over the QEW between the GO station and the waterfront
- Does developer build the shoreline protection?
- Is parking for residents and visitors being considered?
- Wayfinding needs to be included, but all of this only works for those who have full vision.
- Even inclusion of Braille on major information area would be helpful
- Keep accessibility for all in mind
- Universal design in place wherever possible
- Drainage channels attract mosquitoes!!
- What will the impact on the downtown core be?
- What will be impact on land taxes and anticipated increases?

**Input on Trail Design Diagrams and Precedence**

People generally liked all proposed trail head locations

An additional pump house trail head is suggested

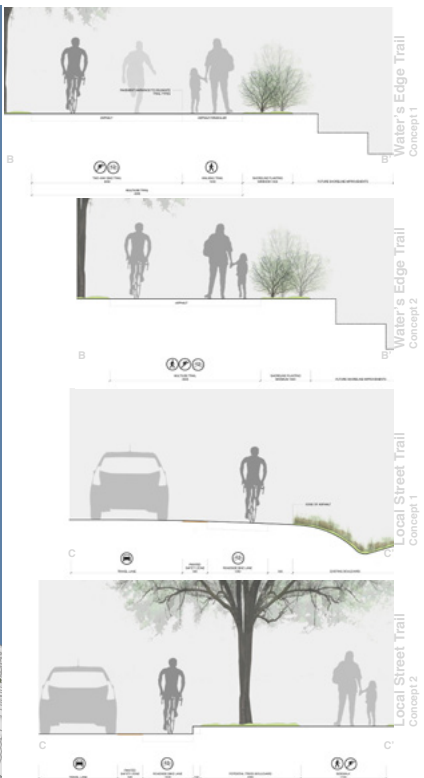
Generally speaking residents **did not like** the following proposed trail cross sections:

- Water's edge trail concept 2
- Local street trail concept 2

Generally speaking residents **did like** the following proposed trail cross sections:

- Water's Edge Trail concept 1
- Nature trail
- Local street trail concept 1

West End Waterfront Master Plan & Trail Design Study  
Town of Grimsby



Master Plan Design Options

### Input on Community Node Diagrams and Precedence

From the built form perspective, generally speaking residents liked:

- High quality streetscapes full of trees
- The concept of a main street with a series of storefronts, generous sidewalks, street furniture, weather protecting features and street trees.
- The use of green roofs
- The potential to use drainage areas as a feature along the street
- Highly articulated front entrances with no garage doors
- Tot lots and parkettes

From the open space/amenities perspective, generally speaking residents liked:

- The concept of an open amphitheater
- Trails with separate biking and walking lanes
- Lookout areas
- The opportunity of a community centre with an outdoor amenity space that could be used through the year. With an architecture that is representative of Grimsby's character.

Did not like:

- Reduced building setbacks to the street sidewalk
- Abrupt building height transitions

## our waterfront



Community Node Design Options





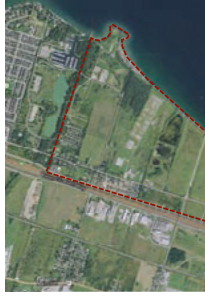
# Design Options Workshop Presentation



1. Introduction
2. Study Purpose, Process & Schedule
3. Elements that Shape Design: Design Principles
4. Elements that Shape Design: Your Input
5. Elements that Shape Design: Land Use Policy
6. Elements that Shape Design: Land Ownership and the Environment
7. Design Options: The Waterfront Trail
8. Design Options: The Neighbourhood Node
9. Next Steps
10. Group Session

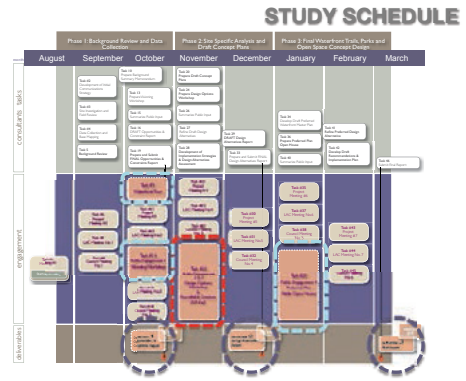


### PURPOSE OF THE STUDY



To complete a **Waterfront Master Plan** incorporating a **Trail Design Study** for the west end waterfront area.

The document will be used by Town staff to guide future decisions regarding a parkland trail system and adjacent built form as development occurs.



## ELEMENTS THAT SHAPE DESIGN: DESIGN PRINCIPLES

## 1 ENVIRONMENTALLY RESPONSIBLE

Conserve, protect and integrate existing natural features

## ACCESSIBLE AND CONNECTED <sup>2</sup>

Develop a continuous and **connected open space** and **trails system** that links the local neighbourhood to the broader region



## ACTIVE LIVING <sup>3</sup>

Provide for a variety of **walking and cycling alternatives** that **connect** to the waterfront and surrounding neighbourhoods

Deliver a **range of recreational opportunities** for **all ages, year round**



## PLACEMAKING <sup>4</sup>

Establish **placemaking** design strategies that contribute to the waterfront character, while providing for a **variety** of housing types, open spaces and small scale retail and office opportunities



ELEMENTS THAT SHAPE  
DESIGN:  
YOUR INPUT

*our waterfront*

### SECTION 1-QUESTION NO. 2b

What is your main reason to visit the west end waterfront?



### SECTION 1-QUESTION NO. 5

What recreational activities would you like to see along the west end waterfront?



**SECTION 1-QUESTION NO. 6**

What modes of transportation do you use to get to the west end waterfront?



**SECTION 2-QUESTION NO. 1**

What type of neighborhood scale (local) retail opportunities, you can walk or bike to, are missing in the community and would you like to see serve the neighborhood?



**SECTION 2-QUESTION NO. 3**

What type of community amenities would you like to see located within the mixed use high density area?



**SECTION 2-QUESTION NO. 5**

Would you choose to live in a mid to high rise community right on the water, serviced by neighborhood retail, office and community amenity areas?

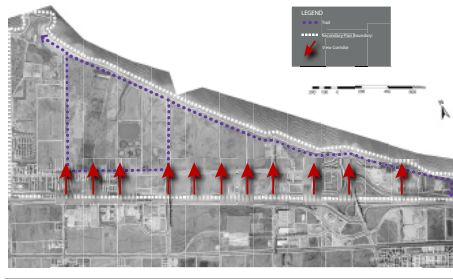


**ELEMENTS THAT SHAPE  
DESIGN:  
LAND USE POLICY**

*our waterfront*



**EXISTING LAND USE POLICY**  
 Winston Road Secondary Plan: Trails and View Corridors

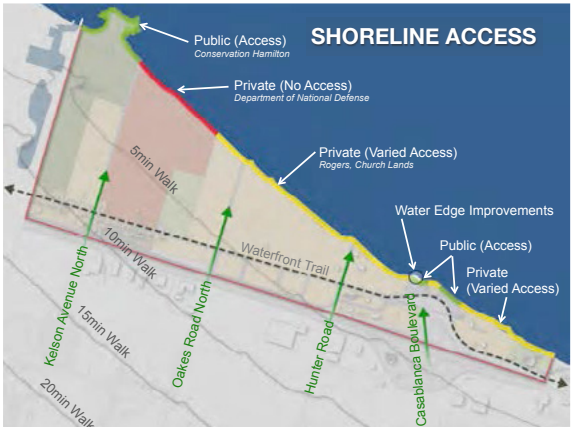


Town of Grimsby  
 Winston Road Neighbourhood Secondary Plan  
**SCHEDULE R-1: TRAILS AND VIEW CORRIDORS**

**ELEMENTS THAT SHAPE DESIGN:**

**LAND OWNERSHIP & ACCESSIBILITY**

*our waterfront*



**ACQUISITION STRATEGIES**

- Purchase
- Donation of Land
- Parkland Dedication
- Easement – Right of way
- Informal Agreements
- Expropriation

**ELEMENTS THAT SHAPE DESIGN:**

**THE ENVIRONMENT**

*our waterfront*



**NATURAL HERITAGE FEATURES**



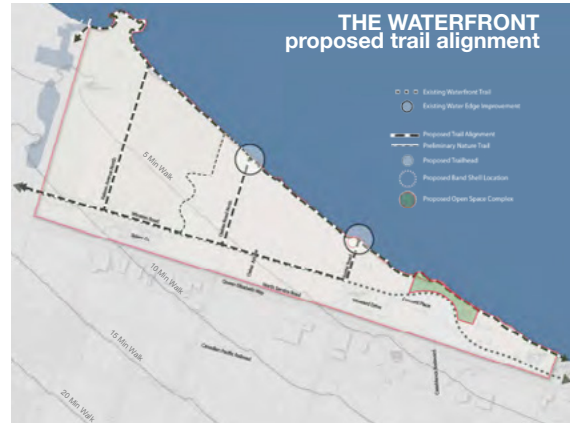
**NATURAL HERITAGE DESIGNATIONS**



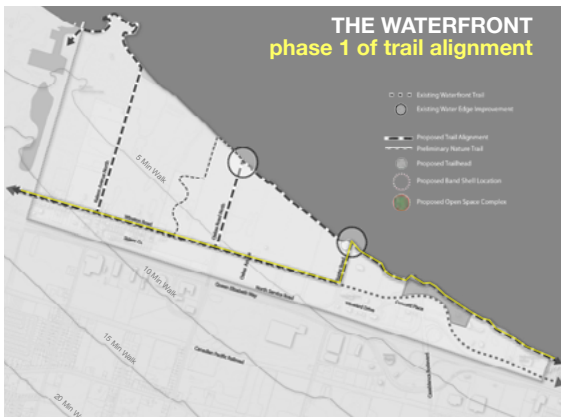
**DESIGN OPTIONS:  
Waterfront Trail**

*our waterfront*

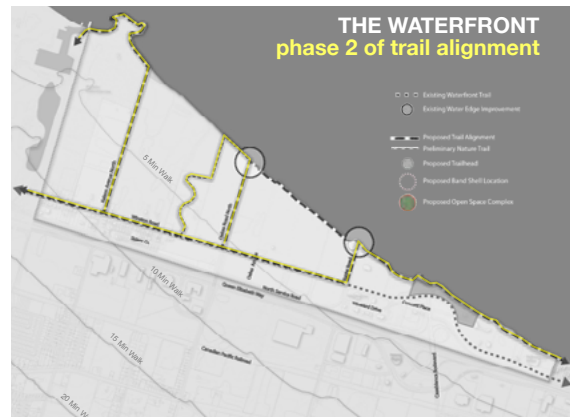
**THE WATERFRONT  
proposed trail alignment**

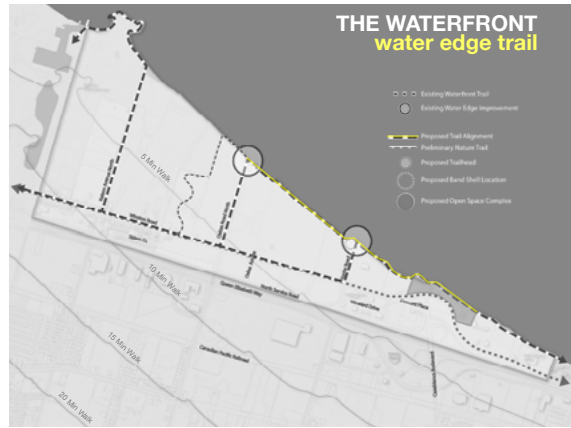
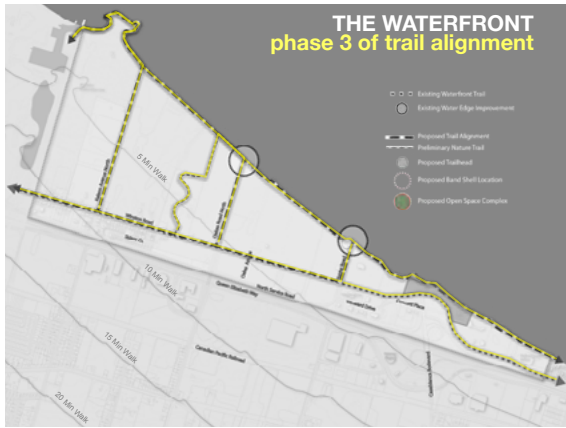


**THE WATERFRONT  
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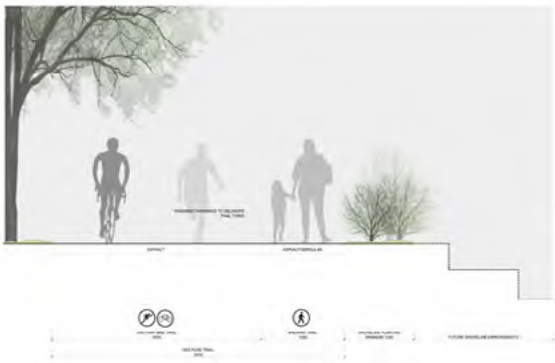


**THE WATERFRONT  
phase 2 of trail alignment**

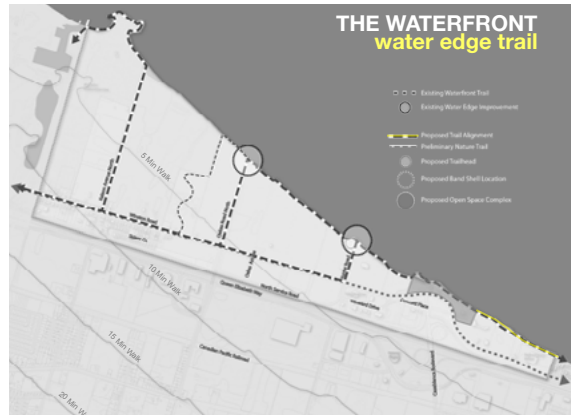




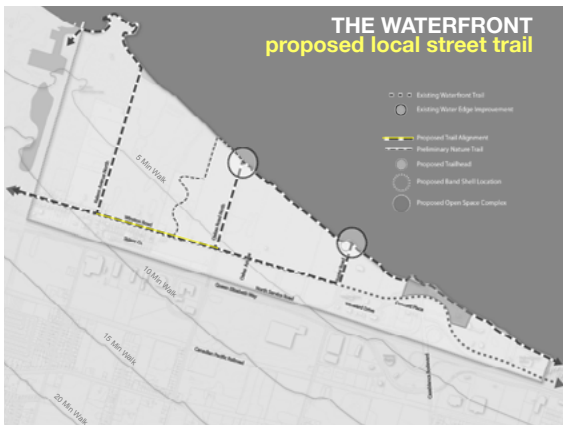
**Water Edge Trail**  
 Concept Section 1



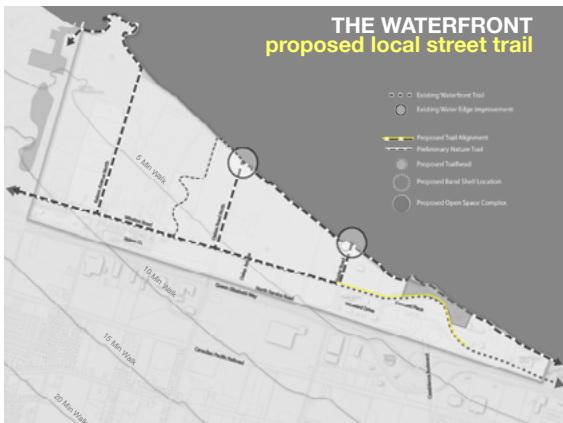
**Water's Edge Trail**  
 Concept Perspective



**Water Edge Trail**  
Concept Section 2



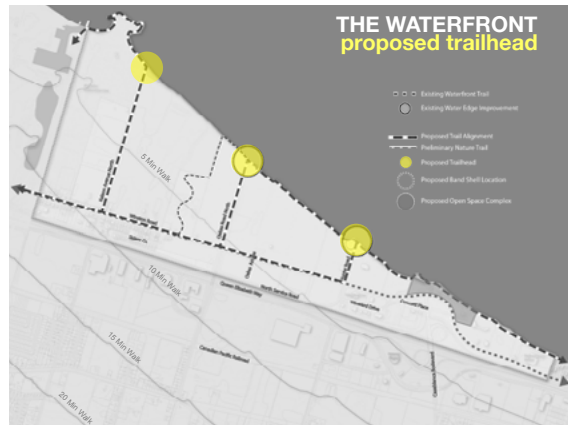
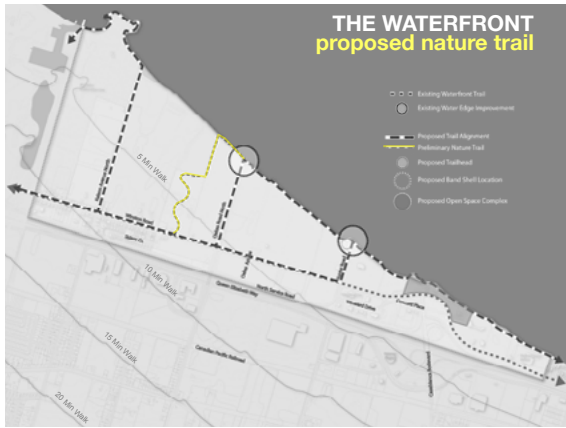
**Local Street Trail**  
Concept Section 1



**Local Street Trail**  
Concept Section 2







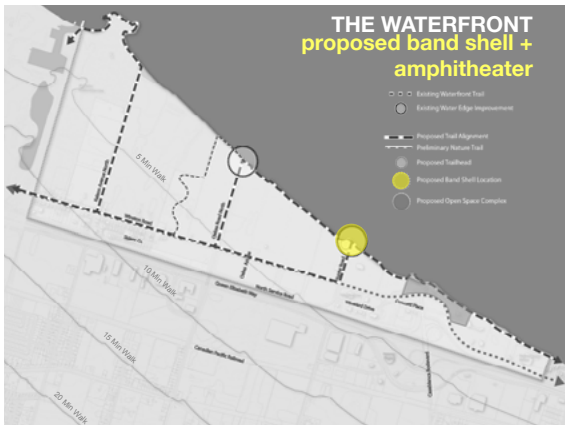




**Signage**  
Morningside Park, Toronto



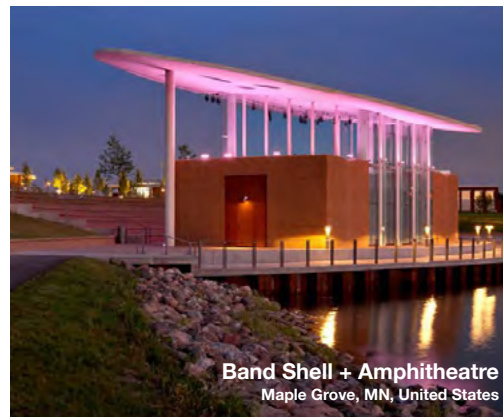
**Wayfinding Signage**  
For Along Trails



**Band Shell + Amphitheatre**  
Maple Grove, MN, United States



**Band Shell + Amphitheatre**  
Maple Grove, MN, United States



**Band Shell + Amphitheatre**  
Maple Grove, MN, United States

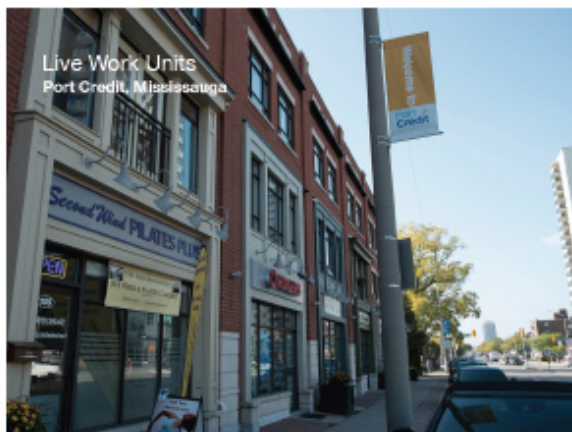
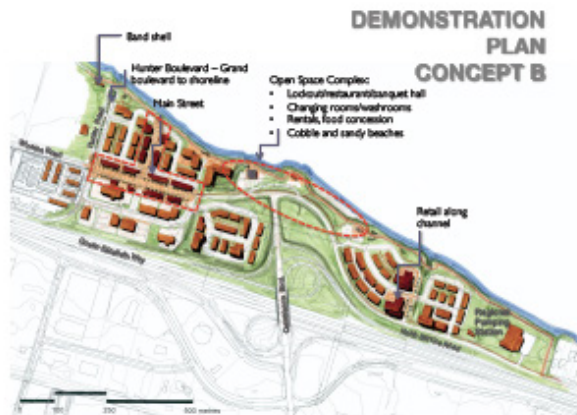
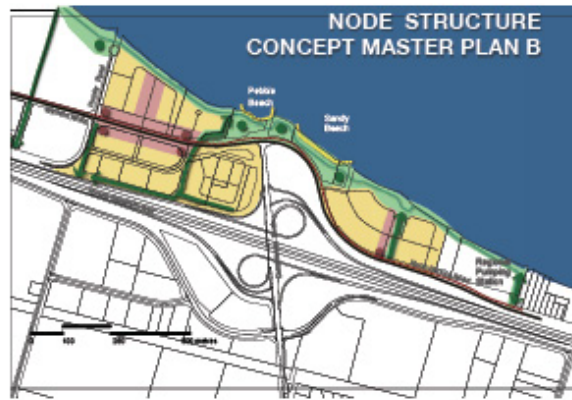
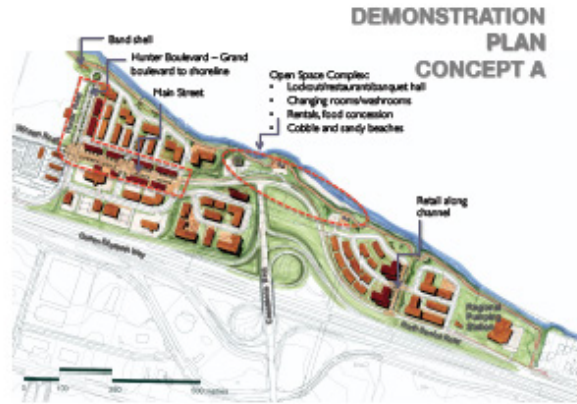
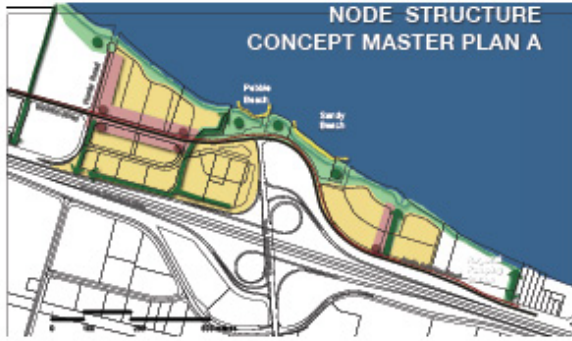


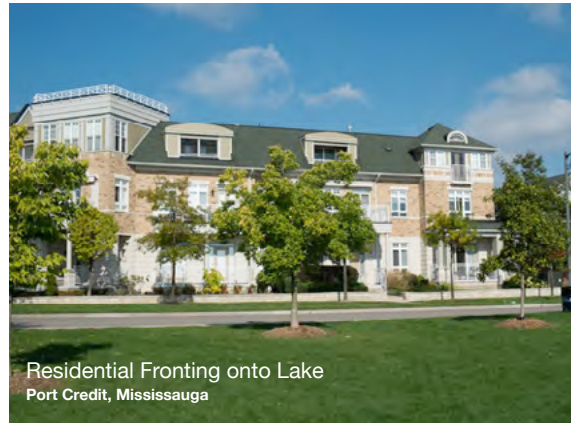
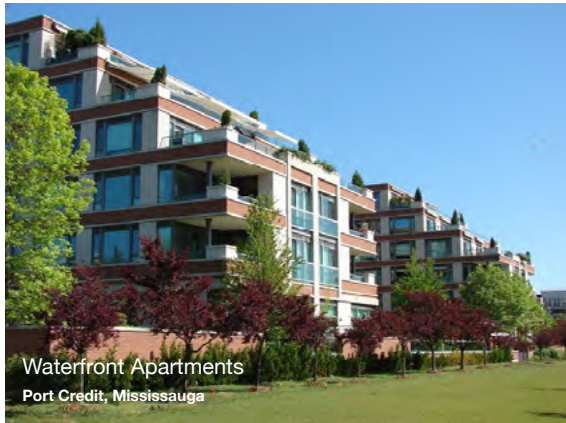
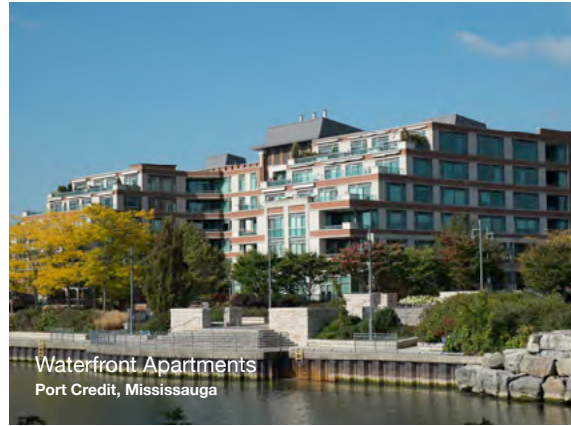
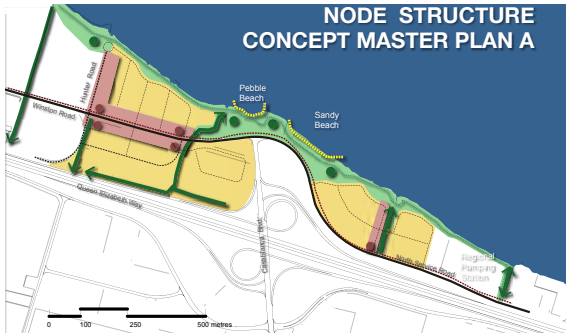
**DESIGN OPTIONS:**  
**Neighbourhood Node**

*our waterfront*





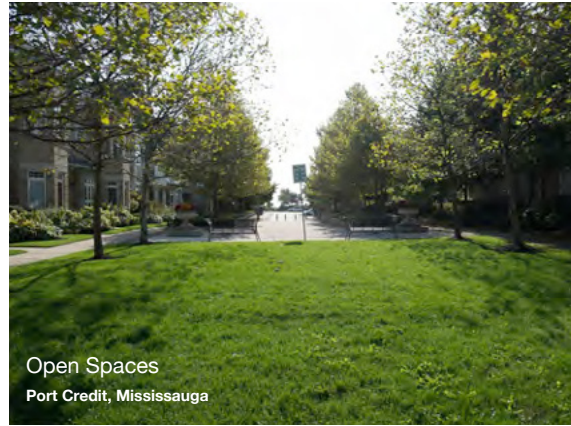




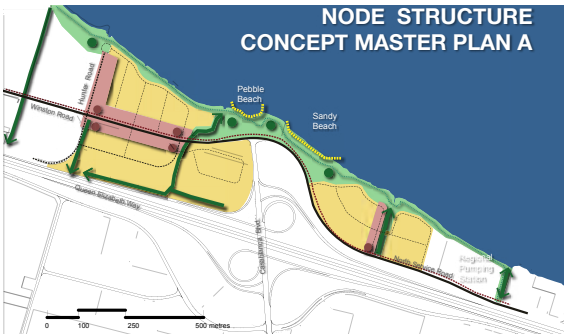




Retail Plaza  
Port Credit, Mississauga



Open Spaces  
Port Credit, Mississauga



Community Centre/Library  
Thunder Bay, Ontario



Lookout  
Thunder Bay, Ontario



Picnic Shelters  
Thunder Bay, Ontario



**GROUP SESSION**

**20 minutes**

*our waterfront*

**NEXT STEPS**

*our waterfront*

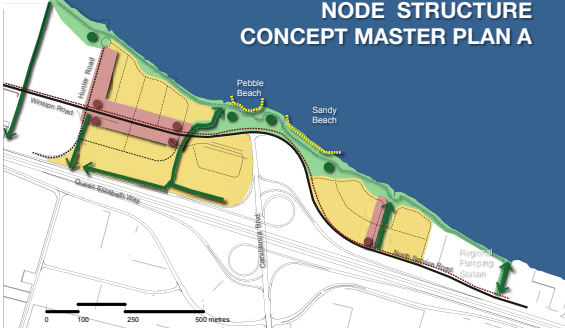
**WHAT IS NEXT**

Based on your input prepare a preferred waterfront trail master plan to be presented to you on January 29<sup>th</sup> 2014



**Thank you**

*our waterfront*



## SECTION 3-ADDITIONAL COMMENTS

Do you have any other thoughts or ideas to guide the master planning of Grimsby's west end waterfront?

- Fix Kelson Road North:
  - Too busy with car traffic; No policing of parking area; Speeding; No speed bumps; Garbage drop off
- Maintain current farm/rural designation along waterfront
- Limit commercial development
- Offer transportation (shuttle services) from welcome center
- More access to waterfront
- The town must invest in land acquisition at shoreline sites if anything beneficial to residents is to become a reality!
- Great idea! Look forward to seeing what you come up with
- Start to make all developments north of Q.E.W waterfront "community"
- Need to expand and integrate 50 Point- they need to participate with this.
- Accessibility for ALL shareholders:
  - Permit parking; Accessible Public Washrooms; Way finding from parking area to trails imperative for sight impaired persons
- Proper surfacing of trails to accommodate mobility impaired citizen tax payees, tourists as per province Ontario regulations
- Open space, single-family homes, and low density
- Keep as much public as possible













**A3**  
Public Open House  
February 20, 2014



## **Appendix A3 – February 20, 2014 Public Open House**

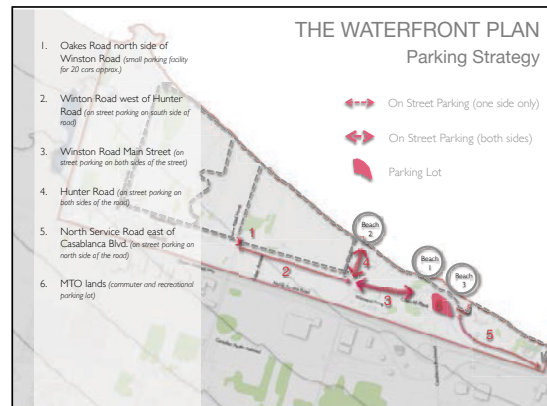
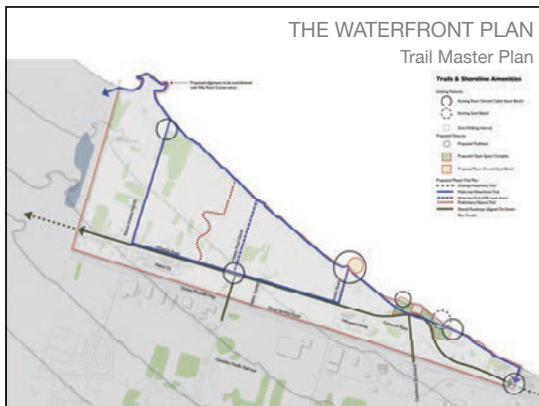
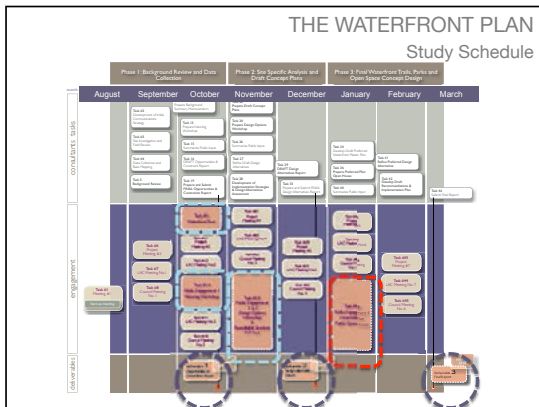
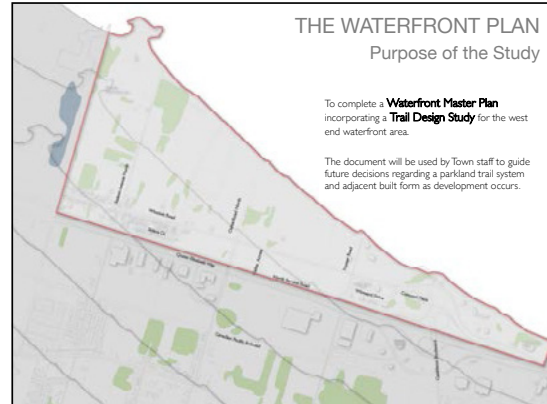
On February 20, 2014, Town staff members and the consulting team assembled at the Town's Council Chambers (160 Livingston Avenue, Grimsby) to conduct the Study's final public engagement event.

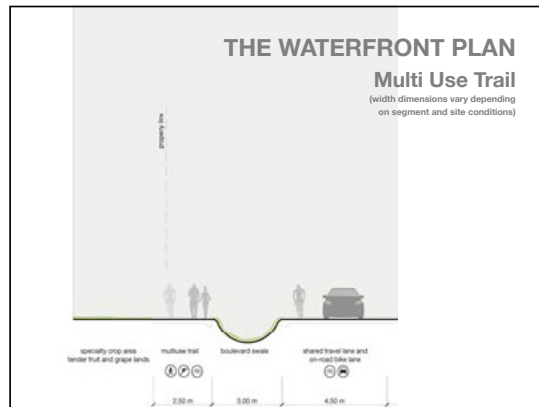
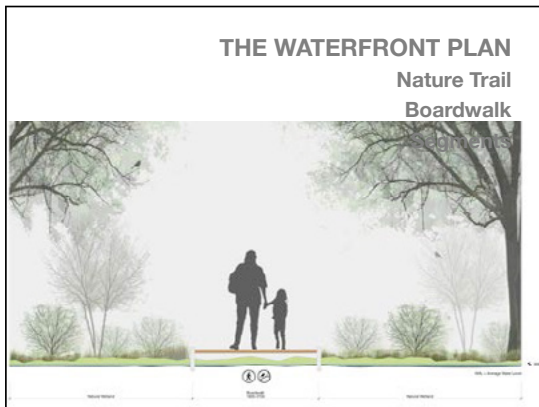
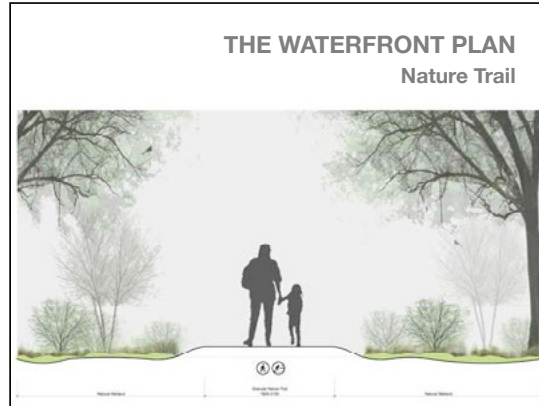
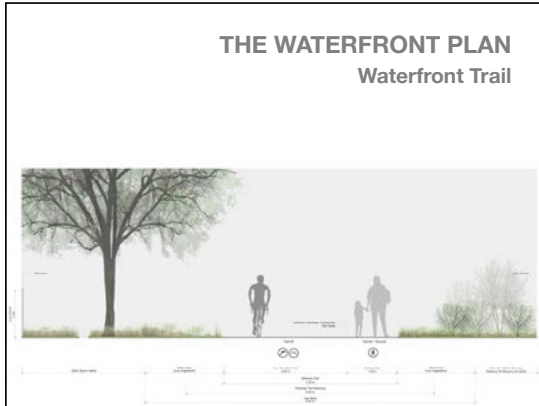
The evening session commenced with a presentation of the preferred plan and its proposed urban design structure and concluded with a presentation of the proposed Action Plan.

After the presentation the session was open to an informal question and answer period where residents addressed their questions to Town staff and the consultant team in an informal setting.

The group session was designed to gather final public input on the study.

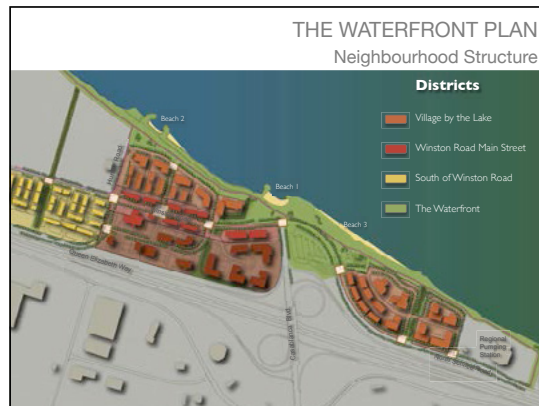
# Public Open House Presentation





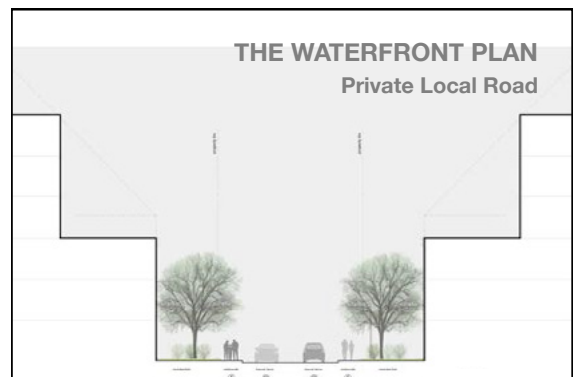
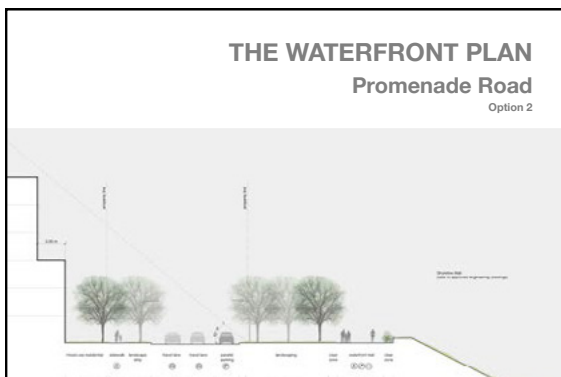
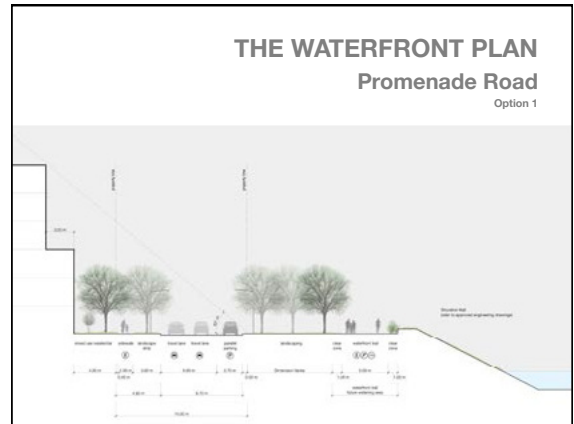
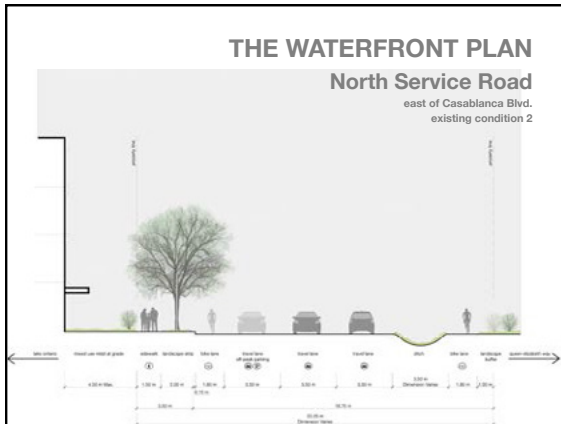
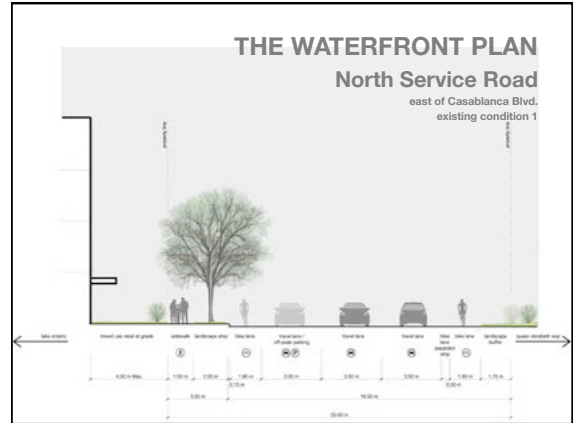
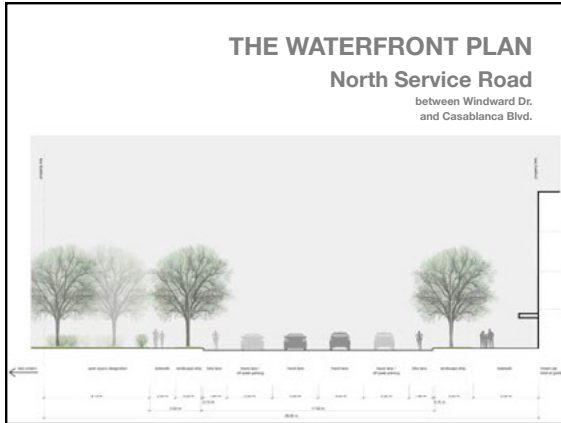
**DEVELOPING THE PREFERRED PLAN:**  
 The Neighbourhood

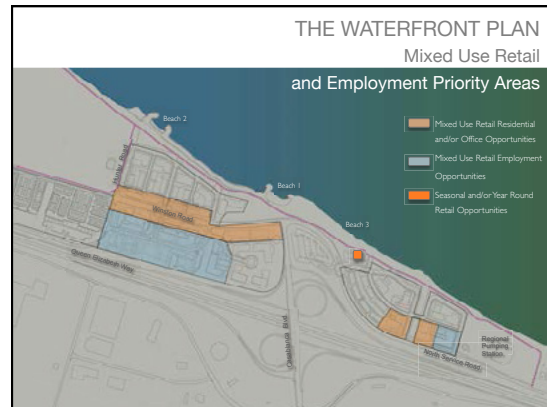
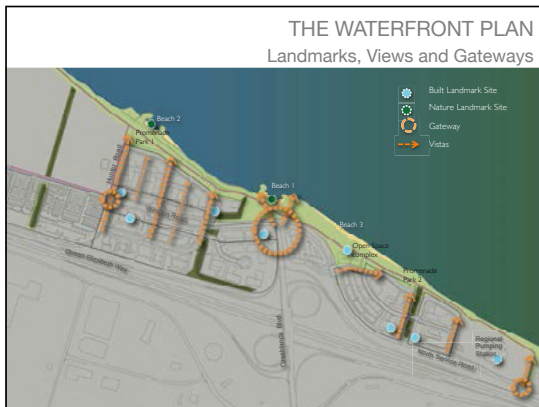
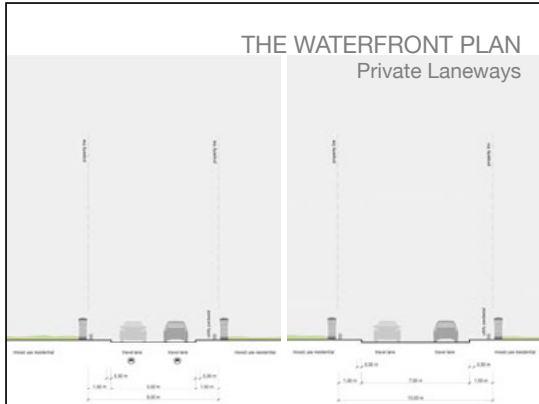
*our waterfront*











**IMPLEMENTING THE PREFERRED PLAN:**

**The action plan**

*our waterfront*

- THE WATERFRONT PLAN**  
the Action Plan
1. The [Action Plan](#) is a flexible document that will be modified as implementation efforts take place
  2. overall build out of this project will be over a very long time
  3. right now there are a number of obstacles such as cost, funding, ownership and development activity
  4. Waterfront Trail development on non urban lands may not be DC eligible and may require the town to cover 100% cost
  5. [Access to Federal, Provincial Regional and Corporate/Private funding is key](#)

### Quick Gains

#### THE WATERFRONT PLAN Action plan

1. Provide for access to recently constructed public cobble beach (Beach 1) (public development)
2. Development of Waterfront Promenade from Branthaven's lands to the west boundary of the Fifth Wheel lands (public development)
3. Provide for access to east of Casablanca sand beach (Beach 2) (public development)
4. Provide for on-street parking along road easement (public development)

**Capacity building**  
Establish a West End Waterfront Trust to help raise funds and public awareness necessary in the implementation of a project of this scope and nature.

Apply for various funding programs

### Short Term

#### THE WATERFRONT PLAN Action plan

1. Development of Waterfront Promenade along Branthaven's lands (by private development as part of development)
2. Phase 1 Redevelopment of north side of Winston Road along Branthaven's lands (private development as part of Phase 1 of development)
3. Redevelopment of Hunter Road to allow for on-street parking on both sides and multiuse trail (public and private development as part of Phase 1 of development)
4. Build Winston Road multiuse trail portion from Hunter to Oakes Road (public development)

**Capacity building & recommended future studies**  
Continue negotiations with all landowners on waterfront trail easement arrangements.

Develop a facility fit for Town lands located at the end of Casablanca Boulevard.

Develop a comprehensive Waterfront Trail Plan to encompass areas east and west of the study area and across the QEW.

### Mid Term

#### THE WATERFRONT PLAN Action plan

1. Development of Waterfront Trail from the Town's road allowance next to Fifth Wheel lands to the Regional pumping facility and channel (private development)
2. Phase 2 Redevelopment of north side of Winston Road along Branthaven's lands (private development as part of Phase 2 of development)
3. Redevelopment of South side of Winston Road (private development as part of future development)
4. Development of groynes and associated pebble beach at the end of Hunter Road (public development)
5. Extension of Winston Road Multiuse Trail west to Kelson Avenue and north on Kelson Avenue to meet future Fifty Point conservation area access point (public development)
6. Development of Casablanca Blvd amenities (public development)

**Capacity building**  
Continue negotiations with all landowners on waterfront trail easement arrangements.

### Long Term

#### THE WATERFRONT PLAN Action plan

1. Re-development of North Service Road east of Casablanca Boulevard (private development as part of future development)
2. Development of Oakes Road trail segment and parking facility (public development)
3. Development of Waterfront Trail from Hunter Road to Kelson Avenue (public development)
4. Development of Nature Trail section (public development)
5. Painting of on-street cycling lanes along Winston Road, North Service Road and Oakes Road (across the QEW) (public development)
6. Development of MTO commuter surface parking lot (public development partnership)

**Capacity building & recommended future studies**  
Finalize negotiations of waterfront trail easement conveyance with landowners  
Develop pedestrian and cycling strategy for Casablanca Boulevard

### THE WATERFRONT PLAN Final Master Plan

- Waterfront Trail system
- On-Street Cycling system
- Beach Facility
- Amenity Facility

### THE WATERFRONT PLAN Next Steps

1. Finalize West End Waterfront Trail and Master Plan Study based on public, Town and Regional staff and stakeholders input.

For a copy of the study reports please go to <http://www.grimsby.ca/Planning>

2. Planning Committee Presentation
3. Council Final Presentation











**Appendix B**  
Preferred Planting List

# Appendix B - Preferred Planting Palettes

## Appendix – Planting Palettes

### Community Gateway Plantings

Description: The proposed species for the community gateways provide the opportunity to incorporate unique species that focus on aesthetic priority ensuring year round, welcoming interest for those arriving in the community.

#### TREES

##### Botanical Name

*Abies alba*  
*Abies balsamea*  
*Acer triflorum*  
*Betula nigra*  
*Cercis canadensis*  
*Cercis canadensis*  
*Cladrastis kentukea*  
*Corylus columa*  
*Corylus comuta*  
*Crataegus crus-gali*  
*Crataegus mollis*  
*Juniperus horizontalis*  
*Maackia amurensis*  
*Magnolia acuminata* 'Yellow Bird'  
*Metasequoia glyptostroboides*  
*Picea abies*  
*Picea glauca*  
*Picea pungens*  
*Pinus parviflora*  
*Pinus strobus*  
*Prunus x yedoensis*  
*Taxus cuspidata*  
*Taxus x media*  
*Tsuga canadensis*

##### Common Name

Silver Fir  
Balsam Fir  
Three-Flower Maple  
River Birch  
Eastern Red Bud  
Eastern Redbud Std  
Yellowwood  
Turkish Hazel  
Beaked Hazel  
Cockspur Hawthorn  
Downy Hawthorn  
Spreading Juniper  
Amur Maackia  
Yellow Bird Magnolia  
Dawn Redwood  
Norway Spruce  
White Spruce  
Colorado Blue Spruce  
Japanese White Pine  
Eastern White Pine  
Yoshino Cherry  
Spreading Yew  
Yew  
Canadian Hemlock

#### SHRUBS

##### Botanical Name

*Amelanchier alnifolia*  
*Aronia arbutifolia*  
*Aronia melanocarpa*  
*Chionanthus virginicus*  
*Clethra alnifolia*  
*Cornus mas*  
*Hamamelis vernalis*  
*Hamamelis virginiana*

##### Common Name

Saskatoon Berry  
Red Chokeberry  
Black Chokeberry  
White Fringetree  
Summersweet  
Cornelian Cherry  
Vernal Hazel  
Witch-Hazel



<i>Hydrangea quercifolia</i>	Oak Leaf Hydrangea
<i>Spiraea alba</i>	Meadowsweet
<i>Spiraea x arguta 'Compacta'</i>	White Spirea
<i>Symphoricarpos albus</i>	White Snowberry
<i>Viburnum dentatum</i>	Arrowwood
<i>Viburnum lentago</i>	Nannyberry
<i>Viburnum opulus</i>	Cranberry Viburnum
<i>Viburnum plicatum</i>	Japanese Snowball Bush
<i>Viburnum trilobum</i>	Highbush Cranberry

## Main Street (Winston Road)

Description: The proposed species palette for main streets promote a palette of known successful candidates that can perform in these unique, highly constrained conditions toward a mature healthy and resilient urban canopy.

### TREES

Botanical Name	Common Name
<i>Acer campestre</i>	Hedge Maple
<i>Acer rubrum</i>	Red Maple
<i>Acer saccharinum</i>	Silver Maple
<i>Acer x freemanii</i>	Freeman Maple
<i>Catalpa speciosa</i>	Northern Catalpa
<i>Celtis occidentalis</i>	Common Hackberry
<i>Cercidiphyllum japonicum</i>	Katsuratree
<i>Gleditsia triacanthos var. inermis</i>	Thornless Honey Locust
<i>Gymnocladus dioica</i>	Kentucky Coffeetree
<i>Koelreuteria paniculata</i>	Golden Raintree
<i>Nyssa sylvatica</i>	Black Gum
<i>Ostrya virginiana</i>	Hop Hornbeam
<i>Phellodendron amurense</i>	Amur Corktree
<i>Platanus x acerifolia</i>	London Planetree
<i>Quercus macrocarpa</i>	Burr Oak
<i>Quercus robur</i>	English Oak
<i>Quercus rubra</i>	Red Oak
<i>Robinia pseudoacacia</i>	Black Locust
<i>Sophora japonica</i>	Chinese Scholartree
<i>Tillia cordata</i>	Littleleaf Linden
<i>Ulmus 'Morton Glossy'</i>	Morton Glossy Elm
<i>Ulmus americana 'Princeton'</i>	Princeton Elm
<i>Ulmus americana 'Valley Forge'</i>	Valley Forge Elm
<i>Zelkova serrata</i>	Japanese Zelkova

## Local Streets (Oaks, Kelson, Winston {West of Hunter, East of Casablanca})

Description: The proposed species palette for local streets continue the language of large canopy trees that further expand, and diversify those found on the main streets with additional flexibility in the represented tree palette as these areas are anticipated to have reduced urban stressors.

### TREES

<b>Botanical Name</b>	<b>Common Name</b>
<i>Acer saccharum</i>	Sugar Maple
<i>Acer saccharum var. nigrum</i>	Black Maple
<i>Aesculus glabra</i>	Ohio Buckeye
<i>Aesculus hippocastanum</i>	Horsechestnut
<i>Carpinus caroliniana</i>	Blue Beech
<i>Carya ovata</i>	Shagbark Hickory
<i>Corylus colurna</i>	Turkish Hazel
<i>Fagus grandiflora</i>	American Beech
<i>Fagus sylvatica</i>	European Beech
<i>Platanus occidentalis</i>	American Sycamore
<i>Populus tremuloides</i>	Trembling Aspen
<i>Quercus alba</i>	White Oak
<i>Quercus bicolor</i>	Swamp White Oak
<i>Quercus coccinea</i>	Scarlet Oak
<i>Quercus ellipsoidalis</i>	Northern Pin Oak
<i>Quercus imbricaria</i>	Shingle Oak
<i>Quercus muehlenbergii</i>	Chinquapin Oak
<i>Quercus palustris</i>	Pin Oak
<i>Tilia americana</i>	American Basswood
<i>Zelkova serrata 'Green Vase'</i>	Green Vase Zelkona

## Waterfront Trail Plantings

Description: The proposed species palette for the waterfront trail provide a number of species known to have remediative properties; such as slope stabilization and in general, enhance restoration efforts of compromised landscapes.

### TREES

<b>Botanical Name</b>	<b>Common Name</b>
<i>Abies balsamea</i>	Balsam Fir
<i>Acer rubrum</i>	Red Maple
<i>Acer saccharum</i>	Sugar Maple
<i>Acersaccharinum</i>	Silver Maple

*Betula papyrifera**Fraxinus nigra**Larix laricina**Picea glauca**Pinus strobus**Prunus serotina**Quercus alba**Quercus macrocarpa**Quercus rubra**Thuja occidentalis**Tilia americana**Tsuga canadensis*

Paper Birch

Black Ash

Tamarack

White Spruce

White Pine

Black Cherry

White Oak

Burr Oak

Red Oak

White Cedar

Basswood

Eastern Hemlock

**SHRUBS****Botanical Name***Alnus incana**Amelanchier arborea**Amelanchier canadensis**Amelanchier laevis**Aralia elata**Cornus alternifolia**Cornus amomum**Cornus racemosa**Cornus stolonifera**Diervilla lonicera**Myrica gale**Physocarpus opulifolius**Rhus aromatica**Rhus glabra**Rhus typhina**Ribes americanum**Rosa blanda**Rosa carolina**Rosa palustris**Rubus allegheniensis***Common Name**

Speckled Alder

Downy Serviceberry

Juneberry

Allegheny Serviceberry

Devil's Walking Stick

Pagoda Dogwood

Silky Dogwood

Grey Dogwood

Red Osier Dogwood

Bush Honeysuckle

Sweet Gale

Common Ninebark

Fragrant Sumac

Smooth Sumac

Staghorn Sumac

Wild Black Currant

Smooth Rose

Carolina Rose

Swamp Rose

Allegheny Blackberry

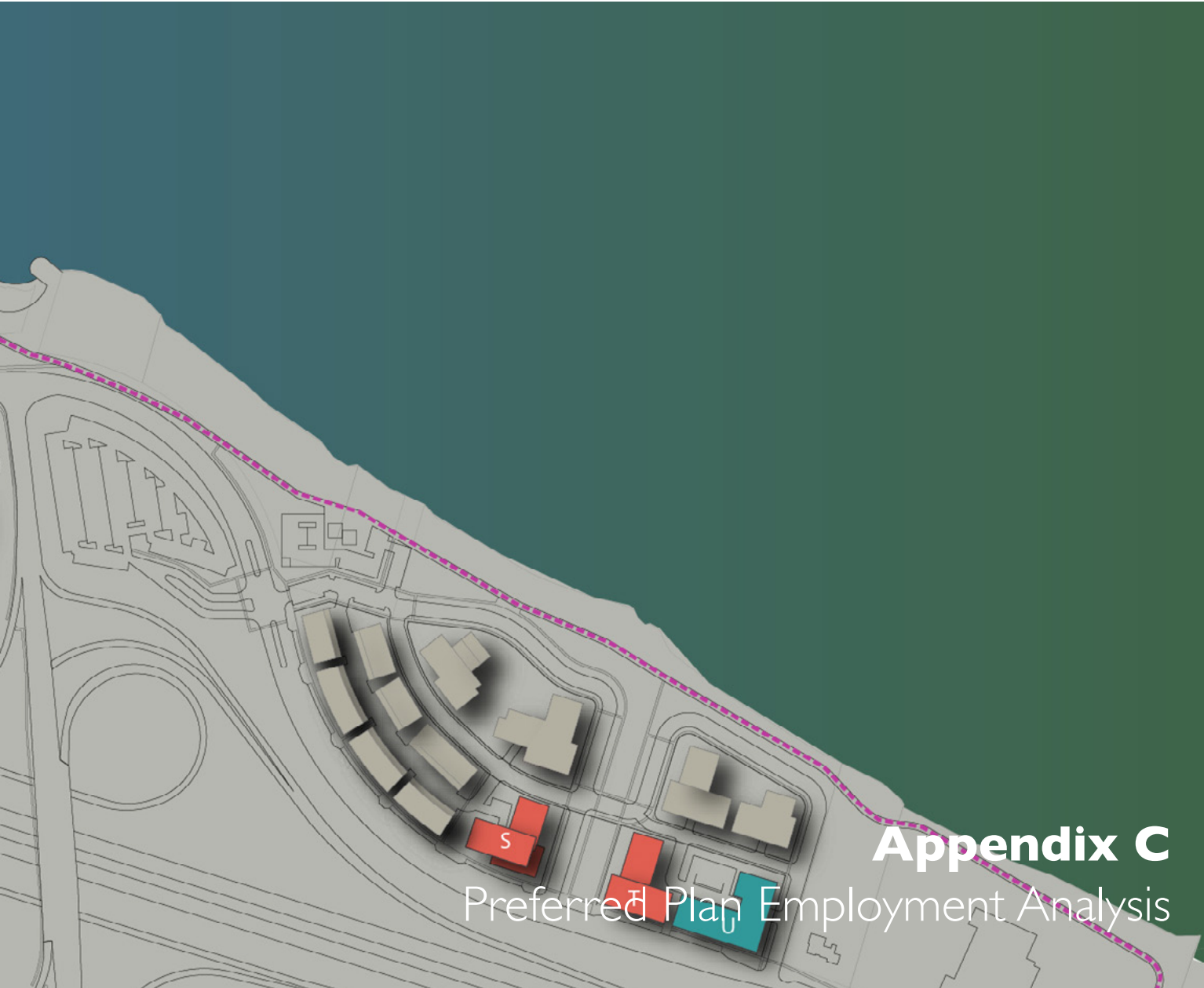


*Viburnum dentatum*  
*Viburnum lentago*  
*Viburnum trilobum*

Arrowwood  
Nannyberry  
Highbush Cranberry







# Appendix C

Preferred Plan Employment Analysis



# Appendix C- Preferred Plan Employment Demonstration

The illustrated employment strategy demonstrates one of the possible options in which the Secondary Plan employment target is achieved. The Winston Road Secondary Plan stipulates that:

*target and the intent of this Plan, provided a comprehensive plan is prepared by the landowners for the entire designation.”*

*“g) A minimum of 30% of the net developable area on each property shall be developed for employment generating uses either as stand alone development or as part of a mixed use building. Opportunities for employment generating uses through built space shall be incorporated into the first phase of development. The Town may consider alternative approaches, which achieve the employment*

The preferred plan achieves the employment target and the intent of the Secondary Plan by delivering a comprehensive plan prepared for the entire Mixed Use High Density designation regardless of ownership.

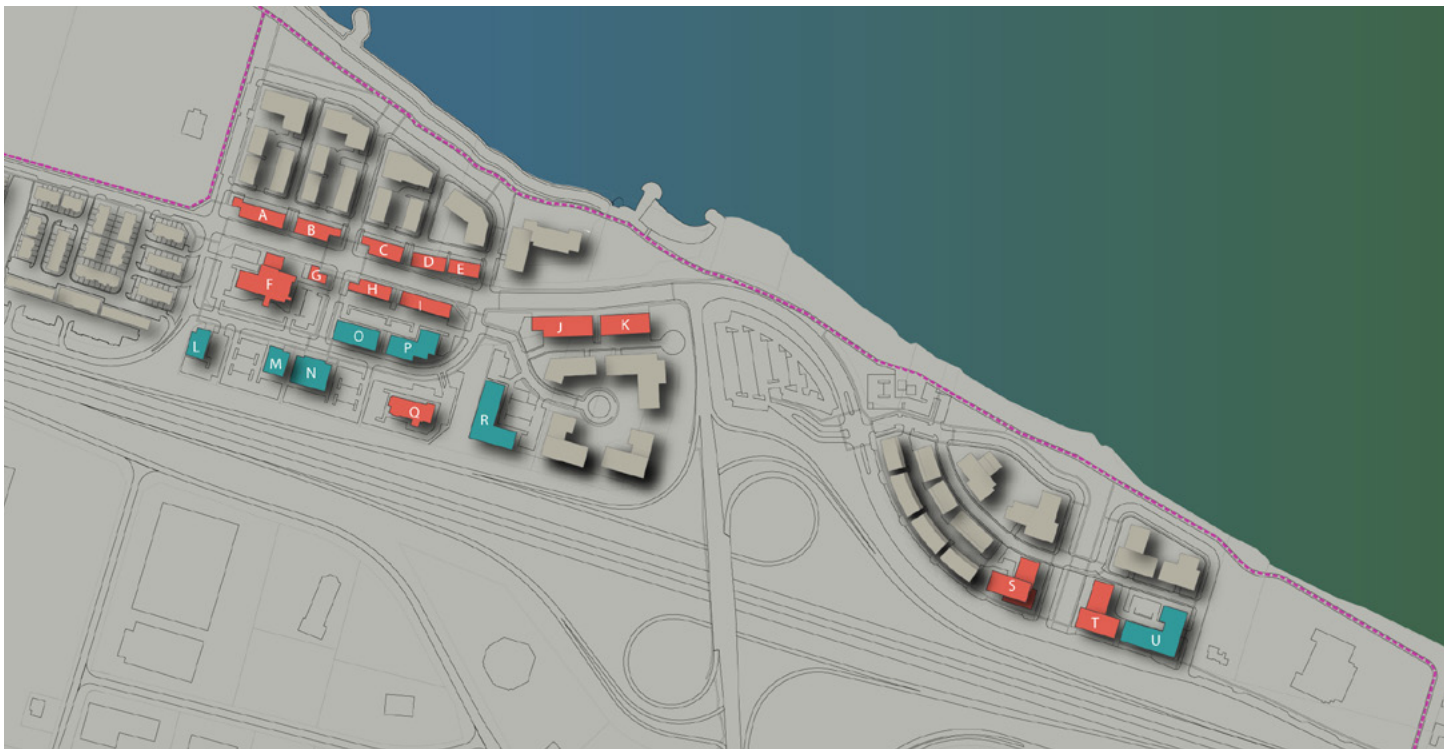


Figure 1 - Preferred Plan Employment Uses Areas Key Map

Table 1 - Summary chart of proposed employment areas

Lot	Description	Buildings	Approximate Gross Area (ha)	Approximate Net Developable Area (ha)*	Employment Area requirement	Percentage of Total Emp Area	Proposed Employment Area (sm)	Percentage of Total Emp Area
					30% of net dev area (min) (sm)			
1	Branthaven Dev.	A - E	6.70	5.46	16,380	<b>30</b>	6,914.00	<b>13</b>
2	Casablanca Inn	F - G	1.05	1.05	3,150	<b>6</b>	7,886	<b>15</b>
3	Winston Road South Side	H - I & O - P	0.93	0.93	2,790	<b>5</b>	10,959	<b>20</b>
Windward Drive Lots								
4	Windward Drive at North Service Road	L	0.27	0.27	810	<b>1</b>	1,236	<b>2</b>
5	Windward Drive	M	0.45	0.45	1,350	<b>2</b>	1,968	<b>4</b>
6	Windward Drive	N	0.58	0.58	1,740	<b>3</b>	2,496	<b>5</b>
7	Motel Super 8	Q	0.64	0.65	1,950	<b>4</b>	4,094	<b>8</b>
8	Concord Place	R	1.38	0.97	2,910	<b>5</b>	6,006	<b>11</b>
9	Concord Place		0.41	0.40	1,200	<b>2</b>	0	<b>0</b>
10	Concord Place		1.12	1.00	3,000	<b>6</b>	0	<b>0</b>
11	Concord Place		0.41	0.40	1,200	<b>2</b>	0	<b>0</b>
12	Concord Place Includes portion of MTO lands fronting onto NSR	J - K	0.63	0.18	540	<b>1</b>	0	<b>0</b>
13	Fifth Wheel	S - U	6.68	5.80	17,400	<b>32</b>	12,628.00	<b>23</b>
<b>Total</b>			<b>21.25</b>	<b>18.14</b>	<b>54,420</b>	<b>100</b>	<b>54,187</b>	<b>100</b>

\* Net developable lands calculation is assumed on existing Town property data minus 30 metre promenade along Lake Ontario and any other drainage areas present in the area such as the drainage /creek located along the east side of Windward Dr.

Table 2 - Proposed Employment square footage per land ownership

<b>Branthaven Development</b>					
Winston Road Main Street					
	Footprint (sm)	Storeys	EMP. Uses sm		
1	899.00	2	1,798.00	Building A	
	747.00	2	1,494.00	Building B	
	712.00	2	1,424.00	Building C	
	575.00	2	1,150.00	Building D	
	524.00	2	1,048.00	Building E	
<b>BRANTHAVEN Grand Total</b>			<b>6,914.00</b>		
<b>Casablanca Inn</b>					
	Building Footprint	Stories	EMP. Uses sm		
2	1,038	2	2,076	Building F	
	674	7	4,718	Building G	
	546	2	1,092		
<b>Casablanca Inn Total</b>			<b>7,886</b>		
<b>Lands on Winston Road - South Side</b>					
	Building Footprint	Stories	EMP. Uses sm		
3	843	2	1,686	Building H	
	1,374	2	2,748	Building I	
	1,181	1	1,181	Building J	
	638	1	638	Building K	
<b>Lands on South of Winston Road Total</b>			<b>6,253</b>		
<b>Lands on Windward Drive</b>					
	Building Footprint	Stories	EMP. Uses sm		
4	618	2	1,236	Building L	
	656	3	1,968	Building M	
	1,248	2	2,496	Building N	
	1,068	2	2,136	Building O	
	1,285	2	2,570	Building P	
<b>Lands on Windward Drive Total</b>			<b>10,406</b>		
<b>Motel Super 8</b>					
	Building Footprint	Stories	EMP. Uses sm		
5	930	4	3,720	Building Q	
	187	2	374		
<b>Motel Super 8 Total</b>			<b>4,094</b>		
<b>Lands off Concord Place Drive</b>					
	Building Footprint	Stories	EMP. Uses sm		
6	2,002	3	6,006	Building R	
<b>Lands off Concord Place Total</b>			<b>6,006</b>		
<b>Fifth Wheel</b>					
	Building Footprint	Stories	EMP. Uses sm		
7	961	1	961	Building S	
	995	4	3,980		
	<b>SubTotal</b>			<b>4,941</b>	
	Building Footprint	Stories	EMP. Uses sm		
	1,726	1	1,726	Building T	
	1,987	3	5,961	Building U	
<b>FIFTH WHEEL Grand Total</b>			<b>12,628.00</b>		
<b>GRANT TOTAL EMPLOYMENT AREA (sm)</b>			<b>54,187.00</b>		











**Appendix D**  
Funding Programs

# Appendix D - Funding Programs

Program	Description	Funding Scope
Building Canada Fund (BCF)  <a href="http://www.infrastructure.gc.ca">www.infrastructure.gc.ca</a>  <a href="https://bcfcc-fccvc.infrastructure.gc.ca/">https://bcfcc-fccvc.infrastructure.gc.ca/</a> (to apply)	The Building Canada Fund (BCF) invests on average \$8.8 billion nationally on local and regional infrastructure projects.  The West End Waterfront Trail system could be partially funded under the Building Canada Fund – Communities Component (CC). The Communities Component funds projects that meet environmental, economic and quality of life objectives in communities with populations of less than 100,00 people.	The Federal government will match up to one-third of provincial and municipal contributions.
Canada Strategic Infrastructure Fund	The \$4 billion Canada Strategic Infrastructure Fund (CSIF) invests in large-scale infrastructure projects, which are beyond the scope and capacity of existing infrastructure programs. CSIF emphasizes partnerships with any combination of municipal, provincial, territorial governments, as well as the private sector, and each partnership is governed by specifically tailored arrangements. Investments are made in areas that improve quality of life and economic growth.	No further applications are being accepted but potential future grants might become available
Great Lakes Guardian Fund  <a href="http://www.ontario.ca/government/search-results?query=great+lakes+&amp;op=Search">http://www.ontario.ca/government/search-results?query=great+lakes+&amp;op=Search</a>	Up to \$25,000 grant established by the Ministry of the Environment. The fund is open to non-for profit organizations as well as First Nations and Metis communities and organizations.	Eligible projects include projects that have a direct environmental benefit and support at least 1 of the following 3 goals: <ol style="list-style-type: none"> <li>1. the protection of water quality for human and ecological health;</li> <li>2. the improvement of wetlands, beaches and coastal areas; and,</li> <li>3. the protection of habitat and species.</li> </ol> <b>Applications must be received by May 9<sup>th</sup>, 2014.</b>
Gas Tax Fund	Fund provided to Municipalities to build and revitalize public infrastructure that achieves positive environmental results.	Province distributes the Federal funds according to local priorities and infrastructure needs of each community.

## Provincial

Program	Description	Funding Scope	Contact
SuperBuild Millennium Partnership:  Ontario Infrastructure Program	The SuperBuild Millennium Partnership is a five-year, provincial initiative that each year directs \$250 million to strategic infrastructure projects in eight major urban centres located outside the Greater Toronto Area. In 2000, the Government of Canada and the Government of Ontario created the Canada Ontario Infrastructure Program. Under this program, the federal government funds one-third of total eligible costs for projects approved by the province. SuperBuild Corporation administers this six-year program.	The Provincial government will match up to one-third of federal and municipal contributions.	Canada–Ontario Infrastructure Secretariat   Stone Road West, 4th Floor NW Guelph, Ontario N1G 4Y2 Phone: 1-866-306-7827 Fax: 519-826-4336 Email: BCF.CC@ontario.ca
Tourism Development Fund  <a href="http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/OSAPQA005130">http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/OSAPQA005130</a>	Non-capital project based funding to support the creation or revitalization of tourism attractions, sites and experiences such as destination development.	Eligible costs include: consulting services, research, seminars, workshops, conference speakers or tourism related programs, regional or sector strategic tourism planning, feasibility assessments for tourism projects, organizational development, project management, and business plan support.	Investment and Development Office Tel: 416-325-5306 Email: ido.ont@ontario.ca

## Niagara Region

Program	Description	Organization Participation	Contact
Lakefront Enhancement Program	The Niagara Region established the Lakefront Enhancement Grant Program to support eligible projects located within the seven area lakefront municipalities.	The grant will provide a 50% matching contribution, and a funding limit of \$500,000 per municipality every three years.	



## Town of Grimsby

Program	Description	Funding Scope	Applicability
Property Revitalization (Tax Increment) Grant Program.	<p>The annual grant is equal to 70% of the increase in Town property taxes for up to 10 years after project completion. The project must result in an increase in assessment and property taxes.</p> <p>Annual grant is equal to 100% of the increase in Town property taxes for up to 10 years after project completion for projects on brownfield sites requiring environmental remediation/risk management.</p>	Region will match the percentage of the Town grant for the same time period.	Private properties within the study area
Environmental Site Assessment (ESA) Grant Program	Grant equal to 50% of the cost of an eligible environmental site assessment, remedial action plan or risk management. Maximum grant of \$12,000 per environmental study. Maximum of two studies per project/property. Maximum total grant of \$20,000 per project/property.	Region will match Town grant to a maximum of \$5,000	Fifth Wheel lands, Potential Biggar lagoons remediation
Brownfields Tax Assistance Program	Cancellation of the municipal property tax increase and the education property tax increase for up to 3 years	Region will match the Town's cancellation of the property tax increase for the same period.	Private properties within the study area

## Organizations

Program	Description	Funding Scope	Contact
National Trails Coalition (NTC) <a href="http://www.ntc-canada.ca/application.php">http://www.ntc-canada.ca/application.php</a>	The National Trails Coalition (NTC) is the operating name for the Coalition of Canadian Trails Organizations, a federally incorporated not-for-profit organization. One of the founding principles of the Coalition is building new partnerships between trail disciplines; fostering more multiple-use trail development; and providing a trail-based platform on which private enterprise and volunteer groups alike can generate economic activity.	Maximum amount of funding from the federal government is 50%	National Coordinator: Terry Norman  902-429-8810  tnorman@ntc-canada.ca  309-201 Walter Havill Drive Halifax, NS B3N 3J4
Federation of Canadian Municipalities (FCM)  Green Municipal Fund  <a href="http://www.fcm.ca/home/programs/green-municipal-fund/what-we-fund/eligibility.htm">http://www.fcm.ca/home/programs/green-municipal-fund/what-we-fund/eligibility.htm</a>	The FCM offers below-market loans in combination with grants to cover up to 80% of eligible costs for capital projects. Capital projects under the modal shift category, qualifying projects include: <ul style="list-style-type: none"> <li>• Improvements to active transportation infrastructure around transit nodes, such as sidewalks, pedestrian crossings, pedestrian links from park and ride, bike paths and bike crossings, and end-of-trip bike facilities such as bike parking and shower facilities</li> <li>• Development or completion of walking and cycling networks and systems planned</li> </ul>	The loan maximum is \$10 million and the grant amount is set at up to 20% of the loan to a maximum of \$1 million.	Green Municipal Fund Offices  24 Clarence Street Ottawa, ON K1N 5P3  613-907-6208 or 1-877-997-9926.

around travel to work, school, shopping or culture, that promote safety, accessibility and viable alternatives to car travel

- Development of complete streets (roadways designed and operated to enable safe, attractive and comfortable access and travel for all users - pedestrians, cyclists, transit, high-occupancy vehicles and private and commercial vehicles)
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<p>Friends of the Greenbelt Foundation</p>	<p>A non-profit organization, the Foundation operates independently from the government of Ontario to coordinate and fund activities that bolster the richness of life in the Greenbelt. In 2010, the Greenbelt Fund was created to support the Foundation's mission of enhancing and supporting agriculture in the Greenbelt and throughout Ontario. Helping to overcome challenges and support economic growth, the Fund's goal is to create systemic change to permanently increase the amount of local food consumed in the province through grants, education, policy, and networking initiatives.</p>	<p>Eligible funding includes: Communications and event coordination Contract and professional service costs Human resource costs, including salary and benefits Materials and supplies Planning Translation, printing, production and distribution costs Travel</p>	<p>Friends of the Greenbelt Foundation  661 Yonge St. Suite 500 Toronto, ON M4Y 1Z9  416-960-0001 Fax: 416-960-0030</p>
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[http://www.greenbelt.ca/applying\\_for\\_a\\_grant](http://www.greenbelt.ca/applying_for_a_grant)

## Private/Corporate

Program	Description	Funding Scope	Contact
TD Friends of the Environment Fund  <a href="https://fef.td.com/frequently-asked-questions/#FAQ2">https://fef.td.com/frequently-asked-questions/#FAQ2</a>	Founded by TD Bank Group in 1990, TD Friends of the Environment Foundation (TD FEF) is a national charity that funds environmental projects across Canada.  With the support of more than 140,000 donors, TD FEF has provided more than \$66 million to over 22,000 environmental projects and programs. The Foundation supports a wide range of environmental initiatives, with a primary funding focus on: <ul style="list-style-type: none"> <li>• Environmental education</li> <li>• Urban greening and enhancing biodiversity</li> <li>• Energy conservation</li> </ul>	The average TD FEF grant is approximately \$2,500. However, funding requests are needs based, and there is no set minimum/maximum amount for which you can apply.	Western Ontario Regional Manager:  Yvette Scrivener 220 Dundas St, 4th Floor London, Ontario N6A 4S4  519-663-1750









Sorensen Gravely Lowes Planning Associates Inc.

1547 Bloor Street West  
Toronto, Ontario  
M6P 1A5  
416.923.6630  
[info@sglplanning.ca](mailto:info@sglplanning.ca)

