



LOSANI  
H O M E S

# 141-149 MAIN STREET EAST URBAN DESIGN BRIEF

**URBAN DESIGN BRIEF**

  
**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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# 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has prepared this Urban Design Brief for Losani Homes in support an application to amend the Town of Grimsby Official Plan and Zoning By-law as it relates to the property municipally known as 141-149 Main Street East.

The subject lands are located at the northwest corner of Main Street East and Wentworth Drive, west of Nelles Road North. They comprise an area of 0.888 ha (2.19 acres) and are presently developed with a florist and garden centre. The subject lands feature two buildings, originally constructed as single-detached dwellings and repurposed for the garden centre use, as well as greenhouses and surface parking.

The proposal includes the redevelopment of the subject lands with a seven-storey mixed-use building comprised of commercial and residential units. Parking is proposed as underground and surface parking spaces.

## **PURPOSE OF THIS URBAN DESIGN REPORT**

The purpose of this Urban Design Brief is to describe the development proposal, provide insight as to why certain design decisions are appropriate given the site specific context and how the proposal is consistent with and supportive of Town of Grimsby planning and design policies and directives. This report has been prepared in accordance with the Urban Design Brief Terms of Reference provided by the Town of Grimsby and attached as Appendix A to this report.

## **OUR APPROACH**

In response to the planned function defined in the Official Plan, the Downtown Grimsby Design Guidelines and the design vision for the site, MHBC has prepared this Urban Design Report to illustrate how the proposed development has met design directives and represents good urban design.

The document begins with analysis of the site and the influential surrounding context. The design vision and objects are described in Section 3. Section 4 details the conceptual plan and its various design and functional components. The document concludes with a review of applicable design policies and directives and how the development proposal complies with or impacts are mitigated through design.

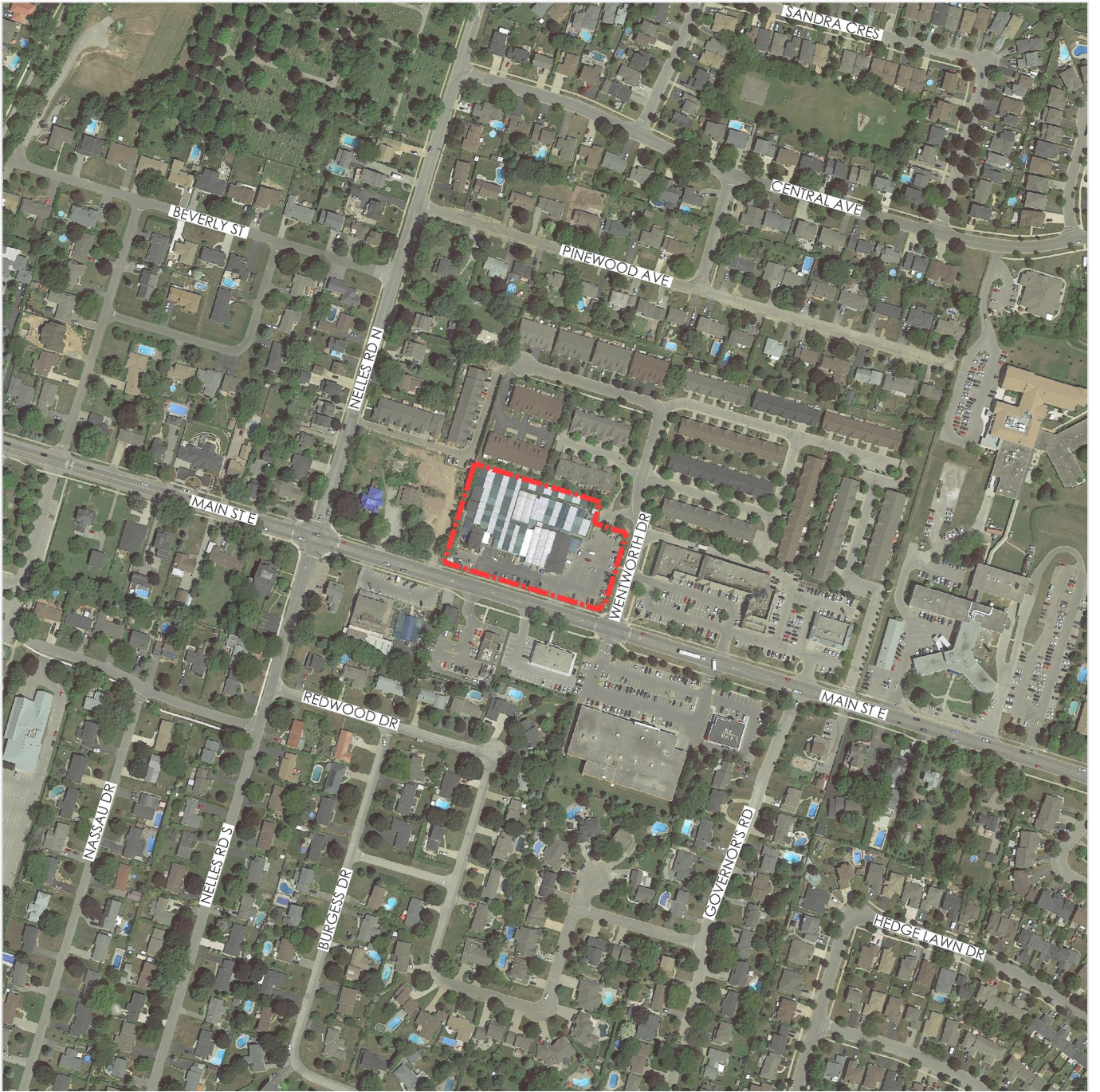
Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,  
**MHBC**

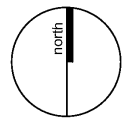


Andrea Sinclair  
MUDS, MCIP, RPP  
Partner & Urban Designer





# LOCATION MAP



SUBJECT LANDS



# 2.0 CONTEXTUAL ANALYSIS

The subject lands are located within the eastern part of the Town of Grimsby, approximately 1.5 kilometers east of downtown Grimsby and 600 metres south of the Queen Elizabeth Highway.

The subject lands are comprised of four separate lots and are municipally known as 141-149 Main Street East. They are located on the northwest corner of Main Street East and Wentworth Drive with an area approximately 0.888 hectares and 120 metres of frontage on Main Street East and 53 metres of frontage on Wentworth Drive. The subject lands are presently occupied by Coles Garden Centre and Florist. The subject lands include two properties which are listed (non-designated) on the Town of Grimsby Municipal Heritage registry. These properties are located at 141 Main Street and 147 Main Street. These buildings were originally constructed as single-detached dwellings but are presently used for the garden centre and florist business operating on the subject lands.

The subject lands are well-connected to the existing provincial, regional and local road network.

The Queen Elizabeth Highway, a provincial highway, is located approximately 600 metres north of the subject lands.

The subject lands are located on Main Street East, which is classified as a Regional Arterial Road. They are also proximate to other regional arterial roads, including South Service Road approximately 700 metres from the subject lands and Mountain Street (Highway 12) approximately 1.5 kilometers to the east.

Nelles Road, to the east of the subject lands, is identified as a local collector road.

The Town of Grimsby does not currently have a public transit network, however the Town does have access to transit services that provide transportation options to locations outside of the Town of Grimsby, including GO Transit, which provides hourly bus service, with future GO train service planned. The GO bus station is located approximately five kilometers east of the subject lands on Casablanca Boulevard.

With respect to active transit, the Town of Grimsby and Region of Niagara have a well-developed active-transportation network, with a number of trails for hiking and cycling. Main Street East is identified as a bike route and is presently developed with sidewalks on both sides.



The subject lands are presently occupied by Coles Garden Centre and Florist and contain two properties which are listed (non-designated) on the Town of Grimsby Municipal Heritage.

The surrounding area is characterized by a range of residential and non-residential uses, including commercial uses along Main Street East and residential uses to the north. The surrounding context is described as follows:

### **NORTH**

North of the subject lands, between the subject lands and the Queen Elizabeth Highway are residential uses, including multiple residential uses immediately north of the subject lands and single-detached dwellings further north.

### **EAST**

East of the subject lands is a commercial plaza, known as Orchardview Village Square. This plaza is occupied by offices, retail uses and restaurants. Further east is the West Lincoln Memorial Hospital and low-density residential uses.

### **SOUTH**

A range of commercial uses are located on the south side of Main Street East, including a restaurant, dental office, retail uses, and a financial institution. Further south are low-density residential uses.

### **WEST**

Immediately east of the subject lands is a vacant lot. A single-detached dwelling is located at the northeast corner of Main Street East and Nelles Road North. A five-storey mixed-use development has been proposed for the immediately adjacent lands. East of Nelles Road are low-rise residential uses.



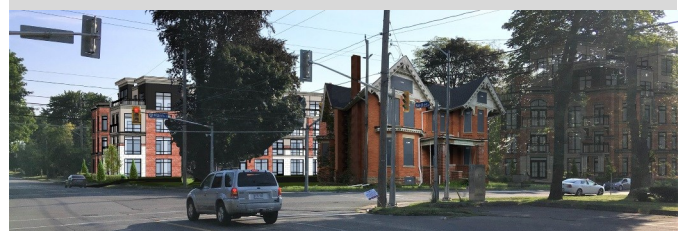
A multiple-residential development (bungalow townhomes) is located directly north of the subject lands.



A two-storey commercial plaza (Orchardview Village Square) is located directly east of the subject lands.



The south side of Main Street East is comprised primarily of commercial uses.



A five-storey development (pictured above) is proposed east of the subject lands.





# SURROUNDING CONTEXT

## AMENITIES

The subject lands are well served in terms of amenities and community uses. As illustrated in the above figure, there are a number of uses within a five minute walking distance from the subject lands including:

- Nelles Public School;
- Centennial Park Baptist Church;
- 3 Parks (Centennial Park, Sherwood Hills Park and the pocket park north of Central Avenue);
- West Lincoln Memorial Hospital (a major employer);
- Medical related uses including the Family Medical Centre on the south side of Main Street East; and

- A range of commercial and non-residential uses including restaurants, financial institutions, a drug store and personal services.

The subject lands are also located in proximity to the Bruce Trail, a major recreational trail measuring more than 890 metres in length.

In summary, the subject lands are well located in a mixed-use area which features a range of residential and commercial uses. The subject lands are well connected to the provincial and regional road network and existing and planned active transit infrastructure.



# 3.0

## GOALS AND OBJECTIVES

The overall vision for the redevelopment of the subject lands is to ensure a high quality, contemporary mixed-use development which will contribute positively to the Main Street East streetscape.

The following goals and objectives have been identified for the purposes of achieving the vision for the redevelopment:

- Enhance the street edge through high quality building and landscape design.
- Provide for intensification in an area that will allow residents to walk to and from nearby commercial, office and retail uses as well as services and public amenities.
- Provide a development that, through the combination of massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive addition to the Main Street area.
- Locate parking underground or at the rear of the site to allow for increased landscaping opportunities along the public street frontage.
- Create a development which incorporates sustainable design principles and techniques.
- Introduce additional building height in a manner that is sympathetic to and compatible with surrounding uses.





# 4.0 CONCEPTUAL DESIGN

The proposal contemplates the redevelopment of the subject lands with a mixed-use development. The proposal includes one, seven-storey condominium building with 215 units, and flexible commercial space on the ground floor. To facilitate the proposed development, the removal of existing buildings on the subject lands is required.

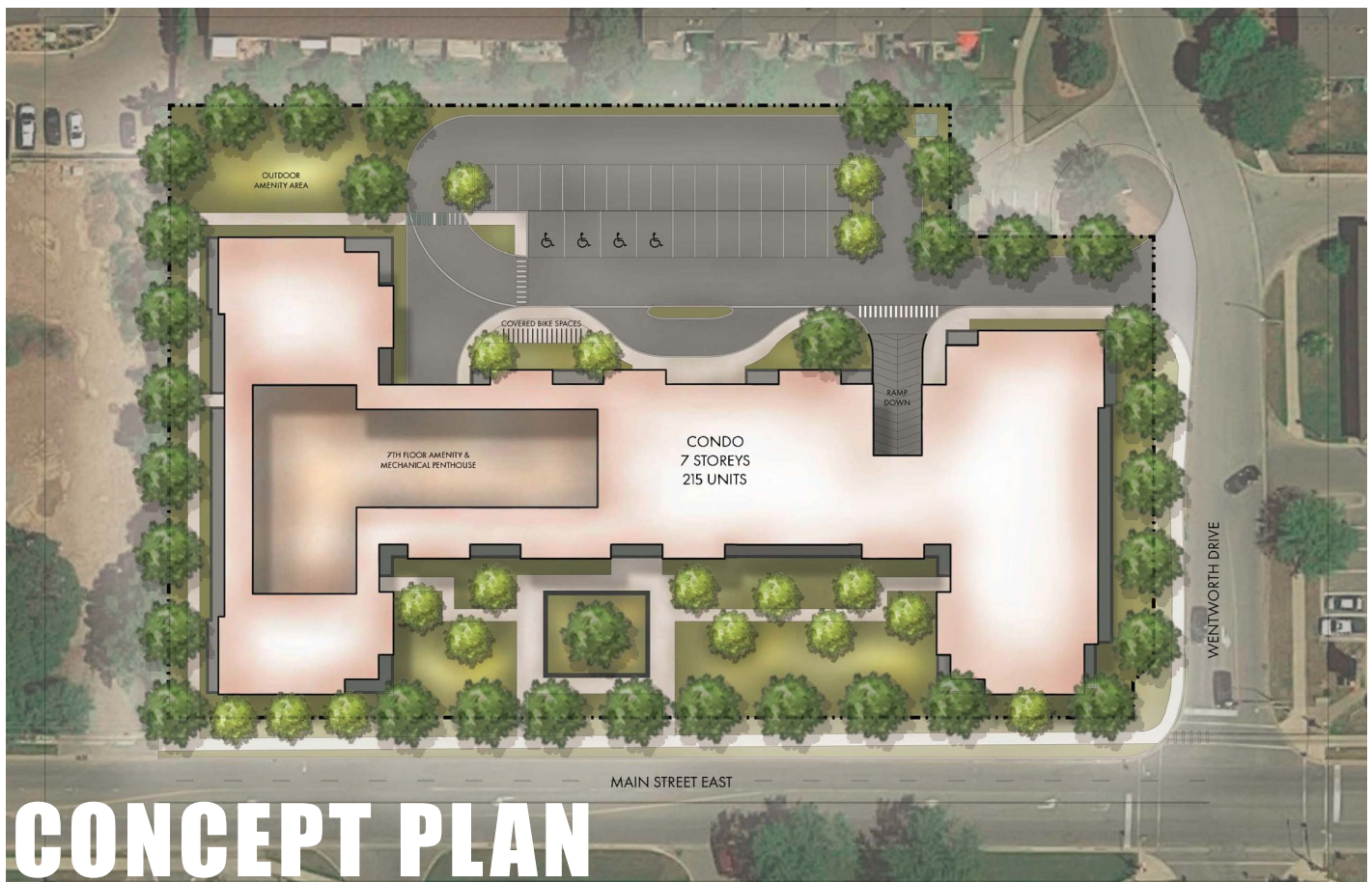
The following is a summary of the proposed development. We note that further review of the detailed building design and landscaping will occur through the future site plan process.

## SITE DESIGN

The site has been designed with one mixed-use building (ranging in height from 6 to 7 storeys) which has been oriented towards Main Street East

Vehicular access to the site is from Wentworth Drive north of the proposed building. The existing two accesses from Main Street East will be closed.

The building footprint has been designed to allow for a generous courtyard at the front of the building and a surface parking area at the rear of the building.





The above conceptual rendering illustrates some of the techniques used to break up the massing including projections, recessions, varying rooflines, and changes in building materials and colours.

The majority of parking will be located underground, with a small surface parking area proposed at the rear of the site. Visitor parking spaces are proposed to be shared between residential visitors and commercial uses.

Access to the underground parking garage, garbage, loading, drop-off areas are oriented to the rear of the building and as a result will not be visible from Main Street.

An outdoor amenity area is proposed at the northwest corner of the site. Extensive landscaping, including a landscaped forecourt at the front of the building is also proposed.

A network of sidewalk and walkway connections are proposed providing pedestrian access through the site and to the municipal sidewalk network.

## **BUILT FORM AND MASSING**

The proposed development has been thoughtfully designed to consider compatibility with surrounding development while responding to the emerging built-form character of Main Street East.

The incorporation of flexible commercial space contributes to the range of commercial uses in the area.

The massing of the building has been broken up using a variety of massing strategies including projections, recessions, step backs, varying rooflines, changes in building materials and colours, and horizontal and vertical articulation. Large windows and balconies further break up the mass of the building.

Rather than one long continuous street edge along Main Street, the building has been designed in manner in which the centre of the building is recessed from Main Street providing landscape opportunities and variety along the streetscape.



## PEDESTRIAN AND VEHICULAR CIRCULATION

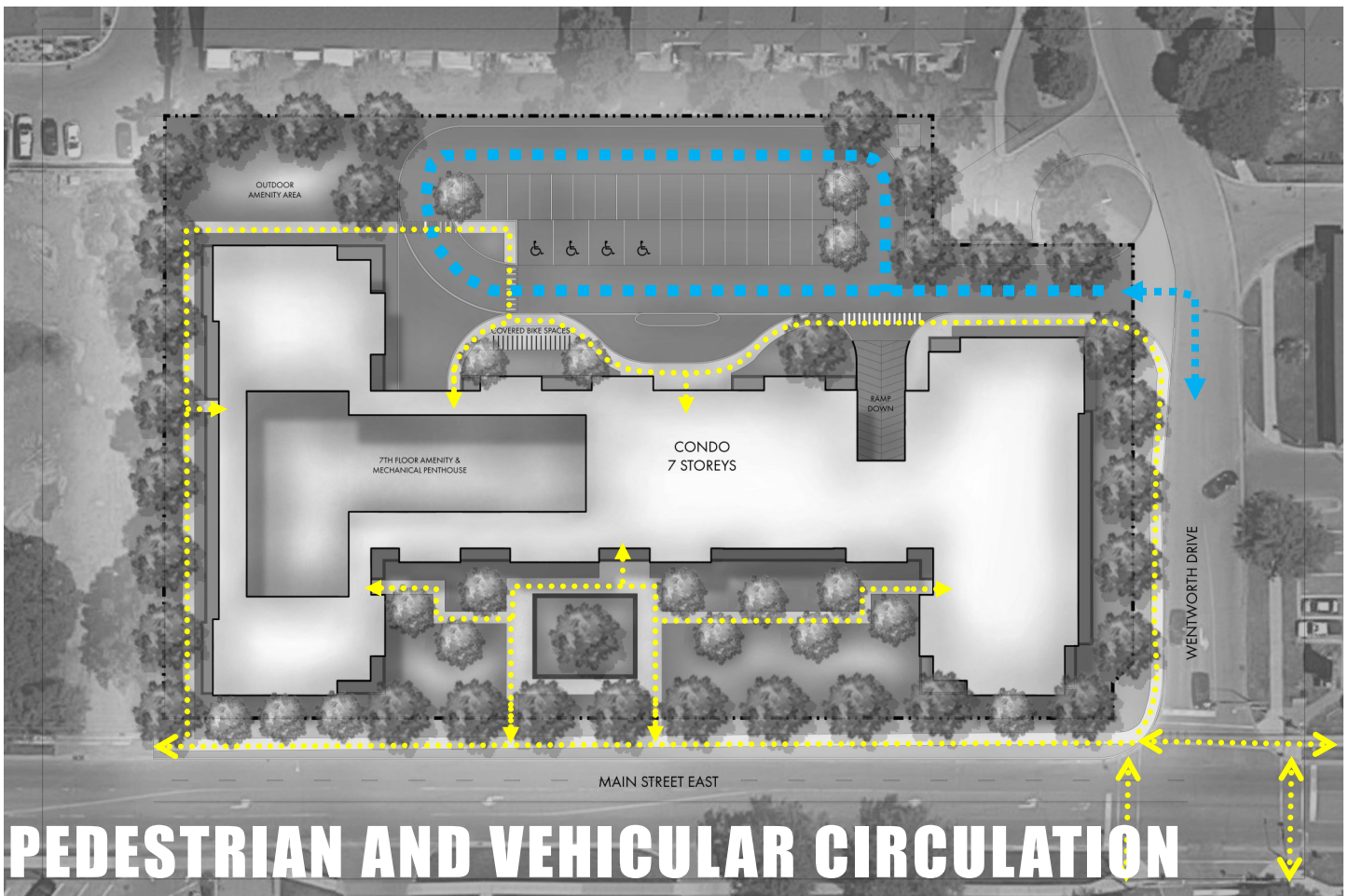
The two existing vehicular accesses from Main Street East are proposed to be closed to accommodate the proposed development. This will ensure that the proposed development does not disrupt traffic flow along Main Street.

Vehicular access to/from the proposed development will be from Wentworth Drive. The proposed access configuration supports the transportation policies of the Official Plan by accommodating access through a local road. It is anticipated that most, if not all vehicular movements entering the site will be via Wentworth Drive by way of Main Street. Similarly it is anticipated the vehicles exiting the site will turn right towards Main Street East minimizing traffic impacts on the remainder of Wentworth Drive.

The intersection of Wentworth Drive and Main Street East is signalized allowing safe and controlled access to Main Street East.

Multiple pedestrian connections are proposed which will connect the proposed development to the surrounding public sidewalk system along Main Street. A new public sidewalk is proposed along the Wentworth Drive frontage. Pedestrian access through the site has also been considered.

Internal walkways will safely connect pedestrians from the building to the proposed amenity area at the rear of the site.



- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION (WALKWAYS/SIDEWALKS)



The above conceptual rendering illustrates how the building façade facing Wentworth Drive has been articulated with changes in the depth of the surface of the building face.

## **BUILDING ARTICULATION**

A number of architectural elements have been incorporated into the building frontage, both horizontal and vertical that help create a streetscape of interest.

The building has been designed with changes in the depth of the surface of the building face which gives texture to the building surface.

The detailed articulation of the building as proposed promotes a more human scale for the building design by dividing the building mass into smaller parts.

## **LIGHTING**

Lighting will be reviewed in detail through the site plan process and will be designed in accordance with Town standards. Lighting design will ensure appropriate lighting levels for pedestrians, while avoiding spillover onto adjacent properties. Building lighting will be designed to complement the architectural design while ensuring appropriate light levels at entrances to the building.

## **SIGNAGE**

Signage will be reviewed in detail through the site plan process and will be designed in accordance with Town standards. Building addressing will be designed to complement the architectural design while ensuring visibility for emergency services. The conceptual rendering above illustrates how the address signing could be incorporated in a manner which enhances the building design.

## **SERVICING**

With respect to servicing, the proposed water servicing for the site consists of connecting water services to the existing watermain on Main Street East. The proposed development will be serviced by a private sanitary service that will be connected to the existing sanitary sewer on Main Street East. A private storm sewer system connected to existing storm sewers is proposed for stormwater management.



## LANDSCAPING

The completion of detailed landscape plans will be required as part of a future site plan application. Landscape plans will consider the following as priorities:

- Enhanced plantings, including street trees, along public road frontages (Main Street East and Wentworth Drive) to ensure attractive, high quality streetscapes.
- Pedestrian connections to the surrounding sidewalk system.
- Extensive landscaping within the courtyard area that is created by the increased setback of the central portion of the building.
- Internal pedestrian walkways that are incorporated into the overall planting scheme.
- Privacy fencing along the rear property line to ensure headlights of cars entering the parking area are not visible from the multiple residential development to the north.
- The inclusion of trees and other plant materials to provide shade opportunities within the amenity area at the rear of the site.



The increased setback of the central portion of the building creates an opportunity for a landscaped forecourt

# 5.0 COMPATIBILITY

The subject lands are located within the Built Boundary of the Urban Settlement Area on Map A of the Official Plan. Section 2.3.2 of the Official Plan provides that the Urban Settlement Area is the primary focus of, and location for urban growth within the Town of Grimsby. It is intended to provide for a broad range of housing opportunities, commercial facilities and services, recreation, culture, government facilities and services and employment opportunities. Per Section 2.3.2.4, development within the Built Boundary contributes to the intensification target for the Town of Grimsby.

The Town of Grimsby Official Plan requires that all intensification and infill development within the built boundary shall be subject to site plan control to ensure that the built form and physical look of the built form is compatible with the neighbourhood (Policy 2.4.6.f).

The proposed development has been designed to be compatible with the adjacent residential neighbourhood and will be subject to site plan approval to ensure compatibility measures are incorporated in the final building design.

Compatibility with surrounding development, including residential development to the north and development along Main Street has been a key consideration in the design of the proposed redevelopment. The following is a summary of how compatibility has been considered in the design of the building and site.

- The building is oriented towards Main Street and Wentworth Drive and the majority of the building is setback more than 30 metres from the rear yards of the residential uses to the north of the subject lands.
- The western and closest most component of the proposed building (approximately 20 metres in width) is setback 16.25 metres from the rear lot line. Outdoor amenity area is proposed between this portion of the building and the rear lot line which will allow for appropriate screening and buffering to the adjacent uses.
- The conceptual site plan has been designed to include opportunities for landscaping and fencing in the rear yard to address privacy of the existing adjacent residential uses.
- The draft zoning by-law includes minimum rear yard setback requirements which are exceeded by the proposed development.
- The proposed development will not result in disruptions to traffic flow on Main Street East. The proposed development will result in the closure of the two existing accesses to Main Street. The proposed development will be accessed by a new entrance from Wentworth Drive (a local road). This represents an improvement to the function of Main Street.
- To enhance the quality and safety of the Main Street streetscape and reduce the visual impact of surface parking areas, the majority of the proposed parking for the development is located underground with limited surface parking to the rear of the building. No parking will be visible from Main Street and surface parking can be screened from view from Wentworth Drive through appropriate landscaping and fencing determined at the site plan stage.



- The proposed development not located within a stable residential neighbourhood.
- The proposed development represents an appropriate location for higher density development, given its location on a Regional arterial road, adjacent to medium density residential uses.

## SHADOW STUDY ANALYSIS

The Town of Grimsby requires the completion of a shadow study for buildings four storeys and higher. A Shadow Study has been prepared in support of the proposed development in accordance with the Town's Terms of Reference for Shadow Studies.

The Shadow Study is attached as **Appendix B** of this report. Typically shadow impacts are considered problematic if surrounding properties are impacted by shadows for long durations of the day. Impacts on residential properties, and in particular, the amenity space of residential properties as well as public open space are typically considered the most sensitive to shadow impacts. Shadow impacts on commercial properties, parking lots and public streets are typically considered less sensitive to shadow impacts.

In **March/September** shadows are primarily contained within the property. The vacant lot to the west will experience shadows for a brief time in the morning. For March and September the residential properties north of the subject lands will continue to receive full sun for the majority of the day. Between 3 and 5 pm there will be minimal shadows on the properties closest to the proposed development as a result of the sun setting and the lengthening of shadows. Given the limited time in which these shadows will be experienced, it is our opinion that the shadows are acceptable.

In **June** shadows are primarily contained within the site with the exception of the early morning (7 am to 9 am) in which the vacant lot and Main Street will experience

brief shadows. In the late afternoon/early evening Wentworth Drive will experience brief shadows. The parking lot of the adjacent commercial property will experience shadows in the evening but is otherwise not impacted. There is no impact on the residential dwellings to the north.

Shadow impacts in **December** are typically considered more acceptable given outdoor amenity areas are not used as frequently. Given the length of shadows in the winter, the closest residential buildings will experience shadows during the December time periods. It is noted that given the length of shadows in December it is likely that the amenity areas of these units already experience similar shadows from the adjacent fencing associated with the multiple residential development.

In summary, the proposed development is considered to be appropriate for the redevelopment of the subject lands. The proposed development represents the intensification of an underutilized site that will enhance the built-form character along Main Street while preserving the built heritage resources on the site. The proposed development has been designed to be compatible with adjacent residential medium density residential development to the north. Generous setbacks between the proposed building and the adjacent uses have been proposed and shadow studies demonstrate acceptable shadow impacts to surrounding properties and in particular the residential properties to the north.

# 6.0 SUSTAINABILITY

The proposed development will promote sustainable design initiatives and practices including sustainable building and landscape practices. The following is a summary of sustainable design components that have been considered in the preliminary design:

- The subject lands are an underutilized site in an identified intensification area. The proposed development includes a compact urban form which better utilizes the land area.
- The development has been oriented with south facing windows and as such, achieves the benefits of passive solar orientation, including reduced heating and cooling costs.
- Multiple pedestrian connections are proposed to the surrounding public sidewalk system providing opportunities for active transportation including cycling and walking. The proposed development is oriented towards Main Street, an identified cycling route.
- To further support active transportation, bicycle parking is proposed including covered bicycle parking spaces at grade for the proposed commercial uses and residential visitors and as residential bicycle parking spaces in the underground parking garage.
- The proposed development is located within 5 kms of the GO Transit bus station located on Casablanca Boulevard.
- At present, the Town of Grimsby does not have public transit service. However, the proposed development would provide support for any future public transit given the mix of uses and density proposed as well as the location of the subject lands on location on a Regional arterial road.
- The majority of parking will be located underground allowing for more efficient design and increased greenspace. The added greenspace, in particular the large landscaped forecourt will be an improvement to the immediate surrounding streetscape which is dominated by large surface parking areas visible from Main Street.
- The proposed development has considerably less impervious cover when compared to existing conditions. This will assist in reducing heat island effect and will allow for better overall infiltration.
- Future landscape plans will consider the use of drought resistant native species.
- Landscaping within and around the surface parking area and pedestrian walkways will be designed with salt tolerant planting materials.
- The following additional green initiatives will be considered at the detailed design stage:
  - \* Water conservation features such as low-flow toilets and water efficient appliances.
  - \* Use of high quality windows to reduce thermal loss.
  - \* Use of energy efficient lighting such as LED for both interior and exterior lighting fixtures.



# 7.0 PUBLIC REALM

As described throughout this report, the proposed development is well connected to the surrounding public realm, including the public road and sidewalk system. Pedestrian connections are provided to both Main Street East and Wentworth Drive. Vehicular access is via Wentworth Drive (a public road). A new sidewalk is proposed along Wentworth Drive, improving the existing public realm in terms of pedestrian connectivity. The building has been oriented towards Main Street East ensuring that the building 'faces the street'. This includes the location of primary building entrances on

the Main Street facing façade. The building elevation facing Wentworth Drive has been designed with detailed articulation, large windows and balconies to ensure eyes on the street.

The inclusion of a large landscaped forecourt ensures that the streetscape along Main Street East will be a positive experience for pedestrians. The varied building setbacks help to break up the building mass so that there is variety along the public streetscape. The inclusion of commercial space will further animate the Main Street streetscape.



Main Street and Wentworth is a highly visible intersection. The proposed development will transform the streetscape in this location through the incorporation of high quality building and landscape design. Large windows facing the street are strongly encouraged along all building elevations facing public streets and sidewalks.



The above conceptual rendering illustrates the vehicular entrance to the site from Wentworth Drive. As illustrated above the entrance to the underground parking has been designed in a manner which is screened from the surrounding public realm. The same applies to loading and servicing areas.



The development is oriented to Main Street East with multiple connections to the public realm. The building and landscape design will ensure a positive pedestrian experience. Massing strategies have been incorporated to ensure the development relates to the human scale.

# 8.0 HERITAGE CONSIDERATIONS

A separate Heritage Impact Assessment (HIA) has been prepared which assessed the properties located at 141 Main Street East and 147 Main Street East to determine the potential for development and intensification of the subject lands. The HIA assesses the options to develop the subject lands while considering the property's background.

The proposed development includes the demolition of both buildings located at 141 Main Street East and 147 Main Street East to allow for the construction of the proposed development.

The HIA concluded that the removal of both buildings is not anticipated to have a significant impact on the surrounding context as the built fabric of Main Street

East (east of Nelles Road) within the Neighbourhood Commercial area has evolved over time and is now dominated with surface parking and commercial buildings.

Should demolition of the two buildings be supported the HIA recommends a number of mitigation measures including the completion and submission of both a Documentation and Salvage Report and a Commemoration Plan, the details of which are set out in the HIA report.



The Heritage Impact Assessment (MHBC, June 2020) assesses various options to development the subject lands while considering the property's background.



# 9.0

## RESPONSE TO EXISTING DESIGN FRAMEWORK

Redevelopment of the subject lands is subject to the policies of the Region of Niagara Official Plan, 2014 and the Town of Grimsby Official Plan, 2019 as well as any applicable design guidelines. The following is an analysis of the proposed development in the context of the existing planning and design framework.

### **REGION OF NIAGARA OFFICIAL PLAN (2014)**

The Region's Official Plan encourages the provision of a variety of housing types within urban communities to serve a variety of people as they age through their life cycle and encourages housing which allows people to work from home and in proximity to work. The Region encourages the development of attractive, well designed residential development that (among other things):

- Provides for active transportation within neighbourhoods with connections to adjacent residential and commercial areas, parks and schools.
- Is accessible to all persons.
- Provides an attractive, interconnected and active transportation friendly streetscape.
- Creates or enhances an aesthetically pleasing and functional neighbourhood.

The proposed development has been designed to address these policies. The proposed redevelopment is

a mixed use building which includes residential and commercial uses.

The proposed development will provide diversity to the range of uses within the surrounding area and the Town of Grimsby. The subject lands are proximate to a range of uses which encourages active transportation and will allow some residents to live close to some employment opportunities.

The building has been designed to provide for an attractive streetscape through the design of a visually interesting building oriented towards Main Street East with the main entrance facing the street

Region Urban Design Policies are contained within Section 4.J of the Official Plan. The policies contained within Section 4.J are general policies that are intended to be augmented by the Region's Model Urban Design Guidelines.

The proposed development is consistent with the Region's general urban design direction as follows:

- The proposed development will contribute to a strong sense of place and the overall approach to the concept design has considered the broader neighbourhood. (Policy 4.J.2)
- The proposed development is supported by the urban design analysis and related visuals contained within this report (Policy 4.J.3)

- The site has been designed to address public safety, active transportation, landscaping, and human scale in buildings facing public space, including public streets (Policy 4.J.4)

Overall the proposed design has considered the Region's broader urban design direction and has also considered the Region's more detailed Model Urban Design guidelines as outlined in the following subsection.

## REGIONAL MUNICIPALITY OF NIAGARA- MODEL URBAN DESIGN GUIDELINES

The Region's Model Urban Design Guidelines identify a number of key smart growth principles, including a number of relevant principles which have been addressed through the design of the proposed development concept. This includes:

- **Creating a Mix of Land Uses:** The proposed development includes residential and commercial uses. Mixed land uses provide greater live-work opportunities, minimizing commuting and promoting neighbourhoods as complete 'villages' in close proximity to local services, schools, parks and public transit.
- **Promote Compact Built Form:** The proposed development has been designed as a higher density seven storey building with the majority of parking located underground. Compact built form results in less land being used for development. Distances between uses are reduced, which minimizes driving and makes walking and cycling possible
- **Offer a range of housing opportunities and choices:** The proposed development introduces additional housing choices within the broader community. A variety of housing types in the same community allows people of different generations to live closer together, which allows young families and seniors to stay in the neighbourhood they are familiar with and live close to their families if they wish to do so.

- **Produce walkable neighbourhoods and communities:** The proposed development includes connections to the public sidewalk system including a new sidewalk along Wentworth Drive. The subject lands are well located in proximity to a wide range of uses including public parks.
- **Foster attractive communities and a sense of place:** The proposed development will result in enhanced streetscapes in terms of building and landscape design resulting in an attractive development and a sense of place.
- **Direct development into existing communities:** The proposed development is located within the Built Up area and as such is able to take advantage of existing roads, utilities, schools and other public amenities that taxpayers have already paid to establish.
- **Provide a variety of transportation choices:** The proposed development is well located in terms of active transportation opportunities. Main Street East is an identified cycling route, and bicycle parking is proposed as part of the development. The pedestrian network will be connected to the surrounding public sidewalk system.

In addition to consistency with Smart Growth principles, the proposed development has been designed with consideration to the more specific design guidelines contained within the Model Urban Design Guidelines document, summarized as follows:

- The development provides a mix of land uses and higher residential densities at a key location to generate pedestrian traffic and activity throughout the day, making future transit in this area a viable option. (*Section 3a.6 Transit Supportive Design*)
- Pedestrian walkways will connect to the public sidewalk system and the bicycle route along Main Street East. (*Section 3a.6 Transit Supportive Design*)



- The impact of the proposed building adjacent properties has been minimized through adequate mass transition, separation, and landscaping. The proposed building has a strong relationship to the street and is proposed to include commercial uses. *(4a.9 Apartment & Mixed Use Buildings)*
- High quality pedestrian infrastructure is proposed on all public streets adjacent to the development to support vibrant street environments, pedestrian access and comfort. *(4a.9 Apartment & Mixed Use Buildings)*
- Primary building entrances will be designed to clearly address the street and will provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. *(4a.9 Apartment & Mixed Use Buildings)*
- An outdoor amenity area is proposed at the rear of the building, in view of residential units, and at a location that receives direct sunlight. *(4a.9 Apartment & Mixed Use Buildings)*
- The majority of parking for the proposed development is proposed to be located underground with access screened from the surrounding public road network. *(4a.10 Apartment Building Parking Areas)*
- The building façade is proposed to be subdivided through a combination of windows and projections and recessions in the building wall to create a consistent rhythm across the façade and establish divisions that help to break up the overall mass. No blank facades are proposed. *(4c.3 Architectural Design)*

Overall the proposed design has positively considered the Region’s Model Urban Design guidelines. The Region’s guidelines will continue to be reviewed and considered through the future site plan process.



The impact of the proposed building adjacent properties has been minimized through adequate mass transition, separation, and landscaping. As illustrated in the above conceptual rendering the proposed development is setback a significant distance (in most cases more than 30 metres) from existing residential to the north.

## TOWN OF GRIMSBY OFFICIAL PLAN (2019)

The proposed development has been designed with consideration to the Town of Grimsby Official Plan and in particular the following policy sections that were identified in the Terms of Reference for this report:

- Section 3.6 - Other Commercial Areas
- Section 7.0 - Streetscape Design Guidelines
- Section 9.0 - Implementation

An Official Plan Amendment is proposed to add residential uses as a site specific permitted use within the *Neighbourhood Commercial* designation. The proposed development has been designed with consideration to design related Neighbourhood Commercial policies (Section 3.6.1) summarized as follows:

- The proposed development is integrated into the street network of the neighbourhood and not separated from it.
- The subject lands is located in a highly visible and accessible locations and will introduce new residential units that will support area amenities.
- Adequate on-site parking and appropriate landscape and screening treatment of the parking areas will be provided. The parking reduction has been supported by a parking justification report submitted as part of the OPA/ZBA applications.
- The entrance to the underground parking, loading and service areas will be screened and oriented away from residential area and the surrounding public road network.
- Increased setbacks, fencing and landscape screening is proposed abutting the residential development to the north. Lighting will be oriented away from residential areas and will be designed to have minimal impact on existing and residential uses as demonstrated through an future illumination study.

The proposed development has also been designed with consideration to the Towns Streetscape Design Guidelines contained within Section 7.0 of the Official

Plan. Our design response to these policies is summarized as follows:

- The proposed development provides access for vehicles, pedestrians and bicycles, pedestrian amenity areas, and space for utilities and services.
- The design of all streetscape elements such as sidewalks, paving patterns, seating, and signage, will be reviewed through the future site plan process.
- Through the future site plan process coordinated landscaping and tree planting will be considered within the street allowance and within the front yard.
- The surface parking lot adjacent to Wentworth Drive will be screened through landscaping, and other means to reduce the visual presence of the parking lot.
- The proposed development will provide clearly defined pedestrian routes from the building entrances and parking areas to the street to allow for safe movement of pedestrians.

In terms of the Implementation section of the Official Plan we confirm that this report has been prepared in support of a complete application. The ultimate development of the subject lands as proposed requires the approval of an Official Plan Amendment and Zoning By-law Amendment. The development is within a Site Plan Control Area and detailed design including building elevations; floorplans; final renderings; landscape plans; lighting plans and parking plans will be subject to further review through the submission of a site plan application in the future.

**In summary the proposed development has appropriately considered the existing urban design policy and guideline framework as prepared by the Region of Niagara and Town of Grimsby as described within this Section and throughout this document.**



# 10.0

# SUMMARY CONCLUSIONS

The proposed development presented in this Urban Design Brief will contribute positively to the Region of Niagara and Town of Grimsby Official Plan policies and urban design objectives as well as specific guidelines contained within the Region's Model Urban Design Guidelines.

Overall, the proposed redevelopment represents a significant investment in Grimsby and will create new residential units in a landmark development, all of which contribute positively to the neighbourhood. In summary, the proposed redevelopment will:

- Capitalize on the existing location of the subject lands within the Built Up Boundary and along a Regional Road.
- Provide for intensification that is sensitive to the surrounding context.

- Result in a pedestrian friendly development that supports active transportation and potential future transit services, thereby minimizing future occupants' reliance on the automobile.
- Introduce unique and interesting architecture to emphasize the development as a 'landmark' within Grimsby.
- Create strong visually appealing street edges.
- Define the Main Street edge by incorporating high quality architectural detailing and contemporary design as well as landscaping.

In our opinion the proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the broader neighbourhood.



# APPENDIX A

DESIGN BRIEF TERMS OF REFERENCE





# TOWN OF GRIMSBY

## Terms of Reference Urban Design Brief

Applicant: Losani Homes

Site Location: 141-149 Main Street East

Proposal: 6 Storey mixed use development

### RELATED APPLICATION(S)

- |                         |                                     |                     |                          |           |                          |
|-------------------------|-------------------------------------|---------------------|--------------------------|-----------|--------------------------|
| Official Plan Amendment | <input checked="" type="checkbox"/> | Plan of Subdivision | <input type="checkbox"/> | Site Plan | <input type="checkbox"/> |
| Zoning By-law Amendment | <input checked="" type="checkbox"/> | Plan of Condominium | <input type="checkbox"/> |           |                          |

**Important: All reports, documents and drawings must be submitted in paper and digital form (i.e. PDF) form. Please refer to the submissions section of this document for the specific submissions requirements.**

### Content

The Design Brief shall identify the proposal and analyse it in the context of the existing surroundings and the relevant Town objectives and policies. The following matters shall be addressed:

1. **Contextual analysis:** *an analysis of the site in its existing context.*
  2. **Goals and objectives of the proposal:** *convey the intent of the proposal*
  3. **Town goals, objectives, policies, and guidelines:** *analysis of the proposal in the context of Official Plan goals, objectives and policies and in the context of the Downtown Grimsby Design Guidelines where applicable*
  4. **Conceptual design and concept plan:** *What does the project want to achieve? Address the following: site design; built form and massing; building articulation; character of the area; architectural treatment; lighting; signage; and servicing*
  5. **Sustainability techniques:** *How does the project contribute to the environmental sustainability of the area?*
  6. **Public realm connections:** *How does the site connect with the public realm?*
  7. **Heritage initiatives (where applicable):** *Conservation of heritage buildings analysis*
- 
1. Relevant Grimsby Official Plan Policies to be addressed: Section 7.0 Streetscape Design Policies, Section 9.0 Implementation, Section 3.6 Other Commercial Areas
  2. Is consultation with the Downtown Grimsby Design Guidelines required? Yes  No
  3. Related File No.: 26Z-16-1906 141-149 Main Street East  
260P-16-1902 141-149 Main Street East



# TOWN OF GRIMSBY

## Terms of Reference Urban Design Brief

### Submissions

The following table summarises the required submissions that shall accompany the design brief.

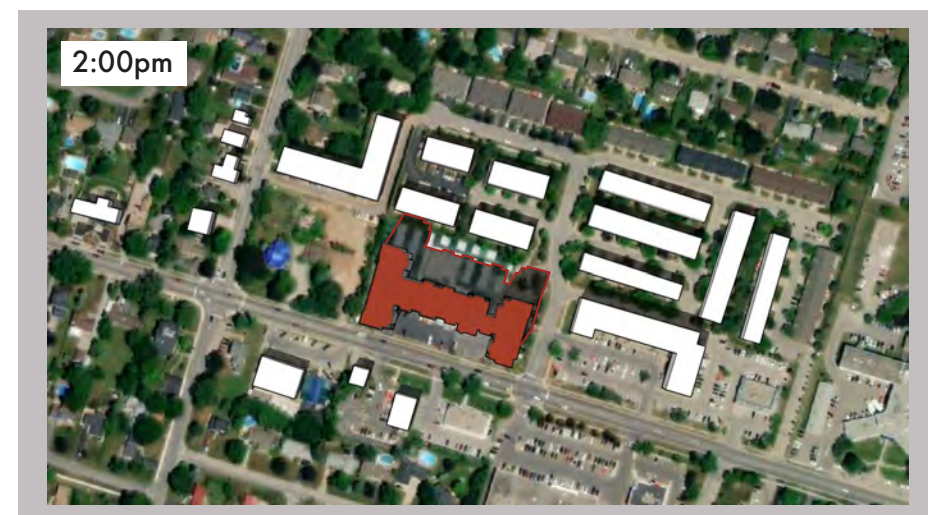
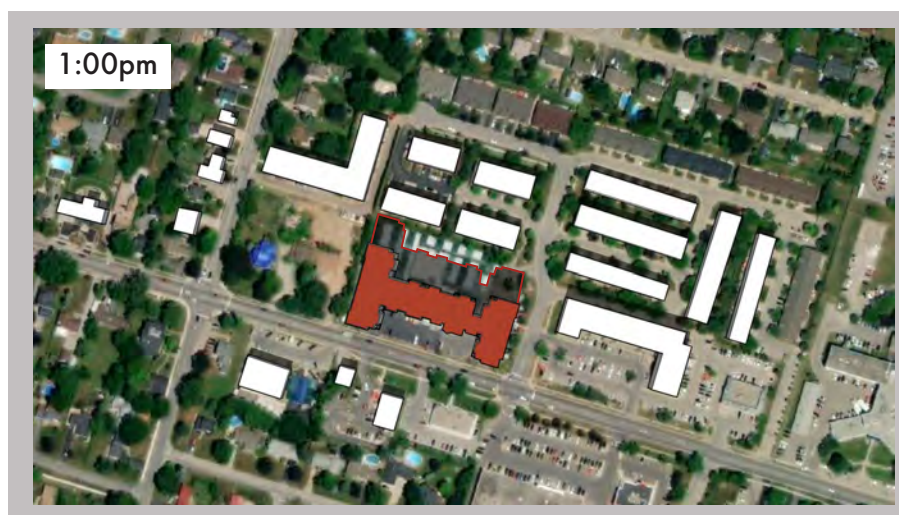
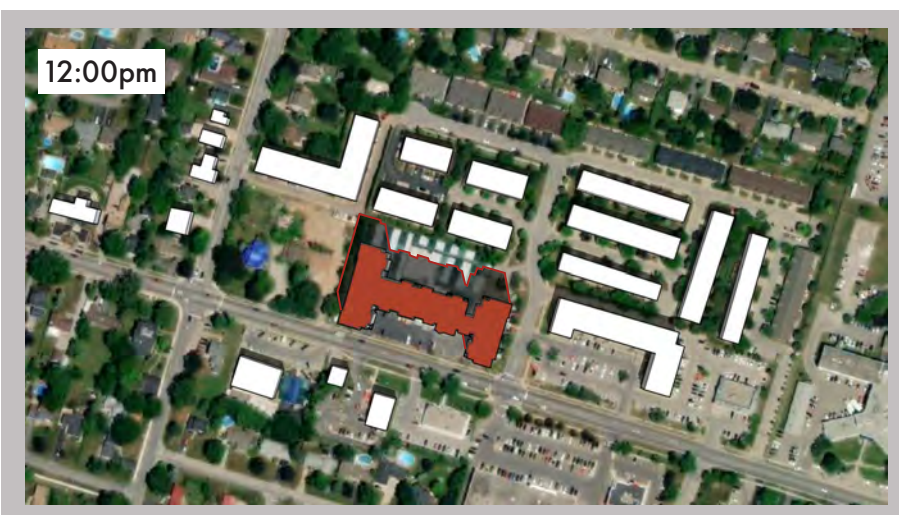
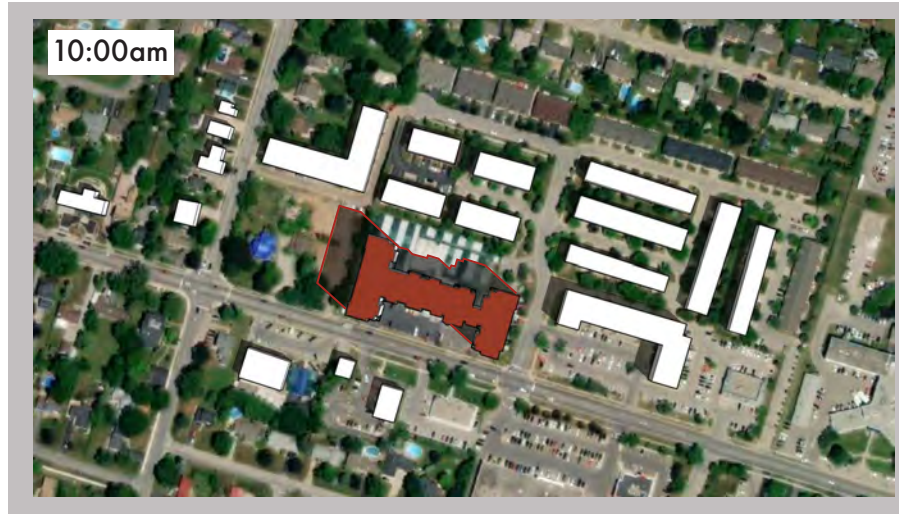
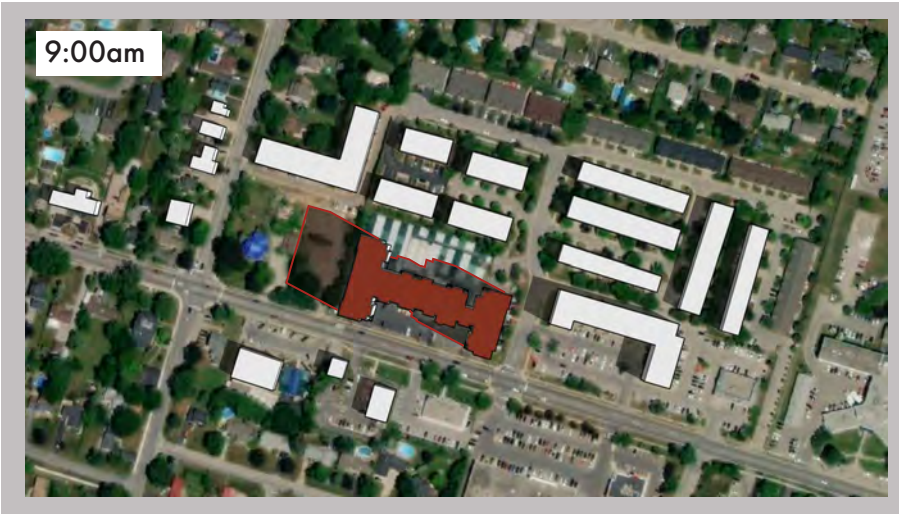
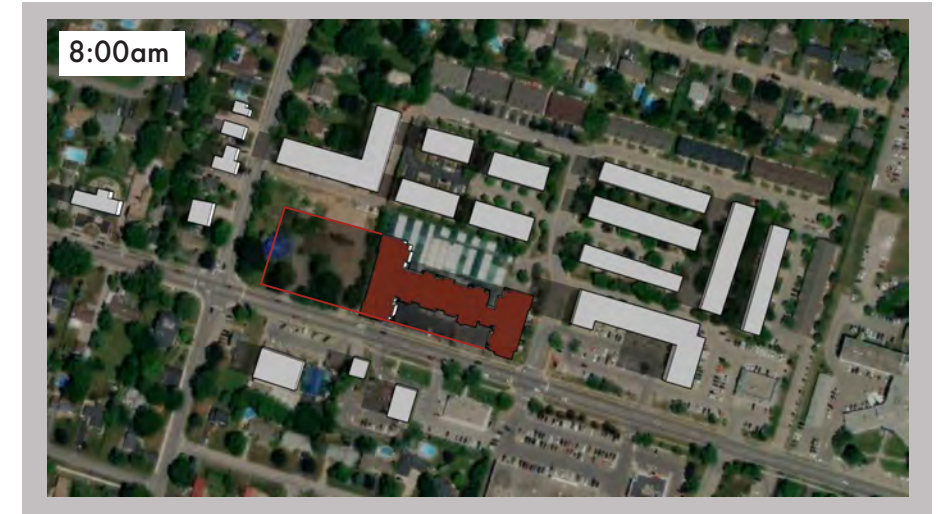
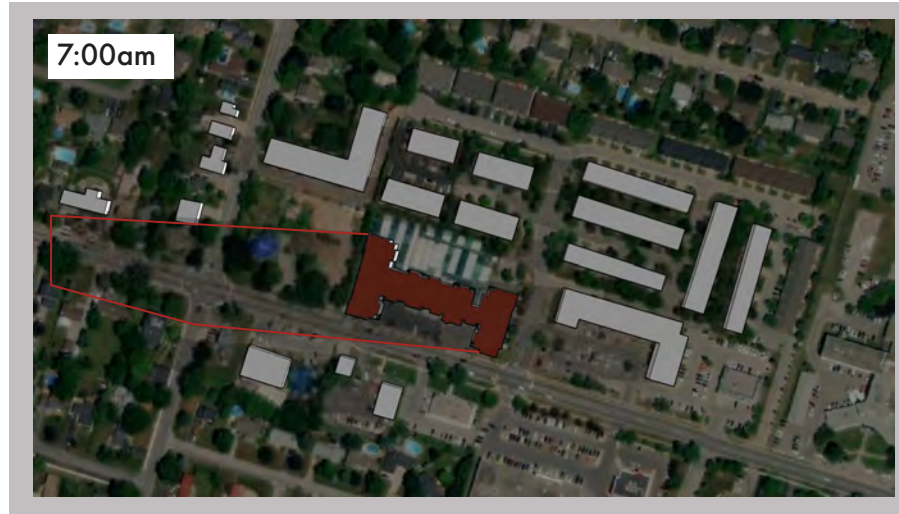
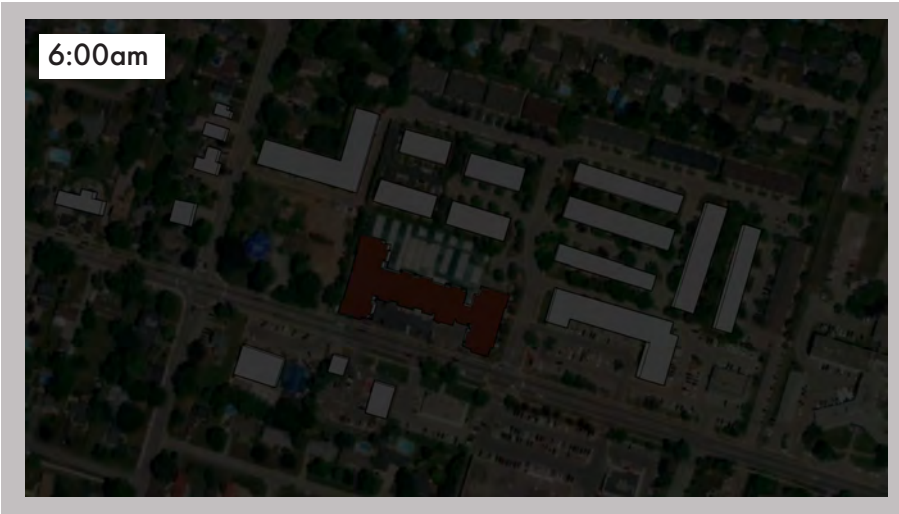
	Submission Requirement	Required?	Notes
a)	Context Drawing showing the location of the subject property within the broader community	<input checked="" type="checkbox"/>	
b)	Site Plan	<input checked="" type="checkbox"/>	
c)	Elevation drawings	<input checked="" type="checkbox"/>	
d)	Floor Plans	<input checked="" type="checkbox"/>	
e)	Landscape Plan	<input checked="" type="checkbox"/>	
f)	Circulation Plan (vehicular and pedestrian)	<input checked="" type="checkbox"/>	
g)	3D Coloured perspectives of the site and surrounding area	<input checked="" type="checkbox"/>	
h)	Streetscape elevations (showing existing streetscape context)	<input checked="" type="checkbox"/>	
i)	Figure-ground drawings	<input type="checkbox"/>	
j)	Phasing plan	<input type="checkbox"/>	
k)	Photographic precedents	<input type="checkbox"/>	
l)	Sun/ shadow analysis drawings	<input type="checkbox"/>	



# APPENDIX B

SHADOW STUDY





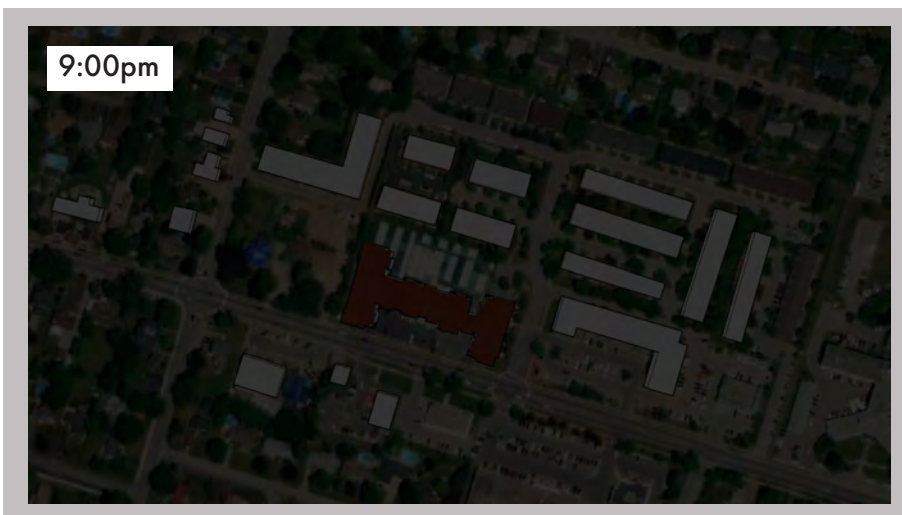
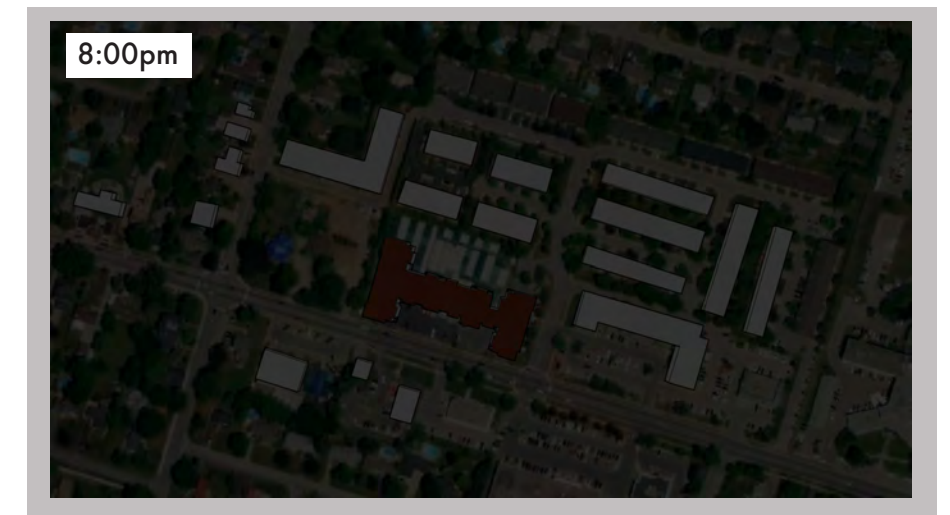
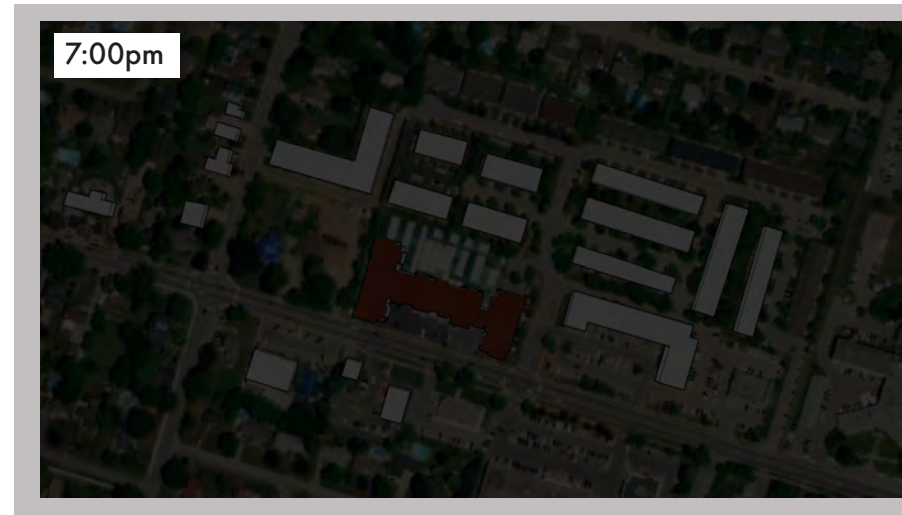
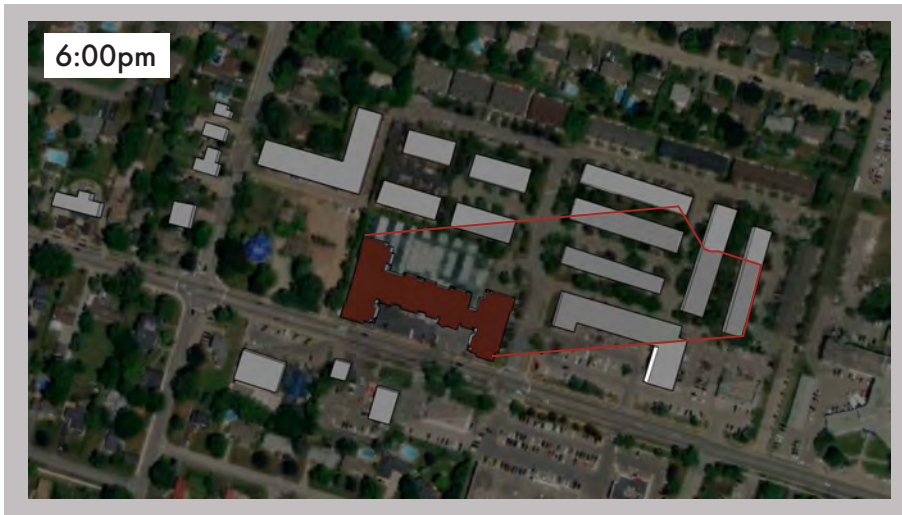
# 147 Main Street East, Grimsby ON | SHADOW STUDY

Spring Equinox  
March 19th, 2020  
Solar Noon - 1:25pm  
Sunrise - 7:22am, Sunset - 7:30pm

 Proposed Development Shadow







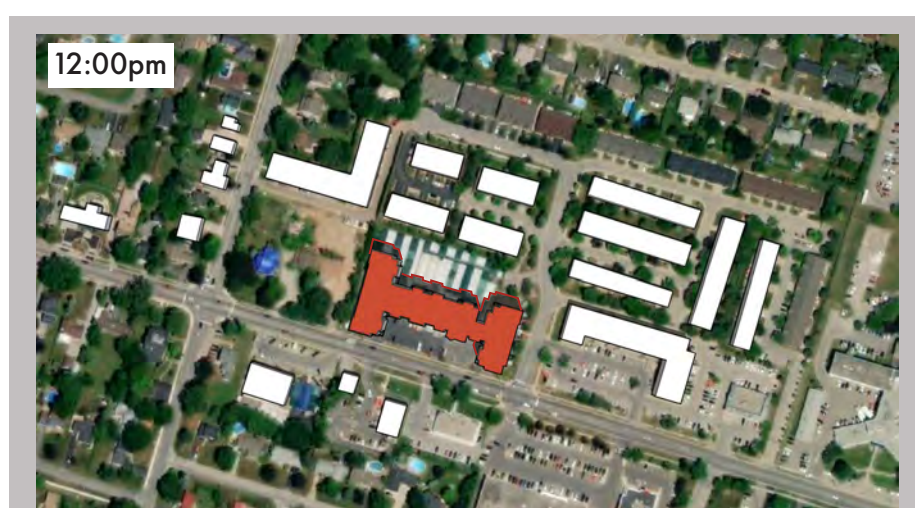
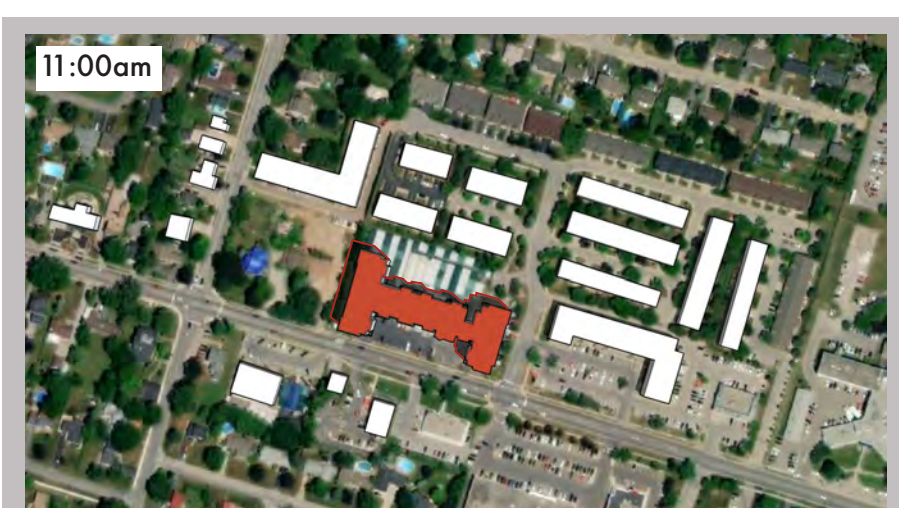
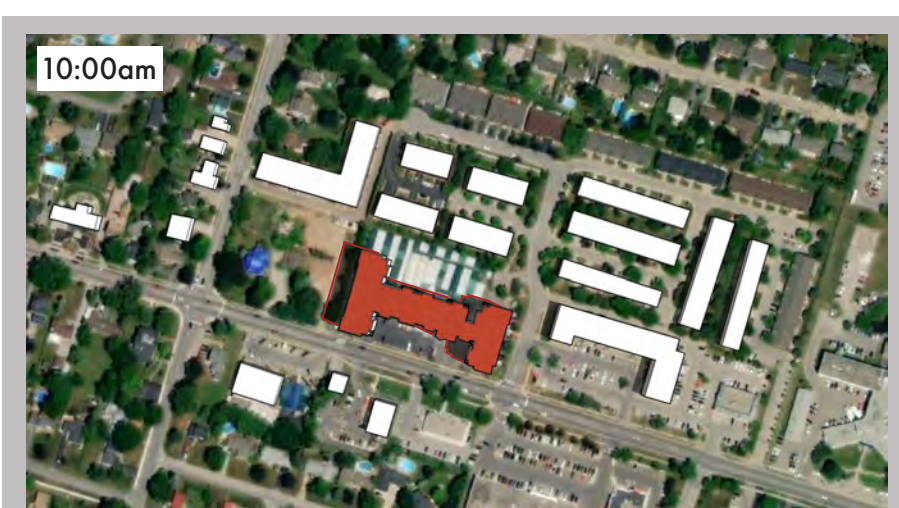
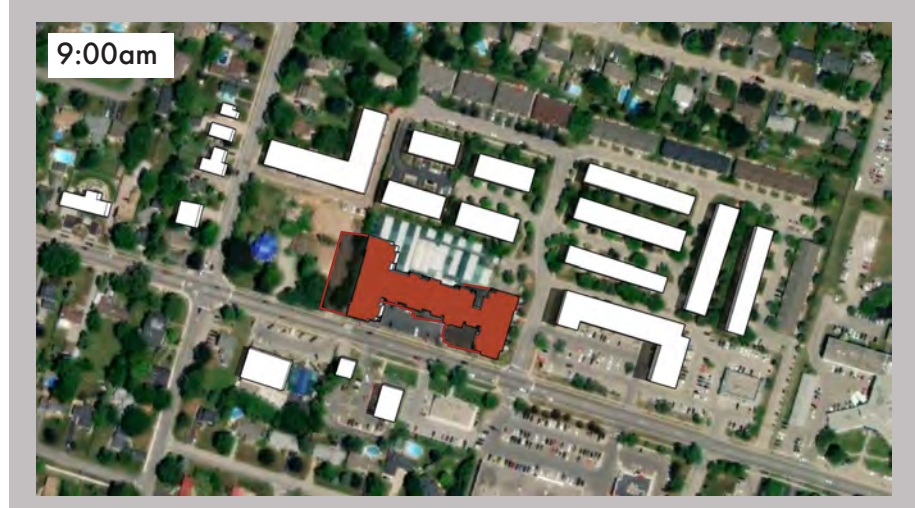
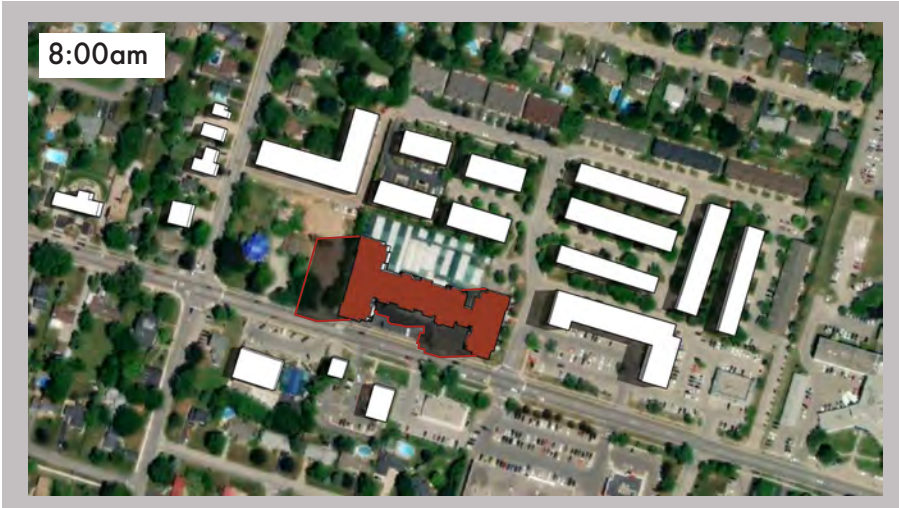
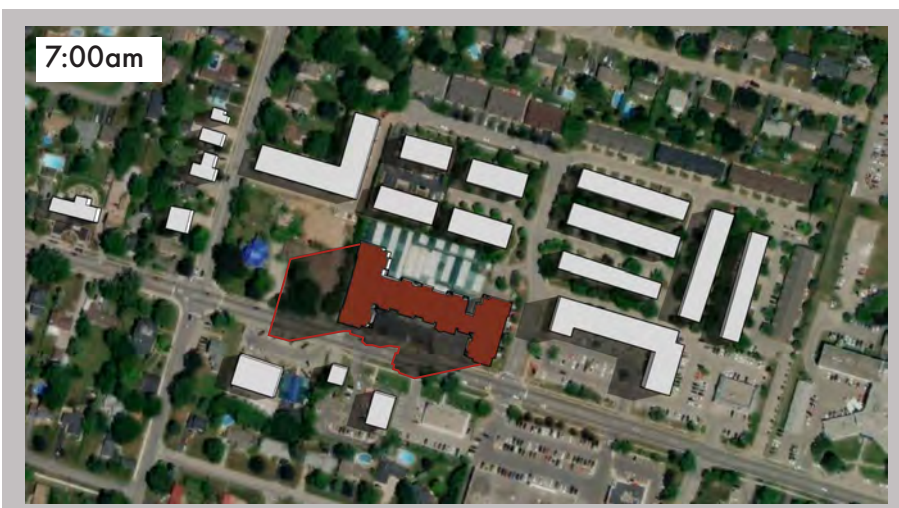
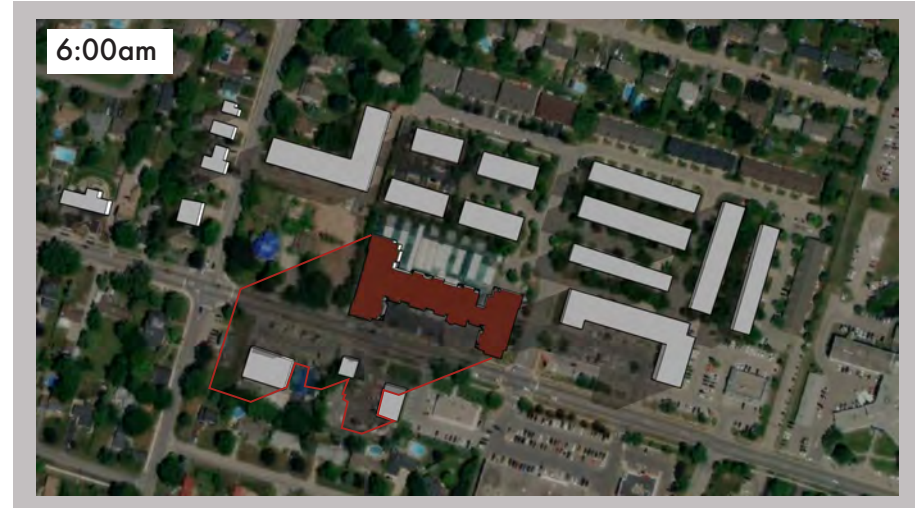
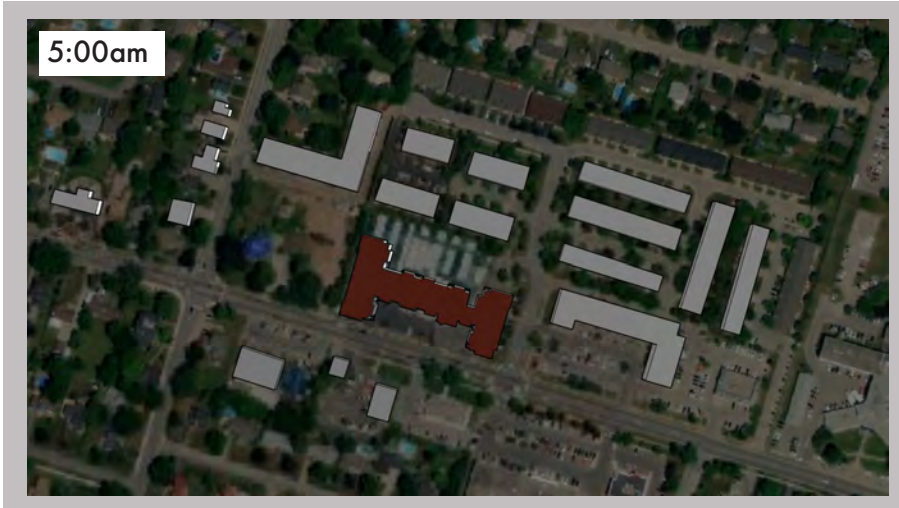
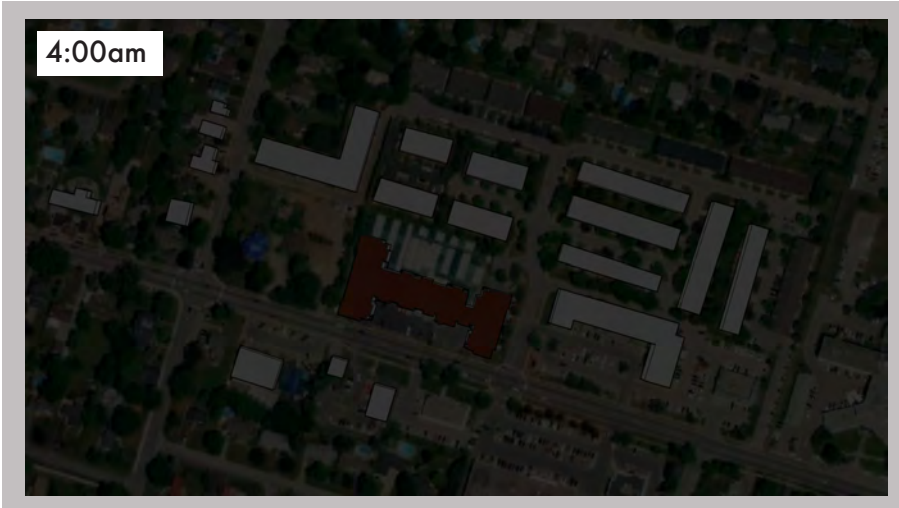
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Spring Equinox  
March 19th, 2020  
Solar Noon - 1:25pm  
Sunrise - 7:22am, Sunset - 7:30pm

 Proposed Development Shadow







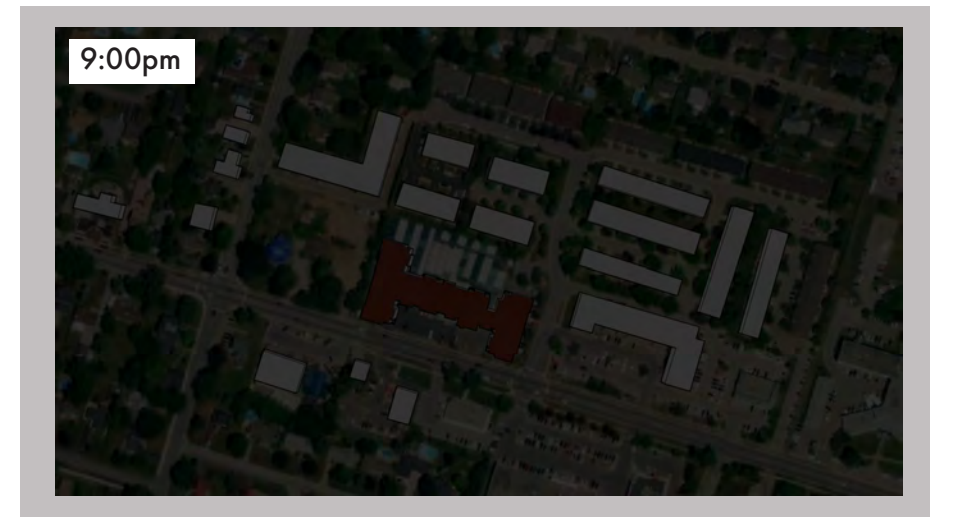
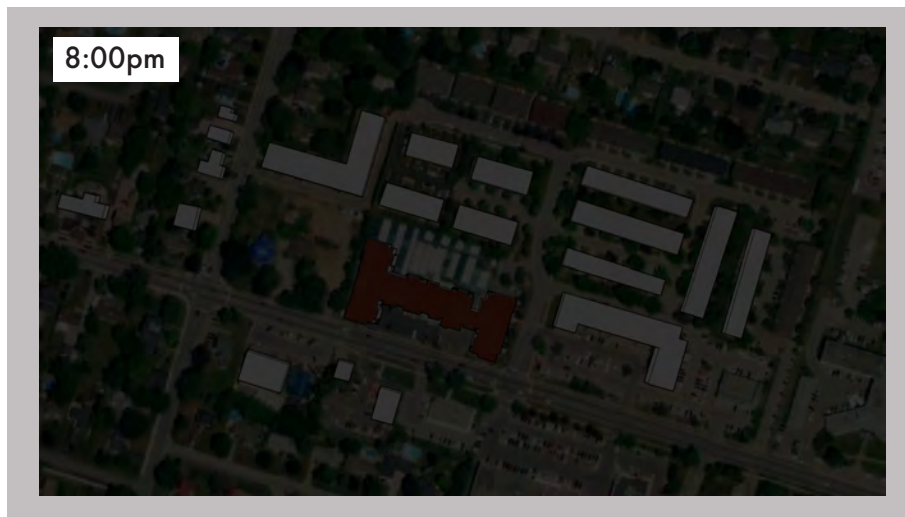
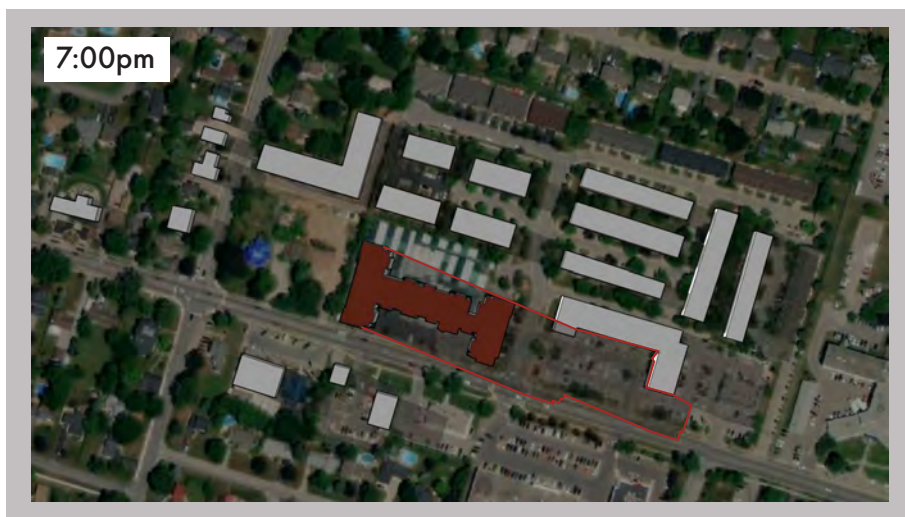
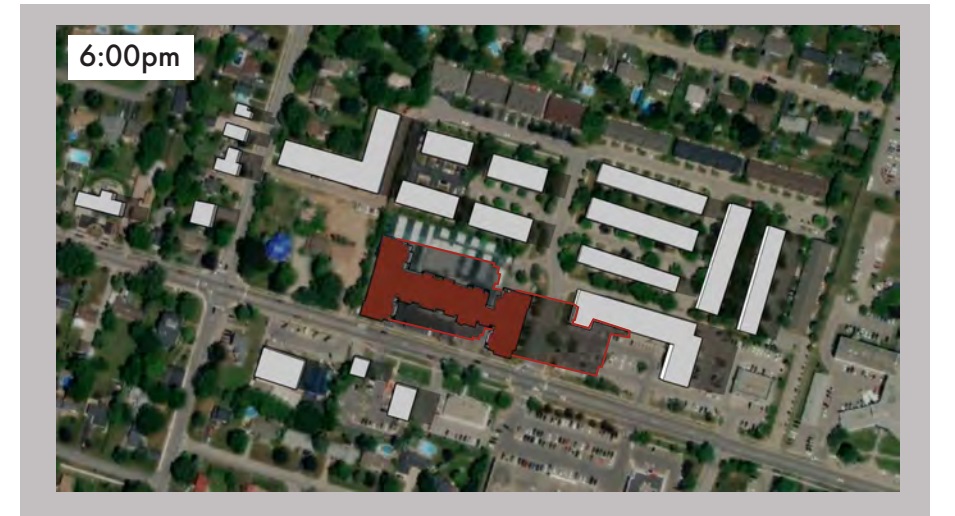
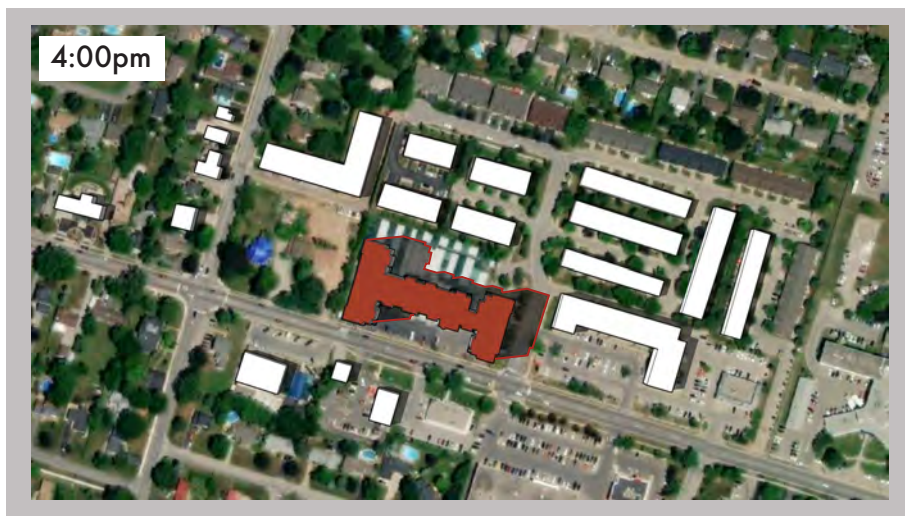
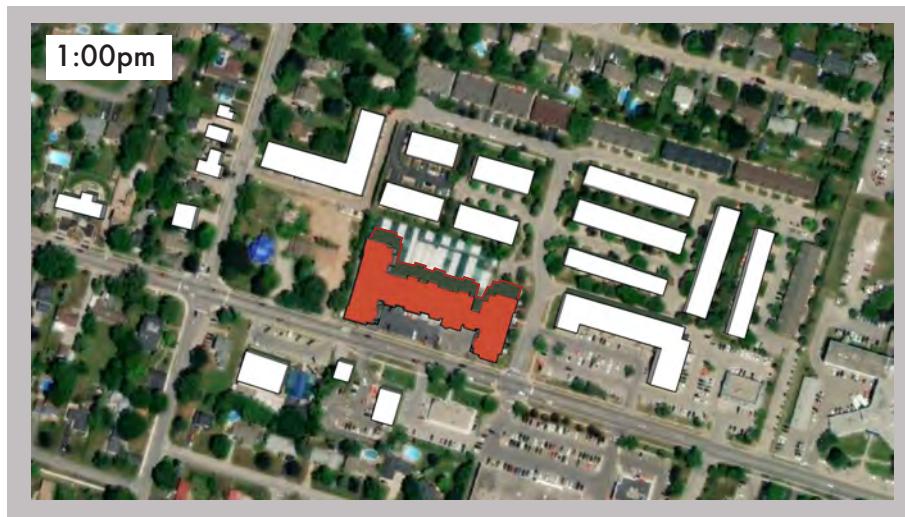
# 147 Main Street East, Grimsby ON | SHADOW STUDY

Summer Solstice  
June 20th, 2020  
Solar Noon - 1:20pm  
Sunrise - 5:38am, Sunset - 9:01pm

 Proposed Development Shadow







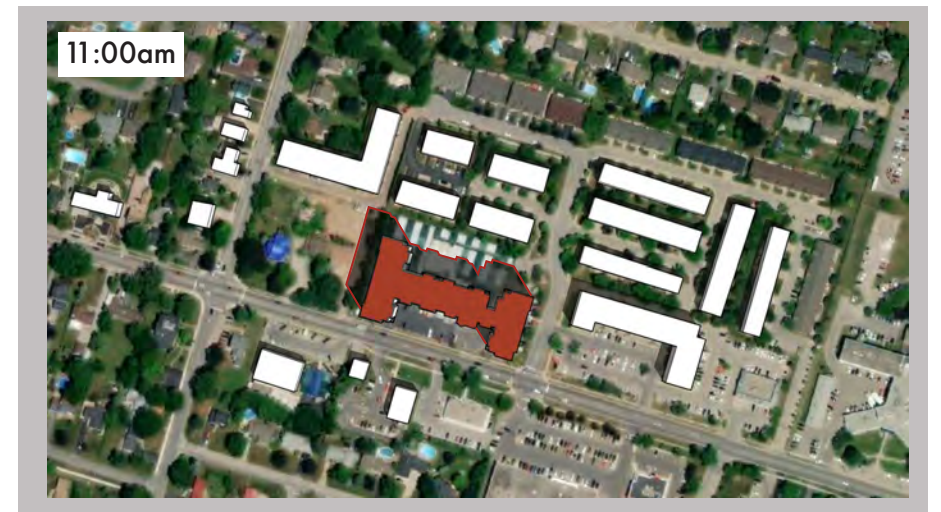
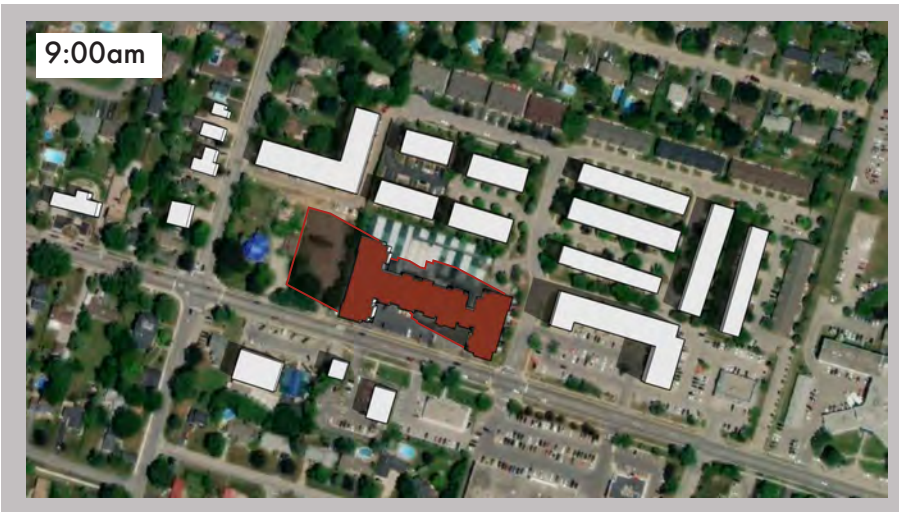
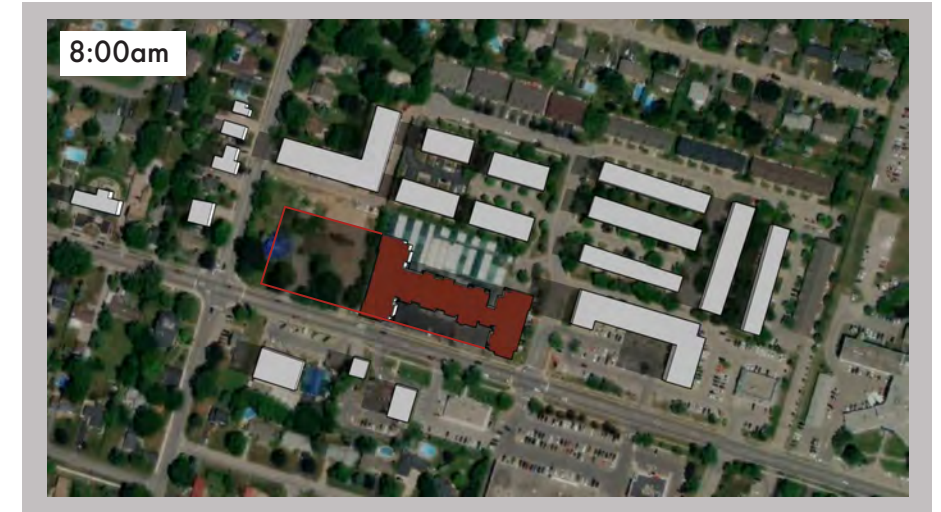
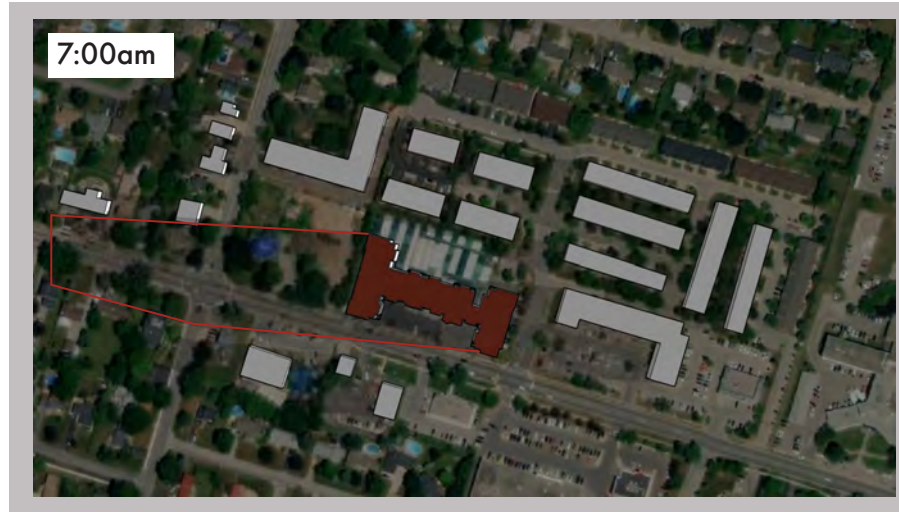
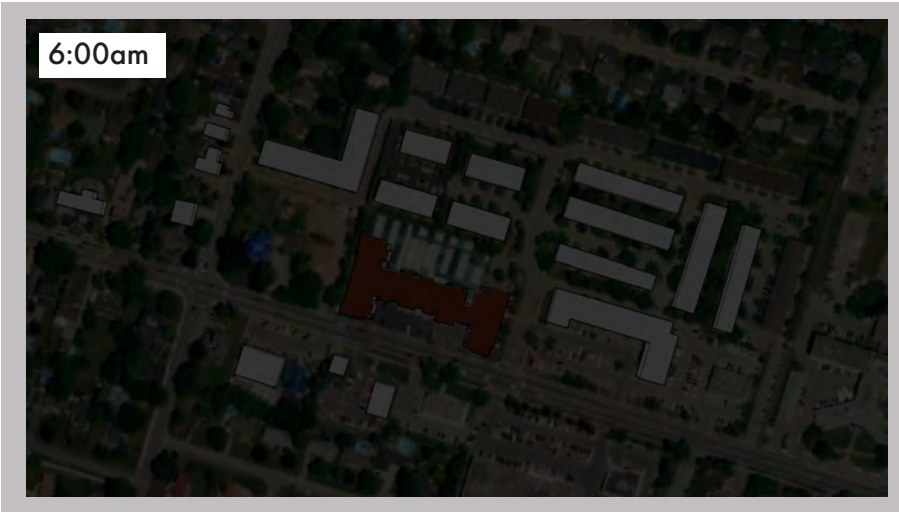
# 147 Main Street East, Grimsby ON | SHADOW STUDY

Summer Solstice  
June 20th, 2020  
Solar Noon - 1:20pm  
Sunrise - 5:38am, Sunset - 9:01pm

 Proposed Development Shadow

 North





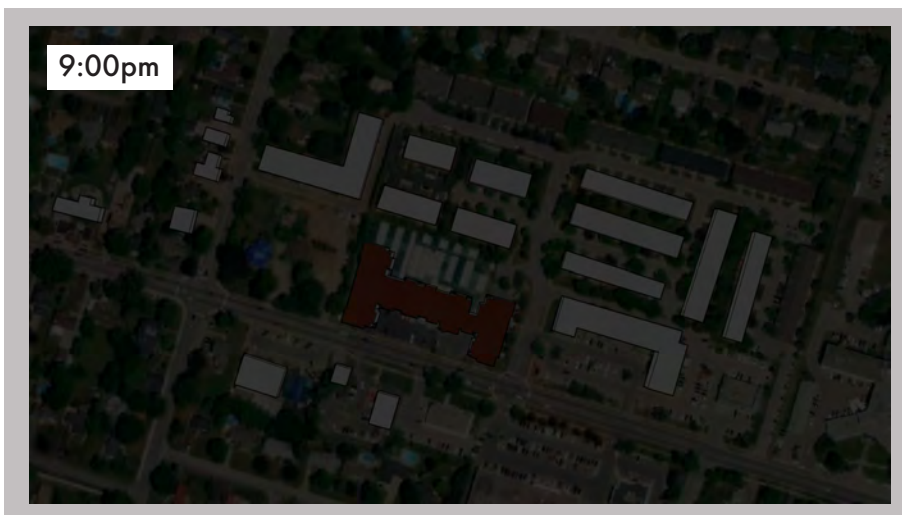
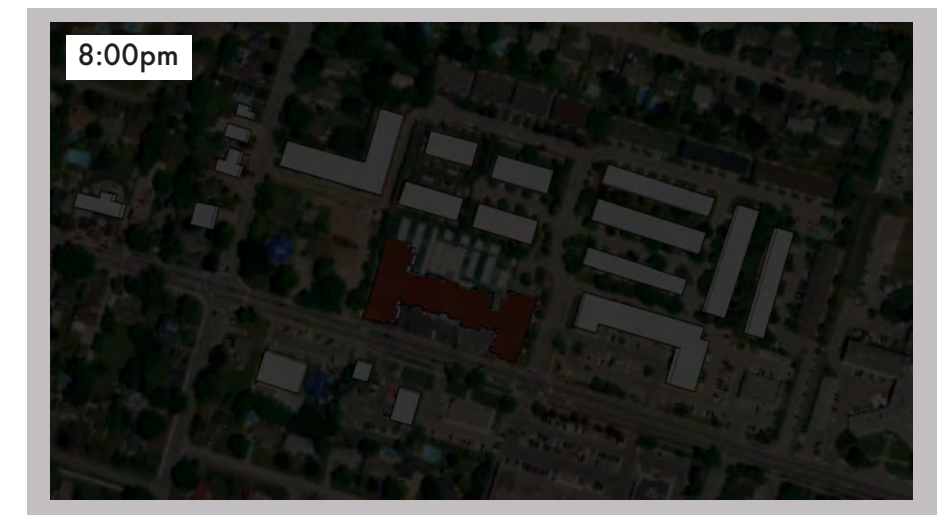
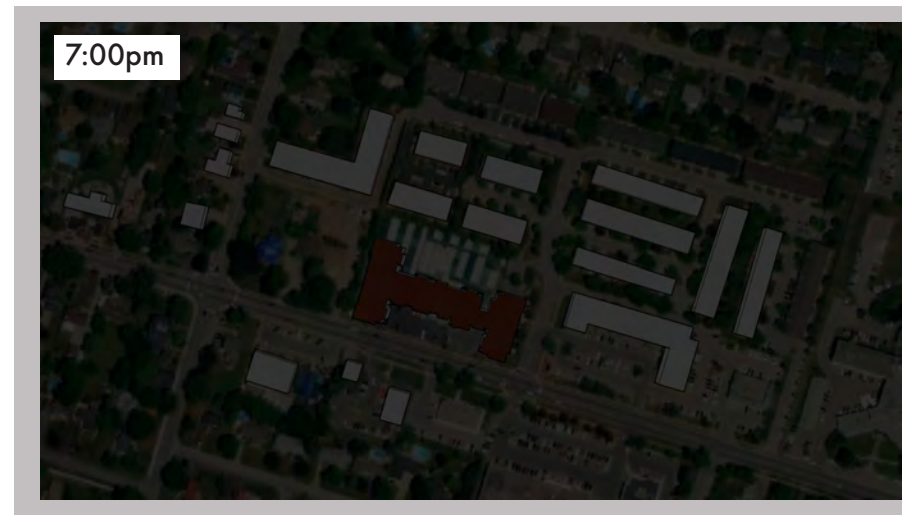
# 147 Main Street East, Grimsby ON | SHADOW STUDY

Fall Equinox  
September 22nd, 2020  
Solar Noon - 1:10pm  
Sunrise - 7:06am, Sunset - 7:14pm

 Proposed Development Shadow







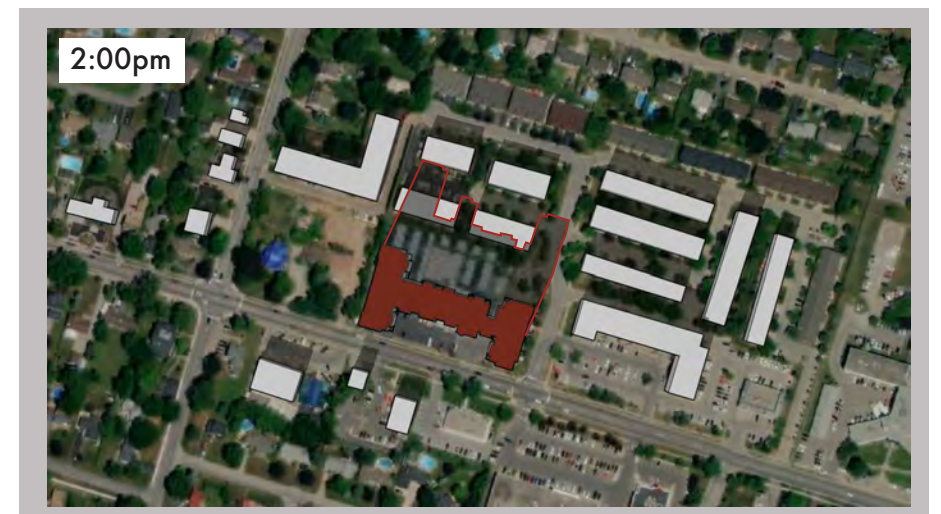
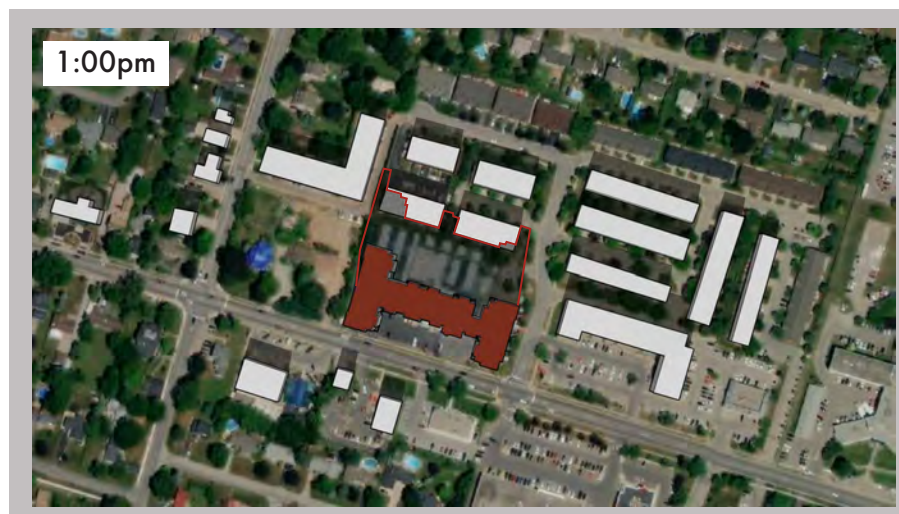
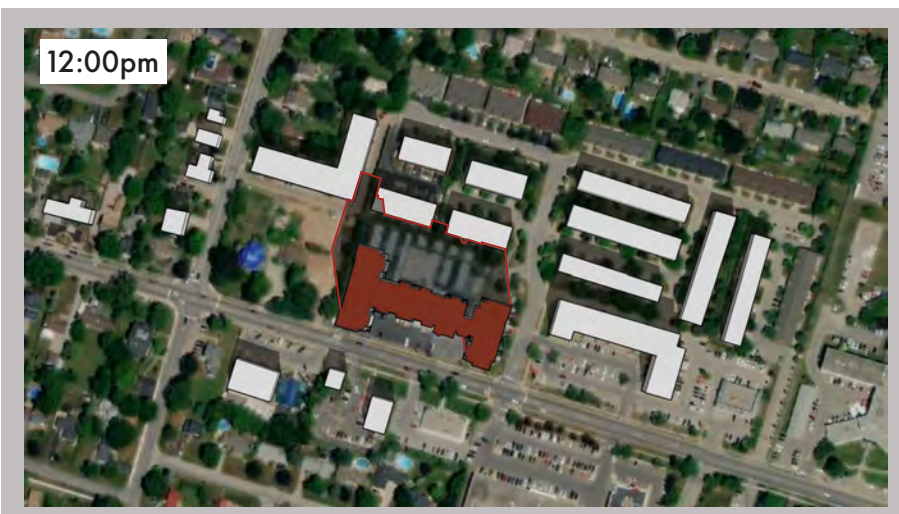
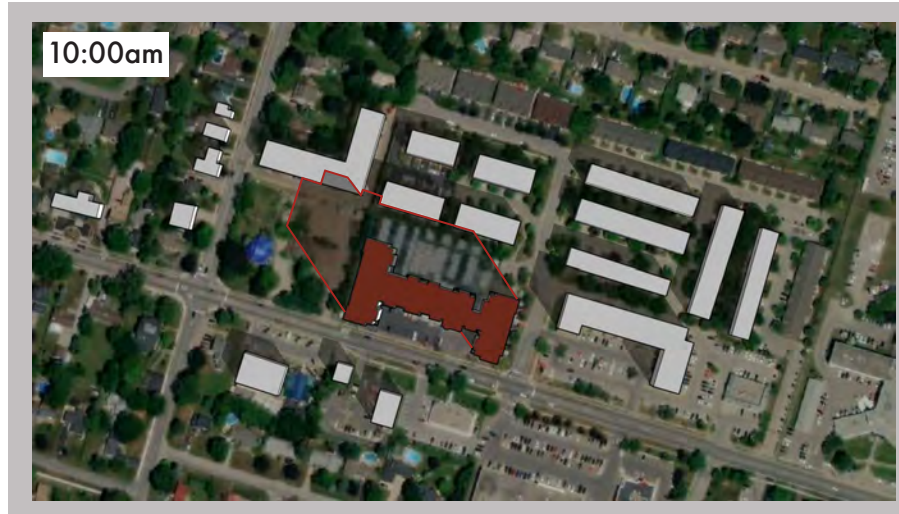
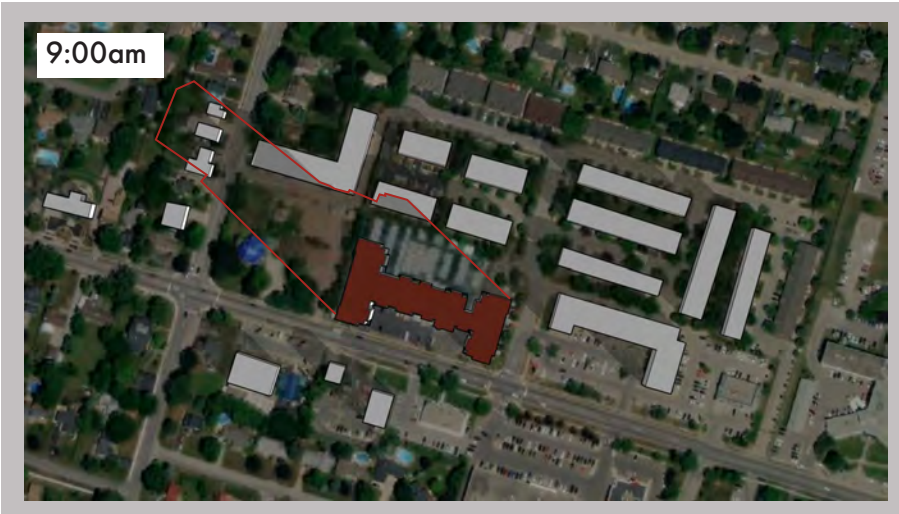
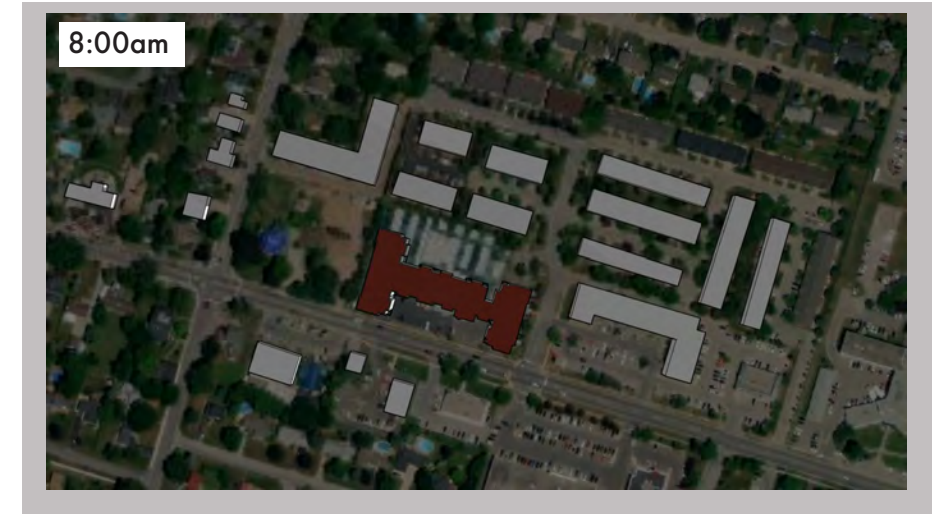
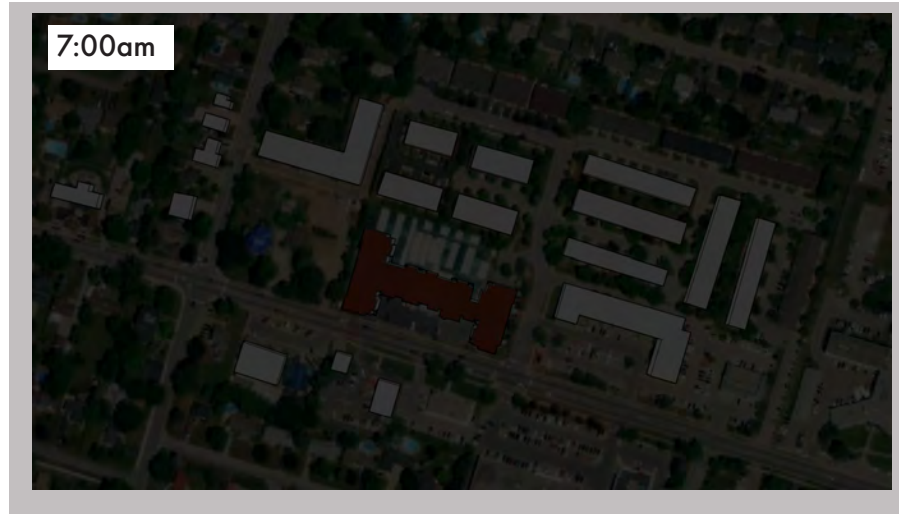
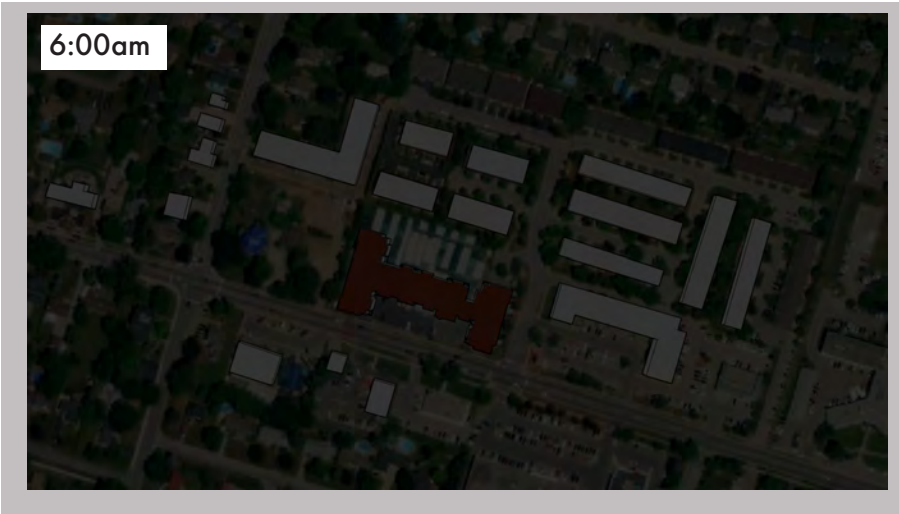
# 147 Main Street East, Grimsby ON | SHADOW STUDY

Fall Equinox  
September 22nd, 2020  
Solar Noon - 1:10pm  
Sunrise - 7:06am, Sunset - 7:14pm

 Proposed Development Shadow







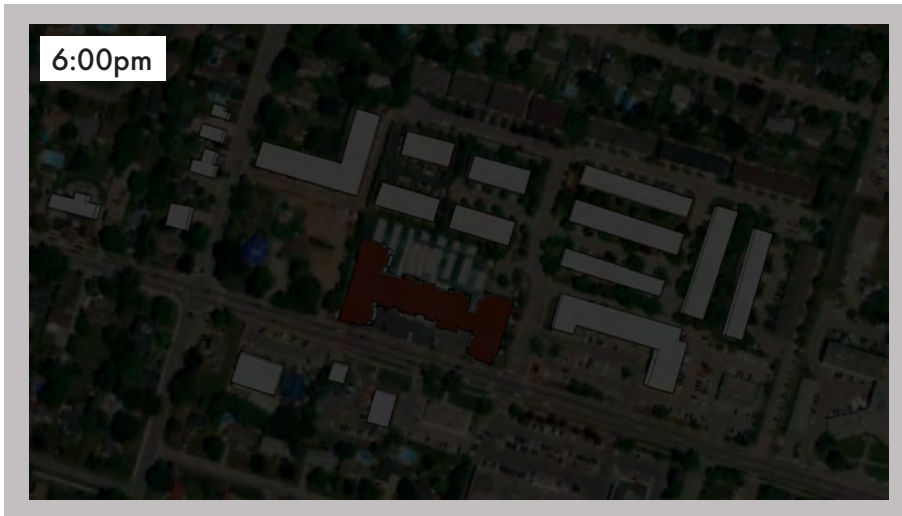
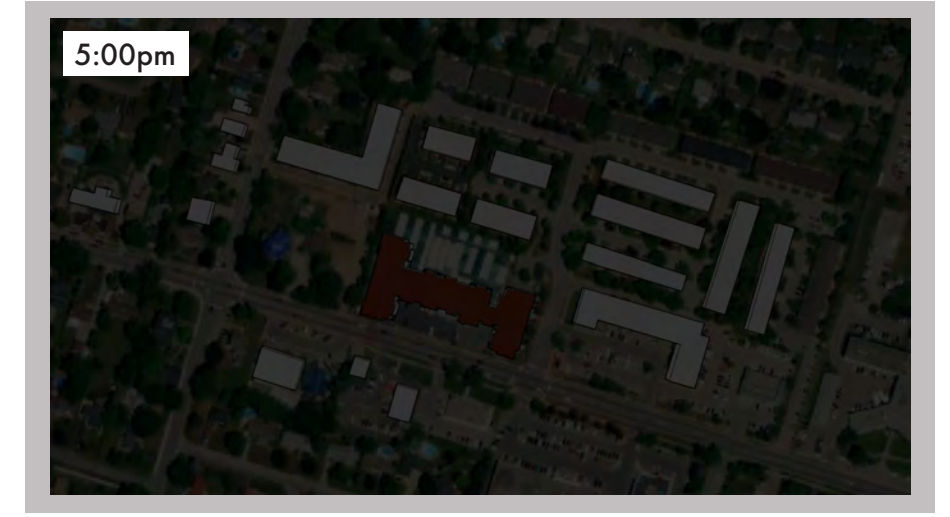
# 147 Main Street East, Grimsby ON | SHADOW STUDY

Winter Solstice  
December 21st, 2020  
Solar Noon - 12:16pm  
Sunrise - 7:47am, Sunset - 4:46pm

 Proposed Development Shadow







# 147 Main Street East, Grimsby ON | SHADOW STUDY

Winter Solstice  
December 21st, 2020  
Solar Noon - 12:16pm  
Sunrise - 7:47am, Sunset - 4:46pm

 Proposed Development Shadow





# APPENDIX C

DETAILED SITE PLAN, FLOOR PLANS AND  
ELEVATIONS

NO.	ISSUED	DATE
1	CLIENT REVIEW	12.04.2018
2	CLIENT REVIEW	03.14.2019
3	CLIENT REVIEW	03.20.2019
4	CLIENT REVIEW	09.27.2019
5	CLIENT REVIEW	12.05.2019
6	CLIENT REVIEW / CITY SUBMISSION	22.05.2020

**SITE STATS**

SITE STATISTICS - OPTION No. 1			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE
<b>BUILDING FOOTPRINT</b>			
BUILDING B	3438.09 m <sup>2</sup>	37007 ft <sup>2</sup>	39.9%
	3438.09 m <sup>2</sup>	37007 ft <sup>2</sup>	39.9%
<b>HARD LANDSCAPE</b>			
SIDEWALK	907.07 m <sup>2</sup>	9764 ft <sup>2</sup>	10.5%
ASPHALT	1654.07 m <sup>2</sup>	17804 ft <sup>2</sup>	19.2%
CURB	77.13 m <sup>2</sup>	830 ft <sup>2</sup>	0.9%
	2638.28 m <sup>2</sup>	28398 ft <sup>2</sup>	30.6%
<b>SOFT LANDSCAPE</b>			
LANDSCAPE	2535.66 m <sup>2</sup>	27294 ft <sup>2</sup>	29.4%
	2535.66 m <sup>2</sup>	27294 ft <sup>2</sup>	29.4%
<b>TOTAL SITE AREA</b>	<b>8612.03 m<sup>2</sup></b>	<b>92699 ft<sup>2</sup></b>	<b>100.0%</b>
<b>OVERALL SITE</b>	<b>8879.68 m<sup>2</sup></b>	<b>95580 ft<sup>2</sup></b>	<b>100.0%</b>

**PARKING CHART - REQUIRED**

Residential	Number of Units	Parking Rate	Required
Apartment	215	1.25	8,879.68 m <sup>2</sup>
Visitor	215	0.25	39.4%
<b>Residential Total</b>	<b>323 (322.5)</b>		
<b>Commercial</b>	<b>GFA</b>	<b>Parking Rate</b>	<b>Required</b>
<b>Commercial Total</b>	<b>126.44m2</b>	<b>1/28m2 GFA</b>	<b>4.5 (5)</b>
<b>Total</b>	<b>328</b>		

**PARKING CHART - PROPOSED**

Use	Units / GFA	Parking Rate	Spaces
Residential Units	215	1.0 / Unit	215
Visitor	215	0.15 / Unit	32.25
Commercial Unit	126.44 m2	1/28m2 GFA	5
<b>Total</b>	<b>253 (252.25Rounded)</b>		

**PROPOSED ZONING NC**

Regulation	Required	Provided
Minimum lot area	2,000 m <sup>2</sup>	8,879.68 m <sup>2</sup>
Maximum lot coverage	30%	39.4%
Minimum lot frontage	30 m	120.027 m
Front yard (Wentworth Dr) Minimum	3 m	6 m
Minimum exterior side yard (Main St E)	3 m	3 m
Minimum interior side yard	4.5 m	6 m
Minimum rear yard	12m where parking is in a rear yard	11.68 m
Maximum building height	8.5 m	23.622m 7 storeys
Minimum Bicycle Parking Required	0.3 spaces per unit (66 spaces)	66
Minimum Centreline Setback (Main St E)	13 m plus front yard setback	16.761 m

**PARKING SCHEDULE**

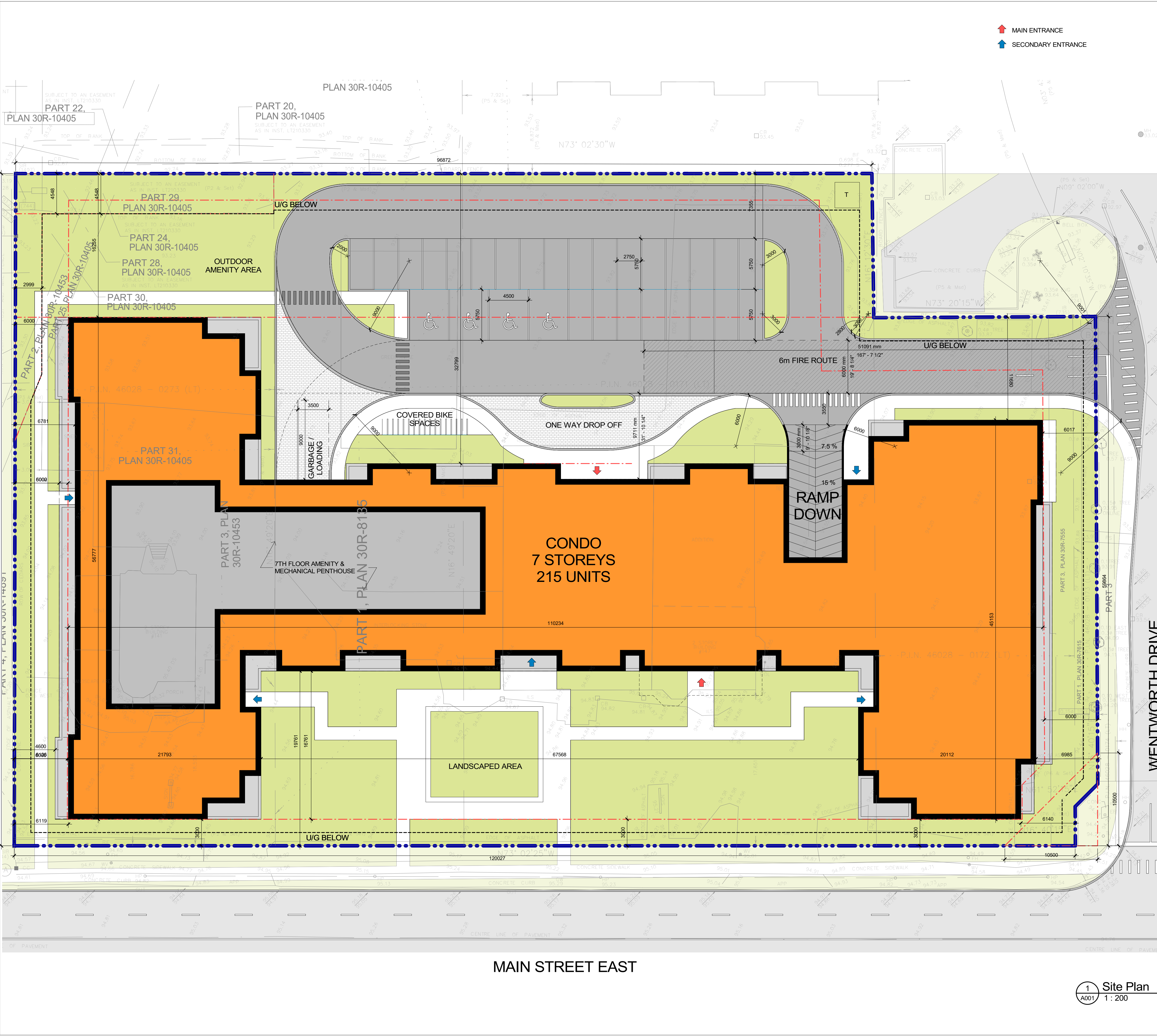
TYPE	DESCRIPTION	COUNT
<b>T/O GROUND FLOOR</b>		
ACCESSIBLE PARKING	4.5m x 5.75m	4
TYPICAL PARKING SPACES	2750mm X 5750mm	37
<b>T/O BASEMENT</b>		
ACCESSIBLE PARKING	4.5m x 5.75m	9
TYPICAL PARKING SPACES	2750mm X 5750mm	216
		266

**BIKE PARKING SCHEDULE**

TYPE	DESCRIPTION	COUNT
<b>T/O GROUND FLOOR</b>		
BIKE PARKING	0.6m x 1.8m	16
<b>T/O BASEMENT</b>		
BIKE PARKING	0.6m x 1.8m	49
		65

**FSR**

BUILDING AREA	=	19261 m <sup>2</sup>
SITE AREA	=	8879.68 m <sup>2</sup>
19261 / 8879	=	2.17



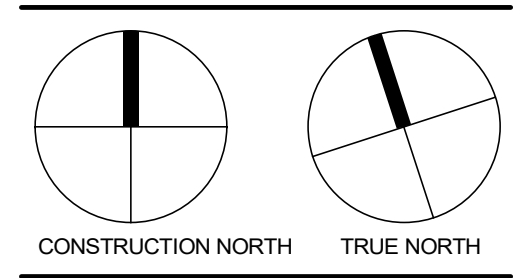
↑ MAIN ENTRANCE  
↓ SECONDARY ENTRANCE

MAIN STREET EAST

WENTWORTH DRIVE

1 Site Plan  
A001 1:200

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH THE REGISTERED PLAN CHAMBERLAIN ARCHITECT SERVICES LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION IF ANY.  
DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED "ISSUED FOR CONSTRUCTION". VERIFY CONFIGURATIONS AND DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES.  
CHAMBERLAIN ARCHITECT SERVICES LIMITED AND CHAMBERLAIN CONSTRUCTION SERVICES LIMITED HAVE SIMILAR OWNERSHIP.  
CHAMBERLAIN ARCHITECT SERVICES LIMITED HAS COPYRIGHT, CONSTRUCTING A SUBSTANTIALLY SIMILAR BUILDING WITHOUT PERMISSION MAY INFRINGE THE COPYRIGHT OWNERS RIGHTS. MAKING MINOR CHANGES TO PLANS DOES NOT NECESSARILY AVOID COPYRIGHT INFRINGEMENT. INNOCENT INFRINGEMENT IS NOT A DEFENSE TO COPYRIGHT INFRINGEMENT. © SEAL



**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**SITE PLAN**

START DATE 11.30.2018  
DRAWN BY CMC / ME / DM  
CHECKED BY JM  
SCALE As indicated  
PROJECT NO. 118082  
DRAWING

**A001**

118082 - Grimbsy - Condos - Site - no heritage - released.rvt 2020-07-21 12:38:34 PM



**PARKING REQUIREMENTS**

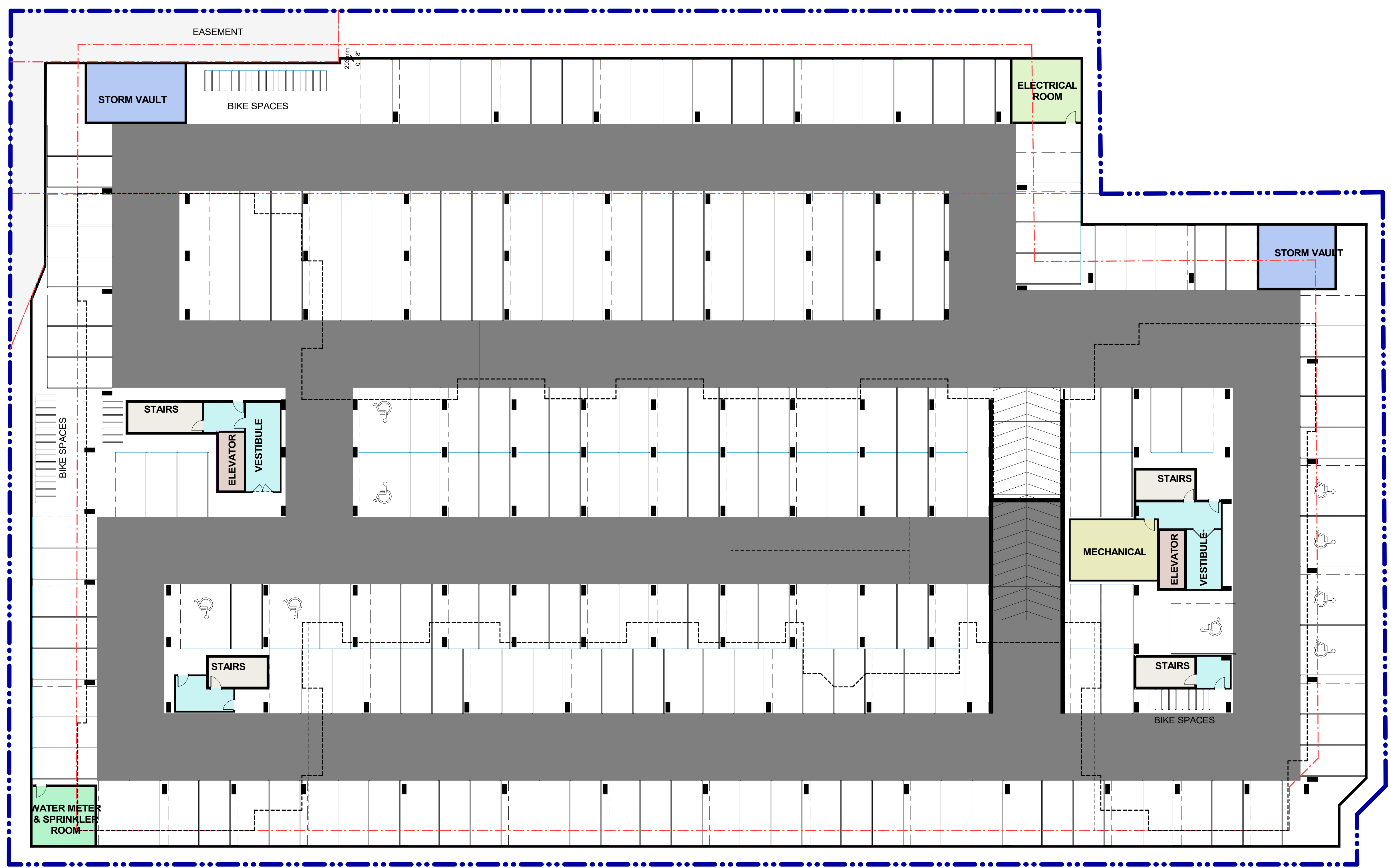
217 UNITS X 1.25 = 271.25 SPACES REQUIRED  
+  
217 X 0.25 = 54.25 SPACES NEEDED  
TOTAL 1.50 X 217 = 325.5 (326) TOTAL SPACES NEEDED  
326 / 20 = 16.30 (17) ACCESSIBLE PARKING SPACES NEEDED

BIKE PARKING SCHEDULE		
TYPE	DESCRIPTION	COUNT
T/O GROUND FLOOR		
BIKE PARKING	0.6m x 1.8m	16
T/O BASEMENT		
BIKE PARKING	0.6m x 1.8m	49
		65

PARKING SCHEDULE		
TYPE	DESCRIPTION	COUNT
T/O GROUND FLOOR		
ACCESSIBLE PARKING	4.5m x 5.75m	4
TYPICAL PARKING SPACES	2750mm X 5750mm	37
T/O BASEMENT		
ACCESSIBLE PARKING	4.5m x 5.75m	9
TYPICAL PARKING SPACES	2750mm X 5750mm	216
		266

GFA		
Level	Area sf	Area m2
T/O BASEMENT		
	85277 SF	7923 m <sup>2</sup>
	85277 SF	7923 m <sup>2</sup>

NO.	ISSUED	DATE
1	CLIENT REVIEW	09.27.2019
2	CLIENT REVIEW	12.05.2019
3	CLIENT REVIEW / CITY SUBMISSION	22.05.2020



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SEAL

**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**UNDERGROUND PLAN**

START DATE	11.30.2018
DRAWN BY	CMC, ME
CHECKED BY	JM
SCALE	1 : 192
PROJECT NO.	118082
DRAWING	

**1 BASEMENT FLOOR PLAN**  
A100 1 : 192

**A100**

118082 - Grimbsy - Condo - Site - no heritage\_detailed.rvt 2020/07/21 12:28:34 PM



NO.	ISSUED	DATE
1	CLIENT REVIEW	12.04.2018
2	CLIENT REVIEW	03.14.2019
3	CLIENT REVIEW	03.20.2019
4	CLIENT REVIEW	09.27.2019
5	CLIENT REVIEW	12.05.2019
6	CLIENT REVIEW/CITY SUBMISSION	22.05.2020

SELLABLE VS NON-SELLABLE				
SELLABLE / NON-SELLABLE	COUNT	SM	SF	PERCENT
<b>NON-SELLABLE</b>				
NON-SELLABLE CHUTE	5	21.91 m <sup>2</sup>	236 SF	0.1%
NON-SELLABLE COORIDOR	6	1506.99 m <sup>2</sup>	16221 SF	7.5%
NON-SELLABLE ELEC.	12	30.37 m <sup>2</sup>	327 SF	0.2%
NON-SELLABLE ELEVATOR	6	79.70 m <sup>2</sup>	858 SF	0.4%
NON-SELLABLE GARBAGE / LOADING	1	128.94 m <sup>2</sup>	1388 SF	0.6%
NON-SELLABLE INDOOR AMENITY	2	611.16 m <sup>2</sup>	6578 SF	3.1%
NON-SELLABLE LOBBY	2	209.49 m <sup>2</sup>	2255 SF	1.0%
NON-SELLABLE LOCKERS	8	175.70 m <sup>2</sup>	1891 SF	0.9%
NON-SELLABLE MECH.	12	24.31 m <sup>2</sup>	262 SF	0.1%
NON-SELLABLE MECHANICAL	1	0.00 m <sup>2</sup>	0 SF	0.0%
NON-SELLABLE OUTDOOR AMENITY	1	364.77 m <sup>2</sup>	3928 SF	1.8%
NON-SELLABLE STAIRS	19	257.27 m <sup>2</sup>	2769 SF	1.3%
NON-SELLABLE: 75	75	3410.63 m <sup>2</sup>	36712 SF	17.0%
<b>SELLABLE</b>				
SELLABLE 1 BR	60	3423.27 m <sup>2</sup>	36848 SF	17.1%
SELLABLE 1 BR + DEN	74	5822.49 m <sup>2</sup>	62673 SF	29.1%
SELLABLE 2 BR	81	7231.68 m <sup>2</sup>	77841 SF	36.1%
SELLABLE RETAIL	1	126.41 m <sup>2</sup>	1361 SF	0.6%
SELLABLE: 216	216	16603.85 m <sup>2</sup>	178722 SF	83.0%
<b>TOTAL</b>	<b>291</b>	<b>20014.49 m<sup>2</sup></b>	<b>215434 SF</b>	<b>100.0%</b>

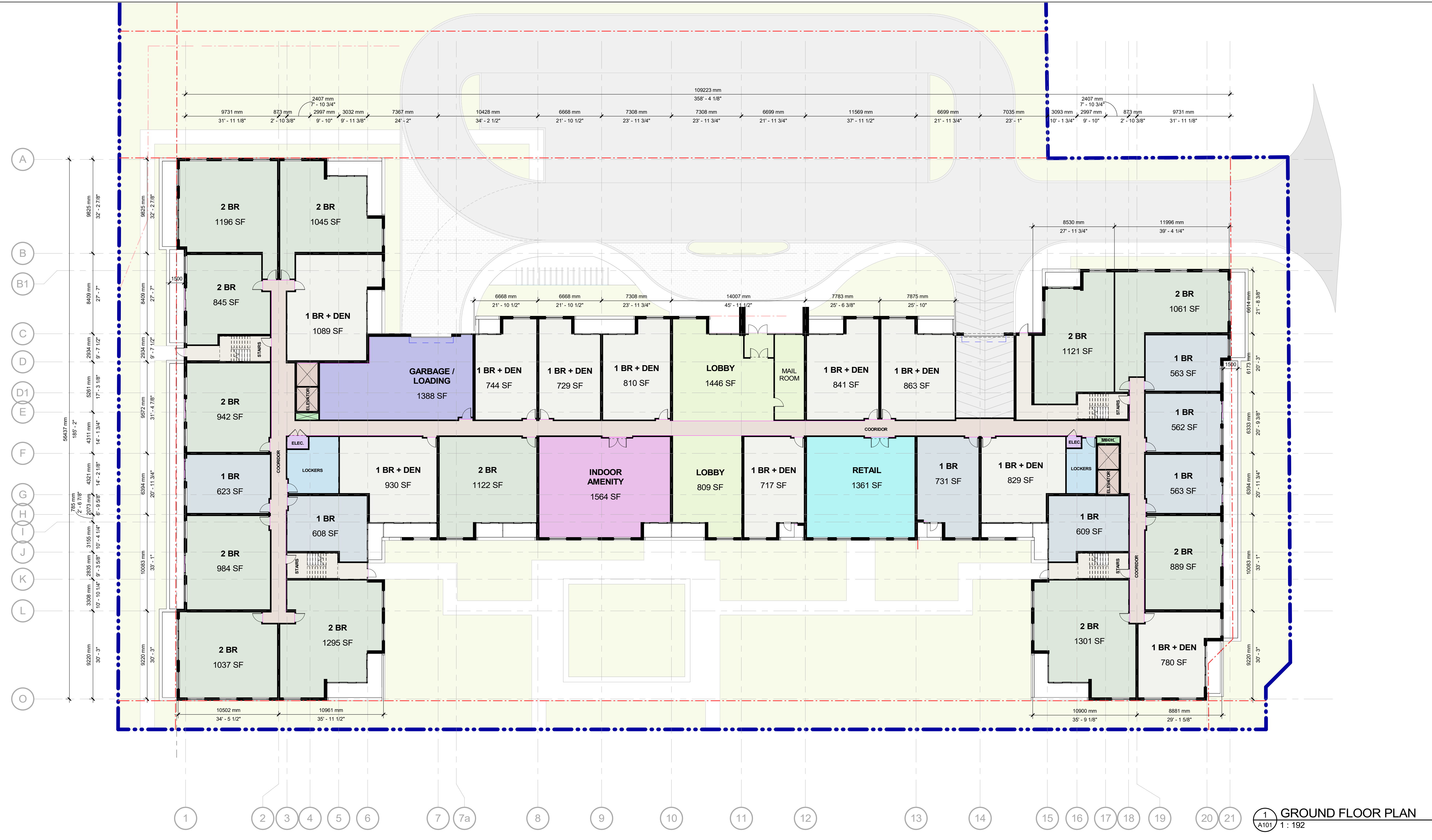
GFA		
Level	Area sf	Area m2
T/O GROUND FLOOR	35938 SF	3339 m <sup>2</sup>
T/O SECOND FLOOR	35821 SF	3328 m <sup>2</sup>
T/O THIRD FLOOR	34093 SF	3167 m <sup>2</sup>
T/O FOURTH FLOOR	33305 SF	3094 m <sup>2</sup>
T/O FIFTH FLOOR	33557 SF	3118 m <sup>2</sup>
T/O SIXTH FLOOR	33557 SF	3118 m <sup>2</sup>
	206271 SF	19163 m <sup>2</sup>

BALCONY AREA		
Level	Area sf	Area m2
T/O GROUND FLOOR	2961 SF	275 m <sup>2</sup>
T/O SECOND FLOOR	2840 SF	264 m <sup>2</sup>
T/O THIRD FLOOR	4407 SF	409 m <sup>2</sup>
T/O FOURTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O FIFTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O SIXTH FLOOR	3004 SF	279 m <sup>2</sup>
	20202 SF	1877 m <sup>2</sup>

UNIT MIX				
Area	Name	Count	%	
474 SF ... 735 SF	1 BR	60	28%	
555 SF ... 1089 SF	1 BR + DEN	74	34%	
650 SF ... 1301 SF	2 BR	81	38%	
		215	100%	

UNIT BREAK DOWNS				
Area	Name	Count	%	
<b>T/O GROUND FLOOR</b>				
562 SF ... 731 SF	1 BR	7	3%	
717 SF ... 1089 SF	1 BR + DEN	10	5%	
845 SF ... 1301 SF	2 BR	12	6%	
		29	13%	
<b>T/O SECOND FLOOR</b>				
538 SF ... 735 SF	1 BR	9	4%	
555 SF ... 1056 SF	1 BR + DEN	16	7%	
886 SF ... 1290 SF	2 BR	13	6%	
		38	18%	
<b>T/O THIRD FLOOR</b>				
532 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1016 SF	1 BR + DEN	12	6%	
885 SF ... 1144 SF	2 BR	14	7%	
		37	17%	

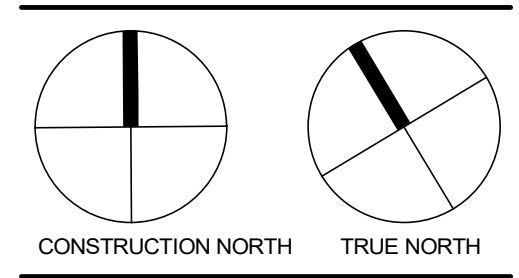
UNIT BREAK DOWNS				
Area	Name	Count	%	
<b>T/O FOURTH FLOOR</b>				
532 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1002 SF	1 BR + DEN	12	6%	
772 SF ... 1144 SF	2 BR	14	7%	
		37	17%	
<b>T/O FIFTH FLOOR</b>				
474 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1002 SF	1 BR + DEN	12	6%	
650 SF ... 1144 SF	2 BR	14	7%	
		37	17%	
<b>T/O SIXTH FLOOR</b>				
474 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1002 SF	1 BR + DEN	12	6%	
650 SF ... 1144 SF	2 BR	14	7%	
		37	17%	
		215	100%	



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**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**GROUND FLOOR**

START DATE	11.30.2018
DRAWN BY	CMC / ME
CHECKED BY	JM
SCALE	1 : 192
PROJECT NO.	118082

DRAWING

**A101**

GROUND FLOOR PLAN  
1 : 192

C:\Users\ccoval\Documents\118082 - Grimbsy - Condos - Building - No Heritage - 2020-07-26\_coval@chamberlainipd.com



NO.	ISSUED	DATE
1	CLIENT REVIEW	09.27.2019
2	CLIENT REVIEW	12.05.2019
3	CLIENT REVIEW CITY SUBMISSION	22.05.2020

SELLABLE VS NON-SELLABLE				
SELLABLE / NON-SELLABLE	COUNT	SM	SF	PERCENT
<b>NON-SELLABLE</b>				
NON-SELLABLE CHUTE	5	21.91 m <sup>2</sup>	236 SF	0.1%
NON-SELLABLE COORIDOR	6	1506.99 m <sup>2</sup>	16221 SF	7.5%
NON-SELLABLE ELEC.	12	30.37 m <sup>2</sup>	327 SF	0.2%
NON-SELLABLE ELEVATOR	6	79.70 m <sup>2</sup>	858 SF	0.4%
NON-SELLABLE GARBAGE / LOADING	1	128.94 m <sup>2</sup>	1388 SF	0.6%
NON-SELLABLE INDOOR AMENITY	2	611.16 m <sup>2</sup>	6579 SF	3.1%
NON-SELLABLE LOBBY	2	209.49 m <sup>2</sup>	2255 SF	1.0%
NON-SELLABLE LOCKERS	8	175.70 m <sup>2</sup>	1891 SF	0.9%
NON-SELLABLE MECH.	12	24.31 m <sup>2</sup>	262 SF	0.1%
NON-SELLABLE MECHANICAL	1	0.00 m <sup>2</sup>	0 SF	0.0%
NON-SELLABLE OUTDOOR AMENITY	1	364.77 m <sup>2</sup>	3926 SF	1.8%
NON-SELLABLE STAIRS	19	257.27 m <sup>2</sup>	2769 SF	1.3%
<b>NON-SELLABLE: 75</b>	<b>75</b>	<b>3410.63 m<sup>2</sup></b>	<b>36712 SF</b>	<b>17.0%</b>
<b>SELLABLE</b>				
SELLABLE 1 BR	60	3423.27 m <sup>2</sup>	36848 SF	17.1%
SELLABLE 1 BR + DEN	74	5822.49 m <sup>2</sup>	62673 SF	29.1%
SELLABLE 2 BR	81	7231.68 m <sup>2</sup>	77841 SF	36.1%
SELLABLE RETAIL	1	126.41 m <sup>2</sup>	1361 SF	0.6%
<b>SELLABLE: 216</b>	<b>216</b>	<b>16603.85 m<sup>2</sup></b>	<b>178722 SF</b>	<b>83.0%</b>
<b>TOTAL</b>	<b>291</b>	<b>20014.49 m<sup>2</sup></b>	<b>215434 SF</b>	<b>100.0%</b>

GFA		
Level	Area sf	Area m2
T/O GROUND FLOOR	35938 SF	3339 m <sup>2</sup>
T/O SECOND FLOOR	35821 SF	3328 m <sup>2</sup>
T/O THIRD FLOOR	34093 SF	3167 m <sup>2</sup>
T/O FOURTH FLOOR	33305 SF	3094 m <sup>2</sup>
T/O FIFTH FLOOR	33557 SF	3118 m <sup>2</sup>
T/O SIXTH FLOOR	33557 SF	3118 m <sup>2</sup>
	206271 SF	19163 m <sup>2</sup>

BALCONY AREA		
Level	Area sf	Area m2
T/O GROUND FLOOR	2961 SF	275 m <sup>2</sup>
T/O SECOND FLOOR	2840 SF	264 m <sup>2</sup>
T/O THIRD FLOOR	4407 SF	409 m <sup>2</sup>
T/O FOURTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O FIFTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O SIXTH FLOOR	3004 SF	279 m <sup>2</sup>
	20202 SF	1877 m <sup>2</sup>

UNIT MIX			
Area	Name	Count	%
474 SF ... 735 SF	1 BR	60	28%
555 SF ... 1089 SF	1 BR + DEN	74	34%
650 SF ... 1301 SF	2 BR	81	38%
		215	100%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O GROUND FLOOR</b>			
562 SF ... 731 SF	1 BR	7	3%
717 SF ... 1089 SF	1 BR + DEN	10	5%
845 SF ... 1301 SF	2 BR	12	6%
		29	13%
<b>T/O SECOND FLOOR</b>			
538 SF ... 735 SF	1 BR	9	4%
555 SF ... 1056 SF	1 BR + DEN	16	7%
886 SF ... 1290 SF	2 BR	13	6%
		38	18%
<b>T/O THIRD FLOOR</b>			
532 SF ... 694 SF	1 BR	11	5%
721 SF ... 1016 SF	1 BR + DEN	12	6%
885 SF ... 1144 SF	2 BR	14	7%
		37	17%

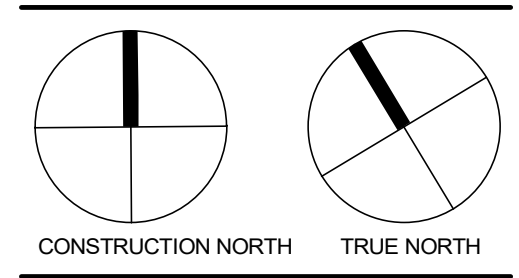
UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O FOURTH FLOOR</b>			
532 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
772 SF ... 1144 SF	2 BR	14	7%
		37	17%
<b>T/O FIFTH FLOOR</b>			
474 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
650 SF ... 1144 SF	2 BR	14	7%
		37	17%
<b>T/O SIXTH FLOOR</b>			
474 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
650 SF ... 1144 SF	2 BR	14	7%
		37	17%
		215	100%



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**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**SECOND FLOOR**

START DATE	11.30.2018
DRAWN BY	CMC / ME
CHECKED BY	JM
SCALE	1 : 192
PROJECT NO.	118082

DRAWING

**1** SECOND FLOOR PLAN  
A102 1 : 192

**A102**

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NO.	ISSUED	DATE
1	CLIENT REVIEW	09.27.2019
2	CLIENT REVIEW	12.05.2019
3	CLIENT REVIEW CITY SUBMISSION	22.05.2020

SELLABLE VS NON-SELLABLE				
SELLABLE / NON-SELLABLE	COUNT	SM	SF	PERCENT
<b>NON-SELLABLE</b>				
NON-SELLABLE CHUTE	5	21.91 m <sup>2</sup>	236 SF	0.1%
NON-SELLABLE COORDINATOR	6	1506.99 m <sup>2</sup>	16221 SF	7.5%
NON-SELLABLE ELEC.	12	30.37 m <sup>2</sup>	327 SF	0.2%
NON-SELLABLE ELEVATOR	6	79.70 m <sup>2</sup>	858 SF	0.4%
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NON-SELLABLE INDOOR AMENITY	2	611.16 m <sup>2</sup>	6578 SF	3.1%
NON-SELLABLE LOBBY	2	209.49 m <sup>2</sup>	2255 SF	1.0%
NON-SELLABLE LOCKERS	8	175.70 m <sup>2</sup>	1891 SF	0.9%
NON-SELLABLE MECH.	12	24.31 m <sup>2</sup>	262 SF	0.1%
NON-SELLABLE MECHANICAL	1	0.00 m <sup>2</sup>	0 SF	0.0%
NON-SELLABLE OUTDOOR AMENITY	1	364.77 m <sup>2</sup>	3928 SF	1.8%
NON-SELLABLE STAIRS	19	257.27 m <sup>2</sup>	2769 SF	1.3%
NON-SELLABLE: 75	75	3410.63 m <sup>2</sup>	36712 SF	17.0%
<b>SELLABLE</b>				
SELLABLE 1 BR	60	3423.27 m <sup>2</sup>	36848 SF	17.1%
SELLABLE 1 BR + DEN	74	5822.49 m <sup>2</sup>	62673 SF	29.1%
SELLABLE 2 BR	81	7231.68 m <sup>2</sup>	77841 SF	36.1%
SELLABLE RETAIL	1	126.41 m <sup>2</sup>	1361 SF	0.6%
SELLABLE: 216	216	16603.85 m <sup>2</sup>	178722 SF	83.0%
<b>TOTAL</b>	<b>291</b>	<b>20014.49 m<sup>2</sup></b>	<b>215434 SF</b>	<b>100.0%</b>

GFA		
Level	Area sf	Area m2
T/O GROUND FLOOR	35938 SF	3339 m <sup>2</sup>
T/O SECOND FLOOR	35821 SF	3328 m <sup>2</sup>
T/O THIRD FLOOR	34093 SF	3167 m <sup>2</sup>
T/O FOURTH FLOOR	33305 SF	3094 m <sup>2</sup>
T/O FIFTH FLOOR	33557 SF	3118 m <sup>2</sup>
T/O SIXTH FLOOR	33557 SF	3118 m <sup>2</sup>
	206271 SF	19163 m <sup>2</sup>

BALCONY AREA		
Level	Area sf	Area m2
T/O GROUND FLOOR	2961 SF	275 m <sup>2</sup>
T/O SECOND FLOOR	2840 SF	264 m <sup>2</sup>
T/O THIRD FLOOR	4407 SF	409 m <sup>2</sup>
T/O FOURTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O FIFTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O SIXTH FLOOR	3004 SF	279 m <sup>2</sup>
	20202 SF	1877 m <sup>2</sup>

UNIT MIX			
Area	Name	Count	%
474 SF ... 735 SF	1 BR	60	28%
555 SF ... 1089 SF	1 BR + DEN	74	34%
650 SF ... 1301 SF	2 BR	81	38%
		215	100%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O GROUND FLOOR</b>			
562 SF ... 731 SF	1 BR	7	3%
717 SF ... 1089 SF	1 BR + DEN	10	5%
845 SF ... 1301 SF	2 BR	12	6%
		29	13%

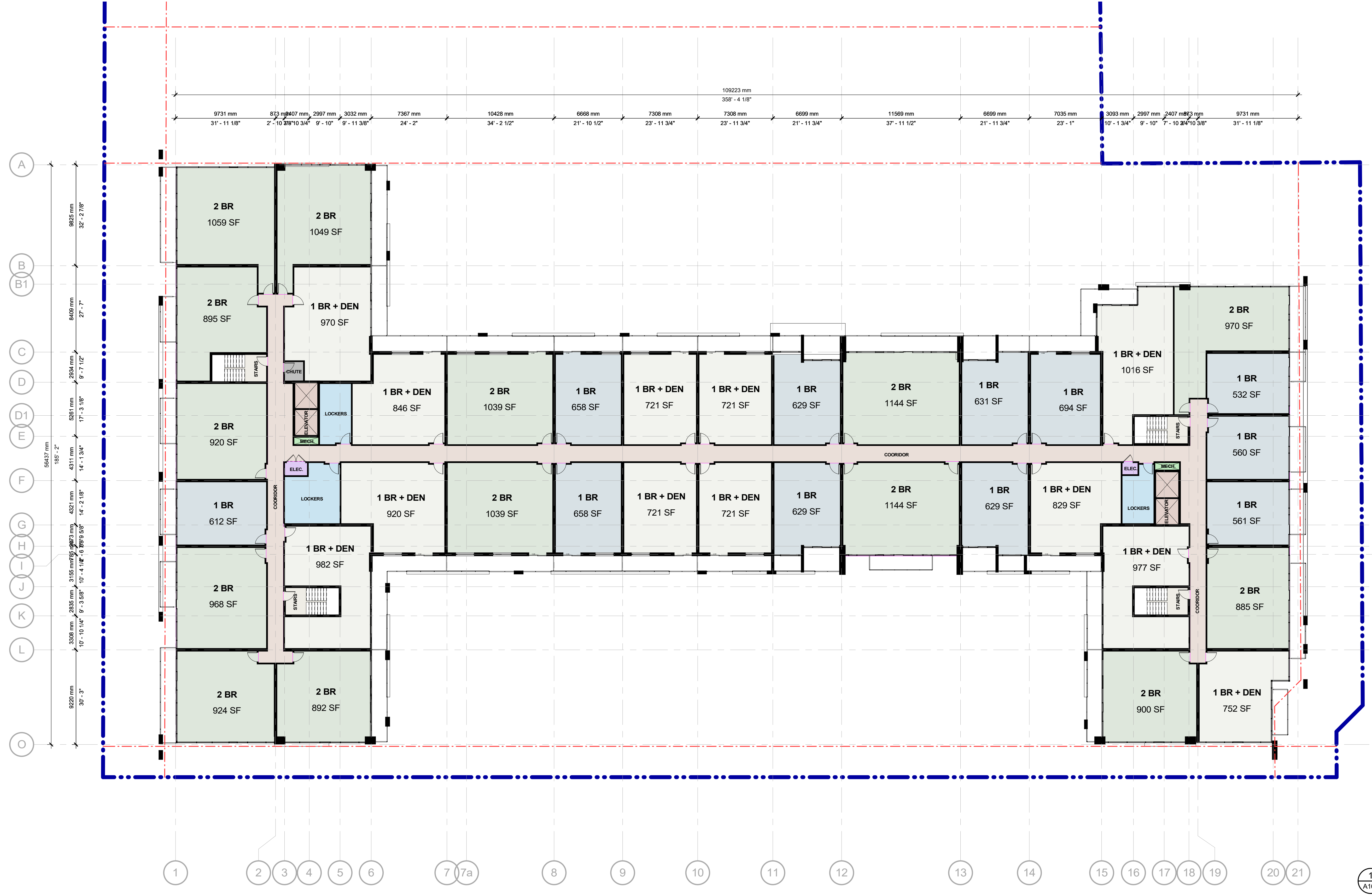
UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O SECOND FLOOR</b>			
538 SF ... 735 SF	1 BR	9	4%
555 SF ... 1056 SF	1 BR + DEN	16	7%
886 SF ... 1290 SF	2 BR	13	6%
		38	18%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O THIRD FLOOR</b>			
532 SF ... 694 SF	1 BR	11	5%
721 SF ... 1016 SF	1 BR + DEN	12	6%
885 SF ... 1144 SF	2 BR	14	7%
		37	17%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O FOURTH FLOOR</b>			
532 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
772 SF ... 1144 SF	2 BR	14	7%
		37	17%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O FIFTH FLOOR</b>			
474 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
650 SF ... 1144 SF	2 BR	14	7%
		37	17%

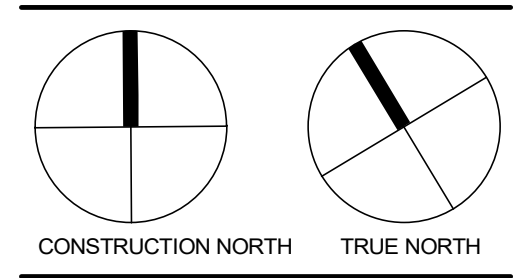
UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O SIXTH FLOOR</b>			
474 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
650 SF ... 1144 SF	2 BR	14	7%
		37	17%



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**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**THIRD FLOOR**

START DATE	11.30.2018
DRAWN BY	CMC / ME
CHECKED BY	JM
SCALE	1 : 192
PROJECT NO.	118082

DRAWING

**1** THIRD FLOOR PLAN  
A103 1:192

**A103**

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NO.	ISSUED	DATE
1	CLIENT REVIEW	09.27.2019
2	CLIENT REVIEW	12.05.2019
3	CLIENT REVIEW CITY SUBMISSION	22.05.2020

SELLABLE VS NON-SELLABLE				
SELLABLE / NON-SELLABLE	COUNT	SM	SF	PERCENT
<b>NON-SELLABLE</b>				
NON-SELLABLE CHUTE	5	21.91 m <sup>2</sup>	236 SF	0.1%
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NON-SELLABLE INDOOR AMENITY	2	611.16 m <sup>2</sup>	6579 SF	3.1%
NON-SELLABLE LOBBY	2	209.49 m <sup>2</sup>	2255 SF	1.0%
NON-SELLABLE LOCKERS	8	175.70 m <sup>2</sup>	1891 SF	0.9%
NON-SELLABLE MECH.	12	24.31 m <sup>2</sup>	262 SF	0.1%
NON-SELLABLE MECHANICAL	1	0.00 m <sup>2</sup>	0 SF	0.0%
NON-SELLABLE OUTDOOR AMENITY	1	364.77 m <sup>2</sup>	3926 SF	1.8%
NON-SELLABLE STAIRS	19	257.27 m <sup>2</sup>	2769 SF	1.3%
NON-SELLABLE: 75	75	3410.63 m <sup>2</sup>	36712 SF	17.0%
<b>SELLABLE</b>				
SELLABLE 1 BR	60	3423.27 m <sup>2</sup>	36848 SF	17.1%
SELLABLE 1 BR + DEN	74	5822.49 m <sup>2</sup>	62673 SF	29.1%
SELLABLE 2 BR	81	7231.68 m <sup>2</sup>	77841 SF	36.1%
SELLABLE RETAIL	1	126.41 m <sup>2</sup>	1361 SF	0.6%
SELLABLE: 216	216	16603.85 m <sup>2</sup>	178722 SF	83.0%
<b>TOTAL</b>	<b>291</b>	<b>20014.49 m<sup>2</sup></b>	<b>215434 SF</b>	<b>100.0%</b>

GFA		
Level	Area sf	Area m2
T/O GROUND FLOOR	35938 SF	3339 m <sup>2</sup>
T/O SECOND FLOOR	35821 SF	3328 m <sup>2</sup>
T/O THIRD FLOOR	34093 SF	3167 m <sup>2</sup>
T/O FOURTH FLOOR	33305 SF	3094 m <sup>2</sup>
T/O FIFTH FLOOR	33557 SF	3118 m <sup>2</sup>
T/O SIXTH FLOOR	33557 SF	3118 m <sup>2</sup>
	206271 SF	19163 m <sup>2</sup>

BALCONY AREA		
Level	Area sf	Area m2
T/O GROUND FLOOR	2961 SF	275 m <sup>2</sup>
T/O SECOND FLOOR	2840 SF	264 m <sup>2</sup>
T/O THIRD FLOOR	4407 SF	409 m <sup>2</sup>
T/O FOURTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O FIFTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O SIXTH FLOOR	3004 SF	279 m <sup>2</sup>
	20202 SF	1877 m <sup>2</sup>

UNIT MIX			
Area	Name	Count	%
474 SF ... 735 SF	1 BR	60	28%
555 SF ... 1089 SF	1 BR + DEN	74	34%
650 SF ... 1301 SF	2 BR	81	38%
		215	100%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O GROUND FLOOR</b>			
562 SF ... 731 SF	1 BR	7	3%
717 SF ... 1089 SF	1 BR + DEN	10	5%
845 SF ... 1301 SF	2 BR	12	6%
		29	13%

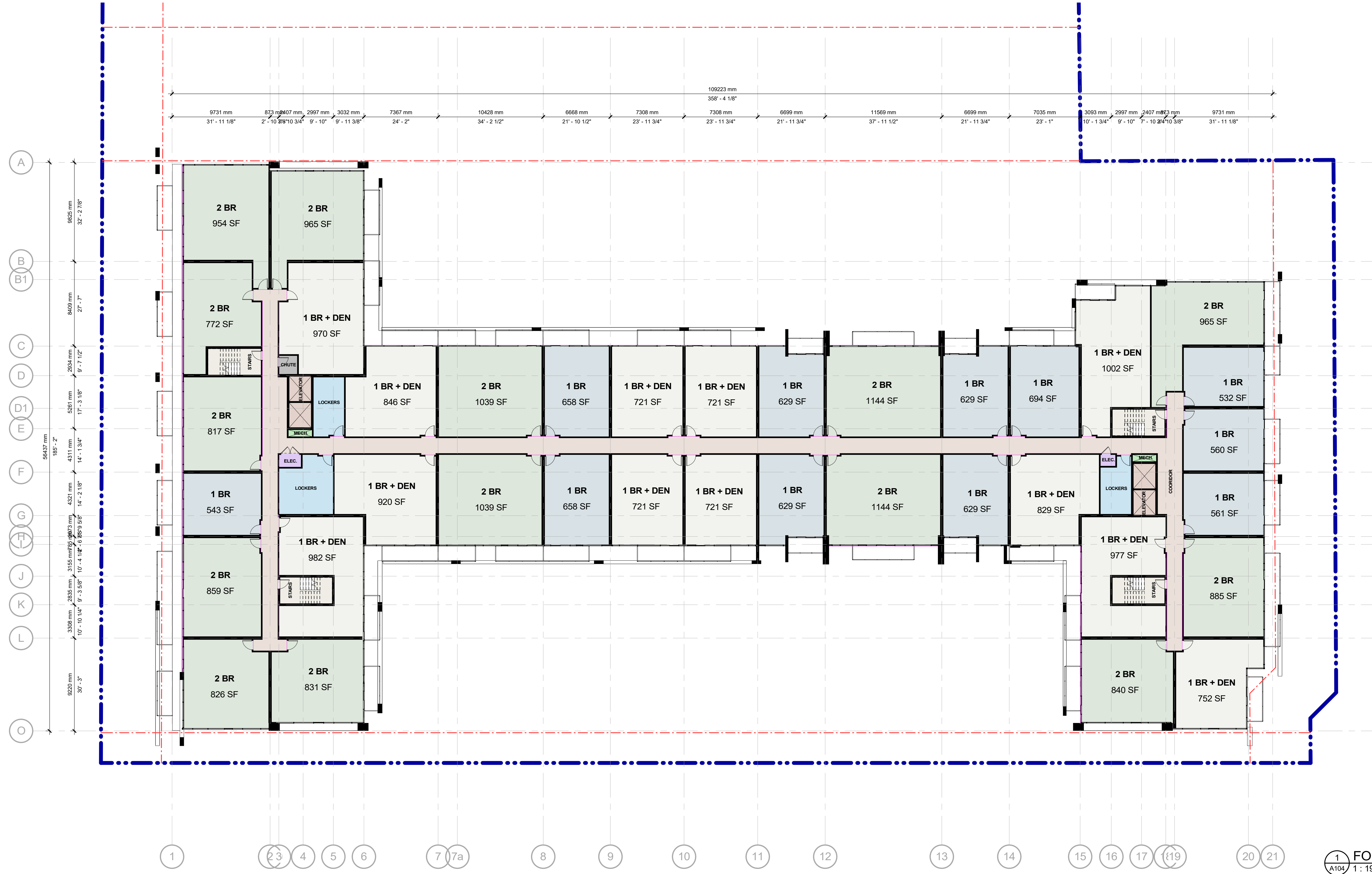
UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O SECOND FLOOR</b>			
538 SF ... 735 SF	1 BR	9	4%
555 SF ... 1056 SF	1 BR + DEN	16	7%
886 SF ... 1290 SF	2 BR	13	6%
		38	18%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O THIRD FLOOR</b>			
532 SF ... 694 SF	1 BR	11	5%
721 SF ... 1016 SF	1 BR + DEN	12	6%
885 SF ... 1144 SF	2 BR	14	7%
		37	17%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O FOURTH FLOOR</b>			
532 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
772 SF ... 1144 SF	2 BR	14	7%
		37	17%

UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O FIFTH FLOOR</b>			
474 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
650 SF ... 1144 SF	2 BR	14	7%
		37	17%

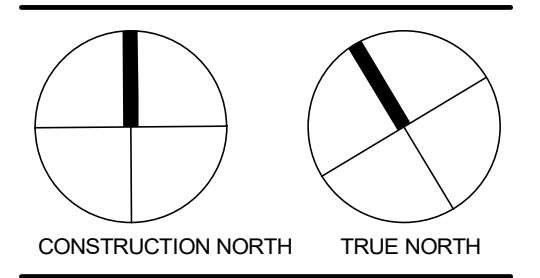
UNIT BREAK DOWNS			
Area	Name	Count	%
<b>T/O SIXTH FLOOR</b>			
474 SF ... 694 SF	1 BR	11	5%
721 SF ... 1002 SF	1 BR + DEN	12	6%
650 SF ... 1144 SF	2 BR	14	7%
		37	17%



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**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**FOURTH - SIXTH FLOOR (TYPICAL PLANS)**

START DATE	11.30.2018
DRAWN BY	CMC / ME
CHECKED BY	JM
SCALE	1 : 192
PROJECT NO.	118082

DRAWING

**1** FOURTH FLOOR PLAN  
A104 1 : 192

**A104**

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NO.	ISSUED	DATE
1	CLIENT REVIEW	09.27.2019
2	CLIENT REVIEW	12.05.2019
3	CLIENT REVIEW CITY SUBMISSION	22.05.2020

SELLABLE VS NON-SELLABLE					
SELLABLE / NON-SELLABLE	COUNT	SM	SF	PERCENT	
<b>NON-SELLABLE</b>					
NON-SELLABLE CHUTE	5	21.91 m <sup>2</sup>	236 SF	0.1%	
NON-SELLABLE COORIDOR	6	1506.99 m <sup>2</sup>	16221 SF	7.5%	
NON-SELLABLE ELEC.	12	30.37 m <sup>2</sup>	327 SF	0.2%	
NON-SELLABLE ELEVATOR	6	79.70 m <sup>2</sup>	858 SF	0.4%	
NON-SELLABLE GARBAGE / LOADING	1	128.94 m <sup>2</sup>	1388 SF	0.6%	
NON-SELLABLE INDOOR AMENITY	2	611.16 m <sup>2</sup>	6578 SF	3.1%	
NON-SELLABLE LOBBY	2	209.49 m <sup>2</sup>	2255 SF	1.0%	
NON-SELLABLE LOCKERS	8	175.70 m <sup>2</sup>	1891 SF	0.9%	
NON-SELLABLE MECH.	12	24.31 m <sup>2</sup>	262 SF	0.1%	
NON-SELLABLE MECHANICAL	1	0.00 m <sup>2</sup>	0 SF	0.0%	
NON-SELLABLE OUTDOOR AMENITY	1	364.77 m <sup>2</sup>	3926 SF	1.8%	
NON-SELLABLE STAIRS	19	257.27 m <sup>2</sup>	2769 SF	1.3%	
NON-SELLABLE: 75	75	3410.63 m <sup>2</sup>	36712 SF	17.0%	
<b>SELLABLE</b>					
SELLABLE 1 BR	60	3423.27 m <sup>2</sup>	36848 SF	17.1%	
SELLABLE 1 BR + DEN	74	5822.49 m <sup>2</sup>	62673 SF	29.1%	
SELLABLE 2 BR	81	7231.68 m <sup>2</sup>	77841 SF	36.1%	
SELLABLE RETAIL	1	126.41 m <sup>2</sup>	1361 SF	0.6%	
SELLABLE: 216	216	16603.85 m <sup>2</sup>	178722 SF	83.0%	
<b>TOTAL</b>	<b>291</b>	<b>20014.49 m<sup>2</sup></b>	<b>215434 SF</b>	<b>100.0%</b>	

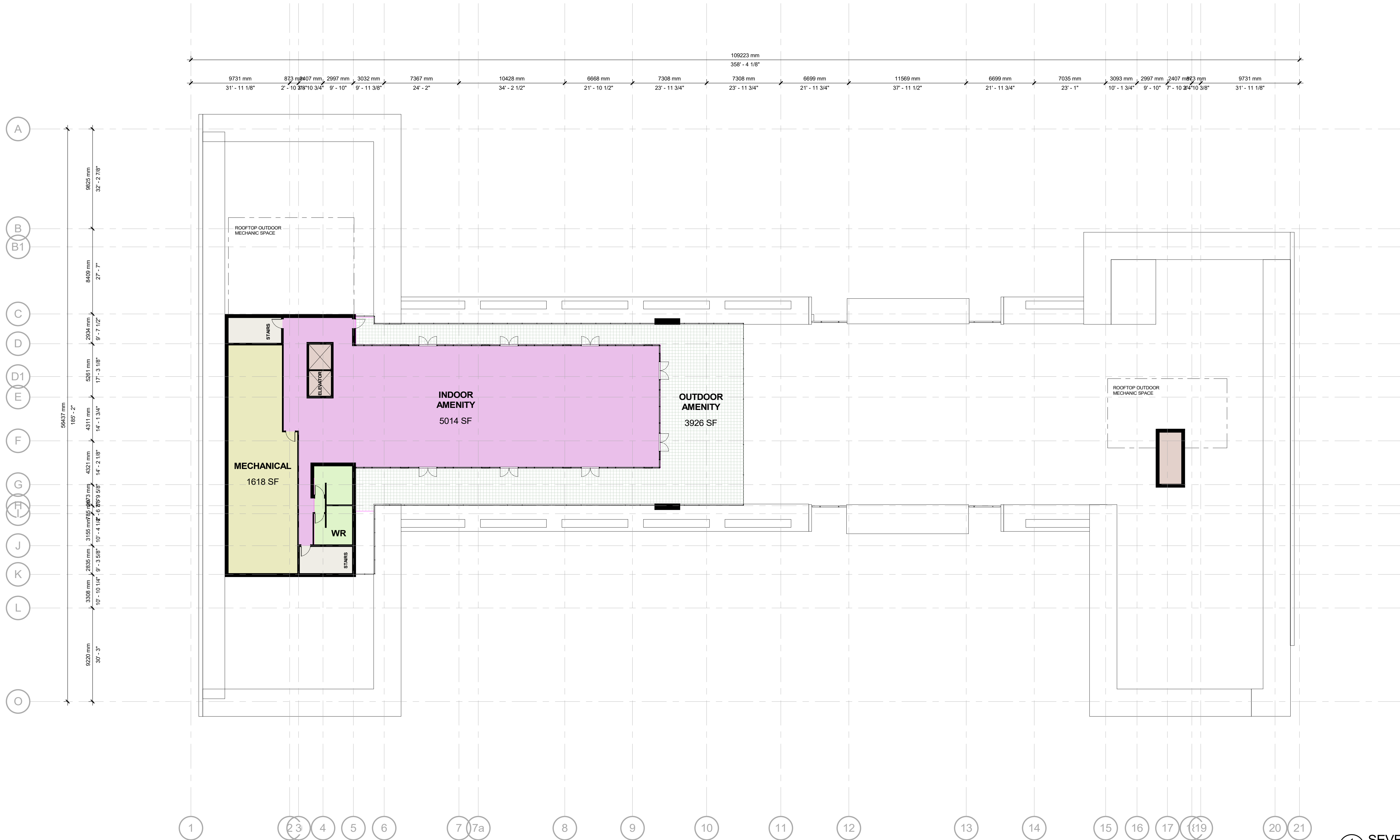
GFA		
Level	Area sf	Area m <sup>2</sup>
T/O GROUND FLOOR	35938 SF	3339 m <sup>2</sup>
T/O SECOND FLOOR	35821 SF	3328 m <sup>2</sup>
T/O THIRD FLOOR	34093 SF	3167 m <sup>2</sup>
T/O FOURTH FLOOR	33305 SF	3094 m <sup>2</sup>
T/O FIFTH FLOOR	33557 SF	3118 m <sup>2</sup>
T/O SIXTH FLOOR	33557 SF	3118 m <sup>2</sup>
	206271 SF	19163 m <sup>2</sup>

BALCONY AREA		
Level	Area sf	Area m <sup>2</sup>
T/O GROUND FLOOR	2961 SF	275 m <sup>2</sup>
T/O SECOND FLOOR	2840 SF	264 m <sup>2</sup>
T/O THIRD FLOOR	4407 SF	409 m <sup>2</sup>
T/O FOURTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O FIFTH FLOOR	3495 SF	325 m <sup>2</sup>
T/O SIXTH FLOOR	3004 SF	279 m <sup>2</sup>
	20202 SF	1877 m <sup>2</sup>

UNIT MIX				
Area	Name	Count	%	
474 SF ... 735 SF	1 BR	60	28%	
555 SF ... 1089 SF	1 BR + DEN	74	34%	
650 SF ... 1301 SF	2 BR	81	38%	
		215	100%	

UNIT BREAK DOWNS				
Area	Name	Count	%	
<b>T/O GROUND FLOOR</b>				
562 SF ... 731 SF	1 BR	7	3%	
717 SF ... 1089 SF	1 BR + DEN	10	5%	
845 SF ... 1301 SF	2 BR	12	6%	
		29	13%	
<b>T/O SECOND FLOOR</b>				
538 SF ... 735 SF	1 BR	9	4%	
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		38	18%	
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885 SF ... 1144 SF	2 BR	14	7%	
		37	17%	

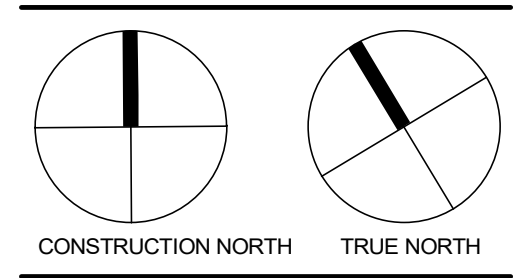
UNIT BREAK DOWNS				
Area	Name	Count	%	
<b>T/O FOURTH FLOOR</b>				
532 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1002 SF	1 BR + DEN	12	6%	
772 SF ... 1144 SF	2 BR	14	7%	
		37	17%	
<b>T/O FIFTH FLOOR</b>				
474 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1002 SF	1 BR + DEN	12	6%	
650 SF ... 1144 SF	2 BR	14	7%	
		37	17%	
<b>T/O SIXTH FLOOR</b>				
474 SF ... 694 SF	1 BR	11	5%	
721 SF ... 1002 SF	1 BR + DEN	12	6%	
650 SF ... 1144 SF	2 BR	14	7%	
		37	17%	
		215	100%	



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**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**SEVENTH FLOOR**

START DATE	11.30.2018
DRAWN BY	CMC / ME
CHECKED BY	JM
SCALE	1 : 192
PROJECT NO.	118082

DRAWING

**1 SEVENTH FLOOR**  
A105 1 : 192

**A105**

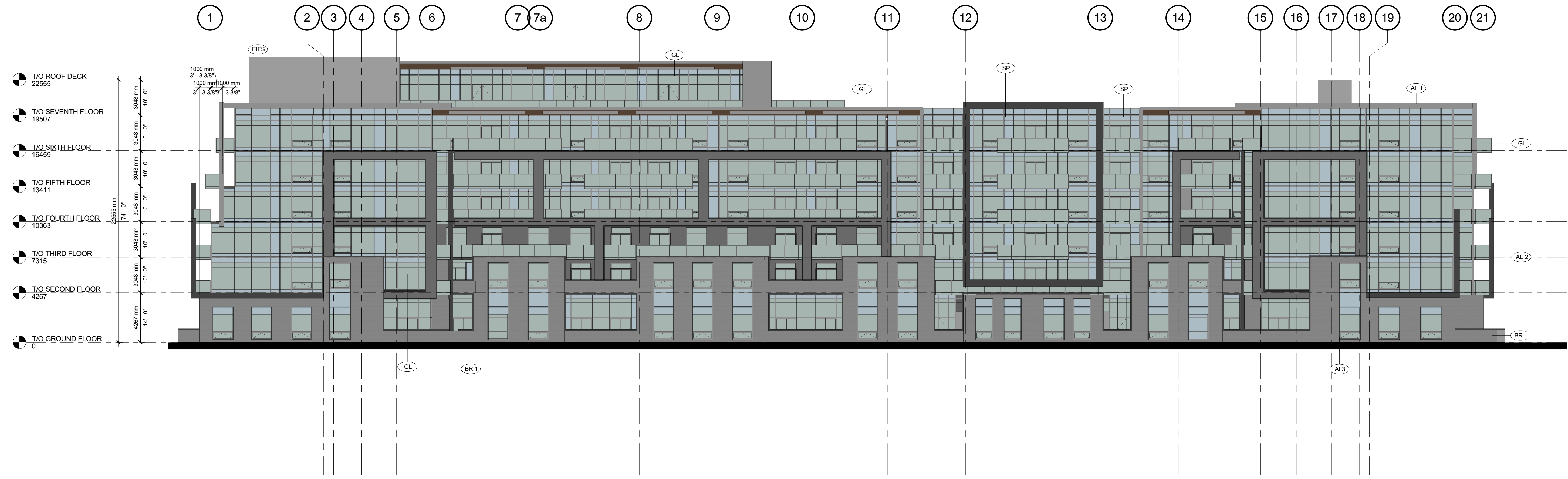
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NO.	ISSUED	DATE
1	CLIENT REVIEW CITY SUBMISSION	22.05.2020

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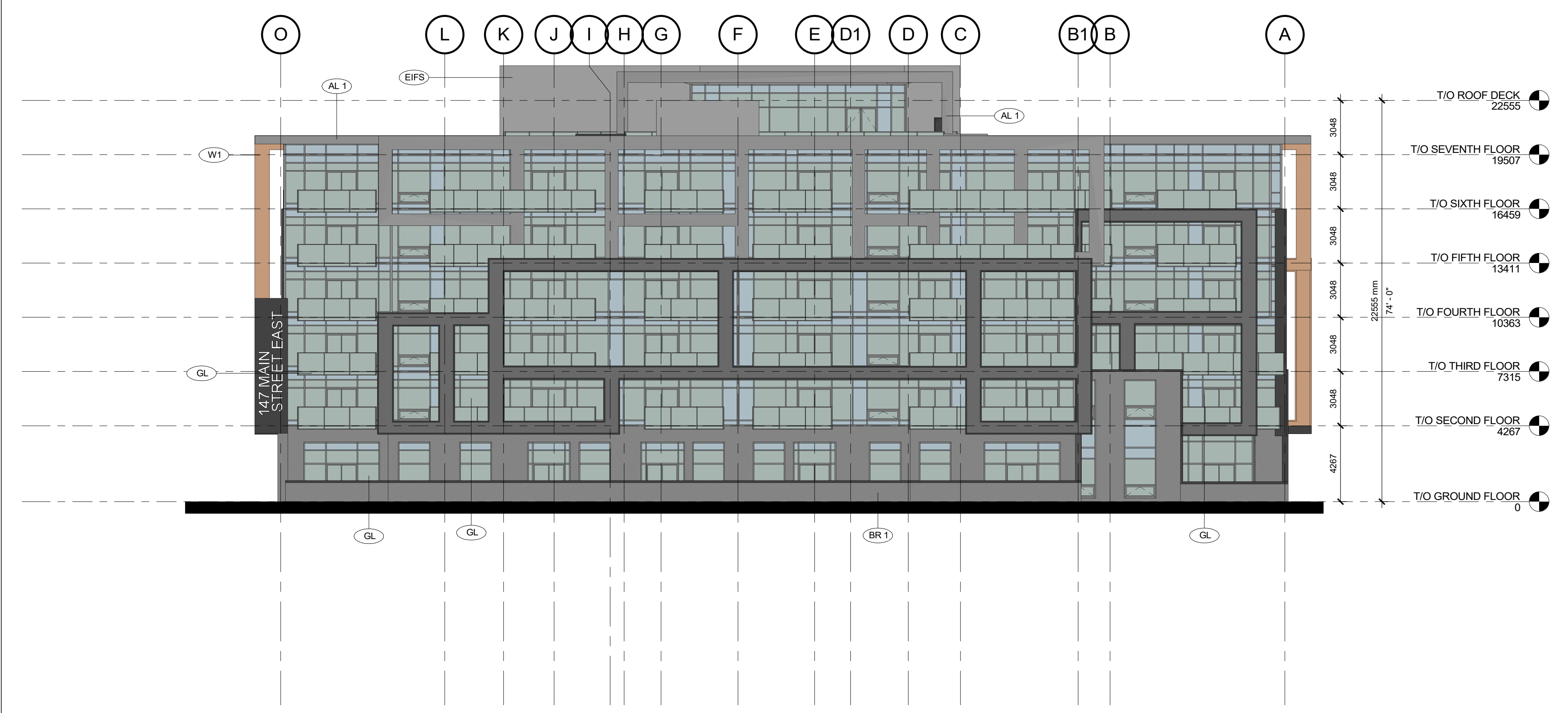
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SEAL



**1 SOUTH ELEVATION**  
A201 1 : 175

MATERIAL SUMMARY	
DESCRIPTION	CODE
ALUMINUM - BLACK	AL 2
ALUMINUM - GREY	AL 1
BRICK - GREY	BR 1
BRICK - RED	BR 2
EIFS - LIGHT GREY	EIF
WINDOW GLAZING CLEAR	GL
WINDOW SPANDREL	SP
WOOD REVEAL	W1



**2 EAST ELEVATION**  
A201 1 : 175

**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**EXTERIOR  
ELEVATION I**

START DATE	11.30.2018
DRAWN BY	CMC
CHECKED BY	JM
SCALE	1 : 175
PROJECT NO.	118082

DRAWING

**A201**

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NO.	ISSUED	DATE
1	CLIENT REVIEW CITY SUBMISSION	22.05.2020

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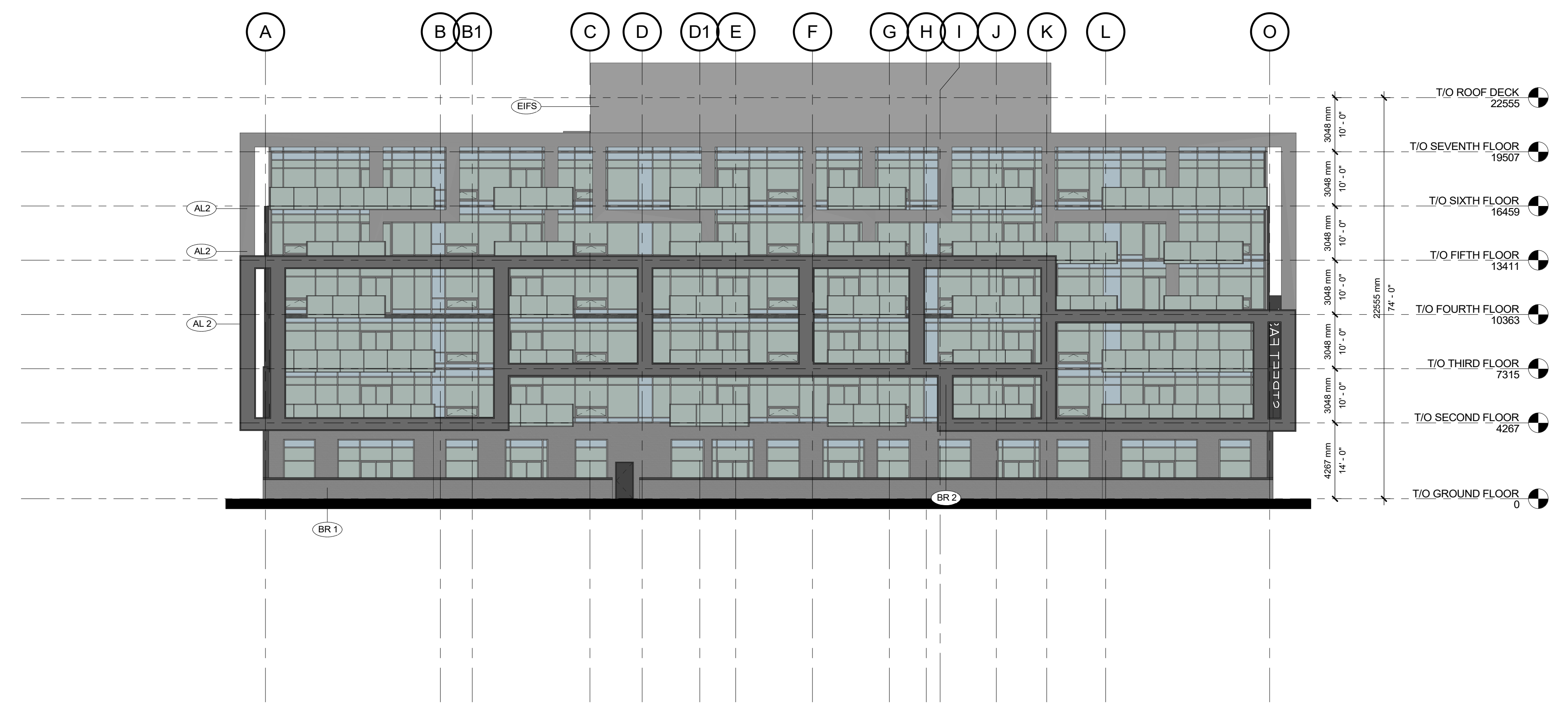
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**1 NORTH ELEVATION**  
A202 1:175

MATERIAL SUMMARY	
DESCRIPTION	CODE
ALUMINUM - BLACK	AL 2
ALUMINUM - GREY	AL 1
BRICK - GREY	BR 1
BRICK - RED	BR 2
EIFS - LIGHT GREY	EIF
WINDOW GLAZING CLEAR	GL
WINDOW SPANDREL	SP
WOOD REVEAL	W1



**2 WEST ELEVATION**  
A202 1:175

**GRIMBSY CONDOS**

147 MAIN STREET EAST,  
GRIMBSY, ON L3M 1P2

SHEET NAME

**EXTERIOR  
ELEVATION II**

START DATE	11.30.2018
DRAWN BY	CMC
CHECKED BY	JM
SCALE	1 : 175
PROJECT NO.	118082

DRAWING

**A202**

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