



URBAN DESIGN & SUSTAINABILITY BRIEF

362 & 398 NORTH SERVICE ROAD, GRIMSBY, ON
FORMER 5TH WHEEL TRUCK STOP

LOSANI HOMES
MAY 2018 | OUR FILE 141961





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INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Losani Homes to seek approvals for a Zoning By-law Amendment, Draft Plan of Subdivision to permit the lands municipally known as 362 & 398 North Service Road, Grimsby (commonly referred to as the 5th Wheel Truckstop lands). The property (referred to herein as the ‘subject lands’) is located along the shoreline of Lake Ontario. The subject lands are proposed to be developed as an active waterfront community with a substantial trail and open space system. The purpose of this Urban Design and Sustainability Brief is to illustrate how the proposed development has met the design objectives provided for the Winston Road Secondary Plan and has considered the West End Waterfront Trail Design Study and Master Plan.

The subject lands are located in northern Grimsby and are planned for intensification. The lands are located northeast of the Queen Elizabeth Way (QEW) and Casablanca Boulevard Interchange and are proximate to the planned GO station mobility hub. Additional residential uses are located to the south and to the west. The subject lands represent an opportunity to implement the City’s vision of a pedestrian trail loop from Hunter Street to the water treatment plant.

THE POLICY FRAMEWORK

The subject lands are located within the Winston Road Neighbourhood Secondary Plan, one of a few remaining undeveloped stretches of Lake Ontario waterfront between

Toronto and Grimsby. The vision for the Winston Road Neighbourhood is a mixed vibrant use neighbourhood with a strong sense of place. It is intended to offer a full range of housing opportunities from low density residential through to mixed-use high density housing along with a broad range of employment opportunities along the QEW frontage. The Neighbourhood will be designed to be a walkable place, where housing, recreation, places of work, a waterfront trail and convenience commercial are all within walking distance.

OUR APPROACH

In response to this neighbourhood vision, MHBC, on behalf of Losani Homes, have prepared this Urban Design and Sustainability Brief to illustrate how the proposed development has responded to the design policy framework set out in the City’s Official Plan with a focus on the secondary plan policies.

We look forward to discussing this Brief with you in further detail.

Yours truly,

MHBC

Andrea Sinclair, MUDS, BES, MCIP, RPP

Associate and Urban Designer



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VISION AND DESIGN OBJECTIVES

The overall vision for the redevelopment of the subject lands is to ensure a high quality, contemporary residential development designed as a positive addition to the waterfront. The following objectives have been identified for the purposes of achieving the vision for the redevelopment:

CONTINUE THE WATER’S EDGE GREENSPACE: Inclusion of continuous publicly accessible green space along the water’s edge to ensure protection of the natural features and to provide an uninterrupted green space from the Grimsby Water Treatment Plant through the site continuing west through the Winston Road Neighbourhood.

PROMOTE WALKABILITY AND ACTIVE TRANSPORTATION THROUGH THE INCLUSION OF A CONTINUOUS TRAIL SYSTEM AND CONNECTED OPEN SPACE SYSTEM: Provision of outdoor amenity areas that are well connected the proposed continuous promenade for walking and cycling along the water’s edge as set out in the Town’s West End Waterfront Trail Design Study and Master Plan.

PRESERVE AND ENHANCE LAKE ONTARIO VIEW CORRIDORS: Establish “View Corridors” through the site to the lake by incorporating linear parks and other elements that visually connect with the waterfront green space. Strategically locate buildings to allow for direct views to the lake. The ‘View Corridors’ could include the creek channel, parkland, amenity areas and streets.

DESIGN SPACES THAT ARE WELL– USED AND SAFE: Encourage a design that ‘achieves ‘eyes on open space’ and ‘eyes on the street’ by orienting buildings to ‘front’ green space or streets where appropriate.

PROVIDE CONTEXT APPROPRIATE HEIGHT AND MASSING: Locate highest density buildings along North Service Road. Provide a landmark building on the west edge of the site. High rise buildings should step down towards the shoreline. Mixed use buildings to be located adjacent North Service Road at the Winston Road intersection as that location has prime visibility and access.



THE PROPOSED WATERFRONT TRAIL WILL ENHANCE GRIMSBY'S OVERALL TRAIL NETWORK



BUILDING FORMS THAT TERRACE DOWN TOWARD THE LAKE ARE PROPOSED. BUILDING HEIGHTS SHOULD TRANSITION WITH THE LOWEST HEIGHTS ALONG THE WATERFRONT.

PROVIDE FOR A RANGE AND MIX OF HOUSING: Ensure that the proposed development includes a range of housing types which will enhance the overall variety of the area.

PROVIDE QUALITY PUBLIC AND PRIVATE AMENITY SPACES: The predominant amenity space will be the waterfront trail and associated open space. Inclusion of high quality private amenity space is encouraged including ground level outdoor amenity and rooftop amenity areas.



PROVIDE FOR A RANGE AND MIX OF HOUSING TO ENHANCE THE OVERALL VARIETY OF THE AREA.

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CONCEPTUAL MASTERPLAN

1295 residential units proposed within several residential and mixed use buildings. A mix of residential unit types proposed including townhomes, back-to-back units and apartment units.

Proposed building heights range from 2.5 storeys to 22 storeys in height with a range of heights in between.

Proposed retail uses are directed to the ground floor of mixed use buildings which face North Service Road.

The majority of parking is proposed to be located underground. Surface parking is proposed fronting onto North Service Road, primarily intended for visitor parking, employment parking and to serve the office and retail uses on site. Public parking will be provided off of Winston Road for convenient access to the Waterfront Trail and park space.

Several amenity areas proposed including public parkland, private outdoor amenity areas, and indoor amenity areas.

A well connected pedestrian walkways system is proposed which will connect with the Waterfront Trail and sidewalks along North Service Road. Multiple pedestrian connections into the site are proposed.

An internal road circulation network which allows for views through the site to the adjacent shoreline.

CONCEPTUAL MASTERPLAN



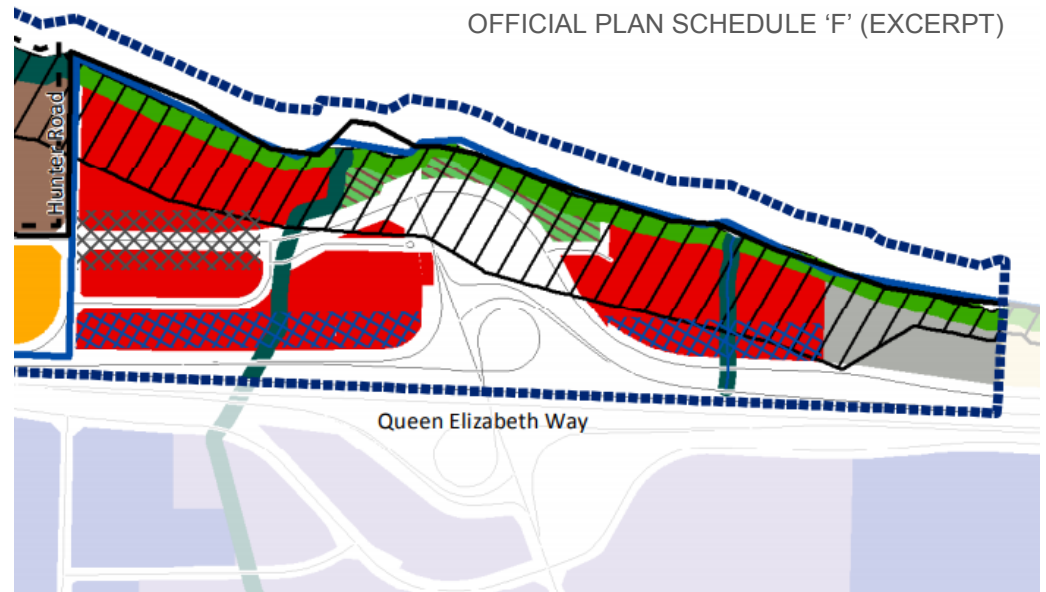
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DESIGN RESPONSE TO POLICIES IN THE GRIMSBY WINSTON ROAD SECONDARY PLAN

The subject lands are located within the Winston Road Neighbourhood Secondary Plan, which is included as Chapter 11 of Official Plan. The subject lands are primarily designated Mixed Use High Density with an Employment Overlay that is applied to the south portion of the property (Schedule F). An environmental protection designation is applied along the Waterfront (outside of the proposed development envelope). Schedule F-1 of the Official Plan illustrates trails and view corridors within the Secondary Plan area. This Schedule identifies a trail along the full extent of the waterfront as well as a view corridor through the subject lands.

The Mixed Use High Density designation permits a range of uses including apartments; townhouses integrated with apartments or mixed use buildings on the same site and retail and service commercial uses including restaurants as part of a mixed use building.

The Mixed Use High Density designation is subject to a number of design policies related to view corridors; buildings and loading and parking. The following is a summary of how these policies have been considered in the proposed development.



Legend

- +— CN Railway
- Streams
- Secondary Plan Boundary
- PlacestoGrowBuiltBoundary
- Hazard Land Area (Ont. Reg. 155/06)
- Environmental Protection Area
- Environmental Protection Area
- Mixed Use - High Density
- Parks and Open Space
- Employment overlay

VIEW CORRIDORS

POLICY: Schedule F-1 conceptually identifies view corridors to Lake Ontario generally in the location of existing streams. The Town shall require development to maintain and protect these view corridors with an approximate width of 30 metres. These view corridors can be provided through a combination of the existing streams, the required top of bank setback to the streams, along with stormwater ponds, roads and parks located adjacent to the stream corridors.

DESIGN RESPONSE: Schedule F-1 shows one conceptual view corridor through the subject lands. The proposed development maintains this view corridor and proposes to enhance the existing ditch like feature into a landscaped bioswale adjacent a meandering trailway (as shown on the below

cross section). In total the view corridor has a width of approximately 40 metres which far exceeds the 30 metre width contemplated in the Secondary Plan. The corridor is comprised of the trail, sidewalks and the road. In addition to this primary view corridor, two additional view corridors are proposed and are illustrated on the following page.

POLICY: Buildings above the third storey should step back from the street and from view corridors in order to enhance views.

DESIGN RESPONSE: All buildings are setback from the view corridor. Proposed taller buildings have been designed with a series of setbacks, which result in a 'stepping down' in height towards the water.



LAKE ONTARIO VIEW CORRIDORS



BUILDINGS

POLICY: Building façades along the public streets shall be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.

DESIGN RESPONSE: Building details will be further reviewed during a future site plan process. Preliminary elevations illustrate a high quality of design and variety both in building forms and materials.

POLICY: Mixed Use Buildings shall be located close to the street. The principal entrances shall face the sidewalk and provide direct and universal access onto the public sidewalk so as to create a pleasant pedestrian shopping environment. The primary windows and signage shall also face the street.

DESIGN RESPONSE: Proposed mixed use buildings are located towards North Service Road. The buildings are located close to proposed Street A with principle entrances facing the sidewalk.



POLICY: The design treatment of flanking façades visible from any public road should be equal to that of the front façade.

DESIGN RESPONSE: As illustrated in preliminary building elevations, flanking façades visible from public (and private) roads have been designed with special articulation and an equal amount of detail as front façades.

POLICY: Windows should be encouraged on all façades that overlook streets and public open spaces; reflective mirror glass should not be used for windows at grade.

DESIGN RESPONSE: All buildings have been designed with a high amount of glazing and large windows.

POLICY: Entrances should be prominent and visible with entrance canopies, awnings and other architectural elements.

DESIGN RESPONSE: This policy is noted and will be addressed through the future site plan process. Preliminary building designs feature prominent main entrances.

POLICY: Multiple storey buildings shall be designed to incorporate a two to three storey podium or base element, which is located close to the street. Above this podium, the tower should contain small floor plates that are substantially set back from the podium edge. The small floor plates will enhance views of the waterfront and create a sense of openness between the towers.

BUILDINGS

DESIGN RESPONSE: As illustrated below, multiple storey buildings have been designed with a podium that is visually distinct from the building top. Tower storeys above the podium feature multiple stepbacks which enhance views of the waterfront.



POLICY: Rooftop mechanical equipment should be screened with materials that are complementary to the building.

DESIGN RESPONSE: As illustrated on the adjacent figure, rooftop equipment has been screened from public view.

POLICY: Green building technologies will be encouraged, including reference to Leadership in Energy and Environmental Design (LEED) as promoted by the Canada Green Building Council.

DESIGN RESPONSE: While the owner is not pursuing LEED designation, a number of sustainable initiatives are proposed to be implemented including:

- The buildings will be designed with a high performance spray foam insulation system with integral continuous air and vapour barrier, which minimizes thermal bridging and energy loss through the building envelope.
- The buildings will be designed with industry standard environmental practices in mind and will be executed where appropriate.
- Roof top extensive green roofs will be reviewed and implemented where applicable.
- Light coloured roofing materials will be considered to reduce additional building heating loading.
- High performance glazing units and balcony doors will be selected.
- The buildings will be designed with modern energy-efficient design and materials.
- The roof structures will have ample excess structural capacity for future PV consideration.

- The building will have consideration for high quality building materials, and will reduce the need for material waste where possible.

LOADING AND PARKING

POLICIES: Loading and service areas should not be located in the front or exterior side yards of buildings. Loading and service areas should be screened from view from the street, public open spaces and adjacent residential areas.

DESIGN RESPONSE: The majority of parking has been directed underground. Minimal surface parking has been located in front of the mixed use buildings to provide convenient parking for future commercial uses. Parking has been located in order to maximize opportunities for high quality outdoor amenity areas. The proposed mixed use buildings help to act as a buffer between proposed amenity areas and the noise associated with the nearby QEW. Parking has also be located in proximity to the shoreline to provide convenient public parking opportunities near the proposed public trail connection.

POLICY: Loading and service areas should be screened from view from the street, public open spaces and adjacent residential areas.

DESIGN RESPONSE: Loading and service areas have been incorporated into the building design where possible. Efforts have been made to screen these areas from the street and public open spaces.

POLICY: Parking areas should be located at the side or rear of the building, buffered with appropriate landscaping and visually set back from the street right-of-way.

DESIGN RESPONSE: As previously noted parking has, for the most part been located underground. This provides opportunities for increased landscaped areas and outdoor amenity areas. Surface parking has been located proximate to proposed commercial uses and the public trail connection along the shoreline.

POLICY: Parking areas should be designed in small sections and include lighting, substantial landscaping and special paving to break up expanses of parking and to provide places for pedestrian connections.

DESIGN RESPONSE: Only a single tier of surface parking is proposed adjacent the North Service Road. This parking will be separated from the road by a landscaped area. The parking area near the public trail has been designed as a small section and will include lighting and perimeter landscaping.

POLICY: Run-off from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds and/or other facilities in accordance with MOE storm water management guidelines.

DESIGN RESPONSE: The policy is noted and will be considered during the detailed design phase of the project.

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WATER'S EDGE GREENSPACE

The masterplan includes a continuous publicly accessible green space along the water's edge to ensure protection of the natural features and to provide an uninterrupted green space from the Grimsby Water Treatment Plant through the site continuing west through the Winston Road Neighbourhood.

The water's edge greenspace is further described as follows:

- Public access is provided to the lakeshore through an internal street connection to Winston Road.
- Public parking is contemplated along Winston Road to provide convenient waterfront access.
- Multiple pedestrian connections are proposed from the primary waterfront trail to the proposed development.
- A minimum 30 metre setback has been established from the top of bank. For the most part buildings have been setback well beyond 30 metres.
- Low-rise townhomes have been designed to front the Waterfront providing eyes on the trail.
- A major north/south connection is proposed which will connect the Waterfront trail to commercial uses along North Service Road.

WATER'S EDGE GREENSPACE



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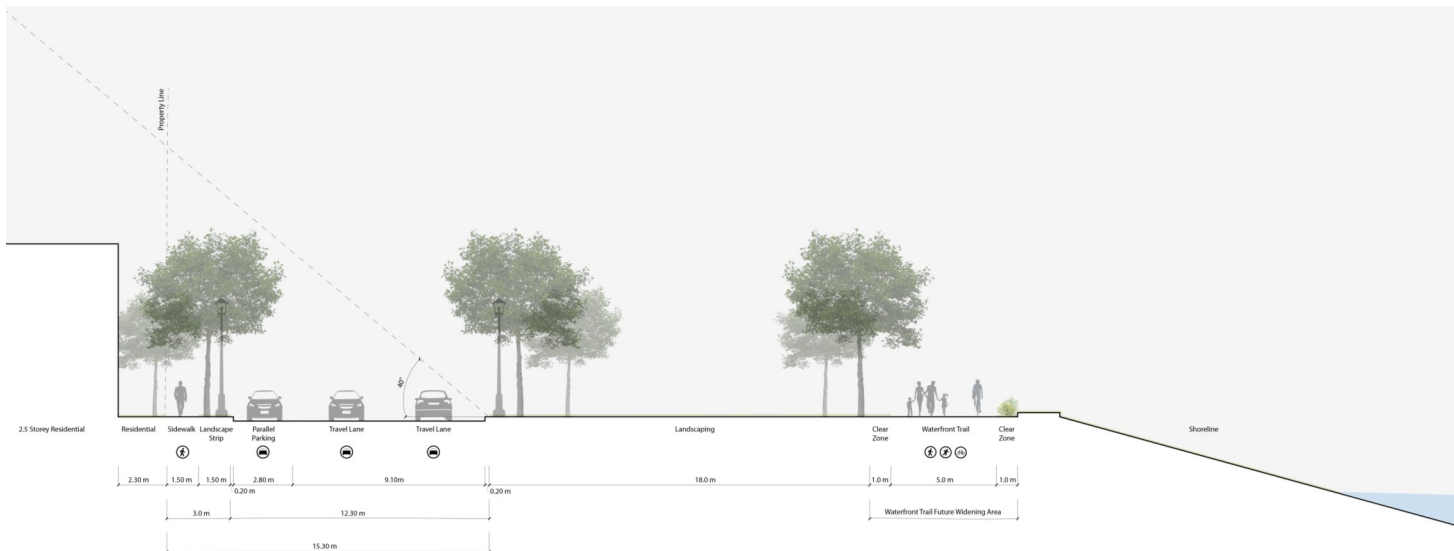
CONTINUOUS TRAIL SYSTEM

The proposed Masterplan includes a continuous promenade of 5 metres for walking and cycling along the water’s edge as set out in the Town’s West End Waterfront Trail Design Study and Master Plan. This trail will connect to the broader trail system including the existing trail to the East. The adjacent plan illustrates the proposed trail and a number of additional features including:

- Connections from the development area are provided in various locations for access to the trail.

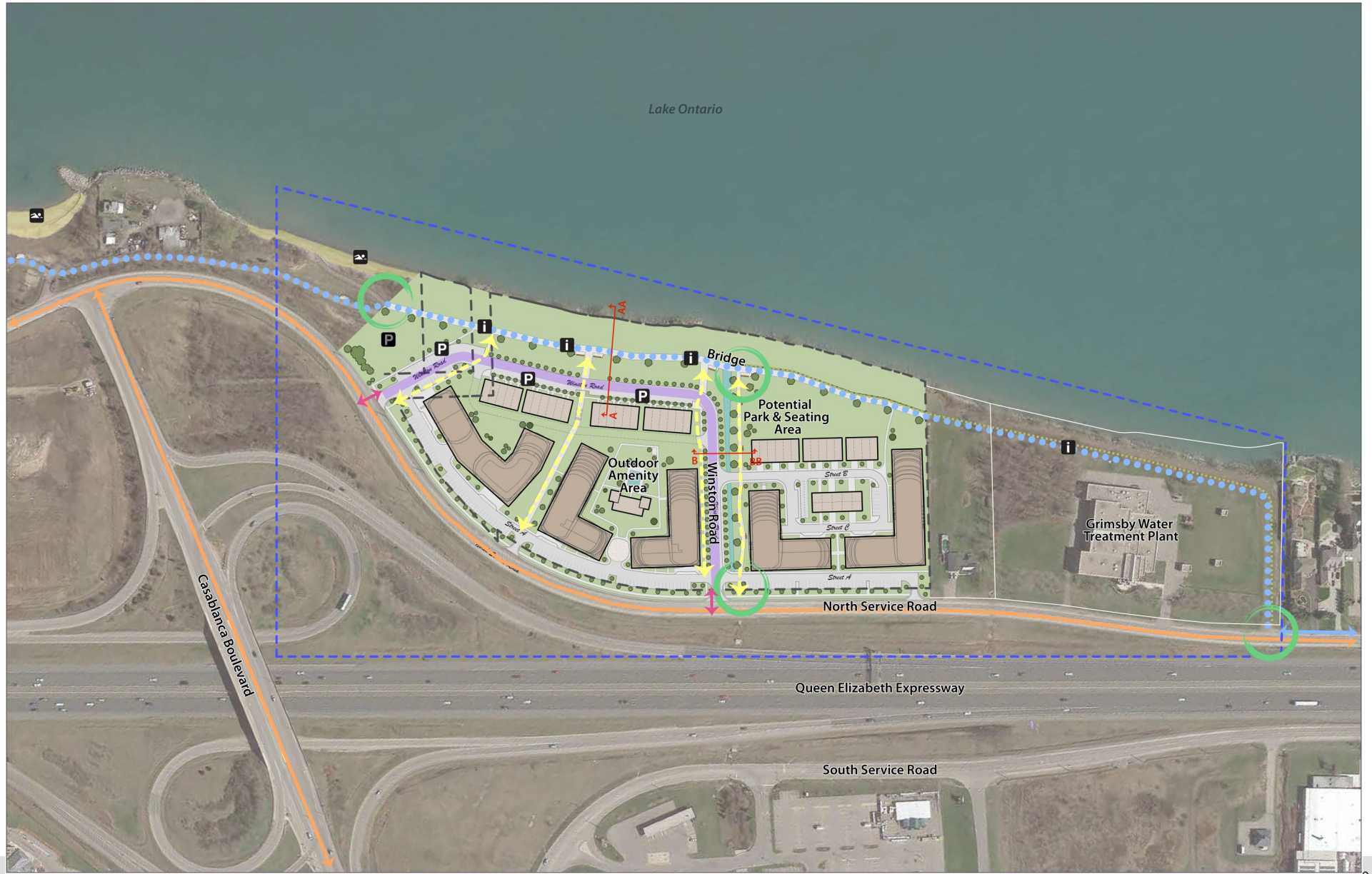
A combination of trail and internal walkways to connect to lands east/west along with the sidewalk on North Service Road support an integrated community.

- Trail heads are proposed which will include signage, bicycle parking and seating areas.
- Convenient on-site vehicular parking is contemplated.
- A large open space area is proposed proximate to the existing beach.
- Potential locations for signage or wayfinding elements have been identified.



CROSS SECTION AS INDICATED ON THE PREVIOUS PLAN. THE CROSS SECTION ILLUSTRATES THE TRAIL, AS WELL AS SIGNIFICANT LANDSCAPED AREA BETWEEN THE PUBLIC TRAIL AND THE CLOSEST BUILDINGS.

CONTINUOUS TRAIL SYSTEM



- | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|---|
| | Existing Waterfront Trail* | | Pedestrian Connections to trail | | Local Road | | On-site vehicular Parking | | Key Areas for Signage (Can include Maps, Bylaw Information, Safety Information, Direction/Wayfinding Information, and/or Educational/ Interpretive Information) |
| | Proposed Waterfront Trail* | | Proposed Crosswalks* | | Cross Section 1 | | Adjacent Parking Cluster (Configuration to be Determined)* | | |
| | Shared Roadways (Signed On-Street Bike route)* | | Fencing (1.2-1.6 m High with Adjacent Low Plantings) | | Trail Head (To Include Signage, Bicycle Parking, and Seating)* | | Existing Beach* | | |

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BUILDING HEIGHTS AND BUILDING ORIENTATION

- Design achieves ‘eyes on open space’ and ‘eyes on the street’ by orienting buildings to ‘front’ green space or streets where appropriate.
- Buildings located to take advantage of green spaces.
- Loading areas are located away from main views and in areas with minimal impact to residential areas.
- Highest density buildings have been located along North Service Road. A landmark building has been provided on the west edge of the site.
- High rise buildings step down towards the shoreline.
- Mixed use buildings are located adjacent North Service Road with prime visibility and access.
- Commercial spaces face the street and have visibility. Parking is easily accessible to the area.
- Landscaping to be provided along North Service Road to screen parking and maintain visibility to the building.
- Highest density along North Service Road with transition to waterfront.
- Substantial streetscape with landscaping and building mass to reinforce street with public realm considerations.



HIGHEST DENSITY BUILDINGS HAVE BEEN LOCATED ALONG NORTH SERVICE ROAD WITH A HEIGHT TRANSITION DOWN TOWARDS THE WATERFRONT.

BUILDING HEIGHTS AND ORIENTATION





BUILT FORM CONSIDERATIONS

The mass of the proposed mixed use residential buildings is broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes. The massing of all proposed buildings have been designed to create a comfortable and engaging pedestrian environment, which is further enhanced through the provision of private and public amenity space, including the waterfront trail.

The proposed development will assist in the continued intensification and development of the Winston Road neighbourhood through the addition of residential and mixed buildings along an important stretch of the shoreline.

The proposed development will support and enhance the viability of the existing mix of uses within the neighbourhood and will further support the planned GO transit hub. The proposed development will be a positive contribution to the surrounding streetscapes through the provision of a strong street edge, street trees and hard and soft landscaping.

High quality materials including a large amount of glass will be incorporated into the building facades, resulting in an attractive modern design. Repetition of lines and windows through both vertical and horizontal articulations and setbacks will be used to further break up building mass. Taller buildings have been designed with distinct base, middle and top sections. Low rise townhomes have been designed to optimize views of the waterfront.



PROPOSED TOWNHOMES HAVE BEEN DESIGNED WITH LARGE WINDOWS TO TAKE ADVANTAGE OF WATERFRONT VIEWS. BUILDING MATERIALS COMPLEMENT MATERIALS USED IN THE HIGH RISE MIXED USE BUILDINGS.



MIXED USE BUILDINGS HAVE BEEN DESIGNED WITH CLEARLY ARTICULATED BASE, MIDDLE AND TOP ELEMENTS. TOWER STEPBACKS, VARYING WINDOW SIZES AND CHANGES IN BUILDING MATERIALS FURTHER ASSIST IN BREAKING UP BUILDING MASSING.



SUSTAINABILITY

As described on page 11 of this Brief, the owner is proposing to implement a number of sustainable initiatives into the design of the proposed buildings. In addition to the built form/construction measures described on page 11, the following further contributes to the sustainability of the project:

- Proposed buildings have been oriented to maximize benefits of passive solar orientation.
- The location of the site will encourage other modes of transportation.
- A future GO Transit Rail station is proposed for the QEW and Casablanca interchange which will provide transit options.
- The proposed trail will provide for active transportation connections within and out of the site.
- Stormwater quality control will be provided on site.
- Transportation demand management measures will include underground bicycle parking, and providing a trail and sidewalk throughout the site to encourage sustainable modes of travel.
- The site will provide for on-site waste management facilities, including recycling facilities which will be placed in suitable locations.

In summary, the proposed site and building have been design to include elements of sustainable development.

BUILDINGS ACHIEVING OPTIMAL ORIENTATION



PASSIVE SOLAR BUILDINGS

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CONCLUSION

The proposed Masterplan for the subject lands is appropriate and represents good planning and urban design for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement and conforms with the 2017 Growth Plan.
- The proposal conforms to the general policies of the Town of Grimsby Official Plan and the design policies contained within the Winston Road Secondary Plan.
- The proposal has been designed around design principles that were established to ensure a high quality built environment.
- The proposed development appropriately integrates public open space, and assists in the completion of the waterfront trail.
- The proposed development results in a mix of uses and housing types and has been designed around an interconnected open space system.
- The proposed rezoning is appropriate given the proximity to existing transit routes.
- The proposed development has been prepared with consideration to the West End Waterfront Trail Design Study and Master Plan and its key objectives.

