



Urban Design Brief

**200 John Street East &
588 Charlotte Street**

July 2020



Planning & Design Inc.

Primary Contact

Catherine Jay, Principal

☎ (416) 923 - 6630 ext: 27

✉ cjay@sglplanning.ca

SGL Planning & Design Inc.

1547 Bloor Street West,

Toronto, M6P 1A5

www.sglplanning.ca

Table of Contents

I. DESCRIPTION AND SITE ANALYSIS	1
1.1. SITE DESCRIPTION.....	1
1.2. INTENT OF DOCUMENT	2
1.3. SITE AND SURROUNDING CONTEXT	2
1.4 COMMUNITY SERVICES AND FACILITIES.....	3
2. THE DEVELOPMENT CONCEPT	4
2.1. DESIGN PRINCIPLES	4
2.1.1 Foster an attractive neighbourhood and a sense of place....	4
2.1.2 Create a walkable neighbourhood.....	5
2.1.3 Provide a variety of transportation choices.....	5
2.1.4 Promote compact built form and efficient use of land	5
2.1.5 High Quality Public Realm	6
2.1.6 Sustainable Neighbourhood design	6
2.2. THE BIG MOVES	7
2.3. PRELIMINARY DEVELOPMENT CONCEPT	8
3. DESIGN FRAMEWORK	9
3.1. MOBILITY NETWORK	9
3.1.1 Vehicular Movement.....	9
3.1.2 Access to Transit	9
3.1.3 Active Transportation	9
3.1.4 Sustainability	10
3.1.5 Site Access	10
3.2. PUBLIC REALM.....	11
3.3. SUSTAINABILITY	11
3.4. BUILT FORM	13
3.4.1 Low-rise: Singles and Semis.....	13
3.4.2 Sustainability Principles	14
4. SUMMARY AND CONCLUSIONS.....	14

I. Description and Site Analysis

I.1. Site Description

As part of the existing urban area and the Old Town planning district, this proposed development is adjacent to Charlotte and John Street **Figure 1**. The Charlotte/John Street area is characterized primarily by single-family homes in the Old Town district character **Image 1**. The proposed development encourages a high standard of urban design to ensure the integration within the surrounding context and Town's character. 200 John Street East and 588 Charlotte Street has been designed to strike a balance between respecting the existing neighbourhood character and the Town's need to accommodate growth.

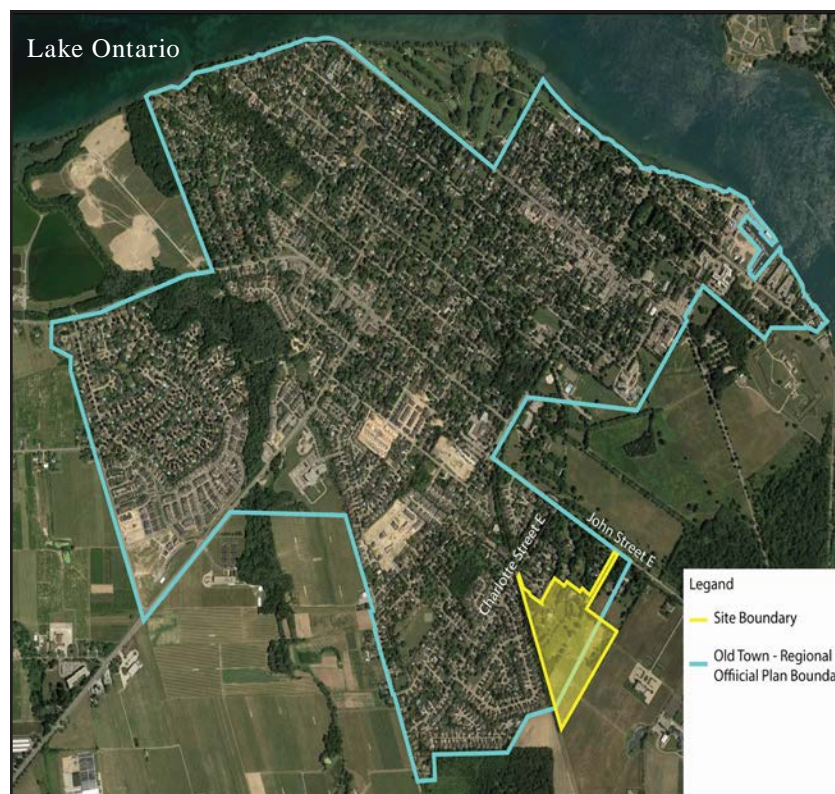


Figure 1. Site location within the regional boundary of Old Town

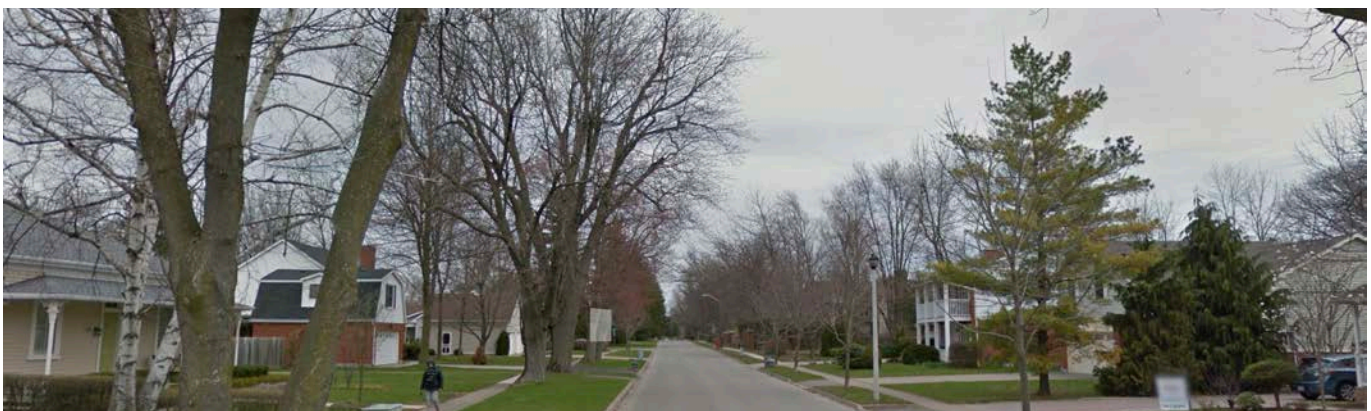


Image 1. Single family detached homes, looking northeast on Charlotte Street

1.2. Intent of Document

Urban design brings architecture, landscape architecture and city planning together to create attractive and functional public and private spaces. Urban Design informs the placement and design of buildings, public spaces, transportation, community services and amenities. This Urban Design Brief (UDB) has been prepared in support of the development applications by Solmar (Niagara 2) Inc. to facilitate the approval of a draft plan of subdivision. The document identifies overall design principles that inform the development concept, mobility network, public realm and built form. The UDB is based upon the guidance provided by Town staff, as well as, good urban design principles and demonstrates how the development meets the intent of statutory planning documents.

The primary goal of the UDB is to ensure the proposed development fits and contributes to Niagara on the Lake's overall community character by ensuring the development:

- is compatible with surrounding land uses;
- uses land in an efficient manner, and
- is well-designed and visually pleasing.

This Design Brief is intended to:

- guide the developer and the builder in the realization of the proposed neighbourhood vision in a manner that delivers a consistent high-quality standard of design;
- be used as the design foundation for future more detailed design such as landscape plans and architectural design guidelines; and,
- guide staff in the evaluation and approval of the proposed draft plan.

1.3. Site and surrounding Context

The development site is located on the south side of John Street, between Charlotte Street and the Railway. The site is characterized by residential subdivisions to the west and south-west, the Upper Canada Heritage Trail to the west, the Two Sisters Vineyards to the east and open space agricultural land to the north **Figure 2**. The site is comprised of a total of 12.34 hectares (ha) (30.49 acres).



Figure 2. Site and surrounding context

1.4. Community Services and Facilities

As part of the Old Town community, the John Street site is a small infill site. The community facilities being proposed for the site include parkland/open space, access to the Upper Canada Heritage Trail and location adjacent to a proposed hotel. Due to the site location within the urban boundary, it is within walking distance to transit services at King and John. **Figure 3** shows the services, facilities and activities that are within walking, biking and close proximity to the site.

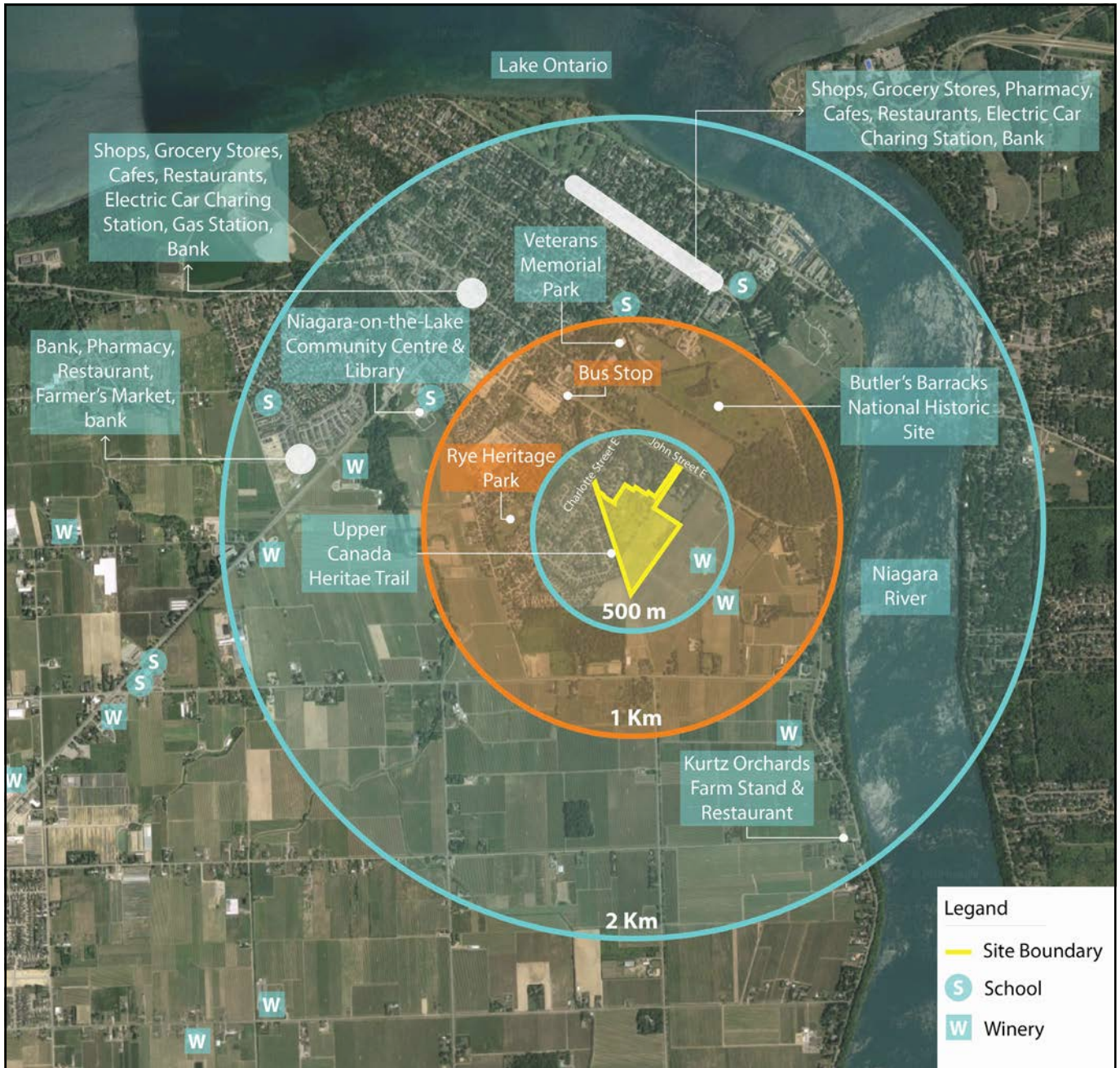


Figure 3. Site location and surrounding facilities, activities and shopping within a 2 km radius

2. The Development Concept

2.1. Design Principles

The Neighbourhood Design will promote a strong sense of place with a defined structure that includes access to daily needs and services, parkland, trails, transit and community services. 6 Design Principles will guide the development of the site and inform mobility, public realm and built form. The Design Principles are as follows:

- Foster an attractive neighbourhood and sense of place
- Create a walkable neighbourhood
- Provide a variety of transportation choices
- Provide a compact built form and efficient use of land
- High quality public realm
- Sustainable neighbourhood

2.1.1 Foster an attractive neighbourhood and a sense of place

Infill development should respect the existing community fabric. Built form shall have regard for existing heritage preservation and where feasible incorporate cultural elements into the overall neighbourhood design.



Image 2. Townhomes on Weatherstone Crescent abutting the site to the northwest (Image Google Earth)



Image 3. Single detached homes along The Promenade directly to the west of the subject site



Image 4. Historical entrance to subject site from Charlotte Street

2.1.2 Create a walkable neighbourhood

All streetscape designs should accommodate sidewalks on at least one side of the street, with regularly spaced trees. The Neighbourhood design should provide direct route connections to existing streets.

2.1.3 Provide a variety of transportation choices

Multi – model transportation options should be provided. The design of the neighbourhood will facilitate walking, biking and transit use through connection to trails, attractive streetscapes that connect to existing neighbourhoods and access transit.

2.1.4 Promote compact built form and efficient use of land



Image 5. Walkable streetscape with regularly spaced trees and sidewalk seen on Coach Drive near the subject site (Image Google Earth)



Image 6. John Street separated cycling and walking path. Trees and green space provide a visual and physical buffer between uses. (Image Google Earth)

A more compact built form ensures a range of built form types may be included within the site. The height, massing and arrangement of buildings will achieve a harmonious design and integrate with the surrounding area.



Image 7. Multi-unit residential homes by Solmar’s Windsor development in Niagara on the Lake (Image Solmar)

2.1.5 High Quality Public Realm

Appropriate open space, including landscaping and buffering, will be provided to maximize privacy and minimize the impact on adjacent lower density uses. Open spaces should accommodate both active and passive recreation opportunities, including spaces for neighbourhoods and the community to gather.

2.1.6 Sustainable Neighbourhood design

The use of appropriate drought tolerant and native heritage plantings will contribute to an attractive public realm.



Image 8. Gazebo providing seating, shade and visual interest (Photo grassligroup.com)

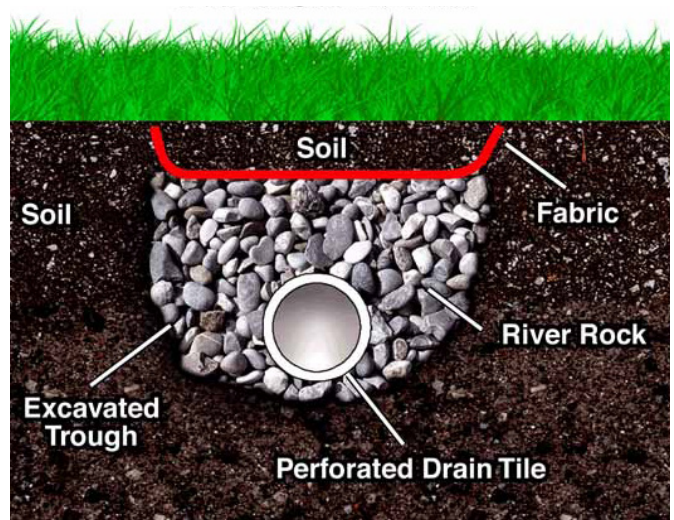


Image 9. French drain for increased ground water infiltration



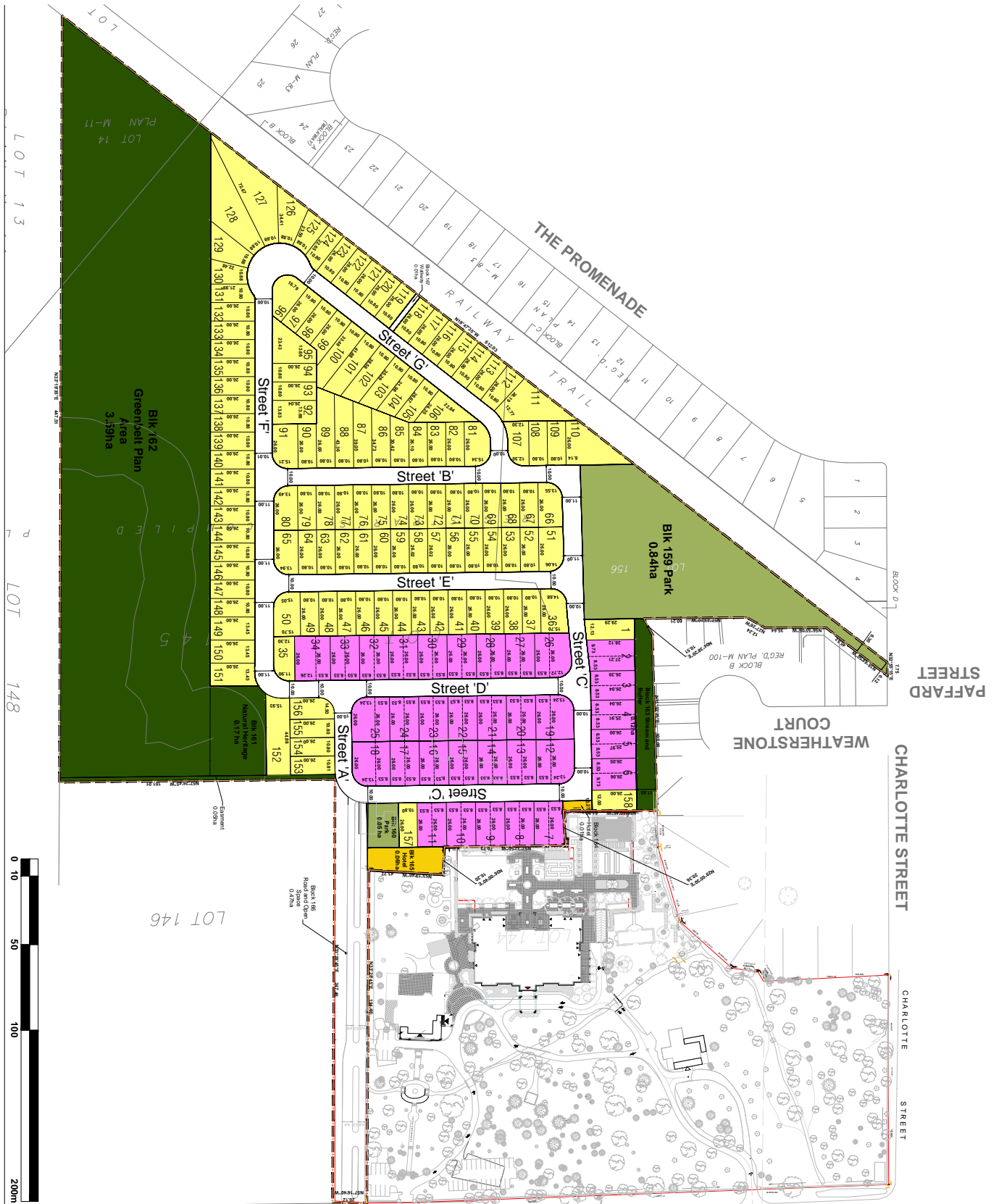
Image 10. Drought tolerant native streets: *Acer rubrum*, Red Maple and *Gleditsia triacanthos*, Honey-locust

2.2. Design Elements



Figure 4. Locations of key design details on subject site

2.3. Preliminary Development Concept



3. Design Framework

The key components of the design framework including the mobility network, public realm, and built form have been incorporated into the draft plan to create an efficient, sustainable, and compact community that responds to urban design principles and applicable planning policies.

3.1.1. Mobility Network

The proposed mobility network has been designed to facilitate ease of movement within the site and provide connectivity to John Street. The streets will support vehicular movement, active transportation, transit connections and trail connections.

3.1.1.1 Vehicular Movement

Vehicular movement within the site is proposed to be via private streets that connect to John Street.

3.1.1.2 Access to Transit

The site is served by a transit stop at King Street and John Street as seen in **Figure 4**. The stop is approximately a 10-minute walk from the John Street entrance along John Street and a 6 minute walk from the Charlotte entrance along the Heritage trail.

3.1.1.3 Active Transportation

The plan introduces opportunities for active transportation as seen in **Figure 5** by incorporating sidewalks on one side of the street and providing for connections to the Heritage Trail and existing streets.



Image 11. Niagara on the Lake transit map (Image notle.org)

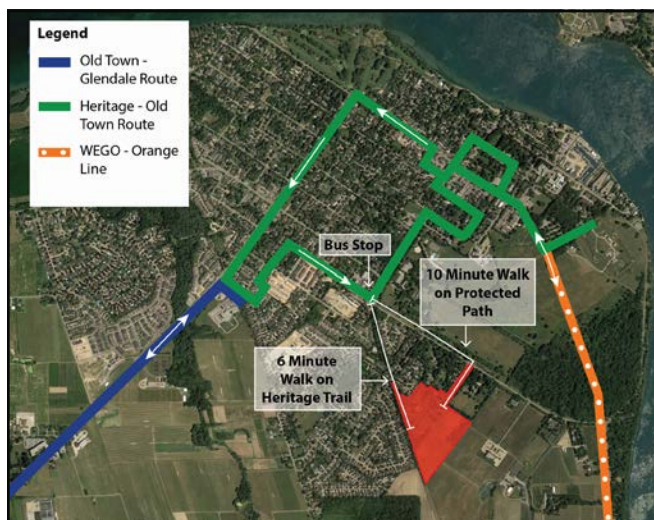


Figure 5. Public transportation can be accessed by a 6 minute or 10 minute walk along sidewalks, cycling routes and trails.

3.1.4 Sustainability

In order to reduce dependence on the private automobile, the mobility network provides opportunities for active transportation, and strengthens connections to existing street, trail and public transit infrastructure.

3.1.5 Site Access

The site can be accessed from private streets at two locations, John Street at the north side, Charlotte Street at the west side of the development, as seen in **Figure 6**. Vehicular access to all dwellings will be from the proposed streets that are internal to the site. These streets will be predominantly accessed from John Street to the north. Emergency access will be provided from a laneway accessed from Charlotte Street, providing for an alternative exit to the west.



Figure 6. Active transportation opportunities includes sidewalk access to the Heritage Trail and a protected paved cycling/walking path



Image 12. The site can be accessed from John Street, Charlotte Street and the Upper Canada Heritage Trail

3.2. Public Realm

The key elements that contribute to the public realm as seen in the landscape design concept on the facing page include:

- Access to parkland and open space
- Access to the Heritage Trail
- High quality streetscape incorporating street trees

3.3. Sustainability

The design of the public realm will contribute to developing a sustainable community. Street trees provide shade, encouraging residents to walk, help with stormwater infiltration and create a visually appealing streetscape. Trees will also be preserved where possible to increase the urban tree canopy. Park land and open space provides opportunity for residents to gather and play allowing for an active and healthy lifestyle.

LEGEND

- 1 Tree Type A
- 2 Tree Type B
- 3 Tree Type C
- 4 Tree Type D
- 5 1.5m Sidewalk
- 6 Existing Trees
- 7 Layby Parking
- 8 Environmental Protection Area
- 9 Playground
- 10 Bench
- 11 Formal Planting
- 12 Entry Planting
- 13 Mixed Native & Introduces Trees
- 14 Environmental Conservation Area
- 15 Enhanced Paving
- 17 Bridge
- 18 Swale Planting
- 19 30M Vegetation Protection Zone
- 20 Tea House Pavilion
- 21 Pathway Connection



200 JOHN ST NIAGARA, ON
JULY 2020

CONCEPT PLAN (CONCEPTUAL LAYOUT FOR DISCUSSION PURPOSES)



STUDIO tla

3.4. Built Form

3.4.1 Low-rise: Singles and Semis

In keeping with the local context, the built form will be a reflection of the existing built form in the area. The built form will be contemporary with heritage elements incorporated to suit the surrounding context. The site is comprised mostly of single-family dwellings with some semi-detached dwellings. Front doors will be prominent and the impact of garages on the streetscape will be minimized. Examples of the type of elevations for the development are shown below in Images 13 and 14.



Image 13. Site specific examples of single family homes



Image 14. Site specific example of a semi-detached home

3.4.2 Sustainability Principles

The proposed development will incorporate a variety of sustainable features in terms of built form and landscape treatment. The homes will be built to the energy standards of the Ontario Building Code.

4. SUMMARY AND CONCLUSIONS

The redevelopment of 200 John Street/588 Charlotte Street is appropriate and meets the general intent of statutory planning policies, regulations, and guidelines as they relate to urban design. The proposed draft plan will create a compact, efficient, and connected community, and respect the existing character of the surrounding neighbourhood. This infill applies good urban design principles to create a compact and efficient neighbourhood that offers vehicular, pedestrian and cycling options, parkland, connections to trails and a human scale environment.



Planning & Design Inc.

1547 Bloor Street West
Toronto, Ontario
M6P 1A5
416-923-6630
info@sglplanning.ca